BTG Eddisons

PROPOSED SITE ACCESS ARRANGEMENTS SHERMANBURY ROAD, PARTRIDGE GREEN, WEST SUSSEX (AMENDED LAYOUT)

STAGE 1 - ROAD SAFETY AUDIT
JULY 2026

Transport Planning /Traffic Surveys/ Road Safety Audits

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Appendix B – Location plan of identified problems.

1 INTRODUCTION

1.1 This report presents the findings from a Stage 1 Road Safety Audit (RSA) undertaken on the proposed site access arrangements to a proposed residential development that will be accessed via Shermanbury Road, Partridge Green, West Sussex.

1.2 This RSA supersedes the Stage 1 RSA undertaken in April 2026 due to a number of amendments made to the scheme now subject to RSA.

1.3 The audit was carried out by the following:

Tristan Brooks BSc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert. of Competency	-	Road Safety Audit Team Leader
Jon Preston MCIHT, MSoRSA	-	Road Safety Audit Team Member

1.4 The RSA was commissioned by Eddisons (the designers of the scheme) who provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1 RSA. The overseeing organisation is West Sussex County Council who have approved the audit team to undertake RSA's on their highway network.

1.5 The site visit was undertaken by the audit team on Wednesday 8th April 2026 between 11:15-11:50 and comprised a walk and drive-throughs (where available) of the area covered by the schemes. During the site visit both the weather and carriageway surface were dry. Traffic in the vicinity of the scheme on Shermanbury Road was relatively light. Three cyclists were observed during the site visit, no pedestrians were observed.

1.6 The highway network in the vicinity of the scheme is subject to a 40mph speed limit and there is no street lighting.

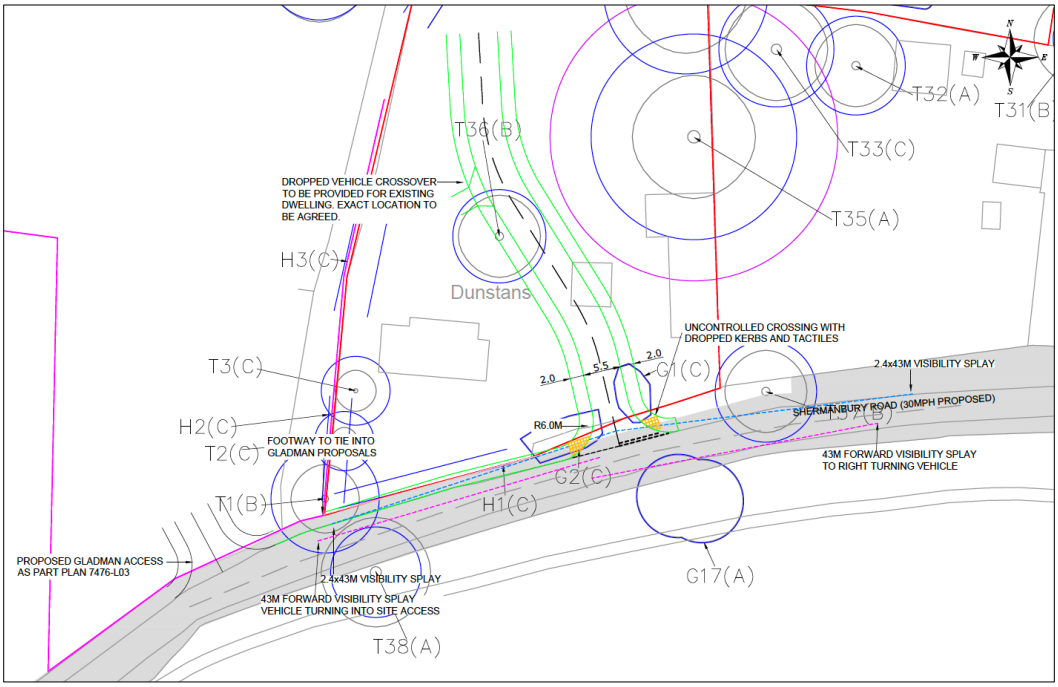
1.7 A review of the Personal Injury Collisions (PIC) data for the most recent 5 year period data is available for between 2020 to 2024 (based on information derived from Crashmap) has indicated that during this period there has been one PIC recorded in the vicinity of the proposed access arrangements that resulted in an injury that was slight in severity and occurred in 2024 in the vicinity of the Shermanbury Road/Greentree Lane access junction.

1.8 The drawings and documents supplied for audit are listed in **Appendix A.** An annotated drawing showing the locations of the problems identified is provided in **Appendix B.**

1.9 The scope of the RSA is limited to the proposed access arrangements as illustrated in **Figure 1**, which in summary will include:

- a new priority controlled 'T' junction on the northern side of Shermanbury Road that will provide access to the site;
- 2 metre wide footways on either side of the site access junction, with the footway on the western side of the site access junction extended to the west to tie into the proposed footway associated with the proposed Gladman development access (which is outside of the scope of this RSA);
- Junction intervisibility splays of 2.4 metres by 43 metres;
- Forward visibility splay of 43 metres to the back of a vehicle turning right into the site access; and
- Relocation of the 30mph speed limit (that is currently located to the west proposed site access) to the east of the proposed site access, with the location to be determined at the detailed design stage in discussion with the highway authority.

Figure 1: Proposed access arrangements.



1.10 The terms of reference of the audit are as that described in DMRB GG/119 Guidelines on Road Safety Audits. This standard has been used for guidance only. The exceptions to GG/119 are the inclusion (if applicable) of a notes/observation section at the end of the

report and figure showing the schemes instead of a written description of the scheme. The audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.11 The audit team have not been made aware of any departures from standard within the design of the scheme.

1.12 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG/119. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

PROBLEM 1

LOCATION: Shermanbury Road - Proposed site access junction.

SUMMARY: Potentially excessive vehicle speeds could increase the risk of collisions between vehicles using the site access junction and increase the severity of injuries should a collision occur.

2.1 The scheme drawing indicates that the 30mph speed limit on Shermanbury Road will be relocated to a yet to be determined location to the east of the proposed site access junction and the junction parameters have been designed in accordance with a 30mph speed limit. The audit team noted during the site visit that vehicle speeds on Shermanbury Road appeared to be high and that a proposed reduction in the speed limit, without any additional speed reduction measures etc may result in poor compliance by drivers, which could result in excessive vehicles speeds at and on the approaches to the proposed site access junction.

2.2 Excessive vehicle speeds and potentially insufficient junction design parameters could result in an increased risk and/or severity of collisions involving vehicles using the proposed site access junction.

RECOMMENDATION

2.3 It is recommended that sufficient measures/features are implemented to reinforce the proposed speed limit change.

PROBLEM 2

LOCATION: Shermanbury Road - Proposed site access junction.

SUMMARY: Potentially restricted forward visibility to the rear of a vehicle turning right may increase the risk of rear-end shunt type collisions.

2.4 It is unclear if sufficient forward visibility can be achieved to the back of a vehicle waiting to turn right into the proposed site access from Shermanbury Road (Ref: **Photograph 1**) which may also be affected should the vegetation on the southern side of Shermanbury Road not be sufficiently maintained. Restricted forward visibility to a vehicle turning right may increase the risk of rear-end shunt type collisions.

2.5 It is noted that the scheme drawings appear to be based on OS mapping rather than a more accurate topographical survey, which may have implications on this problem.

Photograph 1: View west on Shermanbury Road towards the site access.



RECOMMENDATION

2.6 It is recommended that the design should ensure sufficient forward visibility can be achieved to the rear of a vehicle turning right into the site access and this be based on topographical survey data or on site measurements.

PROBLEM 3

LOCATION: Shermanbury Road – Proposed site access.

SUMMARY: Potentially restricted forward visibility from a vehicle turning right may increase the risk of side-impact type collisions.

2.7 It is unclear if sufficient forward visibility can be achieved from a vehicle turning right into the site access junction and a vehicle approaching in the opposite direction on Shermanbury Road from the west (Ref: **Photograph 2**). Restricted forward visibility from a vehicle turning right to a vehicle approaching in the opposite direction may increase the risk of side-impact type collisions.

Photograph 2: View west on Shermanbury Road from the location of a vehicle turning right into the site access.



2.8 It is noted that the scheme drawings appear to be based on OS mapping rather than a more accurate topographical survey, which may have implications on this problem.

RECOMMENDATION

2.9 It is recommended that the design should ensure sufficient forward visibility can be achieved from a vehicle turning right into the site access and this be based on topographical survey data or on site measurements.

PROBLEM 4

LOCATION: Shermanbury Road - Proposed site access junction.

SUMMARY: Vehicle encroachment into opposing lanes could potentially result in head-on type or side-impact type collisions.

2.10 The vehicle swept path analysis provided for review indicate that a refuse vehicle would have to encroach into the opposing lanes when turning left into and left out of the proposed site access junction and a large car would have to encroach into the opposing lane when turning left out of the site access. Vehicle encroachment into the opposing lane could potentially result in head-on type or side impact type collisions with opposing vehicle movements.

2.11 It is acknowledged that it is not atypical for some minor encroachment into opposing lanes for refuse vehicles, although not to the extent as shown on the vehicle swept path analysis drawing provided for review.

RECOMMENDATION

2.12 It is recommended that the junction geometries are revised to address this problem.

PROBLEM 5

LOCATION: Throughout the scheme.

SUMMARY: Omission of street lighting could result in an increased risk of collisions at the junction due to the low level of conspicuity of the junction.

2.13 The Audit Team have not been provided with any information with regard to the provision of street lighting throughout and on the approaches to the site access junction. The omission of street lighting could result in an increased risk of collisions at the junction due to the low level of conspicuity of the junction during the hours of darkness.

RECOMMENDATION

2.14 It is recommended that street lighting should be provided throughout and on the approaches to the site access junction.

3 AUDIT STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG/119 unless otherwise noted.

Signed:



Date: 22 July 2026

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Signed:



Date: 22 July 2026

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APPENDIX A

List of Drawings and Documents Provided for Audit

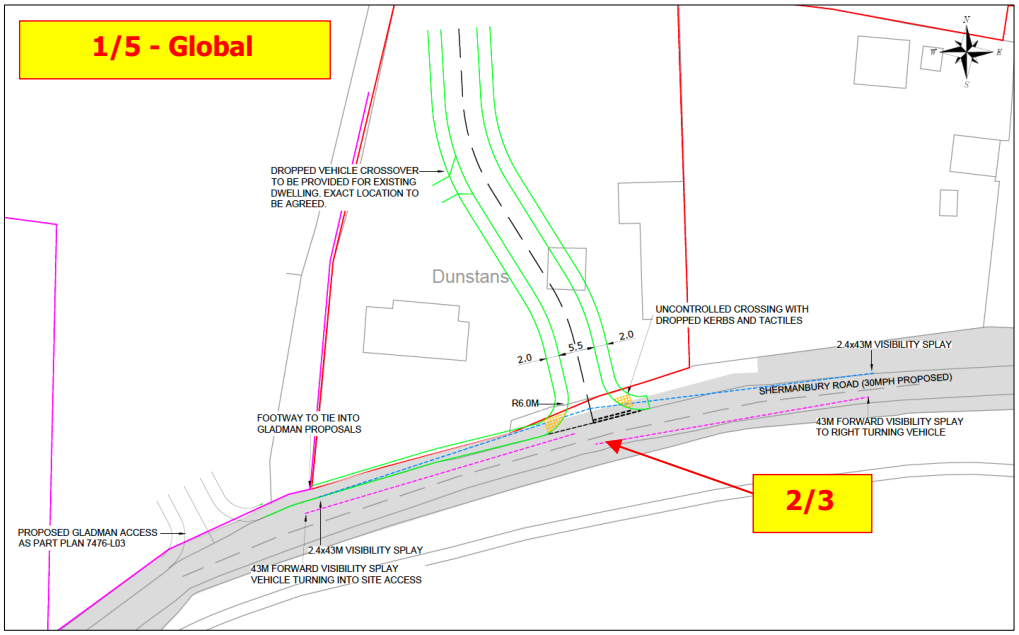
4912-F02 – Rev E
Proposed Site Access Plan

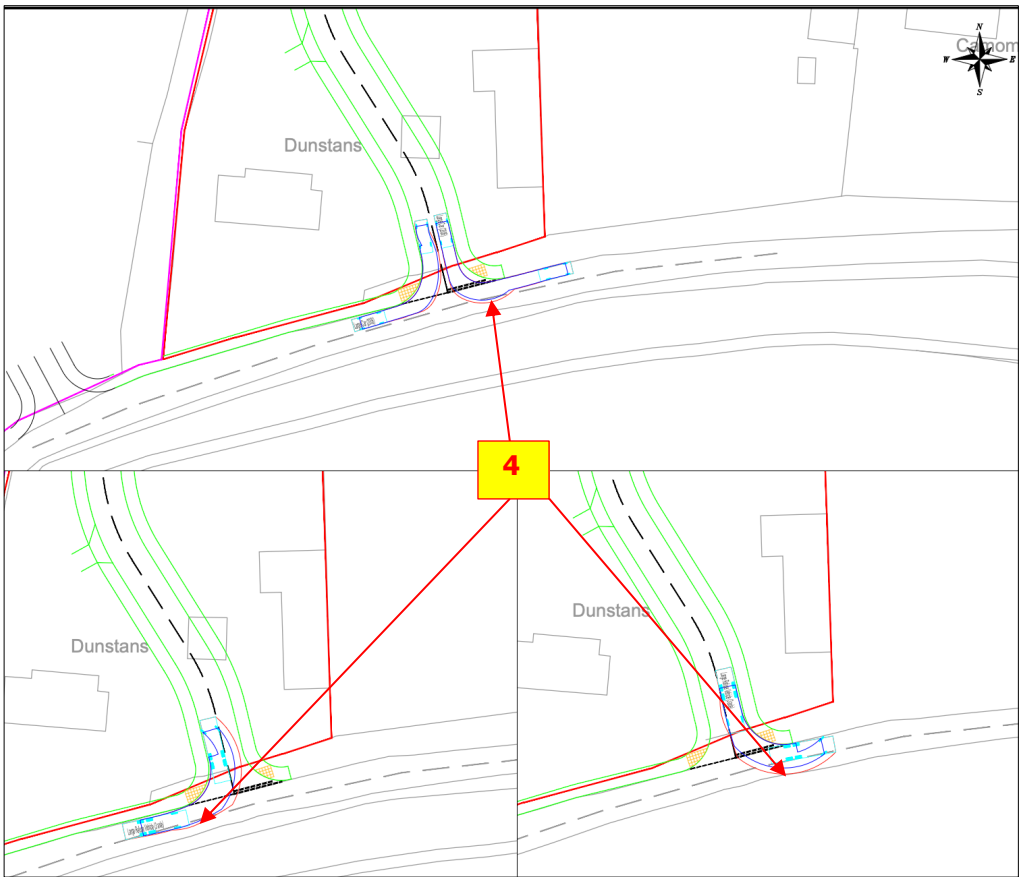
4912-SP02
Vehicle Swept Paths

PIC Data
Jan 2020-Dec 2024

APPENDIX B

Location of Identified Problems





ROAD SAFETY AUDIT (RSA) DESIGNERS RESPONSE FORM

RSA Ref No : **GS1724-2026**

RSA Stage : **1**

RSA Auditors : **Go-Surveys**

Scheme : **Shermany Road, Partridge Green (4912)**

Response By: **BTG Eddisons Transport Planning & Design**

Problem No. in RSA Report	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Alternative Measure / Design Team Response
1	Yes	Yes	Problem and recommendation accepted, details of traffic calming features to reduce speeds along Shermanbury Road are to be agreed with the Local Highway Authority during the planning stage.
2	Yes	Yes	Problem and recommendation accepted, 43.0m forward visibility (MfS 30mph) provided to show no obstruction to right turning vehicle. Topographical survey to be undertaken to confirm vertical and horizontal visibility
3	Yes	Yes	Problem and recommendation accepted, 43.0m forward visibility (MfS 30mph) provided to show no obstruction to vehicle turning into the site. Topographical survey to be undertaken to confirm vertical and horizontal visibility
4	No	No	Comment noted, however, it's important to remember that waste vehicles will be incredibly infrequent and infrequent encroachment into adjacent lanes by large service vehicles is considered acceptable and Manual for Streets advises further in para 6.8.1 "The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not fully accommodated." And further in para 6.5.8 "it would be acceptable for the occasional lorry to have to negotiate a particular junction with care" The geometry of the site access is in accordance with Para 3.4.7, Surrey County Council Highway Design Guide which confirms a 6.0m radius is to be provided for a 5.5m access road.

5	Yes	Yes	Problem and Recommended measure accepted, as part of the detailed design stage a streetlighting assessment and design will be undertaken and provided to the LHA for review and approval.

Name: Leon Blythe

Position: Senior Engineer

BTG Eddisons Transport Planning & Design
340 Deansgate
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Signed: Leon Blythe

Date: 27.07.26

APPENDIX 4

Proposed Residential Development
Shermanbury Road, Partridge Green

June 2026

FRAMEWORK TRAVEL PLAN

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Eddisons

REPORT

DOCUMENT:	Framework Travel Plan
PROJECT:	Proposed Residential Development, Shermanbury Road, Partridge Green
CLIENT:	Wain Estates (Land) Limited
JOB NUMBER:	4912
FILE ORIGIN:	Z:\projects\4912 Shermanbury Road, Partridge Green\Docs\Reports\Travel Plan\FTP4912.02.docx

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Contributor	MTC	**Initialled:**
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PLANS (See Transport Assessment)

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been commissioned by Wain Estates (Land) Limited to advise on the traffic and transport issues relating to an outline planning application for a residential development on land off Shermanbury Road in Partridge Green, Horsham, West Sussex.

1.1.2 This Framework Travel Plan will be submitted to West Sussex County Council (WSCC), the local highway authority, and sets out the principal strategies that will be implemented once the development is occupied to encourage sustainable travel to and from the site.

1.1.3 The Department for Transport (DfT) has issued two separate guides on the preparation of travel plans which are of relevance to this proposed development, these documents are as follows:

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, this report is structured as follows:

- **Section 2** details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.
- **Section 3** sets out a series of management measures that will be implemented as part of the Travel Plan.
- **Section 4** of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.
- **Section 5** discusses targets for reducing trips by the private car.

- **Section 6** details the monitoring of the Travel Plan.
- **Section 7** draws together the findings and conclusions.

1.3 Existing Site

1.3.1 The site is located on land to the north of Shermanbury Road, east of Partridge Green village in Horsham, West Sussex. Shermanbury Road forms part of the B2116 and provides an important east–west link through the local area, connecting Partridge Green to the west and Shermanbury to the east. At its eastern end, the B2116 meets the A281 which is a key strategic north-south route linking Horsham to the north with Brighton and the south coast to the south.

1.3.2 The existing site comprises a former paddock and stables, together with a residential dwelling, and benefits from a frontage onto Shermanbury Road. The site begins as a narrow strip off Shermanbury Road, then extends northwards and widens beyond Camomile Cottage, which is a large residential house also fronting onto Shermanbury Road.

1.3.3 The site lies to the east of Partridge Green, a small village south of Horsham in West Sussex. The village is characterised by residential areas to the north and around the High Street, with small businesses and light industrial uses to the south. Partridge Green is set within a predominantly rural landscape, with the nearest major towns being Horsham and Crawley to the north, and coastal towns such as Worthing, Shoreham-by-Sea, and Brighton & Hove to the south.

1.4 Development Proposals

1.4.1 The development proposals are for the demolition of existing buildings and structures and the erection of up to 75 dwellings with public open space, landscaping and vehicular access point from Shermanbury Road. All matters to be reserved except for access.

1.4.2 Vehicular access to the site will be provided from the south via a new three-arm priority junction on Shermanbury Road. The access will comprise a 5.5-metre-wide carriageway with 2.0-metre footways on both sides.

1.4.3 Shermanbury Road is currently subject to a 40-mph speed limit at the proposed site access location. However, as part of the approved Gladman Developments scheme to the west of the site, this will be reduced to 30 mph to accommodate new development. In the event that the Gladman Developments scheme does not come forward, it is proposed that the 30 mph speed limit would still be introduced as part of the proposed development.

1.4.4 Pedestrian and cycle access will be taken from the new access off Shermanbury Road along the site frontage, which will benefit from improvements delivered as part of the approved Gladman development to the west of the site. These include a widened northern footway, a new pedestrian crossing across Shermanbury Road, and a reduced speed limit directly outside the site, all of which will enhance pedestrian connectivity into Partridge Green and improve safety for crossing Shermanbury Road.

1.4.5 In the event that the Gladman Developments scheme does not come forward, it is proposed in principle that the pedestrian improvements identified as part of the Gladman scheme would be delivered through the proposed development, subject to agreement with West Sussex County Council (WSCC).

1.4.6 Furthermore, in line with advice provided by WSCC at the pre-application stage, the applicant will explore opportunities to deliver additional localised pedestrian enhancements, including the provision of tactile paving at junctions leading into Partridge Green where it is currently absent. As part of the wider package of measures to improve the sustainability of the site, opportunities to enhance nearby bus stop facilities, such as real-time passenger information and improvements to shelters, as well as improved connections to the surrounding Public Rights of Way network, will be explored.

1.5 The Travel Plan

1.5.1 The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car.
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes.
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1.1 Travel Planning Policy

2.1.2 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.1.3 The NPPF further reinforces the importance of travel plans in the planning context and states '*Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site*.'

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The document, entitled '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*' sets out an overview of the process and delivery of Travel Plans and states that '*A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed*'.

2.2.3 The DfT document entitled '*Making Residential Travel Plans Work*' states that '*Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas*' and goes on to say '*Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas*'.

2.2.4 The DfT's '*Making Residential Travel Plans Work*' also introduces the concept of a 'Travel Plan Pyramid.' This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.

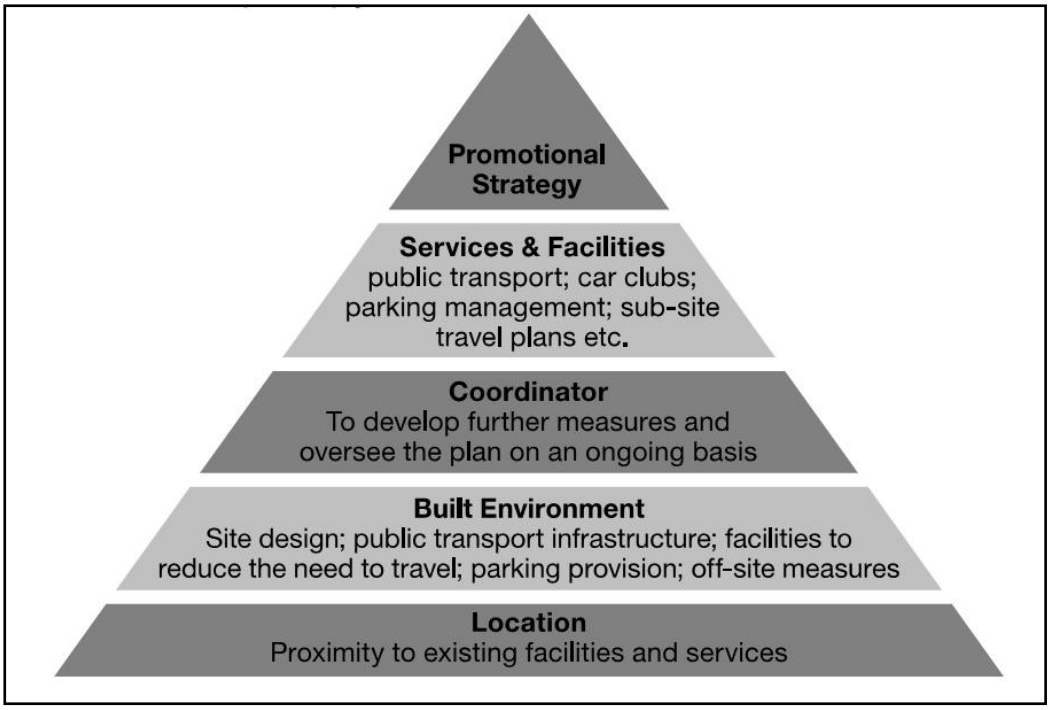


Figure 2.1 The Travel Plan Pyramid

2.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.6 The most important layer of the pyramid is considered to be the base; this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.

2.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.

2.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainably of the site.

2.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

i) Appointment of Travel Plan Co-ordinator.

ii) Resident's Travel Pack.

iii) Travel Awareness and Information.

iv) Promotion of Lift Share Scheme.

v) Encouraging Walking/Cycling.

vi) Encourage Home Working and Delivery Services.

vii) Encouraging Travel by Public Transport.

viii) Marketing and Promotion.

3.2 Appointment of Travel Co-ordinator

3.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed prior to the properties being occupied. This will be a person appointed by the end developer, as this will show a commitment to the Travel Plan from an early stage.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan.

3.2.3 Their primary functions will be as follows:

- Liaison with the local planning and highways authority.
- Provision of a Resident's Travel Pack containing information for residents.
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes.
- Maintenance of all necessary systems, data, and paperwork.

3.2.4 The role of the TPC will also be to develop and manage the Travel Plan for the site.

3.2.5 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan in not performing. Annual progress reports will be prepared and submitted to the WSCC.

3.2.6 Details of the nominated TPC will be submitted to WSCC and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Resident's Travel Pack

3.3.1 It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.3.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of nearby public transport services will encourage choice of public transport as a primary means of travel for the development.

3.3.3 However, in order to build on these locational advantages, it is recommended that a Resident's Travel Pack is provided for the occupants of each new dwelling.

3.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up-to-date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.3.5 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.

3.3.6 However, the Travel Packs will include:

- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions, and other local amenities.
- Information on the most recently published public transport information.
- Details of web sites, mobile apps and other sources of information which can be accessed, such as:
    - Public Transport - Links to timetable information e.g. www.traveline.org.uk and www.nationalrail.co.uk.
    - Car Sharing - Links to websites that co-ordinate car sharing such as www.carshare.com, www.liftshare.org.uk and www.nationalcarshare.co.uk to encourage car sharing.
    - Cycling - Link to the UK's National Cyclists Organisation website www.ctc.org.uk and Sustrans www.sustrans.org.uk.
    - Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

3.3.7 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. Within the Resident's Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

3.3.8 The first issue of the Resident's Travel Pack will be the responsibility of Wain Estates (Land) Limited.

3.4 Travel Awareness and Information

3.4.1 Residents will be made aware of the existence of the Travel Plan and its aims. As mentioned previously, Resident's Travel Packs will be issued for new residents

moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

3.5 Promotion of Lift Share Scheme

3.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

3.5.2 The website can be found at the following location www.liftshare.com.

3.6 Encouraging Walking/Cycling

3.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

3.6.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator

3.7 Encourage Home Working and Delivery Services

3.7.1 All new properties will have the ability to have broadband internet connection points, enabling the residents to obtain the internet. Therefore, encouraging home working and shopping, reducing the need to travel especially during peak times.

3.7.2 A number of telecommunication providers serve the area enabling residents to search for potential Liftshare opportunities, as well as complete online shopping. Broadband will also enable residents to work from home thus, complying with goals highlighted within national and local policy.

3.8 Encouraging Travel by Public Transport

3.8.1 The TPC will liaise with the local bus operators to promote the use of public transport services and ensure that up to date timetable information is readily available to residents.

3.8.2 Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

3.9 Marketing and Promotion

3.9.1 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.

3.9.2 The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- access by walking / wheeling.
- access by cycle.
- access by bus.
- access by rail.

4.2 Access by Walking / Wheeling

4.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 The nearest existing footway to site is located along the northern side of the B2116 Shermanbury Road, to the west of the proposed site access, and provides a pedestrian connection into Partridge Green village. This footway is currently narrow and below the preferred width for a footpath to a new development and also suffers from some encroachment from the adjacent grass verge. Further west of the proposed site access, a second footway begins on the southern side of the road, providing a continuous pedestrian connection along both sides of the road

into Partridge Green. The southern footway appears to also suffer from verge encroachment.

4.2.3 As part of the approved Gladman development, maintenance works will be undertaken to restore the full width of the northern footway and address verge encroachment. In addition, a new pedestrian crossing will be provided across Shermanbury Road at the point where the southern footway begins. These improvements will enhance pedestrian links and strengthen connectivity between the proposed site and Partridge Green.

4.2.4 The wider surrounding area around Partridge Green benefits from a network of pedestrian infrastructure, including good quality footways, street lighting, and uncontrolled crossing points. These features create an environment conducive to walking and should help encourage future residents to travel to and from the site via foot.

4.2.5 Several Public Rights of Way (PRoWs) are located around the site, offering opportunities for enhanced pedestrian movement. Footpath WEG-1761 runs directly adjacent to the western boundary of the proposed site and connects the B2116 Shermanbury Road northwards towards footpath COW-1761-1, which connects to the west towards Littleworth Lane. On the eastern side of the site, bridleway WEG-2800 follows Greentree Lane towards the A281 to the east.

4.2.6 Additionally, footpath WEG-2808, located to the south of the site connects the B2116 Shermanbury Road with footpath WEG-2373, which runs west towards Bines Road, and footpath WEG-1841 runs east towards Shermanbury. Further PRoW's located around Partridge Green provide connections between residential and rural areas around the site as displayed below in **Figure 4.1**.



Figure 4.1 Public Right of Way in the vicinity of the site (West Sussex County Council)

4.2.7 Overall, the PRoW network provides recreational walking routes and traffic-free routes to Partridge Green.

4.2.8 The DfT National Travel Survey of 2023 confirms that 81% of all trips under one mile (1.6km) are made by foot.

4.2.9 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. **Table 4.1** summarises the IHT guidance on suggested preferred maximum walking distances to town centres, commuting and school destinations, and other destinations.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

4.2.10 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are*

typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.

4.2.11 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.12 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle.' This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walking distances:

- All journey purposes – 1,930 metres.
- Commuting – 2,400 metres.
- Shopping – 1,600 metres.
- Education – 3,200 or 4,800 metres.
- Personal business – 1,600 metres.

4.2.13 **Table 4.3** below summarises the various 85th percentile walking distances recommended as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.14 In summary, the distance of 1,950 metres, or around 2 kilometres, is considered an acceptable maximum walking distance for most land uses. However, it should be noted that the DfE guidance allows for walking distances to school of up to 3.2 kilometres.

4.2.15 Section 3.1 of the CIHT guidance 'Planning for Walking' referenced earlier in this report provides a useful reminder of the health benefits of walking and states:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

4.2.16 A 20-minute walk typically equates to a walking distance of around 1,600 metres, based on an average walking speed of approximately 1.3 metres per second.

4.2.17 In light of the above, pedestrian catchments of 800 metres and 2 kilometres from the centre of the site, using all available pedestrian routes are illustrated in **Plan 4**.

4.2.18 In addition to the pedestrian catchment plan, a review of the proximity of local facilities to the site has also been undertaken. The 800-metre pedestrian catchment includes the nearest bus stops, a convenience store, various green spaces, and a primary school.

4.2.19 The 2,000-metre pedestrian catchment extends further into more rural areas around the site and includes the entirety of Partridge Green. This area represents a key destination for 'day to day' amenities.

4.2.20 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlighted amenities that people considered essential for their day to day lives, such as, grocery stores, healthcare facilities, and public transportation. The results of the YouGov Poll are displayed in **Figure 4.2** below:

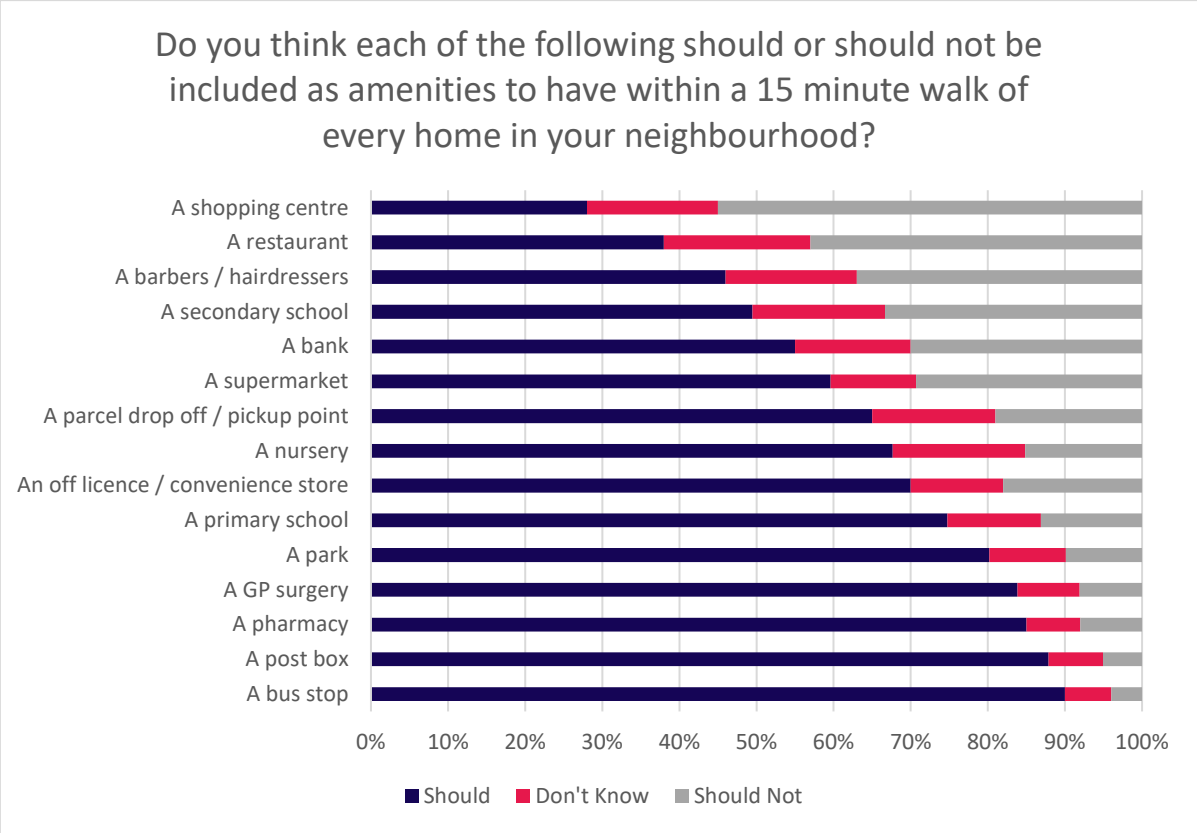


Figure 4.2 YouGov Poll Results (Source YouGov)

4.2.21 **Figure 4.2** shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

4.2.22 **Plan 4** provides an illustrative indication of the areas that can be reached on foot from site, based on a leisurely walking pace from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

4.2.23 As can be seen in **Plan 4**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a primary school, and a local convenience store, which are all within an approximate 10-minute walk from site.

4.2.24 **Table 4.4** below summarises the walking distances from the site entrance to key amenities in the immediate vicinity of the site. The table also indicates each amenity falls within the 'preferred maximum' walking distances, based on the guideline criteria outlined above.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Partridge Green Tennis Courts	470m	1,600m	**YES**
King George V Playing Fields	480m	1,600m	**YES**
Nearest Bus Stops	400m	1,600m	**YES**
Co-op Food Store	860m	1,600m	**YES**
Partridge Green Post Office	860m	1,600m	**YES**
Potters Fish & Chip Shop	890m	1,600m	**YES**
Jolesfield C Of E Primary School	900m	3,200m	**YES**
Partridge Green Pre-School	960m	1,600m	**YES**
The Partridge Public House	1,100m	1,600m	**YES**

Table 4.4 Distance from Site to Local Facilities

4.2.25 Based on the review, it is considered that the existing pedestrian infrastructure provides safe and direct walking and wheeling linkages between the site and a range of key local services and amenities.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 The new advice contained within the Highway Code, which was updated on 29th January 2022, aims to improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the updated guidance focuses on cyclists' positioning within traffic lanes under different conditions. It advises motorists to give cyclists priority in slow-moving traffic where there is insufficient space to overtake safely and to maintain a minimum clearance of 1.5 metres when passing.

4.3.3 The Cycling England document 'Integrating Cycling into Development Proposals' advises that *'For short trips,* [cycle links] *can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed*.'

4.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12 kilometres per hour (kmph), encompassing areas including Cowfold, Henfield, Bolney, Ashington, Copsale and Twineham.

4.3.5 As shown in **Figure 4.3**, National Cycle Route (NCR) 223 is located approximately 1.2 kilometres west of the site. The route can be accessed directly off the B2135 (south of the High Street) or via The Green, which is a small footpath linking the B2135 to the route just north of the B2135 / High Street junction. NCR 223 forms part of a long-distance route connecting Chertsey in the north with Shoreham-by-Sea in the south, using a combination of traffic-free paths and on-road sections.

4.3.6 Part of NCR 223 incorporates the Downs Link, which passes through Partridge Green. The Downs Link is a 59-kilometre route running along a disused railway line and can be enjoyed by cyclists, walkers, and horse riders. The route connects the North Downs Way in Surrey with the South Downs Way in Shoreham-by-Sea in West Sussex. Although this is principally a leisure route it is accessible for residents of the site.



Figure 4.3 National Cycle Routes (Sustrans)

4.3.7 The site can therefore be considered as being accessible by cycle with a range of local destinations, amenities, and NCRs within a reasonable cycling distance.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure, and healthcare in the town and beyond.

4.4.2 The nearest bus stops to the site are located on High Street, approximately 400 metres and 5-minute walk to the west of the development site access. These stops consist of bus stop poles and timetables and can be accessed by walking west along Shermanbury Road. A 400-metre walk distance is generally considered an acceptable walking distance for accessibility to bus services; therefore, these stops are considered to be within an acceptable waling range of the site.

4.4.3 Additional stops are located on the Shermanbury Road to the east of the site, and also Littleworth Lane to the north. There are no dedicated footways to reach the bus stops to the east of Shermanbury Road, while the Littleworth Lane stops can be accessed off Shermanbury Road. All the nearby bus stops to the site are shown on Plan 4, and a summary of the number 17 service serving these stops is provided in **Table 4.5** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
17	Brighton - Henfield - Horsham	2 services	9 services	6 services	2 services	9 services	6 services	-

Table 4.5 Existing Bus Service Operating in the Vicinity of the Site

4.4.4 As shown in **Table 4.5**, the number 17 bus service operates through the village. It provides regular services throughout the week to destinations including Brighton, Henfield, and Horsham, but with no services on Sunday.

4.4.5 The above services offer residents a practical alternative to car travel, with buses operating from 06:22 to 21:52. This provides a viable option for commuting and other trips by public transport.

4.4.6 To demonstrate the level of accessibility from the site, some example journey times by bus to the available destinations in the area are presented in **Table 4.6** below.

Destination	Duration
Henfield	8 minutes
Horsham	24 minutes
Brighton	34 minutes

Table 4.6 Example Bus Journey Times from the Site

4.4.7 **Table 4.6** demonstrates that Henfield is an 8-minute bus journey from the site, Horsham is around 24-minutes, and Brighton is 34-minutes away. The site's proximity to Brighton provides convenient access to a major hub for employment, retail, and services, reinforcing the site's strong connectivity and sustainable location close to a large metropolitan city.

4.4.8 It is therefore concluded that the proposed development site is accessible by bus and offers accessibility to key towns/cities in the surrounding area such as Henfield, Horsham and Brighton.

4.5 Access by Rail

4.5.1 The nearest train station to the site is Horsham Railway Station, which can be accessed via a 10-minute walk to the bus stop n High Street, followed by a 31-minute bus journey on the number 17 bus service, or alternatively a 48-minute cycle.

4.5.2 This train station is managed by Southern Rail and has four platforms, offering nine services per hour to destinations including London, Portsmouth, Peterborough, and Bognor Regis. Direct services to London Victoria take as little as 54 minutes, providing fast and frequent connections to the capital in under an hour.

4.5.3 The station provides 253 cycle storage spaces, located outside the entrance and covered by CCTV, along with a dedicated car park offering approximately 220 spaces. These facilities create opportunities for multi-modal journeys and support sustainable travel.

4.5.4 This level of rail connectivity offers opportunities for commuting and leisure travel from the site. However, given the distance to Horsham Station, it is likely that most trips to the station may potentially be made by car or taxi rather than by walking or cycling.

4.6 Non-Car Access Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes.

4.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and Partridge Green along with the surrounding area.
- Pedestrian connectivity will be further enhanced through improvements secured as part of the adjacent Gladman development, including restoration of the footway to its full width and provision of an uncontrolled pedestrian crossing with tactile paving near Dunstan's Farm access. The proposed development will connect to these improvements, ensuring safe and convenient access to the village centre and nearby bus stops.
- It has been demonstrated that the site is accessible by cycle, with national cycle routes being located within close proximity of the site.
- The bus stops on High Street and Shermanbury Road are located in accessible positions and provide connections to destinations such as Brighton and Horsham, confirming that the site is accessible by bus services.
- While Horsham Railway Station offers good rail connectivity to London and other regional centres, its distance from the site means walking, cycling, or bus journeys can be long. As a result, trips to the station would almost certainly be made by car (or bus or cycle if time permits).

4.6.3 In light of the above, the site is highly accessible by sustainable modes of travel. This level of connectivity will cater for the needs of residents and visitors while promoting a genuine choice of travel options other than the private car, in line with the objectives of the NPPF. This supports sustainable development principles,

reduces reliance on car use, and contributes to improved environmental and health outcomes.

5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario, i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.1.3 In order to set the targets, further information (e.g. through a travel survey) will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

5.1.4 More accurate information to establish the baseline targets will be obtained from a Resident's Travel Survey which will be undertaken within three months of the development being 75% occupied.

5.2 Potential Targets

5.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.2.2 Targets that, according to the DfT, may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.

- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

5.3 Action Plan

5.3.1 **Table 5.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/ Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	End Developer
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	End Developer
Undertake initial travel surveys	Within 3 months of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	3 months after initial travel survey undertaken	Receipt of Written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Resident travel surveys conducted in years 1, 3 and 5	TPC

Table 5.1 Travel Plan Action Plan and Timescales

5.3.2 **Table 5.1** above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6 PLAN MONITORING AND ASSESSMENT

6.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan.
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan.
- Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

6.1.2 The monitoring could include items such as:

- Full residential surveys to be completed in year 1, year 3 and year 5 and snap-shot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

6.1.3 Consideration will then be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with WSCC.

6.1.4 The monitoring and assessment of the Travel Plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

6.1.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

6.1.6 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.

7 CONCLUSIONS

7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.

7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.

7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development.

7.1.4 The aim of the Travel Plan is:

- to encourage residents to use sustainable modes of transport to access the site.
- reduce the reliance on single car occupancy journeys.
- generally, reduce traffic related pollution and noise.

7.1.5 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

7.1.6 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.

7.1.7 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the WSCC.

7.1.8 It can therefore be concluded that the proposals will provide a highly sustainable development which will be enhanced by the evolution of the Travel Plan.

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APPENDIX 5

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Shermanbury Road-Site Access priority junction -2.j11
Path: Z:\projects\4912 Shermanbury Road, Partridge Green\Picady
Report generation date: 09/04/2026 12:13:46

»2026 | Baseline | AM
»2026 | Baseline | PM
»2031 | Baseline + Committed | AM
»2031 | Baseline + Committed | PM
»2031 | Baseline + Committed + Development | AM
»2031 | Baseline + Committed + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Baseline									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 - Baseline + Committed									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 - Baseline + Committed + Development									
Stream B-AC	D5	0.1	9.73	0.08	A	D6	0.0	9.09	0.03	A
Stream C-AB		0.0	5.00	0.02	A		0.1	5.02	0.05	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	Shermanbury Road - Site Access junction
Location	Partridge Green
Site number	
Date	09/04/2026
Version	
Status	(new file)
Identifier	Eddisons
Client	
Jobnumber	4912
Enumerator	EDD
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2026	Baseline	PM	ONE HOUR	17:00	18:30	15
D3	2031	Baseline + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2031	Baseline + Committed	PM	ONE HOUR	17:00	18:30	15
D5	2031	Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2031	Baseline + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 | Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shermanbury Road West		Major
B	Site Access		Minor
C	Shermanbury Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.70			61.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	500	0.096	0.243	0.153	0.347
B-C	635	0.103	0.260	-	-
C-B	609	0.249	0.249	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	390	100.000
B		✓	0	100.000
C		✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	390
	B	0	0	0
	C	348	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	458	0.000	0	0.0	0.000	A
C-AB	0	0.00	536	0.000	0	0.0	0.000	A
C-A	262	0.00			262			
A-B	0	0.00			0			
A-C	294	0.00			294			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	438	0.000	0	0.0	0.000	A
C-AB	0	0.00	522	0.000	0	0.0	0.000	A
C-A	313	0.00			313			
A-B	0	0.00			0			
A-C	351	0.00			351			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	410	0.000	0	0.0	0.000	A
C-AB	0	0.00	502	0.000	0	0.0	0.000	A
C-A	383	0.00			383			
A-B	0	0.00			0			
A-C	429	0.00			429			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	410	0.000	0	0.0	0.000	A
C-AB	0	0.00	502	0.000	0	0.0	0.000	A
C-A	383	0.00			383			
A-B	0	0.00			0			
A-C	429	0.00			429			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	438	0.000	0	0.0	0.000	A
C-AB	0	0.00	522	0.000	0	0.0	0.000	A
C-A	313	0.00			313			
A-B	0	0.00			0			
A-C	351	0.00			351			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	458	0.000	0	0.0	0.000	A
C-AB	0	0.00	536	0.000	0	0.0	0.000	A
C-A	262	0.00			262			
A-B	0	0.00			0			
A-C	294	0.00			294			

2026 | Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Baseline	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	379	100.000
B		✓	0	100.000
C		✓	327	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	379
	B	0	0	0
	C	327	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	462	0.000	0	0.0	0.000	A
C-AB	0	0.00	538	0.000	0	0.0	0.000	A
C-A	246	0.00			246			
A-B	0	0.00			0			
A-C	285	0.00			285			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	443	0.000	0	0.0	0.000	A
C-AB	0	0.00	524	0.000	0	0.0	0.000	A
C-A	294	0.00			294			
A-B	0	0.00			0			
A-C	341	0.00			341			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	416	0.000	0	0.0	0.000	A
C-AB	0	0.00	505	0.000	0	0.0	0.000	A
C-A	360	0.00			360			
A-B	0	0.00			0			
A-C	417	0.00			417			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	416	0.000	0	0.0	0.000	A
C-AB	0	0.00	505	0.000	0	0.0	0.000	A
C-A	360	0.00			360			
A-B	0	0.00			0			
A-C	417	0.00			417			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	443	0.000	0	0.0	0.000	A
C-AB	0	0.00	524	0.000	0	0.0	0.000	A
C-A	294	0.00			294			
A-B	0	0.00			0			
A-C	341	0.00			341			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	462	0.000	0	0.0	0.000	A
C-AB	0	0.00	538	0.000	0	0.0	0.000	A
C-A	246	0.00			246			
A-B	0	0.00			0			
A-C	285	0.00			285			

2031 | Baseline + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Baseline + Committed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	472	100.000
B		✓	0	100.000
C		✓	389	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	472
	B	0	0	0
	C	389	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	439	0.000	0	0.0	0.000	A
C-AB	0	0.00	521	0.000	0	0.0	0.000	A
C-A	293	0.00			293			
A-B	0	0.00			0			
A-C	355	0.00			355			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	415	0.000	0	0.0	0.000	A
C-AB	0	0.00	503	0.000	0	0.0	0.000	A
C-A	350	0.00			350			
A-B	0	0.00			0			
A-C	424	0.00			424			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	381	0.000	0	0.0	0.000	A
C-AB	0	0.00	480	0.000	0	0.0	0.000	A
C-A	428	0.00			428			
A-B	0	0.00			0			
A-C	520	0.00			520			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	381	0.000	0	0.0	0.000	A
C-AB	0	0.00	480	0.000	0	0.0	0.000	A
C-A	428	0.00			428			
A-B	0	0.00			0			
A-C	520	0.00			520			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	415	0.000	0	0.0	0.000	A
C-AB	0	0.00	503	0.000	0	0.0	0.000	A
C-A	350	0.00			350			
A-B	0	0.00			0			
A-C	424	0.00			424			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	439	0.000	0	0.0	0.000	A
C-AB	0	0.00	521	0.000	0	0.0	0.000	A
C-A	293	0.00			293			
A-B	0	0.00			0			
A-C	355	0.00			355			

2031 | Baseline + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Baseline + Committed	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	425	100.000
B		✓	0	100.000
C		✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	425
	B	0	0	0
	C	398	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	447	0.000	0	0.0	0.000	A
C-AB	0	0.00	529	0.000	0	0.0	0.000	A
C-A	300	0.00			300			
A-B	0	0.00			0			
A-C	320	0.00			320			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	425	0.000	0	0.0	0.000	A
C-AB	0	0.00	514	0.000	0	0.0	0.000	A
C-A	358	0.00			358			
A-B	0	0.00			0			
A-C	382	0.00			382			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	393	0.000	0	0.0	0.000	A
C-AB	0	0.00	493	0.000	0	0.0	0.000	A
C-A	438	0.00			438			
A-B	0	0.00			0			
A-C	468	0.00			468			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	393	0.000	0	0.0	0.000	A
C-AB	0	0.00	493	0.000	0	0.0	0.000	A
C-A	438	0.00			438			
A-B	0	0.00			0			
A-C	468	0.00			468			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	425	0.000	0	0.0	0.000	A
C-AB	0	0.00	514	0.000	0	0.0	0.000	A
C-A	358	0.00			358			
A-B	0	0.00			0			
A-C	382	0.00			382			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	447	0.000	0	0.0	0.000	A
C-AB	0	0.00	529	0.000	0	0.0	0.000	A
C-A	300	0.00			300			
A-B	0	0.00			0			
A-C	320	0.00			320			

2031 | Baseline + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	476	100.000
B		✓	29	100.000
C		✓	396	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	472
	B	11	0	18
	C	389	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	9.73	0.1	A
C-AB	0.02	5.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	459	0.048	22	0.0	8.232	A
C-AB	9	0.00	728	0.012	9	0.0	5.003	A
C-A	289	0.00			289			
A-B	3	0.00			3			
A-C	355	0.00			355			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	435	0.060	26	0.1	8.796	A
C-AB	12	0.00	755	0.016	12	0.0	4.845	A
C-A	344	0.00			344			
A-B	4	0.00			4			
A-C	424	0.00			424			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	402	0.079	32	0.1	9.722	A
C-AB	17	0.00	793	0.021	17	0.0	4.637	A
C-A	419	0.00			419			
A-B	4	0.00			4			
A-C	520	0.00			520			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	402	0.079	32	0.1	9.726	A
C-AB	17	0.00	793	0.021	17	0.0	4.639	A
C-A	419	0.00			419			
A-B	4	0.00			4			
A-C	520	0.00			520			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	435	0.060	26	0.1	8.804	A
C-AB	12	0.00	755	0.016	12	0.0	4.847	A
C-A	344	0.00			344			
A-B	4	0.00			4			
A-C	424	0.00			424			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	459	0.048	22	0.1	8.241	A
C-AB	9	0.00	728	0.012	9	0.0	5.004	A
C-A	289	0.00			289			
A-B	3	0.00			3			
A-C	355	0.00			355			

2031 | Baseline + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	Baseline + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	436	100.000
B		✓	13	100.000
C		✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	425
	B	5	0	8
	C	398	17	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	9.09	0.0	A
C-AB	0.05	5.02	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	464	0.021	10	0.0	7.920	A
C-AB	22	0.00	739	0.029	21	0.0	5.015	A
C-A	291	0.00			291			
A-B	8	0.00			8			
A-C	320	0.00			320			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	0.00	442	0.026	12	0.0	8.368	A
C-AB	29	0.00	768	0.037	29	0.1	4.871	A
C-A	344	0.00			344			
A-B	10	0.00			10			
A-C	382	0.00			382			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	410	0.035	14	0.0	9.091	A
C-AB	41	0.00	809	0.051	41	0.1	4.689	A
C-A	416	0.00			416			
A-B	12	0.00			12			
A-C	468	0.00			468			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	410	0.035	14	0.0	9.092	A
C-AB	41	0.00	809	0.051	41	0.1	4.690	A
C-A	416	0.00			416			
A-B	12	0.00			12			
A-C	468	0.00			468			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	0.00	442	0.026	12	0.0	8.372	A
C-AB	29	0.00	768	0.037	29	0.1	4.872	A
C-A	344	0.00			344			
A-B	10	0.00			10			
A-C	382	0.00			382			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	464	0.021	10	0.0	7.924	A
C-AB	22	0.00	739	0.029	22	0.0	5.016	A
C-A	291	0.00			291			
A-B	8	0.00			8			
A-C	320	0.00			320			

APPENDIX 6

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: A281 Brighton Road (S) - Partridge Green Road - A281 Brighton Road (N).j11
Path: Z:\projects\4912 Shermanbury Road, Partridge Green\Picady
Report generation date: 22/04/2026 11:55:31

»2026 | Baseline | AM
»2026 | Baseline | PM
»2031 | Baseline + Committed | AM
»2031 | Baseline + Committed | PM
»2031 | Baseline + Committed + Development | AM
»2031 | Baseline + Committed + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Baseline									
Stream B-C	D1	0.4	9.42	0.27	A	D2	0.3	9.09	0.24	A
Stream B-A		2.0	25.60	0.67	D		1.9	24.15	0.66	C
Stream C-AB		0.5	8.10	0.28	A		0.4	7.71	0.25	A
	2031 - Baseline + Committed									
Stream B-C	D3	0.6	11.68	0.39	B	D4	0.4	10.29	0.31	B
Stream B-A		3.3	38.77	0.78	E		2.9	35.06	0.76	E
Stream C-AB		0.6	8.83	0.34	A		0.7	9.10	0.36	A
	2031 - Baseline + Committed + Development									
Stream B-C	D5	0.7	12.45	0.42	B	D6	0.5	10.59	0.32	B
Stream B-A		3.6	41.91	0.80	E		3.1	38.01	0.77	E
Stream C-AB		0.7	9.03	0.35	A		0.8	9.64	0.40	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	A281 Brighton Road (S) - Partridge Green Road - A281 Brighton Road (N)
Location	Partridge Green
Site number	
Date	09/04/2026
Version	
Status	(new file)
Identifier	Eddisons
Client	
Jobnumber	4912
Enumerator	EDD
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2026	Baseline	PM	ONE HOUR	17:00	18:30	15
D3	2031	Baseline + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2031	Baseline + Committed	PM	ONE HOUR	17:00	18:30	15
D5	2031	Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2031	Baseline + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 | Baseline | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.95	A

Arms

Arms

Arm	Name	Description	Arm type
A	A281 Brighton Road (S)		Major
B	Partridge Green Road		Minor
C	A281 Brighton Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.60			54.0	✓	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	One lane plus flare	10.00	6.00	3.50	3.00	3.00		20.00	40	70

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	562	0.095	0.241	0.152	0.344
B-C	700	0.100	0.252	-	-
C-B	605	0.218	0.218	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	380	100.000
B		✓	390	100.000
C		✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	223	157
	B	263	0	127
	C	133	120	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	9.42	0.4	A
B-A	0.67	25.60	2.0	D
C-AB	0.28	8.10	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	0.00	585	0.164	95	0.2	7.325	A
B-A	198	0.00	472	0.420	195	0.7	12.908	B
C-AB	108	0.00	613	0.176	107	0.2	7.108	A
C-A	82	0.00			82			
A-B	168	0.00			168			
A-C	118	0.00			118			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	0.00	559	0.204	114	0.3	8.081	A
B-A	236	0.00	454	0.521	235	1.1	16.365	C
C-AB	134	0.00	615	0.218	134	0.3	7.480	A
C-A	93	0.00			93			
A-B	200	0.00			200			
A-C	141	0.00			141			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	0.00	523	0.267	139	0.4	9.364	A
B-A	290	0.00	429	0.674	286	1.9	24.549	C
C-AB	173	0.00	619	0.280	173	0.5	8.075	A
C-A	105	0.00			105			
A-B	246	0.00			246			
A-C	173	0.00			173			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	0.00	522	0.268	140	0.4	9.424	A
B-A	290	0.00	429	0.675	289	2.0	25.601	D
C-AB	174	0.00	619	0.280	174	0.5	8.096	A
C-A	105	0.00			105			
A-B	246	0.00			246			
A-C	173	0.00			173			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	0.00	557	0.205	115	0.3	8.148	A
B-A	236	0.00	454	0.521	240	1.1	17.114	C
C-AB	134	0.00	615	0.218	135	0.3	7.509	A
C-A	93	0.00			93			
A-B	200	0.00			200			
A-C	141	0.00			141			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	0.00	583	0.164	96	0.2	7.400	A
B-A	198	0.00	471	0.420	200	0.7	13.334	B
C-AB	108	0.00	613	0.177	109	0.3	7.145	A
C-A	82	0.00			82			
A-B	168	0.00			168			
A-C	118	0.00			118			

2026 | Baseline | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Baseline	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	373	100.000
B		✓	379	100.000
C		✓	243	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	230	143
	B	263	0	116
	C	136	107	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	9.09	0.3	A
B-A	0.66	24.15	1.9	C
C-AB	0.25	7.71	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	0.00	584	0.149	87	0.2	7.223	A
B-A	198	0.00	478	0.414	195	0.7	12.623	B
C-AB	97	0.00	615	0.157	96	0.2	6.919	A
C-A	86	0.00			86			
A-B	173	0.00			173			
A-C	108	0.00			108			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	0.00	560	0.186	104	0.2	7.900	A
B-A	236	0.00	461	0.513	235	1.0	15.850	C
C-AB	120	0.00	618	0.194	120	0.3	7.224	A
C-A	98	0.00			98			
A-B	207	0.00			207			
A-C	129	0.00			129			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	0.00	525	0.243	127	0.3	9.040	A
B-A	290	0.00	438	0.661	286	1.8	23.273	C
C-AB	155	0.00	623	0.250	155	0.4	7.700	A
C-A	112	0.00			112			
A-B	253	0.00			253			
A-C	157	0.00			157			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	0.00	524	0.244	128	0.3	9.089	A
B-A	290	0.00	438	0.662	289	1.9	24.152	C
C-AB	156	0.00	623	0.250	156	0.4	7.714	A
C-A	112	0.00			112			
A-B	253	0.00			253			
A-C	157	0.00			157			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	0.00	557	0.187	105	0.2	7.956	A
B-A	236	0.00	461	0.513	240	1.1	16.499	C
C-AB	120	0.00	618	0.194	121	0.3	7.246	A
C-A	98	0.00			98			
A-B	207	0.00			207			
A-C	129	0.00			129			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	0.00	582	0.150	88	0.2	7.281	A
B-A	198	0.00	478	0.415	199	0.7	13.016	B
C-AB	97	0.00	616	0.157	97	0.2	6.953	A
C-A	86	0.00			86			
A-B	173	0.00			173			
A-C	108	0.00			108			

2031 | Baseline + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.96	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.96	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Baseline + Committed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	407	100.000
B		✓	471	100.000
C		✓	284	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	241	166
	B	293	0	178
	C	141	143	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.39	11.68	0.6	B
B-A	0.78	38.77	3.3	E
C-AB	0.34	8.83	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	134	0.00	581	0.231	133	0.3	8.017	A
B-A	221	0.00	459	0.480	217	0.9	14.662	B
C-AB	130	0.00	613	0.213	129	0.3	7.427	A
C-A	84	0.00			84			
A-B	181	0.00			181			
A-C	125	0.00			125			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	160	0.00	551	0.290	160	0.4	9.182	A
B-A	263	0.00	439	0.599	261	1.4	19.961	C
C-AB	162	0.00	615	0.264	162	0.4	7.939	A
C-A	93	0.00			93			
A-B	217	0.00			217			
A-C	149	0.00			149			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	196	0.00	508	0.386	195	0.6	11.474	B
B-A	323	0.00	413	0.782	316	3.1	35.061	E
C-AB	211	0.00	619	0.340	210	0.6	8.796	A
C-A	102	0.00			102			
A-B	265	0.00			265			
A-C	183	0.00			183			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	196	0.00	504	0.389	196	0.6	11.684	B
B-A	323	0.00	412	0.782	322	3.3	38.772	E
C-AB	211	0.00	619	0.340	211	0.6	8.828	A
C-A	102	0.00			102			
A-B	265	0.00			265			
A-C	183	0.00			183			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	160	0.00	547	0.293	161	0.4	9.349	A
B-A	263	0.00	439	0.599	270	1.6	22.056	C
C-AB	162	0.00	616	0.264	163	0.4	7.982	A
C-A	93	0.00			93			
A-B	217	0.00			217			
A-C	149	0.00			149			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	134	0.00	578	0.232	134	0.3	8.128	A
B-A	221	0.00	459	0.481	223	1.0	15.429	C
C-AB	131	0.00	613	0.213	131	0.3	7.482	A
C-A	83	0.00			83			
A-B	181	0.00			181			
A-C	125	0.00			125			

2031 | Baseline + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.69	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.69	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Baseline + Committed	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	407	100.000
B		✓	425	100.000
C		✓	296	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	256	151
	B	284	0	141
	C	144	152	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.31	10.29	0.4	B
B-A	0.76	35.06	2.9	E
C-AB	0.36	9.10	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	0.00	577	0.184	105	0.2	7.612	A
B-A	214	0.00	461	0.464	210	0.8	14.215	B
C-AB	139	0.00	614	0.226	138	0.3	7.535	A
C-A	84	0.00			84			
A-B	193	0.00			193			
A-C	114	0.00			114			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	0.00	549	0.231	126	0.3	8.512	A
B-A	255	0.00	440	0.580	253	1.3	19.043	C
C-AB	173	0.00	617	0.281	173	0.5	8.101	A
C-A	93	0.00			93			
A-B	230	0.00			230			
A-C	136	0.00			136			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	0.00	508	0.305	155	0.4	10.150	B
B-A	313	0.00	413	0.757	307	2.7	32.283	D
C-AB	225	0.00	622	0.362	224	0.7	9.063	A
C-A	101	0.00			101			
A-B	282	0.00			282			
A-C	166	0.00			166			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	0.00	505	0.307	155	0.4	10.285	B
B-A	313	0.00	413	0.757	312	2.9	35.061	E
C-AB	225	0.00	622	0.363	225	0.7	9.104	A
C-A	100	0.00			100			
A-B	282	0.00			282			
A-C	166	0.00			166			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	0.00	545	0.233	127	0.3	8.626	A
B-A	255	0.00	440	0.580	261	1.4	20.681	C
C-AB	173	0.00	618	0.281	174	0.5	8.149	A
C-A	93	0.00			93			
A-B	230	0.00			230			
A-C	136	0.00			136			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	0.00	575	0.185	106	0.2	7.694	A
B-A	214	0.00	460	0.465	216	0.9	14.879	B
C-AB	139	0.00	615	0.227	140	0.3	7.595	A
C-A	84	0.00			84			
A-B	193	0.00			193			
A-C	114	0.00			114			

2031 | Baseline + Committed + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		13.95	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.95	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	408	100.000
B		✓	490	100.000
C		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	242	166
	B	297	0	193
	C	141	149	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.42	12.45	0.7	B
B-A	0.80	41.91	3.6	E
C-AB	0.35	9.03	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	0.00	582	0.250	144	0.3	8.199	A
B-A	224	0.00	457	0.490	220	0.9	14.981	B
C-AB	136	0.00	613	0.221	134	0.3	7.514	A
C-A	83	0.00			83			
A-B	182	0.00			182			
A-C	125	0.00			125			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	0.00	552	0.315	173	0.5	9.496	A
B-A	267	0.00	437	0.611	265	1.5	20.652	C
C-AB	169	0.00	615	0.275	169	0.4	8.062	A
C-A	92	0.00			92			
A-B	218	0.00			218			
A-C	149	0.00			149			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	212	0.00	507	0.420	211	0.7	12.160	B
B-A	327	0.00	409	0.799	320	3.3	37.336	E
C-AB	219	0.00	619	0.355	219	0.7	8.993	A
C-A	100	0.00			100			
A-B	266	0.00			266			
A-C	183	0.00			183			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	212	0.00	501	0.424	212	0.7	12.451	B
B-A	327	0.00	409	0.799	326	3.6	41.911	E
C-AB	220	0.00	619	0.355	220	0.7	9.032	A
C-A	100	0.00			100			
A-B	266	0.00			266			
A-C	183	0.00			183			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	0.00	547	0.317	175	0.5	9.704	A
B-A	267	0.00	437	0.611	275	1.7	23.160	C
C-AB	169	0.00	615	0.275	170	0.5	8.110	A
C-A	91	0.00			91			
A-B	218	0.00			218			
A-C	149	0.00			149			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	0.00	579	0.251	146	0.3	8.329	A
B-A	224	0.00	456	0.490	226	1.0	15.824	C
C-AB	136	0.00	613	0.222	136	0.3	7.569	A
C-A	82	0.00			82			
A-B	182	0.00			182			
A-C	125	0.00			125			

2031 | Baseline + Committed + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.55	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.55	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	Baseline + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	411	100.000
B		✓	433	100.000
C		✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	260	151
	B	286	0	147
	C	144	166	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	10.59	0.5	B
B-A	0.77	38.01	3.1	E
C-AB	0.40	9.64	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	577	0.192	110	0.2	7.688	A
B-A	215	0.00	456	0.472	212	0.9	14.538	B
C-AB	152	0.00	614	0.247	150	0.4	7.749	A
C-A	82	0.00			82			
A-B	196	0.00			196			
A-C	114	0.00			114			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	0.00	548	0.241	132	0.3	8.647	A
B-A	257	0.00	435	0.591	255	1.4	19.736	C
C-AB	189	0.00	617	0.307	189	0.5	8.416	A
C-A	89	0.00			89			
A-B	234	0.00			234			
A-C	136	0.00			136			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	162	0.00	506	0.320	161	0.5	10.432	B
B-A	315	0.00	407	0.774	309	2.9	34.516	D
C-AB	246	0.00	621	0.396	245	0.8	9.581	A
C-A	95	0.00			95			
A-B	286	0.00			286			
A-C	166	0.00			166			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	162	0.00	502	0.323	162	0.5	10.586	B
B-A	315	0.00	407	0.774	314	3.1	38.007	E
C-AB	246	0.00	621	0.397	246	0.8	9.635	A
C-A	95	0.00			95			
A-B	286	0.00			286			
A-C	166	0.00			166			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	132	0.00	544	0.243	133	0.3	8.771	A
B-A	257	0.00	435	0.591	264	1.5	21.704	C
C-AB	190	0.00	617	0.307	191	0.5	8.477	A
C-A	89	0.00			89			
A-B	234	0.00			234			
A-C	136	0.00			136			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0.00	574	0.193	111	0.2	7.778	A
B-A	215	0.00	456	0.472	218	0.9	15.270	C
C-AB	152	0.00	614	0.248	153	0.4	7.822	A
C-A	81	0.00			81			
A-B	196	0.00			196			
A-C	114	0.00			114			

APPENDIX 7

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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Filename: B2116 High Street (W) - Littleworth Lane - B2116 High Street (E) roundabout.j11
Path: Z:\projects\4912 Shermanbury Road, Partridge Green\Arcady
Report generation date: 17/04/2026 08:18:27

»2026 | Baseline | AM
»2026 | Baseline | PM
»2031 | Baseline + Committed | AM
»2031 | Baseline + Committed | PM
»2031 | Baseline + Committed + Development | AM
»2031 | Baseline + Committed + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Baseline									
Arm 1	D1	0.6	5.63	0.37	A	D2	0.5	5.33	0.35	A
Arm 2		0.4	6.55	0.27	A		0.3	6.05	0.24	A
Arm 3		0.6	8.12	0.38	A		0.6	8.07	0.37	A
	2031 - Baseline + Committed									
Arm 1	D3	0.7	6.17	0.43	A	D4	0.7	5.88	0.41	A
Arm 2		0.5	7.22	0.32	A		0.4	6.50	0.27	A
Arm 3		0.9	9.45	0.47	A		0.8	9.46	0.46	A
	2031 - Baseline + Committed + Development									
Arm 1	D5	0.8	6.30	0.44	A	D6	0.7	5.93	0.41	A
Arm 2		0.5	7.32	0.32	A		0.4	6.54	0.27	A
Arm 3		0.9	9.56	0.47	A		0.9	9.74	0.48	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	B2116 High Street (W) - Littleworth Lane - B2116 High Street (E) roundabout
Location	Partridge Green
Site number	
Date	09/04/2026
Version	
Status	(new file)
Identifier	Eddisons
Client	
Jobnumber	4912
Enumerator	EDD
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2026	Baseline	PM	ONE HOUR	17:00	18:30	15
D3	2031	Baseline + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2031	Baseline + Committed	PM	ONE HOUR	17:00	18:30	15
D5	2031	Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2031	Baseline + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 | Baseline | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.64	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.64	A

Arms

Arms

Arm	Name	Description
1	B2116 High Street (E)	
2	Littleworth Lane	
3	B2116 High Street (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.40	3.40	3.40	0.0	17.00	17.00	0.0	
2	2.60	2.60	4.60	1.5	9.70	9.60	0.0	
3	3.10	3.10	3.10	0.0	10.00	11.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.673	1047
2	0.591	895
3	0.597	731

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	348	100.000
2		✓	189	100.000
3		✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	138	210
	2	19	0	170
	3	218	32	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	5.63	0.6	A
2	0.27	6.55	0.4	A
3	0.38	8.12	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262	24	1030	0.254	261	0.3	4.669	A
2	142	157	802	0.177	141	0.2	5.446	A
3	188	14	723	0.260	187	0.3	6.699	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	313	29	1027	0.305	312	0.4	5.034	A
2	170	189	783	0.217	170	0.3	5.864	A
3	225	17	721	0.312	224	0.4	7.240	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383	35	1023	0.375	383	0.6	5.615	A
2	208	231	758	0.274	208	0.4	6.535	A
3	275	21	719	0.383	275	0.6	8.092	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383	35	1023	0.375	383	0.6	5.626	A
2	208	231	758	0.275	208	0.4	6.545	A
3	275	21	719	0.383	275	0.6	8.116	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	313	29	1027	0.305	313	0.4	5.050	A
2	170	189	783	0.217	170	0.3	5.880	A
3	225	17	721	0.312	225	0.5	7.271	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262	24	1030	0.254	262	0.3	4.689	A
2	142	158	801	0.178	143	0.2	5.470	A
3	188	14	723	0.260	189	0.4	6.747	A

2026 | Baseline | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.39	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Baseline	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	327	100.000
2		✓	168	100.000
3		✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	151	176
	2	34	0	134
	3	223	16	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	5.33	0.5	A
2	0.24	6.05	0.3	A
3	0.37	8.07	0.6	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	246	12	1039	0.237	245	0.3	4.530	A
2	126	132	817	0.155	126	0.2	5.204	A
3	180	25	716	0.251	179	0.3	6.682	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294	14	1037	0.284	294	0.4	4.841	A
2	151	158	801	0.188	151	0.2	5.533	A
3	215	31	713	0.301	214	0.4	7.220	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	360	18	1035	0.348	359	0.5	5.326	A
2	185	193	780	0.237	185	0.3	6.041	A
3	263	37	709	0.371	263	0.6	8.052	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	360	18	1035	0.348	360	0.5	5.335	A
2	185	194	780	0.237	185	0.3	6.048	A
3	263	37	709	0.371	263	0.6	8.075	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294	14	1037	0.284	294	0.4	4.852	A
2	151	159	801	0.189	151	0.2	5.545	A
3	215	31	713	0.301	215	0.4	7.243	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	246	12	1038	0.237	247	0.3	4.549	A
2	126	133	816	0.155	127	0.2	5.221	A
3	180	26	716	0.251	180	0.3	6.727	A

2031 | Baseline + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.50	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Baseline + Committed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	395	100.000
2		✓	213	100.000
3		✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	147	248
	2	27	0	186
	3	264	38	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.43	6.17	0.7	A
2	0.32	7.22	0.5	A
3	0.47	9.45	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	297	28	1027	0.289	296	0.4	4.909	A
2	160	186	785	0.204	159	0.3	5.745	A
3	227	20	719	0.316	226	0.5	7.267	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	34	1024	0.347	355	0.5	5.378	A
2	191	223	763	0.251	191	0.3	6.292	A
3	271	24	717	0.379	271	0.6	8.064	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	435	42	1019	0.427	434	0.7	6.151	A
2	235	273	734	0.320	234	0.5	7.198	A
3	333	30	714	0.466	331	0.9	9.398	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	435	42	1018	0.427	435	0.7	6.168	A
2	235	273	733	0.320	235	0.5	7.216	A
3	333	30	714	0.466	332	0.9	9.447	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	34	1024	0.347	356	0.5	5.398	A
2	191	223	763	0.251	192	0.3	6.316	A
3	271	24	717	0.379	272	0.6	8.123	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	297	29	1027	0.289	298	0.4	4.940	A
2	160	187	784	0.205	161	0.3	5.776	A
3	227	20	719	0.316	228	0.5	7.341	A

2031 | Baseline + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.25	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Baseline + Committed	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	379	100.000
2		✓	184	100.000
3		✓	296	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	166	213
	2	38	0	146
	3	273	23	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.41	5.88	0.7	A
2	0.27	6.50	0.4	A
3	0.46	9.46	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	285	17	1035	0.276	284	0.4	4.782	A
2	139	160	800	0.173	138	0.2	5.425	A
3	223	28	714	0.312	221	0.4	7.273	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341	21	1033	0.330	340	0.5	5.195	A
2	165	191	782	0.212	165	0.3	5.840	A
3	266	34	711	0.374	266	0.6	8.073	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	25	1030	0.405	417	0.7	5.865	A
2	203	234	756	0.268	202	0.4	6.493	A
3	326	42	706	0.461	325	0.8	9.412	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	25	1030	0.405	417	0.7	5.879	A
2	203	235	756	0.268	203	0.4	6.503	A
3	326	42	706	0.461	326	0.8	9.462	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341	21	1033	0.330	341	0.5	5.213	A
2	165	192	781	0.212	166	0.3	5.852	A
3	266	34	711	0.374	267	0.6	8.132	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	285	17	1035	0.276	286	0.4	4.810	A
2	139	161	800	0.173	139	0.2	5.450	A
3	223	29	714	0.312	223	0.5	7.347	A

2031 | Baseline + Committed + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.61	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	406	100.000
2		✓	213	100.000
3		✓	306	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	147	259
	2	27	0	186
	3	268	38	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.44	6.30	0.8	A
2	0.32	7.32	0.5	A
3	0.47	9.56	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	306	28	1027	0.297	304	0.4	4.965	A
2	160	194	780	0.206	159	0.3	5.790	A
3	230	20	719	0.320	229	0.5	7.308	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	34	1024	0.357	364	0.5	5.456	A
2	191	233	757	0.253	191	0.3	6.357	A
3	275	24	717	0.384	274	0.6	8.127	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	447	42	1019	0.439	446	0.8	6.278	A
2	235	285	726	0.323	234	0.5	7.302	A
3	337	30	714	0.472	336	0.9	9.503	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	447	42	1018	0.439	447	0.8	6.299	A
2	235	285	726	0.323	235	0.5	7.321	A
3	337	30	714	0.472	337	0.9	9.556	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	34	1024	0.357	366	0.6	5.480	A
2	191	233	757	0.253	192	0.3	6.380	A
3	275	24	717	0.384	276	0.6	8.188	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	306	29	1027	0.298	306	0.4	4.995	A
2	160	195	779	0.206	161	0.3	5.822	A
3	230	20	719	0.320	231	0.5	7.386	A

2031 | Baseline + Committed + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.40	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	Baseline + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	384	100.000
2		✓	184	100.000
3		✓	306	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	166	218
	2	38	0	146
	3	283	23	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.41	5.93	0.7	A
2	0.27	6.54	0.4	A
3	0.48	9.74	0.9	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	17	1035	0.279	288	0.4	4.809	A
2	139	163	798	0.174	138	0.2	5.444	A
3	230	28	714	0.323	228	0.5	7.382	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	21	1033	0.334	345	0.5	5.232	A
2	165	196	779	0.212	165	0.3	5.860	A
3	275	34	711	0.387	274	0.6	8.237	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	25	1030	0.411	422	0.7	5.920	A
2	203	240	753	0.269	202	0.4	6.531	A
3	337	42	706	0.477	336	0.9	9.687	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	25	1030	0.411	423	0.7	5.935	A
2	203	240	753	0.269	203	0.4	6.541	A
3	337	42	706	0.477	337	0.9	9.743	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	21	1033	0.334	346	0.5	5.252	A
2	165	196	779	0.212	166	0.3	5.877	A
3	275	34	711	0.387	276	0.6	8.301	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	17	1035	0.279	290	0.4	4.834	A
2	139	164	798	0.174	139	0.2	5.466	A
3	230	29	714	0.323	231	0.5	7.462	A

APPENDIX 8

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: B2135 Church Road - B2116 High Street - B2135 Bines Road priority junction.j11
Path: Z:\projects\4912 Shermanbury Road, Partridge Green\Picady
Report generation date: 15/04/2026 12:06:44

»2026 | Baseline | AM
»2026 | Baseline | PM
»2031 | Baseline + Committed | AM
»2031 | Baseline + Committed | PM
»2031 | Baseline + Committed + Development | AM
»2031 | Baseline + Committed + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Baseline									
Stream B-AC	D1	0.8	10.29	0.44	B	D2	0.6	10.38	0.38	B
Stream C-AB		0.3	7.34	0.20	A		0.5	8.06	0.31	A
	2031 - Baseline + Committed									
Stream B-AC	D3	1.1	12.88	0.53	B	D4	0.9	12.62	0.48	B
Stream C-AB		0.4	7.92	0.27	A		0.7	8.71	0.36	A
	2031 - Baseline + Committed + Development									
Stream B-AC	D5	1.2	13.63	0.55	B	D6	1.0	13.02	0.49	B
Stream C-AB		0.4	7.96	0.27	A		0.7	8.84	0.37	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	B2135 Church Road - B2116 High Street - B2135 Bines Road priority junction
Location	Partridge Green
Site number	
Date	09/04/2026
Version	
Status	(new file)
Identifier	Eddisons
Client	
Jobnumber	4912
Enumerator	EDD
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2026	Baseline	PM	ONE HOUR	17:00	18:30	15
D3	2031	Baseline + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2031	Baseline + Committed	PM	ONE HOUR	17:00	18:30	15
D5	2031	Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2031	Baseline + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 | Baseline | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.89	A

Arms

Arms

Arm	Name	Description	Arm type
A	B2135 Church Road		Major
B	B2116 High Street		Minor
C	B2135 Bines Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			56.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	20	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	590	0.098	0.248	0.156	0.354
B-C	760	0.106	0.269	-	-
C-B	606	0.215	0.215	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	253	100.000
B		✓	246	100.000
C		✓	182	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	134	119
	B	79	0	167
	C	88	94	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.44	10.29	0.8	B
C-AB	0.20	7.34	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	0.00	645	0.287	184	0.4	7.778	A
C-AB	79	0.00	611	0.130	79	0.2	6.764	A
C-A	58	0.00			58			
A-B	101	0.00			101			
A-C	90	0.00			90			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	0.00	635	0.348	221	0.5	8.682	A
C-AB	97	0.00	612	0.159	97	0.2	6.993	A
C-A	66	0.00			66			
A-B	120	0.00			120			
A-C	107	0.00			107			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	271	0.00	621	0.436	270	0.8	10.238	B
C-AB	123	0.00	614	0.200	123	0.3	7.332	A
C-A	77	0.00			77			
A-B	148	0.00			148			
A-C	131	0.00			131			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	271	0.00	621	0.436	271	0.8	10.291	B
C-AB	123	0.00	614	0.200	123	0.3	7.339	A
C-A	77	0.00			77			
A-B	148	0.00			148			
A-C	131	0.00			131			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	0.00	635	0.348	222	0.5	8.744	A
C-AB	97	0.00	612	0.159	97	0.2	7.004	A
C-A	66	0.00			66			
A-B	120	0.00			120			
A-C	107	0.00			107			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	0.00	645	0.287	186	0.4	7.853	A
C-AB	79	0.00	611	0.130	80	0.2	6.784	A
C-A	58	0.00			58			
A-B	101	0.00			101			
A-C	90	0.00			90			

2026 | Baseline | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Baseline	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	175	100.000
B		✓	196	100.000
C		✓	256	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	71
	B	113	0	83
	C	108	148	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	10.38	0.6	B
C-AB	0.31	8.06	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	0.00	592	0.249	146	0.3	8.057	A
C-AB	128	0.00	633	0.202	127	0.3	7.091	A
C-A	65	0.00			65			
A-B	78	0.00			78			
A-C	53	0.00			53			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	0.00	580	0.304	176	0.4	8.907	A
C-AB	157	0.00	639	0.246	157	0.4	7.466	A
C-A	73	0.00			73			
A-B	93	0.00			93			
A-C	64	0.00			64			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	216	0.00	563	0.384	215	0.6	10.335	B
C-AB	200	0.00	647	0.309	199	0.5	8.045	A
C-A	82	0.00			82			
A-B	115	0.00			115			
A-C	78	0.00			78			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	216	0.00	563	0.384	216	0.6	10.380	B
C-AB	200	0.00	647	0.309	200	0.5	8.065	A
C-A	82	0.00			82			
A-B	115	0.00			115			
A-C	78	0.00			78			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	0.00	579	0.304	177	0.4	8.961	A
C-AB	157	0.00	639	0.246	158	0.4	7.495	A
C-A	73	0.00			73			
A-B	93	0.00			93			
A-C	64	0.00			64			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	0.00	591	0.249	148	0.3	8.125	A
C-AB	128	0.00	633	0.202	128	0.3	7.137	A
C-A	65	0.00			65			
A-B	78	0.00			78			
A-C	53	0.00			53			

2031 | Baseline + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Baseline + Committed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	299	100.000
B		✓	288	100.000
C		✓	235	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	157	142
	B	100	0	188
	C	113	122	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.53	12.88	1.1	B
C-AB	0.27	7.92	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	217	0.00	627	0.346	215	0.5	8.685	A
C-AB	107	0.00	617	0.173	106	0.2	7.038	A
C-A	70	0.00			70			
A-B	118	0.00			118			
A-C	107	0.00			107			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	0.00	614	0.421	258	0.7	10.084	B
C-AB	131	0.00	619	0.212	131	0.3	7.378	A
C-A	80	0.00			80			
A-B	141	0.00			141			
A-C	128	0.00			128			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	317	0.00	596	0.532	316	1.1	12.744	B
C-AB	168	0.00	623	0.270	168	0.4	7.906	A
C-A	91	0.00			91			
A-B	173	0.00			173			
A-C	156	0.00			156			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	317	0.00	596	0.532	317	1.1	12.881	B
C-AB	168	0.00	623	0.270	168	0.4	7.923	A
C-A	91	0.00			91			
A-B	173	0.00			173			
A-C	156	0.00			156			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	0.00	614	0.422	260	0.7	10.220	B
C-AB	131	0.00	620	0.212	132	0.3	7.403	A
C-A	80	0.00			80			
A-B	141	0.00			141			
A-C	128	0.00			128			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	217	0.00	627	0.346	218	0.5	8.813	A
C-AB	107	0.00	617	0.173	107	0.2	7.072	A
C-A	70	0.00			70			
A-B	118	0.00			118			
A-C	107	0.00			107			

2031 | Baseline + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Baseline + Committed	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	220	100.000
B		✓	239	100.000
C		✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	129	91
	B	134	0	105
	C	128	169	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.48	12.62	0.9	B
C-AB	0.36	8.71	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	0.00	583	0.309	178	0.4	8.851	A
C-AB	150	0.00	637	0.235	149	0.3	7.366	A
C-A	74	0.00			74			
A-B	97	0.00			97			
A-C	69	0.00			69			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	0.00	569	0.378	214	0.6	10.141	B
C-AB	185	0.00	643	0.288	185	0.5	7.863	A
C-A	82	0.00			82			
A-B	116	0.00			116			
A-C	82	0.00			82			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	0.00	548	0.480	262	0.9	12.519	B
C-AB	238	0.00	652	0.365	237	0.7	8.677	A
C-A	89	0.00			89			
A-B	142	0.00			142			
A-C	100	0.00			100			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	0.00	548	0.480	263	0.9	12.622	B
C-AB	238	0.00	652	0.365	238	0.7	8.709	A
C-A	89	0.00			89			
A-B	142	0.00			142			
A-C	100	0.00			100			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	0.00	568	0.378	216	0.6	10.256	B
C-AB	186	0.00	643	0.288	186	0.5	7.906	A
C-A	81	0.00			81			
A-B	116	0.00			116			
A-C	82	0.00			82			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	0.00	583	0.309	181	0.5	8.968	A
C-AB	150	0.00	637	0.236	151	0.4	7.422	A
C-A	73	0.00			73			
A-B	97	0.00			97			
A-C	69	0.00			69			

2031 | Baseline + Committed + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	Baseline + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	302	100.000
B		✓	298	100.000
C		✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	160	142
	B	108	0	190
	C	113	123	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	13.63	1.2	B
C-AB	0.27	7.96	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	224	0.00	623	0.360	222	0.6	8.924	A
C-AB	107	0.00	616	0.174	106	0.2	7.057	A
C-A	70	0.00			70			
A-B	120	0.00			120			
A-C	107	0.00			107			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	268	0.00	610	0.439	267	0.8	10.461	B
C-AB	132	0.00	619	0.214	132	0.3	7.403	A
C-A	80	0.00			80			
A-B	144	0.00			144			
A-C	128	0.00			128			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	0.00	592	0.554	326	1.2	13.459	B
C-AB	170	0.00	623	0.272	169	0.4	7.943	A
C-A	90	0.00			90			
A-B	176	0.00			176			
A-C	156	0.00			156			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	0.00	592	0.554	328	1.2	13.632	B
C-AB	170	0.00	623	0.272	170	0.4	7.961	A
C-A	90	0.00			90			
A-B	176	0.00			176			
A-C	156	0.00			156			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	268	0.00	610	0.439	270	0.8	10.626	B
C-AB	133	0.00	619	0.214	133	0.3	7.425	A
C-A	80	0.00			80			
A-B	144	0.00			144			
A-C	128	0.00			128			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	224	0.00	623	0.360	225	0.6	9.069	A
C-AB	108	0.00	616	0.175	108	0.2	7.091	A
C-A	70	0.00			70			
A-B	120	0.00			120			
A-C	107	0.00			107			

2031 | Baseline + Committed + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	Baseline + Committed + Development	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	229	100.000
B		✓	244	100.000
C		✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	138	91
	B	138	0	106
	C	128	172	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.49	13.02	1.0	B
C-AB	0.37	8.84	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	0.00	581	0.316	182	0.5	8.984	A
C-AB	153	0.00	635	0.240	151	0.4	7.420	A
C-A	73	0.00			73			
A-B	104	0.00			104			
A-C	69	0.00			69			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	0.00	566	0.388	219	0.6	10.347	B
C-AB	189	0.00	642	0.294	188	0.5	7.942	A
C-A	81	0.00			81			
A-B	124	0.00			124			
A-C	82	0.00			82			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	269	0.00	545	0.493	267	0.9	12.892	B
C-AB	242	0.00	650	0.373	241	0.7	8.804	A
C-A	88	0.00			88			
A-B	152	0.00			152			
A-C	100	0.00			100			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	269	0.00	545	0.493	269	1.0	13.016	B
C-AB	242	0.00	650	0.373	242	0.7	8.841	A
C-A	88	0.00			88			
A-B	152	0.00			152			
A-C	100	0.00			100			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	0.00	566	0.388	221	0.6	10.474	B
C-AB	189	0.00	642	0.294	190	0.5	7.989	A
C-A	81	0.00			81			
A-B	124	0.00			124			
A-C	82	0.00			82			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	0.00	580	0.317	184	0.5	9.106	A
C-AB	153	0.00	636	0.241	153	0.4	7.479	A
C-A	73	0.00			73			
A-B	104	0.00			104			
A-C	69	0.00			69			

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