



Northlands Lane, Storrington

Transport Assessment

Client: Fairfax Properties

i-Transport Ref: PH/JO/BD/ITL210257-001A R

Date: 28 April 2026

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL210257-001 R	Draft	October 2025	Ben Dines / Jonathan Orton	Phil Hamshaw
ITL210257-001A R	Final	April 2026	Ben Dines / Jonathan Orton	Phil Hamshaw

File Ref: T:\PROJECTS\210000 SERIES\210257 - Northlands Lane, Storrington\Admin\Report and Tech
Notes\ITL210257-001A R Transport Assessment

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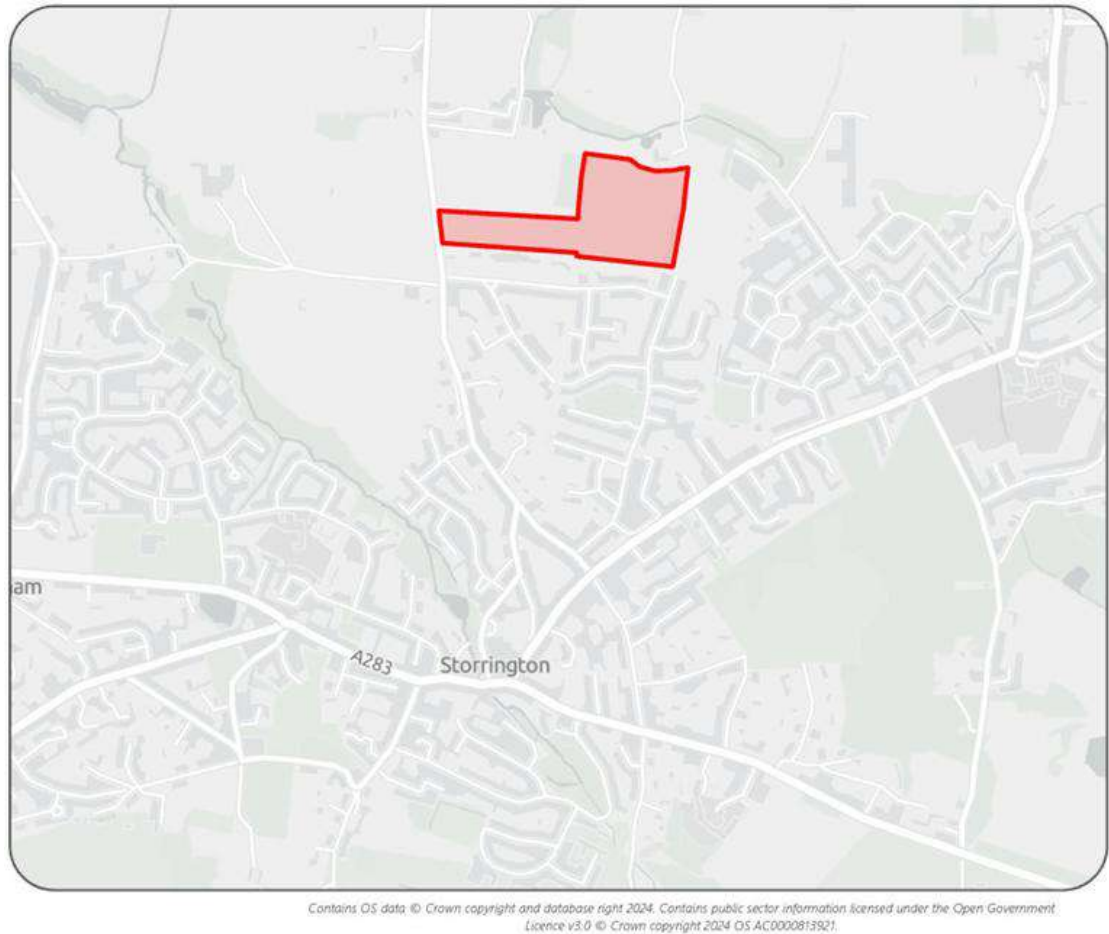
SECTION 1 Introduction

1.1 Overview

- 1.1.1 This Transport Assessment assesses a proposed development for 56 new homes (including affordable homes) on land to the south Northlands Lane in Storrington. The Transport Assessment supports an outline application by Fairfax Properties alongside the Travel Plan Statement (report ref: ITL210257-002A R) which has also been produced for the proposals.

1.2 Site location

- 1.2.1 The site is located to the south of Northlands Lane and to the east of Fryern Road, c.1km to the north of Storrington village centre. The existing residential properties off Melton Drive form the southern boundary, A recently consented Wates Developments proposal is located to the west (from which access will be provided) and an approved Croudace site is located to the east which is under construction. Public Right of Ways (PRoW) form the northern and eastern boundary. The location of the site in the context of its proximity to Storrington is shown in **Figure 1.1** below.

Figure 1.1: Site Location

- 1.2.2 The red line extends into the field to the west, which forms the approved Wates site. This accounts for the access road to provide access to Fryern Road and is larger than the road to provide flexibility on the layout seeing that the approved Wates site has not submitted a reserved Maters application at this stage. No development will be undertaken in the redline located in the field to the west.
- 1.2.3 This Transport Assessment demonstrates that the site can be accessed safely via the consented Wates site onto Fryern Road and Melton Drive and is accessible via a range of sustainable travel modes. It also demonstrates that the traffic generated by the development proposals will not have an unacceptable impact upon the local highway network.

1.3 Planning History

- 1.3.1 The adjacent Wates Developments site (planning application ref: DC/24/2006) has recently been granted planning permission for 62 dwellings with access via Fryern Road. The site has been designed to allow for connection into the proposed site, via a continuation of the main access road through the Wates site.

1.3.2 The consented proposals also include an active travel connection onto Melton Drive, which will also be accessible by the proposed site.

1.3.3 Details of the access arrangements from the consented Wates site is set out in [Section 3](#).

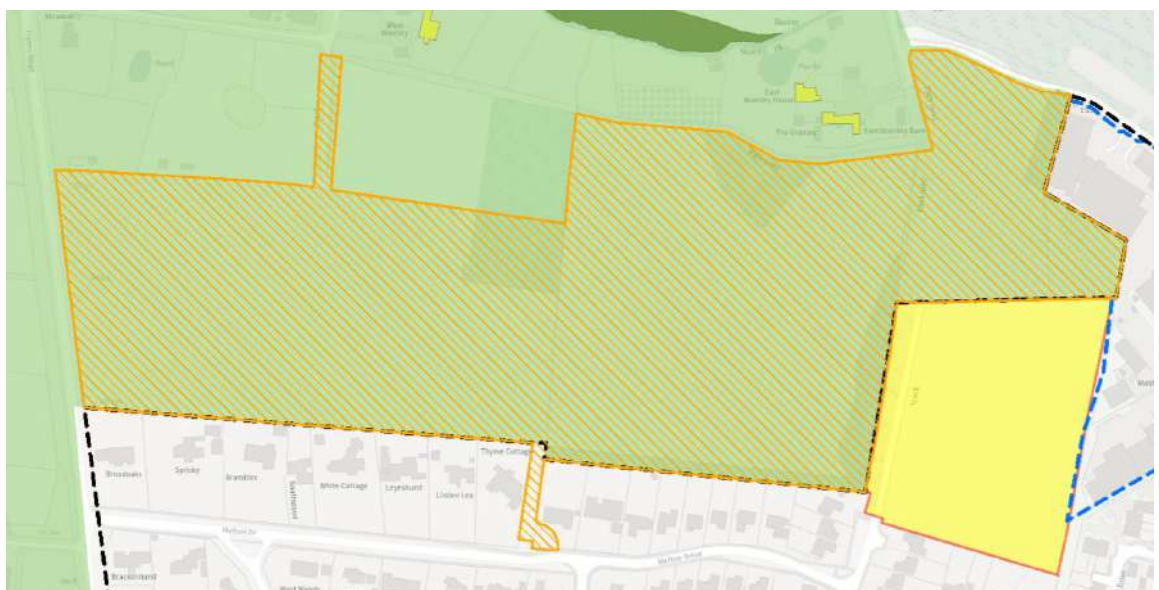
1.4 Horsham District Local Plan 2023-2040

1.4.1 Horsham District Council formally submitted their Local Plan and supporting documents to the Planning Inspectorate on 26th July 2024. The document sets out the vision, objectives and strategy for the district and identifies the development locations to meet the district's housing needs.

1.4.2 In April 2025, the Inspector for the Local Plan Examination recommended Horsham District Council withdraw its Local Plan as it is not legally compliant. Horsham District Council wrote to the inspector in August 2025 outlining additional evidence can be provided to re-open the examination hearings. The inspector has asked (September 2025) for the additional evidence and will take a view of the examination once this is received. In March 2026, it was confirmed that the examination hearings will re-commence in April 2026. The hearings restarted in April 2026.

1.4.3 The Local Plan submitted outlines Strategic Policy HA18: 'Storrington Housing Allocations' identifying that the proposed site forms the eastern end of the housing allocation STO1: Land to the north of Melton Drive and Land south of Northlands Lane). **Figure 1.2** illustrates the location of STO1 allocation from the policies plan.

Figure 1.2: STO1 Allocation



1.5 Report structure

1.5.1 Following this introductory section, the report sets out the following:

- [Section 2](#) provides an overview of transport planning policy, against which the development proposal should be assessed.
- [Section 3](#) presents details of the development proposal including the access to the site.
- [Section 4](#) presents an audit of the accessibility of the site to key facilities and services by sustainable travel modes.
- [Section 5](#) assesses the residual traffic impacts of the development proposal.
- [Section 6](#) summaries the report and present the conclusions.

SECTION 2 Transport Planning Policy

2.1 The Key Tests

2.1.1 Paragraph 115 of the National Planning Policy Framework (NPPF) identifies four key transport tests, which can be summarised as follows:

- i Has sustainable travel been prioritised?
- ii Will safe and suitable access be provided?
- iii Will the design be acceptable in transport terms?
- iv Will the traffic impacts be acceptable?

2.1.2 These tests are reflected in local transport policy as set out in the WSCC Local Transport Plan (April 2022), the adopted Horsham District Planning Framework (HDPF) (November 2015), and the Submission Horsham District Council Regulation 19 Local Plan (January 2024). This Transport Assessment assesses the proposed development against these tests.

2.2 The High Bar

2.2.1 Paragraph 116 of the NPPF sets a high bar for preventing development from coming forward for transport reasons:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.2.2 There are various appeal decisions that support the application of the high bar. Development can have very significant adverse impacts and be acceptable. In this case, and as set out in this Transport Assessment, the impact of the development proposal will not be material and easily passes beneath this high bar.

2.3 Horsham District Planning Framework (HDPF)

2.3.1 The HDPF was adopted in November 2015 and forms part of the Development Plan until it is replaced by the emerging Local Plan which is potentially re-opening the examination hearings. In terms of Transportation and Highway matters Strategic Policy 40: Sustainable Transport and Strategic Policy 41: Parking are of relevance: These are summarised below:

- **Strategic Policy 40: Sustainable Transport:** Confirms a commitment to developing an integrated community connected by a sustainable transport system. It supports development if it:
 - Is appropriate and in scale to the existing transport infrastructure, including public transport.
 - Maintains and improves the existing transport system (road, rail, cycle).
 - Is integrated with the wider network of routes, including public rights of way and cycle paths.
 - Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.
 - Is located in areas where there are or will be a choice in the modes of transport available.
 - Minimises the distances people need to travel and minimises conflicts between traffic, cyclists and pedestrians.
 - Delivers better local bus and rail services.
 - Develops innovative and adaptable approaches to public transport in the rural areas of the district.
 - Is accompanied by a Green Travel Plan.
- **Strategic Policy 41: Parking:** Aims to ensure that correct parking provision and facilities are provided on site to meet the needs of anticipated users.

2.4 **Storrington, Sullington and Washington Neighbourhood Plan (SSWNP)**

- 2.4.1 The SSWNP was 'made' in September 2019. Policy 17: Traffic & Transport supports development proposals provided they can demonstrate that their residual traffic impacts on the local road network are not severe.
- 2.4.2 Policy 18: Car Parking in its explanatory text confirms this policy proposes minimum car parking standards for new development to counter the recent trend of too few off street parking spaces being planned for, resulting in problems with on street parking.

2.5 Emerging Local Plan Allocation

- 2.5.1 As set out in [Section 1](#), the proposed site and adjoining consented Wate site is allocated for new housing in the submitted Local Plan, as outlined above in the STO1 allocation. This supports the proposition that the site is suitably located for new housing – this certainly seems to be the Council’s view.
- 2.5.2 Strategic Policy HA18: Storrington Housing Allocations outlines that STO1 allocation should deliver vehicular access from Fryern Road which is the access strategy for this application.
- 2.5.3 The emerging Local Plan sets out other policies which are relevant to the site, including Sustainable Transport (Policy 24), Parking (Policy 25) and Inclusive Communities, Health and Wellbeing (Policy 27).
- 2.5.4 Strategic Policy 24 on Sustainable Transport outlines that development should minimise the need to travel through home-working provision (including broadband connection), ability to walk and cycle to undertake residents’ daily needs, the provision of integrated walking and cycling routes and that the site has been designed to relevant national and local design guidance.
- 2.5.5 Policy 25 on Parking sets out that parking is delivered in accordance with adopted parking standards whilst achieving people focused streets, secure facilities for cycle and provision of car charging facilities.
- 2.5.6 Strategic Policy 27 on Inclusive communities, health and wellbeing sets out that a development must be designed to achieve a health, inclusive and safe place by promoting active travel, use of local services and public transport services, access to green space and community facilities to enable and support healthy lifestyles and address wellbeing needs.
- 2.5.7 The development is designed to achieve many aspects of the above policies, through the design of the dwellings, layout and facilities on the site and access connections from the site to the existing local highway network.

SECTION 3 Development Proposal

3.1 Overview

- 3.1.1 The proposal comprises 56 new homes, providing a mix of one, two, three and four bedroom dwellings. The scheme includes associated public open space, parking and landscaping.
- 3.1.2 Vehicular access to the site will be via the continuation of the main access road through the adjacent consented Wates site, which provides an agreed access arrangement onto Fryern Road in the form of a simple priority-controlled T-junction. An active travel route onto Melton Drive has also been agreed as part of the Wates proposals and this will be accessible for the proposals set out in this Transport Assessment.

3.2 Masterplan

- 3.2.1 An illustrative masterplan has been produced by Paul Hewett demonstrating how the new homes can be accommodated on the site. The proposal will provide the following facilities on the site.



Central Green Space for Play Use



Public Open Space



Connections to PRoW



Footways / Cycleways across the site



High Speed Broadband



Electric Car Charging

- 3.2.2 The detailed layout of the scheme will be determined in due course, through the 'reserved matters' stage. The illustrative masterplan is provided in [Appendix A](#), and an extract of the masterplan is provided in **Figure 3.1**.

Figure 3.1: Extract of Illustrative Masterplan

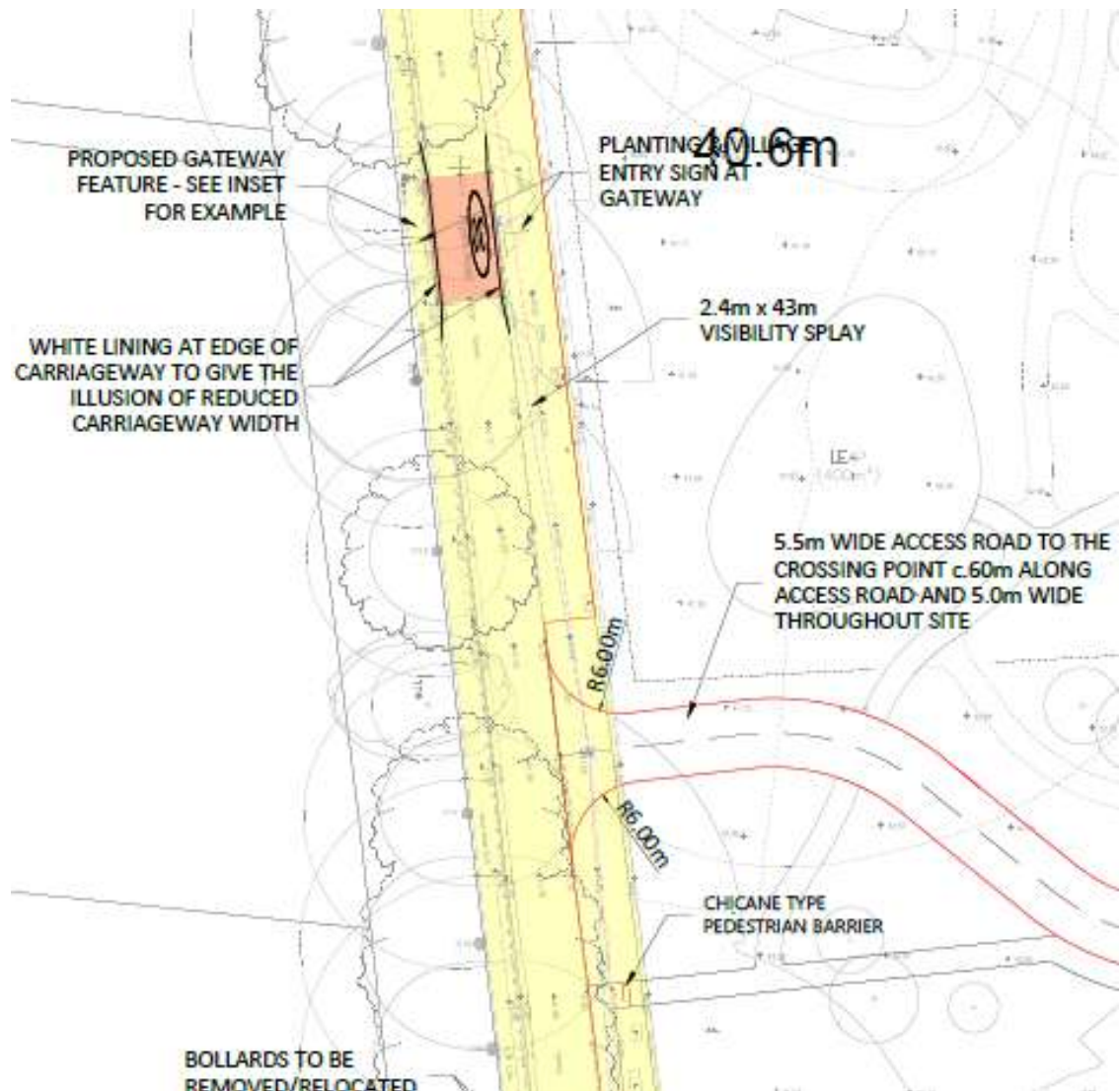


3.3 Vehicular Access Arrangements

- 3.3.1** Access to the site will be via the approved access arrangement consented as part of the Wates Developments scheme immediately to the west of the site. The adjacent Wates Development has outline consent for 62 dwellings, therefore the access arrangement will serve a total of 118 dwellings across both sites. The proposed development has been designed with a road loop to reduce the length of a cul-de-sac arrangement and provide a choice of routes for emergency access.
- 3.3.2** The consented access arrangement consists of a new simple priority-controlled T-junction off Fryern Road, with an associated speed limit reduction to 30mph. A new footway will also be provided from the access to Melton Drive. This access extends through the Wates site and provides a connection with the proposed site in the south west corner along the western boundary.

- 3.3.3 The approved access arrangement is shown in Drawing ITM16671-GA-025 Rev D which is provided in **Appendix B** and an extract is provided in **Figure 3.2**.

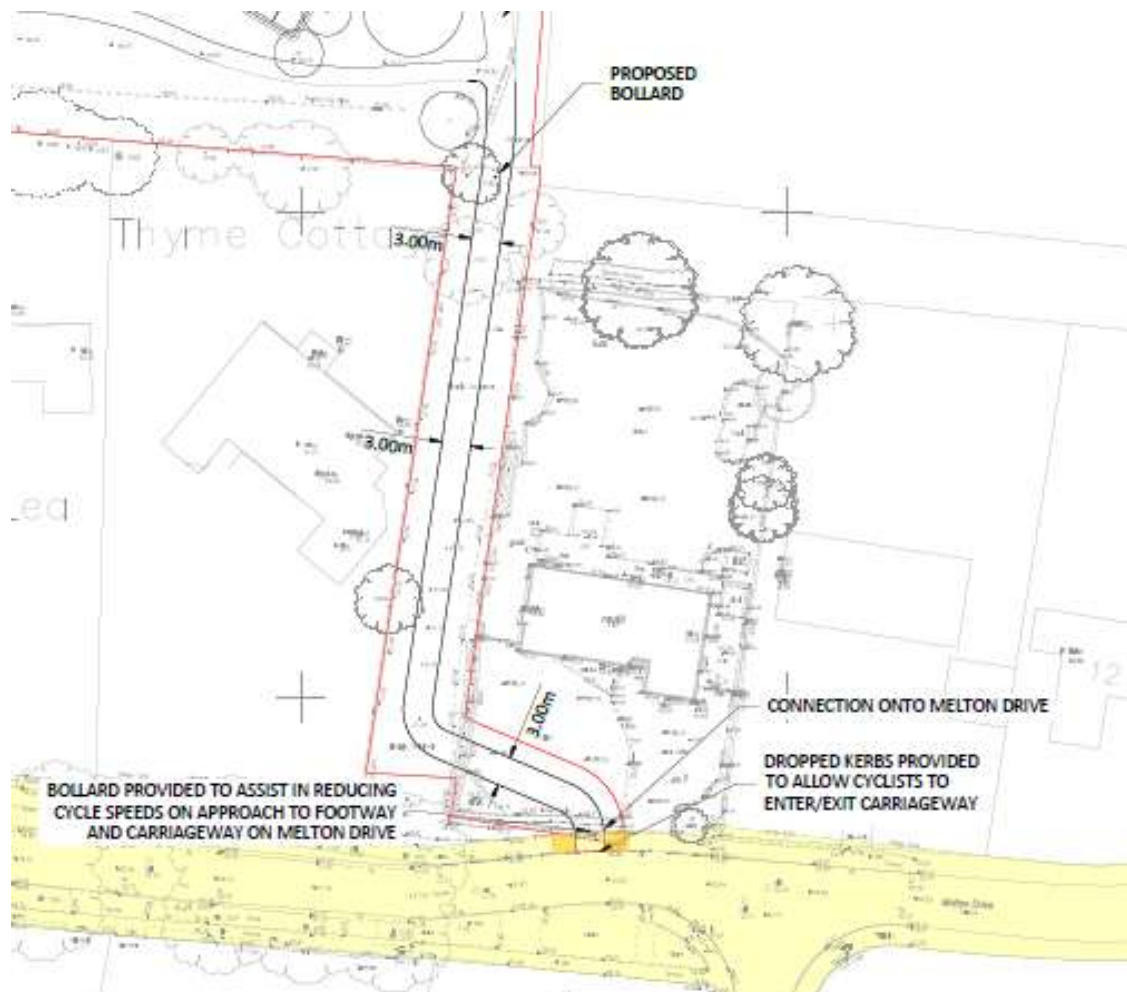
Figure 3.2: Extract of Consented Access Arrangement onto Fryern Road



3.4 Active Travel Accesses

- 3.4.1 The consented Wates proposals also provide a footway / cycleway connection onto Melton Drive, connections are to be provided from the proposed site into the Wates site to allow for the use of this connection onto Melton Drive. **Figure 3.3** presents an extract of this arrangement with Drawing ITM16671-GA-011 Rev C provided in **Appendix B**.

Figure 3.3: Extract of Melton Drive Access (Drawing ITM16671-GA-011 Rev C)



- 3.4.2 Further active travel connections will also be provided from the site to the existing public rights of way which surround the site. A connection to the north will be provided onto footpath 2442 and a connection to the east to footpath 2448, which links onto Downsview Avenue and is being upgraded as part of the Croudace development.

3.5 Swept Path Analysis

Refuse Vehicle

- 3.5.1 Swept path analysis has been undertaken for a refuse vehicle across the site and this is shown in Drawing **ITL210257-GA-003**. The Drawing demonstrates that the illustrative scheme would enable a refuse vehicle to manoeuvre across the site safely and can access all properties or bin collection points.

Fire Appliance

- 3.5.2 Drawing **ITL210257-GA-004** demonstrates that a fire appliance can also manoeuvre across the illustrative scheme and access all properties within the required distance.

3.6 **Parking**

- 3.6.1 Whilst the application is in outline in nature and will be subject to detail at the reserved matters stage, the illustrative masterplan has been designed in line with local parking standards as set out in WSCC's Guidance on Parking at New Development (September 2020).

SECTION 4 Sustainable Travel

4.1 Introduction

4.1.1 Paragraph 115 of the NPPF requires that new development ensure that:

“Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.”

4.1.2 This section of the Transport Assessment presents an audit of the accessibility of the site by sustainable modes of travel, i.e. walking, cycling and travel by bus. This section demonstrates that a range of key facilities and services in Storrington can be readily accessed by sustainable modes from the site.

4.2 Sustainable Transport Vision

4.2.1 The development has been designed to provide an attractive environment to live with homes designed to modern standards which will allow for virtual mobility to help in reducing car trips from the site. This includes providing infrastructure such as high-speed broadband to allow people to work from home, undertaken online shopping, banking and health services, as well as some education (online courses) and social interactions (social media).

4.2.2 Public open space and green areas have been provided across the site as well as connections to PROWs which allow people to undertake recreation trips from their own door. The site is also located in a sustainable location making walking and cycling trips to the village centre attractive.

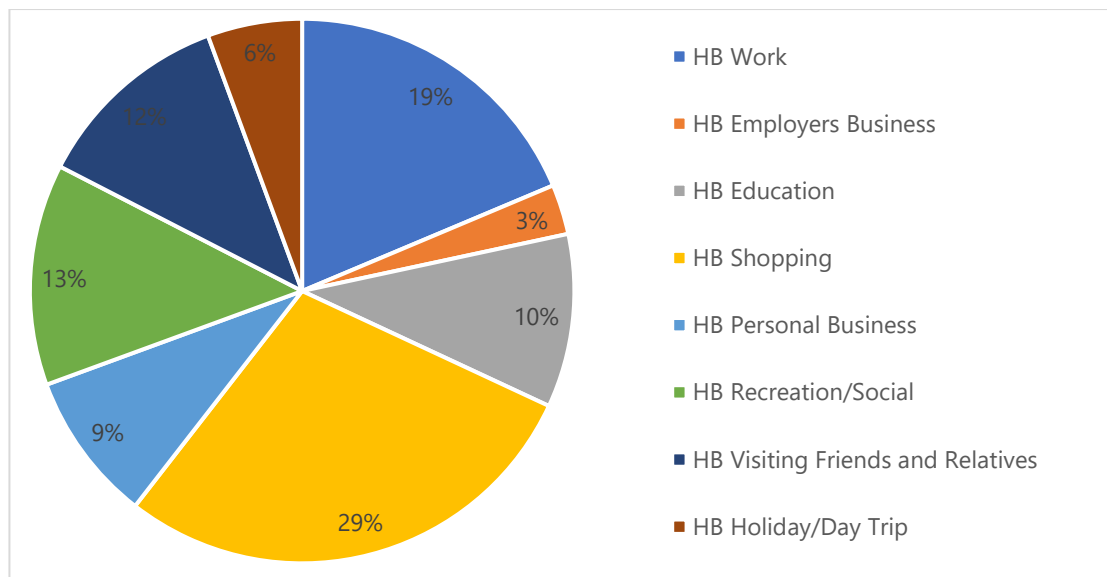
4.2.3 The Travel Plan for the site, alongside a change in transport policy and travel patterns and continued enhancement in technology will help achieve the vision of reducing car trips from the development.

4.3 Reasons For Travel

4.3.1 There will be a variety of journey purposes that will determine the trip making by residents on a daily basis. Information from TEMPro has been used to obtain the proportion of the different journey purposes (by all modes) undertaken from home addresses on an average day. **Figure 4.1** presents the proportion for each journey purpose from the area around the site¹.

¹ i.e. Horsham 012 & 015 Middle Super Output Area

Figure 4.1: Average Day Journey Purposes from Home



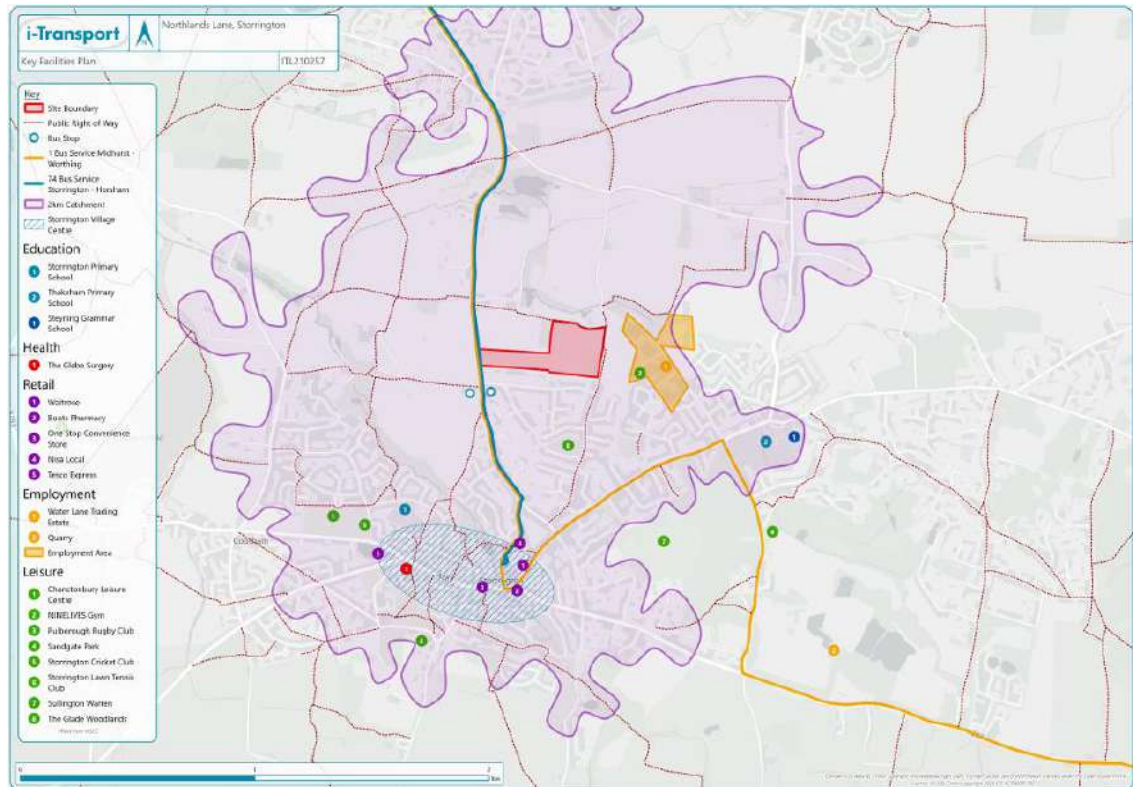
Source: TEMPRo 8

- 4.3.2 A significant proportion of trips relate to journeys at a local level, including education, shopping, recreation and visiting friends.

4.4 Travel Destinations

- 4.4.1 A significant proportion of journey purposes will be within the local area, including to the centre of Storrington.
- 4.4.2 The National Travel Survey 2024 identifies that for trips under a 1 mile and trips between 1 to 2 miles, walking and cycling (combined) is the main mode of travel. For trips under a mile 82% are undertaken by walking and cycling and for trips between 1 to 2 miles 39% are undertaken by walking and cycling.
- 4.4.3 The Institution of Highways and Transportation document 'Guidelines for Providing for Journeys on Foot' outlines that the preferred maximum walking distance for commuting, school trips and other trips is 2km.
- 4.4.4 The Department for Transport's guidance on Cycle Infrastructure Design (LTN 1/20) identifies that ***"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people."***
- 4.4.5 A wide range of local facilities can be accessed within Storrington, including schools, retail, health, leisure, and employment facilities, which can satisfy day-to-day travel. The location of a range of key facilities within Storrington and in the vicinity of the site are shown in **Figure 4.2**, which is also provided at the end of the report.

Figure 4.2: Accessibility Plan



4.4.6 The accessibility appraisal set out below is based on a desirable walking catchment of 2km (as presented in **Figure 4.1**) and a 5-mile (8km) cycle catchment. It also assumes that a facility can be reached by public transport if it is served via the local bus services close to the site.

4.4.7 **Table 4.1** outlines some of the key facilities within the vicinity of the site:

Table 4.1: Key Facilities within the Vicinity of the Site

Within a 25 minute walk or a 10 minute cycle (2km)  	Bus Stops
	Storrington Village Centre
	2 x Primary Schools
	1 x Secondary School
	1 x Medical Centre
	2 x Pharmacies
	1 x Dental Practice
	3 x Supermarket / Convenience Store
	1 x Library
	3 x sports clubs / leisure centre / gym

Direct Bus from Fryern Road		Storrington Village Centre
		Horsham
		Pulborough Rail Station
		Midhurst
		Worthing
		West Chiltington

4.4.8 There is a range of facilities within the vicinity of the proposed development site that can be accessed by active travel modes or public transport provision.

4.4.9 **Figure 4.2** also demonstrates that many of the facilities shown and Storrington village centre are within a desirable walking distance from the site. These facilities can be accessed by future residents for daily needs, reducing the need to travel by private car, encouraging sustainable modes and reducing the number and length of car trips to destinations further afield.

4.5 Pedestrian Provision

4.5.1 The site will take access through the adjacent consented Wates Development site which will have footways throughout, which link to Fryern Road and Melton Drive.

4.5.2 To the west of the neighbouring Wates Development site, there are currently no footways on Fryern Road to the north of the junction with Melton Drive. As detailed in **Section 3**, the consented access arrangements include a footway along Fryern Road from the proposed access to Melton Drive connecting into the existing footway provision.

4.5.3 In addition, a pedestrian and cycle connection is proposed at the eastern end of the neighbouring consented Wates Development site (southwest of the proposed site), providing a direct connection onto Melton Drive and providing an alternative walking/cycling route from the site.

4.5.4 A pedestrian access will also be provided to the north, connecting the site to the existing PRoW (footpath 2442) which runs east/west along the northern boundary of the site. A further pedestrian access will be provided to the east of the site connecting into the PRoW (footpath 2448) that runs along the eastern boundary of the site.

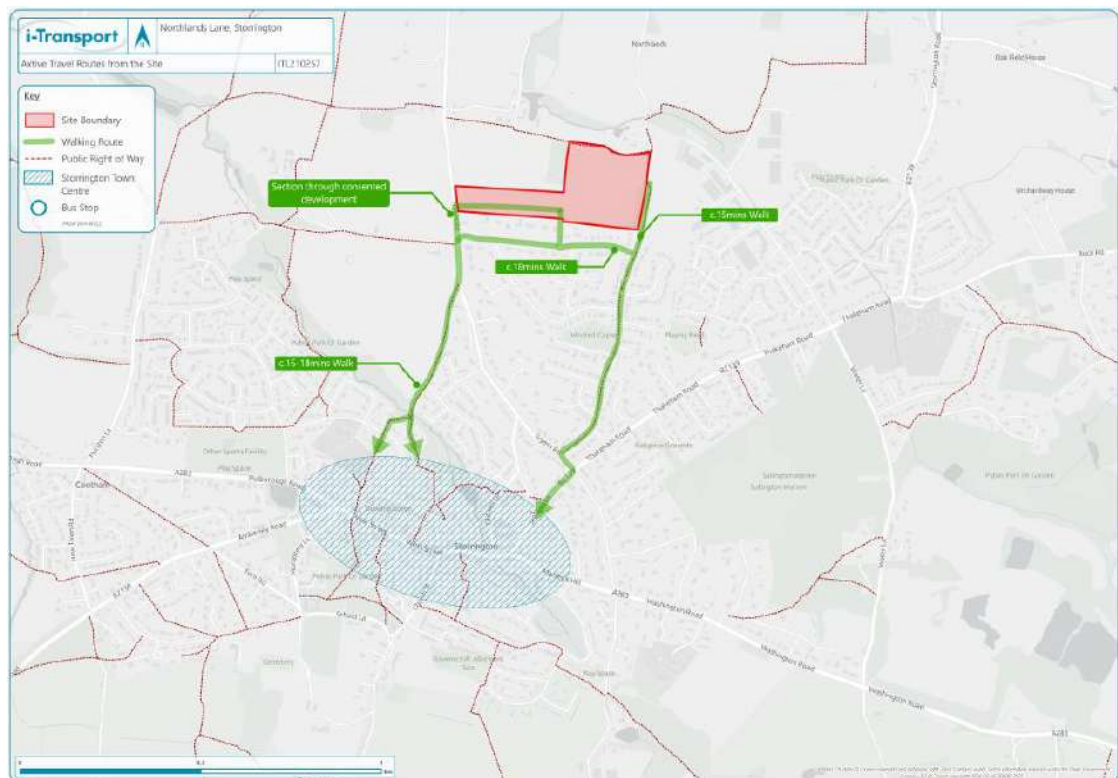
Walking Routes

4.5.5 From the site there are a number of walking routes to Storrington village centre and the facilities within the centre. The main routes from the site to the village centre are as follows:

- 1 Footway connection into the adjacent consented Wates Development site and continuation to the agreed footway along Fryern Road.
- 2 Footway connection into the adjacent consented Wates Development site and use of the consented active travel access onto Melton Drive.
- 3 Connection onto footpath 2448 to the east, which is being improved by the Croudace development, and which provides a connection onto Downsview Avenue.

4.5.6 **Figure 4.3** shows these walking routes from the site and subsequent walking times to Storrington village centre, with all routes providing an acceptable walking time to the village centre.

Figure 4.3: Active Travel Routes from The Site



Route 1 – Melton Drive and Downsview Avenue

- 4.5.7 Melton Drive can be accessed via the consented active travel access from the consented Wates Developments site and provides a connection to the footways along Downsview Avenue / Wantley Lane where a choice of routes is then available into Storrington village centre via either Thakeham Road or Mill Lane.
- 4.5.8 This route provides an 18-minute walk into the village centre area. The footways along Melton Drive also provide a connection to Fryern Road allowing residents to access the bus services along Fryern Road.

Route 2 – Fryern Road via Public Right of Way (2649)

- 4.5.9 The second route is via Fryern Road and the Public Right of Way (footpath 2649). Access from the site to the footway along Fryern Road to the south of Melton Drive can be provided via the Consented Wates Developments site access off Fryern Road and the subsequent footway between the access and Melton Drive and via the consented active travel connection directly onto Melton Drive.
- 4.5.10 The footway along the eastern side of Fryern Road provides a direct crossing point to Footpath 2649 in the form of dropped kerbs and tactile paving, as shown in **Image 4.1**. The footpath continues to different areas of the village centre including:
- Spierbridge Road.
 - Stor Meadow.
 - Mill Stream Car Park; and
 - Old Mill Drive.
- 4.5.11 This routes also allows for access to the bus stops on Fryern Road to the south Melton Drive and provide a 15-18-minute walk into the Storrington.

Image 4.1: Connection to the PRow (footpath 2649) from Fryern Road



Route 3 - Downsvie Avenue via Connection onto footpath 2448 to the east

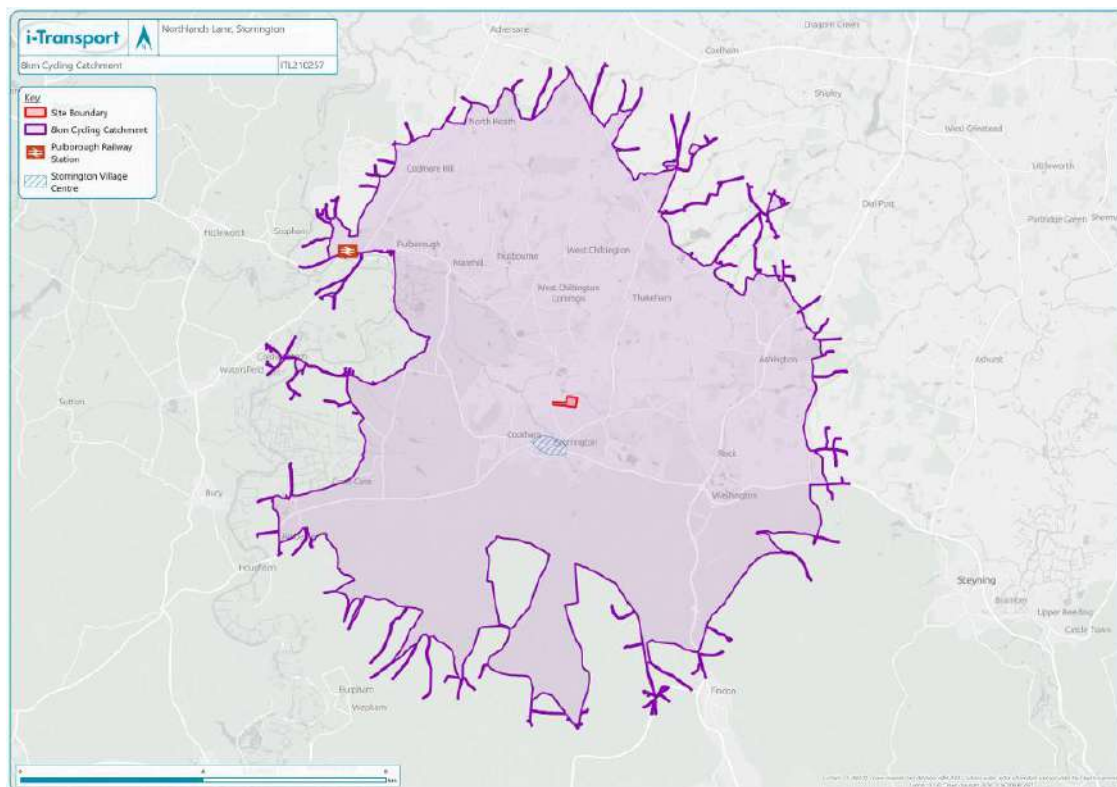
- 4.5.12 A connection will be provided from the site on footpath 2448, which provides a direct link onto Downsvie Avenue. The section of Footpath 2248 through the Croudace development is subject to improvement.
- 4.5.13 From Downsvie Avenue / Wantley Lane a choice of routes is then available into Storrington village centre via either Thakeham Road or Mill Lane.
- 4.5.14 This route provides a 15-minute walk into the village centre.

4.6 The provision for cyclists

- 4.6.1 The consented vehicular access and the active travel connection through the Wates Developments site provides cyclists with direct access to the local highway network. The roads surrounding the site and the routes to Storrington village centre are subject to a 30mph speed limit and are residential in nature which would be attractive to most cyclists.
- 4.6.2 WSCC provide a cycle journey planner on their website, which shows route options around the local area that can be utilised by future residents.

- 4.6.3 **Figure 4.4** shows an 8km cycle catchment from the centre of the site. The figure shows that Storrington village centre and the rest of Storrington are accessible by cycle. In addition, surrounding villages are also accessible by cycle including Pulborough and Pullborough rail station, West Chiltington Common, Ashington and Washington.

Figure 4.4: Cycle Catchment



4.7 Public transport provision

- 4.7.1 The closest bus stops to the site are located on Fryern Road to the south of Melton Drive and are approximately 600m from the centre of the site. **Image 4.2** shows the bus stop located on Fryern Road.

Image 4.2: Bus stop on Fryern Road



4.7.2 The bus stop is serviced by the number 1 and 74 bus services. The number 1 bus service is an hourly service which runs from Worthing through Storrington and onto Pulborough and Midhurst. The 74 only operates on Tuesdays providing access to Storrington and Horsham.

4.7.3 Table 4.2 summarises the bus services from Melton Drive.

Table 4.2: Bus Services Summary

Bus Service	Route	Mon-Sat	Sunday
1	Worthing - Midhurst	Hourly	Every Two Hours
74	Storrington - Horsham	Tuesday only – 3 services	-

Source: Stagecoach and Compass Travel

4.7.4 **Figure 4.2** also shows the bus routes from the Melton Drive bus stops and how they can provide access to the key facilities in the vicinity of the site.

4.7.5 The number 1 bus service also provides a direct connection to Pulborough rail station with approximately a 14-minute journey time. Pulborough Station offers train services to London Victoria and Bognor Regis. The service is half-hourly Monday-Saturday and hourly on Sunday.

SECTION 5 Residual Traffic Impact

5.1 Local highway Network

Fryern Road

- 5.1.1 Fryern Road runs north/south along the western boundary of the site and is a single carriageway that is subject to the national speed limit (60mph). As part of the consented Wates Development the speed limit is to be reduced to 30mph along their site frontage and to 40mph between the Wates site and West Chiltington.
- 5.1.2 Along the site frontage, Fryern Road currently has no footways along either side of the carriageway. However, as detailed in [Section 3](#), a footway will be provided along the eastern side of the carriageway providing a connection to the existing footways on Melton Drive, as part of the consented Wates Development proposals.
- 5.1.3 To the south of Melton Drive, a footway runs along the eastern side of Fryern Road to a crossing point which connects into the Public Right of Way (PRoW) (footpath 2649), which provides a link to Storrington village centre.
- 5.1.4 From the junction with Melton Drive, Fryern Road becomes a 30mph road. Fryern Road continues southwards and into Storrington before meeting the B2139 Thakeham Road in the form of a simple priority T-junction.

B2139 Thakeham Road

- 5.1.5 The B2139 Thakeham Road runs north/south and is a single carriageway that is subject to a 30mph speed limit. The section between the junction with Fryern Road and the mini roundabout to the south with the High Street and the A283 Manley's Hill, has footways along both sides providing access towards the village centre.
- 5.1.6 To the north, Thakeham Road provides access towards facilities in the northern part of Storrington as well as Heath Common and other villages to the north and provides an alternative route to the A24. Footways are provided on both sides of the road.

5.2 Existing traffic flows

- 5.2.1 Traffic surveys were undertaken on 28 June 2023 as part on the adjacent consented Wates Developments site. Wates have agreed that these traffic surveys can be used for this application. These surveys obtained turning count and queue survey data at the following junctions:

- Fryern Road / Mill Lane

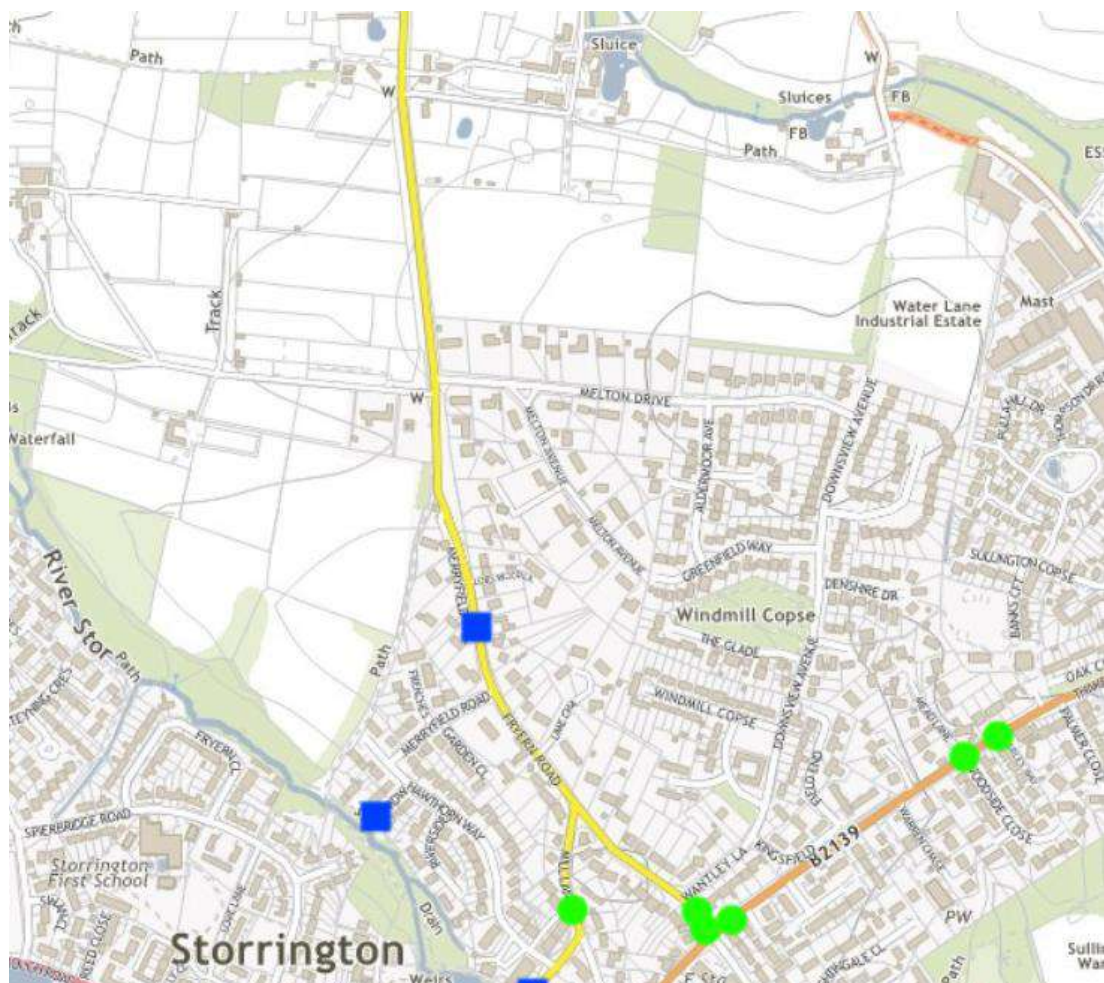
- Fryern Road / B2139 Thakeham Road
- A283 Manley's Hill / High Street / B2139 School Hill

5.2.2 The morning and evening peak hours have been determined from the traffic surveys and occur at 0800 - 0900 and 1600 - 1700. **Figure 5.1** at the end of this report presents the observed traffic flows.

5.3 Accident Data

5.3.1 Accident data has been obtained from WSCC's Safer Road Partnership interactive mapping and shows limited accidents in the vicinity of the site. **Figure 5.2** provides an extract of the accident data in the vicinity of the site. The date range is for the most recent last five years available which is between 01/04/2021 and 31/03/2026.

Figure 5.2: Extract of WSCC Accident Data



Source: WSCC Accident Map

5.3.2 One serious accident occurred along Fryern Road just north of the junction with Merryfield Road.

- 5.3.3 Three slight injury accidents occurred at the junction of Fryern Road / Thakeham Road. There has also been a slight injury accident at the junction of High Street / Old Mill Drive.
- 5.3.4 In addition, a slight accident occurred at the High Street / Manley's Hill / School Hill mini roundabout.
- 5.3.5 Whilst the accident data does not highlight an existing safety problem, the remainder of this section carefully assesses traffic impact matters and demonstrates minor impacts on the safe operation of the local highway network.

5.4 Traffic Growth

- 5.4.1 Growth factors from the 2023 observed flows to a 2031 future assessment year have been derived using TEMPro version 8. This represents a five-year period post submission of the application. The Horsham District local authority area has been used to derive the background traffic growth factors presented in Table 5.1. This is consistent with the methodology set out in the consented Wates application.

Table 5.1: TEMPro 8 Growth Factors 2023-2031

District	Morning Peak Hour	Evening Peak Hour
Horsham District	1.0843	1.0850

Source: TEMPro v8

- 5.4.2 These growth factors have been applied to the 2023 observed traffic flows to establish 2031 baseline flows shown presented in **Figure 5.3**.

5.5 Committed Development

- 5.5.1 HDC's planning application portal and the consented Wates Development Transport Assessment have been used to identify committed developments in the vicinity that need to be allowed for in the traffic impact analysis. The following committed developments have been included:

- Land North of Downsview Avenue development (*planning application reference: DC/19/2015*) located to the east of the site and accessed onto Downsview Avenue. The site is currently construction under construction.

This development is forecast to generate c.23 two-way trips in the morning peak hour and c.26 two-way trips in the evening peak hour. No information is available on how these trips will route to/from the site in the submitted Transport Statement.

The consented Wates Developments Transport Assessment distributed and assigned the traffic associated with this development. The flows for this development have been taken directly from the Wates Development Transport Assessment to provide a consistent approach. The traffic associated with this committed development across the highway network is shown in Figure 5.4 at the end of this report.

- Thakeham Tiles (*planning application reference: DC/18/2095*) located to the east of the site off Thakeham Road. Traffic flows associated with this development have been taken directly from the Transport Assessment which accompanied the application and have been reproduced in **Figure 5.5**.
- Ravenscroft Allotment (*planning application reference: DC/21/2086*) is located to the south of the site, and to the south of the High Street. Traffic flows associated with this development have been taken directly from the Transport Assessment which accompanied the application and have been reproduced in **Figure 5.6**.
- Land to the north of Melton Drive (*planning application reference: DC/24/2006*) is the Wates Development site located immediately adjacent to the west of the proposals with access via Fryern Road. The traffic flows have been taken directly from the Transport Assessment which accompanied the application and have been reproduced in **Figure 5.7**.

5.5.2 The total committed development flows are provided in **Figure 5.8**.

5.5.3 These total committed development flows have been applied to the 2031 Base traffic flows and the resulting 2031 Without Development traffic flows are presented in **Figure 5.9**.

5.6 Trip Generation

5.6.1 As the proposals are an extension to the consented Wates Development proposals the same trip rates have been applied to these proposals, which were agreed with WSCC. The trip rates and subsequent trip generation for 56 dwellings is presented in Table 5.2. These trip rates do not account for any change in modal shift through the vision and travel plan for the site and therefore are robust estimate of trips to/from the site.

Table 5.2: Trip Rates and Trip Generation

Trip Rate	Morning Peak Hour			Evening Peak Hour		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Trip Rate per dwelling*	0.153	0.390	0.543	0.372	0.165	0.537
Trip Generation – 56 dwellings	9	22	30	21	9	30

*Trip rates from adjacent approved Wates site

- 5.6.2 The development is forecast to generate one vehicle every two minutes in the peak hours. This is a minor level of traffic generation.

5.7 Traffic distribution

- 5.7.1 As outlined above, the site is an extension of the consented Wates Development site and therefore the distribution of traffic from the proposals would be the same as the Wates site.
- 5.7.2 Journey purpose data for the Horsham 015 Middle Super Output Areas (MSOA) (which includes the site and immediately surrounding area that has a similar travel pattern as the proposed site) from TEMPro was used to determine the proportion of likely reasons to travel from the site.
- 5.7.3 **Table 5.3** below outlines the proportion of trips by each journey purpose (which are consistent with the consented Wates Development site) and the resulting development generated trips in the peak hours.

Table 5.3: Journey Purpose Split

Journey Purpose	Morning Peak Hour			Evening Peak Hour		
	%	Arrivals	Departures	%	Arrivals	Departures
Work & Employer Business	63.7%	5	14	49.6%	10	5
Education	12.3%	1	3	5.5%	1	1
Shopping	11.8%	1	3	16.1%	3	1
Leisure	12.2%	1	3	28.8%	6	3

Leisure = Personal Business, Recreation, Visiting Friends & Family and Holidays / Day Trip

Source: TempPro

- 5.7.4 The methodology for distribution of trips by each journey purpose is also consistent with the consented Wates Development proposal, with trips distributed as follows:

- Work/Employer's Business trips – 2011 Journey to work Census data.
- Education trips based on nearby school locations.
- Shopping trips - based on likely shopping destinations.
- Personal Business/Recreation/Visiting Friends and Family/Holiday trips – based on likely local destinations of a range of leisure uses.

5.7.5 As outlined in **Section 3**, there is a range of key facilities within Storrington which provide provision for everyday needs and therefore a most trips generated by the development can be accommodated within Storrington.

5.7.6 The work and employer business distribution trips are based on Census journey to work data, again this data is consistent with the consented Wates Development proposal.

5.8 Assignment

5.8.1 Trips to the various destinations have been assigned to local roads using the Google Maps directions facility.

5.8.2 The assignment of development traffic across the highway network is presented in **Figure 5.10** provided at the end of this report and **Table 5.4** summarises the net increase in vehicle trips along each key routes within the study area:

Table 5.4: Development Traffic Assignment

Destination	Assignment %		Development Traffic	
	Morning Peak Hour	Evening Peak Hour	Morning Peak Hour	Evening Peak Hour
A283 Manley's Hill	28%	34%	9	10
High Street	16%	16%	5	5
Thakeham Road	31%	26%	10	8
Fryern Road (North of Site)	22%	21%	7	6

5.8.3 The impact on these routes is no more than one vehicle movement every six minutes. Again, this is a minor level of impact.

5.8.4 The total 2031 + Committed developments With Development traffic flows are shown on **Figure 5.11**.

5.9 Impact at local junctions

Overview

5.9.1 The net impact at local junctions is summarised below. The approved base models presented in the consented Wates Development proposal have been replicated and used for the future year assessments.

Table 5.5: Development Impact at Local Junctions

Junction	2031 + Committed Traffic Flows		Development Traffic Flows		Impact (%)	
	Morning Peak Hour	Evening Peak Hour	Morning Peak Hour	Evening Peak Hour	Morning Peak Hour	Evening Peak Hour
Fryern Road / Mill Lane	456	486	24	24	5.3%	4.9%
Fryern Road / Thakeham Road	876	1106	18	18	2.1%	1.6%
Manley's Hill / High Street / School Hill	2023	1903	9	10	0.4%	0.5%

5.9.2 The increase in demand at local junctions will be Minor.

5.9.3 Whilst the development results in MINOR increases in traffic across the local highway network, junction capacity assessments have been undertaken at the following junctions:

- Fryern Road / Mill Lane.
- Fryern Road / B2139 Thakeham Road.
- A283 Manley's Hill / High Street / B2139 School Hill.
- Fryern Road / Consented Wates Development Site Access.

5.9.4 The following scenarios have been tested:

- 2023 Observed Traffic Flows – using approved base models from the Wates Development proposals.
- 2031 Without Development – future year scenario if the proposed development does not come forward.
- 2031 With Development – with the traffic associated with the development proposals.

5.9.5 The full junction capacity assessment outputs are provided in **Appendix C**.

Fryern Road / Mill Lane

5.9.6 The operation of this priority junction has been tested using Junctions11.

Table 5.6: Capacity Results Summary for Future Scenarios – Fryern Road / Mill Lane

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (PCU ²)	Delay (S)	RFC	Queue (PCU)	Delay (s)
2023 Observed						
Mill Lane	0.19	0	8	0.23	0	8
Fryern Road – Right Turn	0.15	0	7	0.15	0	6
2031 Without Development						
Fryern Road – Right Turn	0.22	0	8	0.27	0	8
Mill Lane	0.18	0	7	0.17	0	7
2031 With Development						
Fryern Road – Right Turn	0.22	0	8	0.28	0	8
Mill Lane	0.19	0	7	0.18	0	7

5.9.7 There will be a minimal impact on the operation of the junction and the junction will continue to operate within capacity with no material queueing or delay.

Fryern Road / B2139 Thakeham Road

5.9.8 The operation of this priority junction has also been tested using Junctions11:

Table 5.7 Capacity Results Summary for Future Scenarios – Fryern Road / Thakeham Road

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (s)
2023 Observed						
Fryern Road	0.37	1	12	0.36	1	12
Thakeham Road – Right Turn	0.23	0	7	0.26	1	6
2031 Without Development						
Fryern Road	0.47	1	15	0.44	1	15

² PCU = passenger car unit. A car is 1 PCU, an HGV is 2 PCUs.

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (s)
Thakeham Road Right Turn	0.28	1	7	0.33	1	7
2031 With Development						
Fryern Road	0.51	1	16	0.46	1	16
Thakeham Road Right Turn	0.28	1	7	0.35	1	7

5.9.9 There will be a minimal impact on the operation of the junction, which will continue to operate within capacity with minimal queueing and delay.

A283 Manley's Hill / High Street / B2139 School Hill Roundabout

5.9.10 An intercept of 250 pcu/hr has been applied to each arm in the approved Wates development base model and this has been applied in these assessments to replicate the agreed base model.

Table 5.8: Capacity Results for Future Scenarios – A283 Manley's Hill / High Street / B2139 School Hill

Arm	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (s)
2023 Observed						
A283 Manley's Hill	0.75	3	17	0.71	3	15
High Street	0.78	3	13	0.66	2	9
School Hill	0.58	1	15	0.67	2	16
2031 Without Development						
A283 Manley's Hill	0.86	6	28	0.82	4	24
High Street	0.85	5	19	0.74	3	12
School Hill	0.71	2	22	0.79	4	26
2031 With Development						
A283 Manley's Hill	0.86	6	28	0.83	5	26
High Street	0.85	6	19	0.75	3	12
School Hill	0.72	3	23	0.80	4	26

5.9.11 There will be a very small impact on the operation of the roundabout, within minor increases in delay and queues.

Fryern Road / Consented Wates Development Site Access

5.9.12 The consented Wates Development site access has also been modelled using Junctions11. The access has been modelled without and with the proposed development traffic to illustrate the operation with the proposed additional dwellings using the access road.

Table 5.9: Capacity Results Summary for Future Scenarios – Consented Site Access from Fryern Road

Arm	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (s)
2031 Without Development						
Site Access Left Turn	0.03	0	6	0.01	0	6
Site Access Right Turn	0.01	0	7	0.00	0	7
Fryern Road Right Turn	0.01	0	5	0.03	0	5
2031 With Development						
Site Access Left Turn	0.06	0	6	0.03	0	6
Site Access Right Turn	0.02	0	7	0.01	0	7
Fryern Road Right Turn	0.03	0	5	0.06	0	5

5.9.13 The site access junction will continue to operate within capacity with minimal queuing and delay with the additional traffic associated with the proposals.

SECTION 6 Summary and Conclusion

6.1 Summary

- 6.1.1 This Transport Assessment (TA) assesses a proposed development for the erection of 56 new homes (including affordable homes) on land to the south of Northlands Lane, Storrington.
- 6.1.2 The proposals are an extension to the consented Wates Developments proposals, which include an approved access design off Fryern Road.
- 6.1.3 The TA assesses the development proposal against the four key transport tests identified by paragraph 115 of the NPPF and reflected in local policy.

Has sustainable travel been prioritised?

- 6.1.4 The site is allocated for new homes in the Local Plan and therefore has been identified by the Council as a location that they consider to be appropriate for new housing.
- 6.1.5 The site is well located to local facilities and services. There are good opportunities for day-to-day journeys to be made by walking, cycling and public transport. Storrington village centre is within a comfortable walking distance, as is a choice of schools and a good range of employment, leisure and medical facilities. The route 1 bus service is located nearby and provides the opportunity to travel further afield (e.g. Worthing and Midhurst) without the need to use a car.
- 6.1.6 The local transport network already makes good provision for non-car journeys. The many opportunities for sustainable travel will be taken up appropriately by the development proposal though:
- i An access strategy that includes:
 - A connection through the consented Wates development site which provides a footway that will extend southwards alongside Fryern Road to connect with the existing footway network to the south.
 - A connection to the approved walking/cycling connection from the consented Wates Development site to Melton Drive.
 - A connection to the PRowS network to the north and east, with the eastern PRow connecting directly into Downsview Avenue.

- ii A Travel Plan has been produced for the site, outlining measures to encourage sustainable travel, promote an active and healthy lifestyle and reduce single occupancy car trips.

Will safe and suitable access be provided?

- 6.1.7 The vehicular access on to Fryern Road was approved as part of the consented Wates proposals (application reference: DC/24/2006). The additional traffic from the proposals have been assessed at the access arrangement and this has been demonstrated to be accommodated comfortably within the approved design.
- 6.1.8 Additional active travel accesses have also been designed from the site, these include a connection to the approached active travel connection within the consented Wates Development proposals onto Melton Drive, as well as connections to the PRoWs to the north and east.
- 6.1.9 On this basis, safe and suitable access will be provided.

Will the design be acceptable in transport terms?

- 6.1.10 Site layout is a reserved matter and therefore not for determination at this stage. Notwithstanding this, the illustrative scheme makes adequate provision for servicing, car parking and emergency vehicle access. There is no impediment to a site layout being developed that is acceptable in transport and highways terms.

Will the traffic impacts be acceptable?

- 6.1.11 The traffic impact of the development proposal has been assessed carefully using robust parameters.
- 6.1.12 The traffic generation scheme will be one vehicle movement every two minutes in the peak hours. This is a minor level of additional traffic, which will disperse quickly over the local highway network.
- 6.1.13 Traffic impacts at key junctions have been assessed using models that have been approved as part of the adjacent consented Wates Development. The assessments allow for background traffic growth and the cumulative impact with committed developments, including the adjacent consented Wates development.
- 6.1.14 The analysis shows that the minor traffic generation of the development proposal will have very minor impacts on the performance of local junctions, which currently work well in capacity and safety terms.

6.1.15 The traffic impact of the development proposal is therefore acceptable and falls well below the 'high bar' test set by paragraph 116 of the NPPF.

6.2 **Conclusion**

6.2.1 On this basis, the development proposal:

- i Has prioritised sustainable model to and from the development.
- ii Will provide safe and suitable access for all users.
- iii Is capable of being designed in accordance with relevant guidance.
- iv Will have modest (and therefore acceptable) traffic impacts.

FIGURES



Key

- Site Boundary
- Public Right of Way
- Bus Stop
- 1 Bus Service Midhurst - Worthing
- 74 Bus Service Storrington - Horsham
- 2km Catchment
- Storrington Village Centre

Education

- 1 Storrington Primary School
- 2 Thakeham Primary School
- 1 Steyning Grammar School

Health

- 1 The Glebe Surgery

Retail

- 1 Waitrose
- 2 Boots Pharmacy
- 3 One Stop Convenience Store
- 4 Nisa Local
- 5 Tesco Express

Employment

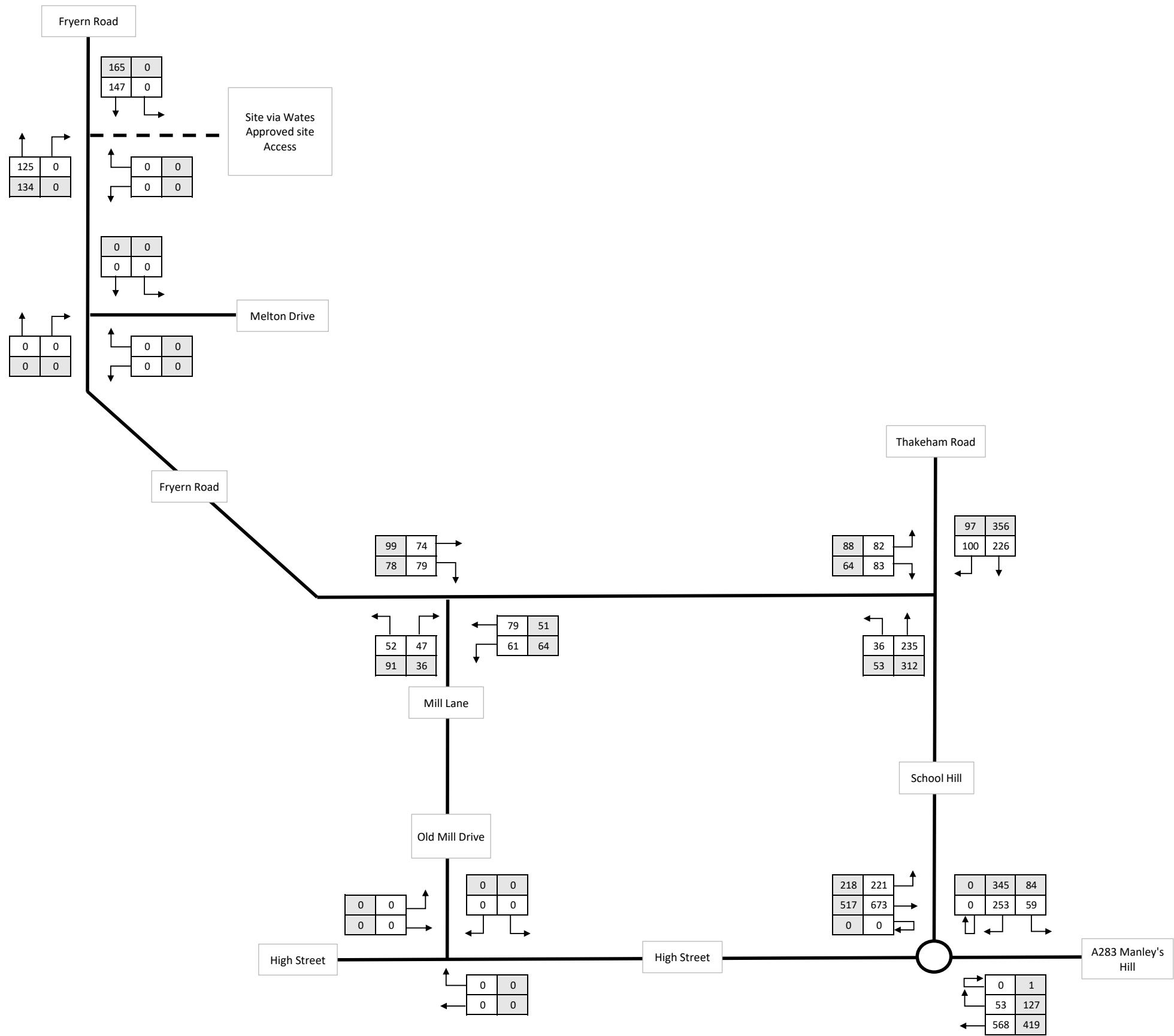
- 1 Water Lane Trading Estate
- 2 Quarry
- Employment Area

Leisure

- 1 Chanctonbury Leisure Centre
- 2 NINELIVES Gym
- 3 Pulborough Rugby Club
- 4 Sandgate Park
- 5 Storrington Cricket Club
- 6 Storrington Lawn Tennis Club
- 7 Sullington Warren
- 8 The Glade Woodlands

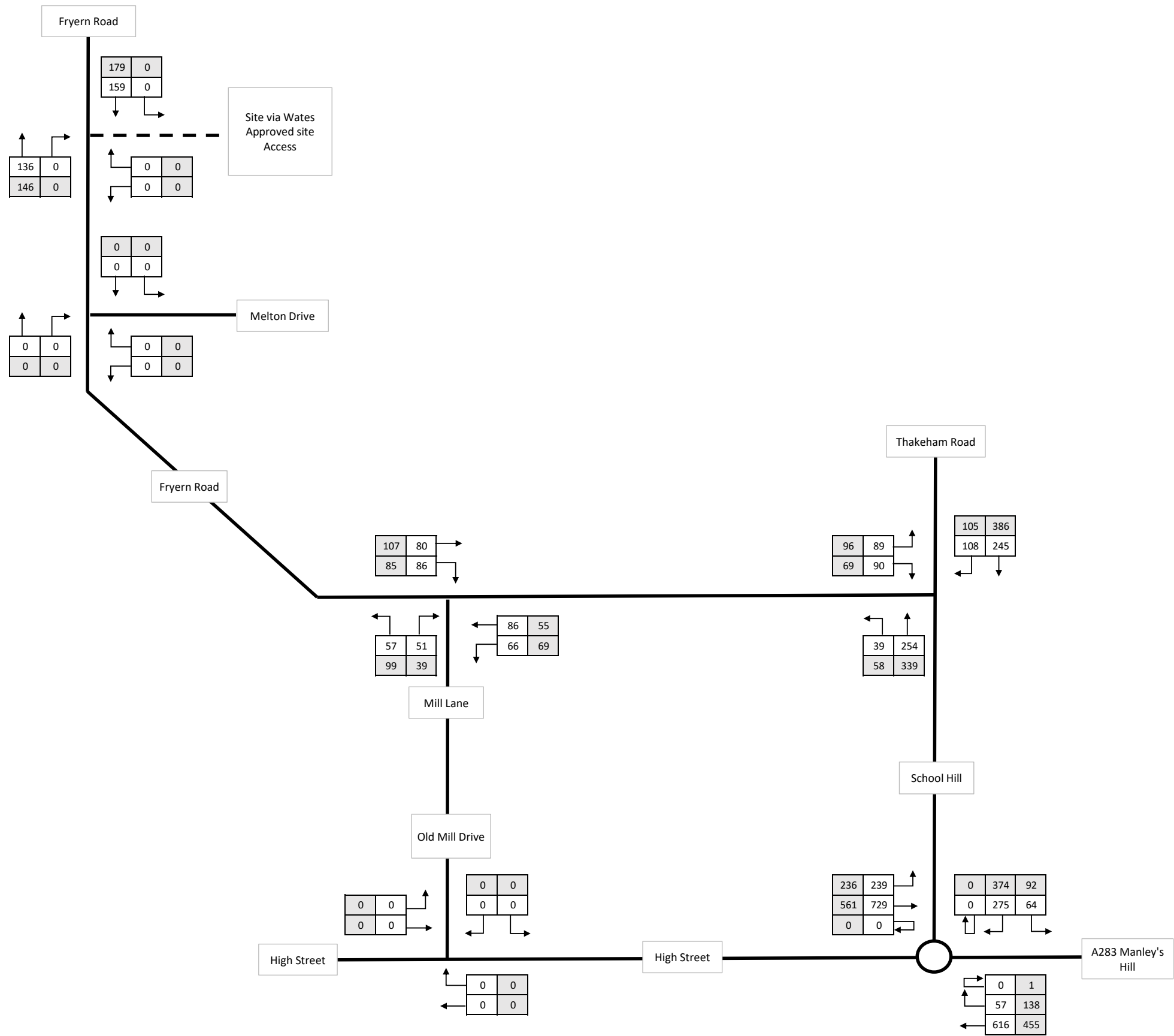
PRoW from WSCC





AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY PCUs 500 = AM Peak Hour 500 = PM Peak Hour	i-Transport	Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Northlands Road, Storrington	
	Figure 5.1	
	2023 Observed Traffic Flows	



KEY

PCUs

500 = AM Peak Hour

500 = PM Peak Hour



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Manchester, M3 3WR
Tel: 0161 830 2172
www.i-transport.co.uk

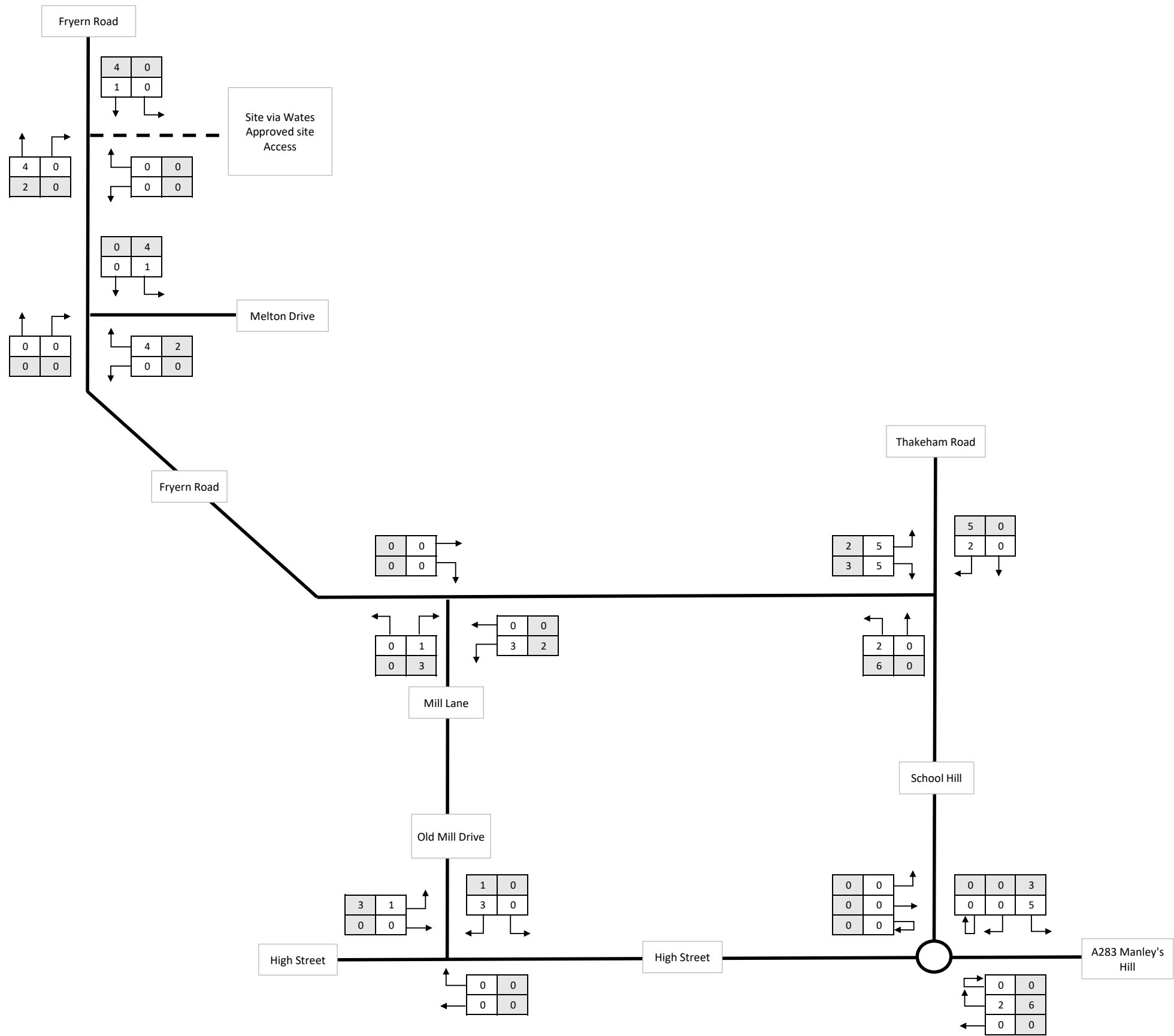
Northlands Road, Storrington

Figure 5.3

2031 Base

AM Peak Hour 08:00-09:00

PM Peak Hour 16:00-17:00



AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY

PCUs
500 = AM Peak Hour

500 = PM Peak Hour

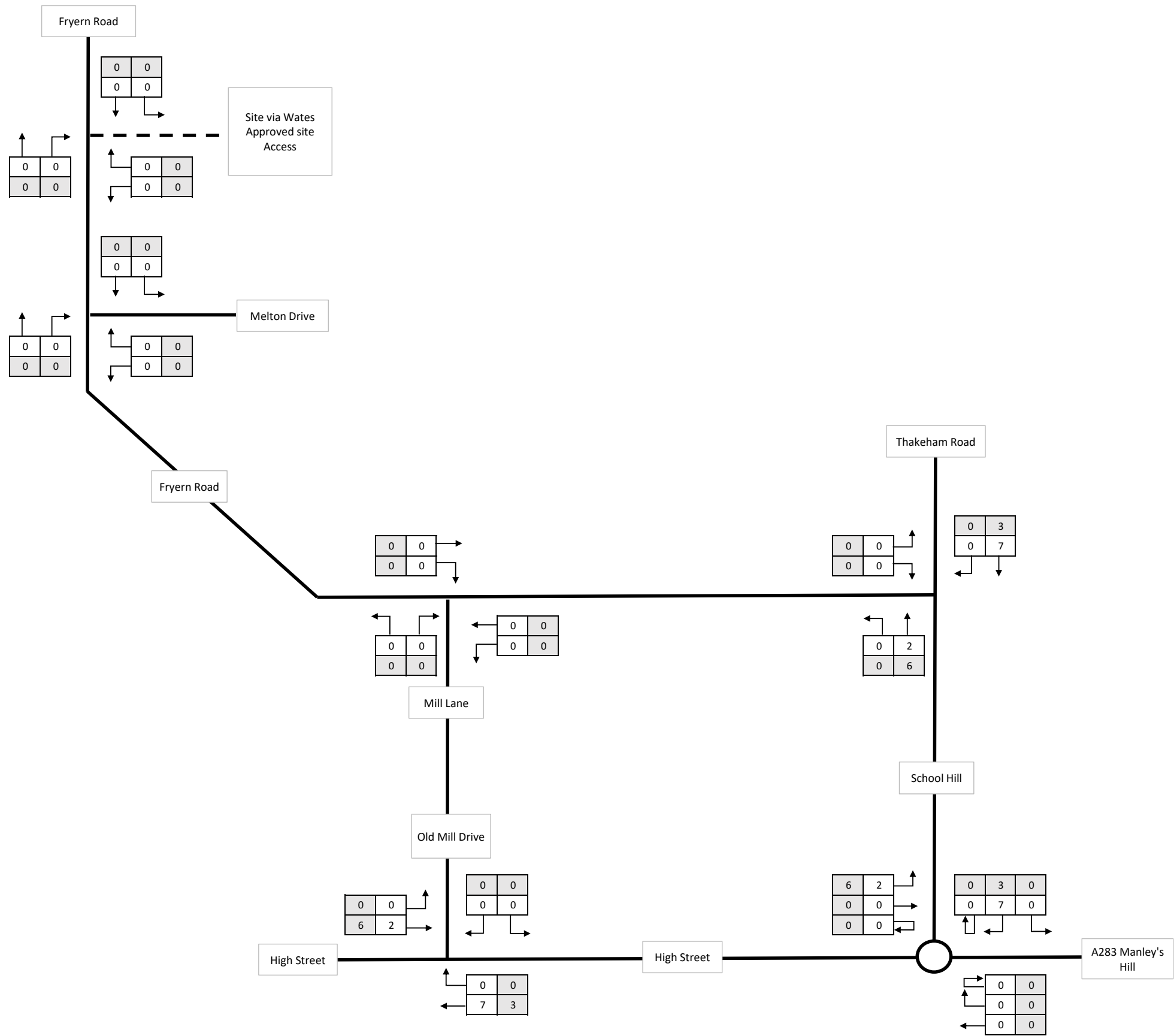


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Northlands Road, Storrington

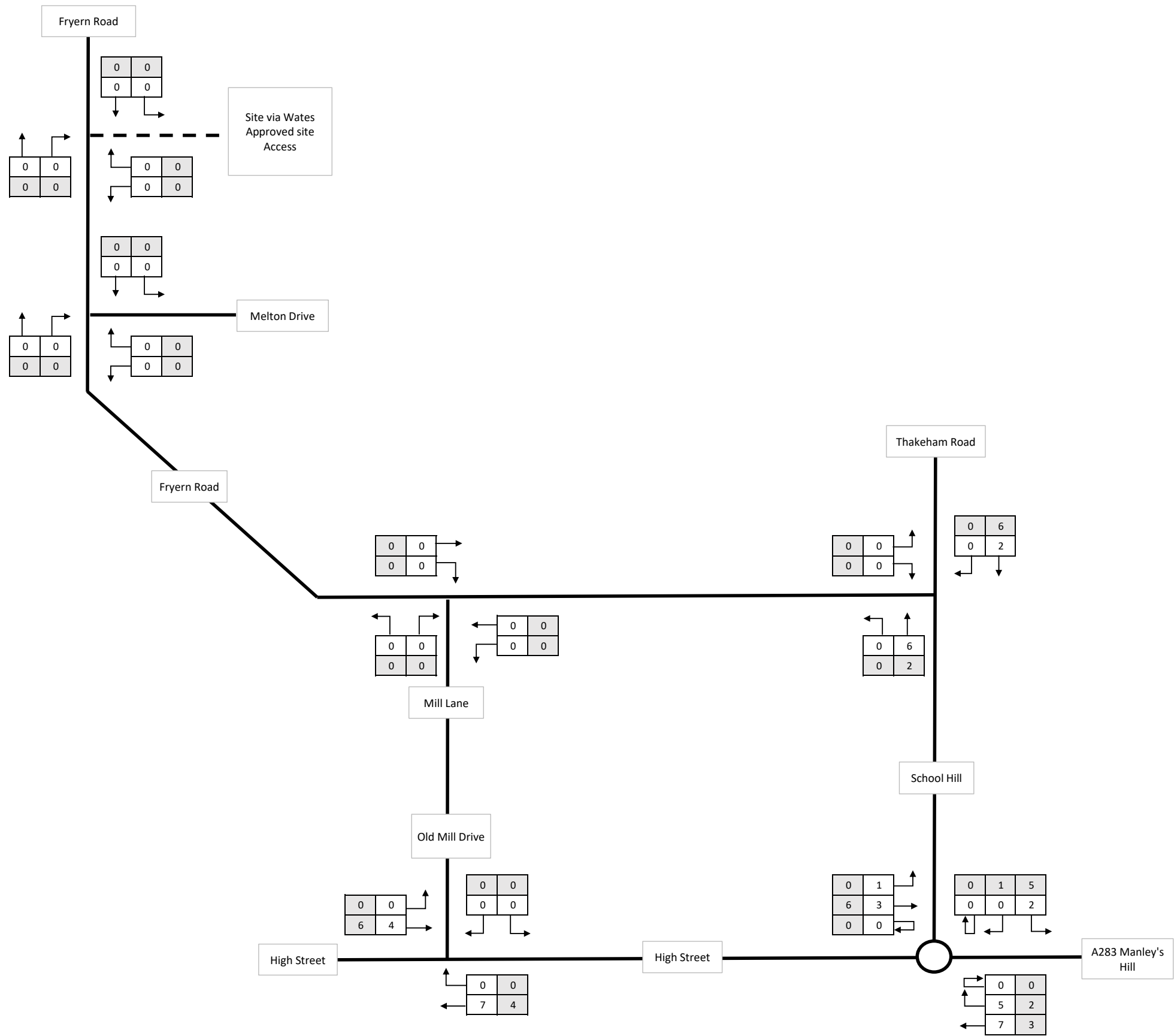
Figure 5.4

Committed Deveopment - DC/19/2015 Land North of Downsview Avenue



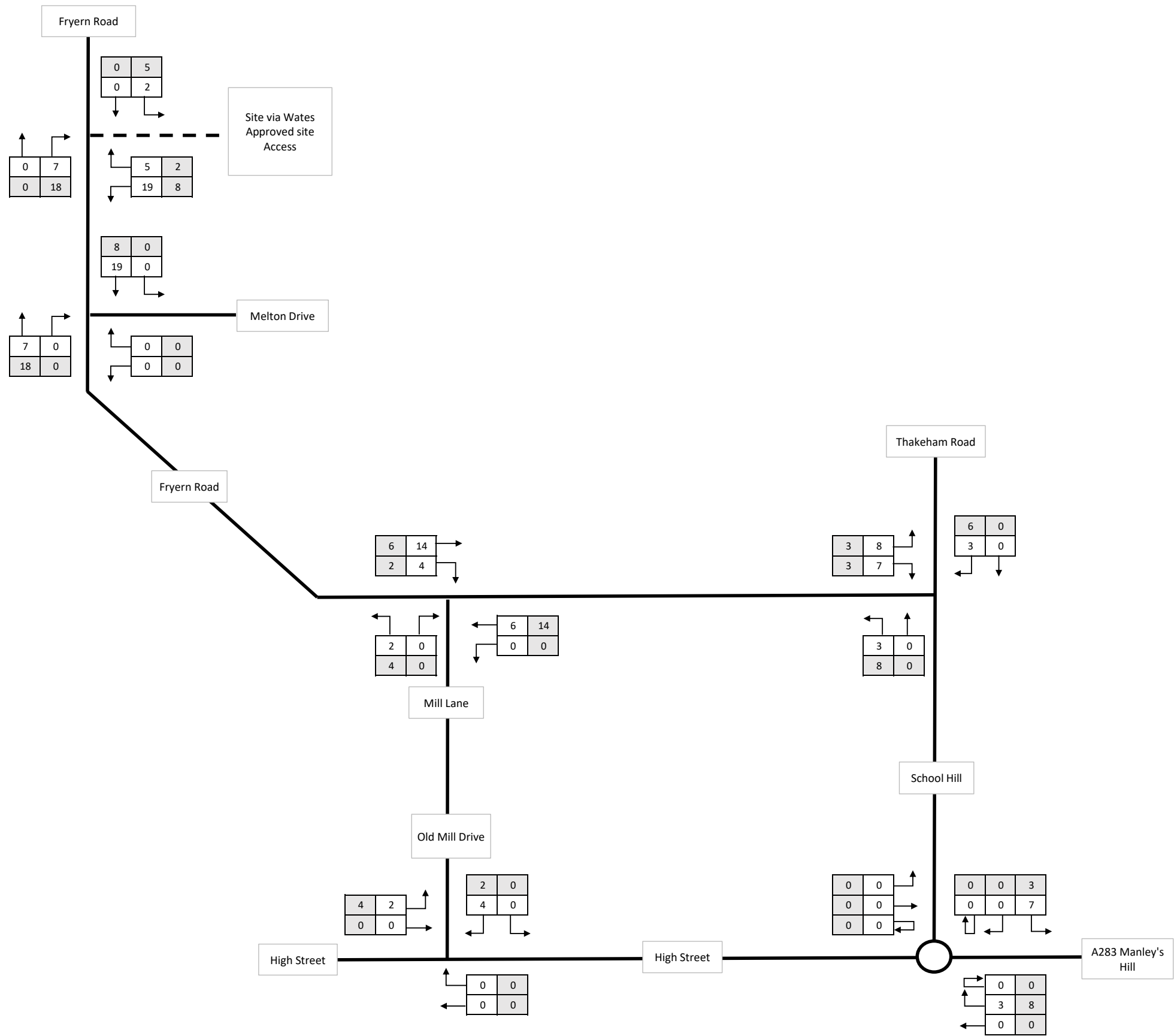
AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY PCUs 500 = AM Peak Hour 500 = PM Peak Hour		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Northlands Road, Storrington	
	Figure 5.5	
	Committed Development - DC/18/2095 - Thakeham Tiles	



AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY PCUs 500 = AM Peak Hour 500 = PM Peak Hour		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Northlands Road, Storrington	
	Figure 5.6	
	Committed Development - DC/21/2086 - Ravenscroft Allotment	



AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY

PCUs
500 = AM Peak Hour

500 = PM Peak Hour

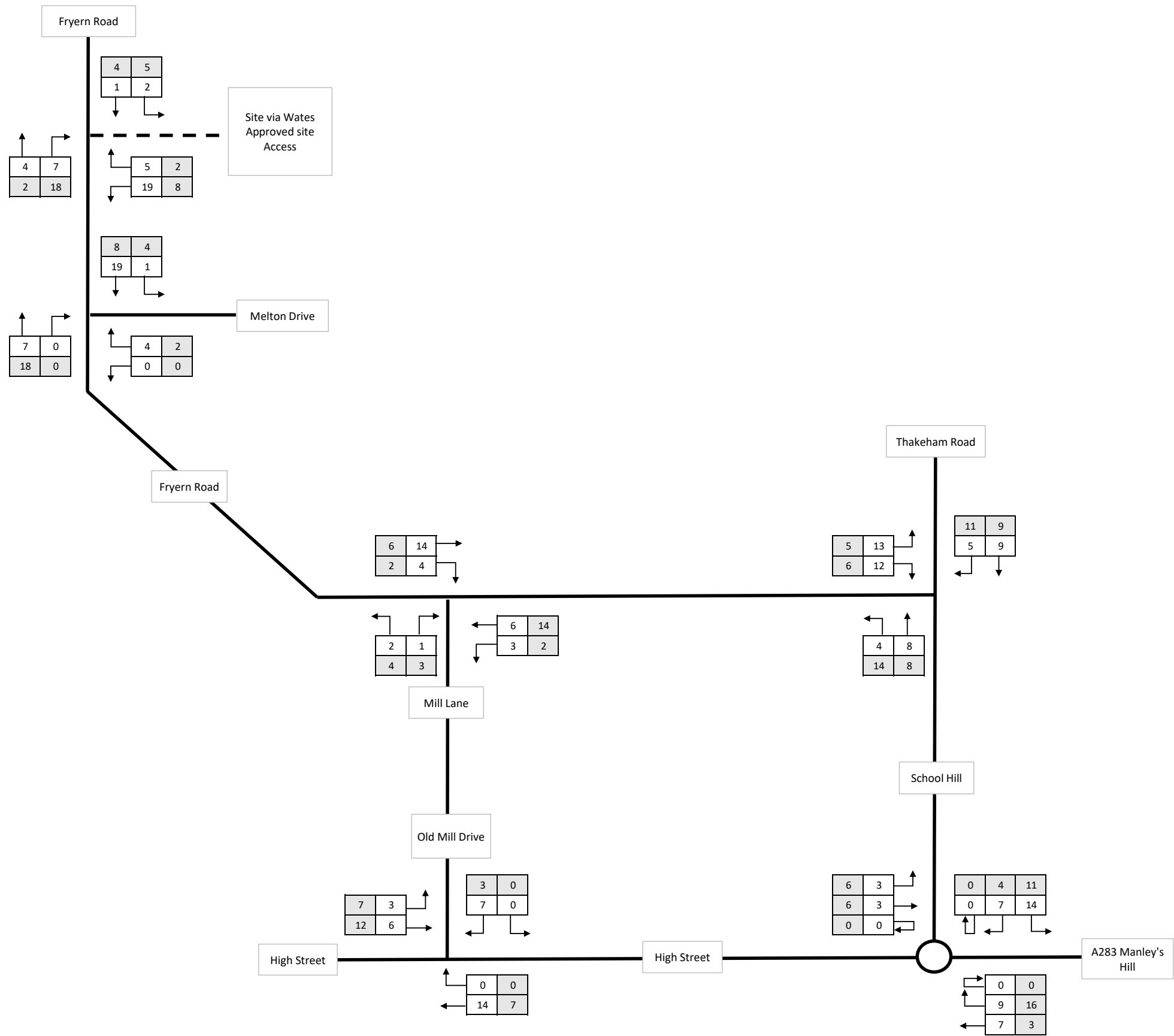


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Northlands Road, Storrington

Figure 5.7

Committed Development - DC/24/2006) - Land North of Melton Drive



AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY

PCUs

500 = AM Peak Hour

500 = PM Peak Hour

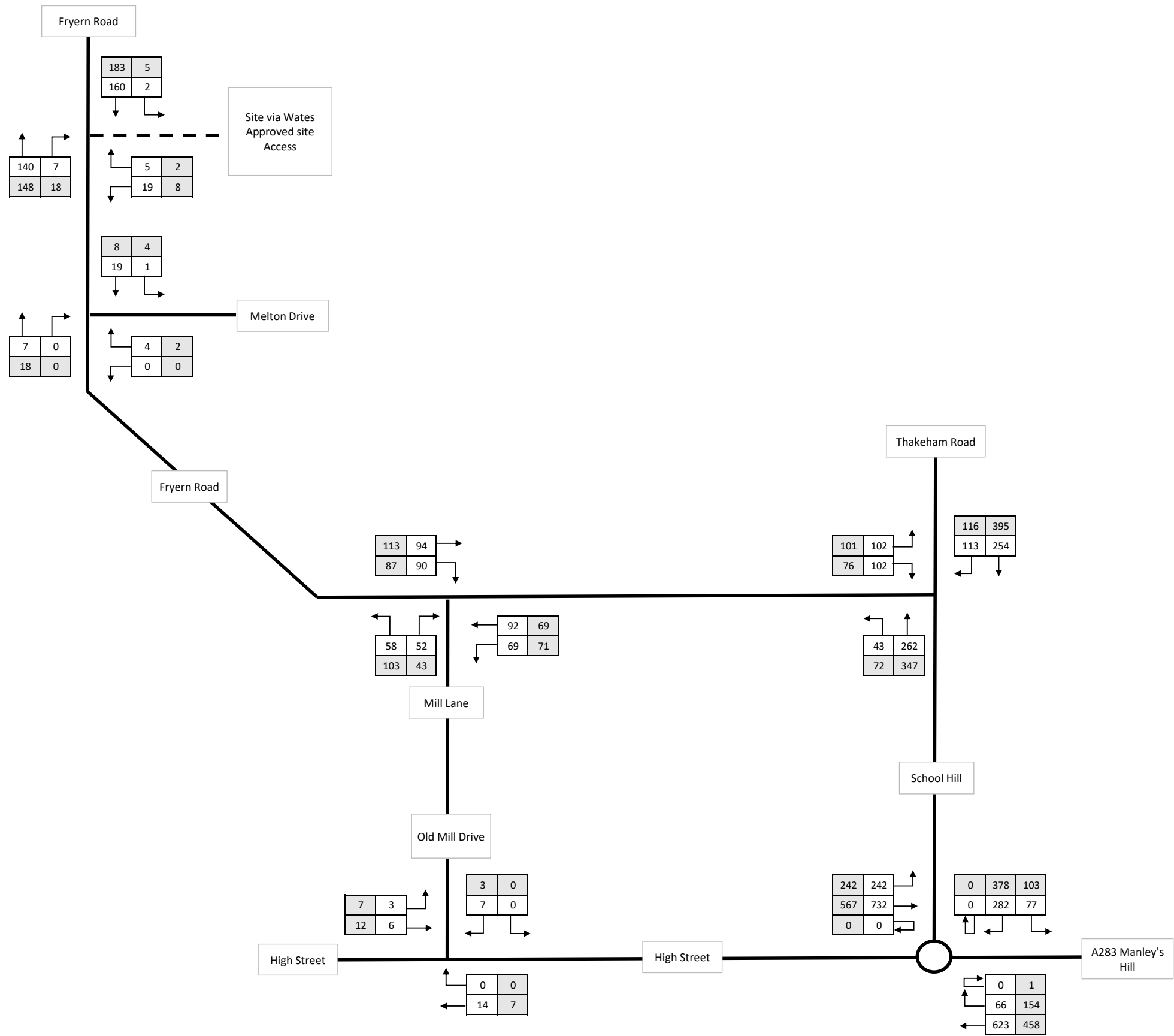


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Northlands Road, Storrington

Figure 5.8

Total Committed Development



AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY

PCUs
500 = AM Peak Hour

500 = PM Peak Hour

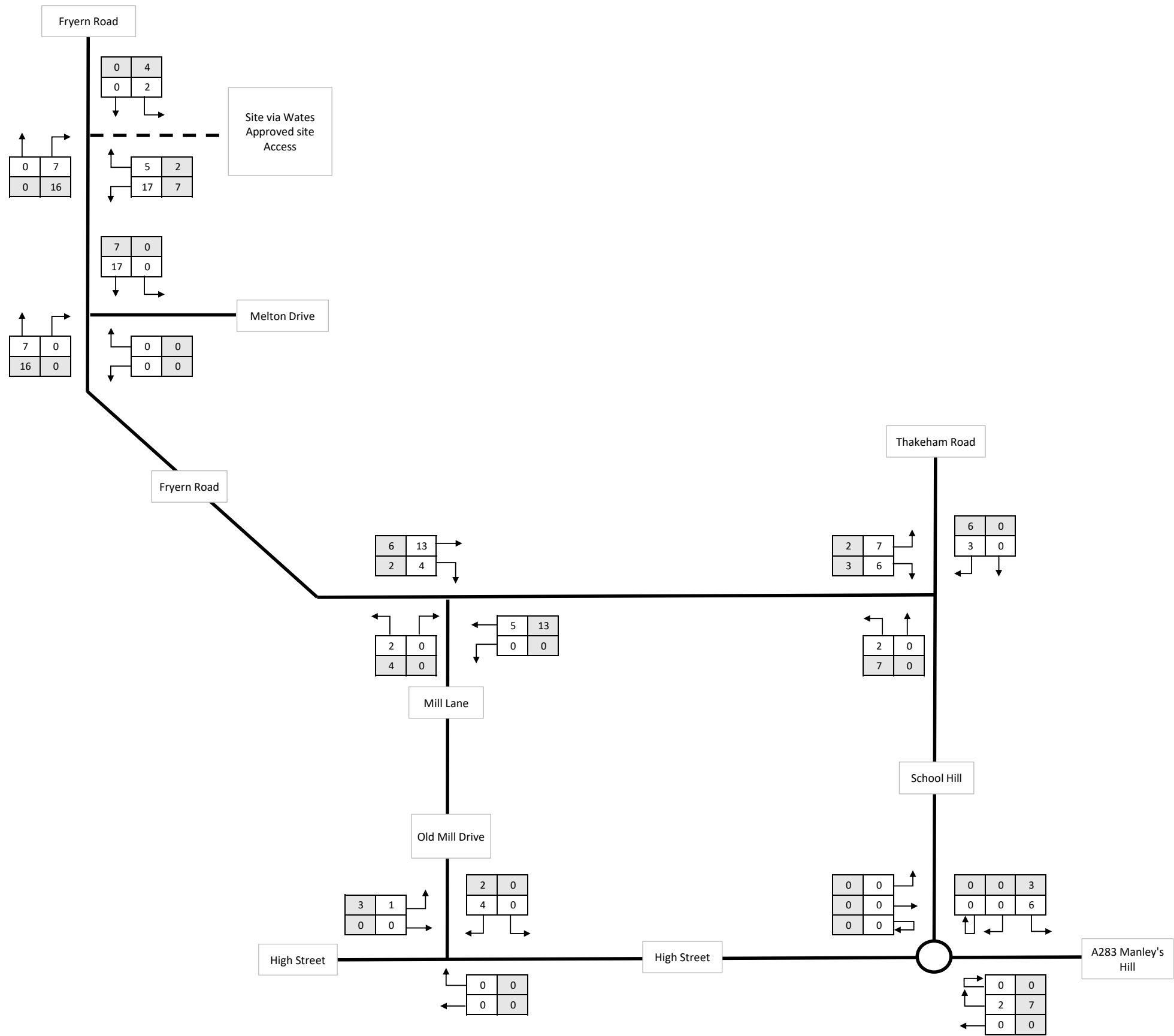


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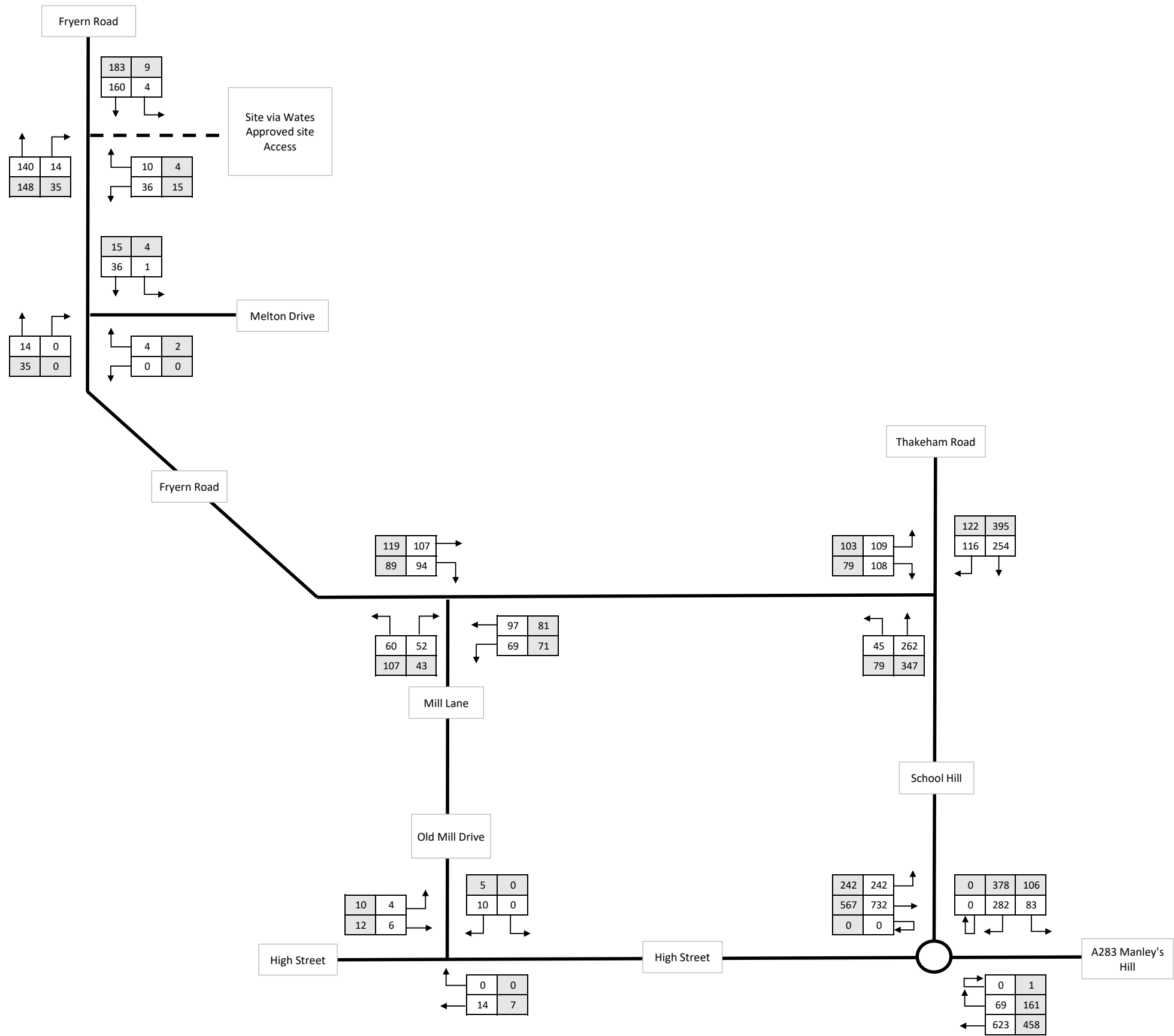
Figure 5.9

2031 Base + Committed Development



AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY PCUs 500 = AM Peak Hour 500 = PM Peak Hour		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Northlands Road, Storrington	
	Figure 5.10	
	Development Trip Generation - Two-way	



AM Peak Hour 08:00-09:00
PM Peak Hour 16:00-17:00

KEY

PCUs

500 = AM Peak Hour

500 = PM Peak Hour



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Northlands Road, Storrington

Figure 5.11

2031 Base + Committed Development + Development

DRAWINGS



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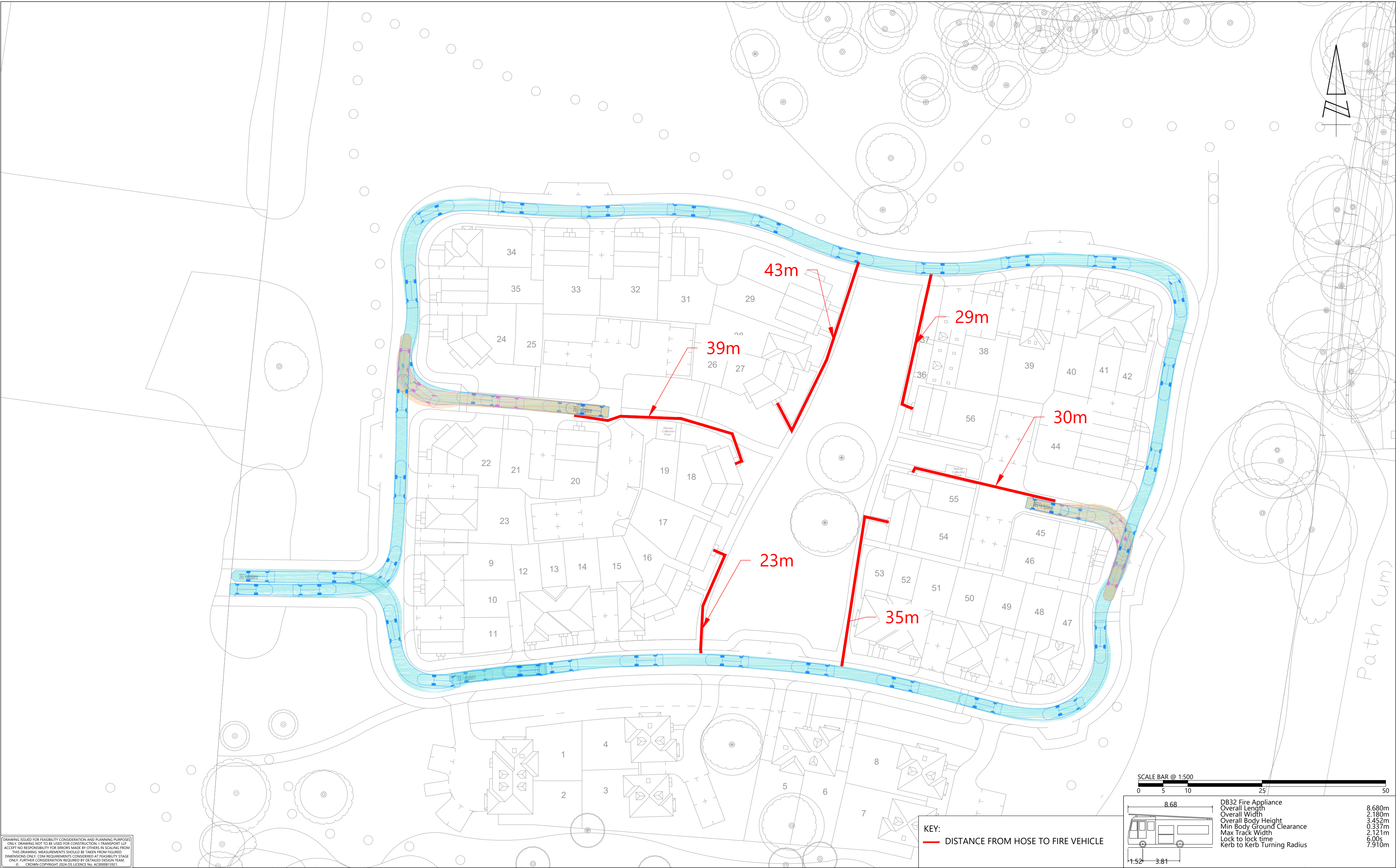
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:					
FOR INFORMATION					

TITLE
SWEPT PATH ANALYSIS - REFUSE VEHICLE
PROJECT:
NORTHLANDS LANE, STORRINGTON

CLIENT:
FAIRFAX PROPERTIES

SCALE BAR @ 1:500		
0 5 10 25 50		
DRAWN:	CHECKED:	APPROVED:
MS	JO	JO
PROJECT No:	SCALE @ A2:	DATE:
ITL210257	1:500	01.05.26
DRAWING No:	ITL210257-GA-003	
REV:		



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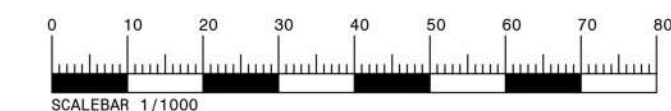
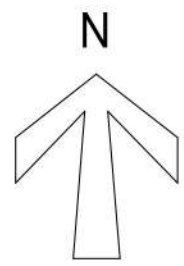
REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS: FOR INFORMATION					

TITLE
SWEPT PATH ANALYSIS - FIRE APPLIANCE
NORTHLANDS LANE, STORRINGTON

CLIENT:
FAIRFAX PROPERTIES

SCALE BAR @ 1:500 0 5 10 25 50		
	DB32 Fire Appliance Overall Length 8.680m Overall Width 2.180m Overall Body Height 3.452m Min Body Ground Clearance 0.337m Max Track Width 2.121m Lock to lock time 6.00s Kerb to Kerb Turning Radius 7.910m	
DRAWN: MS	CHECKED: JO	APPROVED: JO
PROJECT No: ITL210257	SCALE @ A2: 1:500	DATE: 01.05.26
DRAWING No: ITL210257-GA-004	REV:	

APPENDIX A. Illustrative Masterplan



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project:

Land at:

NORTHLANDS LANE
STORRINGTON

title:

ILLUSTRATIVE COLOURED
MASTERPLAN

date: Apr '26

scale: 1:1000 @ A1

drawing number:

2505/PL.05

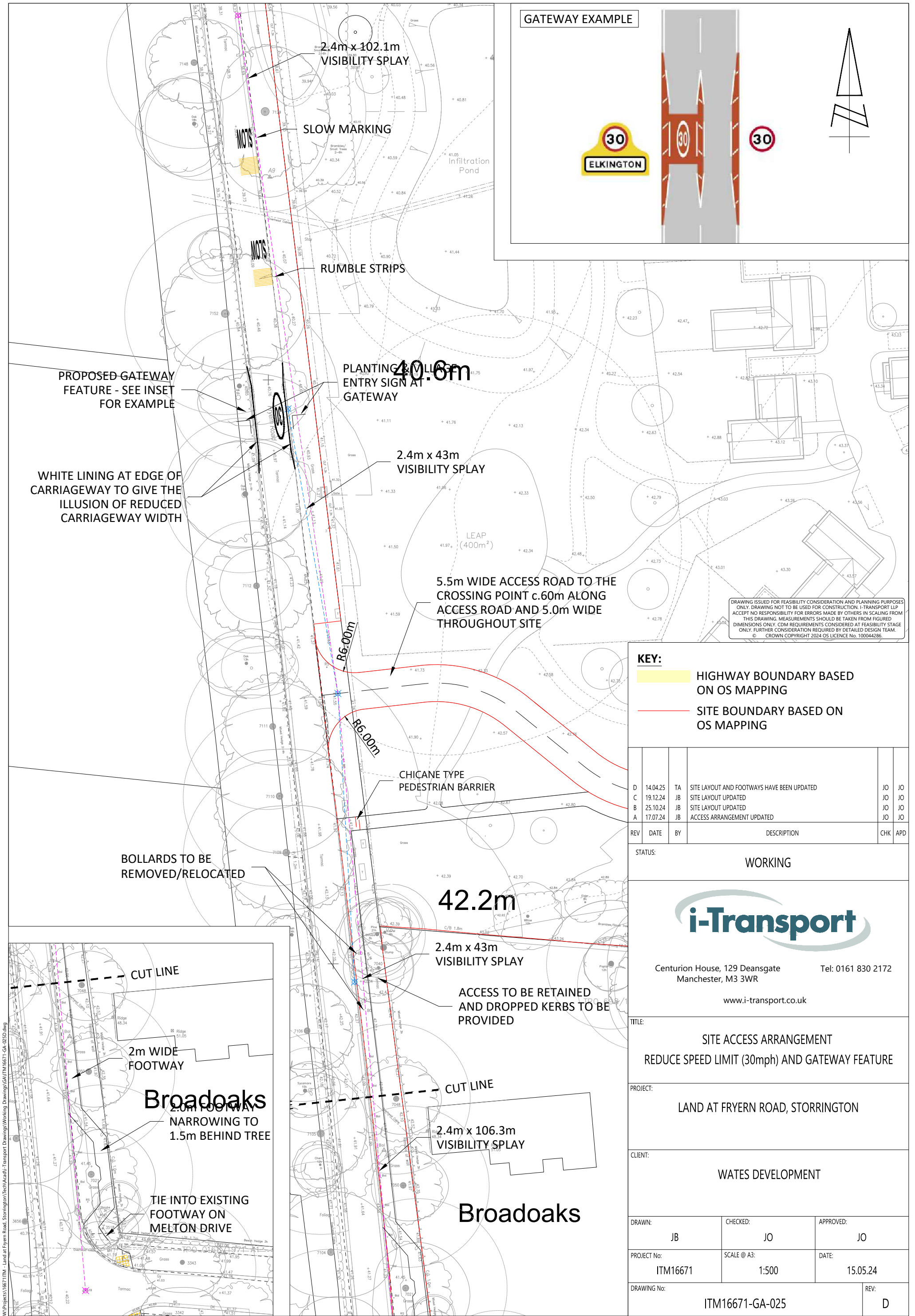
Rev.

Paul Hewett R.I.B.A.
CHARTERED ARCHITECT

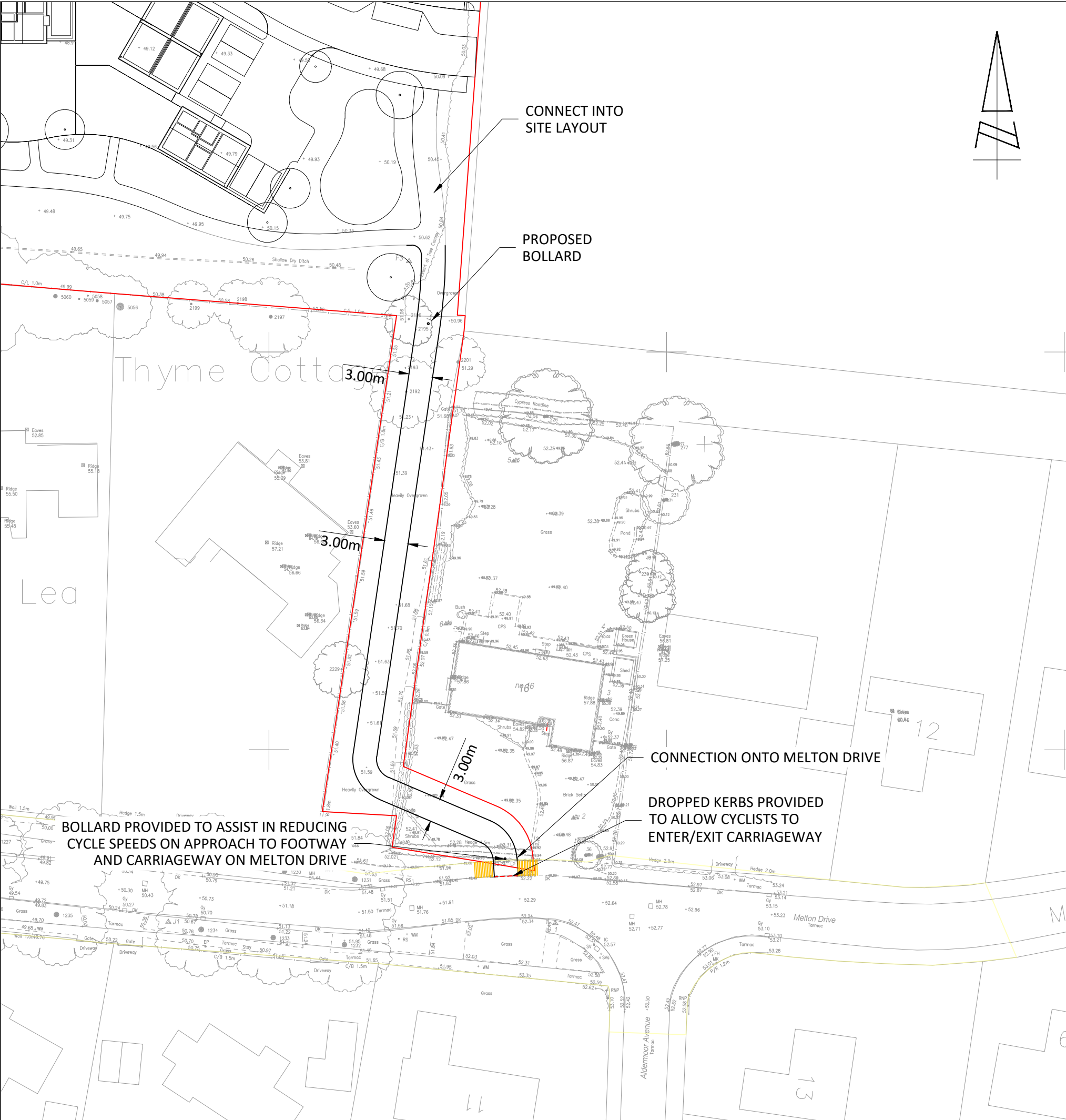
Paul Hewett BA(Hons) DipArch(Hons) R.I.B.A.
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APPENDIX B. Consented Access Arrangements



W:\Projects\16671\ITM - Land at Fryern Road, Storrington\TechAcad\Transport Drawings\Working Drawings\GA\ITM16671-GA-025D.dwg



KEY:

- SITE BOUNDARY
- HIGHWAY BOUNDARY BASED ON OS

C	19.12.24	JB	SITE LAYOUT UPDATED	JO	JCB
B	25.10.24	JB	SITE LAYOUT UPDATED	JO	JCB
A	08.12.23	JB	MINOR EDITS FOLLOWING RSA	JO	JCB

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

STATUS: FOR INFORMATION

DRAWN:	CHECKED:	APPROVED:
JB	JO	JCB

PROJECT No:	SCALE @ A3:	DATE:
ITM16671	1:500	10.05.23

DRAWING No:	REV:
ITM16671-GA-011	C

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CLIENT: WATES DEVELOPMENT

Centurion House, 129 Deansgate
Manchester, M3 3WR

Tel: 0161 830 2172

www.i-transport.co.uk

TITLE: PROPOSED FOOTWAY/CYCLEWAY ACCESS

PROJECT: LAND AT FRYERN ROAD, STORRINGTON

APPENDIX C. Junction Capacity Assessment Outputs

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.1.1.2424										
© Copyright TRL Software Limited, 2026										
For sales and distribution information, program advice and maintenance, contact TRL Software:										
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com										
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: Fryern Road_Mill Lane.j11

Path: L:\PROJECTS\210000 SERIES\210257 - Northlands Lane, Storrington\Tech\Junction Assessments\Picady

Report generation date: 01/05/2026 12:09:52

- »D1 - 2023 | Observed | AM
- »D2 - 2023 | Observed | PM
- »D3 - 2031 | Base + Com Dev | AM
- »D4 - 2031 | Base + Com Dev | PM
- »D5 - 2031 | Base + Com Dev + Dev | AM
- »D6 - 2031 | Base + Com Dev + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 - Observed									
Stream B-AC	D1	0.2	8.00	0.19	A	D2	0.3	7.65	0.23	A
Stream C-AB		0.2	6.76	0.15	A		0.2	6.48	0.15	A
	2031 - Base + Com Dev									
Stream B-AC	D3	0.3	8.40	0.22	A	D4	0.4	8.22	0.27	A
Stream C-AB		0.3	6.87	0.18	A		0.3	6.61	0.17	A
	2031 - Base + Com Dev + Dev									
Stream B-AC	D5	0.3	8.49	0.22	A	D6	0.4	8.35	0.28	A
Stream C-AB		0.3	6.87	0.19	A		0.3	6.64	0.18	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	Fryern Road / Mill Lane
Location	Storrington
Site number	
Date	10/10/2025
Version	
Status	Existing
Identifier	
Client	
Jobnumber	ITL210257
Enumerator	I-TRANSPORT\BD
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						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)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	Observed	PM	ONE HOUR	15:45	17:15	15	✓
D3	2031	Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓
D5	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

D1 - 2023 | Observed | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Mill Lane	T-Junction	Two-way	Two-way	Two-way	3.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.55	A

Arms

Arms

Arm	Name	Description	Arm type
A	Fryern Road (South)		Major
B	Mill Lane		Minor
C	Fryern Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has rightturn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Fryern Road (North)	6.30			98.0	✓	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 - Mill Lane	One lane	3.96	46	27

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	554	0.100	0.252	0.158	0.360
B-C	703	0.106	0.269	-	-
C-B	631	0.241	0.241	-	-

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)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (South)		ONE HOUR	✓	140	100.000
B - Mill Lane		ONE HOUR	✓	99	100.000
C - Fryern Road (North)		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	61	79
	B - Mill Lane	47	0	52
	C - Fryern Road (North)	74	79	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	6	1
	B - Mill Lane	1	0	2
	C - Fryern Road (North)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	8.00	0.2	A	91	136
C-AB	0.15	6.76	0.2	A	81	122
C-A					59	89
A-B					56	84
A-C					72	109

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	584	0.128	74	0.0	0.1	7.154	A
C-AB	65	16	0.00	642	0.101	65	0.0	0.1	6.413	A
C-A	50	13	0.00			50				
A-B	46	11	0.00			46				
A-C	59	15	0.00			59				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	576	0.154	89	0.1	0.2	7.493	A
C-AB	79	20	0.00	645	0.123	79	0.1	0.2	6.556	A
C-A	58	15	0.00			58				
A-B	55	14	0.00			55				
A-C	71	18	0.00			71				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	566	0.193	109	0.2	0.2	7.995	A
C-AB	100	25	0.00	648	0.154	99	0.2	0.2	6.757	A
C-A	69	17	0.00			69				
A-B	67	17	0.00			67				
A-C	87	22	0.00			87				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	566	0.193	109	0.2	0.2	8.004	A
C-AB	100	25	0.00	648	0.154	100	0.2	0.2	6.762	A
C-A	69	17	0.00			69				
A-B	67	17	0.00			67				
A-C	87	22	0.00			87				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	576	0.154	89	0.2	0.2	7.504	A
C-AB	79	20	0.00	645	0.123	79	0.2	0.2	6.562	A
C-A	58	15	0.00			58				
A-B	55	14	0.00			55				
A-C	71	18	0.00			71				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	584	0.128	75	0.2	0.1	7.177	A
C-AB	65	16	0.00	642	0.101	65	0.2	0.1	6.428	A
C-A	50	13	0.00			50				
A-B	46	11	0.00			46				
A-C	59	15	0.00			59				

D2 - 2023 | Observed | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Mill Lane	T-Junction	Two-way	Two-way	Two-way	3.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.72	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)	Run automatically
D2	2023	Observed	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (South)		ONE HOUR	✓	115	100.000
B - Mill Lane		ONE HOUR	✓	127	100.000
C - Fryern Road (North)		ONE HOUR	✓	177	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	64	51
	B - Mill Lane	36	0	91
	C - Fryern Road (North)	99	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	0	6
	B - Mill Lane	0	0	0
	C - Fryern Road (North)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	7.65	0.3	A	117	175
C-AB	0.15	6.48	0.2	A	83	125
C-A					79	119
A-B					59	88
A-C					47	70

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	624	0.153	95	0.0	0.2	6.793	A
C-AB	66	17	0.00	659	0.100	66	0.0	0.1	6.231	A
C-A	67	17	0.00			67				
A-B	48	12	0.00			48				
A-C	38	10	0.00			38				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	0.00	618	0.185	114	0.2	0.2	7.136	A
C-AB	81	20	0.00	665	0.122	81	0.1	0.2	6.334	A
C-A	78	20	0.00			78				
A-B	58	14	0.00			58				
A-C	46	11	0.00			46				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	0.00	610	0.229	140	0.2	0.3	7.641	A
C-AB	103	26	0.00	673	0.152	102	0.2	0.2	6.482	A
C-A	92	23	0.00			92				
A-B	70	18	0.00			70				
A-C	56	14	0.00			56				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	0.00	610	0.229	140	0.3	0.3	7.651	A
C-AB	103	26	0.00	673	0.153	103	0.2	0.2	6.485	A
C-A	92	23	0.00			92				
A-B	70	18	0.00			70				
A-C	56	14	0.00			56				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	0.00	618	0.185	114	0.3	0.2	7.149	A
C-AB	81	20	0.00	665	0.122	81	0.2	0.2	6.339	A
C-A	78	20	0.00			78				
A-B	58	14	0.00			58				
A-C	46	11	0.00			46				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	624	0.153	96	0.2	0.2	6.818	A
C-AB	66	17	0.00	659	0.101	66	0.2	0.1	6.244	A
C-A	67	17	0.00			67				
A-B	48	12	0.00			48				
A-C	38	10	0.00			38				

D3 - 2031 | Base + Com Dev | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Mill Lane	T-Junction	Two-way	Two-way	Two-way	3.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.60	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)	Run automatically
D3	2031	Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (South)		ONE HOUR	✓	161	100.000
B - Mill Lane		ONE HOUR	✓	110	100.000
C - Fryern Road (North)		ONE HOUR	✓	184	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	69	92
	B - Mill Lane	52	0	58
	C - Fryern Road (North)	94	90	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	6	1
	B - Mill Lane	1	0	2
	C - Fryern Road (North)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	8.40	0.3	A	101	151
C-AB	0.18	6.87	0.3	A	96	143
C-A					73	110
A-B					63	95
A-C					84	127

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	0.00	578	0.143	82	0.0	0.2	7.362	A
C-AB	76	19	0.00	649	0.117	75	0.0	0.2	6.465	A
C-A	62	16	0.00			62				
A-B	52	13	0.00			52				
A-C	69	17	0.00			69				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	0.00	569	0.174	99	0.2	0.2	7.772	A
C-AB	93	23	0.00	652	0.143	93	0.2	0.2	6.628	A
C-A	72	18	0.00			72				
A-B	62	16	0.00			62				
A-C	83	21	0.00			83				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	30	0.00	556	0.218	121	0.2	0.3	8.392	A
C-AB	118	29	0.00	658	0.179	117	0.2	0.3	6.863	A
C-A	85	21	0.00			85				
A-B	76	19	0.00			76				
A-C	101	25	0.00			101				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	30	0.00	556	0.218	121	0.3	0.3	8.403	A
C-AB	118	29	0.00	658	0.179	118	0.3	0.3	6.869	A
C-A	85	21	0.00			85				
A-B	76	19	0.00			76				
A-C	101	25	0.00			101				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	0.00	569	0.174	99	0.3	0.2	7.789	A
C-AB	93	23	0.00	652	0.143	93	0.3	0.2	6.636	A
C-A	72	18	0.00			72				
A-B	62	16	0.00			62				
A-C	83	21	0.00			83				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	0.00	578	0.143	83	0.2	0.2	7.390	A
C-AB	76	19	0.00	649	0.117	76	0.2	0.2	6.483	A
C-A	62	16	0.00			62				
A-B	52	13	0.00			52				
A-C	69	17	0.00			69				

D4 - 2031 | Base + Com Dev | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Mill Lane	T-Junction	Two-way	Two-way	Two-way	3.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.88	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)	Run automatically
D4	2031	Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (South)		ONE HOUR	✓	140	100.000
B - Mill Lane		ONE HOUR	✓	146	100.000
C - Fryern Road (North)		ONE HOUR	✓	200	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	71	69
	B - Mill Lane	43	0	103
	C - Fryern Road (North)	113	87	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	0	6
	B - Mill Lane	0	0	0
	C - Fryern Road (North)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	8.22	0.4	A	134	201
C-AB	0.17	6.61	0.3	A	95	143
C-A					88	133
A-B					65	98
A-C					63	95

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	0.00	616	0.178	109	0.0	0.2	7.090	A
C-AB	75	19	0.00	662	0.114	75	0.0	0.2	6.294	A
C-A	75	19	0.00			75				
A-B	53	13	0.00			53				
A-C	52	13	0.00			52				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	0.00	609	0.216	131	0.2	0.3	7.530	A
C-AB	92	23	0.00	668	0.138	92	0.2	0.2	6.421	A
C-A	87	22	0.00			87				
A-B	64	16	0.00			64				
A-C	62	16	0.00			62				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	0.00	599	0.268	160	0.3	0.4	8.202	A
C-AB	118	29	0.00	677	0.174	117	0.2	0.3	6.604	A
C-A	103	26	0.00			103				
A-B	78	20	0.00			78				
A-C	76	19	0.00			76				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	0.00	599	0.268	161	0.4	0.4	8.216	A
C-AB	118	29	0.00	677	0.174	118	0.3	0.3	6.608	A
C-A	103	26	0.00			103				
A-B	78	20	0.00			78				
A-C	76	19	0.00			76				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	0.00	609	0.216	132	0.4	0.3	7.548	A
C-AB	92	23	0.00	668	0.138	93	0.3	0.2	6.425	A
C-A	87	22	0.00			87				
A-B	64	16	0.00			64				
A-C	62	16	0.00			62				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	0.00	616	0.178	110	0.3	0.2	7.120	A
C-AB	75	19	0.00	662	0.114	75	0.2	0.2	6.310	A
C-A	75	19	0.00			75				
A-B	53	13	0.00			53				
A-C	52	13	0.00			52				

D5 - 2031 | Base + Com Dev + Dev | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Mill Lane	T-Junction	Two-way	Two-way	Two-way	3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	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)	Run automatically
D5	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (South)		ONE HOUR	✓	166	100.000
B - Mill Lane		ONE HOUR	✓	112	100.000
C - Fryern Road (North)		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	69	97
	B - Mill Lane	52	0	60
	C - Fryern Road (North)	107	94	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	6	1
	B - Mill Lane	1	0	2
	C - Fryern Road (North)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	8.49	0.3	A	103	154
C-AB	0.19	6.87	0.3	A	102	153
C-A					83	124
A-B					63	95
A-C					89	134

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	577	0.146	84	0.0	0.2	7.399	A
C-AB	81	20	0.00	654	0.123	80	0.0	0.2	6.451	A
C-A	71	18	0.00			71				
A-B	52	13	0.00			52				
A-C	73	18	0.00			73				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	0.00	567	0.178	101	0.2	0.2	7.826	A
C-AB	99	25	0.00	659	0.150	99	0.2	0.2	6.618	A
C-A	82	20	0.00			82				
A-B	62	16	0.00			62				
A-C	87	22	0.00			87				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	0.00	554	0.223	123	0.2	0.3	8.481	A
C-AB	126	31	0.00	666	0.189	126	0.2	0.3	6.860	A
C-A	95	24	0.00			95				
A-B	76	19	0.00			76				
A-C	107	27	0.00			107				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	0.00	554	0.223	123	0.3	0.3	8.492	A
C-AB	126	31	0.00	666	0.189	126	0.3	0.3	6.866	A
C-A	95	24	0.00			95				
A-B	76	19	0.00			76				
A-C	107	27	0.00			107				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	0.00	567	0.178	101	0.3	0.2	7.846	A
C-AB	99	25	0.00	659	0.150	99	0.3	0.2	6.628	A
C-A	82	20	0.00			82				
A-B	62	16	0.00			62				
A-C	87	22	0.00			87				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	0.00	577	0.146	85	0.2	0.2	7.428	A
C-AB	81	20	0.00	654	0.124	81	0.2	0.2	6.473	A
C-A	71	18	0.00			71				
A-B	52	13	0.00			52				
A-C	73	18	0.00			73				

D6 - 2031 | Base + Com Dev + Dev | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Mill Lane	T-Junction	Two-way	Two-way	Two-way	3.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.85	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)	Run automatically
D6	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (South)		ONE HOUR	✓	152	100.000
B - Mill Lane		ONE HOUR	✓	150	100.000
C - Fryern Road (North)		ONE HOUR	✓	208	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	71	81
	B - Mill Lane	43	0	107
	C - Fryern Road (North)	119	89	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Fryern Road (South)	B - Mill Lane	C - Fryern Road (North)
From	A - Fryern Road (South)	0	0	6
	B - Mill Lane	0	0	0
	C - Fryern Road (North)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	8.35	0.4	A	138	206
C-AB	0.18	6.64	0.3	A	98	147
C-A					93	139
A-B					65	98
A-C					74	111

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	28	0.00	615	0.184	112	0.0	0.2	7.152	A
C-AB	77	19	0.00	663	0.117	77	0.0	0.2	6.308	A
C-A	79	20	0.00			79				
A-B	53	13	0.00			53				
A-C	61	15	0.00			61				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	34	0.00	607	0.222	135	0.2	0.3	7.618	A
C-AB	95	24	0.00	669	0.142	95	0.2	0.2	6.441	A
C-A	92	23	0.00			92				
A-B	64	16	0.00			64				
A-C	73	18	0.00			73				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	41	0.00	596	0.277	165	0.3	0.4	8.334	A
C-AB	122	30	0.00	678	0.179	121	0.2	0.3	6.634	A
C-A	107	27	0.00			107				
A-B	78	20	0.00			78				
A-C	89	22	0.00			89				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	41	0.00	596	0.277	165	0.4	0.4	8.350	A
C-AB	122	30	0.00	679	0.179	122	0.3	0.3	6.636	A
C-A	107	27	0.00			107				
A-B	78	20	0.00			78				
A-C	89	22	0.00			89				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	34	0.00	607	0.222	135	0.4	0.3	7.637	A
C-AB	95	24	0.00	669	0.143	96	0.3	0.2	6.447	A
C-A	92	23	0.00			92				
A-B	64	16	0.00			64				
A-C	73	18	0.00			73				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	28	0.00	615	0.184	113	0.3	0.2	7.183	A
C-AB	78	19	0.00	663	0.117	78	0.2	0.2	6.324	A
C-A	79	20	0.00			79				
A-B	53	13	0.00			53				
A-C	61	15	0.00			61				

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.1.1.2424										
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Filename: Thakeham Road_Fryern Road.j11

Path: L:\PROJECTS\210000 SERIES\210257 - Northlands Lane, Storrington\Tech\Junction Assessments\Picady

Report generation date: 01/05/2026 12:11:46

- »D1 - 2023 | Observed | AM
- »D2 - 2023 | Observed | PM
- »D3 - 2031 | Base + Com Dev | AM
- »D4 - 2031 | Base + Com Dev | PM
- »D5 - 2031 | Base + Com Dev + Dev | AM
- »D6 - 2031 | Base + Com Dev + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 - Observed									
Stream B-AC	D1	0.6	12.09	0.37	B	D2	0.6	12.32	0.36	B
Stream C-AB		0.4	6.66	0.23	A		0.6	6.33	0.26	A
	2031 - Base + Com Dev									
Stream B-AC	D3	0.9	14.91	0.47	B	D4	0.8	14.92	0.44	B
Stream C-AB		0.6	6.90	0.28	A		0.9	6.84	0.33	A
	2031 - Base + Com Dev + Dev									
Stream B-AC	D5	1.0	15.86	0.51	C	D6	0.9	15.50	0.46	C
Stream C-AB		0.6	6.98	0.28	A		0.9	7.05	0.35	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	B2139 Thakeham Road/Fryern Road
Location	Storrington
Site number	
Date	10/10/2025
Version	
Status	Existing
Identifier	
Client	
Jobnumber	ITL210257
Enumerator	I-TRANSPORT\BD
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						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)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	Observed	PM	ONE HOUR	15:45	17:15	15	✓
D3	2031	Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓
D5	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

D1 - 2023 | Observed | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Thakeham Road	T-Junction	Two-way	Two-way	Two-way	3.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.87	A

Arms

Arms

Arm	Name	Description	Arm type
A	Thakeham Road (South)		Major
B	Fryern Road		Minor
C	Thakeham Road (North)		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 - Thakeham Road (North)	6.67			71.0	✓	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 - Fryern Road	One lane	3.67	91	24

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	553	0.098	0.247	0.156	0.353
B-C	682	0.101	0.256	-	-
C-B	615	0.231	0.231	-	-

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)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thakeham Road (South)		ONE HOUR	✓	271	100.000
B - Fryern Road		ONE HOUR	✓	165	100.000
C - Thakeham Road (North)		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	36	235
	B - Fryern Road	83	0	82
	C - Thakeham Road (North)	226	100	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	3	4
	B - Fryern Road	2	0	4
	C - Thakeham Road (North)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.37	12.09	0.6	B	151	227
C-AB	0.23	6.66	0.4	A	132	198
C-A					167	251
A-B					33	50
A-C					216	323

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	31	0.00	528	0.235	123	0.0	0.3	9.117	A
C-AB	100	25	0.00	684	0.146	99	0.0	0.2	6.242	A
C-A	145	36	0.00			145				
A-B	27	7	0.00			27				
A-C	177	44	0.00			177				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	0.00	512	0.290	148	0.3	0.4	10.181	B
C-AB	127	32	0.00	699	0.182	127	0.2	0.3	6.392	A
C-A	166	42	0.00			166				
A-B	32	8	0.00			32				
A-C	211	53	0.00			211				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	182	45	0.00	488	0.372	181	0.4	0.6	12.027	B
C-AB	169	42	0.00	720	0.235	168	0.3	0.4	6.640	A
C-A	190	48	0.00			190				
A-B	40	10	0.00			40				
A-C	259	65	0.00			259				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	182	45	0.00	488	0.372	182	0.6	0.6	12.086	B
C-AB	169	42	0.00	720	0.235	169	0.4	0.4	6.656	A
C-A	190	47	0.00			190				
A-B	40	10	0.00			40				
A-C	259	65	0.00			259				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	0.00	512	0.290	149	0.6	0.4	10.249	B
C-AB	127	32	0.00	699	0.182	128	0.4	0.3	6.418	A
C-A	166	41	0.00			166				
A-B	32	8	0.00			32				
A-C	211	53	0.00			211				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	31	0.00	528	0.235	125	0.4	0.3	9.198	A
C-AB	100	25	0.00	685	0.147	101	0.3	0.2	6.272	A
C-A	145	36	0.00			145				
A-B	27	7	0.00			27				
A-C	177	44	0.00			177				

D2 - 2023 | Observed | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Thakeham Road	T-Junction	Two-way	Two-way	Two-way	3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	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)	Run automatically
D2	2023	Observed	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thakeham Road (South)		ONE HOUR	✓	365	100.000
B - Fryern Road		ONE HOUR	✓	152	100.000
C - Thakeham Road (North)		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	53	312
	B - Fryern Road	64	0	88
	C - Thakeham Road (North)	356	97	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	5	0
	B - Fryern Road	3	0	2
	C - Thakeham Road (North)	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.36	12.32	0.6	B	139	209
C-AB	0.26	6.33	0.6	A	159	238
C-A					257	385
A-B					49	73
A-C					286	429

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	0.00	518	0.221	113	0.0	0.3	9.089	A
C-AB	115	29	0.00	737	0.156	114	0.0	0.3	5.961	A
C-A	226	57	0.00			226				
A-B	40	10	0.00			40				
A-C	235	59	0.00			235				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	0.00	497	0.275	136	0.3	0.4	10.222	B
C-AB	151	38	0.00	764	0.197	150	0.3	0.4	6.074	A
C-A	257	64	0.00			257				
A-B	48	12	0.00			48				
A-C	280	70	0.00			280				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	0.00	467	0.359	167	0.4	0.6	12.264	B
C-AB	210	53	0.00	801	0.263	209	0.4	0.6	6.307	A
C-A	289	72	0.00			289				
A-B	58	15	0.00			58				
A-C	344	86	0.00			344				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	167	42	0.00	466	0.359	167	0.6	0.6	12.325	B
C-AB	211	53	0.00	801	0.263	211	0.6	0.6	6.329	A
C-A	288	72	0.00			288				
A-B	58	15	0.00			58				
A-C	344	86	0.00			344				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	0.00	496	0.275	137	0.6	0.4	10.291	B
C-AB	151	38	0.00	764	0.198	152	0.6	0.4	6.103	A
C-A	256	64	0.00			256				
A-B	48	12	0.00			48				
A-C	280	70	0.00			280				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	29	0.00	518	0.221	115	0.4	0.3	9.164	A
C-AB	115	29	0.00	738	0.156	116	0.4	0.3	5.997	A
C-A	226	56	0.00			226				
A-B	40	10	0.00			40				
A-C	235	59	0.00			235				

D3 - 2031 | Base + Com Dev | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Thakeham Road	T-Junction	Two-way	Two-way	Two-way	4.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.82	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)	Run automatically
D3	2031	Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thakeham Road (South)		ONE HOUR	✓	305	100.000
B - Fryern Road		ONE HOUR	✓	204	100.000
C - Thakeham Road (North)		ONE HOUR	✓	367	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	43	262
	B - Fryern Road	102	0	102
	C - Thakeham Road (North)	254	113	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	3	4
	B - Fryern Road	2	0	4
	C - Thakeham Road (North)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.47	14.91	0.9	B	187	281
C-AB	0.28	6.90	0.6	A	157	235
C-A					180	270
A-B					39	59
A-C					240	361

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	38	0.00	518	0.296	152	0.0	0.4	10.068	B
C-AB	117	29	0.00	693	0.169	116	0.0	0.3	6.328	A
C-A	159	40	0.00			159				
A-B	32	8	0.00			32				
A-C	197	49	0.00			197				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	183	46	0.00	500	0.367	183	0.4	0.6	11.676	B
C-AB	150	38	0.00	710	0.211	150	0.3	0.4	6.531	A
C-A	180	45	0.00			180				
A-B	39	10	0.00			39				
A-C	236	59	0.00			236				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	225	56	0.00	473	0.475	223	0.6	0.9	14.759	B
C-AB	202	50	0.00	734	0.275	201	0.4	0.5	6.878	A
C-A	202	51	0.00			202				
A-B	47	12	0.00			47				
A-C	288	72	0.00			288				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	225	56	0.00	473	0.475	225	0.9	0.9	14.907	B
C-AB	202	50	0.00	734	0.275	202	0.5	0.6	6.899	A
C-A	202	51	0.00			202				
A-B	47	12	0.00			47				
A-C	288	72	0.00			288				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	183	46	0.00	499	0.367	185	0.9	0.6	11.823	B
C-AB	150	38	0.00	711	0.212	151	0.6	0.4	6.565	A
C-A	180	45	0.00			180				
A-B	39	10	0.00			39				
A-C	236	59	0.00			236				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	38	0.00	518	0.296	154	0.6	0.4	10.208	B
C-AB	118	29	0.00	694	0.170	118	0.4	0.3	6.365	A
C-A	158	40	0.00			158				
A-B	32	8	0.00			32				
A-C	197	49	0.00			197				

D4 - 2031 | Base + Com Dev | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Thakeham Road	T-Junction	Two-way	Two-way	Two-way	3.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.76	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)	Run automatically
D4	2031	Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thakeham Road (South)		ONE HOUR	✓	419	100.000
B - Fryern Road		ONE HOUR	✓	177	100.000
C - Thakeham Road (North)		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	72	347
	B - Fryern Road	76	0	101
	C - Thakeham Road (North)	395	116	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	5	0
	B - Fryern Road	3	0	2
	C - Thakeham Road (North)	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	14.92	0.8	B	162	244
C-AB	0.33	6.84	0.9	A	204	306
C-A					265	398
A-B					66	99
A-C					318	478

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	0.00	502	0.266	132	0.0	0.4	9.932	A
C-AB	145	36	0.00	750	0.193	143	0.0	0.4	6.130	A
C-A	240	60	0.00			240				
A-B	54	14	0.00			54				
A-C	261	65	0.00			261				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	0.00	477	0.334	159	0.4	0.5	11.560	B
C-AB	192	48	0.00	779	0.247	192	0.4	0.5	6.349	A
C-A	267	67	0.00			267				
A-B	65	16	0.00			65				
A-C	312	78	0.00			312				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	0.00	442	0.441	194	0.5	0.8	14.784	B
C-AB	273	68	0.00	821	0.333	272	0.5	0.9	6.803	A
C-A	289	72	0.00			289				
A-B	79	20	0.00			79				
A-C	382	96	0.00			382				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	0.00	442	0.441	195	0.8	0.8	14.925	B
C-AB	274	68	0.00	822	0.333	274	0.9	0.9	6.837	A
C-A	289	72	0.00			289				
A-B	79	20	0.00			79				
A-C	382	96	0.00			382				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	0.00	477	0.334	160	0.8	0.5	11.692	B
C-AB	193	48	0.00	780	0.248	194	0.9	0.6	6.392	A
C-A	266	67	0.00			266				
A-B	65	16	0.00			65				
A-C	312	78	0.00			312				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	0.00	501	0.266	134	0.5	0.4	10.053	B
C-AB	146	36	0.00	751	0.194	146	0.6	0.4	6.181	A
C-A	239	60	0.00			239				
A-B	54	14	0.00			54				
A-C	261	65	0.00			261				

D5 - 2031 | Base + Com Dev + Dev | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Thakeham Road	T-Junction	Two-way	Two-way	Two-way	5.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.22	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)	Run automatically
D5	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thakeham Road (South)		ONE HOUR	✓	307	100.000
B - Fryern Road		ONE HOUR	✓	217	100.000
C - Thakeham Road (North)		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From				
	A - Thakeham Road (South)	0	45	262
	B - Fryern Road	108	0	109
	C - Thakeham Road (North)	254	116	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From				
	A - Thakeham Road (South)	0	3	4
	B - Fryern Road	2	0	4
	C - Thakeham Road (North)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.51	15.86	1.0	C	199	299
C-AB	0.28	6.98	0.6	A	161	241
C-A					179	268
A-B					41	62
A-C					240	361

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	0.00	518	0.315	162	0.0	0.5	10.342	B
C-AB	121	30	0.00	693	0.174	119	0.0	0.3	6.366	A
C-A	158	39	0.00			158				
A-B	34	8	0.00			34				
A-C	197	49	0.00			197				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	0.00	499	0.391	194	0.5	0.6	12.134	B
C-AB	154	39	0.00	710	0.217	154	0.3	0.4	6.580	A
C-A	178	45	0.00			178				
A-B	40	10	0.00			40				
A-C	236	59	0.00			236				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	60	0.00	473	0.506	237	0.6	1.0	15.662	C
C-AB	207	52	0.00	733	0.282	206	0.4	0.6	6.954	A
C-A	200	50	0.00			200				
A-B	50	12	0.00			50				
A-C	288	72	0.00			288				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	60	0.00	472	0.506	239	1.0	1.0	15.857	C
C-AB	207	52	0.00	734	0.283	207	0.6	0.6	6.979	A
C-A	200	50	0.00			200				
A-B	50	12	0.00			50				
A-C	288	72	0.00			288				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	0.00	499	0.391	197	1.0	0.7	12.316	B
C-AB	154	39	0.00	710	0.217	155	0.6	0.4	6.615	A
C-A	178	45	0.00			178				
A-B	40	10	0.00			40				
A-C	236	59	0.00			236				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	0.00	518	0.315	164	0.7	0.5	10.503	B
C-AB	121	30	0.00	694	0.175	121	0.4	0.3	6.407	A
C-A	158	39	0.00			158				
A-B	34	8	0.00			34				
A-C	197	49	0.00			197				

D6 - 2031 | Base + Com Dev + Dev | 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	Junction Delay (s)	Junction LOS
1	Fryern Road / Thakeham Road	T-Junction	Two-way	Two-way	Two-way	3.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.97	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)	Run automatically
D6	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thakeham Road (South)		ONE HOUR	✓	426	100.000
B - Fryern Road		ONE HOUR	✓	182	100.000
C - Thakeham Road (North)		ONE HOUR	✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	79	347
	B - Fryern Road	79	0	103
	C - Thakeham Road (North)	395	122	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Thakeham Road (South)	B - Fryern Road	C - Thakeham Road (North)
From	A - Thakeham Road (South)	0	5	0
	B - Fryern Road	3	0	2
	C - Thakeham Road (North)	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.46	15.50	0.9	C	167	251
C-AB	0.35	7.05	0.9	A	215	322
C-A					260	390
A-B					72	109
A-C					318	478

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	0.00	499	0.275	135	0.0	0.4	10.100	B
C-AB	152	38	0.00	749	0.203	151	0.0	0.4	6.219	A
C-A	237	59	0.00			237				
A-B	59	15	0.00			59				
A-C	261	65	0.00			261				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	41	0.00	474	0.345	163	0.4	0.5	11.832	B
C-AB	203	51	0.00	778	0.260	202	0.4	0.6	6.474	A
C-A	262	66	0.00			262				
A-B	71	18	0.00			71				
A-C	312	78	0.00			312				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	438	0.457	199	0.5	0.8	15.339	C
C-AB	288	72	0.00	820	0.351	287	0.6	0.9	7.004	A
C-A	281	70	0.00			281				
A-B	87	22	0.00			87				
A-C	382	96	0.00			382				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	438	0.457	200	0.8	0.9	15.502	C
C-AB	289	72	0.00	820	0.352	289	0.9	0.9	7.046	A
C-A	281	70	0.00			281				
A-B	87	22	0.00			87				
A-C	382	96	0.00			382				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	41	0.00	474	0.345	165	0.9	0.6	11.990	B
C-AB	203	51	0.00	779	0.261	205	0.9	0.6	6.523	A
C-A	261	65	0.00			261				
A-B	71	18	0.00			71				
A-C	312	78	0.00			312				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	34	0.00	499	0.275	138	0.6	0.4	10.231	B
C-AB	153	38	0.00	750	0.204	154	0.6	0.4	6.272	A
C-A	236	59	0.00			236				
A-B	59	15	0.00			59				
A-C	261	65	0.00			261				

Junctions 11									
ARCADY 11 - Roundabout Module									
Version: 11.1.1.2424									
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Filename: A283 Manley's Hill_High Street Mini Rbt - Intercept Correction.j11

Path: L:\PROJECTS\210000 SERIES\210257 - Northlands Lane, Storrington\Tech\Junction Assessments\Arcady

Report generation date: 01/05/2026 12:19:11

- »D1 - 2023 | Observed | AM
- »D2 - 2023 | Observed | PM
- »D3 - 2031 | Base + Com Dev | AM
- »D4 - 2031 | Base + Com Dev | PM
- »D5 - 2031 | Base + Com Dev + Dev | AM
- »D6 - 2031 | Base + Com Dev + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 - Observed									
1 - A283 Manley's Hill	D1	3.1	16.60	0.75	C	D2	2.5	15.15	0.71	C
2 - High Street		3.4	12.83	0.78	B		2.0	8.88	0.66	A
3 - School Hill		1.4	14.52	0.58	B		2.0	15.89	0.67	C
	2031 - Base + Com Dev									
1 - A283 Manley's Hill	D3	5.5	27.77	0.86	D	D4	4.3	24.32	0.82	C
2 - High Street		5.4	19.12	0.85	C		2.8	11.75	0.74	B
3 - School Hill		2.4	22.44	0.71	C		3.6	25.90	0.79	D
	2031 - Base + Com Dev + Dev									
1 - A283 Manley's Hill	D5	5.7	28.40	0.86	D	D6	4.6	25.52	0.83	D
2 - High Street		5.5	19.32	0.85	C		2.9	11.94	0.75	B
3 - School Hill		2.5	23.36	0.72	C		3.7	26.49	0.80	D

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	A283 Manley's Hill/A283 High Street/B2139 School Hill
Location	Storrington
Site number	
Date	10/10/2025
Version	
Status	Existing
Identifier	
Client	
Jobnumber	ITL210271
Enumerator	I-TRANSPORT\BD
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	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						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)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	Observed	PM	ONE HOUR	15:45	17:15	15	✓
D3	2031	Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓
D5	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

D1 - 2023 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Manley's Hill / High Street Mini-roundabout	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Manley's Hill / High Street Mini-roundabout	Mini-roundabout	1, 2, 3	14.40	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.40	B

Arms

Arms

Arm	Name	Description
1	A283 Manley's Hill	
2	High Street	
3	School Hill	

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 - A283 Manley's Hill	2.64	2.64	3.00	3.7	15.61	14.75	0.0	
2 - High Street	3.90	3.90	4.29	4.6	13.92	10.67	0.0	
3 - School Hill	3.36	2.94	3.59	4.2	9.82	6.21	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - A283 Manley's Hill	Direct	Excessive Queuing	250
2 - High Street	Direct	Excessive Queuing	250
3 - School Hill	Direct	Excessive Queuing	250

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A283 Manley's Hill	0.609	1075
2 - High Street	0.639	1307
3 - School Hill	0.605	1045

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)	Run automatically
D1	2023	Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A283 Manley's Hill		ONE HOUR	✓	621	100.000
2 - High Street		ONE HOUR	✓	894	100.000
3 - School Hill		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	0	568	53
	2 - High Street	673	0	221
	3 - School Hill	59	253	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	0	3	4
	2 - High Street	3	0	0
	3 - School Hill	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283 Manley's Hill	0.75	16.60	3.1	C	570	855
2 - High Street	0.78	12.83	3.4	B	820	1231
3 - School Hill	0.58	14.52	1.4	B	286	429

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	468	117	189	960	0.487	464	547	0.0	1.0	7.417	A
2 - High Street	673	168	40	1282	0.525	669	613	0.0	1.1	5.961	A
3 - School Hill	235	59	503	740	0.317	233	205	0.0	0.5	7.239	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	558	140	227	937	0.596	556	656	1.0	1.5	9.682	A
2 - High Street	804	201	47	1277	0.629	801	735	1.1	1.7	7.704	A
3 - School Hill	280	70	603	680	0.413	280	246	0.5	0.7	9.182	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	684	171	277	907	0.754	678	801	1.5	3.0	15.793	C
2 - High Street	984	246	58	1270	0.775	978	897	1.7	3.3	12.320	B
3 - School Hill	344	86	736	600	0.573	341	300	0.7	1.3	14.117	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	684	171	278	906	0.755	683	806	3.0	3.1	16.596	C
2 - High Street	984	246	58	1270	0.775	984	903	3.3	3.4	12.829	B
3 - School Hill	344	86	741	597	0.576	343	302	1.3	1.4	14.522	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	558	140	229	936	0.597	564	663	3.1	1.6	10.147	B
2 - High Street	804	201	48	1276	0.630	810	746	3.4	1.8	8.005	A
3 - School Hill	280	70	610	676	0.415	283	248	1.4	0.7	9.439	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	468	117	191	959	0.488	470	553	1.6	1.0	7.624	A
2 - High Street	673	168	40	1281	0.525	676	621	1.8	1.1	6.099	A
3 - School Hill	235	59	509	737	0.319	236	207	0.7	0.5	7.369	A

D2 - 2023 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Manley's Hill / High Street Mini-roundabout	Mini-roundabout	1, 2, 3	12.64	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.64	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)	Run automatically
D2	2023	Observed	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A283 Manley's Hill		ONE HOUR	✓	547	100.000
2 - High Street		ONE HOUR	✓	735	100.000
3 - School Hill		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	1	419	127
	2 - High Street	517	0	218
	3 - School Hill	84	345	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	0	3	0
	2 - High Street	1	0	0
	3 - School Hill	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283 Manley's Hill	0.71	15.15	2.5	C	502	753
2 - High Street	0.66	8.88	2.0	A	674	1012
3 - School Hill	0.67	15.89	2.0	C	394	590

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	412	103	258	919	0.448	409	450	0.0	0.8	7.175	A
2 - High Street	553	138	96	1246	0.444	550	571	0.0	0.8	5.186	A
3 - School Hill	323	81	388	810	0.399	320	258	0.0	0.7	7.368	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	492	123	309	887	0.554	490	540	0.8	1.2	9.230	A
2 - High Street	661	165	115	1234	0.536	659	684	0.8	1.1	6.295	A
3 - School Hill	386	96	465	764	0.505	384	309	0.7	1.0	9.527	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	602	151	377	846	0.712	598	660	1.2	2.4	14.556	B
2 - High Street	809	202	140	1218	0.665	806	835	1.1	1.9	8.737	A
3 - School Hill	472	118	568	701	0.674	468	378	1.0	2.0	15.336	C

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	602	151	380	844	0.713	602	663	2.4	2.5	15.152	C
2 - High Street	809	202	141	1217	0.665	809	841	1.9	2.0	8.880	A
3 - School Hill	472	118	570	700	0.675	472	380	2.0	2.0	15.892	C

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	492	123	313	885	0.556	496	544	2.5	1.3	9.594	A
2 - High Street	661	165	116	1233	0.536	664	694	2.0	1.2	6.408	A
3 - School Hill	386	96	468	762	0.506	390	312	2.0	1.1	9.849	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	412	103	261	916	0.449	414	455	1.3	0.8	7.351	A
2 - High Street	553	138	97	1245	0.444	555	578	1.2	0.8	5.261	A
3 - School Hill	323	81	391	808	0.400	324	261	1.1	0.7	7.523	A

D3 - 2031 | Base + Com Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Manley's Hill / High Street Mini-roundabout	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Manley's Hill / High Street Mini-roundabout	Mini-roundabout	1, 2, 3	22.66	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		22.66	C

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)	Run automatically
D3	2031	Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A283 Manley's Hill		ONE HOUR	✓	689	100.000
2 - High Street		ONE HOUR	✓	974	100.000
3 - School Hill		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	0	623	66
	2 - High Street	732	0	242
	3 - School Hill	77	282	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	0	3	4
	2 - High Street	3	0	0
	3 - School Hill	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283 Manley's Hill	0.86	27.77	5.5	D	632	948
2 - High Street	0.85	19.12	5.4	C	894	1341
3 - School Hill	0.71	22.44	2.4	C	329	494

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	519	130	210	947	0.548	514	604	0.0	1.2	8.485	A
2 - High Street	733	183	49	1276	0.575	728	675	0.0	1.4	6.655	A
3 - School Hill	270	68	547	714	0.379	268	230	0.0	0.6	8.221	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	619	155	252	922	0.672	616	724	1.2	2.0	12.014	B
2 - High Street	876	219	59	1269	0.690	872	809	1.4	2.2	9.188	A
3 - School Hill	323	81	656	648	0.498	321	276	0.6	1.0	11.219	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	759	190	307	889	0.854	746	881	2.0	5.1	24.196	C
2 - High Street	1072	268	71	1261	0.850	1061	981	2.2	5.2	17.371	C
3 - School Hill	395	99	797	563	0.702	390	335	1.0	2.2	20.790	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	759	190	310	887	0.856	757	890	5.1	5.5	27.768	D
2 - High Street	1072	268	72	1261	0.851	1071	994	5.2	5.4	19.122	C
3 - School Hill	395	99	805	558	0.708	395	339	2.2	2.4	22.443	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	619	155	258	918	0.674	633	738	5.5	2.2	13.533	B
2 - High Street	876	219	61	1268	0.690	888	830	5.4	2.4	9.972	A
3 - School Hill	323	81	667	641	0.503	328	281	2.4	1.1	11.960	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	519	130	214	945	0.549	522	612	2.2	1.3	8.856	A
2 - High Street	733	183	50	1275	0.575	737	686	2.4	1.4	6.890	A
3 - School Hill	270	68	554	710	0.381	272	233	1.1	0.6	8.454	A

D4 - 2031 | Base + Com Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Manley's Hill / High Street Mini-roundabout	Mini-roundabout	1, 2, 3	19.37	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19.37	C

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)	Run automatically
D4	2031	Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A283 Manley's Hill		ONE HOUR	✓	613	100.000
2 - High Street		ONE HOUR	✓	809	100.000
3 - School Hill		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	1	458	154
	2 - High Street	567	0	242
	3 - School Hill	103	378	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	0	3	0
	2 - High Street	1	0	0
	3 - School Hill	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283 Manley's Hill	0.82	24.32	4.3	C	562	844
2 - High Street	0.74	11.75	2.8	B	742	1114
3 - School Hill	0.79	25.90	3.6	D	441	662

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	461	115	282	904	0.511	457	502	0.0	1.0	8.170	A
2 - High Street	609	152	116	1233	0.494	605	624	0.0	1.0	5.737	A
3 - School Hill	362	91	425	788	0.460	359	296	0.0	0.8	8.394	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	551	138	338	870	0.634	548	601	1.0	1.7	11.364	B
2 - High Street	727	182	139	1218	0.597	725	748	1.0	1.5	7.321	A
3 - School Hill	432	108	509	737	0.587	430	355	0.8	1.4	11.750	B

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	675	169	410	826	0.817	666	733	1.7	4.0	21.774	C
2 - High Street	891	223	168	1200	0.743	885	907	1.5	2.8	11.352	B
3 - School Hill	530	132	622	669	0.792	521	432	1.4	3.4	23.434	C

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	675	169	415	822	0.821	674	738	4.0	4.3	24.317	C
2 - High Street	891	223	170	1198	0.743	890	919	2.8	2.8	11.749	B
3 - School Hill	530	132	625	667	0.794	529	436	3.4	3.6	25.903	D

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	551	138	347	864	0.638	561	609	4.3	1.9	12.502	B
2 - High Street	727	182	142	1216	0.598	733	766	2.8	1.5	7.570	A
3 - School Hill	432	108	514	734	0.589	441	360	3.6	1.5	12.737	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	461	115	287	901	0.512	465	507	1.9	1.1	8.493	A
2 - High Street	609	152	117	1232	0.494	611	634	1.5	1.0	5.860	A
3 - School Hill	362	91	429	785	0.461	365	300	1.5	0.9	8.676	A

D5 - 2031 | Base + Com Dev + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Manley's Hill / High Street Mini-roundabout	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Manley's Hill / High Street Mini-roundabout	Mini-roundabout	1, 2, 3	23.14	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		23.14	C

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)	Run automatically
D5	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A283 Manley's Hill		ONE HOUR	✓	692	100.000
2 - High Street		ONE HOUR	✓	974	100.000
3 - School Hill		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	0	623	69
	2 - High Street	732	0	242
	3 - School Hill	83	282	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
From	1 - A283 Manley's Hill	0	3	4
	2 - High Street	3	0	0
	3 - School Hill	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283 Manley's Hill	0.86	28.40	5.7	D	635	952
2 - High Street	0.85	19.32	5.5	C	894	1341
3 - School Hill	0.72	23.36	2.5	C	335	502

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	521	130	210	947	0.550	516	609	0.0	1.2	8.513	A
2 - High Street	733	183	51	1274	0.575	728	675	0.0	1.4	6.673	A
3 - School Hill	275	69	547	714	0.385	272	232	0.0	0.6	8.304	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	622	156	252	922	0.675	619	730	1.2	2.1	12.117	B
2 - High Street	876	219	62	1268	0.691	872	809	1.4	2.2	9.226	A
3 - School Hill	328	82	655	648	0.506	327	278	0.6	1.0	11.404	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	762	190	306	889	0.857	749	887	2.1	5.2	24.609	C
2 - High Street	1072	268	75	1259	0.852	1060	981	2.2	5.2	17.520	C
3 - School Hill	402	100	797	563	0.714	397	338	1.0	2.4	21.512	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	762	190	310	887	0.859	760	896	5.2	5.7	28.397	D
2 - High Street	1072	268	76	1259	0.852	1071	994	5.2	5.5	19.322	C
3 - School Hill	402	100	805	558	0.720	401	342	2.4	2.5	23.357	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	622	156	258	918	0.677	636	743	5.7	2.3	13.715	B
2 - High Street	876	219	63	1267	0.691	888	830	5.5	2.4	10.029	B
3 - School Hill	328	82	667	641	0.512	334	284	2.5	1.1	12.208	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	521	130	214	945	0.551	525	617	2.3	1.3	8.906	A
2 - High Street	733	183	52	1274	0.576	737	686	2.4	1.4	6.909	A
3 - School Hill	275	69	554	710	0.387	277	235	1.1	0.7	8.550	A

D6 - 2031 | Base + Com Dev + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Manley's Hill / High Street Mini-roundabout	Mini-roundabout	1, 2, 3	20.02	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		20.02	C

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)	Run automatically
D6	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A283 Manley's Hill		ONE HOUR	✓	620	100.000
2 - High Street		ONE HOUR	✓	809	100.000
3 - School Hill		ONE HOUR	✓	484	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
	1 - A283 Manley's Hill	1	458	161
	2 - High Street	567	0	242
	3 - School Hill	106	378	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		1 - A283 Manley's Hill	2 - High Street	3 - School Hill
	1 - A283 Manley's Hill	0	3	0
	2 - High Street	1	0	0
	3 - School Hill	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283 Manley's Hill	0.83	25.52	4.6	D	569	853
2 - High Street	0.75	11.94	2.9	B	742	1114
3 - School Hill	0.80	26.49	3.7	D	444	666

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	467	117	282	904	0.517	462	504	0.0	1.1	8.261	A
2 - High Street	609	152	121	1230	0.495	605	624	0.0	1.0	5.768	A
3 - School Hill	364	91	425	788	0.463	361	301	0.0	0.9	8.436	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	557	139	338	870	0.641	555	604	1.1	1.8	11.578	B
2 - High Street	727	182	145	1214	0.599	725	748	1.0	1.5	7.378	A
3 - School Hill	435	109	509	737	0.591	433	361	0.9	1.4	11.849	B

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	683	171	410	826	0.826	673	736	1.8	4.3	22.630	C
2 - High Street	891	223	176	1195	0.746	885	907	1.5	2.8	11.516	B
3 - School Hill	533	133	622	669	0.797	525	440	1.4	3.5	23.861	C

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	683	171	415	822	0.830	681	742	4.3	4.6	25.523	D
2 - High Street	891	223	178	1193	0.746	890	919	2.8	2.9	11.936	B
3 - School Hill	533	133	625	667	0.799	532	443	3.5	3.7	26.493	D

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	557	139	347	864	0.645	568	612	4.6	1.9	12.838	B
2 - High Street	727	182	148	1212	0.600	733	766	2.9	1.5	7.640	A
3 - School Hill	435	109	514	734	0.593	444	367	3.7	1.5	12.884	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283 Manley's Hill	467	117	287	901	0.518	470	509	1.9	1.1	8.600	A
2 - High Street	609	152	123	1229	0.496	611	634	1.5	1.0	5.893	A
3 - School Hill	364	91	429	785	0.464	367	305	1.5	0.9	8.724	A

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.1.1.2424							
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Filename: Site Access.j11

Path: L:\PROJECTS\210000 SERIES\210257 - Northlands Lane, Storrington\Tech\Junction Assessments\Picady

Report generation date: 01/05/2026 12:13:24

- »D1 - 2031 | Base + Com Dev | AM
- »D2 - 2031 | Base + Com Dev | PM
- »D3 - 2031 | Base + Com Dev + Dev | AM
- »D4 - 2031 | Base + Com Dev + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2031 - Base + Com Dev									
Stream B-C	D1	0.0	5.86	0.03	A	D2	0.0	5.81	0.01	A
Stream B-A		0.0	6.99	0.01	A		0.0	7.14	0.00	A
Stream C-AB		0.0	4.89	0.01	A		0.0	4.94	0.03	A
	2031 - Base + Com Dev + Dev									
Stream B-C	D3	0.1	6.07	0.06	A	D4	0.0	5.89	0.03	A
Stream B-A		0.0	7.11	0.02	A		0.0	7.29	0.01	A
Stream C-AB		0.0	4.93	0.03	A		0.1	5.08	0.06	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	Consented Site Access
Location	Storrington
Site number	
Date	10/10/2025
Version	
Status	
Identifier	
Client	
Jobnumber	ITL210257
Enumerator	I-TRANSPORT\BD
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						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)	Run automatically
D1	2031	Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓
D3	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

D1 - 2031 | Base + Com Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Fryern Road (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Fryern Road/ Consented Site Access	T-Junction	Two-way	Two-way	Two-way	0.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	Fryern Road (North)		Major
B	Site Access		Minor
C	Fryern Road (South)		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 - Fryern Road (South)	5.40			243.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	3.70	3.50	3.10	2.80	✓	1.00	23	33

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	602	0.112	0.284	0.179	0.406
B-C	685	0.108	0.272	-	-
C-B	715	0.284	0.284	-	-

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)	Run automatically
D1	2031	Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (North)		ONE HOUR	✓	162	100.000
B - Site Access		ONE HOUR	✓	24	100.000
C - Fryern Road (South)		ONE HOUR	✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (North)	B - Site Access	C - Fryern Road (South)
From	A - Fryern Road (North)	0	2	160
	B - Site Access	5	0	19
	C - Fryern Road (South)	140	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Fryern Road (North)	B - Site Access	C - Fryern Road (South)
From	A - Fryern Road (North)	0	0	1
	B - Site Access	0	0	0
	C - Fryern Road (South)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.86	0.0	A	17	26
B-A	0.01	6.99	0.0	A	5	7
C-AB	0.01	4.89	0.0	A	8	12
C-A					127	191
A-B					2	3
A-C					147	220

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	651	0.022	14	0.0	0.0	5.656	A
B-A	4	0.94	0.00	546	0.007	4	0.0	0.0	6.634	A
C-AB	6	2	0.00	746	0.008	6	0.0	0.0	4.884	A
C-A	105	26	0.00			105				
A-B	2	0.38	0.00			2				
A-C	120	30	0.00			120				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	644	0.027	17	0.0	0.0	5.741	A
B-A	4	1	0.00	536	0.008	4	0.0	0.0	6.778	A
C-AB	8	2	0.00	752	0.010	8	0.0	0.0	4.852	A
C-A	125	31	0.00			125				
A-B	2	0.45	0.00			2				
A-C	144	36	0.00			144				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	635	0.033	21	0.0	0.0	5.863	A
B-A	6	1	0.00	521	0.011	5	0.0	0.0	6.987	A
C-AB	10	2	0.00	761	0.013	10	0.0	0.0	4.810	A
C-A	152	38	0.00			152				
A-B	2	0.55	0.00			2				
A-C	176	44	0.00			176				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	0.00	635	0.033	21	0.0	0.0	5.863	A
B-A	6	1	0.00	521	0.011	6	0.0	0.0	6.987	A
C-AB	10	2	0.00	761	0.013	10	0.0	0.0	4.814	A
C-A	152	38	0.00			152				
A-B	2	0.55	0.00			2				
A-C	176	44	0.00			176				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	644	0.027	17	0.0	0.0	5.744	A
B-A	4	1	0.00	536	0.008	5	0.0	0.0	6.781	A
C-AB	8	2	0.00	752	0.010	8	0.0	0.0	4.858	A
C-A	125	31	0.00			125				
A-B	2	0.45	0.00			2				
A-C	144	36	0.00			144				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	651	0.022	14	0.0	0.0	5.659	A
B-A	4	0.94	0.00	546	0.007	4	0.0	0.0	6.637	A
C-AB	6	2	0.00	746	0.008	6	0.0	0.0	4.887	A
C-A	105	26	0.00			105				
A-B	2	0.38	0.00			2				
A-C	120	30	0.00			120				

D2 - 2031 | Base + Com Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Fryern Road (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Fryern Road/ Consented Site Access	T-Junction	Two-way	Two-way	Two-way	0.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.47	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)	Run automatically
D2	2031	Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (North)		ONE HOUR	✓	188	100.000
B - Site Access		ONE HOUR	✓	10	100.000
C - Fryern Road (South)		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (North)	B - Site Access	C - Fryern Road (South)
From	A - Fryern Road (North)	0	5	183
	B - Site Access	2	0	8
	C - Fryern Road (South)	148	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Fryern Road (North)	B - Site Access	C - Fryern Road (South)
	A - Fryern Road (North)	0	0	0.60
	B - Site Access	0	0	0
	C - Fryern Road (South)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.81	0.0	A	7	11
B-A	0.00	7.14	0.0	A	2	3
C-AB	0.03	4.94	0.0	A	20	30
C-A					132	198
A-B					5	7
A-C					168	252

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	646	0.009	6	0.0	0.0	5.621	A
B-A	2	0.38	0.00	537	0.003	1	0.0	0.0	6.725	A
C-AB	16	4	0.00	744	0.021	16	0.0	0.0	4.943	A
C-A	109	27	0.00			109				
A-B	4	0.94	0.00			4				
A-C	138	34	0.00			138				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	639	0.011	7	0.0	0.0	5.698	A
B-A	2	0.45	0.00	524	0.003	2	0.0	0.0	6.892	A
C-AB	20	5	0.00	750	0.026	20	0.0	0.0	4.925	A
C-A	130	32	0.00			130				
A-B	4	1	0.00			4				
A-C	165	41	0.00			165				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	629	0.014	9	0.0	0.0	5.807	A
B-A	2	0.55	0.00	507	0.004	2	0.0	0.0	7.136	A
C-AB	25	6	0.00	759	0.033	25	0.0	0.0	4.902	A
C-A	158	39	0.00			158				
A-B	6	1	0.00			6				
A-C	201	50	0.00			201				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	0.00	629	0.014	9	0.0	0.0	5.807	A
B-A	2	0.55	0.00	507	0.004	2	0.0	0.0	7.136	A
C-AB	25	6	0.00	759	0.033	25	0.0	0.0	4.903	A
C-A	157	39	0.00			157				
A-B	6	1	0.00			6				
A-C	201	50	0.00			201				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	639	0.011	7	0.0	0.0	5.698	A
B-A	2	0.45	0.00	524	0.003	2	0.0	0.0	6.893	A
C-AB	20	5	0.00	750	0.026	20	0.0	0.0	4.928	A
C-A	130	32	0.00			130				
A-B	4	1	0.00			4				
A-C	165	41	0.00			165				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	0.00	646	0.009	6	0.0	0.0	5.623	A
B-A	2	0.38	0.00	537	0.003	2	0.0	0.0	6.726	A
C-AB	16	4	0.00	744	0.021	16	0.0	0.0	4.943	A
C-A	109	27	0.00			109				
A-B	4	0.94	0.00			4				
A-C	138	34	0.00			138				

D3 - 2031 | Base + Com Dev + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Fryern Road (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Fryern Road/ Consented Site Access	T-Junction	Two-way	Two-way	Two-way	1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	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)	Run automatically
D3	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (North)		ONE HOUR	✓	164	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - Fryern Road (South)		ONE HOUR	✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (North)	B - Site Access	C - Fryern Road (South)
From	A - Fryern Road (North)	0	4	160
	B - Site Access	10	0	36
	C - Fryern Road (South)	140	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Fryern Road (North)	B - Site Access	C - Fryern Road (South)
	A - Fryern Road (North)	0	0	1
	B - Site Access	0	0	0
	C - Fryern Road (South)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.07	0.1	A	33	50
B-A	0.02	7.11	0.0	A	9	14
C-AB	0.03	4.93	0.0	A	16	23
C-A					126	189
A-B					4	6
A-C					147	220

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	0.00	649	0.042	27	0.0	0.0	5.782	A
B-A	8	2	0.00	544	0.014	7	0.0	0.0	6.710	A
C-AB	12	3	0.00	745	0.016	12	0.0	0.0	4.927	A
C-A	104	26	0.00			104				
A-B	3	0.75	0.00			3				
A-C	120	30	0.00			120				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	642	0.050	32	0.0	0.1	5.900	A
B-A	9	2	0.00	533	0.017	9	0.0	0.0	6.873	A
C-AB	15	4	0.00	752	0.020	15	0.0	0.0	4.905	A
C-A	123	31	0.00			123				
A-B	4	0.90	0.00			4				
A-C	144	36	0.00			144				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	633	0.063	40	0.1	0.1	6.067	A
B-A	11	3	0.00	517	0.021	11	0.0	0.0	7.111	A
C-AB	19	5	0.00	761	0.025	19	0.0	0.0	4.876	A
C-A	150	38	0.00			150				
A-B	4	1	0.00			4				
A-C	176	44	0.00			176				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	633	0.063	40	0.1	0.1	6.067	A
B-A	11	3	0.00	517	0.021	11	0.0	0.0	7.111	A
C-AB	19	5	0.00	761	0.025	19	0.0	0.0	4.878	A
C-A	150	38	0.00			150				
A-B	4	1	0.00			4				
A-C	176	44	0.00			176				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	642	0.050	32	0.1	0.1	5.901	A
B-A	9	2	0.00	533	0.017	9	0.0	0.0	6.876	A
C-AB	15	4	0.00	752	0.020	15	0.0	0.0	4.909	A
C-A	123	31	0.00			123				
A-B	4	0.90	0.00			4				
A-C	144	36	0.00			144				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	0.00	649	0.042	27	0.1	0.0	5.785	A
B-A	8	2	0.00	544	0.014	8	0.0	0.0	6.713	A
C-AB	12	3	0.00	745	0.016	12	0.0	0.0	4.929	A
C-A	104	26	0.00			104				
A-B	3	0.75	0.00			3				
A-C	120	30	0.00			120				

D4 - 2031 | Base + Com Dev + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Fryern Road (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Fryern Road/ Consented Site Access	T-Junction	Two-way	Two-way	Two-way	0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	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)	Run automatically
D4	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Fryern Road (North)		ONE HOUR	✓	192	100.000
B - Site Access		ONE HOUR	✓	19	100.000
C - Fryern Road (South)		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Fryern Road (North)	B - Site Access	C - Fryern Road (South)
From	A - Fryern Road (North)	0	9	183
	B - Site Access	4	0	15
	C - Fryern Road (South)	148	35	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Fryern Road (North)	B - Site Access	C - Fryern Road (South)
	A - Fryern Road (North)	0	0	0.60
	B - Site Access	0	0	0
	C - Fryern Road (South)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.89	0.0	A	14	21
B-A	0.01	7.29	0.0	A	4	6
C-AB	0.06	5.08	0.1	A	39	59
C-A					128	193
A-B					8	12
A-C					168	252

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	646	0.017	11	0.0	0.0	5.675	A
B-A	3	0.75	0.00	531	0.006	3	0.0	0.0	6.815	A
C-AB	31	8	0.00	743	0.042	31	0.0	0.1	5.051	A
C-A	107	27	0.00			107				
A-B	7	2	0.00			7				
A-C	138	34	0.00			138				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	0.00	638	0.021	13	0.0	0.0	5.764	A
B-A	4	0.90	0.00	517	0.007	4	0.0	0.0	7.006	A
C-AB	38	10	0.00	750	0.051	38	0.1	0.1	5.061	A
C-A	126	32	0.00			126				
A-B	8	2	0.00			8				
A-C	165	41	0.00			165				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	627	0.026	16	0.0	0.0	5.892	A
B-A	4	1	0.00	498	0.009	4	0.0	0.0	7.286	A
C-AB	49	12	0.00	758	0.065	49	0.1	0.1	5.077	A
C-A	152	38	0.00			152				
A-B	10	2	0.00			10				
A-C	201	50	0.00			201				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	627	0.026	17	0.0	0.0	5.892	A
B-A	4	1	0.00	498	0.009	4	0.0	0.0	7.286	A
C-AB	49	12	0.00	758	0.065	49	0.1	0.1	5.079	A
C-A	152	38	0.00			152				
A-B	10	2	0.00			10				
A-C	201	50	0.00			201				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	0.00	638	0.021	14	0.0	0.0	5.764	A
B-A	4	0.90	0.00	517	0.007	4	0.0	0.0	7.007	A
C-AB	38	10	0.00	750	0.051	38	0.1	0.1	5.065	A
C-A	126	32	0.00			126				
A-B	8	2	0.00			8				
A-C	165	41	0.00			165				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	646	0.017	11	0.0	0.0	5.675	A
B-A	3	0.75	0.00	531	0.006	3	0.0	0.0	6.819	A
C-AB	31	8	0.00	743	0.042	31	0.1	0.1	5.056	A
C-A	107	27	0.00			107				
A-B	7	2	0.00			7				
A-C	138	34	0.00			138				

