APPENDIX 8
COMMITTED DEVELOPMENTS SCHEDULE

Application Ref	Proposal	No. on map	Status	Future year scenarios	Online in Construction Year?	Online in Opening Year?	Included last time?	Included in Landings Reg 25?	Include this time?	Justification
F/4/20/OUT	The Landings' - the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding	1	Undecided (allocated)	2021 and 2031	✓	✓	YES	N/A	YES - TEMPro only.	Allocated development under Arun Local Plan Housing Implementation Strategy (March 2017), so included in TEMPro v7.2 assumptions regarding future dwelling growth. Therefore, trips associated with this development are accounted for within the background growth factor derived through TEMPro.
SD8 allocation	Remaining part of the Ford strategic housing allocation (site SD8 in policy H SP2c of the adopted Arun Local Plan).	2	Undecided (allocated)	N/A	✓	✓	NO	N/A	YES - TEMPro only.	Allocated development under Arun Local Plan Housing Implementation Strategy (March 2017), so included in TEMPro v7.2 assumptions regarding future dwelling growth. Therefore, trips associated with this development are accounted for within the background growth factor derived through TEMPro.
F/5/20/PL	Reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works	3	Undecided	2021	✓	✓	NO	YES	NO	Planning application undecided, and anticipated to generate trips on the network links / junctions identified for assessment in typical peak hours (Thursday AM and Sunday AM only, and highly seasonal), therefore not included as a committed development. However, potential for impact to site access junction with Ford Road in assocation with Ford ERF construction and operation trips, therefore will be included as a sensitivity test in the TA junction model, based on 2000 maximum permitted visitors in peak season (at the request of WSCC, and in line with sensitivity test undertaken as part of The Landings Regulation 25 submission).
CM/1/17/OUT	Land West of Church Lane and South of Horsemere Green Lane, Climping – Outline application for the erection of up to 300 dwellings and ancillary development	4	Refused / Appealed Allowed, September 2018	2021 and 2026	✓	✓	YES	NO	YES	Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development.
Y/91/17/OUT	Land at Bilsham Road, Yapton – Outline application for the development of up to 250 residential dwellings	5	Approved, April 2019	2022 (250 units), 2031 (550 units as incl Y/92/17).	✓	✓	YES	YES	YES	Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development.
Y/92/17/OUT	Land east of Drove Lane Yapton, BN18 0EB - Outline application with all matters reserved save access, for up to 300 dwellings,	6	Approved, May 2019	2022 (300 units), 2031 (550 units as incl Y/91/17)	✓	✓	YES	YES	YES	Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development.
Option / Site F	Site supported by Arun District Council as the preferred option for a 10 form entry secondary school to support the local plan strategic allocations	7	N/A - preferred site only	N/A	✓	✓	NO	YES	YES	Development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development. Noted that this development was included as a sensitivity test in The Landings ES, at the request of WSCC, and therefore will be considered here as a committed development.
WSCC/037/19	T J Waste, Burndell Road, Yapton, Arundel, BN18 0HR Proposed Inert Waste Recycling Facility, with new building, hardstanding, car parking, boundary treatment and re-aligned access to the agricultural unit	8	Approved, August 2020	N/A	✓	✓	NO	NO	YES	Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development.
WSCC/049/18/LY	East of Lyminster village and between Toddington Nurseries and A284 Lyminster Road, Lyminster, Littlehampton Creation of a 1.1km highway, with shared cycleway and footway, Pegasus crossing, viaduct, culvert, wetland areas, balancing pond and swales, street lighting and associated works.	9	Approved, May 2019	2019 and 2034	✓	✓	NO	NO	NO	Committed development which is **not** anticipated to generate additional trips compared to existing use on the network links / junctions identified for assessment, given the distance from the proposed development.
A/122/19/OUT	Land off Arundel Road Angmering BN16 4ET Outline application with some matters reserved for the erection of up to 160 dwellings with public open space, landscaping and sustainable drainage systems (SuDs), vehicular access point from Arundel Road; together with up to 1,393 square metres (15,000 square feet) of B1/B2 units with associated parking provision and vehicular access point from Arundel Road and land made available for expansion of current sports pitch provision (following the demolition of existing commercial units and one bungalow) (re- submission following A/36/18/OUT).	10	Approved, March 2020	2021 and 2031	✓	✓	NO	NO	NO	Committed development which will **not** generate significant trips on the network links / junctions identified for assessment, given the distance from the proposed development.

F/30/18/PL	Wicks Farm Ford Lane Ford BN18 0DF The proposal is on existing open arable land in a single field (9 ha) and includes: a balancing pond 4m deep, 2 large multispan polytunnels / greenhouses of approximately 2.5 ha in size and 7.5m high, 2 ancillary buildings 54m x 30m in size, 21 car parking spaces within the site to the south east corner, 3 HGV turning circles serving the ancillary buildings and a further 22 spaces, including 10 cycle parking spaces	11	Approved, September 2019	N/A	✓	✓	NO	YES	YES	Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development. Trip generation anticipated to be low, but included for completeness.
WA/44/17/OUT	Land east of Tye Lane Walberton Outline application for the erection of 175 No. dwellings, car parking including garages, internal access roads, footpaths, parking & circulation areas, hard & soft landscaping, allotments, play areas/equipment & community orchard & other associated infrastructure & engineering works	12	Approved, February 2018	2020 and 2031	✓	✓	YES	NO	YES	Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development.
LU/47/11 LU/121/17/RES	Land north of Toddington Lane Littlehampton BN17 7PP Outline application with some matters reserved for mixed use development comprising: demolition of existing buildings and structures, up to 1,260 residential dwellings (out of a potential 1,460 dwelling masterplan), up to 13,000 sqm of B1 employment floorspace (including 3,000 sqm Enterprise Centre), up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant, extension to existing household recycling centre, landscaping, replacement and additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space, children's play areas, primary vehicular access from a new access from the A259 bridging over the railway line with additional access from Mill Lane & Toddington Lane. This application is the subject of an Environmental Impact Assessment and a departure from the development plan	13	Outline approved January 2013	2016 and 2026	✓	✓	NO	NO	YES - TEMPro only.	Allocated development under Arun Local Plan Housing Implementation Strategy (March 2017), so included in TEMPro v7.2 assumptions regarding future dwelling growth. Therefore, trips associated with this development are accounted for within the background growth factor derived through TEMPro.
BN/122/19/EIS	Land North of Barnham Road Eastergate Request for a formal scoping opinion for a residential development of up to 500 homes and a dedicated care home, public open space, associated infrastructure and works.	14	Scoping opinion requested Dec 2019	N/A	✓	✓	NO	NO	NO	No application submitted so cannot be considered a committed or allocated development; and will **not** generate significant trips on the network links / junctions identified for assessment, given the distance from the proposed development and the small trip generation anticipated.
Y/82/20/RES	Land to the south of Ford Lane and East of North End Road Yapton BN18 0DS Approval of reserved matters following outline consent **Y/80/16/OUT** for 4.5ha of residential development comprising of 3.4ha of land for the erection of 100 No. dwellings (up to 30 (30%) affordable housing) together with 1.1ha of land set aside for public open space, strategic landscaping, 2.2ha of public open space, green corridors with vehicular access from Ford Lane & pedestrian/cycle access only from North End Road (resubmission following Y/19/20/RES).	15	Approved, November 2020	2019 and 2024	✓	✓	YES	YES	YES	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development.
Y/19/16/OUT	Land off Burndell Road Yapton Outline application for the development of a maximum of 108 No. residential dwellings, vehicular access from Burndell Road, public open space, ancillary works and associated infrastructure. This application is a Departure from the Development plan	16	Refused / Appealed Allowed, October 2017	2021	✓	✓	NO	YES	YES	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development.
Y/44/17/OUT	Land at Stakers Farm North End Road, Yapton Outline Planning Application for 70 No. residential dwellings including 30% affordable, public open space and associated landscaping. All matters to be reserved apart from Access . This application is a Departure from the Development plan	17	Approved, December 2018	2022	✓	✓	YES	YES	YES	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development.
Y/83/19/OUT	Clays Farm North End Road Yapton BN18 0DT Outline application with some matters reserved for the erection of 33 No. dwellings, access roads, landscaping and associated works (resubmission following Y/62/18/OUT). This application is a departure from the Development Plan.	18	Approved, March 2020	N/A	✓	✓	NO	YES	YES	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is anticipated to generate additional trips compared to existing use on the network links / junctions identified for assessment. Trip generation anticipated to be low, but included for completeness.
Y/93/14/OUT	Land North of Yapton C of E Primary School North End Road Yapton BN18 0DU Outline application for the erection of 38 dwellings to comprise 6 No. 4-bed houses,20 No.3-bed houses,10 no.2-bed houses and 2no.1-bed houses each with a garage and parking space, together with the means of access off North End Road	19	Approved, August 2015	N/A	✓	✓	NO	YES	YES	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is anticipated to generate additional trips compared to existing use on the network links / junctions identified for assessment. Trip generation anticipated to be low, but included for completeness.

Y/49/17/OUT	Land at Street Buildings North End Road Yapton BN18 0DT Outline application with some matters reserved for the demolition of all existing structures and redevelopment of the site with up to 45 dwellings (30% affordable (up to 14)) & 0.3 hectares of landscaped open space with vehicular access from Maypole Lane & pedestrian/cycle access only from North End Road. This application is a departure from the Development Plan and may affect the setting of a listed building	20	Approved, February 2018	N/A	✓	✓	NO	YES	YES	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is anticipated to generate additional trips compared to existing use on the network links / junctions identified for assessment. Trip generation anticipated to be low, but included for completeness.
F/4/18/PL	Land to the South of Ford Lane Ford BN18 0DF Salt storage building, office building, parking and turning area and open storage areas for highways maintenance depot - this is a departure from the Development Plan	21	Approved, June 2018	N/A	✓	✓	NO	YES	NO	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is **not** anticipated to generate additional trips compared to existing use on the network links / junctions identified for assessment.
F/7/15/OUT	Land south of Burndell Road Yapton BN18 0HR Outline application for residential development comprising 45 dwellings. Formation of access onto Burndell Road (Resubmission following F/9/14/PL) - This application also lies within the parish of Yapton. This application is a departure from the Development Plan	22	Approved, March 2016	2014 and 2019	✓	✓	NO	YES	YES	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is anticipated to generate trips on the network links / junctions identified for assessment, prior to construction and operation of the proposed development. Trip generation anticipated to be low, but included for completeness.
CM/6/18/PL	Land at Northwood Farm Yapton Road Climping Change of use to develop a concrete batching plant, with associated infrastructure, site offices and parking	23	Approved, July 2018	N/A	✓	✓	NO	YES	NO	As identified by The Landings Regulation 25 Submission, 24th Nov 2020. Committed development which is **not** anticipated to generate additional trips compared to existing use on the network links / junctions identified for assessment.

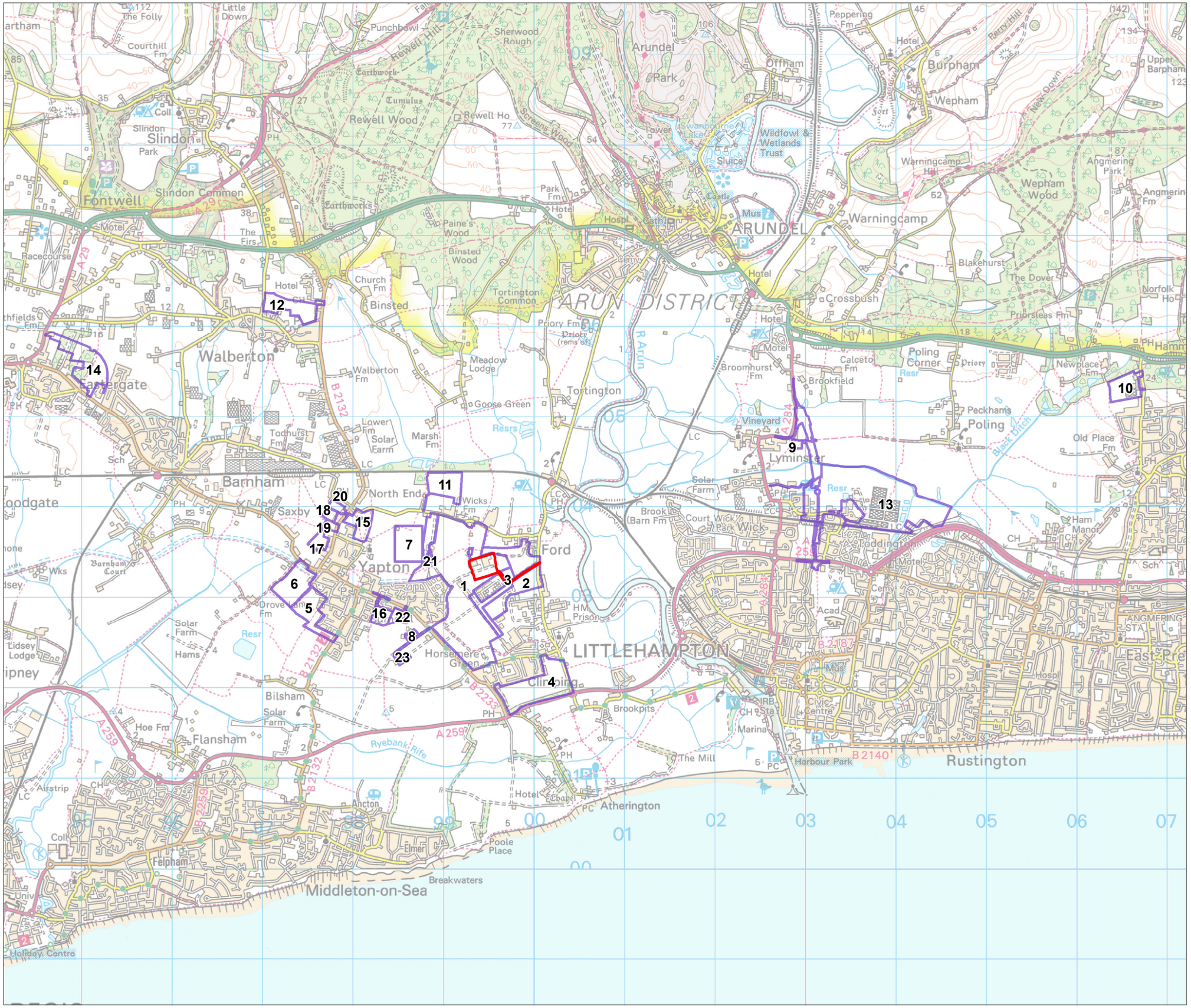


Figure 5.2: Location of projects considered in the assessment of cumulative effects

Dwg no/264101/E05	Revision
Status	27 January 2021
Scale: 1:40,000 @A3	Drawn by: DL / Checked by: ER

Based upon the 2021 Ordnance Survey 1:50,000 colour raster map with the permission of the Ordnance Survey on behalf of Her Majesty's Stationery Office, © Crown copyright. Licence No. 100019980.

Terence O'Rourke Ltd, 2021

LONDON
23 Heddon Street
London W1B 4BQ

BIRMINGHAM
Enterprise House 115 Edmund Street
Birmingham B3 2HJ

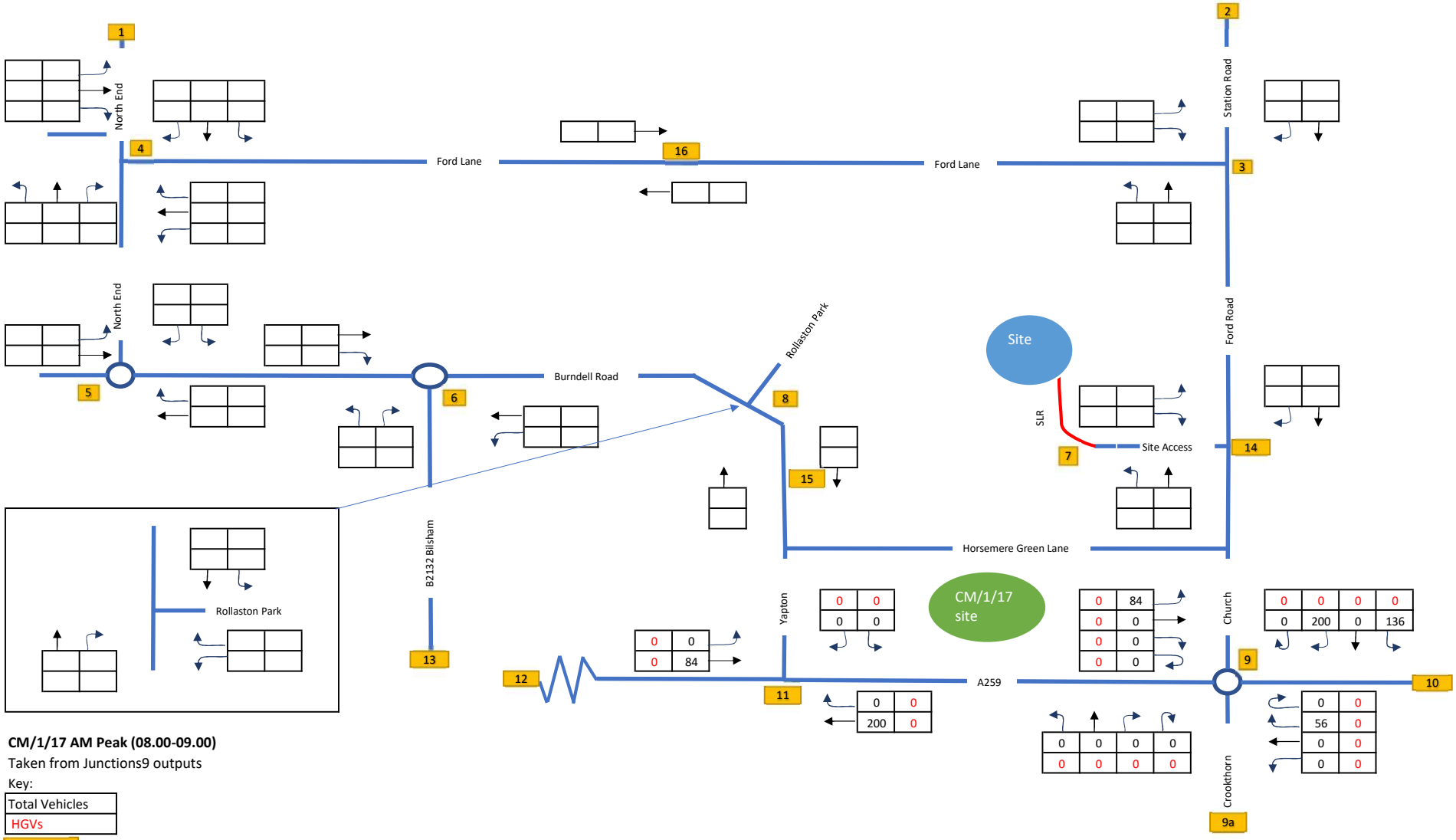
BOURNEMOUTH
Everdene House Deansleigh Road
Bournemouth BH7 7DU

TERENCE O'ROURKE

TELEPHONE
020 3664 6755

www.torltd.co.uk

APPENDIX 9
COMMITTED DEVELOPMENT TRIP DISTRIBUTIONS



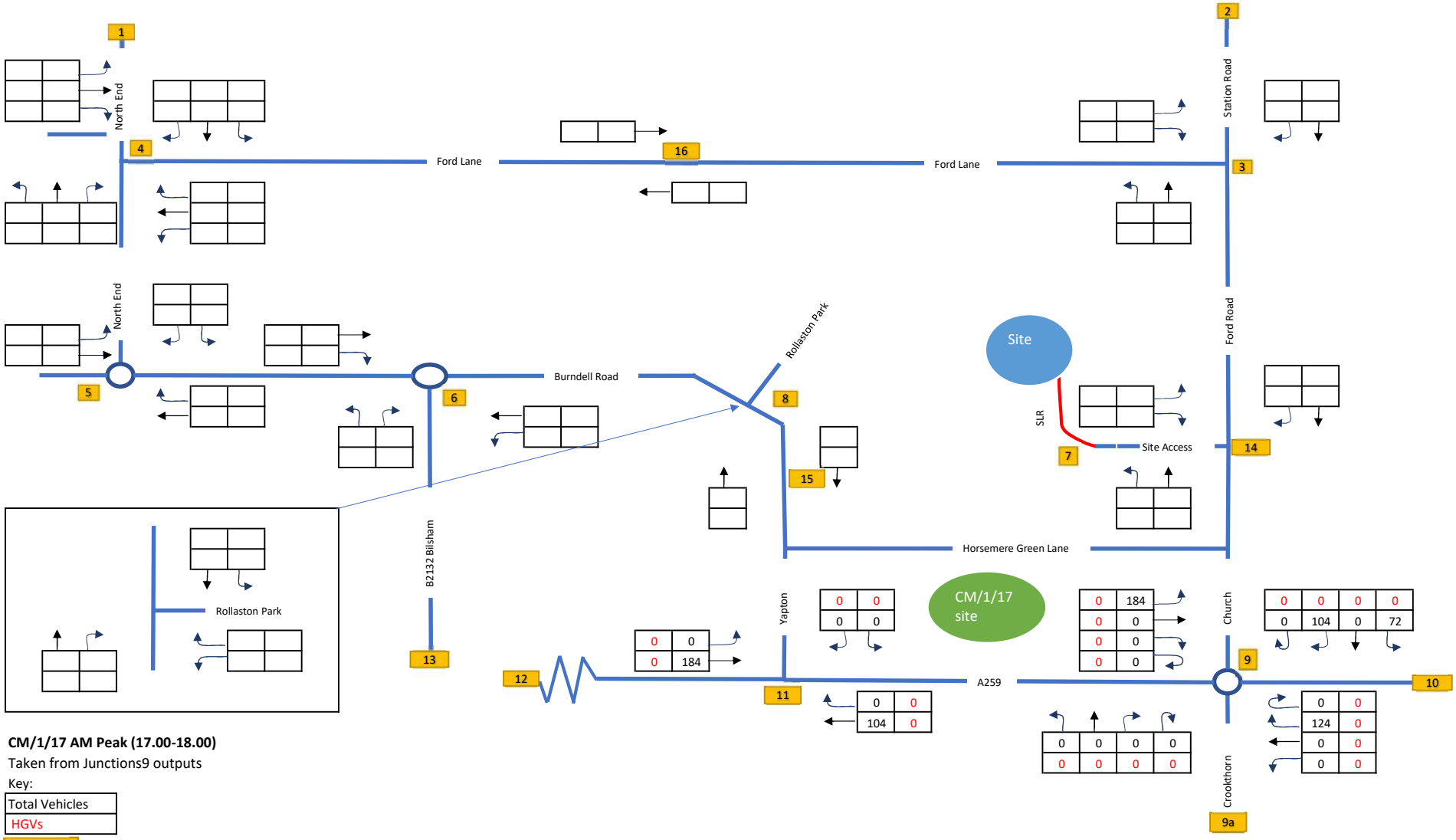
CM/1/17 AM Peak (08.00-09.00)

Taken from Junctions9 outputs

Key:

Total Vehicles
HGVs

Link ID



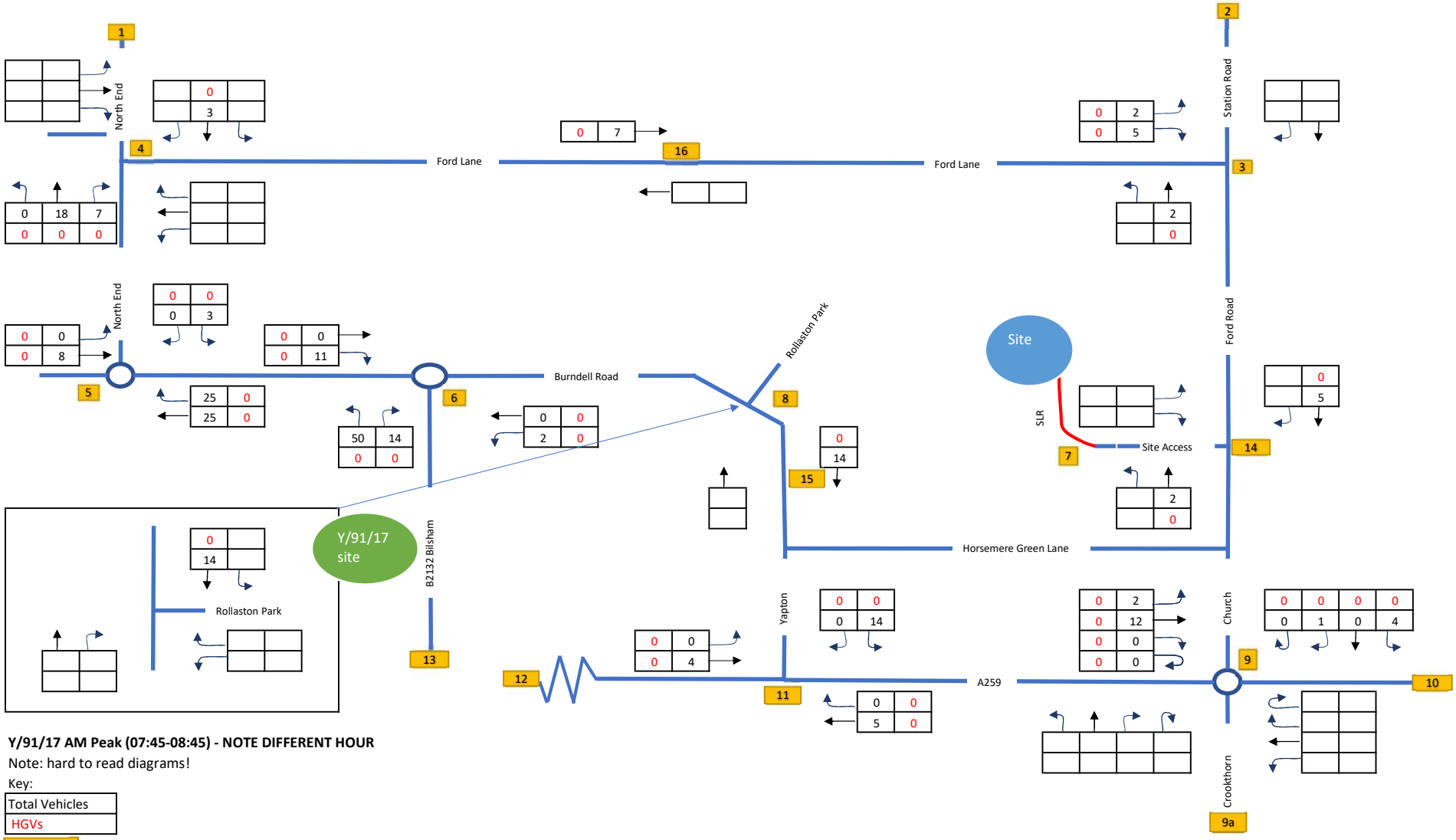
CM/1/17 AM Peak (17.00-18.00)

Taken from Junctions9 outputs

Key:

Total Vehicles
HGVs

Link ID



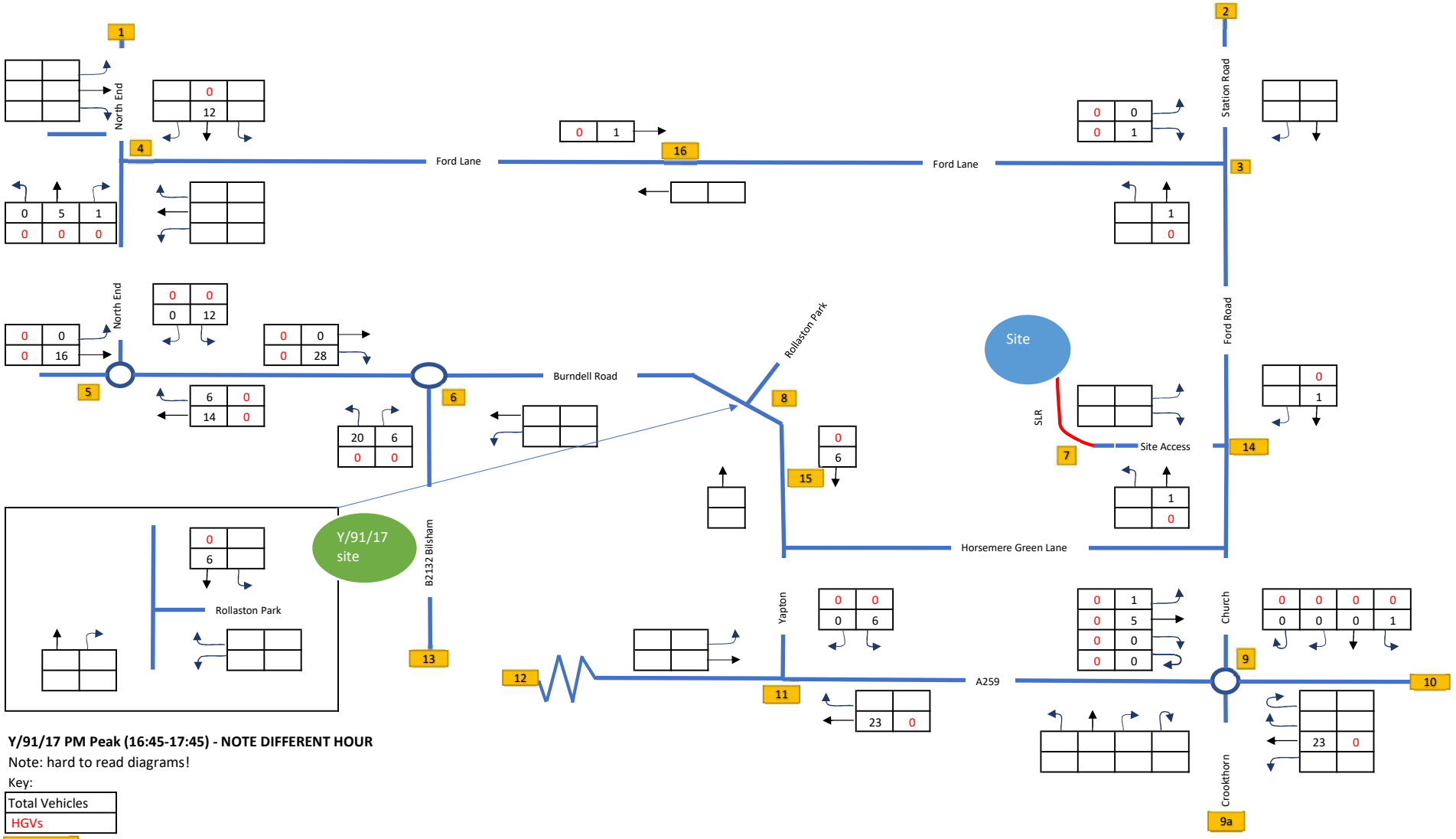
Y/91/17 AM Peak (07:45-08:45) - NOTE DIFFERENT HOUR

Note: hard to read diagrams!

Key:

Total Vehicles
HGVs

Link ID



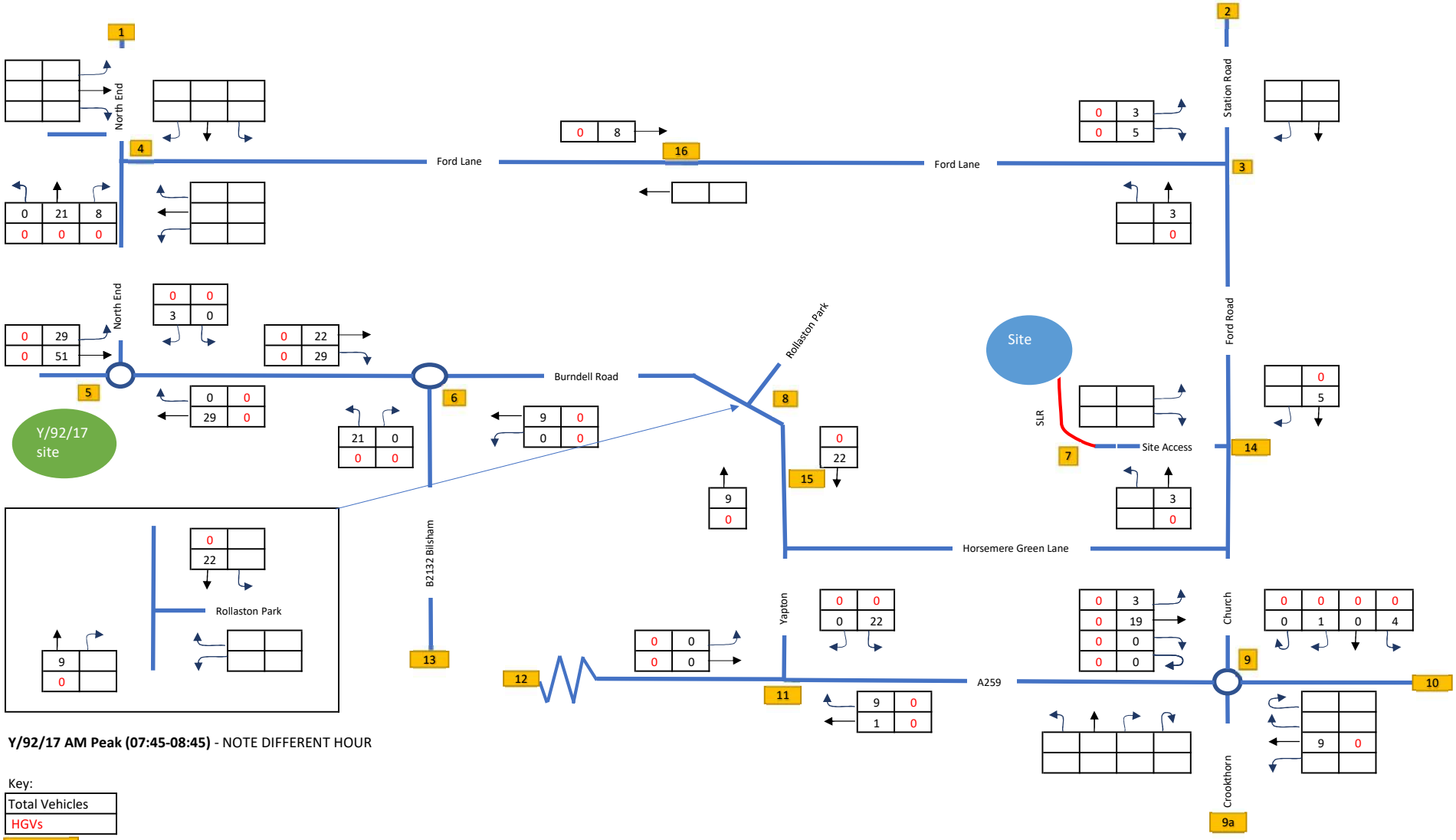
Y/91/17 PM Peak (16:45-17:45) - NOTE DIFFERENT HOUR

Note: hard to read diagrams!

Key:

Total Vehicles
HGVs

Link ID

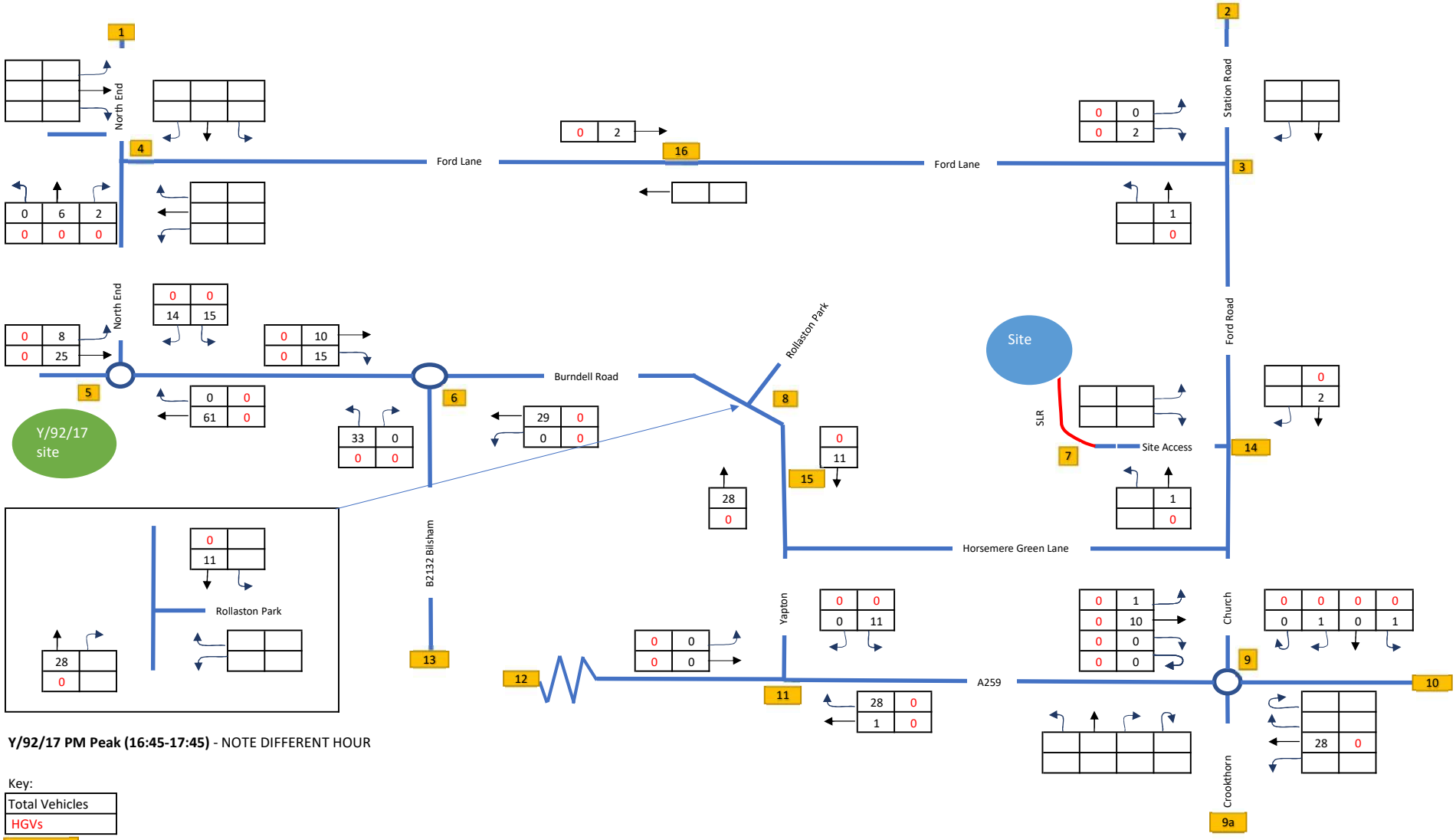


Y/92/17 AM Peak (07:45-08:45) - NOTE DIFFERENT HOUR

Key:

Total Vehicles
HGVs

Link ID

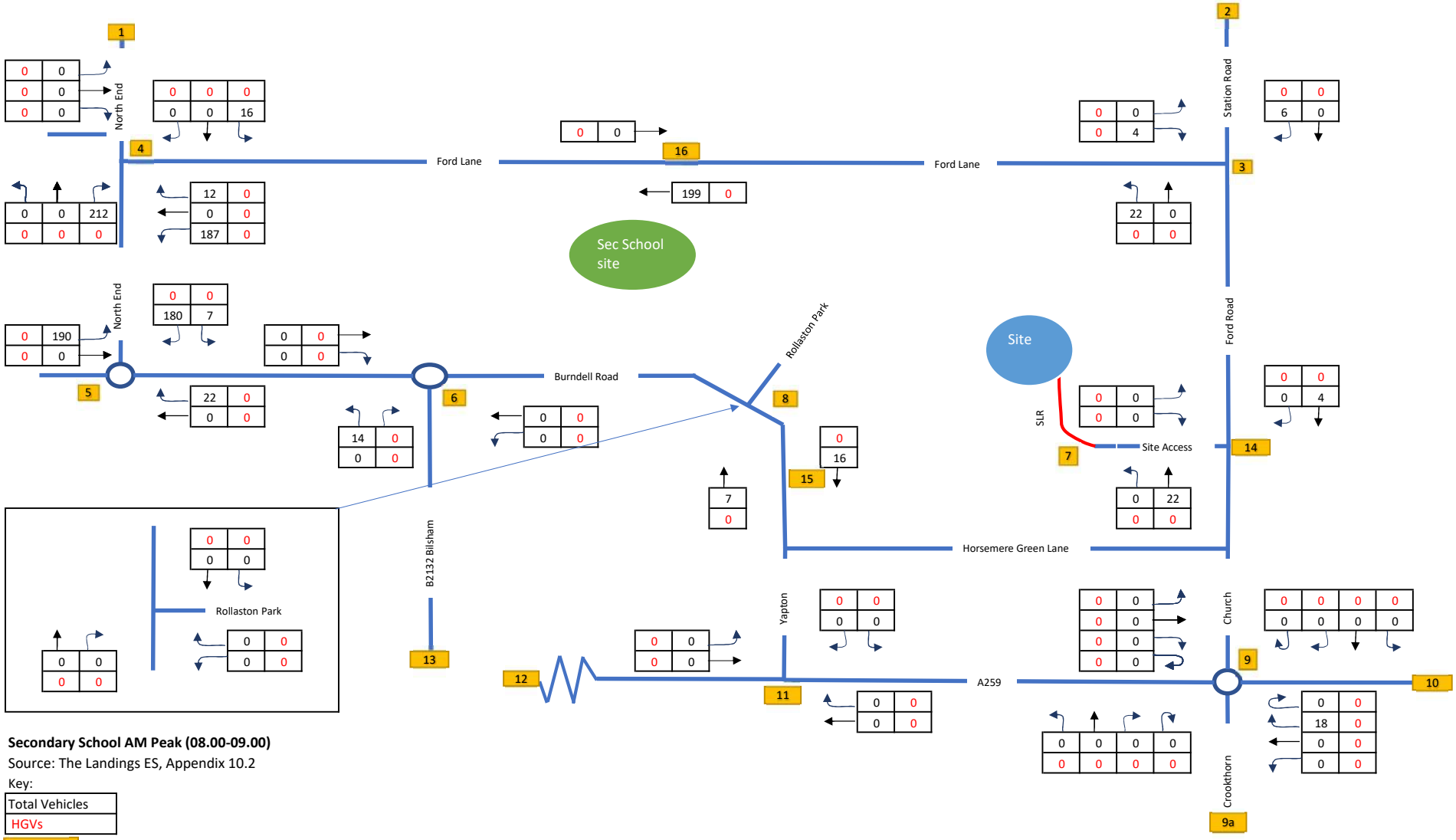


Y/92/17 PM Peak (16:45-17:45) - NOTE DIFFERENT HOUR

Key:

Total Vehicles
HGVs

Link ID



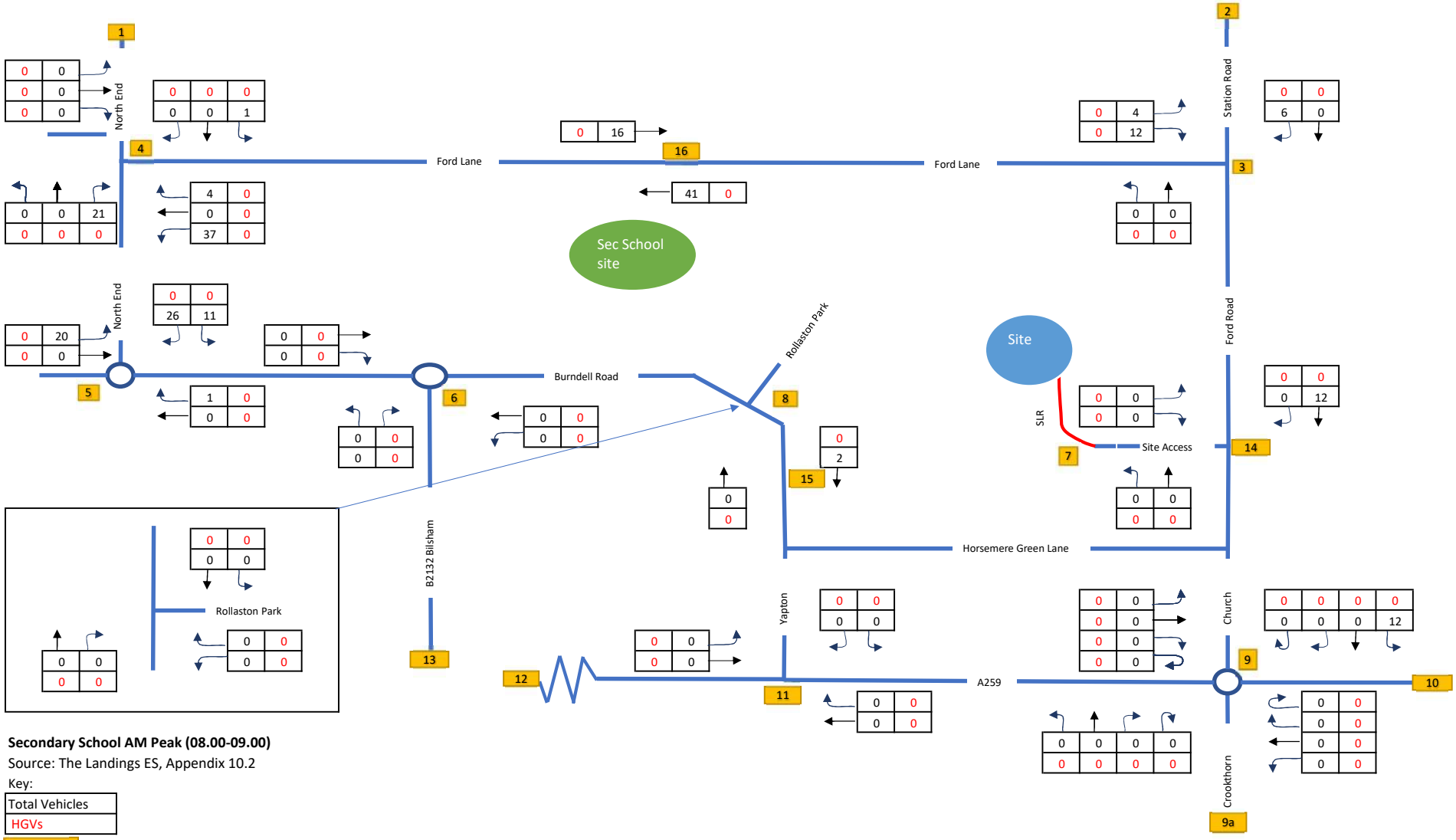
Secondary School AM Peak (08.00-09.00)

Source: The Landings ES, Appendix 10.2

Key:

Total Vehicles
HGVs

Link ID



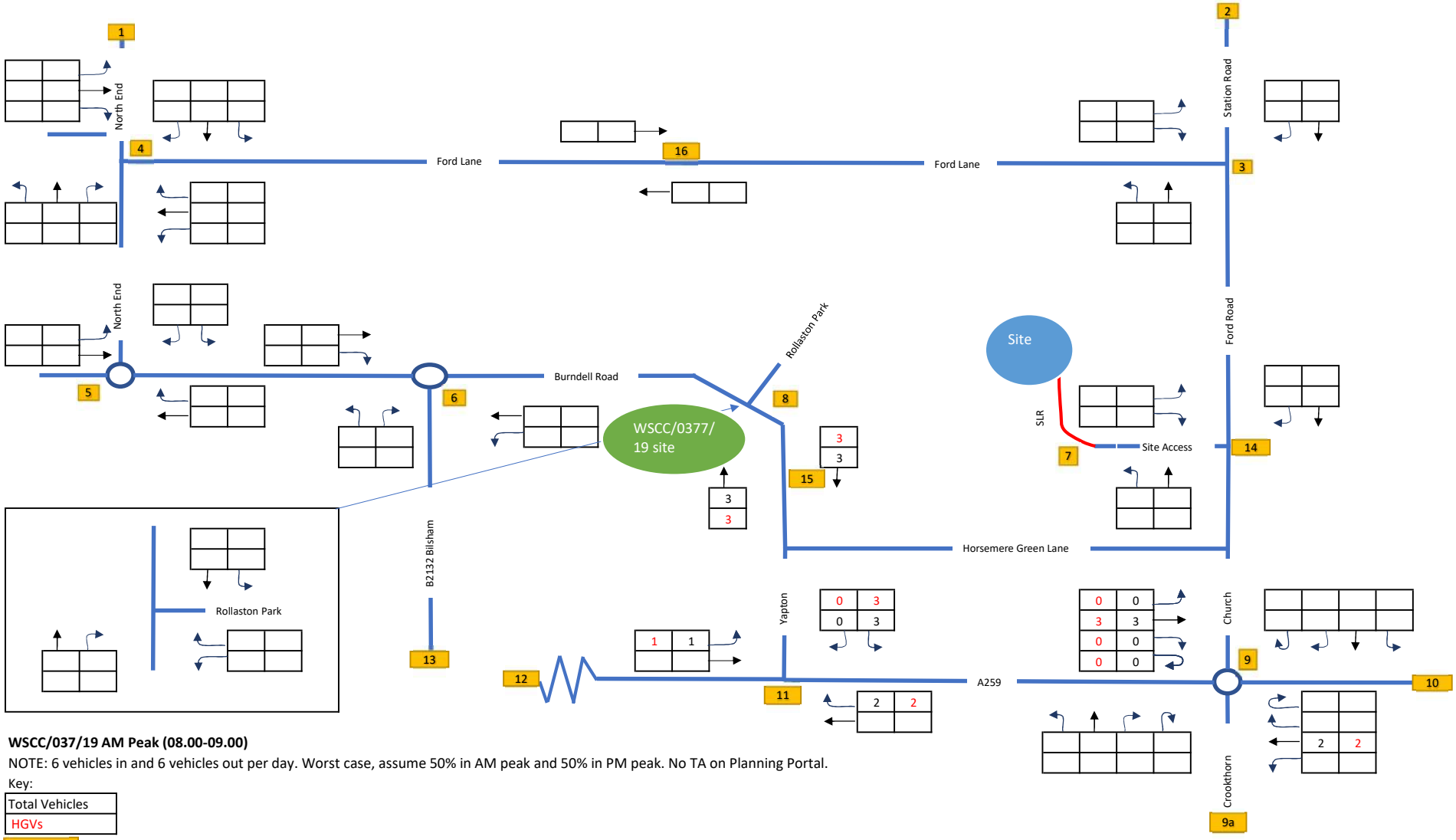
Secondary School AM Peak (08.00-09.00)

Source: The Landings ES, Appendix 10.2

Key:

Total Vehicles
HGVs

Link ID



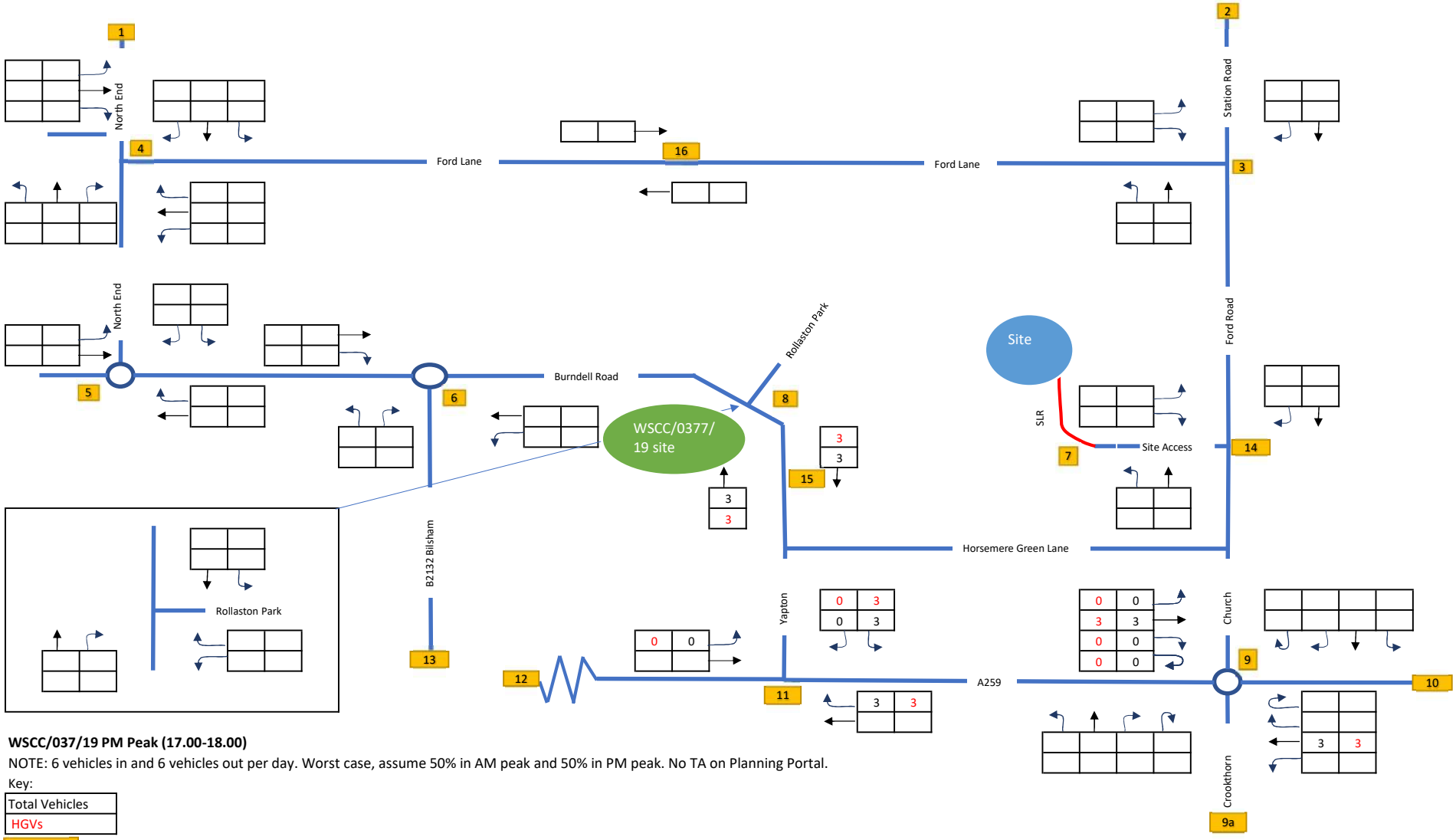
WSCC/037/19 AM Peak (08.00-09.00)

NOTE: 6 vehicles in and 6 vehicles out per day. Worst case, assume 50% in AM peak and 50% in PM peak. No TA on Planning Portal.

Key:

Total Vehicles
HGVs

Link ID



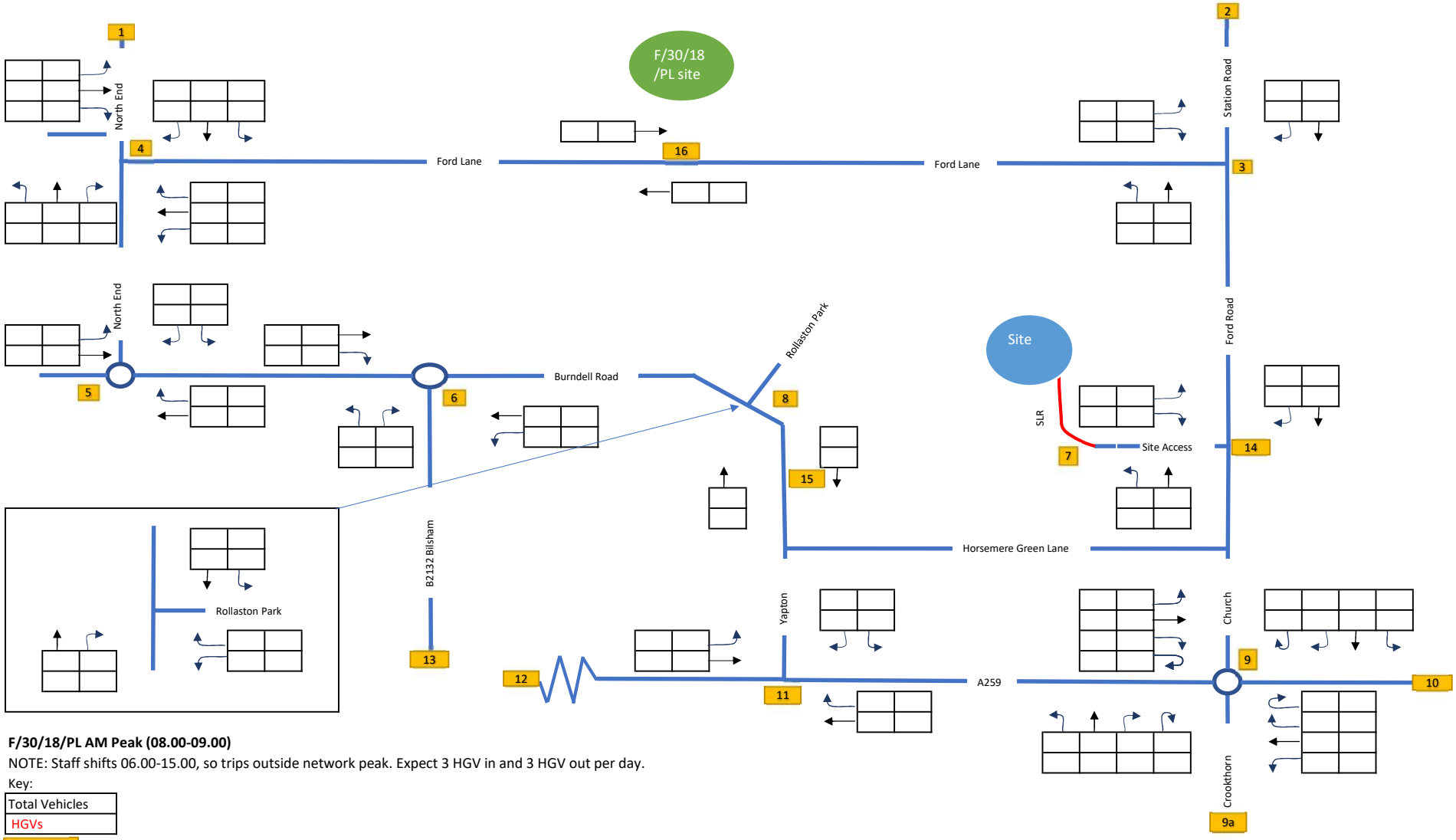
WSCC/037/19 PM Peak (17.00-18.00)

NOTE: 6 vehicles in and 6 vehicles out per day. Worst case, assume 50% in AM peak and 50% in PM peak. No TA on Planning Portal.

Key:

Total Vehicles
HGVs

Link ID



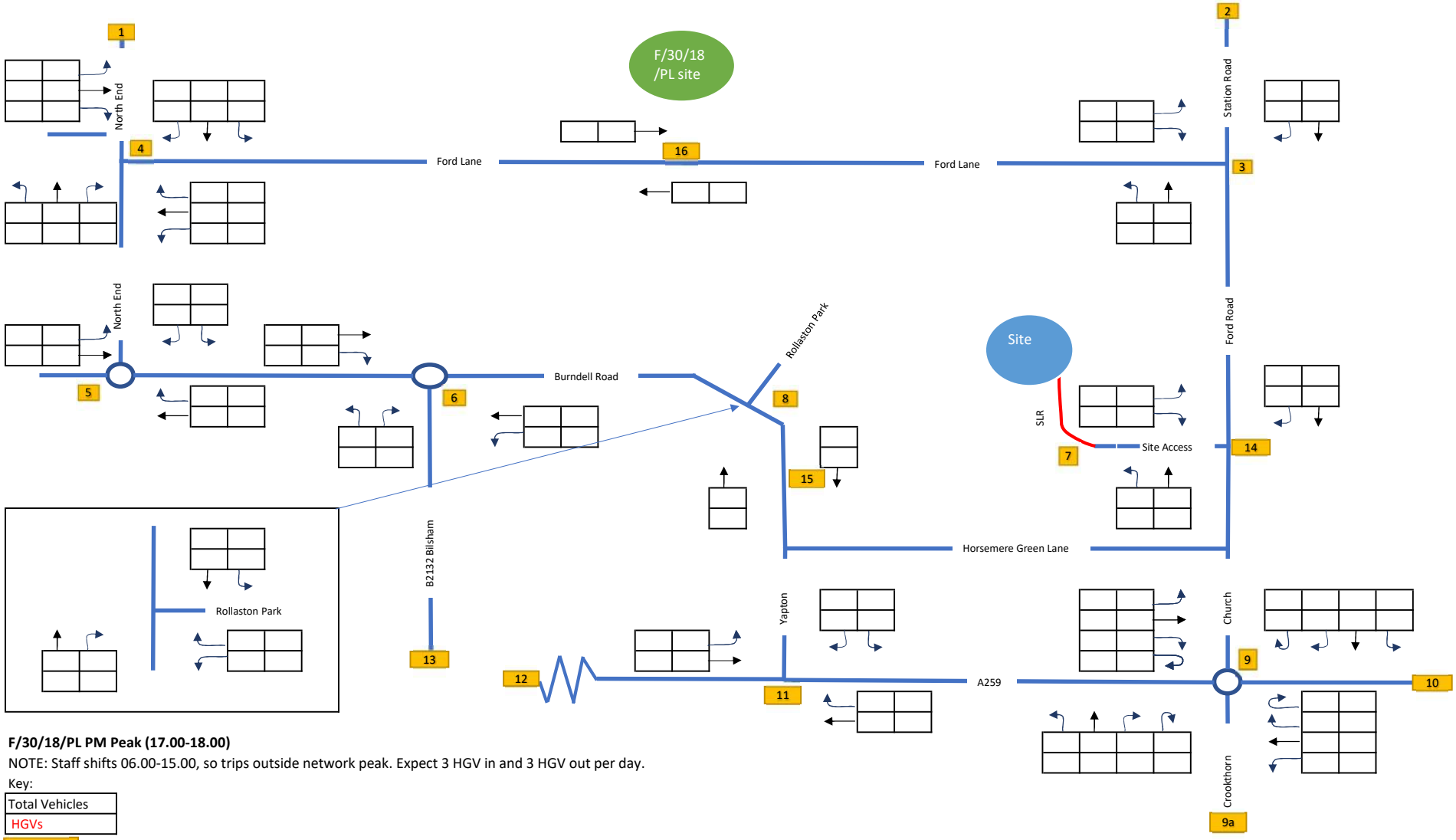
F/30/18/PL AM Peak (08.00-09.00)

NOTE: Staff shifts 06.00-15.00, so trips outside network peak. Expect 3 HGV in and 3 HGV out per day.

Key:

Total Vehicles
HGVs

Link ID



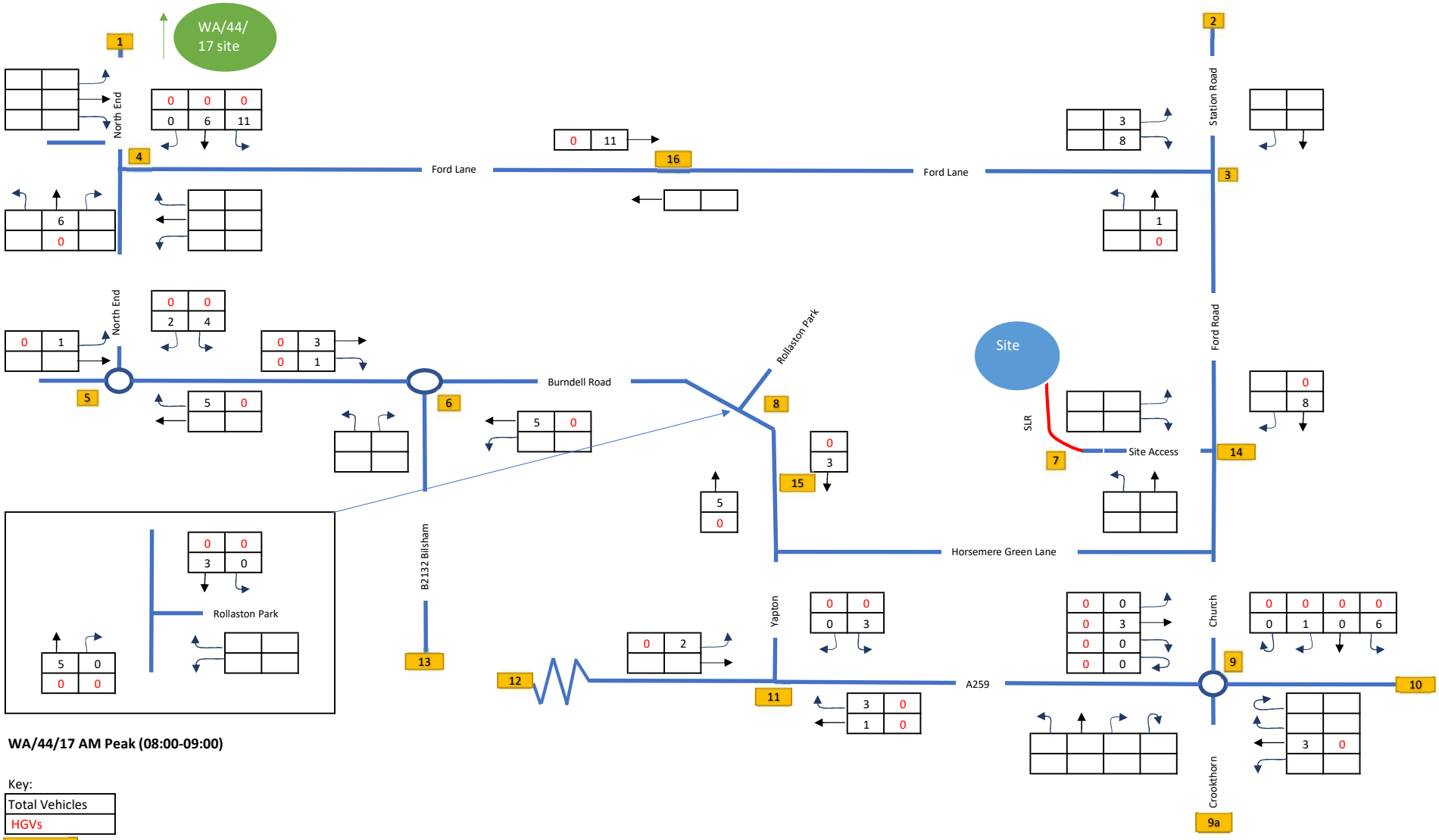
F/30/18/PL PM Peak (17.00-18.00)

NOTE: Staff shifts 06.00-15.00, so trips outside network peak. Expect 3 HGV in and 3 HGV out per day.

Key:

Total Vehicles
HGVs

Link ID

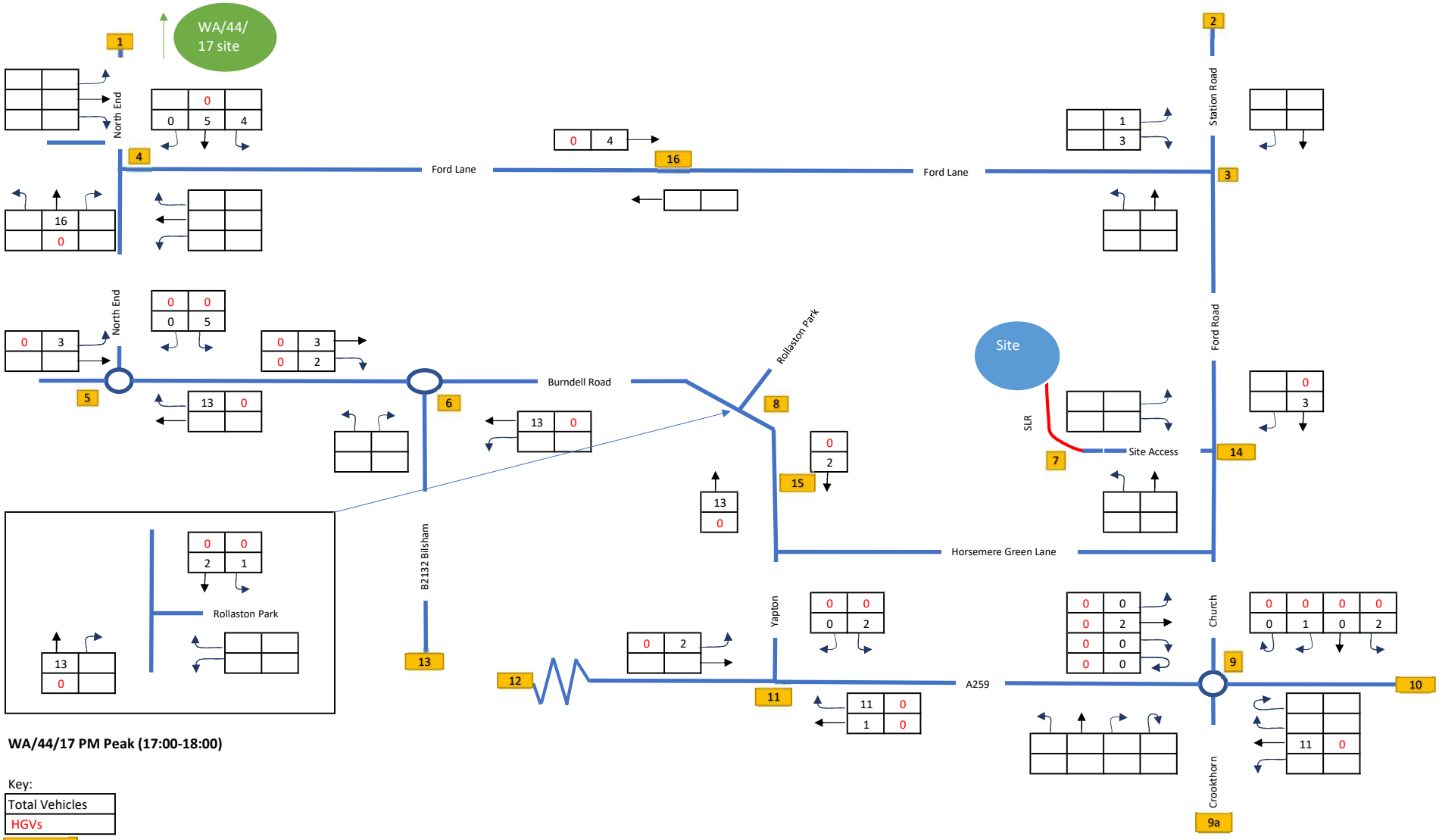


WA/44/17 AM Peak (08:00-09:00)

Key:

Total Vehicles
HGVs

Link ID

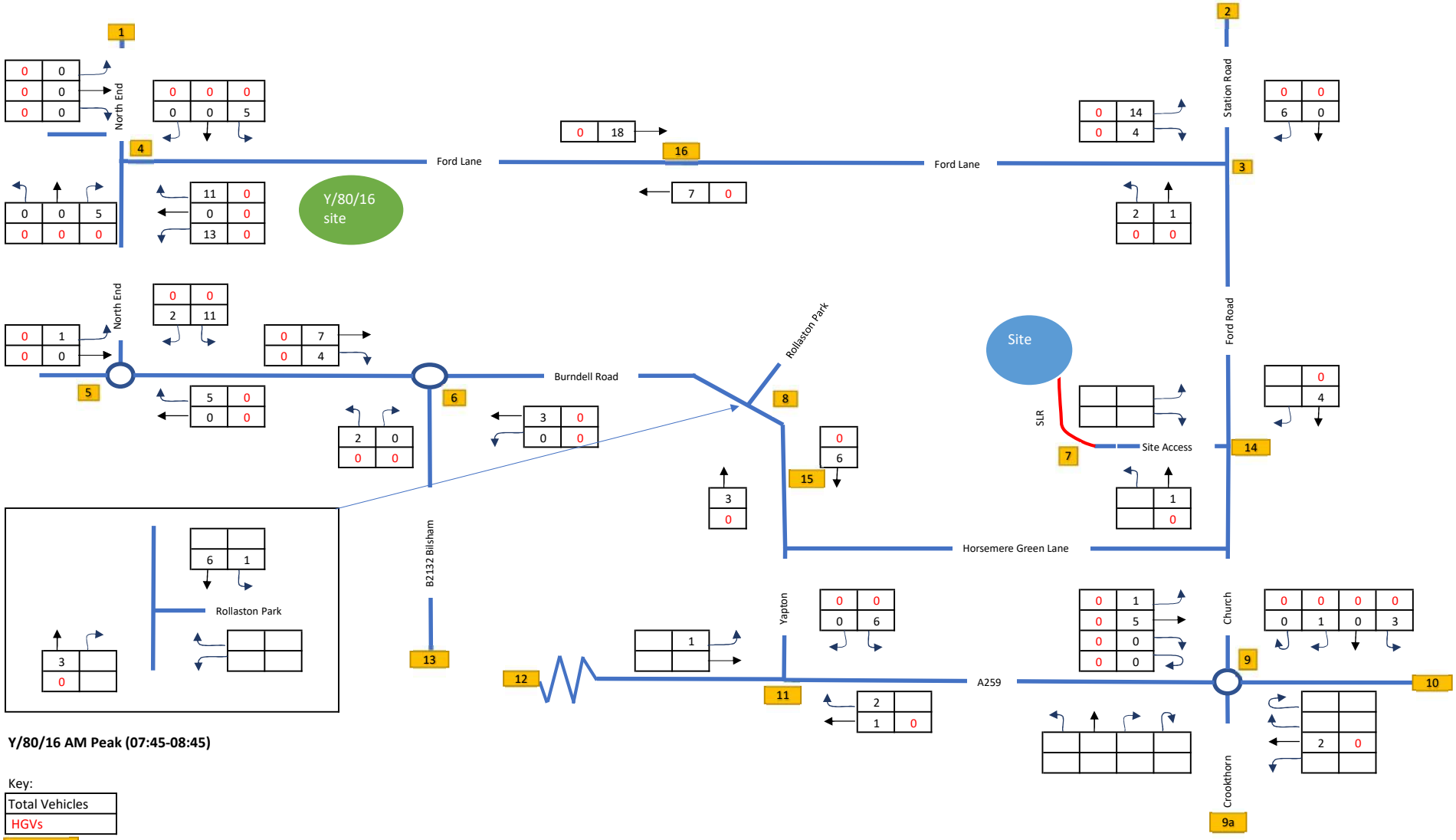


WA/44/17 PM Peak (17:00-18:00)

Key:

Total Vehicles
HGVs

Link ID

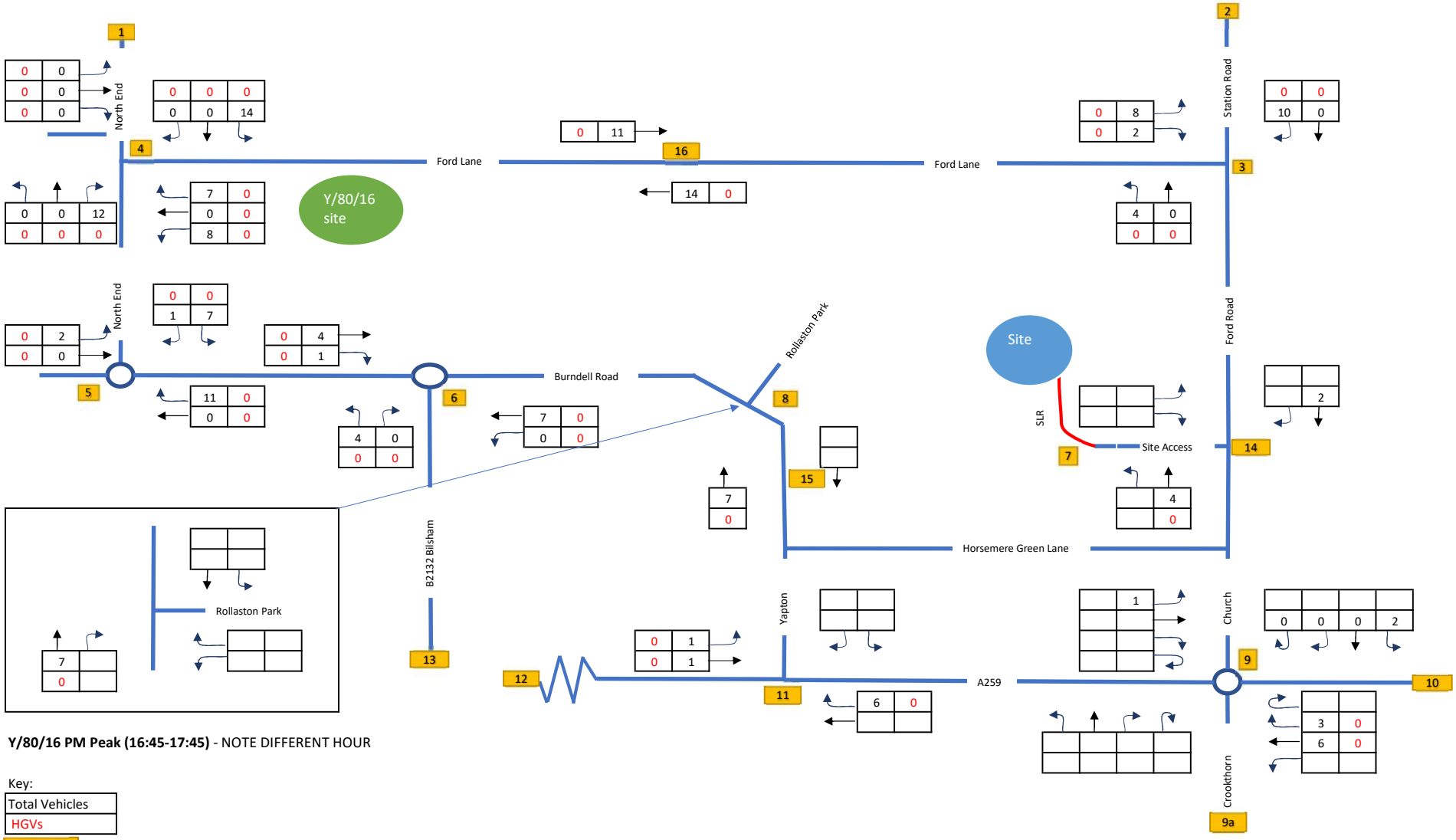


Y/80/16 AM Peak (07:45-08:45)

Key:

Total Vehicles
HGVs

Link ID

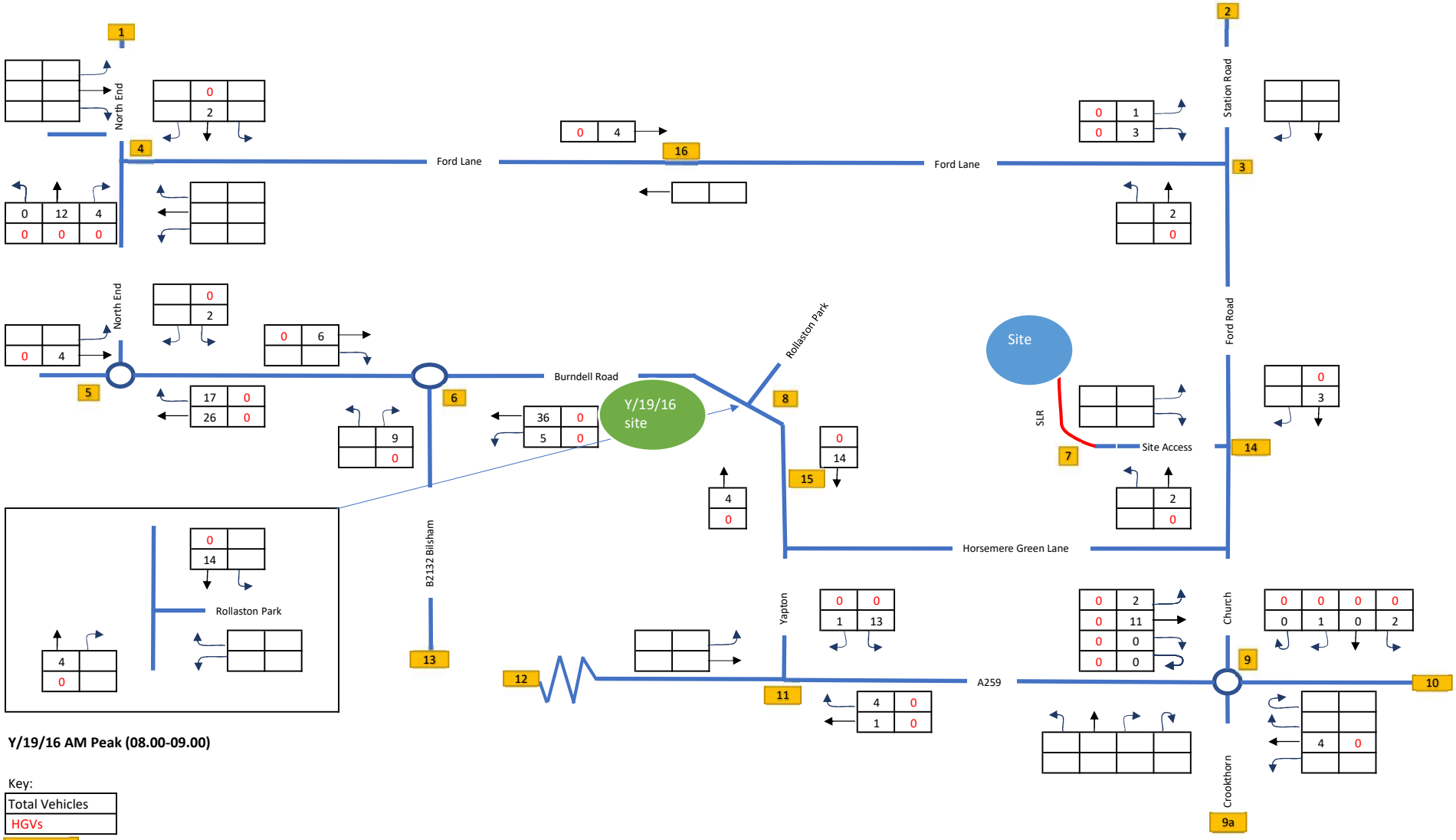


Y/80/16 PM Peak (16:45-17:45) - NOTE DIFFERENT HOUR

Key:

Total Vehicles
HGVs

Link ID

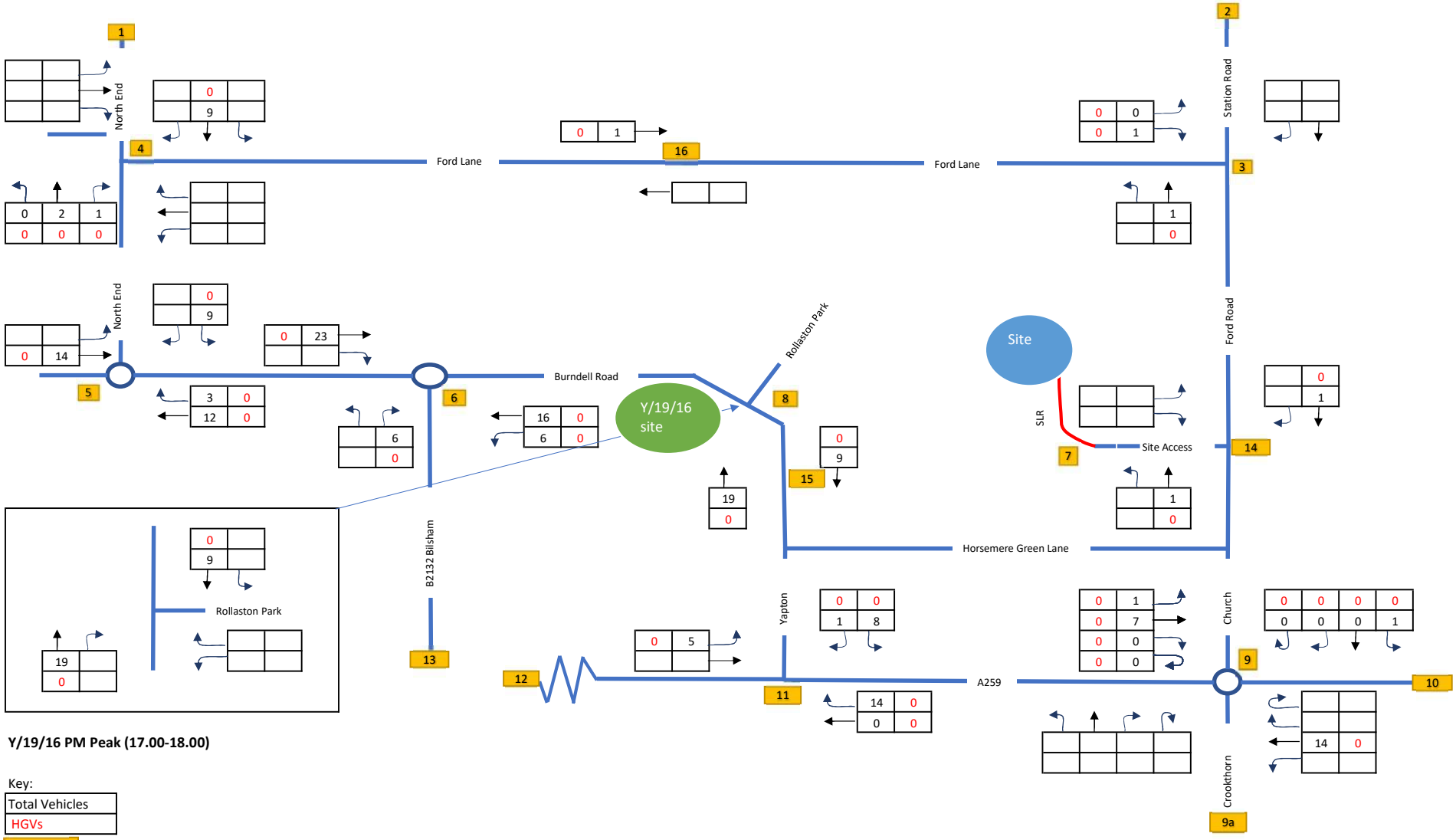


Y/19/16 AM Peak (08.00-09.00)

Key:

Total Vehicles
HGVs

Link ID

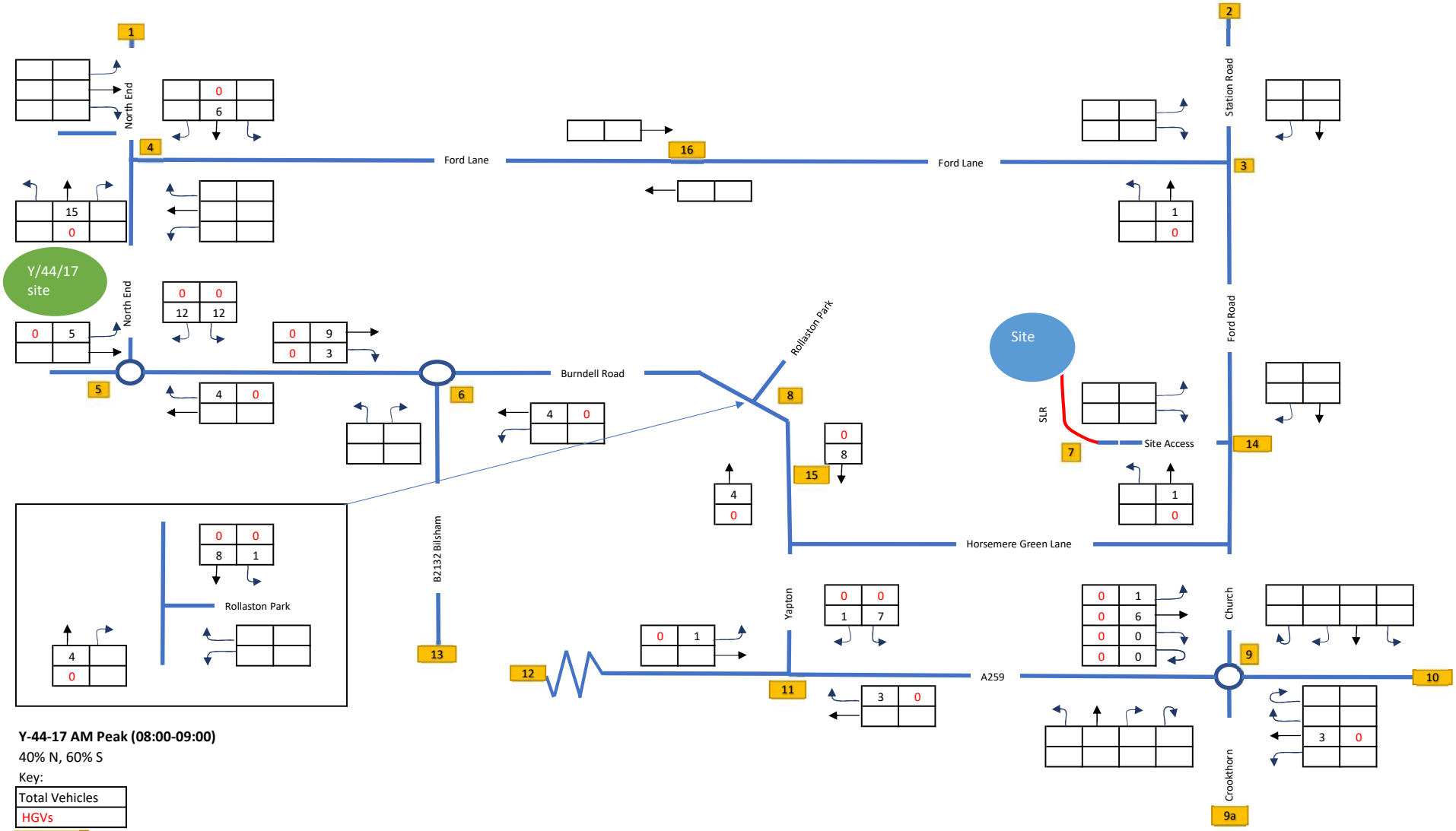


Y/19/16 PM Peak (17.00-18.00)

Key:

Total Vehicles
HGVs

Link ID



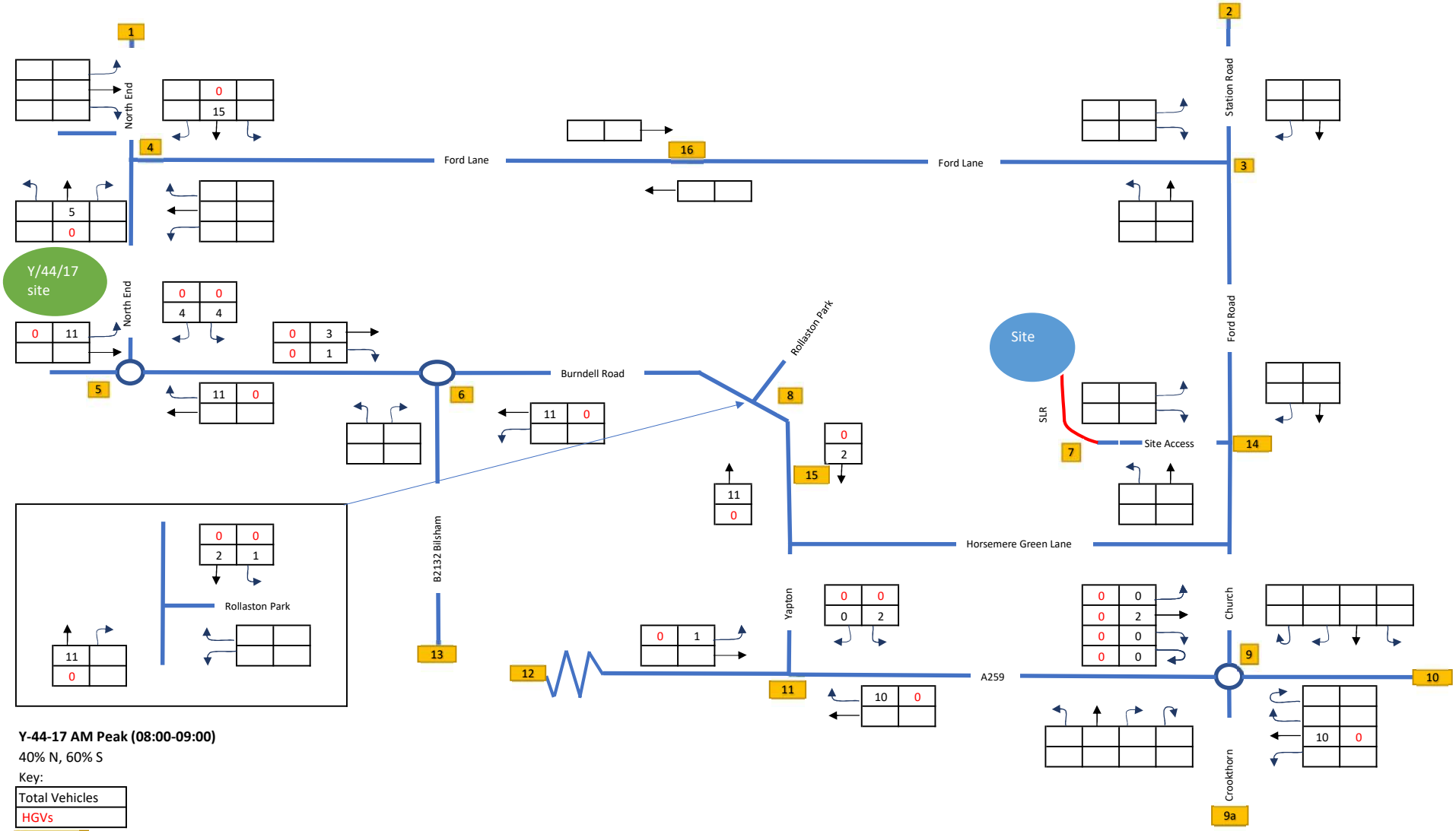
Y-44-17 AM Peak (08:00-09:00)

40% N, 60% S

Key:

Total Vehicles
HGVs

Link ID



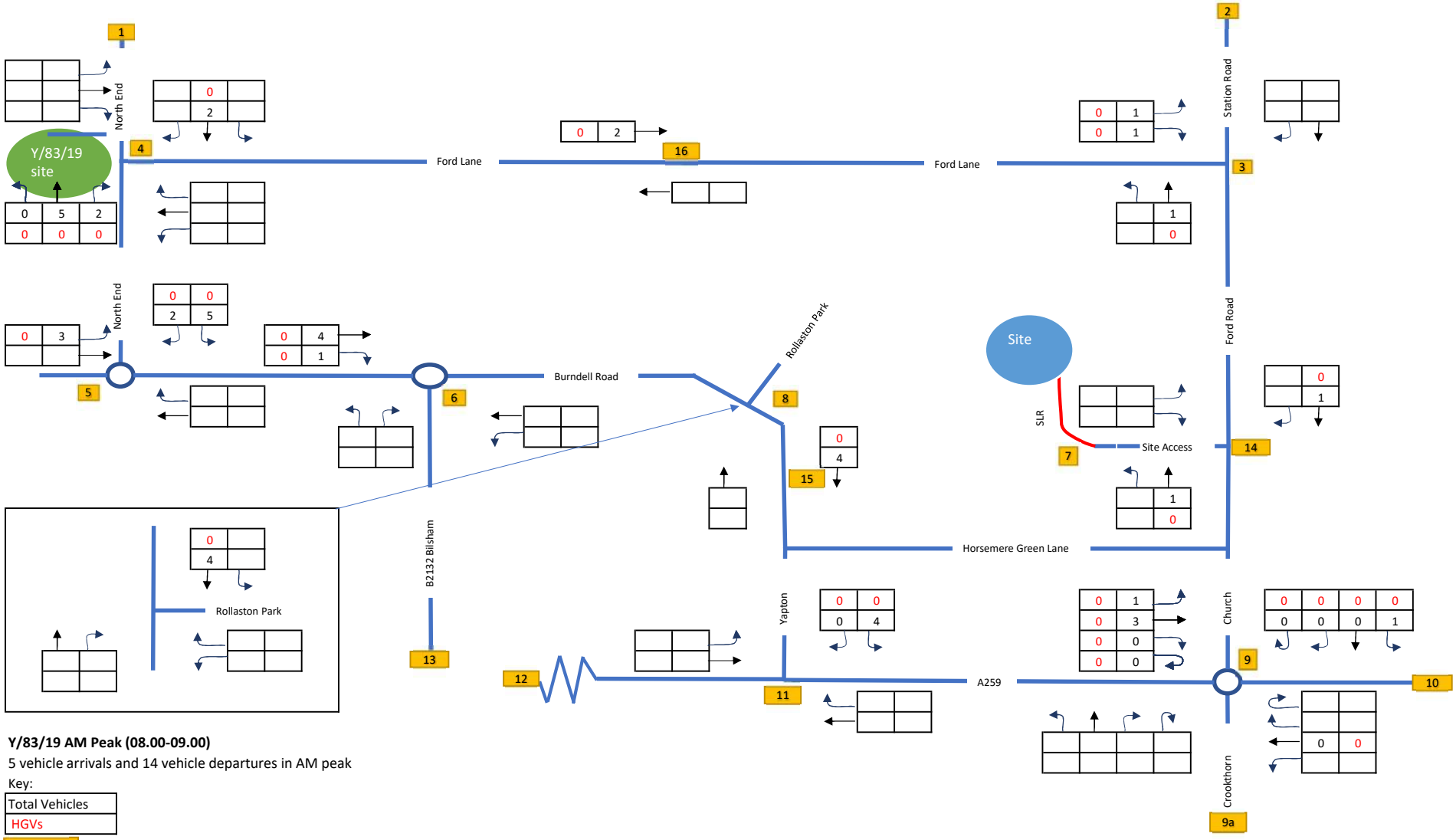
Y-44-17 AM Peak (08:00-09:00)

40% N, 60% S

Key:

Total Vehicles
HGVs

Link ID



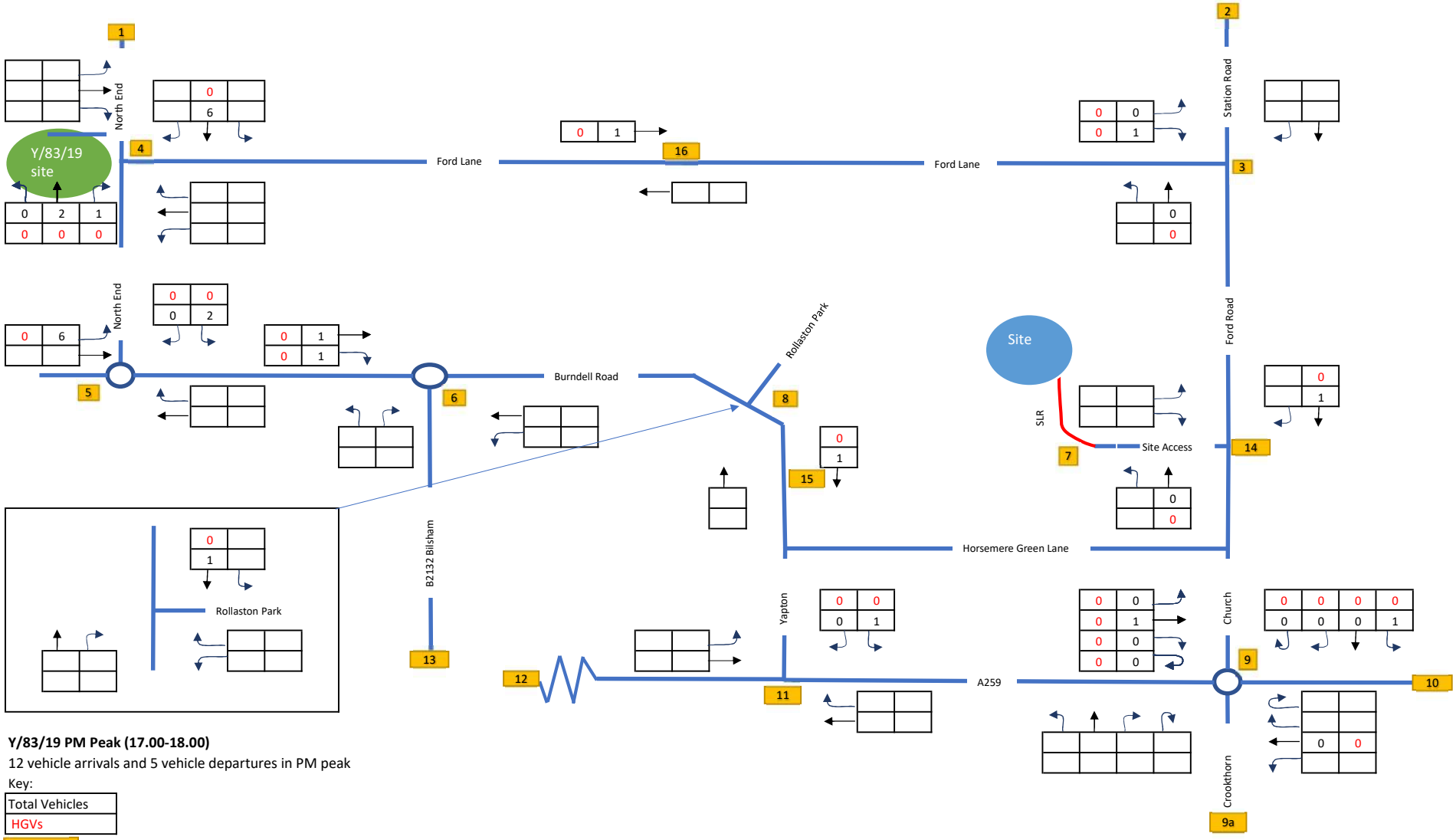
Y/83/19 AM Peak (08.00-09.00)

5 vehicle arrivals and 14 vehicle departures in AM peak

Key:

Total Vehicles
HGVs

Link ID



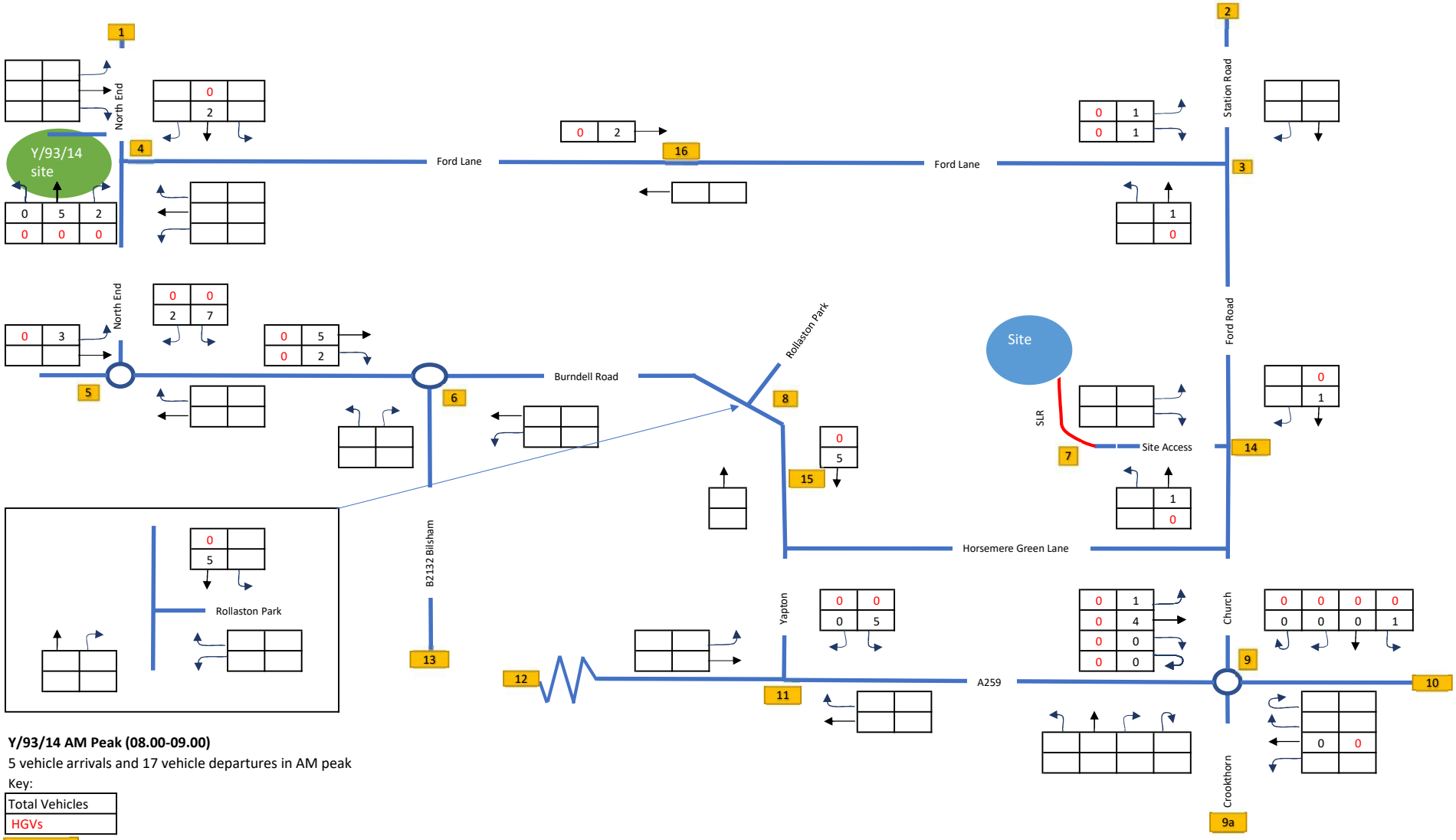
Y/83/19 PM Peak (17.00-18.00)

12 vehicle arrivals and 5 vehicle departures in PM peak

Key:

Total Vehicles
HGVs

Link ID



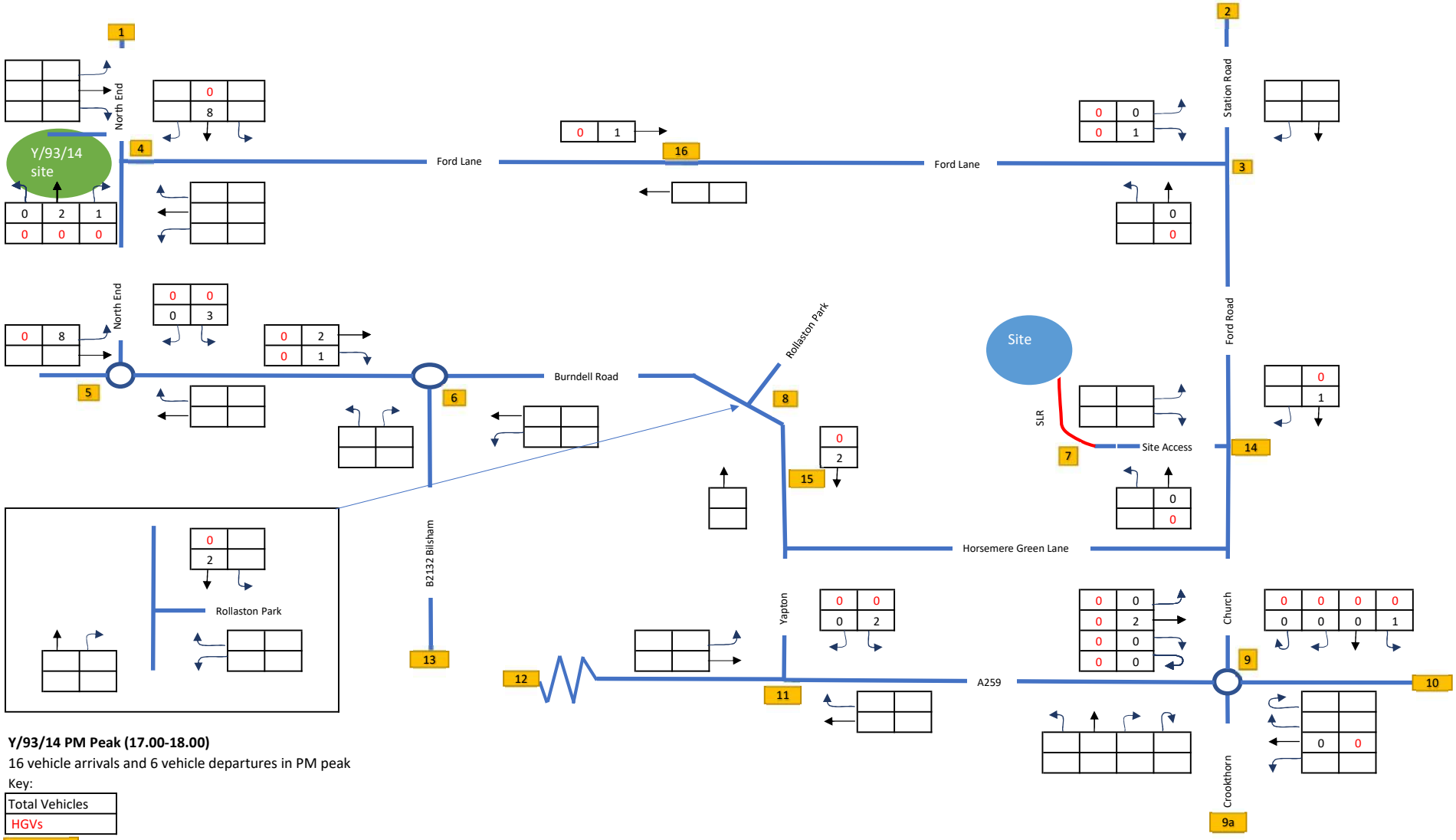
Y/93/14 AM Peak (08.00-09.00)

5 vehicle arrivals and 17 vehicle departures in AM peak

Key:

Total Vehicles
HGVs

Link ID



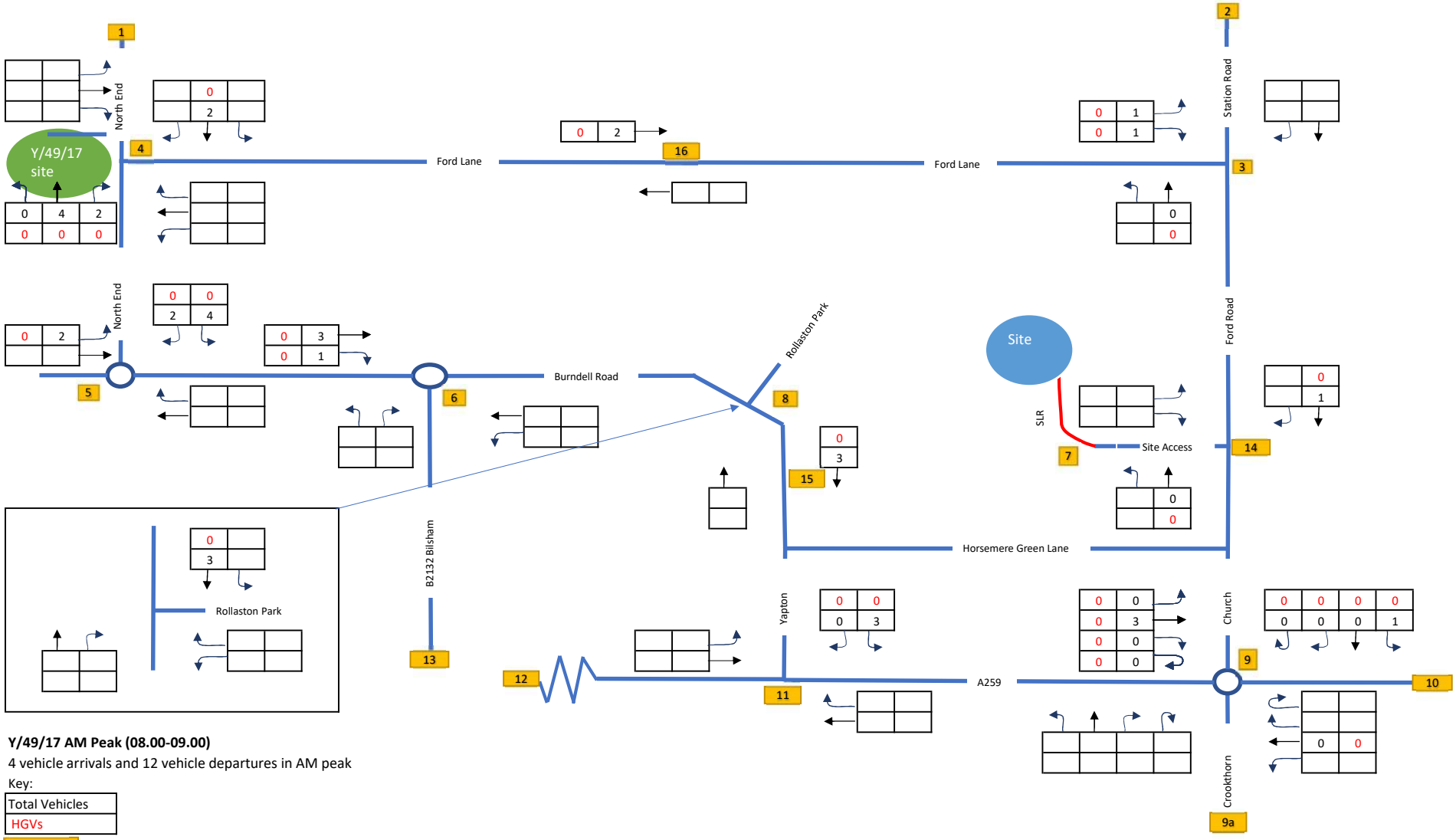
Y/93/14 PM Peak (17.00-18.00)

16 vehicle arrivals and 6 vehicle departures in PM peak

Key:

Total Vehicles
HGVs

Link ID



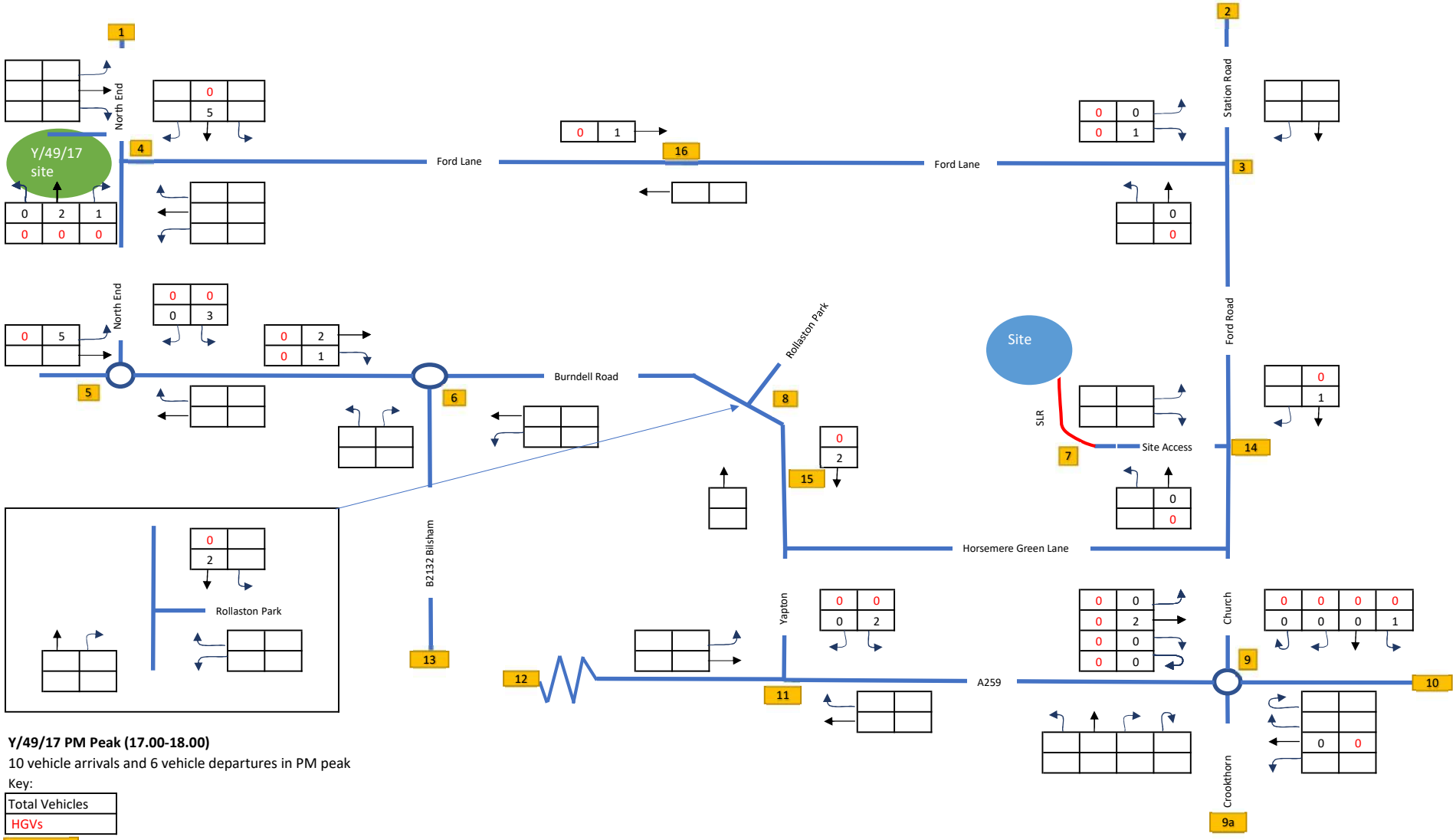
Y/49/17 AM Peak (08.00-09.00)

4 vehicle arrivals and 12 vehicle departures in AM peak

Key:

Total Vehicles
HGVs

Link ID



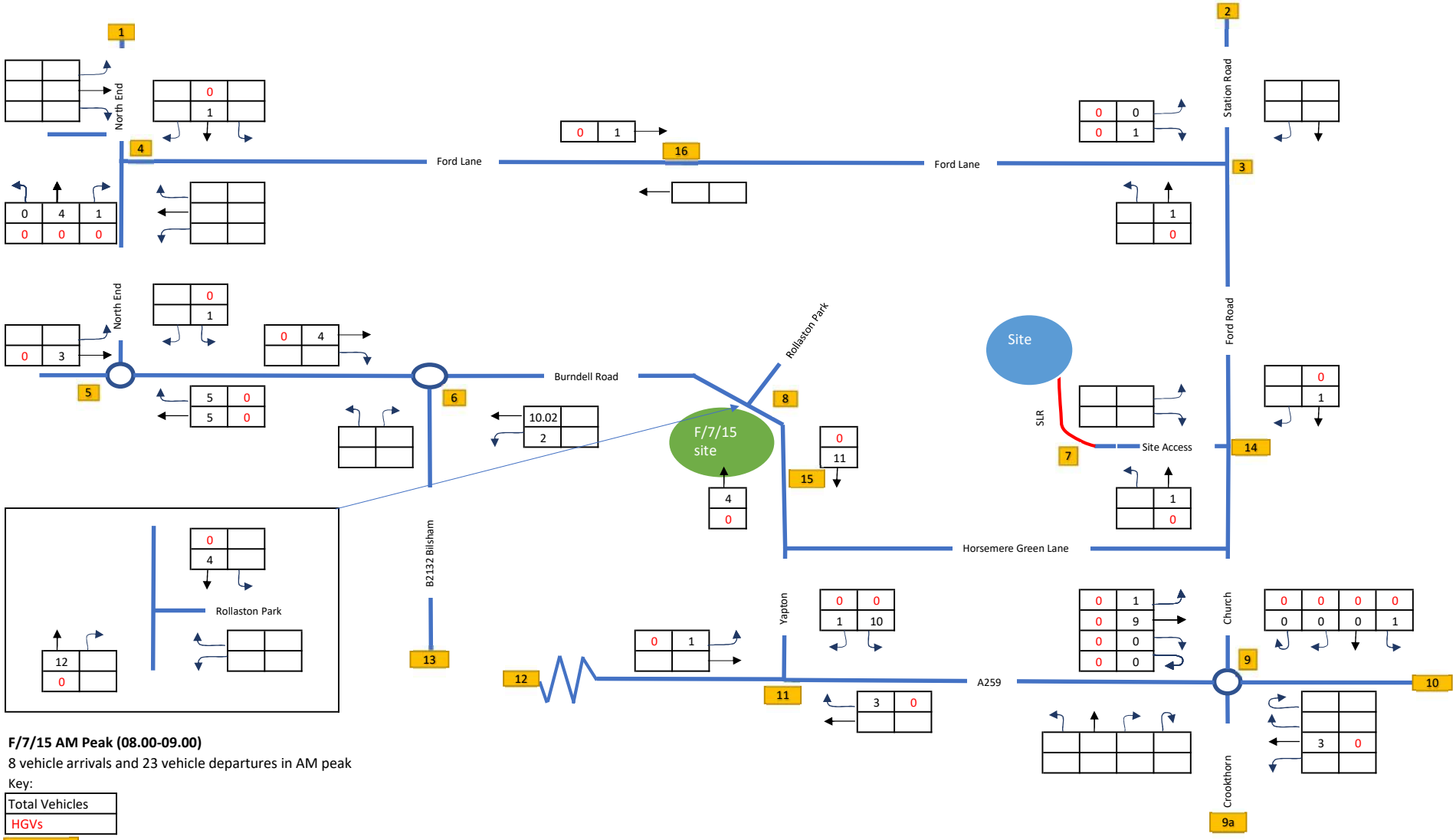
Y/49/17 PM Peak (17.00-18.00)

10 vehicle arrivals and 6 vehicle departures in PM peak

Key:

Total Vehicles
HGVs

Link ID



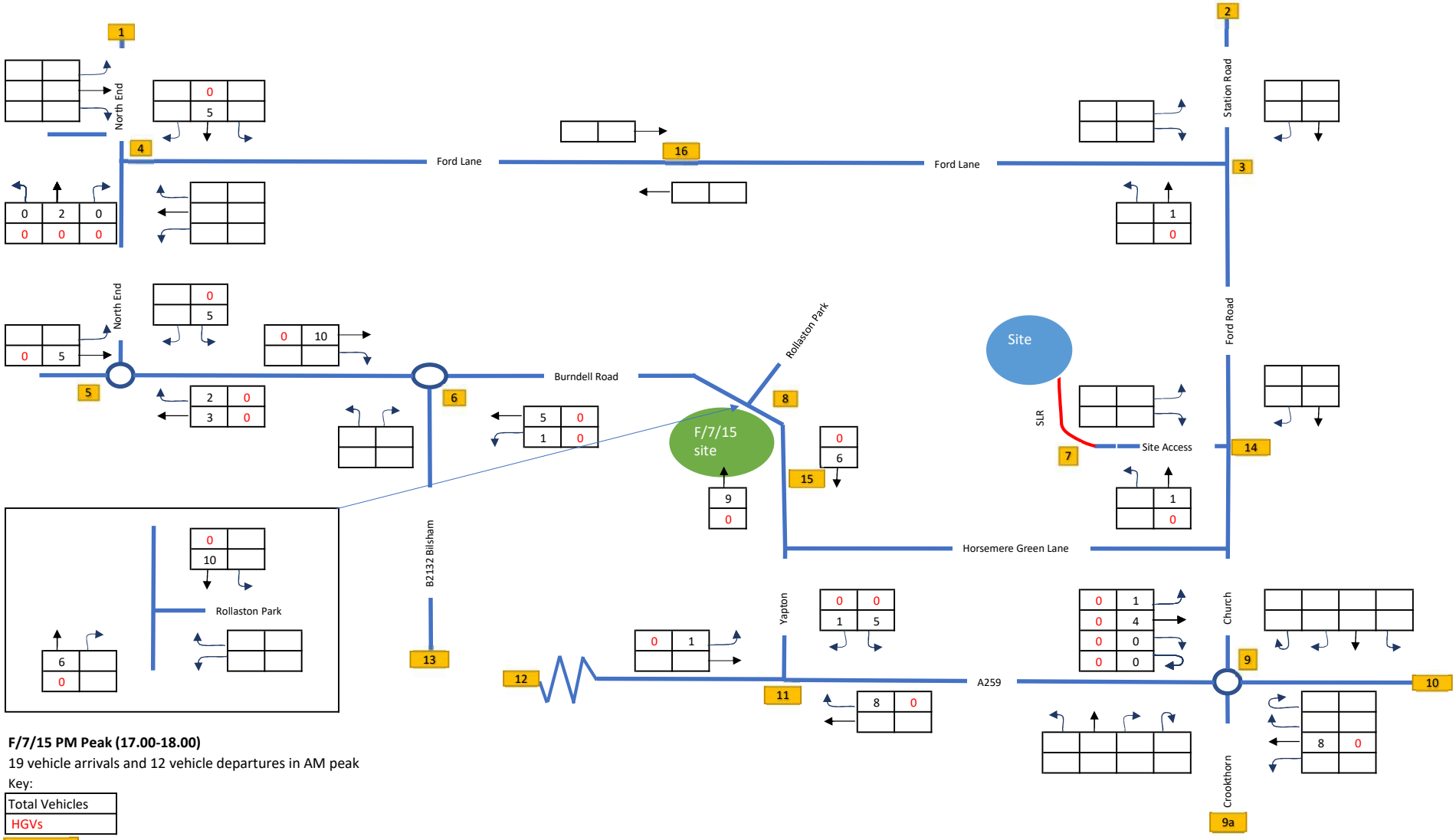
F/7/15 AM Peak (08.00-09.00)

8 vehicle arrivals and 23 vehicle departures in AM peak

Key:

Total Vehicles
HGVs

Link ID



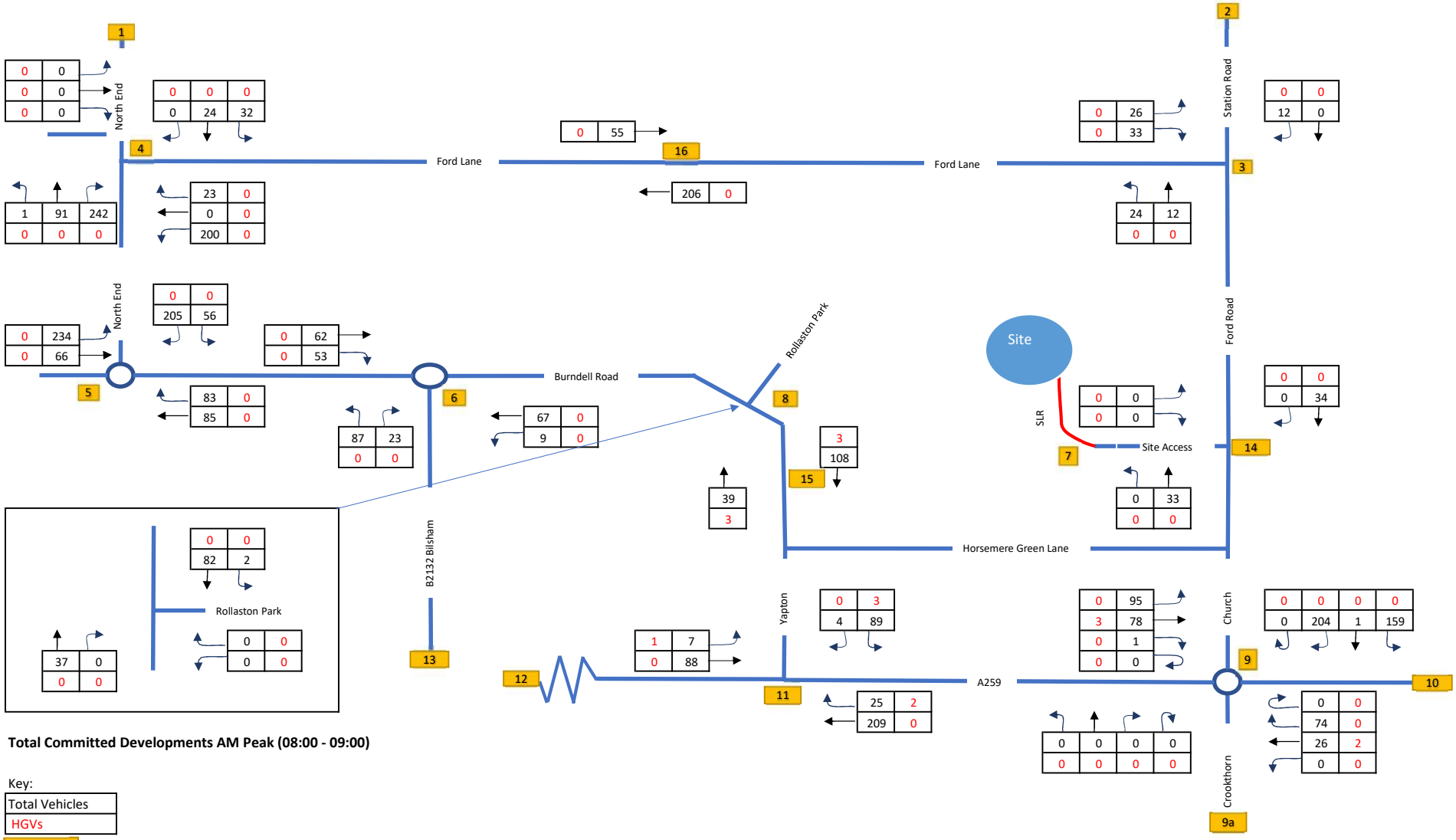
F/7/15 PM Peak (17.00-18.00)

19 vehicle arrivals and 12 vehicle departures in AM peak

Key:

Total Vehicles
HGVs

Link ID

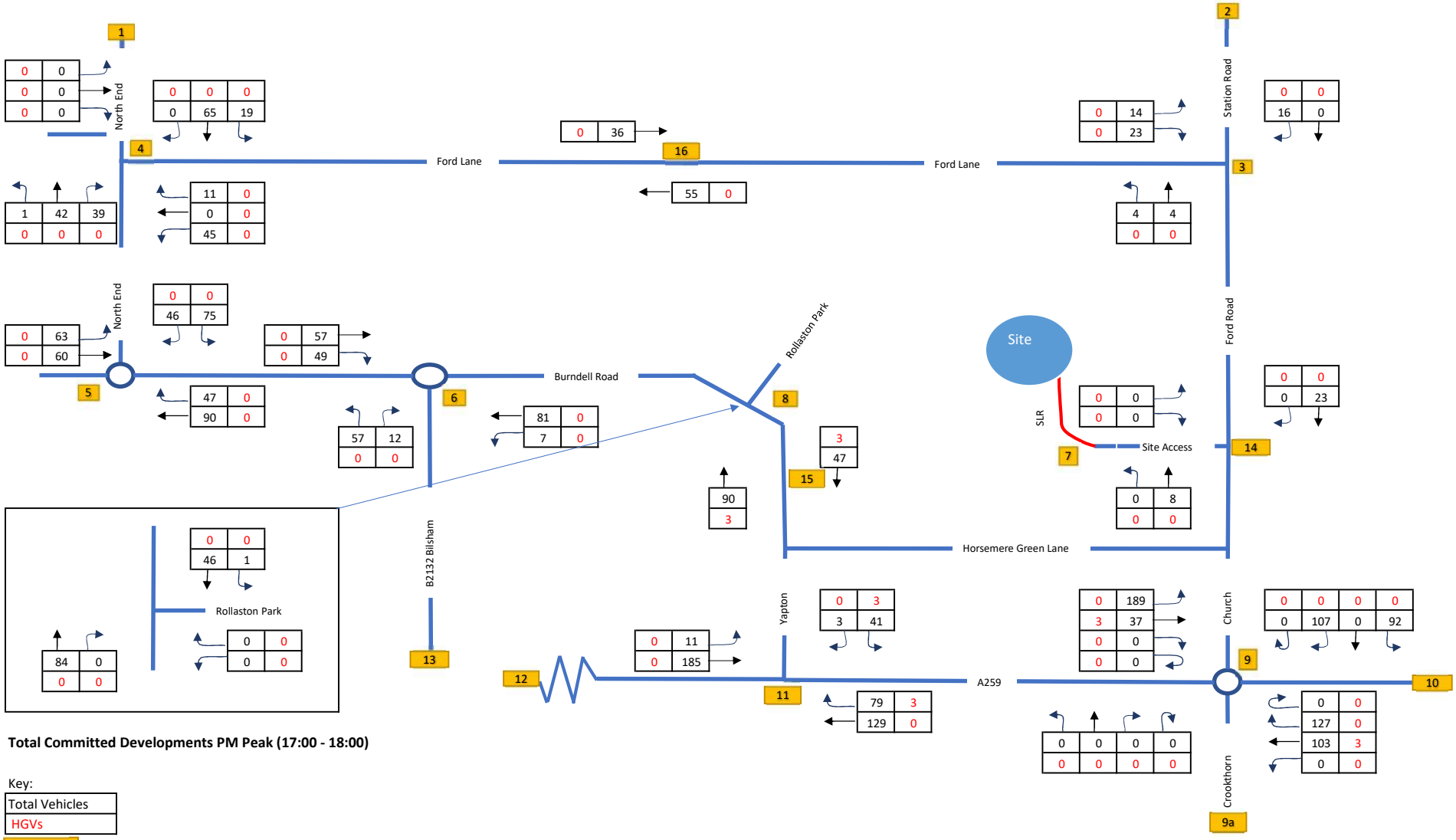


Total Committed Developments AM Peak (08:00 - 09:00)

Key:

Total Vehicles
HGVs

Link ID



Total Committed Developments PM Peak (17:00 - 18:00)

Key:

Total Vehicles
HGVs

Link ID

APPENDIX 10
FORD MARKET AND CAR BOOT DATA

OBSERVED THURSDAY 24/1/2019

	FORD ROAD			YAPTON ROAD			TOTAL		
	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation
04:00	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0
05:00	26	4	22	0	0	0	26	4	22
05:15	6	0	28	2	0	2	8	0	30
05:30	7	0	35	1	1	2	8	1	37
05:45	10	0	45	1	0	3	11	0	48
06:00	5	0	50	2	0	5	7	0	55
06:15	14	0	64	2	0	7	16	0	71
06:30	17	0	81	4	1	10	21	1	91
06:45	18	1	98	5	0	15	23	1	113
07:00	46	0	144	4	0	19	50	0	163
07:15	56	3	197	12	0	31	68	3	228
07:30	58	0	255	24	0	55	82	0	310
07:45	30	2	283	14	3	66	44	5	349
08:00	34	3	314	18	1	83	52	4	397
08:15	28	5	337	10	3	90	38	8	427
08:30	21	12	346	15	4	101	36	16	447
08:45	27	22	351	21	14	108	48	36	459
09:00	17	41	327	23	28	103	40	69	430
09:15	34	38	323	32	21	114	66	59	437
09:30	28	44	307	28	25	117	56	69	424
09:45	14	52	269	19	34	102	33	86	371
10:00	19	45	243	13	39	76	32	84	319
10:15	12	48	207	16	32	60	28	80	267
10:30	13	34	186	6	34	32	19	68	218
10:45	2	35	153	6	28	10	8	63	163
11:00	2	53	102	6	34	-18	8	87	84
11:15	5	40	67	2	11	-27	7	51	40
11:30	1	36	32	2	16	-41	3	52	-9
11:45	2	31	3	1	5	-45	3	36	-42
12:00	2	20	-15	2	3	-46	4	23	-61
12:15	0	16	-31	2	6	-50	2	22	-81
12:30	0	6	-37	0	0	-50	0	6	-87
12:45	0	5	-42	0	0	-50	0	5	-92
13:00	2	9	-49	0	0	-50	2	9	-99
13:15	1	4	-52	0	0	-50	1	4	-102
13:30	0	6	-58	0	0	-50	0	6	-108
13:45	0	1	-59	0	0	-50	0	1	-109
14:00	0	0	-59	0	0	-50	0	0	-109
14:15	0	0	-59	0	0	-50	0	0	-109
14:30	0	0	-59	0	0	-50	0	0	-109
14:45	0	0	-59	1	0	-49	1	0	-108
15:00	0	0	-59	0	0	-49	0	0	-108

FACTOR: 4.36

FUTURE SCENARIO, MAX PERMITTED

	FORD ROAD		
	In	Out	Accumulation
04:00	0	0	0
04:15	0	0	0
04:30	0	0	0
04:45	0	0	0
05:00	113	17	96
05:15	35	0	131
05:30	35	4	161
05:45	48	0	209
06:00	31	0	240
06:15	70	0	309
06:30	92	4	397
06:45	100	4	492
07:00	218	0	710
07:15	296	13	993
07:30	357	0	1351
07:45	192	22	1521
08:00	227	17	1730
08:15	166	35	1861
08:30	157	70	1948
08:45	209	157	2000
09:00	174	301	1874
09:15	288	257	1904
09:30	244	301	1847
09:45	144	375	1617
10:00	139	366	1390
10:15	122	349	1163
10:30	83	296	950
10:45	35	275	710
11:00	35	379	366
11:15	31	222	174
11:30	13	227	-39
11:45	13	157	-183
12:00	17	100	-266
12:15	9	96	-353
12:30	0	26	-379
12:45	0	22	-401
13:00	9	39	-431
13:15	4	17	-444
13:30	0	26	-471
13:45	0	4	-475
14:00	0	0	-475
14:15	0	0	-475
14:30	0	0	-475
14:45	4	0	-471
15:00	0	0	-471

FUTURE SCENARIO, MAX PERMITTED

FORD ROAD

	In	Out
00:00		
01:00		
02:00		
03:00		
04:00	0	0
05:00	231	22
06:00	292	9
07:00	1063	35
08:00	758	279
09:00	850	1233
10:00	379	1285
11:00	92	985
12:00	26	244
13:00	13	87
14:00	4	0
15:00		
16:00		
17:00		
18:00		
19:00		
20:00		
21:00		
22:00		
23:00		

Based on distributions presented in Ford Market and Car Boot Transport Statement

FORD MARKET - Turning proportions - ALL VEHICLES

From \ To	Ford Road (N)	Site access	Ford Road (S)	Total
Ford Road (N)		0.494675		**0.494674991**
Site access	0.492290335		0.507709665	**1**
Ford Road (S)		0.5053250		**0.505325009**
Total	**0.492290335**	**1**	**0.507709665**	**2**

FORD MARKET ONLY - 09:00-10:00 - ALL VEHICLES

From \ To	Ford Road (N)	Site access	Ford Road (S)	Total
Ford Road (N)		420		**420**
Site access	607		626	**1233**
Ford Road (S)		429		**429**
Total	**607**	**850**	**626**	**2083**

Based on distributions presented in Ford Market and Car Boot Transport Statement

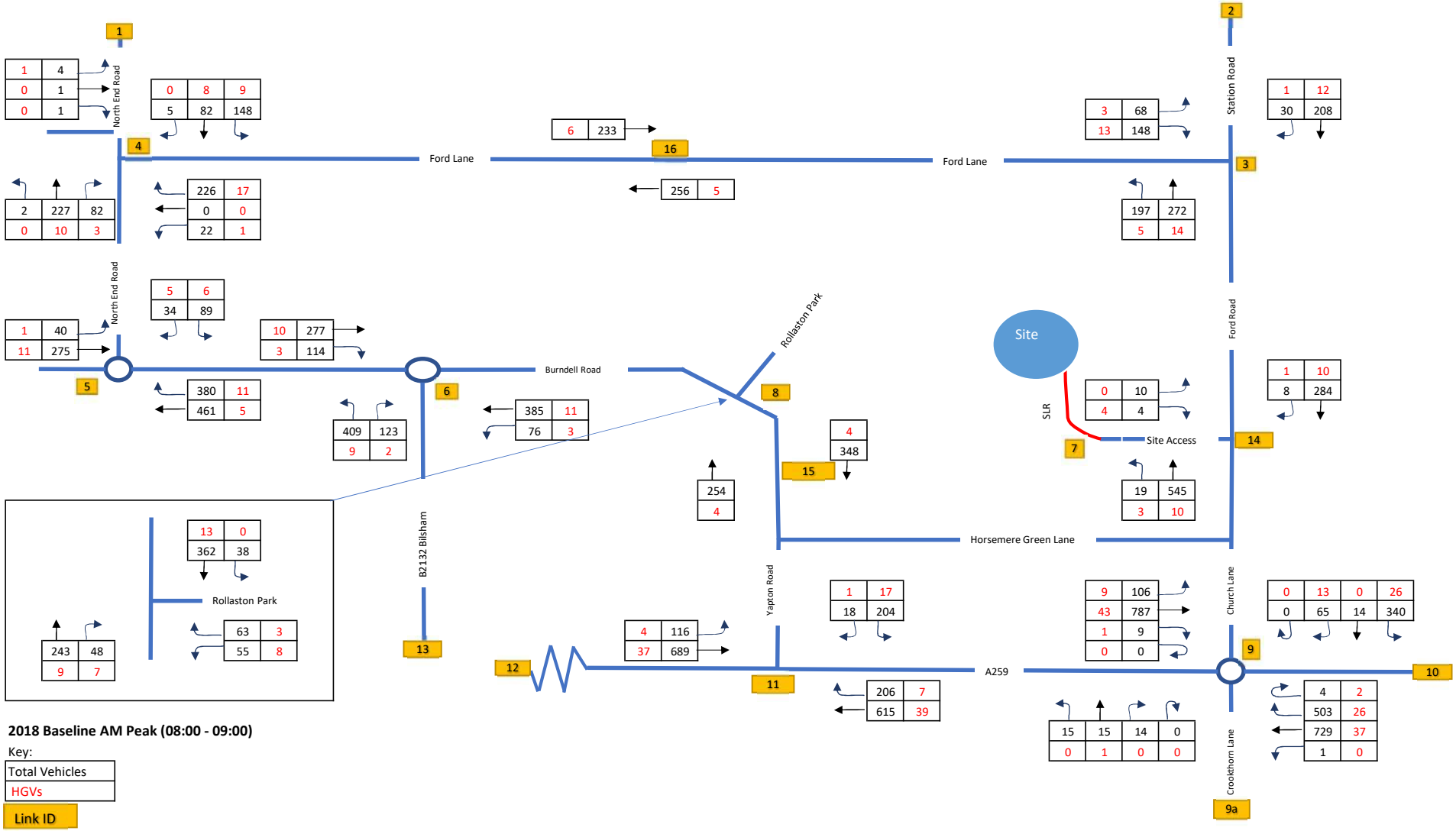
FORD MARKET - Turning proportions - ALL VEHICLES

From \ To	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	Total
Church Lane		0.329823242		0.125235051	**0.455058293**
A259 (east)	0.263312523				**0.263312523**
Crookthorn Lane					**0**
A259 (west)	0.129269188				**0.129269188**
Total	**0.392581711**	**0.329823242**	**0**	**0.125235051**	**0.847640004**

FORD MARKET - 08:00-09:00 - ALL VEHICLES

From \ To	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	Total
Church Lane		407		154	**561**
A259 (east)	224				**224**
Crookthorn Lane					**0**
A259 (west)	110				**110**
Total	**334**	**407**	**0**	**154**	**895**

APPENDIX 11
TRAFFIC FLOW TRIP DISTRIBUTION DIAGRAMS

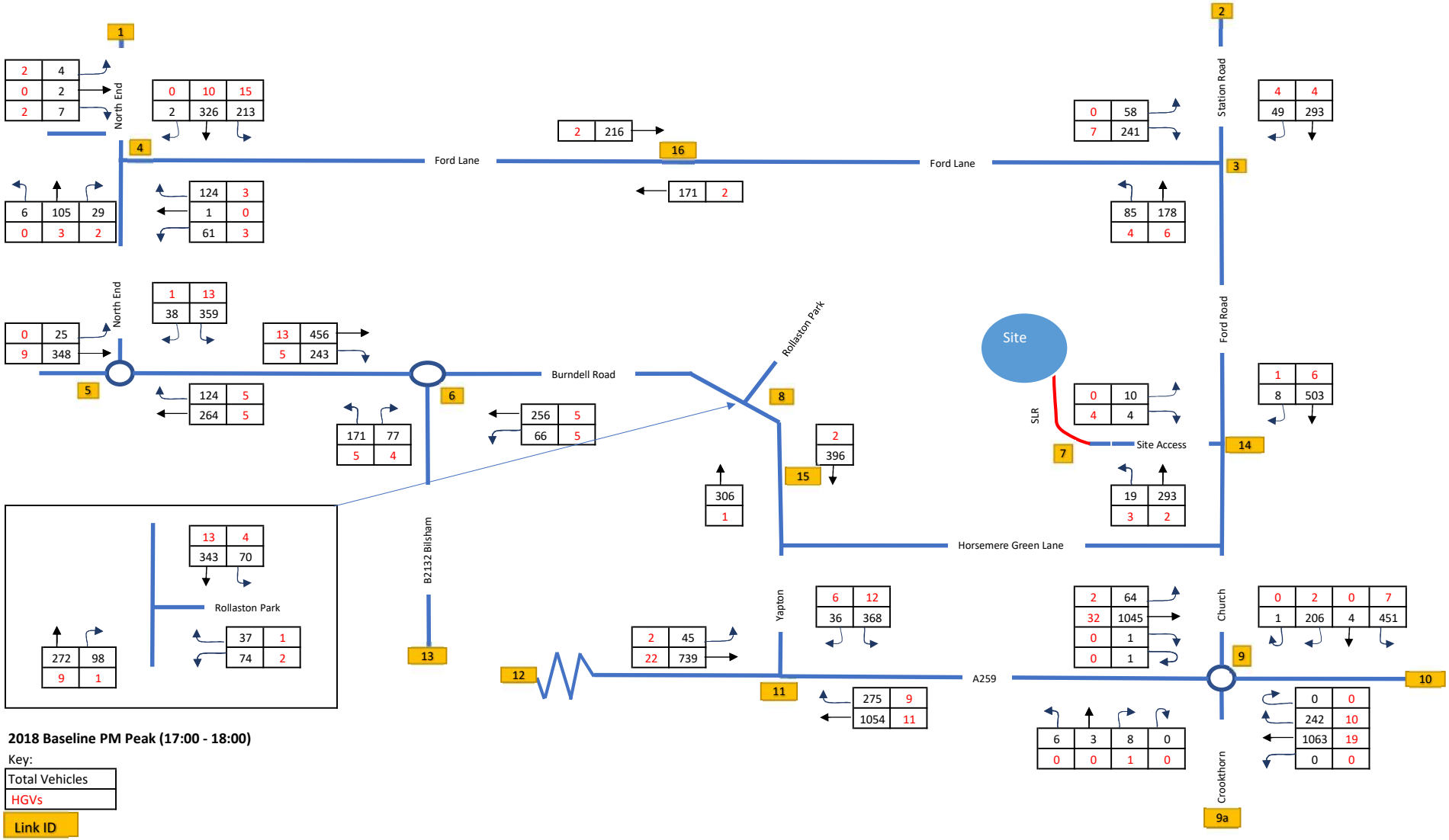


2018 Baseline AM Peak (08:00 - 09:00)

Key:

Total Vehicles
HGVs

Link ID

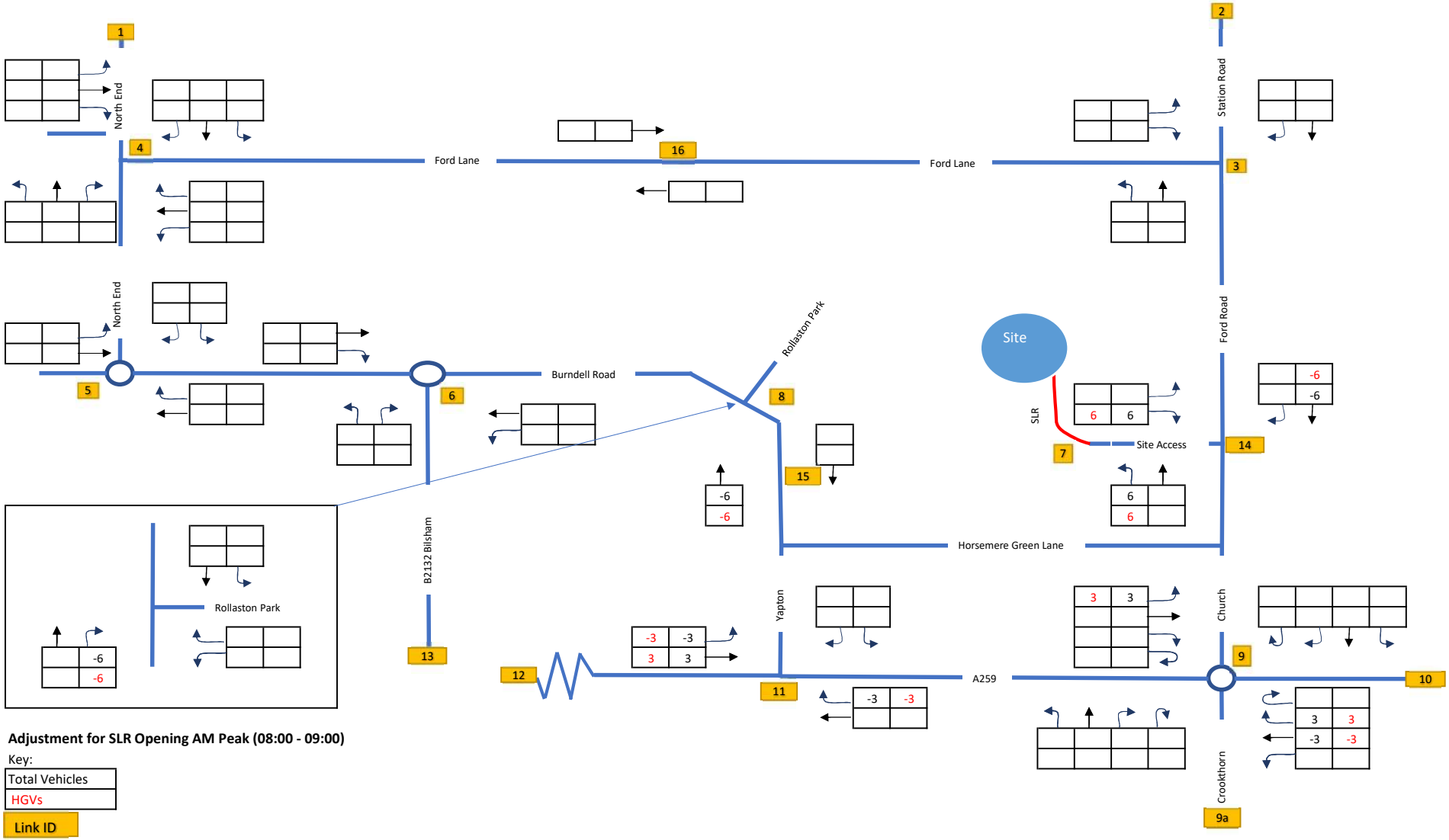


2018 Baseline PM Peak (17:00 - 18:00)

Key:

Total Vehicles
HGVs

Link ID

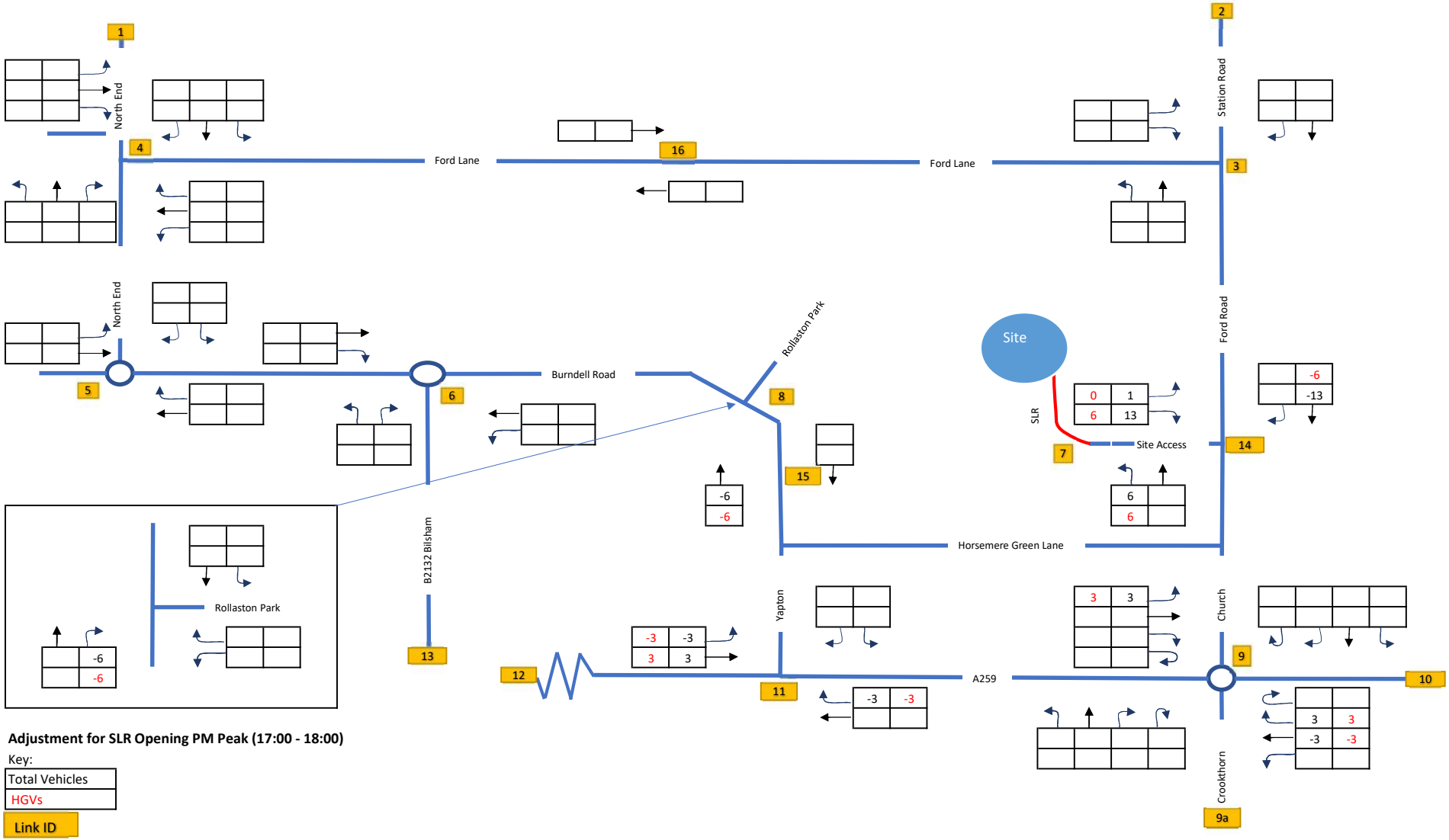


Adjustment for SLR Opening AM Peak (08:00 - 09:00)

Key:

Total Vehicles
HGVs

Link ID

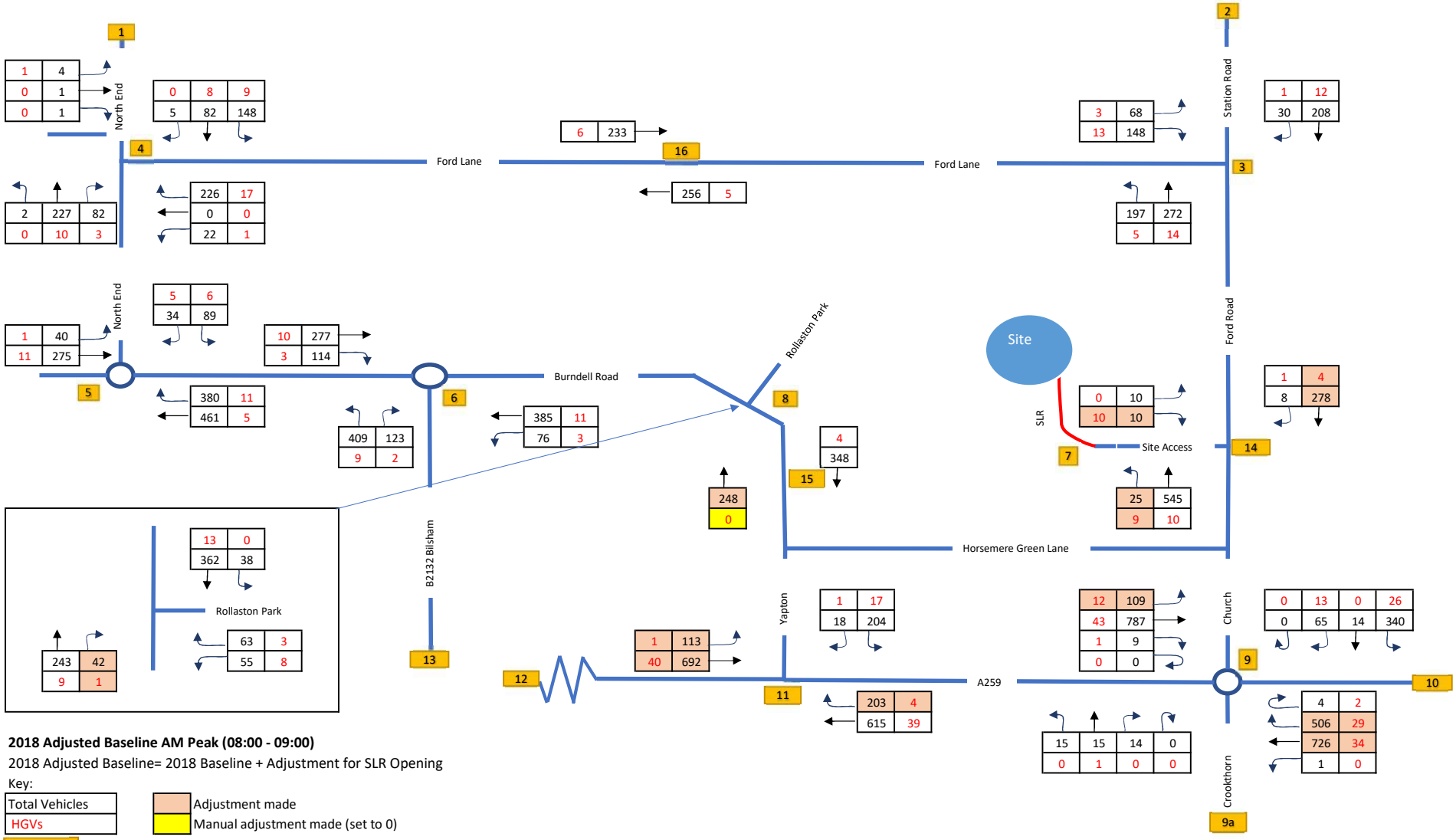


Adjustment for SLR Opening PM Peak (17:00 - 18:00)

Key:

Total Vehicles
HGVs

Link ID



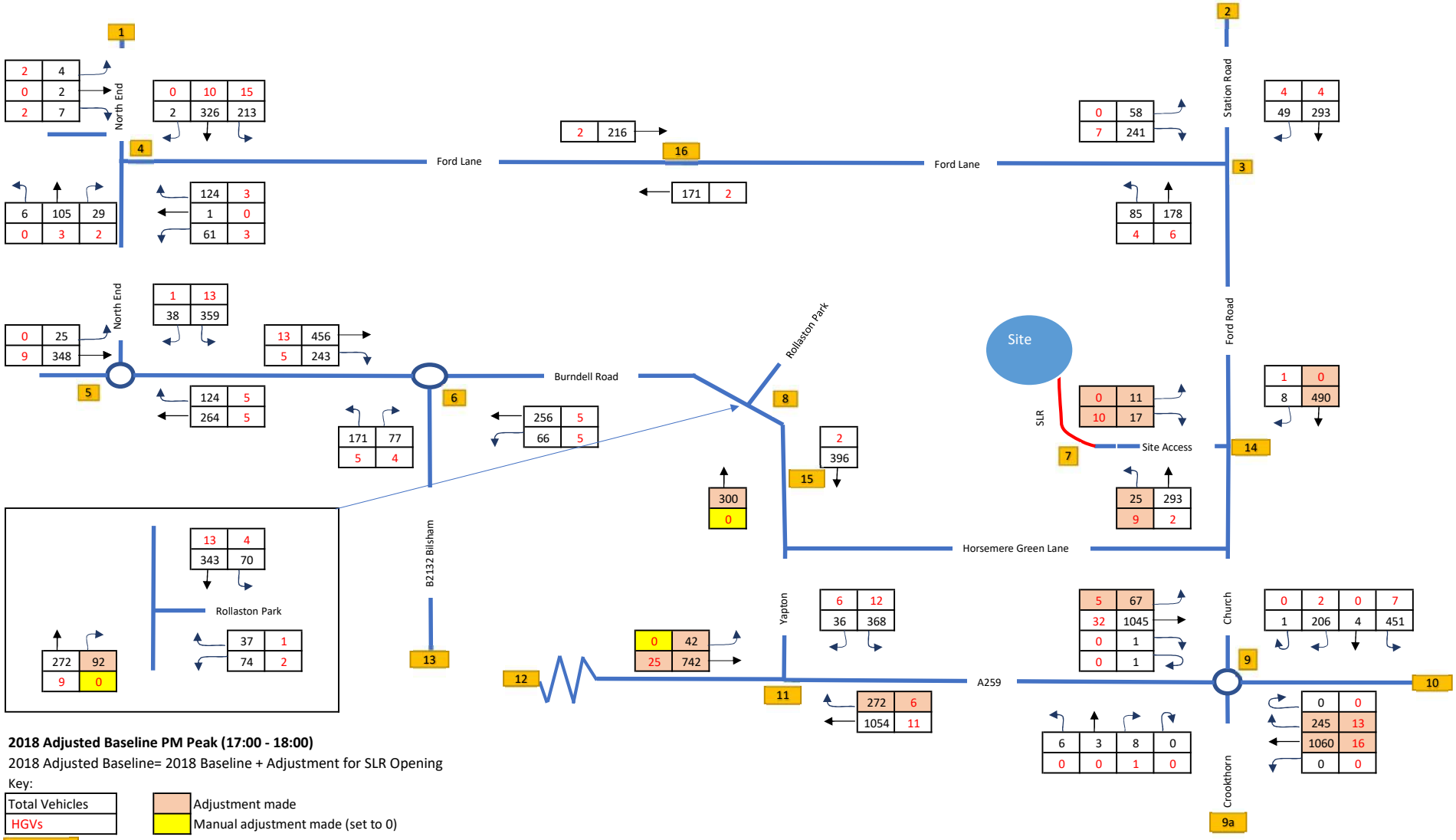
2018 Adjusted Baseline AM Peak (08:00 - 09:00)

2018 Adjusted Baseline= 2018 Baseline + Adjustment for SLR Opening

Key:

Total Vehicles	Adjustment made
HGVs	Manual adjustment made (set to 0)

Link ID



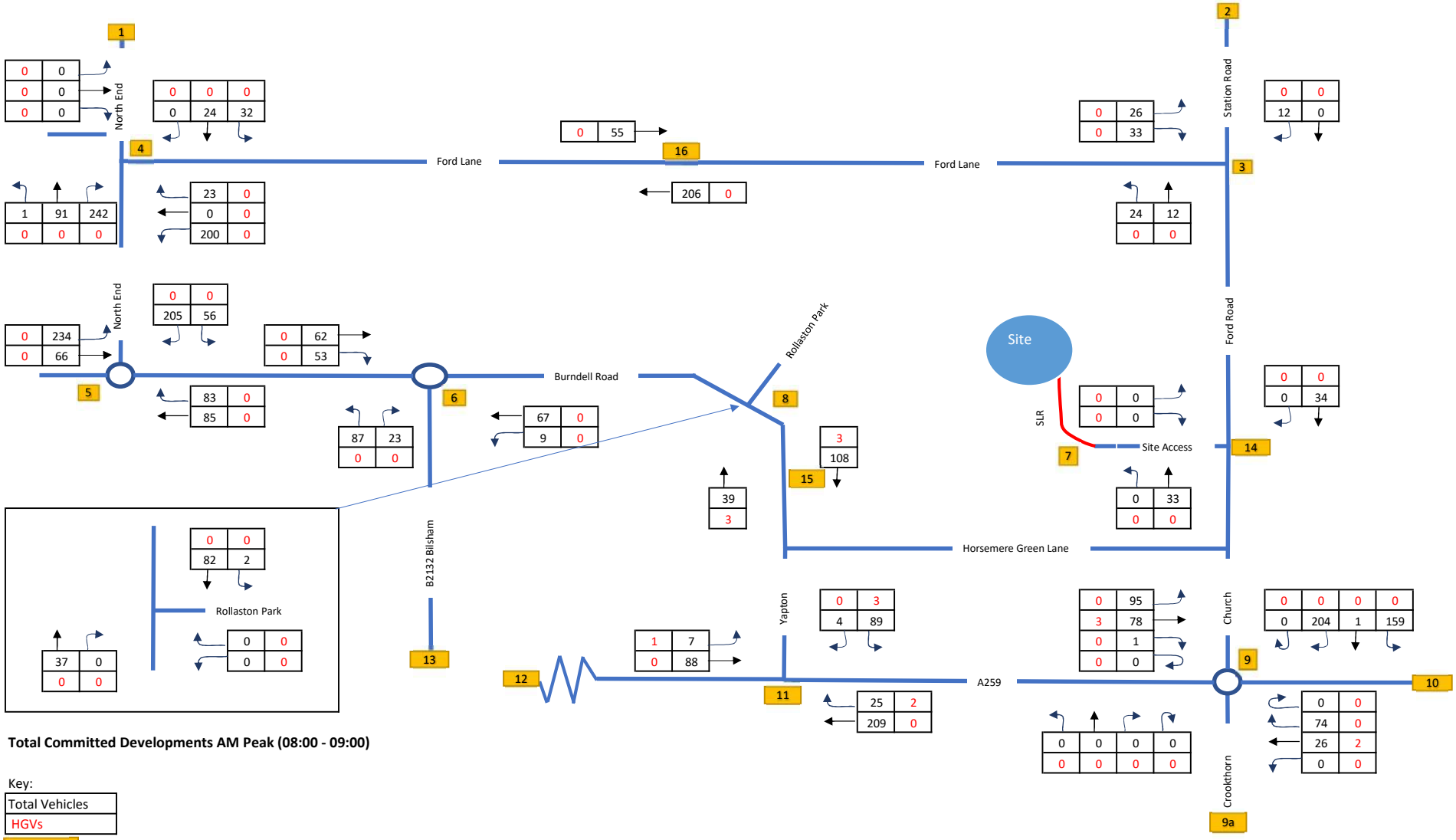
2018 Adjusted Baseline PM Peak (17:00 - 18:00)

2018 Adjusted Baseline= 2018 Baseline + Adjustment for SLR Opening

Key:

Total Vehicles	Adjustment made
HGVs	Manual adjustment made (set to 0)

Link ID

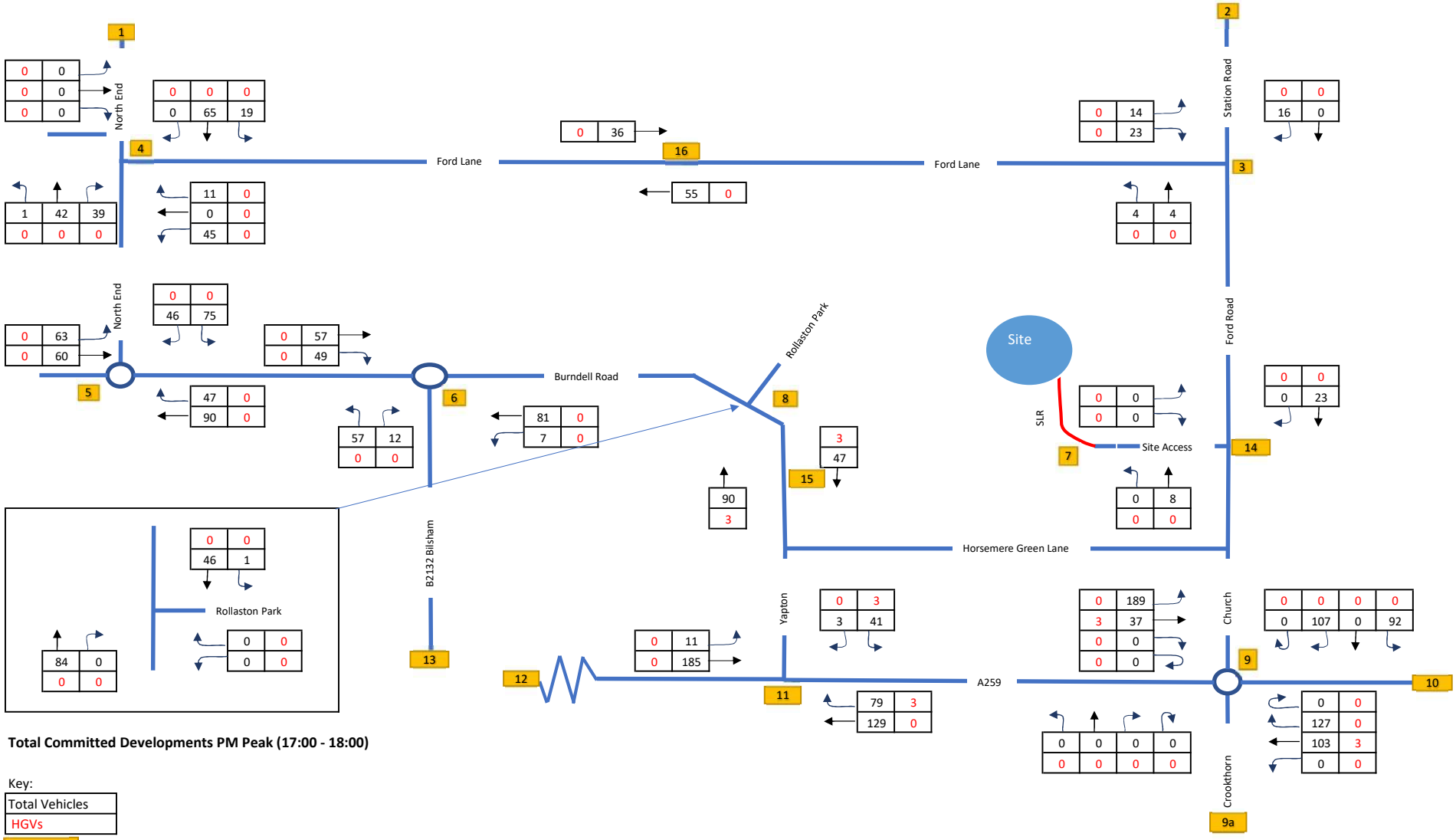


Total Committed Developments AM Peak (08:00 - 09:00)

Key:

Total Vehicles
HGVs

Link ID

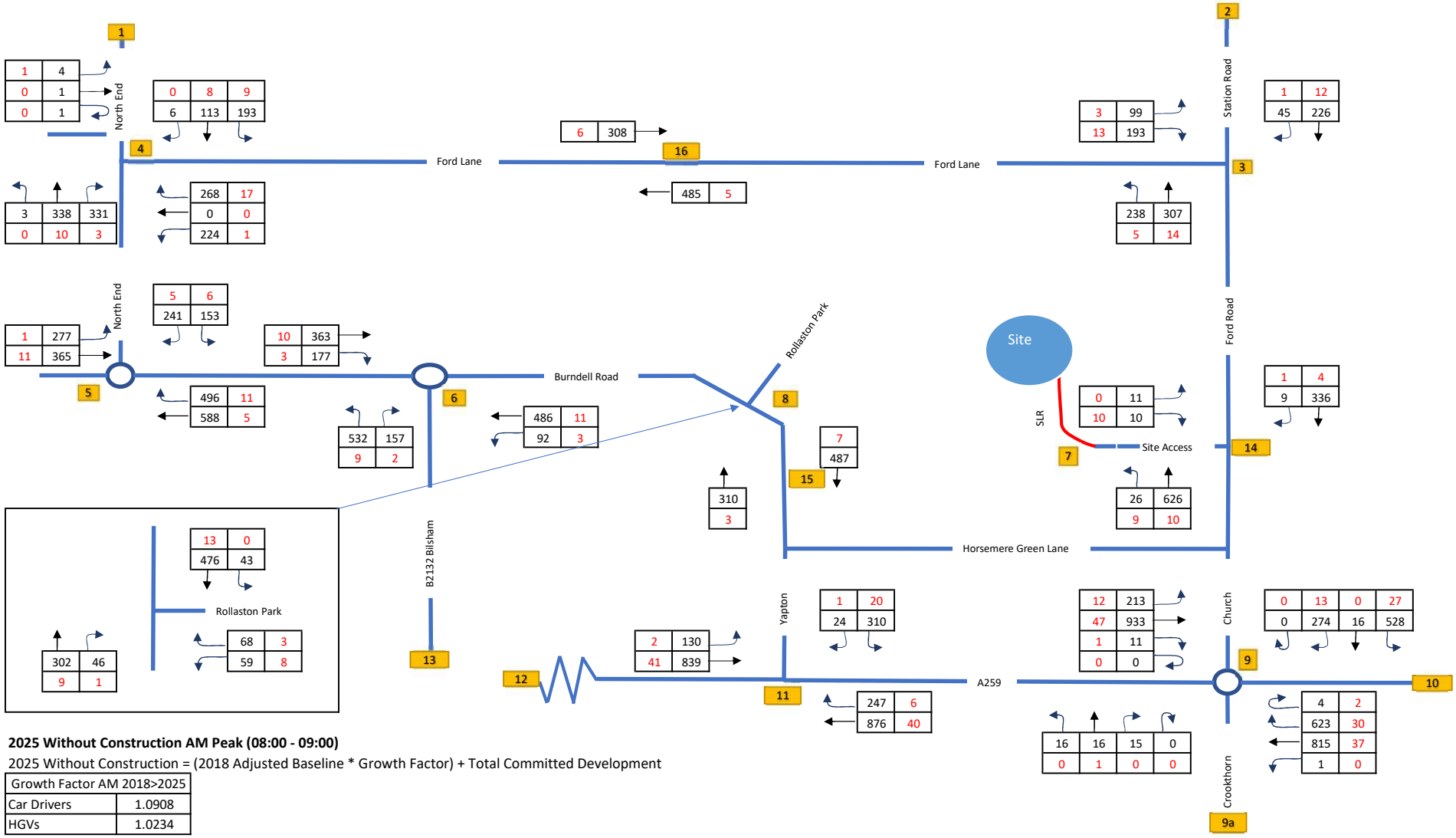


Total Committed Developments PM Peak (17:00 - 18:00)

Key:

Total Vehicles
HGVs

Link ID



2025 Without Construction AM Peak (08:00 - 09:00)

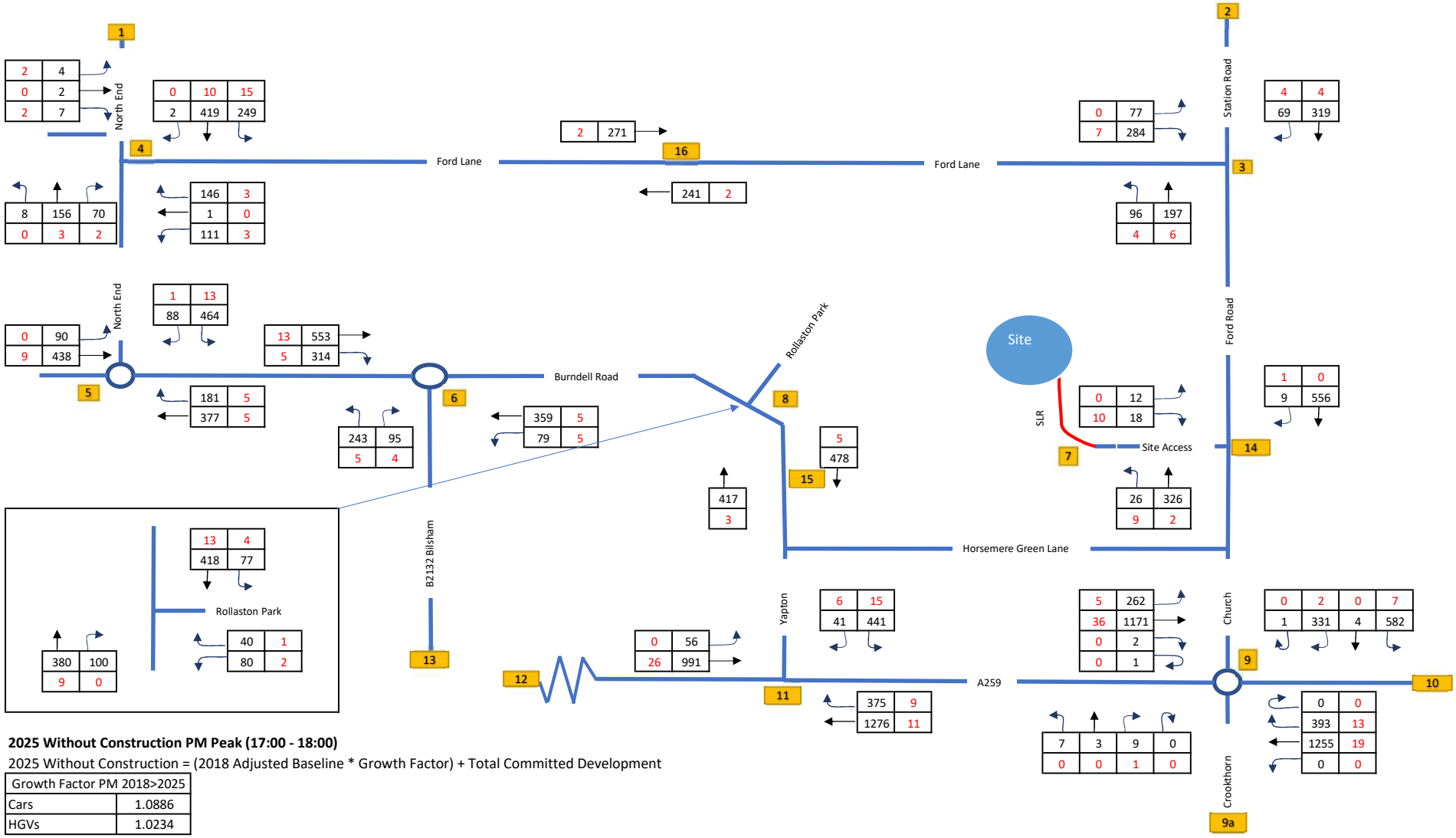
2025 Without Construction = (2018 Adjusted Baseline * Growth Factor) + Total Committed Development

Growth Factor AM 2018>2025	
Car Drivers	1.0908
HGVs	1.0234

Key:

Total Vehicles
HGVs

Link ID



2025 Without Construction PM Peak (17:00 - 18:00)

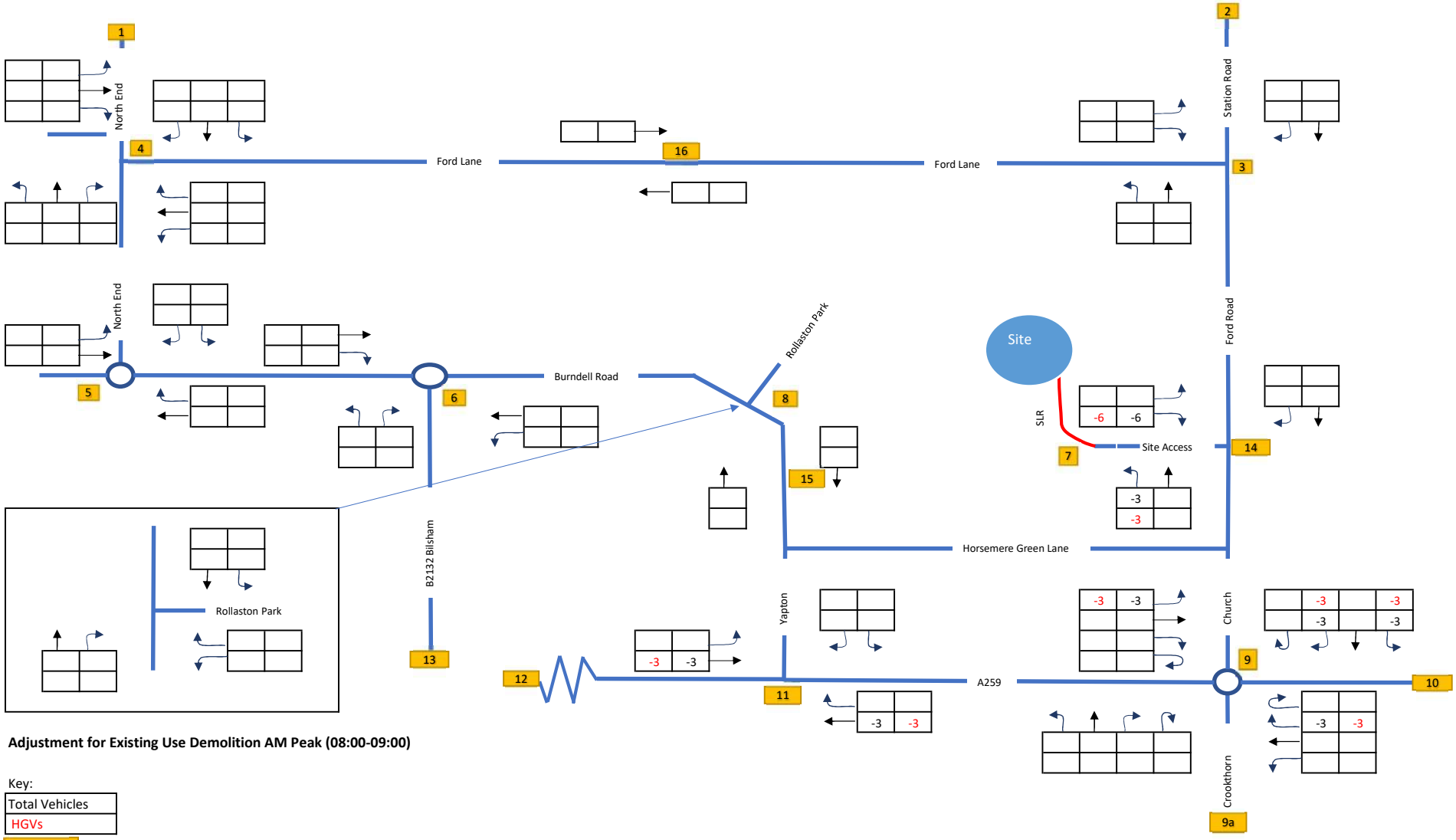
2025 Without Construction = (2018 Adjusted Baseline * Growth Factor) + Total Committed Development

Growth Factor PM 2018>2025	
Cars	1.0886
HGVs	1.0234

Key:

Total Vehicles
HGVs

Link ID

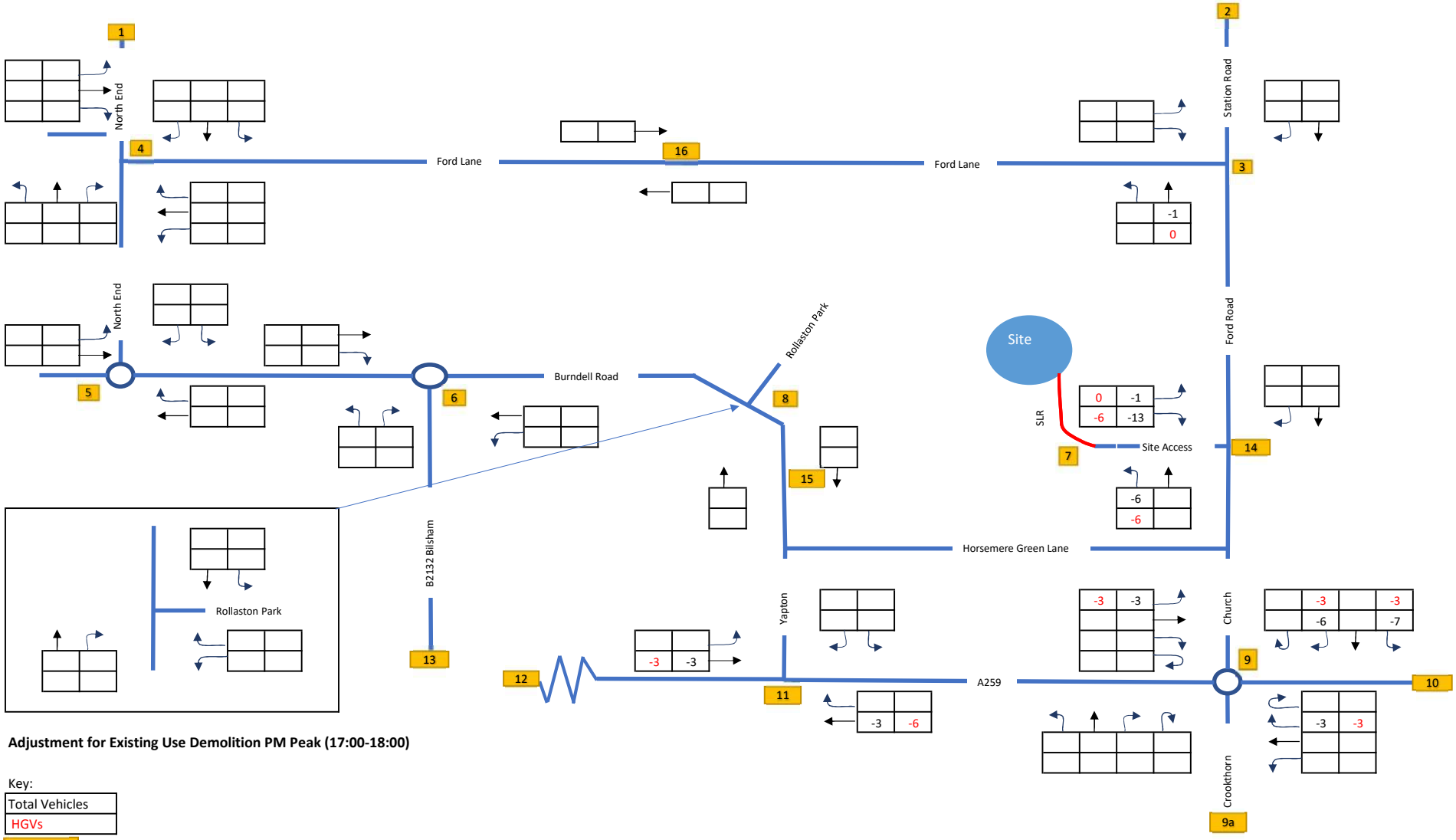


Adjustment for Existing Use Demolition AM Peak (08:00-09:00)

Key:

Total Vehicles
HGVs

Link ID

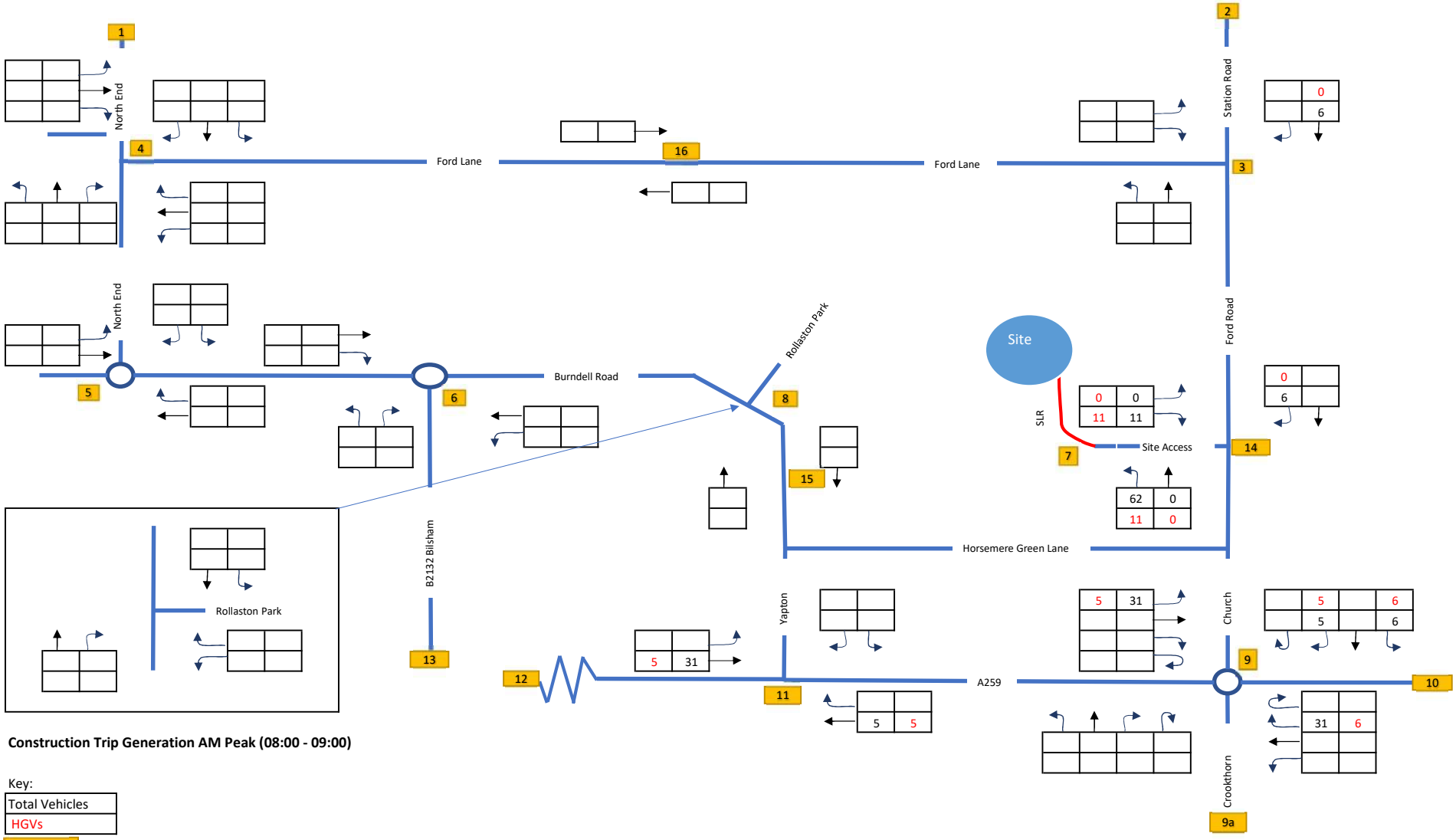


Adjustment for Existing Use Demolition PM Peak (17:00-18:00)

Key:

Total Vehicles
HGVs

Link ID

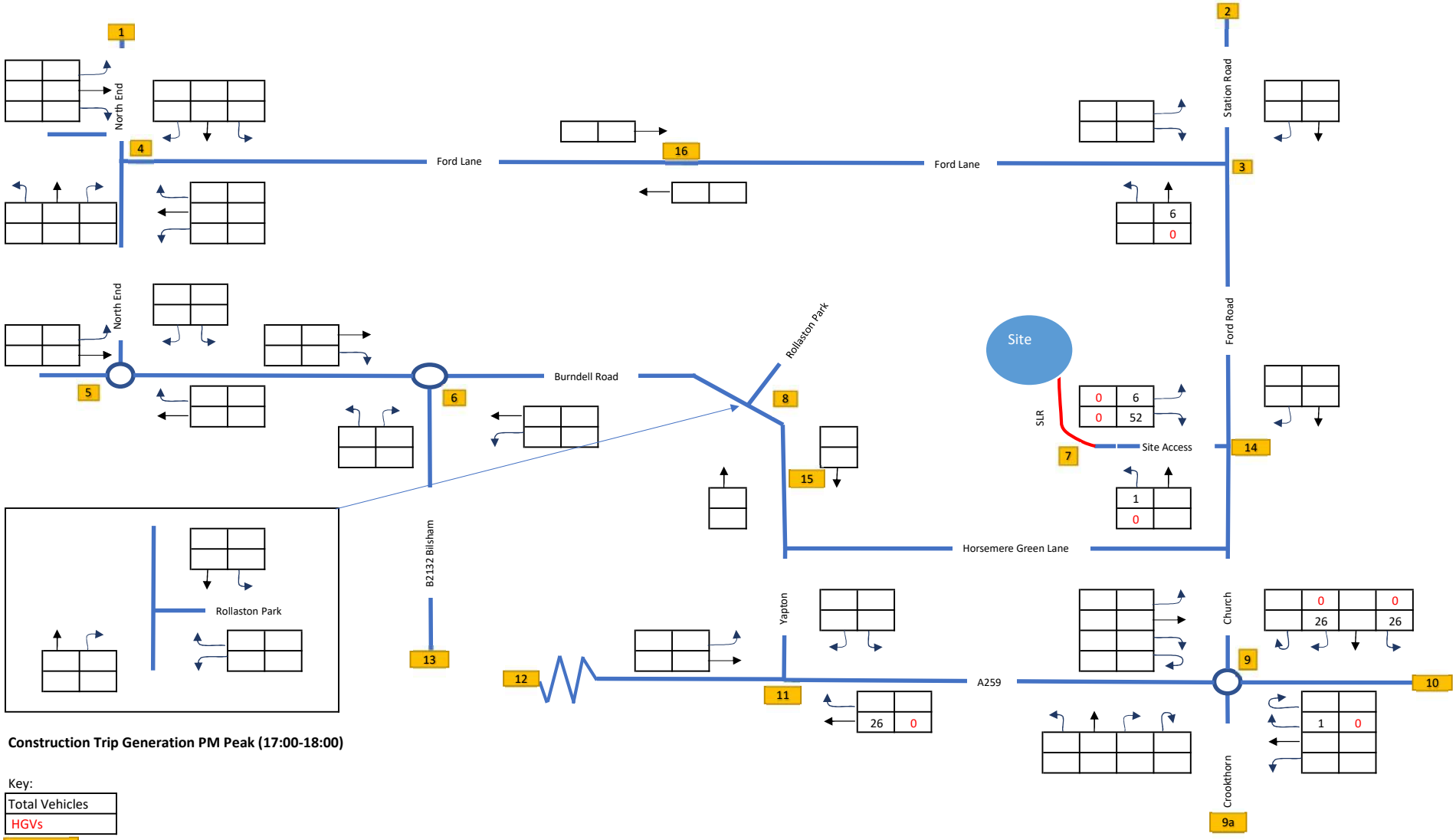


Construction Trip Generation AM Peak (08:00 - 09:00)

Key:

Total Vehicles
HGVs

Link ID

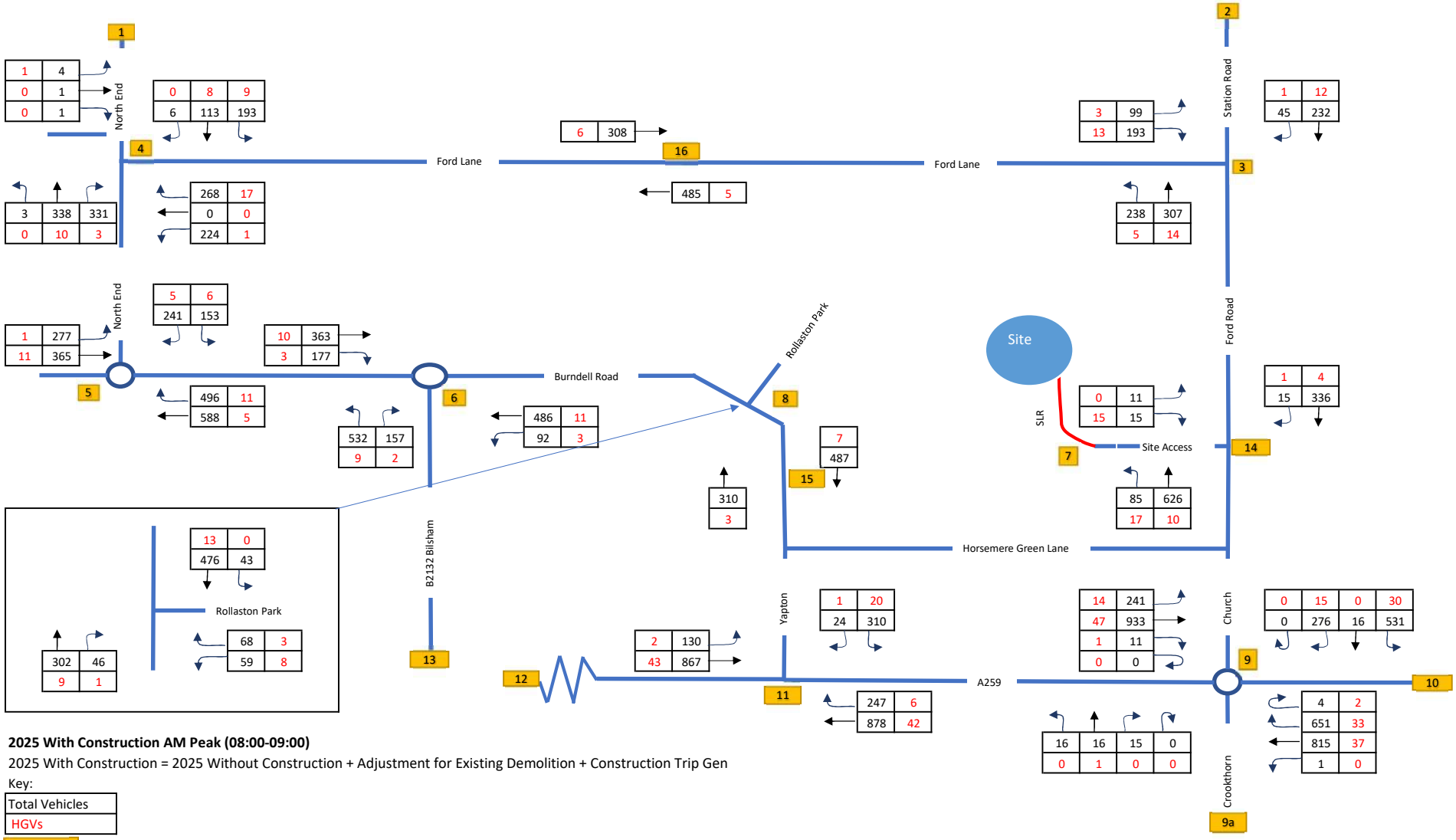


Construction Trip Generation PM Peak (17:00-18:00)

Key:

Total Vehicles
HGVs

Link ID



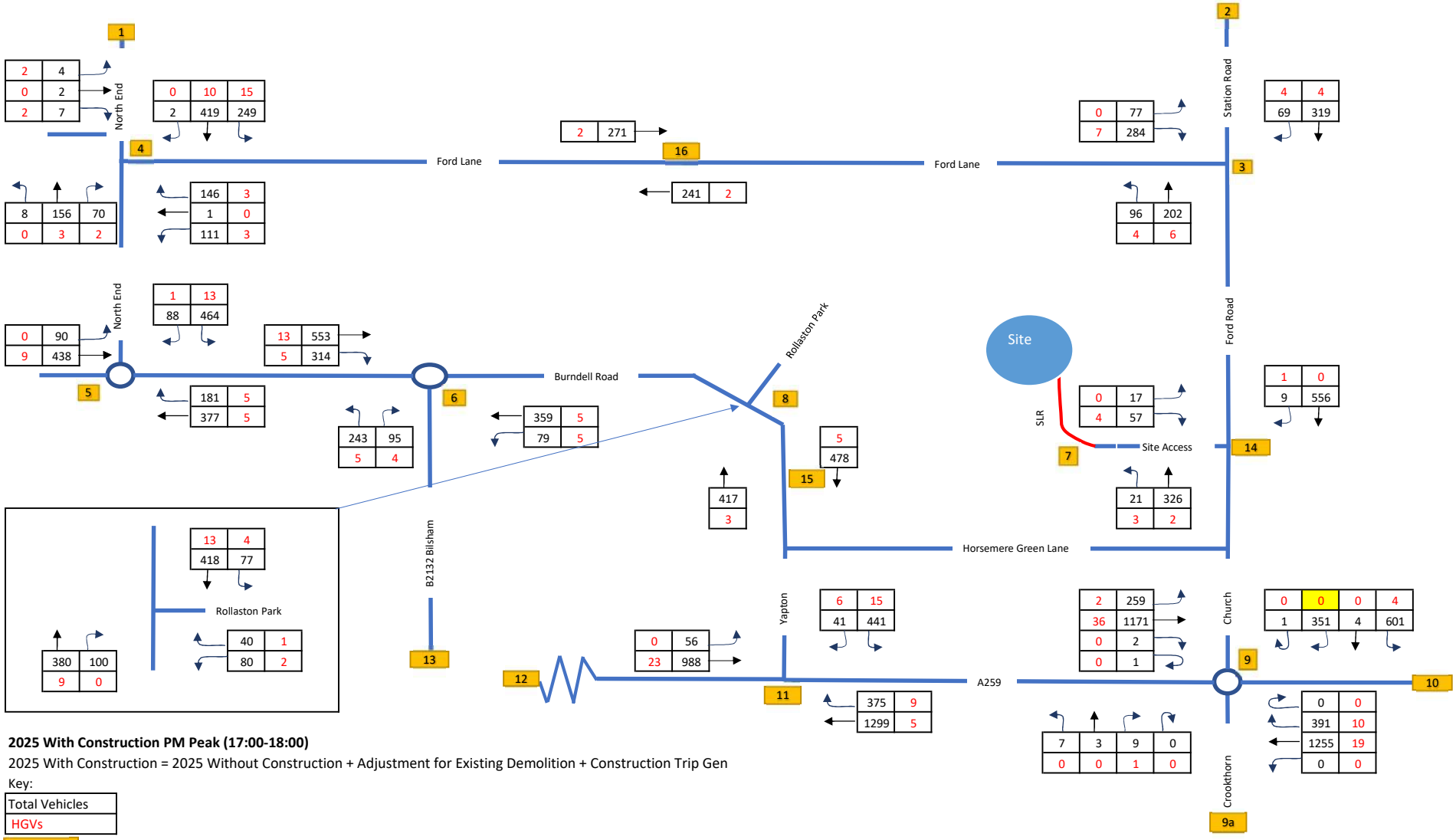
2025 With Construction AM Peak (08:00-09:00)

2025 With Construction = 2025 Without Construction + Adjustment for Existing Demolition + Construction Trip Gen

Key:

Total Vehicles
HGVs

Link ID



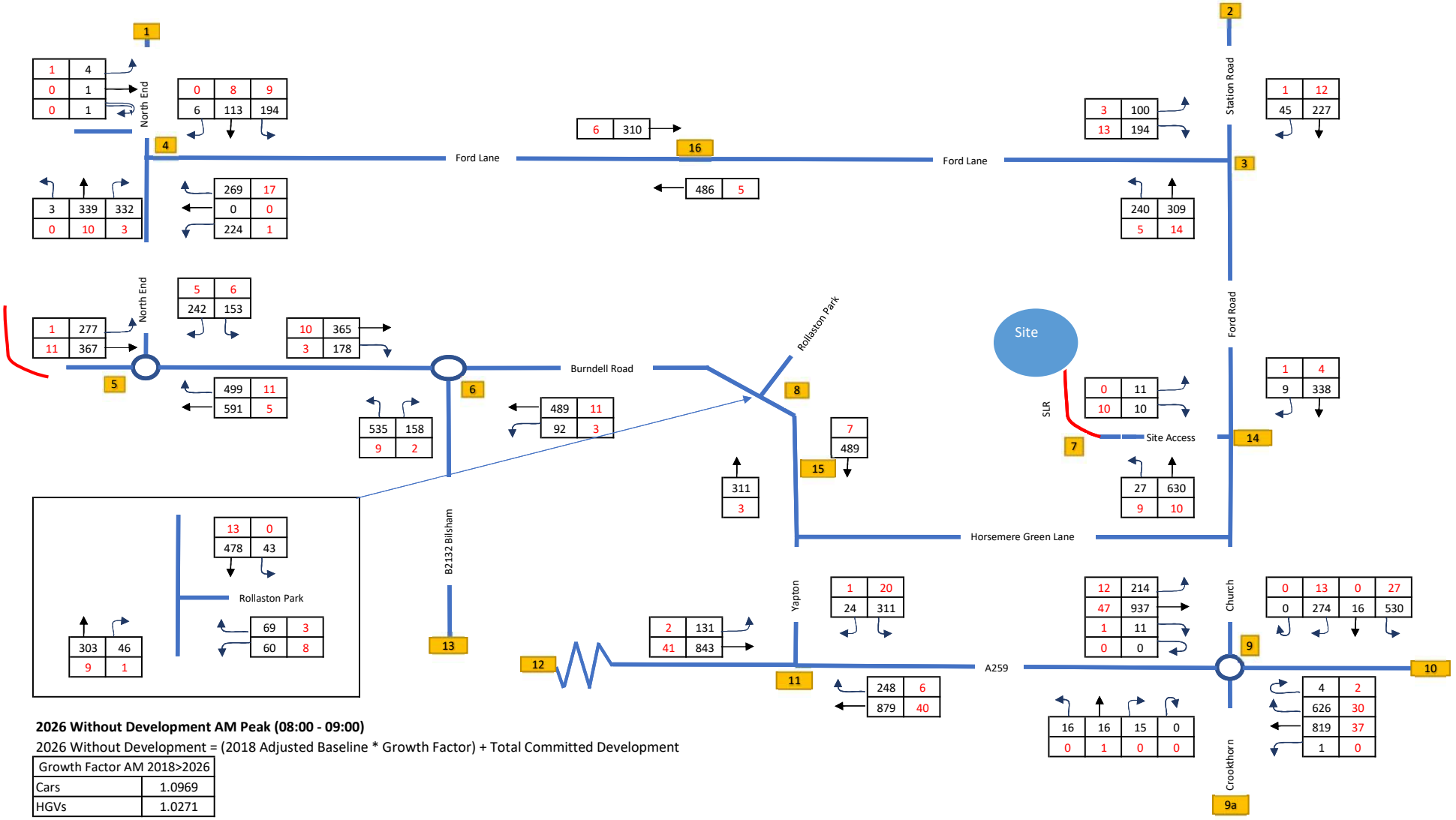
2025 With Construction PM Peak (17:00-18:00)

2025 With Construction = 2025 Without Construction + Adjustment for Existing Demolition + Construction Trip Gen

Key:

Total Vehicles
HGVs

Link ID



2026 Without Development AM Peak (08:00 - 09:00)

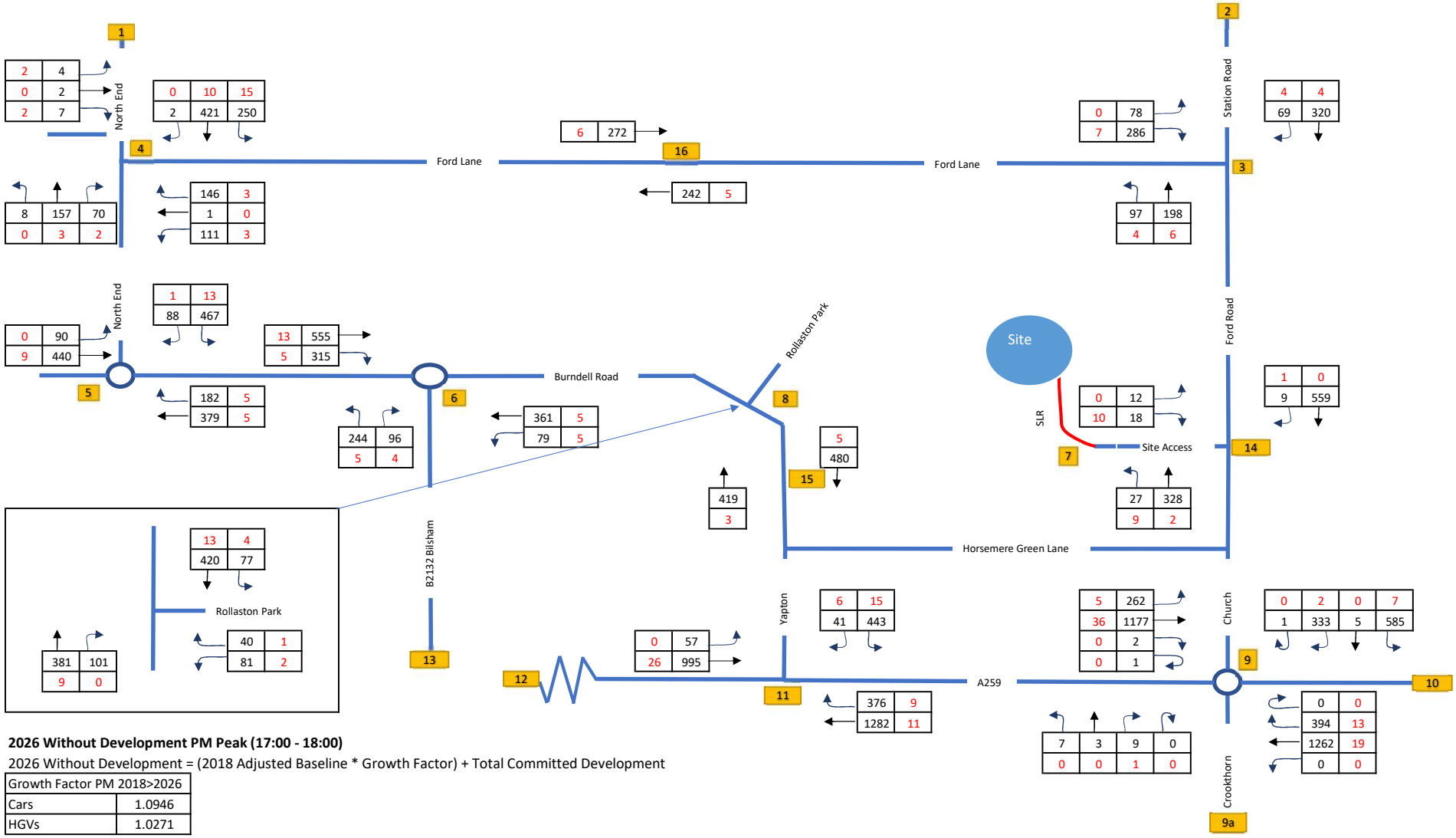
2026 Without Development = (2018 Adjusted Baseline * Growth Factor) + Total Committed Development

Growth Factor AM 2018>2026	
Cars	1.0969
HGVs	1.0271

Key:

Total Vehicles
HGVs

Link ID



2026 Without Development PM Peak (17:00 - 18:00)

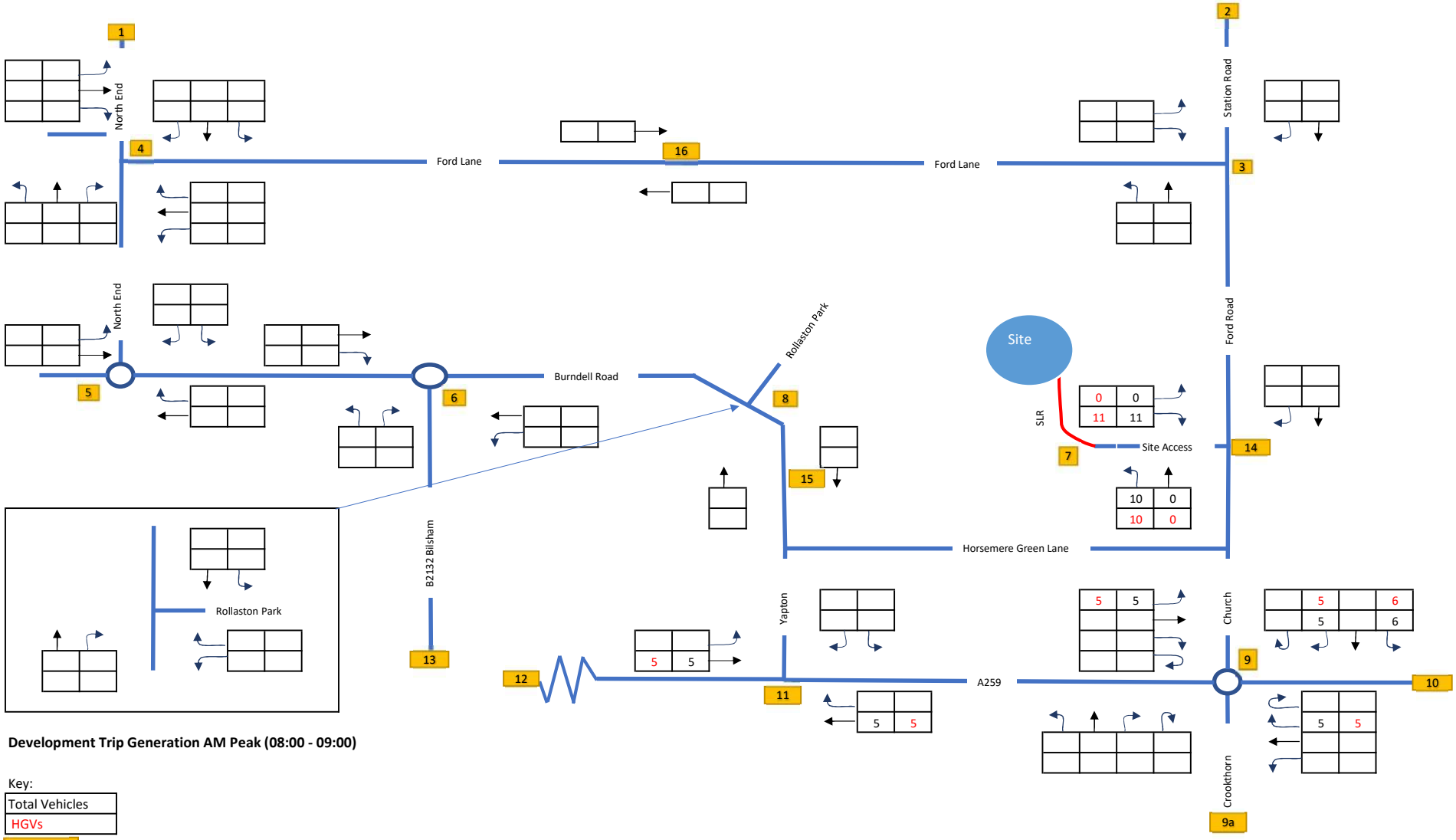
2026 Without Development = (2018 Adjusted Baseline * Growth Factor) + Total Committed Development

Growth Factor PM 2018>2026	
Cars	1.0946
HGVs	1.0271

Key:

Total Vehicles
HGVs

Link ID

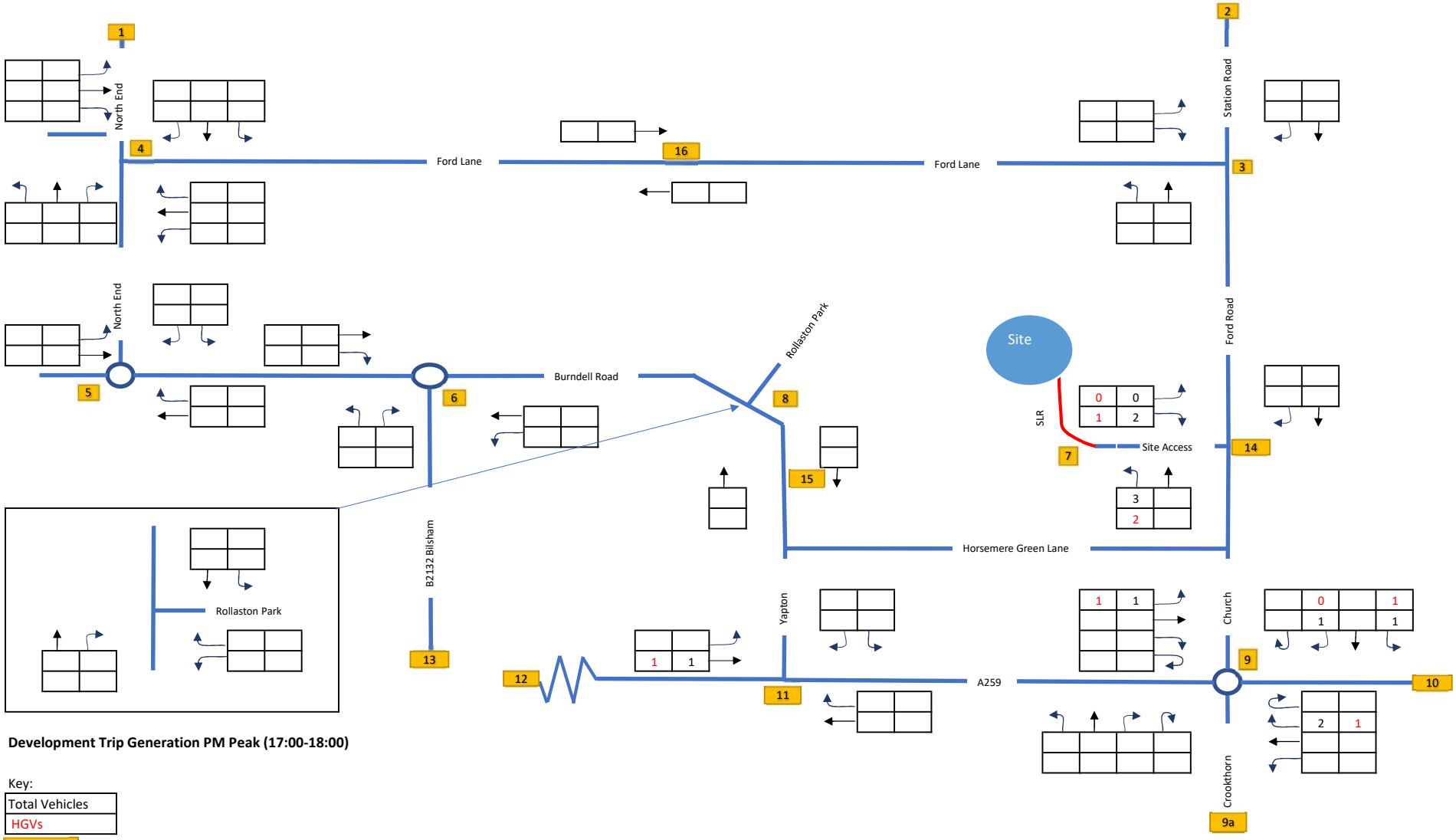


Development Trip Generation AM Peak (08:00 - 09:00)

Key:

Total Vehicles
HGVs

Link ID

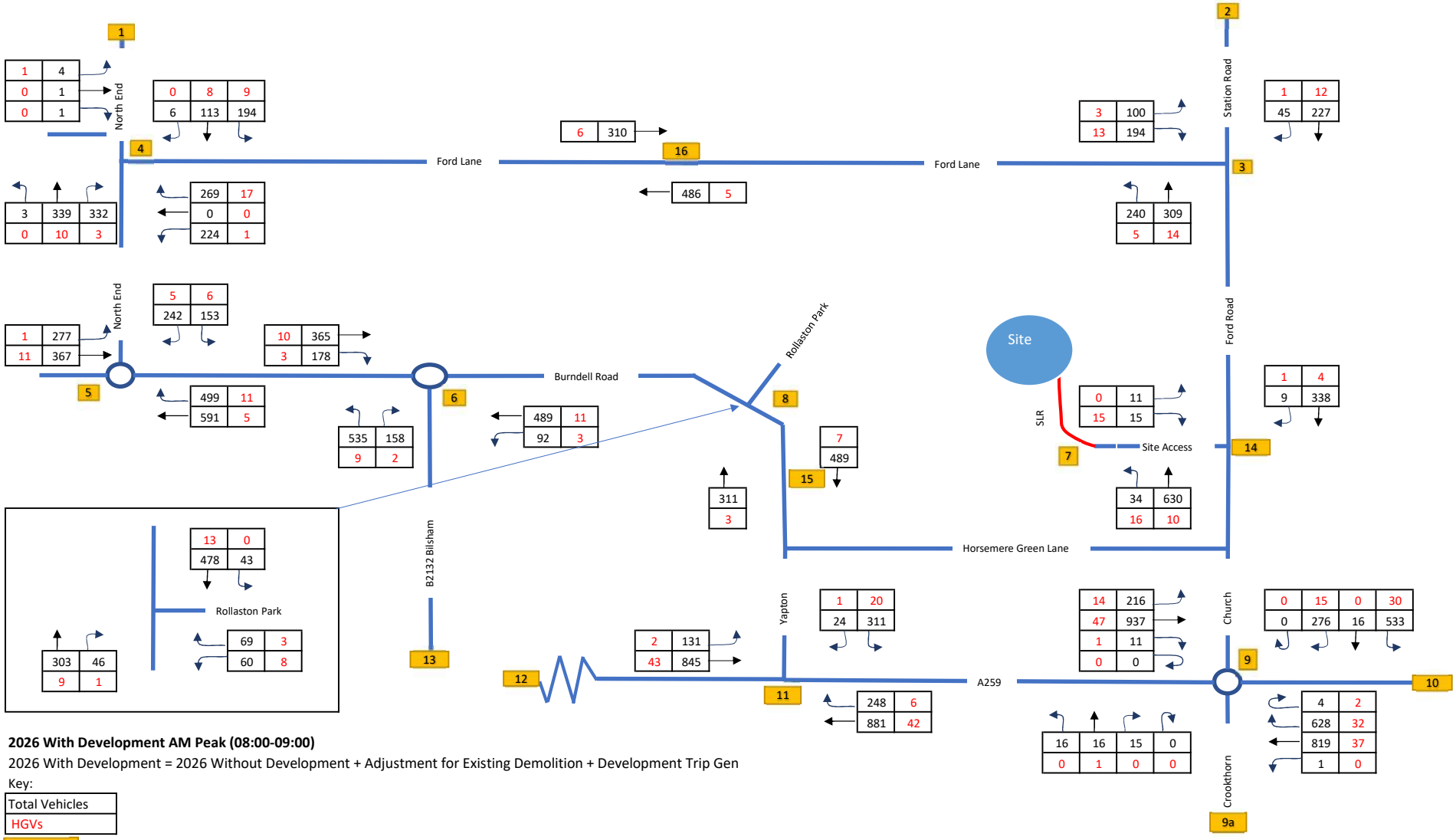


Development Trip Generation PM Peak (17:00-18:00)

Key:

Total Vehicles
HGVs

Link ID



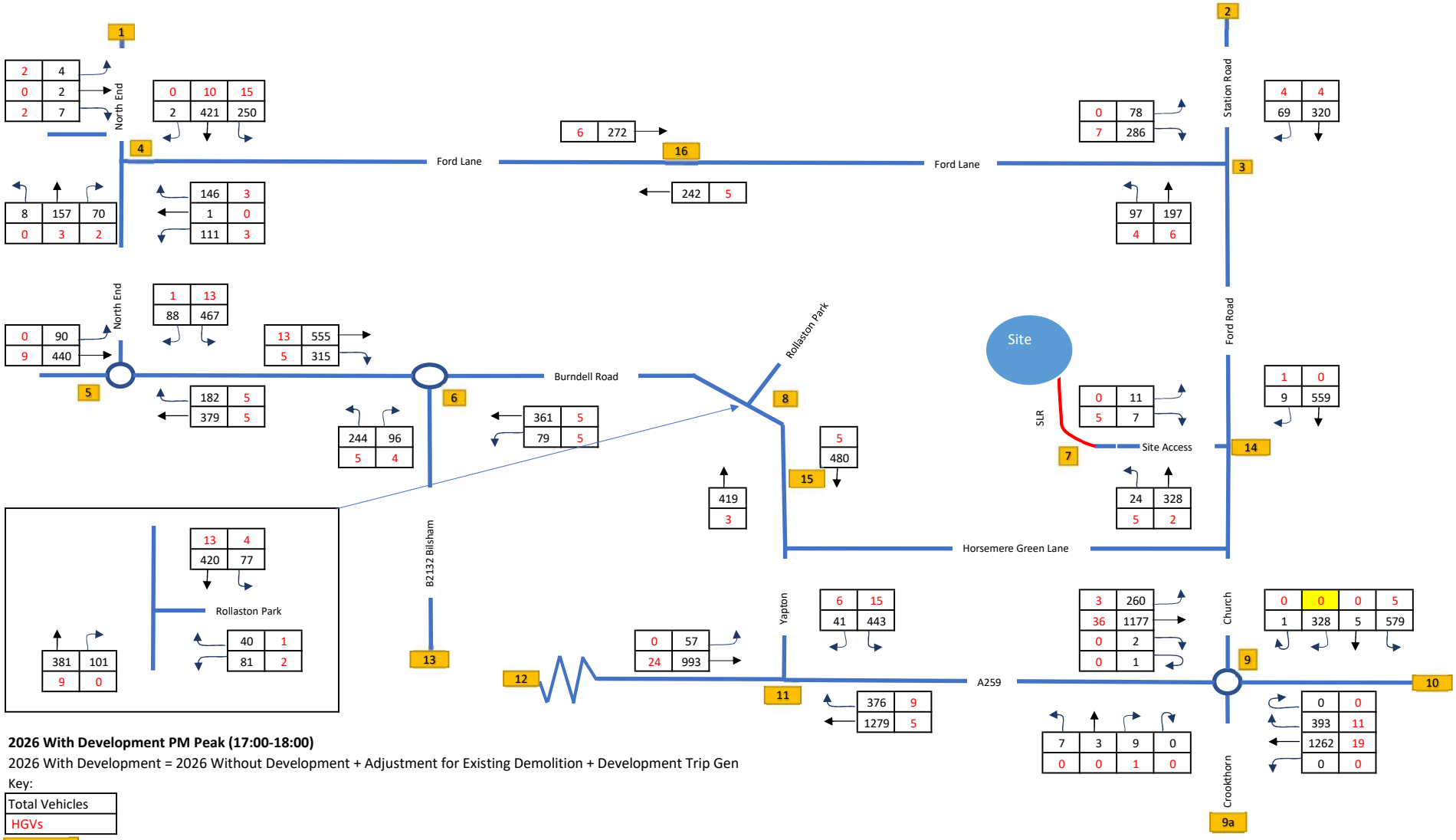
2026 With Development AM Peak (08:00-09:00)

2026 With Development = 2026 Without Development + Adjustment for Existing Demolition + Development Trip Gen

Key:

Total Vehicles
HGVs

Link ID



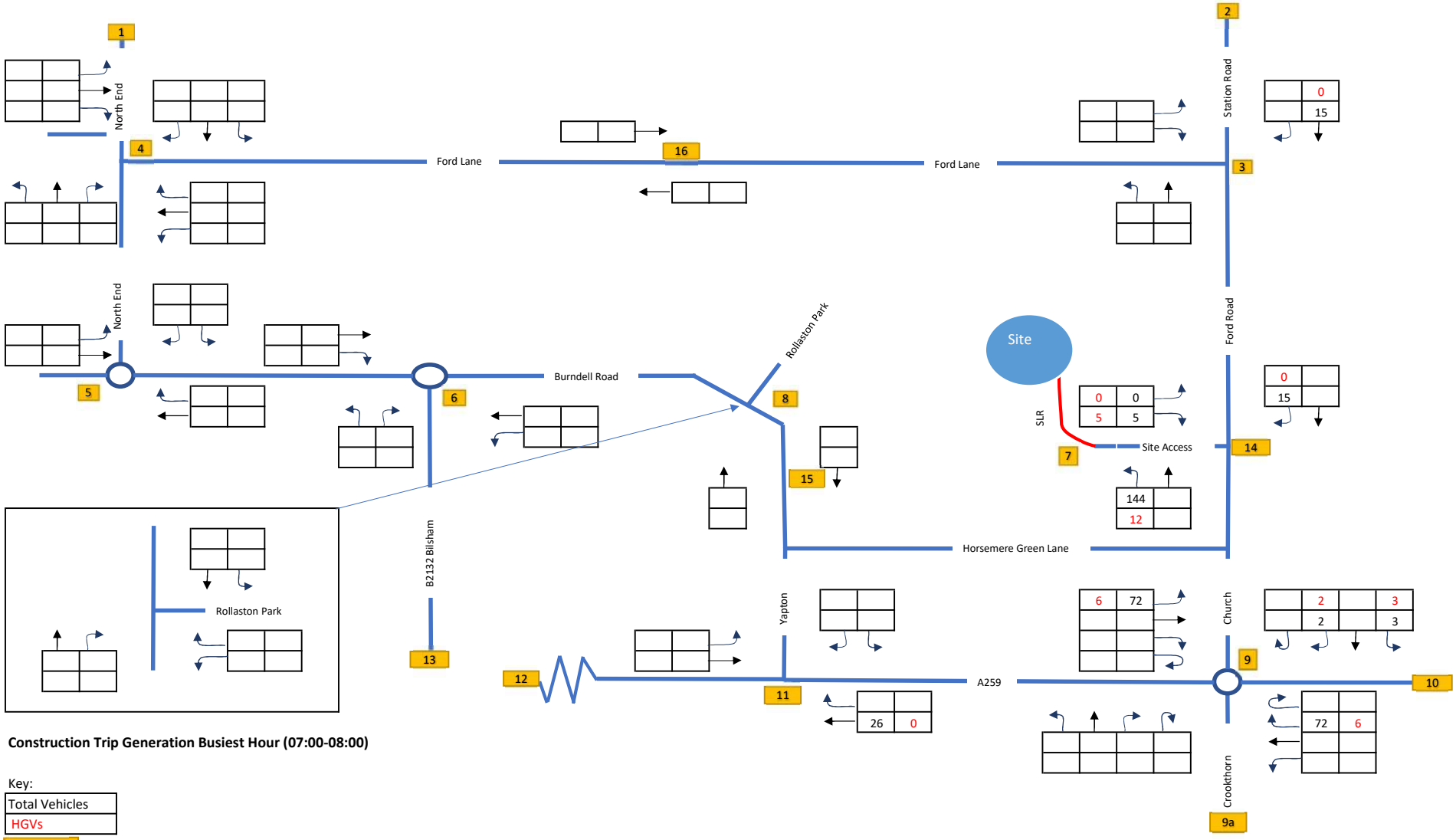
2026 With Development PM Peak (17:00-18:00)

2026 With Development = 2026 Without Development + Adjustment for Existing Demolition + Development Trip Gen

Key:

Total Vehicles
HGVs

Link ID

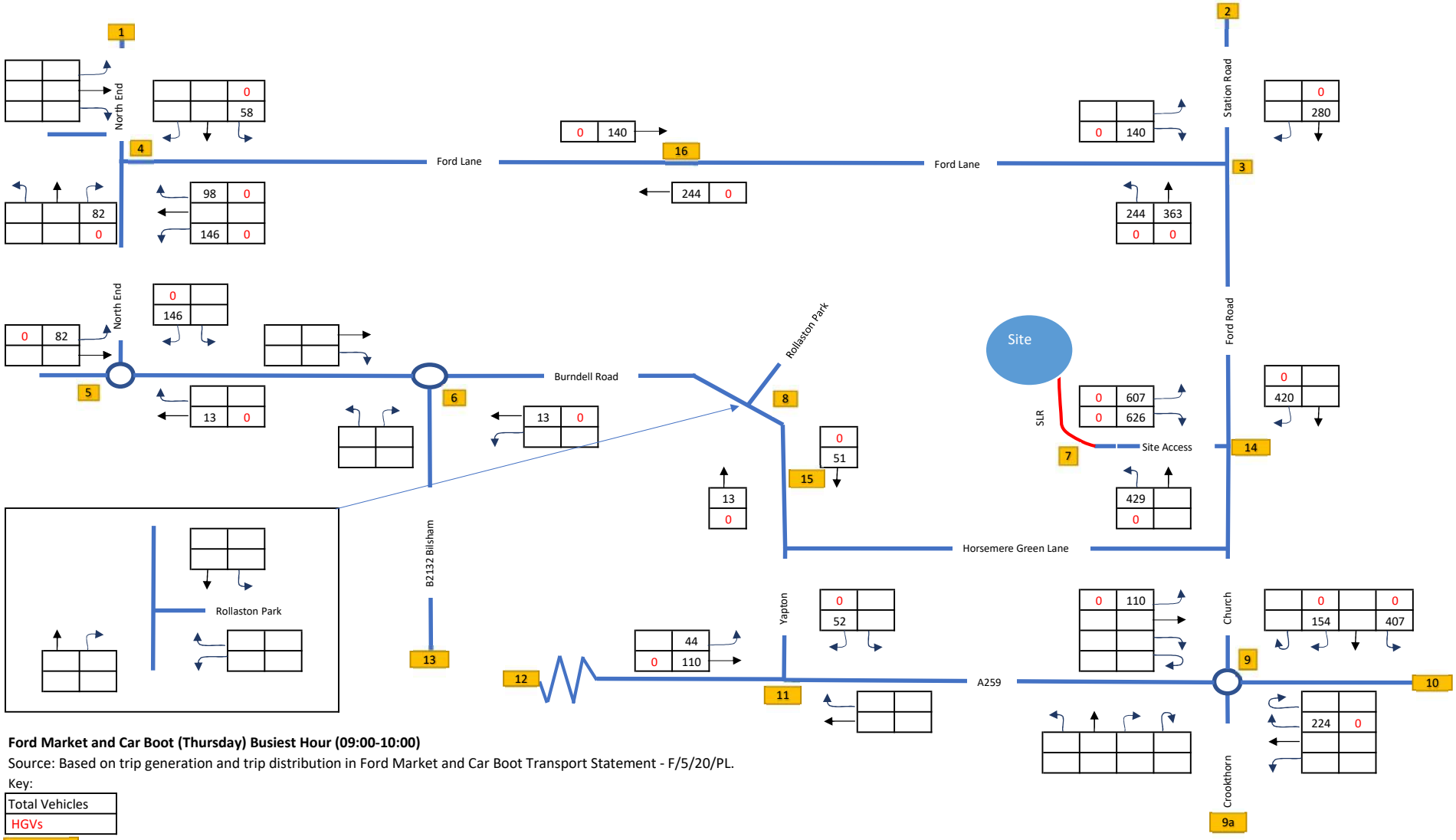


Construction Trip Generation Busiest Hour (07:00-08:00)

Key:

Total Vehicles
HGVs

Link ID



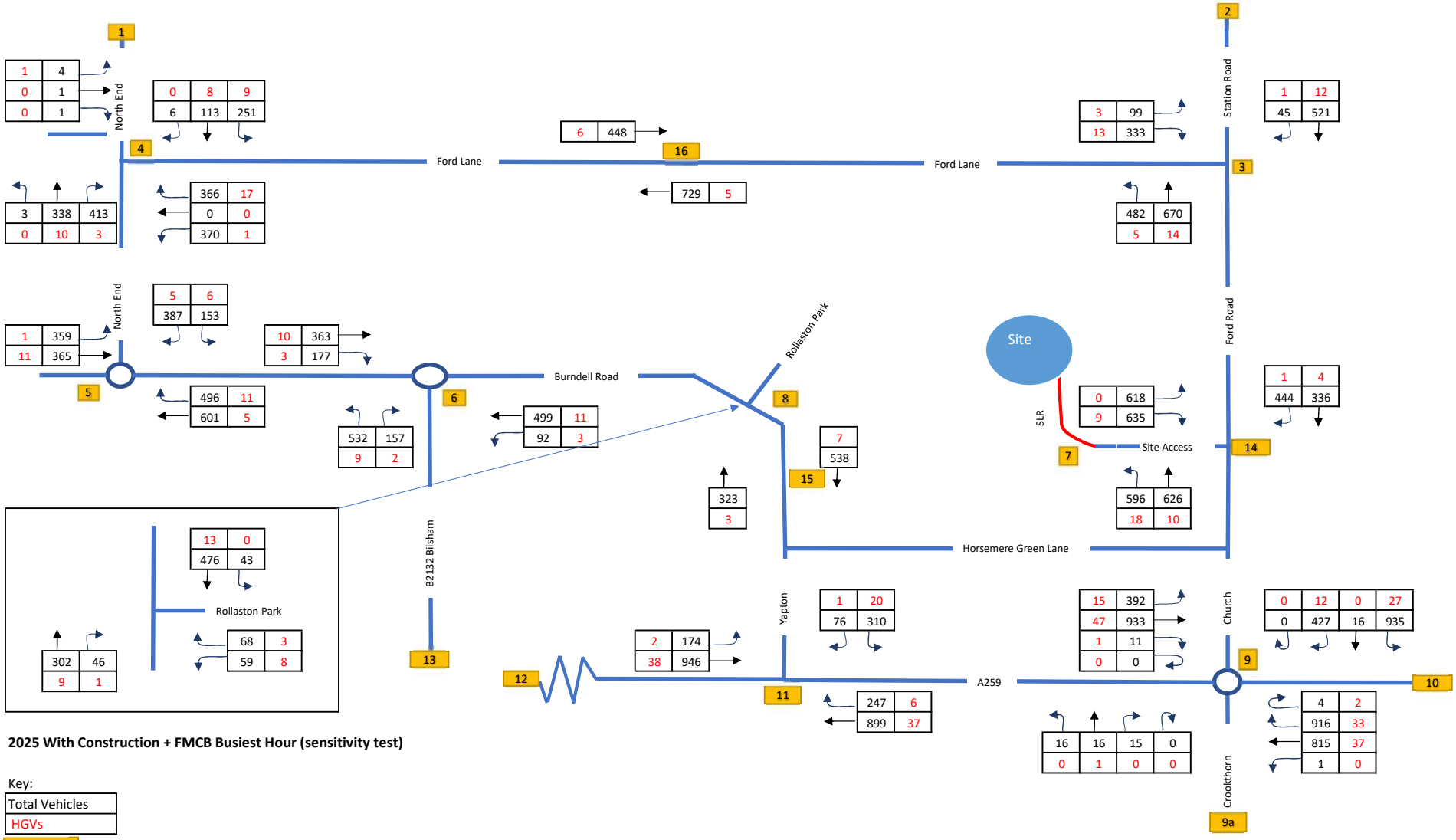
Ford Market and Car Boot (Thursday) Busiest Hour (09:00-10:00)

Source: Based on trip generation and trip distribution in Ford Market and Car Boot Transport Statement - F/5/20/PL.

Key:

Total Vehicles
HGVs

Link ID



2025 With Construction + FMCB Busiest Hour (sensitivity test)

Key:

Total Vehicles
HGVs

Link ID

APPENDIX 12
JUNCTION TURNING MATRICES

CONSTRUCTION ASSESSMENT: 2025

Church Lane / A259 Crookthorn Lane Roundabout

SOURCE: 'Ford Airfield Transport Assessment', prepared by i-transport (ref: DS/EF/AI/ITB13091-003E R) for Redrow Homes Ltd/Wates Development Ltd, 23 October 2019. App Ref F/4/20/OUT.

2018 BASELINE - AM PEAK - ALL VEHICLES					
From \ To	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	340	14	65	**419**
A259 (east)	503	4	1	729	**1237**
Crookthorn Lane	15	14	0	15	**44**
A259 (west)	106	787	9	0	**902**
Total	**624**	**1145**	**24**	**809**	**2602**

SOURCE: 'CTP Ford Airfield, Alternative Site Access Transport Statement', prepared by Callidus Transport & Engineering (ref: TE/1093/501) for Grundon Waste Management Ltd, 16 April 2018. App Ref WSCC/027/18/F.

ADJUSTMENT FOR SLR OPENING - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	0	0	0	**0**
A259 (east)	3	0	0	-3	**0**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	3	0	0	0	**3**
Total	**6**	**0**	**0**	**-3**	**3**

2018 BASELINE - PM PEAK - ALL VEHICLES					
From \ To	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	1	451	4	206	**662**
A259 (east)	242	0	0	1063	**1305**
Crookthorn Lane	3	8	0	6	**17**
A259 (west)	64	1045	1	1	**1111**
Total	**310**	**1504**	**5**	**1276**	**3095**

ADJUSTMENT FOR SLR OPENING - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	0	0	0	**0**
A259 (east)	3	0	0	-3	**0**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	3	0	0	0	**3**
Total	**6**	**0**	**0**	**-3**	**3**

Site access / Ford Road junction

2018 BASELINE - AM PEAK - ALL VEHICLES				
From \ To	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	8	284	**292**
Site access	10	0	4	**14**
Ford Road (S)	545	19	0	**564**
Total	**555**	**27**	**288**	**870**

ADJUSTMENT FOR SLR OPENING - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	-6	**-6**
Site access	0	0	6	**6**
Ford Road (S)	0	6	0	**6**
Total	**0**	**6**	**0**	**6**

2018 BASELINE - PM PEAK - ALL VEHICLES				
From \ To	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	8	503	**511**
Site access	10	0	4	**14**
Ford Road (S)	293	19	0	**312**
Total	**303**	**27**	**507**	**837**

ADJUSTMENT FOR SLR OPENING - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	-13	**-13**
Site access	1	0	13	**14**
Ford Road (S)	0	6	0	**6**
Total	**1**	**6**	**0**	**7**

OPERATION ASSESSMENT: 2026

Church Lane / A259 Crookthorn Lane Roundabout

SOURCE: 'Ford Airfield Transport Assessment', prepared by i-transport (ref: DS/EF/AI/ITB13091-003E R) for Redrow Homes Ltd/Wates Development Ltd, 23 October 2019. App Ref F/4/20/OUT.

2018 BASELINE - AM PEAK - ALL VEHICLES					
From \ To	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	340	14	65	**419**
A259 (east)	503	4	1	729	**1237**
Crookthorn Lane	15	14	0	15	**44**
A259 (west)	106	787	9	0	**902**
Total	**624**	**1145**	**24**	**809**	**2602**

SOURCE: 'CTP Ford Airfield, Alternative Site Access Transport Statement', prepared by Callidus Transport & Engineering (ref: TE/1093/501) for Grundon Waste Management Ltd, 16 April 2018. App Ref WSCC/027/18/F.

ADJUSTMENT FOR SLR OPENING - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	0	0	0	**0**
A259 (east)	3	0	0	-3	**0**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	3	0	0	0	**3**
Total	**6**	**0**	**0**	**-3**	**3**

2018 BASELINE - PM PEAK - ALL VEHICLES					
From \ To	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	1	451	4	206	**662**
A259 (east)	242	0	0	1063	**1305**
Crookthorn Lane	3	8	0	6	**17**
A259 (west)	64	1045	1	1	**1111**
Total	**310**	**1504**	**5**	**1276**	**3095**

ADJUSTMENT FOR SLR OPENING - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	0	0	0	**0**
A259 (east)	3	0	0	-3	**0**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	3	0	0	0	**3**
Total	**6**	**0**	**0**	**-3**	**3**

Site access / Ford Road junction

2018 BASELINE - AM PEAK - ALL VEHICLES				
From \ To	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	8	284	**292**
Site access	10	0	4	**14**
Ford Road (S)	545	19	0	**564**
Total	**555**	**27**	**288**	**870**

ADJUSTMENT FOR SLR OPENING - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	-6	**-6**
Site access	0	0	6	**6**
Ford Road (S)	0	6	0	**6**
Total	**0**	**6**	**0**	**6**

2018 BASELINE - PM PEAK - ALL VEHICLES				
From \ To	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	8	503	**511**
Site access	10	0	4	**14**
Ford Road (S)	293	19	0	**312**
Total	**303**	**27**	**507**	**837**

ADJUSTMENT FOR SLR OPENING - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	-13	**-13**
Site access	1	0	13	**14**
Ford Road (S)	0	6	0	**6**
Total	**1**	**6**	**0**	**7**

ADJUSTED BASELINE = 2018 BASELINE + ADJUSTMENT FOR SLR OPENING

2018 ADJUSTED BASELINE - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	340	14	65	**419**
A259 (east)	506	4	1	726	**1237**
Crookthorn Lane	15	14	0	15	**44**
A259 (west)	109	787	9	0	**905**
Total	**630**	**1145**	**24**	**806**	**2605**

2018 ADJUSTED BASELINE - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	1	451	4	206	**662**
A259 (east)	245	0	0	1060	**1305**
Crookthorn Lane	3	8	0	6	**17**
A259 (west)	67	1045	1	1	**1114**
Total	**316**	**1504**	**5**	**1273**	**3098**

2018 ADJUSTED BASELINE - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	8	278	**286**
Site access	10	0	10	**20**
Ford Road (S)	545	25	0	**570**
Total	**555**	**33**	**288**	**876**

2018 ADJUSTED BASELINE - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	8	490	**498**
Site access	11	0	17	**28**
Ford Road (S)	293	25	0	**318**
Total	**304**	**33**	**507**	**844**

SOURCE: TEMPro v7.2

GROWTH 2018>2025		
	AM Peak	**PM Peak**
Vehicles	1.09085	1.08862
HGV	1.02342	1.02342

SOURCE: ARUN DISTRICT COUNCIL PLANNING PORTAL.

2025 COMMITTED DEVELOPMENT - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	159	1	204	**364**
A259 (east)	74	0	0	26	**100**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	95	78	1	0	**175**
Total	**169**	**237**	**2**	**230**	**639**

2025 COMMITTED DEVELOPMENT - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	92	0	107	**199**
A259 (east)	127	0	0	103	**230**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	189	37	0	0	**226**
Total	**316**	**129**	**1**	**210**	**656**

2025 COMMITTED DEVELOPMENT - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	34	**34**
Site access	0	0	0	**0**
Ford Road (S)	33	0	0	**33**
Total	**33**	**0**	**34**	**66**

2025 COMMITTED DEVELOPMENT - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	23	**23**
Site access	0	0	0	**0**
Ford Road (S)	8	0	0	**8**
Total	**8**	**0**	**23**	**30**

ADJUSTED BASELINE = 2018 BASELINE + ADJUSTMENT FOR SLR OPENING

2018 ADJUSTED BASELINE - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	340	14	65	**419**
A259 (east)	506	4	1	726	**1237**
Crookthorn Lane	15	14	0	15	**44**
A259 (west)	109	787	9	0	**905**
Total	**630**	**1145**	**24**	**806**	**2605**

2018 ADJUSTED BASELINE - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	1	451	4	206	**662**
A259 (east)	245	0	0	1060	**1305**
Crookthorn Lane	3	8	0	6	**17**
A259 (west)	67	1045	1	1	**1114**
Total	**316**	**1504**	**5**	**1273**	**3098**

2018 ADJUSTED BASELINE - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	8	278	**286**
Site access	10	0	10	**20**
Ford Road (S)	545	25	0	**570**
Total	**555**	**33**	**288**	**876**

2018 ADJUSTED BASELINE - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	8	490	**498**
Site access	11	0	17	**28**
Ford Road (S)	293	25	0	**318**
Total	**304**	**33**	**507**	**844**

SOURCE: TEMPro v7.2

GROWTH 2018>2026		
	AM Peak	**PM Peak**
Vehicles	1.09688	1.09465
HGV	1.02715	1.02715

SOURCE: ARUN DISTRICT COUNCIL PLANNING PORTAL.

2026 COMMITTED DEVELOPMENT - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	159	1	204	**364**
A259 (east)	74	0	0	26	**100**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	95	78	1	0	**175**
Total	**169**	**237**	**2**	**230**	**639**

2026 COMMITTED DEVELOPMENT - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	92	0	107	**199**
A259 (east)	127	0	0	103	**230**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	189	37	0	0	**226**
Total	**316**	**129**	**1**	**210**	**656**

2026 COMMITTED DEVELOPMENT - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	34	**34**
Site access	0	0	0	**0**
Ford Road (S)	33	0	0	**33**
Total	**33**	**0**	**34**	**66**

2026 COMMITTED DEVELOPMENT - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	23	**23**
Site access	0	0	0	**0**
Ford Road (S)	8	0	0	**8**
Total	**8**	**0**	**23**	**30**

2025 WITHOUT CONSTRUCTION = (2018 ADJUSTED BASELINE * GROWTH FACTOR) + 2025 COMMITTED DEVELOPMENT

SOURCE: 'CTP Ford Airfield, Alternative Site Access Transport Statement', prepared by Callidus Transport & Engineering (ref: TE/1093/501) for Grundon Waste Management Ltd, 16 April 2018. App Ref WSCC/027/18/F.

2025 WITHOUT CONSTRUCTION - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	528	16	274	**818**
A259 (east)	623	4	1	815	**1443**
Crookthorn Lane	16	15	0	16	**48**
A259 (west)	213	933	11	0	**1157**
Total	**853**	**1480**	**28**	**1105**	**3466**

ADJUSTMENT FOR EXISTING USE DEMOLITION - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	-3	0	-3	**-6**
A259 (east)	-3	0	0	0	**-3**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	-3	0	0	0	**-3**
Total	**-6**	**-3**	**0**	**-3**	**-12**

2025 WITHOUT CONSTRUCTION - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	1	582	4	331	**919**
A259 (east)	393	0	0	1255	**1648**
Crookthorn Lane	3	9	0	7	**18**
A259 (west)	262	1171	2	1	**1436**
Total	**659**	**1762**	**6**	**1594**	**4021**

ADJUSTMENT FOR EXISTING USE DEMOLITION - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	-7	0	-6	**-13**
A259 (east)	-3	0	0	0	**-3**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	-3	0	0	0	**-3**
Total	**-6**	**-7**	**0**	**-6**	**-19**

2025 WITHOUT CONSTRUCTION - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	9	336	**345**
Site access	11	0	10	**21**
Ford Road (S)	626	26	0	**653**
Total	**637**	**35**	**346**	**1019**

ADJUSTMENT FOR EXISTING USE DEMOLITION - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	0	**0**
Site access	0	0	-6	**-6**
Ford Road (S)	0	-3	0	**-3**
Total	**0**	**-3**	**-6**	**-9**

2025 WITHOUT CONSTRUCTION - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	9	556	**565**
Site access	12	0	18	**30**
Ford Road (S)	326	26	0	**353**
Total	**338**	**35**	**574**	**947**

ADJUSTMENT FOR EXISTING USE DEMOLITION - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	0	**0**
Site access	-1	0	-13	**-14**
Ford Road (S)	0	-6	0	**-6**
Total	**-1**	**-6**	**-13**	**-20**

2026 WITHOUT DEVELOPMENT = (2018 ADJUSTED BASELINE * GROWTH FACTOR) + 2026 COMMITTED DEVELOPMENT

SOURCE: 'CTP Ford Airfield, Alternative Site Access Transport Statement', prepared by Callidus Transport & Engineering (ref: TE/1093/501) for Grundon Waste Management Ltd, 16 April 2018. App Ref WSCC/027/18/F.

2026 WITHOUT DEVELOPMENT - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	530	16	274	**820**
A259 (east)	626	4	1	819	**1450**
Crookthorn Lane	16	15	0	16	**48**
A259 (west)	214	937	11	0	**1162**
Total	**856**	**1486**	**28**	**1110**	**3481**

ADJUSTMENT FOR EXISTING USE DEMOLITION - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	-3	0	-3	**-6**
A259 (east)	-3	0	0	0	**-3**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	-3	0	0	0	**-3**
Total	**-6**	**-3**	**0**	**-3**	**-12**

2026 WITHOUT DEVELOPMENT - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	1	585	5	333	**923**
A259 (east)	394	0	0	1262	**1656**
Crookthorn Lane	3	9	0	7	**19**
A259 (west)	262	1177	2	1	**1442**
Total	**661**	**1771**	**6**	**1602**	**4040**

ADJUSTMENT FOR EXISTING USE DEMOLITION - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	-7	0	-6	**-13**
A259 (east)	-3	0	0	0	**-3**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	-3	0	0	0	**-3**
Total	**-6**	**-7**	**0**	**-6**	**-19**

2026 WITHOUT DEVELOPMENT - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	9	338	**347**
Site access	11	0	10	**21**
Ford Road (S)	630	27	0	**656**
Total	**640**	**35**	**348**	**1024**

ADJUSTMENT FOR EXISTING USE DEMOLITION - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	0	**0**
Site access	0	0	-6	**-6**
Ford Road (S)	0	-3	0	**-3**
Total	**0**	**-3**	**-6**	**-9**

2026 WITHOUT DEVELOPMENT - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	9	559	**568**
Site access	12	0	18	**30**
Ford Road (S)	328	27	0	**355**
Total	**340**	**35**	**577**	**952**

ADJUSTMENT FOR EXISTING USE DEMOLITION - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	0	**0**
Site access	-1	0	-13	**-14**
Ford Road (S)	0	-6	0	**-6**
Total	**-1**	**-6**	**-13**	**-20**

SOURCE: Ford EfW Limited Construction Phasing and Programme, R9.0. Fichtner. 09 February 2021.

CONSTRUCTION TRIP GEN - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	6	0	5	**11**
A259 (east)	31	0	0	0	**31**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	31	0	0	0	**31**
Total	**62**	**6**	**0**	**5**	**73**

CONSTRUCTION TRIP GEN - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	26	0	26	**52**
A259 (east)	1	0	0	0	**1**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	0	0	0	0	**0**
Total	**1**	**26**	**0**	**26**	**53**

CONSTRUCTION TRIP GEN - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	6	0	**6**
Site access	0	0	11	**11**
Ford Road (S)	0	62	0	**62**
Total	**0**	**68**	**11**	**79**

CONSTRUCTION TRIP GEN - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	0	**0**
Site access	6	0	52	**58**
Ford Road (S)	0	1	0	**1**
Total	**6**	**1**	**52**	**59**

2025 WITH CONSTRUCTION = 2025 WITHOUT CONSTRUCTION + ADJUSTMENT FOR EXISTING USE DEMOLITION + CONSTRUCTION TRIP GEN

2025 WITH CONSTRUCTION - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	531	16	276	**823**
A259 (east)	651	4	1	815	**1471**
Crookthorn Lane	16	15	0	16	**48**
A259 (west)	241	933	11	0	**1185**
Total	**909**	**1483**	**28**	**1107**	**3527**

2025 WITH CONSTRUCTION - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	1	601	4	351	**958**
A259 (east)	391	0	0	1255	**1646**
Crookthorn Lane	3	9	0	7	**18**
A259 (west)	259	1171	2	1	**1433**
Total	**654**	**1781**	**6**	**1614**	**4055**

2025 WITH CONSTRUCTION - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	15	336	**351**
Site access	11	0	15	**26**
Ford Road (S)	626	85	0	**712**
Total	**637**	**100**	**351**	**1089**

2025 WITH CONSTRUCTION - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	9	556	**565**
Site access	17	0	57	**74**
Ford Road (S)	326	21	0	**348**
Total	**343**	**30**	**613**	**986**

SOURCE: Ford EfW Limited Concept Design Report, R5.0. Fichtner, 02 February 2021.

OPERATIONAL TRIP GEN - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	6	0	5	**11**
A259 (east)	5	0	0	0	**5**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	5	0	0	0	**5**
Total	**10**	**6**	**0**	**5**	**21**

OPERATIONAL TRIP GEN - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	1	0	1	**2**
A259 (east)	2	0	0	0	**2**
Crookthorn Lane	0	0	0	0	**0**
A259 (west)	1	0	0	0	**1**
Total	**3**	**1**	**0**	**1**	**5**

OPERATIONAL TRIP GEN - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	0	**0**
Site access	0	0	11	**11**
Ford Road (S)	0	10	0	**10**
Total	**0**	**10**	**11**	**21**

OPERATIONAL TRIP GEN - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	0	0	**0**
Site access	0	0	2	**2**
Ford Road (S)	0	3	0	**3**
Total	**0**	**3**	**2**	**5**

2026 WITH DEVELOPMENT = 2025 WITHOUT DEVELOPMENT + ADJUSTMENT FOR EXISTING USE DEMOLITION + OPERATIONAL TRIP GEN

2026 WITH DEVELOPMENT - AM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	0	533	16	276	**825**
A259 (east)	628	4	1	819	**1452**
Crookthorn Lane	16	15	0	16	**48**
A259 (west)	216	937	11	0	**1164**
Total	**860**	**1489**	**28**	**1112**	**3490**

2026 WITH DEVELOPMENT - PM PEAK - ALL VEHICLES					
	Church Lane	A259 (east)	Crookthorn Lane	A259 (west)	**Total**
Church Lane	1	579	5	328	**912**
A259 (east)	393	0	0	1262	**1655**
Crookthorn Lane	3	9	0	7	**19**
A259 (west)	260	1177	2	1	**1440**
Total	**658**	**1765**	**6**	**1597**	**4026**

2026 WITH DEVELOPMENT - AM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	9	338	**347**
Site access	11	0	15	**26**
Ford Road (S)	630	34	0	**663**
Total	**640**	**42**	**353**	**1036**

2026 WITH DEVELOPMENT - PM PEAK - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	9	559	**568**
Site access	11	0	7	**18**
Ford Road (S)	328	24	0	**352**
Total	**339**	**32**	**566**	**937**

Site access / Ford Road junction

SOURCE: Ford EfW Limited Construction Phasing and Programme, R9.0. Fichtner. 09 February 2021.

CONSTRUCTION TRIP GEN - BUSIEST HOUR - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	15	0	**15**
Site access	0	0	5	**5**
Ford Road (S)	0	144	0	**144**
Total	**0**	**159**	**5**	**164**

SOURCE: 'Ford Market and Car Boot Transport Statement', prepared by iTransport (ref: DS/EF/ITB130091-022B) for Ford Airfield Market, 19 December 2019. App Ref F/5/20/PL.

FMCB TRIP GEN - BUSIEST HOUR - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	420	0	**420**
Site access	607	0	626	**1233**
Ford Road (S)	0	429	0	**429**
Total	**607**	**849**	**626**	**2082**

2025 WITH CONSTRUCTION+FMCB = 2025 WITHOUT CONSTRUCTION + ADJUSTMENT FOR EXISTING USE DEMOLITION + BUSIEST CONSTRUCTION TRIPS + BUSIEST FMCB TRIPS

2025 WITH CONSTRUCTION + FMCB - BUSIEST HOUR - ALL VEHICLES				
	Ford Road (N)	Site access	Ford Road (S)	**Total**
Ford Road (N)	0	444	336	**780**
Site access	618	0	635	**1253**
Ford Road (S)	626	596	0	**1223**
Total	**1244**	**1040**	**971**	**3256**

APPENDIX 13
JUNCTION MODELLING OUTPUTS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Ford Road_Site Access.j9
Path: \\ukramsoufps4\Projects\1620007830\5-Analysis\6. Transport\Resubmission\New analysis\Junction Assessments
Report generation date: 22/02/2021 18:07:35

»Site Access/Ford Road - 2025 without Construction , AM
»Site Access/Ford Road - 2025 without Construction , PM
»Site Access/Ford Road - 2025 with Construction , AM
»Site Access/Ford Road - 2025 with Construction , PM
»Site Access/Ford Road - 2025 with Construction + FMCB , AM
»Site Access/Ford Road - 2026 without Development, AM
»Site Access/Ford Road - 2026 without Development, PM
»Site Access/Ford Road - 2026 with Development, AM
»Site Access/Ford Road - 2026 with Development, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Site Access/Ford Road - 2025 without Construction													
Stream B-C	0.0	7.53	0.02	A	0.60	A	40 % [Stream B-A]	0.0	6.53	0.02	A	0.60	A	85 % [Stream B-A]
Stream B-A	0.1	23.39	0.07	C				0.1	15.85	0.08	C			
Stream C-AB	0.0	7.74	0.02	A				0.0	6.57	0.02	A			
	Site Access/Ford Road - 2025 with Construction													
Stream B-C	0.0	7.90	0.03	A	0.83	A	31 % [Stream B-A]	0.0	6.90	0.03	A	0.95	A	77 % [Stream B-A]
Stream B-A	0.2	24.53	0.10	C				0.2	12.52	0.18	B			
Stream C-AB	0.0	7.86	0.03	A				0.0	6.53	0.02	A			
	Site Access/Ford Road - 2025 with Construction + FMCB													
Stream B-C	723.1	35359.58	9999999999.00	F	13835.71	F	-63 % [Stream B-A]							
Stream B-A	780.2	35358.09	9999999999.00	F										
Stream C-AB	145.8	928.36	1.43	F										
	Site Access/Ford Road - 2026 without Development													
Stream B-C	0.0	7.55	0.02	A	0.59	A	39 % [Stream B-A]	0.0	6.53	0.02	A	0.61	A	84 % [Stream B-A]
Stream B-A	0.1	23.51	0.07	C				0.1	15.97	0.08	C			
Stream C-AB	0.0	7.76	0.02	A				0.0	6.55	0.02	A			
	Site Access/Ford Road - 2026 with Development													
Stream B-C	0.0	7.82	0.03	A	0.81	A	35 % [Stream B-A]	0.0	6.15	0.02	A	0.36	A	89 % [Stream B-A]
Stream B-A	0.2	23.98	0.10	C				0.1	17.41	0.04	C			
Stream C-AB	0.0	7.82	0.02	A				0.0	6.55	0.02	A			

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

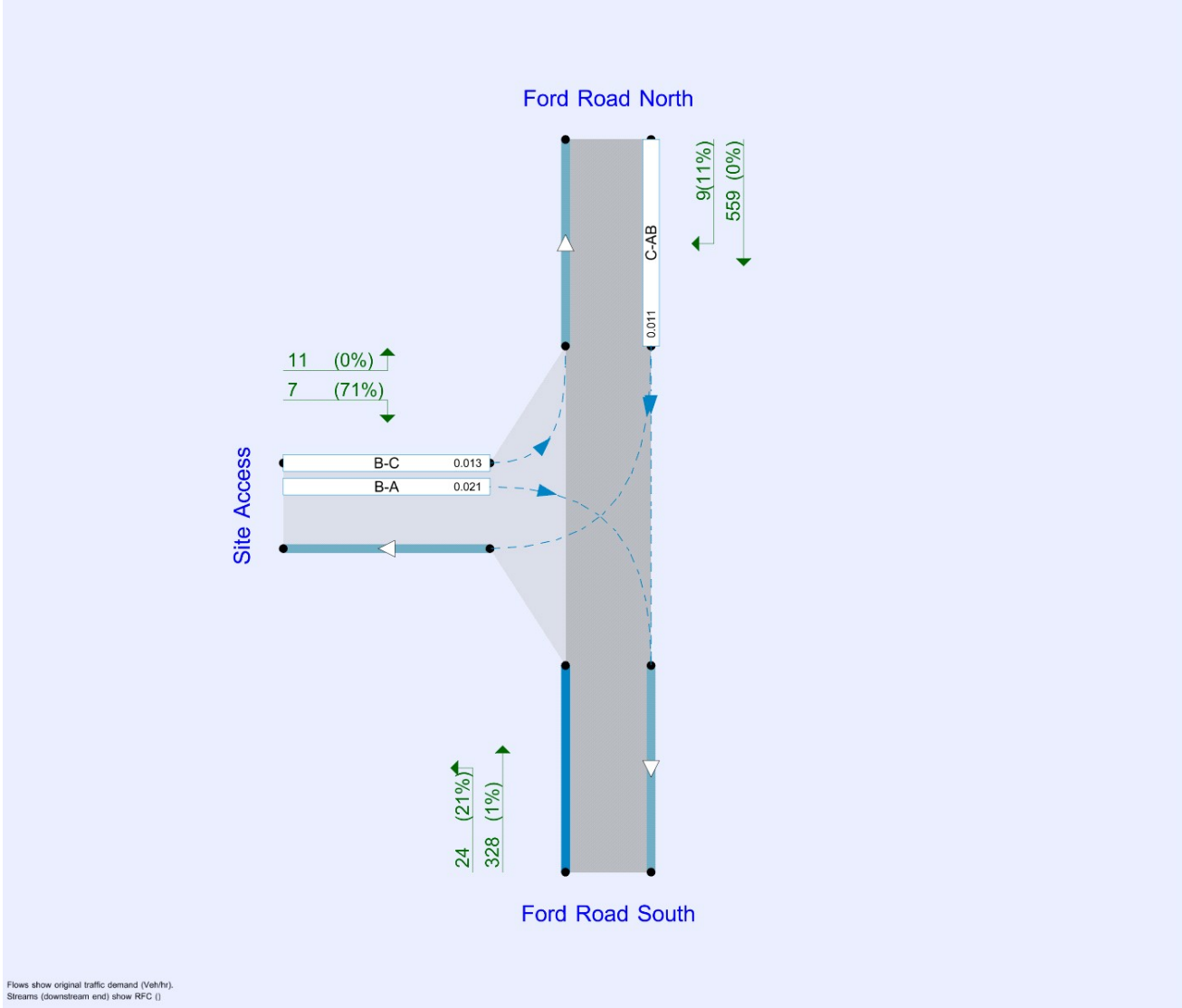
File summary

File Description

Title	
Location	
Site number	
Date	18/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RAMBOLL\ISPYRO
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 without Construction	AM	ONE HOUR	08:00	09:30	15
D2	2025 without Construction	PM	ONE HOUR	17:00	18:30	15
D3	2025 with Construction	AM	ONE HOUR	08:00	09:30	15
D4	2025 with Construction	PM	ONE HOUR	17:00	18:30	15
D5	2025 with Construction + FMCB	AM	ONE HOUR	08:00	09:30	15
D7	2026 without Development	AM	ONE HOUR	08:00	09:30	15
D8	2026 without Development	PM	ONE HOUR	17:00	18:30	15
D9	2026 with Development	AM	ONE HOUR	08:00	09:30	15
D10	2026 with Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Site Access/Ford Road	100.000

Site Access/Ford Road - 2025 without Construction , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		0.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	40	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Ford Road South		Major
B	Site Access		Minor
C	Ford Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Ford Road North	7.00		✓	3.40	120.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
Site Access	One lane plus flare	10.00	5.20	4.00	3.60	3.60		5.00	45	45

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	575	0.100	0.253	0.159	0.362
B-C	680	0.100	0.252	-	-
C-B	727	0.270	0.270	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 without Construction	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	652	100.000
Site Access		✓	21	100.000
Ford Road North		✓	345	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	26	626
	Site Access	10	0	11
	Ford Road North	336	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	35	2
	Site Access	100	0	0
	Ford Road North	1	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.53	0.0	A
B-A	0.07	23.39	0.1	C
C-AB	0.02	7.74	0.0	A

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	551	0.015	8	0.0	6.632	A
B-A	15	407	0.037	15	0.1	18.332	C
C-AB	8	591	0.013	7	0.0	6.850	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	525	0.019	10	0.0	6.983	A
B-A	18	375	0.048	18	0.1	20.165	C
C-AB	9	564	0.016	9	0.0	7.195	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	490	0.025	12	0.0	7.530	A
B-A	22	330	0.067	22	0.1	23.367	C
C-AB	11	528	0.021	11	0.0	7.735	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	490	0.025	12	0.0	7.534	A
B-A	22	330	0.067	22	0.1	23.385	C
C-AB	11	528	0.021	11	0.0	7.735	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	525	0.019	10	0.0	6.992	A
B-A	18	375	0.048	18	0.1	20.181	C
C-AB	9	564	0.016	9	0.0	7.196	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	550	0.015	8	0.0	6.641	A
B-A	15	408	0.037	15	0.1	18.351	C
C-AB	8	591	0.013	8	0.0	6.850	A

Site Access/Ford Road - 2025 without Construction , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		0.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	85	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 without Construction	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	352	100.000
Site Access		✓	30	100.000
Ford Road North		✓	565	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	26	326
	Site Access	18	0	12
	Ford Road North	556	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	35	1
	Site Access	55	0	0
	Ford Road North	0	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.53	0.0	A
B-A	0.08	15.85	0.1	C
C-AB	0.02	6.57	0.0	A

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	599	0.015	9	0.0	6.098	A
B-A	21	446	0.047	21	0.1	13.118	B
C-AB	8	654	0.012	7	0.0	6.184	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	585	0.018	11	0.0	6.270	A
B-A	25	419	0.060	25	0.1	14.146	B
C-AB	9	639	0.014	9	0.0	6.340	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	565	0.023	13	0.0	6.525	A
B-A	31	383	0.080	31	0.1	15.839	C
C-AB	11	619	0.018	11	0.0	6.567	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	565	0.023	13	0.0	6.527	A
B-A	31	383	0.080	31	0.1	15.849	C
C-AB	11	619	0.018	11	0.0	6.567	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	585	0.018	11	0.0	6.274	A
B-A	25	419	0.060	25	0.1	14.160	B
C-AB	9	639	0.014	9	0.0	6.342	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	599	0.015	9	0.0	6.105	A
B-A	21	446	0.047	21	0.1	13.138	B
C-AB	8	654	0.012	8	0.0	6.185	A

Site Access/Ford Road - 2025 with Construction , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		0.83	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 with Construction	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	711	100.000
Site Access		✓	26	100.000
Ford Road North		✓	351	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	85	626
	Site Access	15	0	11
	Ford Road North	336	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	20	2
	Site Access	100	0	0
	Ford Road North	1	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.90	0.0	A
B-A	0.10	24.53	0.2	C
C-AB	0.03	7.86	0.0	A

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	532	0.016	8	0.0	6.876	A
B-A	23	409	0.055	22	0.1	18.609	C
C-AB	12	577	0.021	12	0.0	6.815	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	505	0.020	10	0.0	7.269	A
B-A	27	374	0.072	27	0.2	20.717	C
C-AB	14	548	0.026	14	0.0	7.218	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	468	0.026	12	0.0	7.892	A
B-A	33	326	0.101	33	0.2	24.495	C
C-AB	18	508	0.035	18	0.0	7.860	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	468	0.026	12	0.0	7.896	A
B-A	33	326	0.101	33	0.2	24.532	C
C-AB	18	508	0.035	18	0.0	7.860	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	505	0.020	10	0.0	7.276	A
B-A	27	374	0.072	27	0.2	20.755	C
C-AB	14	548	0.026	14	0.0	7.219	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	531	0.016	8	0.0	6.886	A
B-A	23	409	0.055	23	0.1	18.653	C
C-AB	12	577	0.021	12	0.0	6.816	A

Site Access/Ford Road - 2025 with Construction , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		0.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	77	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 with Construction	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	347	100.000
Site Access		✓	74	100.000
Ford Road North		✓	565	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	21	326
	Site Access	57	0	17
	Ford Road North	556	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	14	1
	Site Access	7	0	0
	Ford Road North	0	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.90	0.0	A
B-A	0.18	12.52	0.2	B
C-AB	0.02	6.53	0.0	A

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	579	0.022	13	0.0	6.358	A
B-A	46	436	0.105	45	0.1	9.847	A
C-AB	8	656	0.011	7	0.0	6.163	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	563	0.027	15	0.0	6.574	A
B-A	55	410	0.134	55	0.2	10.823	B
C-AB	9	642	0.014	9	0.0	6.312	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	540	0.035	19	0.0	6.902	A
B-A	67	375	0.179	67	0.2	12.495	B
C-AB	11	623	0.018	11	0.0	6.532	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	540	0.035	19	0.0	6.904	A
B-A	67	375	0.179	67	0.2	12.516	B
C-AB	11	623	0.018	11	0.0	6.532	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	563	0.027	15	0.0	6.580	A
B-A	55	410	0.134	55	0.2	10.847	B
C-AB	9	642	0.014	9	0.0	6.315	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	579	0.022	13	0.0	6.365	A
B-A	46	436	0.105	46	0.1	9.878	A
C-AB	8	656	0.011	8	0.0	6.163	A

Site Access/Ford Road - 2025 with Construction + FMCB , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		13835.71	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-63	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 with Construction + FMCB	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	1222	100.000
Site Access		✓	1253	100.000
Ford Road North		✓	780	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	596	626
	Site Access	635	0	618
	Ford Road North	336	444	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	1	2
	Site Access	5	0	0
	Ford Road North	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	9999999999.00	35359.58	723.1	F
B-A	9999999999.00	35358.09	780.2	F
C-AB	1.43	928.36	145.8	F

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	465	214	2.179	210	63.8	902.327	F
B-A	502	230	2.179	227	68.8	900.614	F
C-AB	376	509	0.738	365	2.8	24.634	C

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	556	154	3.613	154	164.2	6602.220	F
B-A	599	166	3.614	166	177.1	6600.032	F
C-AB	684	700	0.978	647	12.0	55.299	F

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	680	65	10.525	65	318.2	14382.978	F
B-A	734	70	10.525	70	343.2	14380.940	F
C-AB	887	621	1.428	618	79.1	277.956	F

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	680	0	9999999999.000	0	488.3	21865.172	F
B-A	734	0	9999999999.000	0	526.8	21863.410	F
C-AB	887	621	1.429	620	145.8	631.134	F

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	556	13	43.832	13	624.0	29937.928	F
B-A	599	14	43.833	14	673.2	29936.284	F
C-AB	684	696	0.983	689	144.7	875.370	F

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	465	69	6.774	69	723.1	35359.577	F
B-A	502	74	6.775	74	780.2	35358.088	F
C-AB	376	503	0.747	494	115.1	928.360	F

Site Access/Ford Road - 2026 without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		0.59	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	657	100.000
Site Access		✓	21	100.000
Ford Road North		✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	27	630
	Site Access	10	0	11
	Ford Road North	338	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	33	2
	Site Access	100	0	0
	Ford Road North	1	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.55	0.0	A
B-A	0.07	23.51	0.1	C
C-AB	0.02	7.76	0.0	A

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	550	0.015	8	0.0	6.643	A
B-A	15	406	0.037	15	0.1	18.382	C
C-AB	8	590	0.013	7	0.0	6.862	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	524	0.019	10	0.0	6.997	A
B-A	18	374	0.048	18	0.1	20.238	C
C-AB	9	563	0.016	9	0.0	7.211	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	489	0.025	12	0.0	7.550	A
B-A	22	328	0.067	22	0.1	23.487	C
C-AB	11	526	0.021	11	0.0	7.757	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	489	0.025	12	0.0	7.553	A
B-A	22	328	0.067	22	0.1	23.506	C
C-AB	11	526	0.021	11	0.0	7.757	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	524	0.019	10	0.0	7.003	A
B-A	18	374	0.048	18	0.1	20.255	C
C-AB	9	563	0.016	9	0.0	7.211	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	549	0.015	8	0.0	6.654	A
B-A	15	406	0.037	15	0.1	18.402	C
C-AB	8	590	0.013	8	0.0	6.865	A

Site Access/Ford Road - 2026 without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		0.61	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 without Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	355	100.000
Site Access		✓	30	100.000
Ford Road North		✓	568	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	27	328
	Site Access	18	0	12
	Ford Road North	559	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	7	1
	Site Access	56	0	0
	Ford Road North	0	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.53	0.0	A
B-A	0.08	15.97	0.1	C
C-AB	0.02	6.55	0.0	A

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	599	0.015	9	0.0	6.099	A
B-A	21	446	0.047	21	0.1	13.212	B
C-AB	8	654	0.011	7	0.0	6.176	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	585	0.018	11	0.0	6.272	A
B-A	25	419	0.060	25	0.1	14.250	B
C-AB	9	640	0.014	9	0.0	6.329	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	565	0.023	13	0.0	6.527	A
B-A	31	382	0.081	31	0.1	15.964	C
C-AB	11	621	0.018	11	0.0	6.554	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	565	0.023	13	0.0	6.528	A
B-A	31	382	0.081	31	0.1	15.974	C
C-AB	11	621	0.018	11	0.0	6.554	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	584	0.018	11	0.0	6.278	A
B-A	25	419	0.060	25	0.1	14.265	B
C-AB	9	640	0.014	9	0.0	6.330	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	599	0.015	9	0.0	6.107	A
B-A	21	446	0.047	21	0.1	13.232	B
C-AB	8	654	0.011	8	0.0	6.179	A

Site Access/Ford Road - 2026 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		0.81	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2026 with Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	664	100.000
Site Access		✓	26	100.000
Ford Road North		✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	34	630
	Site Access	15	0	11
	Ford Road North	338	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	47	2
	Site Access	100	0	0
	Ford Road North	1	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.82	0.0	A
B-A	0.10	23.98	0.2	C
C-AB	0.02	7.82	0.0	A

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	535	0.015	8	0.0	6.836	A
B-A	23	413	0.055	22	0.1	18.388	C
C-AB	8	587	0.013	7	0.0	6.895	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	509	0.019	10	0.0	7.215	A
B-A	27	380	0.071	27	0.1	20.392	C
C-AB	9	560	0.016	9	0.0	7.255	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	473	0.026	12	0.0	7.812	A
B-A	33	333	0.099	33	0.2	23.940	C
C-AB	11	522	0.021	11	0.0	7.821	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	473	0.026	12	0.0	7.816	A
B-A	33	333	0.099	33	0.2	23.975	C
C-AB	11	522	0.021	11	0.0	7.821	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	508	0.019	10	0.0	7.222	A
B-A	27	380	0.071	27	0.2	20.427	C
C-AB	9	560	0.016	9	0.0	7.256	A

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	534	0.016	8	0.0	6.847	A
B-A	23	414	0.055	23	0.1	18.432	C
C-AB	8	587	0.013	8	0.0	6.899	A

Site Access/Ford Road - 2026 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access/Ford Road	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	89	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2026 with Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Ford Road South		✓	352	100.000
Site Access		✓	18	100.000
Ford Road North		✓	568	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	24	328
	Site Access	7	0	11
	Ford Road North	559	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		Ford Road South	Site Access	Ford Road North
From	Ford Road South	0	21	1
	Site Access	71	0	0
	Ford Road North	0	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.15	0.0	A
B-A	0.04	17.41	0.1	C
C-AB	0.02	6.55	0.0	A

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	631	0.013	8	0.0	5.784	A
B-A	9	427	0.021	9	0.0	14.711	B
C-AB	8	654	0.011	7	0.0	6.177	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	616	0.016	10	0.0	5.935	A
B-A	11	402	0.027	11	0.0	15.734	C
C-AB	9	640	0.014	9	0.0	6.330	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	597	0.020	12	0.0	6.153	A
B-A	13	367	0.036	13	0.1	17.410	C
C-AB	11	621	0.018	11	0.0	6.555	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	597	0.020	12	0.0	6.154	A
B-A	13	367	0.036	13	0.1	17.409	C
C-AB	11	621	0.018	11	0.0	6.555	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	616	0.016	10	0.0	5.938	A
B-A	11	402	0.027	11	0.0	15.738	C
C-AB	9	640	0.014	9	0.0	6.333	A

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	630	0.013	8	0.0	5.790	A
B-A	9	428	0.021	9	0.0	14.711	B
C-AB	8	654	0.011	8	0.0	6.179	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Existing Roundabout.j9
Path: \\ukramsoufps4\Projects\1620007830\5-Analysis\6. Transport\Resubmission\New analysis\Junction Assessments
Report generation date: 23/02/2021 17:37:44

»Church Lane_A259 Roundabout - 2025 without Construction , AM
»Church Lane_A259 Roundabout - 2025 without Construction , PM
»Church Lane_A259 Roundabout - 2025 with Construction , AM
»Church Lane_A259 Roundabout - 2025 with Construction, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Church Lane_A259 Roundabout - 2025 without Construction											
1 - Church Lane	25.6	96.91	1.01	728.31	F	-39 % [4 - A259 West]	95.5	397.25	1.19	1028.59	F	-43 % [4 - A259 West]
2 - A259 East	92.5	180.55	1.11				188.0	448.38	1.22			
3 - Crookthorn Lane	0.2	14.80	0.18				0.1	14.21	0.08			
4 - A259 West	446.8	1883.94	1.68				581.2	2101.02	1.69			
	Church Lane_A259 Roundabout - 2025 with Construction											
1 - Church Lane	26.2	97.70	1.01	858.14	F	-41 % [4 - A259 West]	123.7	520.97	1.24	1039.51	F	-43 % [4 - A259 West]
2 - A259 East	109.9	229.42	1.13				188.4	450.15	1.22			
3 - Crookthorn Lane	0.2	14.92	0.18				0.1	14.25	0.08			
4 - A259 West	506.2	2201.44	1.74				572.1	2067.41	1.68			

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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

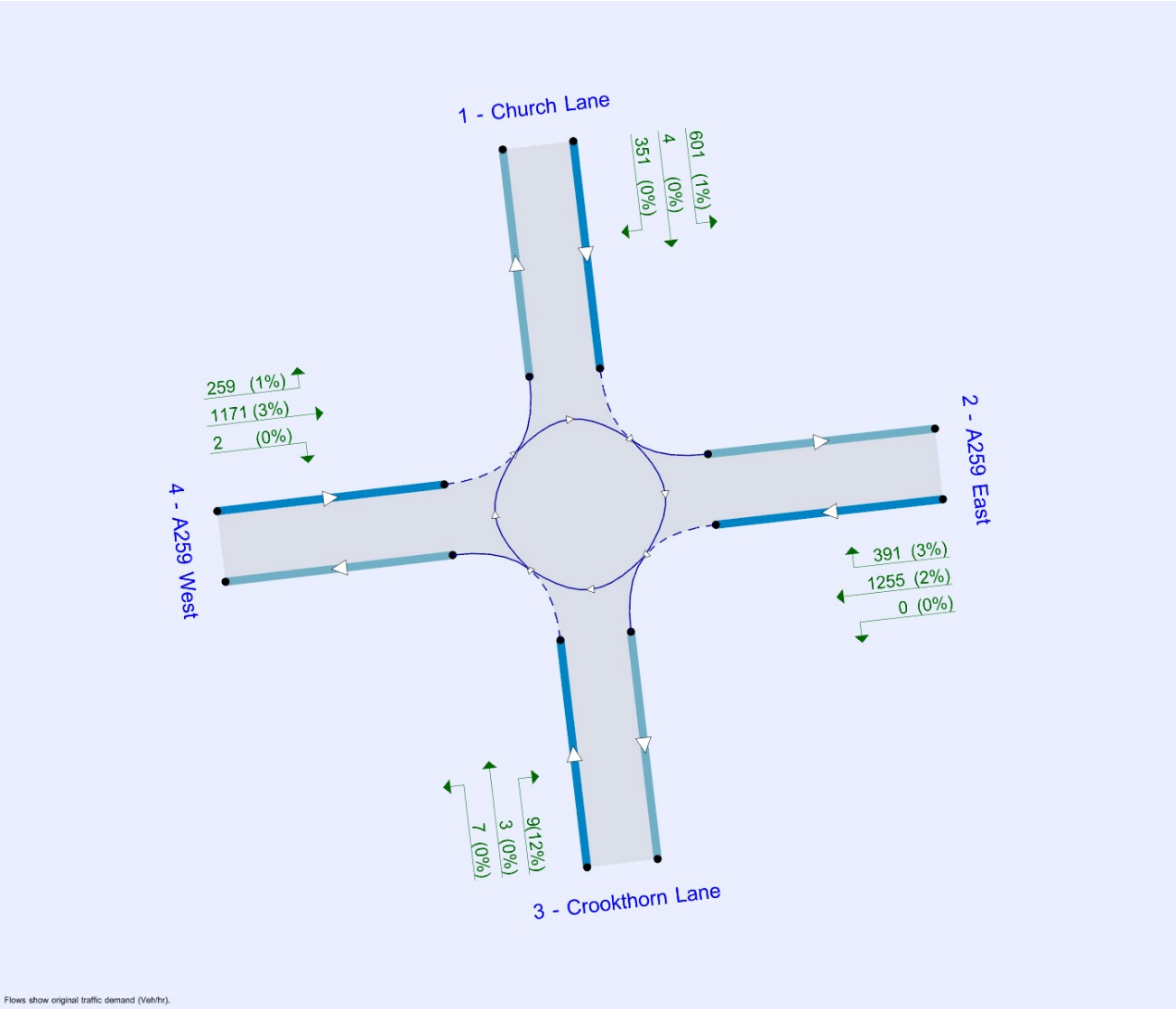
File summary

File Description

Title	ERF & WSTF Model
Location	Ford, Arun District
Site number	
Date	18/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RAMBOLL\ISPYRO
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 without Construction	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025 without Construction	PM	ONE HOUR	17:00	18:30	15	✓
D3	2025 with Construction	AM	ONE HOUR	08:00	09:30	15	✓
D4	2025 with Construction	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Church Lane_A259 Roundabout	✓	100.000	100.000

Church Lane_A259 Roundabout - 2025 without Construction , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane_A259	Standard Roundabout		1, 2, 3, 4	728.31	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-39	4 - A259 West

Arms

Arms

Arm	Name	Description
1	Church Lane	
2	A259 East	
3	Crookthorn Lane	
4	A259 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Church Lane	3.21	6.18	4.7	27.5	33.0	19.5	
2 - A259 East	2.54	6.73	47.6	15.9	33.0	32.5	
3 - Crookthorn Lane	2.28	6.08	14.7	38.6	33.0	11.5	
4 - A259 West	2.87	6.64	5.1	16.0	33.0	36.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Church Lane	0.595	1334
2 - A259 East	0.652	1723
3 - Crookthorn Lane	0.628	1437
4 - A259 West	0.535	1167

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 without Construction	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane		ONE HOUR	✓	818	100.000
2 - A259 East		ONE HOUR	✓	1443	100.000
3 - Crookthorn Lane		ONE HOUR	✓	47	100.000
4 - A259 West		ONE HOUR	✓	1157	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0	528	16	274
	2 - A259 East	623	4	1	815
	3 - Crookthorn Lane	16	15	0	16
	4 - A259 West	213	933	11	0

Proportions

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0.00	0.65	0.02	0.33
	2 - A259 East	0.43	0.00	0.00	0.56
	3 - Crookthorn Lane	0.34	0.32	0.00	0.34
	4 - A259 West	0.18	0.81	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0	5	0	5
	2 - A259 East	5	48	0	5
	3 - Crookthorn Lane	6	0	0	0
	4 - A259 West	6	5	9	0

Average PCU Per Veh

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	1.000	1.050	1.000	1.050
	2 - A259 East	1.050	1.480	1.000	1.050
	3 - Crookthorn Lane	1.060	1.000	1.000	1.000
	4 - A259 West	1.060	1.050	1.090	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - Church Lane	616	646
	2 - A259 East	1086	1142
	3 - Crookthorn Lane	35	36
	4 - A259 West	871	917
08:15-08:30	1 - Church Lane	735	771
	2 - A259 East	1297	1364
	3 - Crookthorn Lane	42	43
	4 - A259 West	1040	1094
08:30-08:45	1 - Church Lane	901	945
	2 - A259 East	1589	1670
	3 - Crookthorn Lane	52	53
	4 - A259 West	1274	1340
08:45-09:00	1 - Church Lane	901	945
	2 - A259 East	1589	1670
	3 - Crookthorn Lane	52	53
	4 - A259 West	1274	1340
09:00-09:15	1 - Church Lane	735	771
	2 - A259 East	1297	1364
	3 - Crookthorn Lane	42	43
	4 - A259 West	1040	1094
09:15-09:30	1 - Church Lane	616	646
	2 - A259 East	1086	1142
	3 - Crookthorn Lane	35	36
	4 - A259 West	871	917

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 - Church Lane	1.01	96.91	25.6	F	787	1181
2 - A259 East	1.11	180.55	92.5	F	1392	2088
3 - Crookthorn Lane	0.18	14.80	0.2	B	44	66
4 - A259 West	1.68	1883.94	446.8	F	1117	1676

Main Results for each time segment

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 - Church Lane	646	162	702	916	0.705	636	657	0.0	2.4	13.110	B
2 - A259 East	1142	285	234	1570	0.727	1131	1105	0.0	2.7	8.421	A
3 - Crookthorn Lane	36	9	1344	593	0.061	36	21	0.0	0.1	6.589	A
4 - A259 West	917	229	516	891	1.029	843	863	0.0	18.5	53.426	F

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 - Church Lane	771	193	700	917	0.841	762	751	2.4	4.8	22.896	C
2 - A259 East	1364	341	278	1541	0.885	1347	1183	2.7	6.9	18.036	C
3 - Crookthorn Lane	43	11	1601	431	0.100	43	23	0.1	0.1	9.454	A
4 - A259 West	1094	274	615	838	1.306	836	1030	18.5	83.1	233.063	F

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 - Church Lane	945	236	674	932	1.013	893	811	4.8	17.8	59.347	F
2 - A259 East	1670	418	324	1511	1.105	1494	1243	6.9	50.9	80.219	F
3 - Crookthorn Lane	53	13	1792	312	0.170	52	26	0.1	0.2	14.159	B
4 - A259 West	1340	335	685	800	1.675	800	1160	83.1	218.1	686.116	F

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 - Church Lane	945	236	672	933	1.012	914	815	17.8	25.6	96.913	F
2 - A259 East	1670	418	331	1507	1.109	1504	1255	50.9	92.5	179.107	F
3 - Crookthorn Lane	53	13	1809	301	0.176	53	26	0.2	0.2	14.803	B
4 - A259 West	1340	335	690	798	1.680	798	1172	218.1	353.7	1296.435	F

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 - Church Lane	771	193	672	934	0.826	850	813	25.6	6.0	56.574	F
2 - A259 East	1364	341	309	1521	0.896	1504	1213	92.5	57.3	180.550	F
3 - Crookthorn Lane	43	11	1788	314	0.137	43	25	0.2	0.2	13.577	B
4 - A259 West	1094	274	683	801	1.366	801	1148	353.7	427.1	1722.913	F

09:15 - 09:30

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 - Church Lane	646	162	699	918	0.704	659	754	6.0	2.6	15.310	C
2 - A259 East	1142	285	242	1565	0.730	1359	1117	57.3	3.0	39.902	E
3 - Crookthorn Lane	36	9	1579	445	0.081	36	21	0.2	0.1	8.992	A
4 - A259 West	917	229	616	837	1.094	837	1000	427.1	446.8	1883.942	F

Church Lane_A259 Roundabout - 2025 without Construction , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane_A259	Standard Roundabout		1, 2, 3, 4	1028.59	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-43	4 - A259 West

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 without Construction	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane		ONE HOUR	✓	918	100.000
2 - A259 East		ONE HOUR	✓	1648	100.000
3 - Crookthorn Lane		ONE HOUR	✓	19	100.000
4 - A259 West		ONE HOUR	✓	1436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	1	582	4	331
	2 - A259 East	393	0	0	1255
	3 - Crookthorn Lane	3	9	0	7
	4 - A259 West	262	1171	2	1

Proportions

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0.00	0.63	0.00	0.36
	2 - A259 East	0.24	0.00	0.00	0.76
	3 - Crookthorn Lane	0.16	0.47	0.00	0.37
	4 - A259 West	0.18	0.82	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0	1	0	1
	2 - A259 East	3	0	0	2
	3 - Crookthorn Lane	0	12	0	0
	4 - A259 West	2	3	0	0

Average PCU Per Veh

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	1.000	1.010	1.000	1.010
	2 - A259 East	1.030	1.000	1.000	1.020
	3 - Crookthorn Lane	1.000	1.120	1.000	1.000
	4 - A259 West	1.020	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - Church Lane	691	698
	2 - A259 East	1241	1268
	3 - Crookthorn Lane	14	15
	4 - A259 West	1081	1111
17:15-17:30	1 - Church Lane	825	833
	2 - A259 East	1482	1515
	3 - Crookthorn Lane	17	18
	4 - A259 West	1291	1327
17:30-17:45	1 - Church Lane	1011	1021
	2 - A259 East	1814	1855
	3 - Crookthorn Lane	21	22
	4 - A259 West	1581	1626
17:45-18:00	1 - Church Lane	1011	1021
	2 - A259 East	1814	1855
	3 - Crookthorn Lane	21	22
	4 - A259 West	1581	1626
18:00-18:15	1 - Church Lane	825	833
	2 - A259 East	1482	1515
	3 - Crookthorn Lane	17	18
	4 - A259 West	1291	1327
18:15-18:30	1 - Church Lane	691	698
	2 - A259 East	1241	1268
	3 - Crookthorn Lane	14	15
	4 - A259 West	1081	1111

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 - Church Lane	1.19	397.25	95.5	F	851	1276
2 - A259 East	1.22	448.38	188.0	F	1546	2319
3 - Crookthorn Lane	0.08	14.21	0.1	B	18	28
4 - A259 West	1.69	2101.02	581.2	F	1355	2032

Main Results for each time segment

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 - Church Lane	698	174	803	855	0.816	682	480	0.0	4.0	19.501	C
2 - A259 East	1268	317	252	1559	0.814	1252	1234	0.0	4.2	11.446	B
3 - Crookthorn Lane	15	4	1499	496	0.031	15	4	0.0	0.0	7.915	A
4 - A259 West	1111	278	311	1000	1.111	972	1203	0.0	34.9	75.902	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Lane	833	208	805	855	0.975	801	530	4.0	12.2	48.976	E
2 - A259 East	1515	379	295	1530	0.990	1460	1310	4.2	17.8	36.947	E
3 - Crookthorn Lane	18	5	1750	338	0.053	18	5	0.0	0.1	11.888	B
4 - A259 West	1327	332	363	973	1.365	972	1405	34.9	123.8	303.639	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Lane	1021	255	801	857	1.191	852	543	12.2	54.4	153.834	F
2 - A259 East	1855	464	314	1518	1.222	1514	1339	17.8	103.0	151.877	F
3 - Crookthorn Lane	22	6	1823	292	0.076	22	5	0.1	0.1	14.082	B
4 - A259 West	1626	406	379	964	1.686	964	1466	123.8	289.2	777.159	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Lane	1021	255	800	857	1.191	856	543	54.4	95.5	324.300	F
2 - A259 East	1855	464	315	1517	1.223	1517	1341	103.0	187.6	350.159	F
3 - Crookthorn Lane	22	6	1827	290	0.076	22	5	0.1	0.1	14.215	B
4 - A259 West	1626	406	380	964	1.687	964	1469	289.2	454.6	1394.183	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Lane	833	208	800	858	0.972	849	542	95.5	91.7	397.248	F
2 - A259 East	1515	379	313	1519	0.997	1513	1336	187.6	188.0	448.380	F
3 - Crookthorn Lane	18	5	1821	294	0.062	18	5	0.1	0.1	13.817	B
4 - A259 West	1327	332	376	966	1.375	966	1463	454.6	545.0	1866.831	F

18:15 - 18:30

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 - Church Lane	698	174	800	858	0.814	848	541	91.7	54.1	311.473	F
2 - A259 East	1268	317	312	1519	0.835	1511	1335	188.0	127.4	376.694	F
3 - Crookthorn Lane	15	4	1818	295	0.051	15	5	0.1	0.1	13.588	B
4 - A259 West	1111	278	374	967	1.149	967	1460	545.0	581.2	2101.017	F

Church Lane_A259 Roundabout - 2025 with Construction , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane_A259	Standard Roundabout		1, 2, 3, 4	858.14	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-41	4 - A259 West

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 with Construction	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane		ONE HOUR	✓	823	100.000
2 - A259 East		ONE HOUR	✓	1471	100.000
3 - Crookthorn Lane		ONE HOUR	✓	47	100.000
4 - A259 West		ONE HOUR	✓	1185	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0	531	16	276
	2 - A259 East	651	4	1	815
	3 - Crookthorn Lane	16	15	0	16
	4 - A259 West	241	933	11	0

Proportions

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0.00	0.65	0.02	0.34
	2 - A259 East	0.44	0.00	0.00	0.55
	3 - Crookthorn Lane	0.34	0.32	0.00	0.34
	4 - A259 West	0.20	0.79	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0	6	0	6
	2 - A259 East	5	48	0	5
	3 - Crookthorn Lane	6	0	0	0
	4 - A259 West	6	5	9	0

Average PCU Per Veh

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	1.000	1.060	1.000	1.060
	2 - A259 East	1.050	1.480	1.000	1.050
	3 - Crookthorn Lane	1.060	1.000	1.000	1.000
	4 - A259 West	1.060	1.050	1.090	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	1 - Church Lane	620	656
	2 - A259 East	1107	1164
	3 - Crookthorn Lane	35	36
	4 - A259 West	892	939
08:15-08:30	1 - Church Lane	740	783
	2 - A259 East	1322	1390
	3 - Crookthorn Lane	42	43
	4 - A259 West	1065	1121
08:30-08:45	1 - Church Lane	906	959
	2 - A259 East	1620	1702
	3 - Crookthorn Lane	52	53
	4 - A259 West	1305	1373
08:45-09:00	1 - Church Lane	906	959
	2 - A259 East	1620	1702
	3 - Crookthorn Lane	52	53
	4 - A259 West	1305	1373
09:00-09:15	1 - Church Lane	740	783
	2 - A259 East	1322	1390
	3 - Crookthorn Lane	42	43
	4 - A259 West	1065	1121
09:15-09:30	1 - Church Lane	620	656
	2 - A259 East	1107	1164
	3 - Crookthorn Lane	35	36
	4 - A259 West	892	939

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 - Church Lane	1.01	97.70	26.2	F	800	1199
2 - A259 East	1.13	229.42	109.9	F	1419	2128
3 - Crookthorn Lane	0.18	14.92	0.2	B	44	66
4 - A259 West	1.74	2201.44	506.2	F	1144	1717

Main Results for each time segment

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 - Church Lane	656	164	685	926	0.709	646	695	0.0	2.4	13.221	B
2 - A259 East	1164	291	237	1568	0.742	1152	1095	0.0	2.9	8.871	A
3 - Crookthorn Lane	36	9	1369	577	0.063	36	21	0.0	0.1	6.779	A
4 - A259 West	939	235	538	879	1.068	842	867	0.0	24.1	65.146	F

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 - Church Lane	783	196	674	933	0.840	774	789	2.4	4.8	22.653	C
2 - A259 East	1390	348	282	1539	0.903	1370	1165	2.9	8.0	20.297	C
3 - Crookthorn Lane	43	11	1629	414	0.104	43	23	0.1	0.1	9.889	A
4 - A259 West	1121	280	639	825	1.359	824	1032	24.1	98.5	282.292	F

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 - Church Lane	959	240	651	946	1.014	906	842	4.8	18.2	59.410	F
2 - A259 East	1702	426	328	1508	1.129	1495	1229	8.0	59.8	91.768	F
3 - Crookthorn Lane	53	13	1798	308	0.172	52	25	0.1	0.2	14.379	B
4 - A259 West	1373	343	702	791	1.735	791	1149	98.5	243.9	787.116	F

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 - Church Lane	959	240	650	947	1.014	927	844	18.2	26.2	97.696	F
2 - A259 East	1702	426	336	1504	1.132	1502	1241	59.8	109.9	210.192	F
3 - Crookthorn Lane	53	13	1812	299	0.177	53	26	0.2	0.2	14.915	B
4 - A259 West	1373	343	705	790	1.739	790	1160	243.9	389.8	1450.648	F

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 - Church Lane	783	196	650	947	0.827	864	842	26.2	6.1	57.493	F
2 - A259 East	1390	348	314	1518	0.916	1504	1200	109.9	81.5	229.424	F
3 - Crookthorn Lane	43	11	1793	311	0.139	43	24	0.2	0.2	13.726	B
4 - A259 West	1121	280	699	793	1.414	793	1137	389.8	471.9	1950.506	F

09:15 - 09:30

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 - Church Lane	656	164	655	944	0.695	670	830	6.1	2.5	14.586	B
2 - A259 East	1164	291	245	1563	0.745	1476	1080	81.5	3.5	87.761	F
3 - Crookthorn Lane	36	9	1700	369	0.098	36	21	0.2	0.1	11.038	B
4 - A259 West	939	235	682	802	1.171	802	1054	471.9	506.2	2201.441	F

Church Lane_A259 Roundabout - 2025 with Construction, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A259 East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane_A259	Standard Roundabout		1, 2, 3, 4	1039.51	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-43	4 - A259 West

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 with Construction	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane		ONE HOUR	✓	957	100.000
2 - A259 East		ONE HOUR	✓	1646	100.000
3 - Crookthorn Lane		ONE HOUR	✓	19	100.000
4 - A259 West		ONE HOUR	✓	1433	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	1	601	4	351
	2 - A259 East	391	0	0	1255
	3 - Crookthorn Lane	3	9	0	7
	4 - A259 West	259	1171	2	1

Proportions

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0.00	0.63	0.00	0.37
	2 - A259 East	0.24	0.00	0.00	0.76
	3 - Crookthorn Lane	0.16	0.47	0.00	0.37
	4 - A259 West	0.18	0.82	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	0	1	0	0
	2 - A259 East	3	0	0	2
	3 - Crookthorn Lane	0	12	0	0
	4 - A259 West	1	3	0	0

Average PCU Per Veh

		To			
		1 - Church Lane	2 - A259 East	3 - Crookthorn Lane	4 - A259 West
From	1 - Church Lane	1.000	1.010	1.000	1.000
	2 - A259 East	1.030	1.000	1.000	1.020
	3 - Crookthorn Lane	1.000	1.120	1.000	1.000
	4 - A259 West	1.010	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:00-17:15	1 - Church Lane	720	725
	2 - A259 East	1239	1267
	3 - Crookthorn Lane	14	15
	4 - A259 West	1079	1107
17:15-17:30	1 - Church Lane	860	866
	2 - A259 East	1480	1513
	3 - Crookthorn Lane	17	18
	4 - A259 West	1288	1322
17:30-17:45	1 - Church Lane	1054	1060
	2 - A259 East	1812	1853
	3 - Crookthorn Lane	21	22
	4 - A259 West	1578	1619
17:45-18:00	1 - Church Lane	1054	1060
	2 - A259 East	1812	1853
	3 - Crookthorn Lane	21	22
	4 - A259 West	1578	1619
18:00-18:15	1 - Church Lane	860	866
	2 - A259 East	1480	1513
	3 - Crookthorn Lane	17	18
	4 - A259 West	1288	1322
18:15-18:30	1 - Church Lane	720	725
	2 - A259 East	1239	1267
	3 - Crookthorn Lane	14	15
	4 - A259 West	1079	1107

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 - Church Lane	1.24	520.97	123.7	F	884	1326
2 - A259 East	1.22	450.15	188.4	F	1544	2316
3 - Crookthorn Lane	0.08	14.25	0.1	B	18	28
4 - A259 West	1.68	2067.41	572.1	F	1350	2024

Main Results for each time segment

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 - Church Lane	725	181	806	854	0.849	706	475	0.0	4.8	22.255	C
2 - A259 East	1267	317	263	1551	0.817	1250	1249	0.0	4.2	11.640	B
3 - Crookthorn Lane	15	4	1509	490	0.031	15	4	0.0	0.0	8.015	A
4 - A259 West	1107	277	310	1001	1.106	972	1214	0.0	33.9	74.029	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Lane	866	216	809	852	1.016	817	525	4.8	17.1	62.352	F
2 - A259 East	1513	378	304	1524	0.992	1457	1322	4.2	18.3	37.780	E
3 - Crookthorn Lane	18	5	1756	334	0.054	18	5	0.0	0.1	12.019	B
4 - A259 West	1322	331	361	974	1.358	973	1413	33.9	121.2	296.542	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Lane	1060	265	804	855	1.240	852	538	17.1	69.1	194.082	F
2 - A259 East	1853	463	317	1516	1.222	1513	1340	18.3	103.4	153.056	F
3 - Crookthorn Lane	22	6	1825	291	0.076	22	5	0.1	0.1	14.125	B
4 - A259 West	1619	405	377	965	1.678	965	1469	121.2	284.7	763.240	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Lane	1060	265	804	855	1.240	854	538	69.1	120.6	407.995	F
2 - A259 East	1853	463	318	1515	1.223	1515	1341	103.4	187.9	351.349	F
3 - Crookthorn Lane	22	6	1828	289	0.076	22	5	0.1	0.1	14.248	B
4 - A259 West	1619	405	378	965	1.678	965	1472	284.7	448.4	1372.895	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Lane	866	216	804	855	1.012	853	537	120.6	123.7	520.965	F
2 - A259 East	1513	378	317	1516	0.998	1511	1340	187.9	188.4	450.153	F
3 - Crookthorn Lane	18	5	1823	292	0.062	18	5	0.1	0.1	13.891	B
4 - A259 West	1322	331	374	967	1.368	967	1467	448.4	537.2	1838.738	F

18:15 - 18:30

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 - Church Lane	725	181	803	855	0.848	849	536	123.7	92.8	460.401	F
2 - A259 East	1267	317	316	1517	0.835	1509	1336	188.4	128.0	378.351	F
3 - Crookthorn Lane	15	4	1819	294	0.051	15	5	0.1	0.1	13.627	B
4 - A259 West	1107	277	372	968	1.144	968	1463	537.2	572.1	2067.411	F

APPENDIX 14
AADT AND AAWT DATA

Ford ERF + WSTF Traffic Data: AADT-24 and AAWT-18
Version 1 - 15.02.2021
Made: IS Check: JW/IS Approve: NE/TOH

Directional flows

AADT24

Traffic Data

Link Description			2018 Adjusted Baseline									2025 Baseline + Committed Dev			2025 Baseline + Committed Dev + Construction			2026 Baseline + Committed Dev			2026 Baseline + Committed Dev + Operational		
			AM Peak 0800-0900			PM Peak 1700-1800			AADT24			AADT24			AADT24			AADT24			AADT24		
Road Name	A_B	Free Flow Speed (kph)	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV
North End Rd SB	1_4	48	235	17	7%	541	25	5%	4597	249	5%	5820	255	4%	5820	255	4%	5846	256	4%	5846	256	4%
North End Rd NB	4_1	48	457	28	6%	233	8	3%	4087	213	5%	5426	218	4%	5426	218	4%	5449	219	4%	5449	219	4%
Ford Ln EB	4_16	65	231	12	5%	244	17	7%	2814	172	6%	5017	176	4%	5017	176	4%	5033	176	4%	5033	176	4%
Ford Ln WB	16_4	65	248	18	7%	186	6	3%	2571	142	6%	4442	145	3%	4442	145	3%	4457	146	3%	4457	146	3%
Ford Ln EB	16_3	65	216	16	7%	299	7	2%	3051	136	4%	3877	139	4%	3877	139	4%	3894	140	4%	3894	140	4%
Ford Ln WB	3_16	65	227	6	3%	134	8	6%	2138	83	4%	2655	85	3%	2655	85	3%	2668	85	3%	2668	85	3%
Station Rd SB	2_3	65	238	13	5%	342	8	2%	3436	124	4%	3898	127	3%	3918	127	3%	3915	128	3%	3920	128	3%
Station Rd NB	3_2	65	340	17	5%	236	6	3%	3412	136	4%	4032	139	3%	4052	139	3%	4052	140	3%	4056	140	3%
Ford Rd SB	3_14	65	356	25	7%	534	11	2%	5272	213	4%	6055	218	4%	6075	218	4%	6086	219	4%	6090	219	4%
Ford Rd NB	14_3	65	469	19	4%	263	10	4%	4336	172	4%	4968	176	4%	4987	176	4%	4993	176	4%	4997	176	4%
Ford Rd Access	14_7	32	33	10	30%	33	10	30%	391	118	30%	415	121	29%	712	220	31%	417	122	29%	552	215	39%
Ford Rd Access	7_14	32	20	10	50%	28	10	36%	284	118	42%	299	121	41%	596	220	37%	300	122	41%	435	215	49%
Rollaston Park (EB)	8_8a	48	80	1	1%	162	4	2%	1434	30	2%	1575	30	2%	1575	30	2%	1584	30	2%	1584	30	2%
Rollaston Park (WB)	8a_8	48	118	11	9%	111	3	3%	1357	83	6%	1471	85	6%	1471	85	6%	1478	85	6%	1478	85	6%
Church Lane SB (south of Horsemere Green Lane)	14_9	65	419	39	9%	662	9	1%	6404	284	4%	10291	291	3%	10568	390	4%	10328	292	3%	10459	385	4%
Church Lane NB (south of Horsemere Green Lane)	9_14	65	630	42	7%	316	18	6%	5604	355	6%	8955	364	4%	9232	462	5%	8986	365	4%	9117	459	5%
A259 Crookthorn Ln WB	9_11	65	806	47	6%	1273	18	1%	12315	385	3%	15990	424	3%	16128	473	3%	16062	425	3%	16128	472	3%
A259 Crookthorn Ln EB	11_9	65	905	56	6%	1114	37	3%	11960	551	5%	15357	599	4%	15495	648	4%	15425	601	4%	15491	649	4%
A259 Crookthorn Ln EB	9_10	65	1145	71	6%	1504	40	3%	15692	658	4%	19207	708	4%	19345	758	4%	19297	711	4%	19362	757	4%
A259 Crookthorn Ln WB	10_9	65	1237	65	5%	1305	29	2%	15058	557	4%	18312	599	3%	18451	649	4%	18400	602	3%	18465	648	4%
Crookthorn Ln SB	9_9a	48	24	1	4%	5	0	0%	172	6	3%	201	6	3%	201	6	3%	202	6	3%	202	6	3%
Crookthorn Ln NB	9a_9	48	44	1	2%	17	1	6%	361	12	3%	393	12	3%	393	12	3%	395	12	3%	395	12	3%
B2233 Yapton Rd NB	11_15	65	316	5	2%	314	6	2%	3732	65	2%	4786	102	2%	4786	102	2%	4808	102	2%	4808	102	2%
B2233 Yapton Rd SB	15_11	65	222	18	8%	404	18	4%	3708	213	6%	4832	252	5%	4832	252	5%	4853	253	5%	4853	253	5%
A259 Grevatt's Ln WB	11_12	65	633	40	6%	1090	17	2%	10207	338	3%	13132	346	3%	13270	394	3%	13192	347	3%	13257	394	3%
A259 Grevatt's Ln EB	12_11	65	805	41	5%	784	25	3%	9413	391	4%	11944	406	3%	12082	455	4%	11999	408	3%	12064	455	4%
B2233 Yapton Rd NB	15_8	65	285	10	4%	364	9	2%	3844	113	3%	4900	115	2%	4900	115	2%	4923	116	2%	4923	116	2%
B2233 Yapton Rd SB	8_15	65	417	21	5%	417	15	4%	4940	213	4%	6122	218	4%	6122	218	4%	6150	219	4%	6150	219	4%
A259 Burndell Rd WB	8_6	48	461	14	3%	322	10	3%	4638	142	3%	6019	145	2%	6019	145	2%	6046	146	2%	6046	146	2%
A259 Burndell Rd EB	6_8	48	400	12	3%	533	17	3%	5527	172	3%	6920	176	3%	6920	176	3%	6952	176	3%	6952	176	3%
Bilsham Rd SB	6_13	48	190	6	3%	309	10	3%	2956	95	3%	3917	97	2%	3917	97	2%	3935	97	2%	3935	97	2%
Bilsham Rd NB	13_6	48	532	11	2%	248	9	4%	4621	118	3%	6087	121	2%	6087	121	2%	6114	122	2%	6114	122	2%
B2233 Main Rd WB	6_5	48	794	20	3%	427	10	2%	7233	178	2%	9601	182	2%	9601	182	2%	9644	183	2%	9644	183	2%
B2233 Main Rd EB	5_6	48	391	13	3%	699	18	3%	6457	184	3%	8333	188	2%	8333	188	2%	8371	189	2%	8371	189	2%
North End Rd NB	5_4	32	420	12	3%	149	5	3%	3371	101	3%	6190	103	2%	6190	103	2%	6207	103	2%	6207	103	2%
North End Rd SB	4_5	32	123	11	9%	397	14	4%	3080	148	5%	5605	152	3%	5605	152	3%	5623	152	3%	5623	152	3%

Directional flows

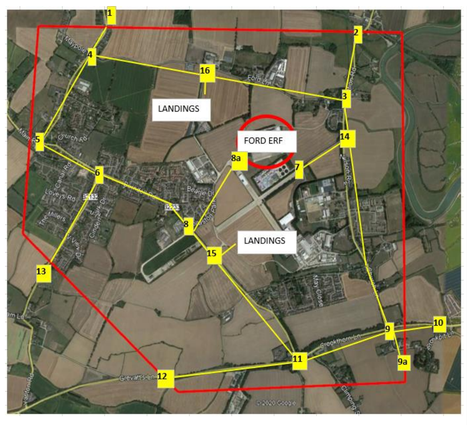
AAWT18

Traffic Data

Link Description			2018 Adjusted Baseline									2025 Baseline + Committed Dev			2025 Baseline + Committed Dev + Construction			2026 Baseline + Committed Dev			2026 Baseline + Committed Dev + Operational		
			AM Peak 0800-0900			PM Peak 1700-1800			AAWT 18			AAWT 18			AAWT 18			AAWT 18			AAWT 18		
Road Name	A_B	Free Flow Speed (kph)	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV	All Veh	HGV	% HGV
North End Rd SB	1_4	48	235	17	7%	541	25	5%	4737	256	5%	5998	262	4%	5998	262	4%	6025	263	4%	6025	263	4%
North End Rd NB	4_1	48	457	28	6%	233	8	3%	4212	220	5%	5592	225	4%	5592	225	4%	5616	226	4%	5616	226	4%
Ford Ln EB	4_16	65	231	12	5%	244	17	7%	2900	177	6%	5171	181	4%	5171	181	4%	5187	182	4%	5187	182	4%
Ford Ln WB	16_4	65	248	18	7%	186	6	3%	2649	147	6%	4578	150	3%	4578	150	3%	4593	150	3%	4593	150	3%
Ford Ln EB	16_3	65	216	16	7%	299	7	2%	3144	140	4%	3995	144	4%	3995	144	4%	4013	144	4%	4013	144	4%
Ford Ln WB	3_16	65	227	6	3%	134	8	6%	2204	85	4%	2736	87	3%	2736	87	3%	2749	88	3%	2749	88	3%
Station Rd SB	2_3	65	238	13	5%	342	8	2%	3541	128	4%	4017	131	3%	4040	131	3%	4035	132	3%	4040	132	3%
Station Rd NB	3_2	65	340	17	5%	236	6	3%	3516	140	4%	4155	144	3%	4178	144	3%	4175	144	3%	4180	144	3%
Ford Rd SB	3_14	65	356	25	7%	534	11	2%	5433	220	4%	6240	225	4%	6263	225	4%	6272	226	4%	6277	226	4%
Ford Rd NB	14_3	65	469	19	4%	263	10	4%	4469	177	4%	5119	181	4%	5142	181	4%	5145	182	4%	5150	182	4%
Ford Rd Access	14_7	32	33	10	30%	33	10	30%	403	122	30%	428	125	29%	774	240	31%	430	125	29%	587	234	40%
Ford Rd Access	7_14	32	20	10	50%	28	10	36%	293	122	42%	308	125	41%	654	240	37%	309	125	41%	466	234	50%
Rollaston Park (EB)	8_8a	48	80	1	1%	162	4	2%	1477	31	2%	1624	31	2%	1624	31	2%	1632	31	2%	1632	31	2%
Rollaston Park (WB)	8a_8	48	118	11	9%	111	3	3%	1398	85	6%	1516	87	6%	1516	87	6%	1524	88	6%	1524	88	6%
Church Lane SB (south of Horsemere Green Lane)	14_9	65	419	39	9%	662	9	1%	6599	293	4%	10606	300	3%	10929	415	4%	10644	301	3%	10796	410	4%
Church Lane NB (south of Horsemere Green Lane)	9_14	65	630	42	7%	316	18	6%	5775	366	6%	9228	375	4%	9551	490	5%	9261	376	4%	9413	485	5%
A259 Crookthorn Ln WB	9_11	65	806	47	6%	1273	18	1%	12692	397	3%	16479	437	3%	16640	494	3%	16553	438	3%	16629	493	3%
A259 Crookthorn Ln EB	11_9	65	905	56	6%	1114	37	3%	12325	568	5%	15826	618	4%	15987	675	4%	15897	620	4%	15973	675	4%
A259 Crookthorn Ln EB	9_10	65	1145	71	6%	1504	40	3%	16171	678	4%	19794	730	4%	19956	788	4%	19887	733	4%	19963	787	4%
A259 Crookthorn Ln WB	10_9	65	1237	65	5%	1305	29	2%	15518	574	4%	18872	618	3%	19034	676	4%	18962	620	3%	19038	674	4%
Crookthorn Ln SB	9_9a	48	24	1	4%	5	0	0%	177	6	3%	207	6	3%	207	6	3%	208	6	3%	208	6	3%
Crookthorn Ln NB	9a_9	48	44	1	2%	17	1	6%	372	12	3%	405	12	3%	405	12	3%	407	13	3%	407	13	3%
B2233 Yapton Rd NB	11_15	65	316	5	2%	314	6	2%	3846	67	2%	4932	105	2%	4932	105	2%	4955	106	2%	4955	106	2%
B2233 Yapton Rd SB	15_11	65	222	18	8%	404	18	4%	3822	220	6%	4980	260	5%	4980	260	5%	5002	260	5%	5002	260	5%
A259 Grevatt's Ln WB	11_12	65	633	40	6%	1090	17	2%	10518	348	3%	13533	356	3%	13694	413	3%	13595	357	3%	13671	412	3%
A259 Grevatt's Ln EB	12_11	65	805	41	5%	784	25	3%	9700	403	4%	12309	418	3%	12470	475	4%	12365	420	3%	12441	475	4%
B2233 Yapton Rd NB	15_8	65	285	10	4%	364	9	2%	3962	116	3%	5050	119	2%	5050	119	2%	5073	119	2%	5073	119	2%
B2233 Yapton Rd SB	8_15	65	417	21	5%	417	15	4%	5091	220	4%	6309	225	4%	6309	225	4%	6338	226	4%	6338	226	4%
A259 Burndell Rd WB	8_6	48	461	14	3%	322	10	3%	4780	147	3%	6202	150	2%	6202	150	2%	6230	150	2%	6230	150	2%
A259 Burndell Rd EB	6_8	48	400	12	3%	533	17	3%	5696	177	3%	7131	181	3%	7131	181	3%	7164	182	3%	7164	182	3%
Bilsham Rd SB	6_13	48	190	6	3%	309	10	3%	3046	98	3%	4037	100	2%	4037	100	2%	4055	100	2%	4055	100	2%
Bilsham Rd NB	13_6	48	532	11	2%	248	9	4%	4762	122	3%	6273	125	2%	6273	125	2%	6301	125	2%	6301	125	2%
B2233 Main Rd WB	6_5	48	794	20	3%	427	10	2%	7454	183	2%	9895	187	2%	9895	187	2%	9938	188	2%	9938	188	2%
B2233 Main Rd EB	5_6	48	391	13	3%	699	18	3%	6654	189	3%	8588	194	2%	8588	194	2%	8627	194	2%	8627	194	2%
North End Rd NB	5_4	32	420	12	3%	149	5	3%	3474	104	3%	6379	106	2%	6379	106	2%	6397	107	2%	6397	107	2%
North End Rd SB	4_5	32	123	11	9%	397	14	4%	3174	153	5%	5776	156	3%	5776	156	3%	5794	157	3%	5794	157	3%

Source: WSCC

(AM+PM) to AADT (7days) 24hrs	41
(AM+PM) to AAWT (5days) 18hrs	31



From	To	Link ID	Name
1	4	1_4	North End Rd SB
4	1	4_1	North End Rd NB
4	16	4_16	Ford Ln EB
16	4	16_4	Ford Ln WB
16	3	16_3	Ford Ln EB
3	16	3_16	Ford Ln WB
2	3	2_3	Station Rd SB
3	2	3_2	Station Rd NB
3	14	3_14	Ford Rd SB
14	3	14_3	Ford Rd NB
14	7	14_7	Ford Rd Access
7	14	7_14	Ford Rd Access
8	8a	8_8a	Rollaston Park (EB)
8a	8	8a_8	Rollaston Park (WB)
14	9	14_9	Church Lane SB (south of Horsemere Green Lane)
9	14	9_14	Church Lane NB (south of Horsemere Green Lane)
9	11	9_11	A259 Crookthorn Ln WB
11	9	11_9	A259 Crookthorn Ln EB
9	10	9_10	A259 Crookthorn Ln EB
10	9	10_9	A259 Crookthorn Ln WB
9	9a	9_9a	Crookthorn Ln SB
9a	9	9a_9	Crookthorn Ln NB
11	15	11_15	B2233 Yapton Rd NB
15	11	15_11	B2233 Yapton Rd SB
11	12	11_12	A259 Grevatt's Ln WB
12	11	12_11	A259 Grevatt's Ln EB
15	8	15_8	B2233 Yapton Rd NB
8	15	8_15	B2233 Yapton Rd SB
8	6	8_6	A259 Burndell Rd WB
6	8	6_8	A259 Burndell Rd EB
6	13	6_13	Bilsham Rd SB
13	6	13_6	Bilsham Rd NB
6	5	6_5	B2233 Main Rd WB
5	6	5_6	B2233 Main Rd EB
5	4	5_4	North End Rd NB
4	5	4_5	North End Rd SB

West Sussex County Council VDAProR2ExcelReportService 26/01/2021

Site No. 00001335 Site Ref. A0259210L01 Lat/Lng. 50.80866 -0.566761

A259 CLIMPING, BRIDGE RD., JUST WEST OF RIVER ARUN Channel: Total Flow

Vehicle Count Report

Week Begin: 02 July 2018

	##########	Tue Jul 03	##########	Thu Jul 05	Fri Jul 06	Sat Jul 07	Sun Jul 08	5-Day Ave.	7-Day Ave.
00:00	96	118	120	127	121	200	274	116	151
01:00	60	72	69	60	63	106	141	65	82
02:00	36	46	39	51	58	59	84	46	53
03:00	54	72	57	54	57	63	71	59	61
04:00	127	144	156	164	136	96	71	145	128
05:00	473	440	434	447	410	232	169	441	372
06:00	1215	1178	1164	1225	1202	507	325	1197	974
07:00	2263	2321	2419	2441	2332	1044	548	2355	1910
08:00	2253	2209	2243	2372	2265	1734	1011	2268	2012
09:00	1824	1810	1874	2237	2126	2233	1810	1974	1988
10:00	1936	1819	1888	2135	2107	2396	2304	1977	2084
11:00	2008	1855	1822	2169	2273	2487	2366	2025	2140
12:00	2053	2035	2022	2083	2354	2159	2272	2109	2140
13:00	2071	1971	1969	1981	2259	2040	2019	2050	2044
14:00	2039	1992	2013	2129	2375	1939	1768	2110	2036
15:00	2153	2064	2204	2319	2570	1318	1693	2262	2046
16:00	2376	2513	2542	2635	2587	1057	1673	2531	2198
17:00	2610	2547	2701	2807	2545	1579	1677	2642	2352
18:00	1862	1824	1975	2068	2072	1404	1342	1960	1792
19:00	1254	961	1380	1569	1382	1037	1094	1309	1240
20:00	931	629	975	1067	942	843	854	909	892
21:00	707	489	690	765	775	628	559	685	659
22:00	452	594	529	519	589	551	394	537	518
23:00	207	254	250	273	401	383	205	277	282
Total									
12H(7-19)	25448	24960	25672	27376	27865	21390	20483	26264	24742
16H(6-22)	29555	28217	29881	32002	32166	24405	23315	30364	28506
18H(6-24)	30214	29065	30660	32794	33156	25339	23914	31178	29306
24H(0-24)	31060	29957	31535	33697	34001	26095	24724	32050	30153
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00	11:00	07:00	11:00
	2263	2321	2419	2441	2332	2487	2366	2355	2140
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	12:00	17:00	17:00
	2610	2547	2701	2807	2587	2159	2272	2642	2352

(AM+PM) to AADT (7days) 24hrs	41
(AM+PM) to AAWT (5days) 18hrs	30

Site No. 00001335 **Site Ref.** A0259210L01 **Lat/Lng.** 50.80866 -0.566761

A259 CLIMPING, BRIDGE RD., JUST WEST OF RIVER ARUN **Channel:** Total Flow

Vehicle Count Report

Week Begin: 09 July 2018

	Mon Jul 09	Tue Jul 10	Wed Jul 11	Thu Jul 12	Fri Jul 13	Sat Jul 14	Sun Jul 15	5-Day Ave.	7-Day Ave.
00:00	99	116	120	139	129	191	265	121	151
01:00	49	55	57	88	68	86	139	63	77
02:00	43	52	42	68	47	80	78	50	59
03:00	54	42	62	59	63	75	66	56	60
04:00	137	143	134	133	131	114	94	136	127
05:00	419	390	463	450	432	216	183	431	365
06:00	1174	1243	1174	1232	1180	565	411	1201	997
07:00	2314	2269	2380	2368	2373	1142	656	2341	1929
08:00	2148	2274	2256	2494	2329	1779	1260	2300	2077
09:00	1951	1943	2090	2193	2259	2087	1743	2087	2038
10:00	1961	1937	1940	2211	2145	2382	2328	2039	2129
11:00	1963	1920	1975	2300	2226	2563	2315	2077	2180
12:00	2106	2032	2159	2196	2348	2338	2436	2168	2231
13:00	2033	1912	1978	2044	2268	2189	2040	2047	2066
14:00	2086	2035	2141	2105	2047	2020	1814	2083	2035
15:00	2138	2251	2423	2232	2597	1838	1729	2328	2173
16:00	2592	2505	2776	2541	2815	1705	1541	2646	2354
17:00	2707	2704	2748	2723	2596	1881	1449	2696	2401
18:00	1792	1986	1861	2124	1995	1689	1430	1952	1840
19:00	1227	1188	826	1461	1444	1298	1144	1229	1227
20:00	857	925	529	942	979	839	805	846	839
21:00	623	663	576	735	718	695	566	663	654
22:00	410	522	662	557	596	577	360	549	526
23:00	210	239	236	234	345	428	187	253	268
Total									
12H(7-19)	25791	25768	26727	27531	27998	23613	20741	26763	25453
16H(6-22)	29672	29787	29832	31901	32319	27010	23667	30702	29170
18H(6-24)	30292	30548	30730	32692	33260	28015	24214	31504	29964
24H(0-24)	31093	31346	31608	33629	34130	28777	25039	32361	30803
AM Peak	07:00	08:00	07:00	08:00	07:00	11:00	10:00	07:00	11:00
	2314	2274	2380	2494	2373	2563	2328	2341	2180
PM Peak	17:00	17:00	16:00	17:00	16:00	12:00	12:00	17:00	17:00
	2707	2704	2776	2723	2815	2338	2436	2696	2401

(AM+PM) to AADT (7days) 24hrs	41
(AM+PM) to AAWT (5days) 18hrs	30

West Sussex County Council VDAProR2ExcelReportService 26/01/2021

Site No. 00001335 Site Ref. A0259210L01 Lat/Lng. 50.80866 -0.566761

A259 CLIMPING, BRIDGE RD., JUST WEST OF RIVER ARUN **Channel: Total Flow**

Vehicle Count Report

Week Begin: 16 July 2018

	Mon Jul 16	Tue Jul 17	Wed Jul 18	Thu Jul 19	Fri Jul 20	Sat Jul 21	Sun Jul 22	5-Day Ave.	7-Day Ave.
00:00	98	112	171	114	126	206	275	124	157
01:00	52	64	86	45	72	108	114	64	77
02:00	49	49	54	44	61	84	101	51	63
03:00	45	65	64	62	72	63	86	62	65
04:00	174	161	130	136	120	106	68	144	128
05:00	428	412	420	448	421	199	178	426	358
06:00	1185	1240	1169	1232	1202	534	322	1206	983
07:00	2264	2302	2367	2384	2306	935	559	2325	1874
08:00	2160	2267	2311	2388	2173	1447	865	2260	1944
09:00	1909	2051	2035	2298	1993	2059	1459	2057	1972
10:00	2104	1926	1985	2195	2176	2343	2205	2077	2133
11:00	2083	2021	1974	2247	2167	2500	2412	2098	2201
12:00	2094	2107	1996	2195	2357	2393	2435	2150	2225
13:00	2080	1985	2036	2086	2384	2165	2118	2114	2122
14:00	2178	2048	2122	2187	2466	2059	1796	2200	2122
15:00	2259	2257	2293	2364	2552	1944	1774	2345	2206
16:00	2697	2578	2618	2678	2731	1945	1663	2660	2416
17:00	2836	2727	2751	2748	2702	1858	1418	2753	2434
18:00	2156	1993	2050	1991	2121	1591	1292	2062	1885
19:00	1216	1303	1399	1448	1383	1182	1079	1350	1287
20:00	833	919	992	925	984	889	786	931	904
21:00	615	685	732	832	804	693	491	734	693
22:00	436	572	481	514	578	557	372	516	501
23:00	241	377	249	255	327	403	195	290	292
Total									
12H(7-19)	26820	26262	26538	27761	28128	23239	19996	27102	25535
16H(6-22)	30669	30409	30830	32198	32501	26537	22674	31321	29403
18H(6-24)	31346	31358	31560	32967	33406	27497	23241	32127	30196
24H(0-24)	32192	32221	32485	33816	34278	28263	24063	32998	31045
AM Peak	07:00	07:00	07:00	08:00	07:00	11:00	11:00	07:00	11:00
	2264	2302	2367	2388	2306	2500	2412	2325	2201
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	12:00	17:00	17:00
	2836	2727	2751	2748	2731	2393	2435	2753	2434

(AM+PM) to AADT (7days) 24hrs	42
(AM+PM) to AAWT (5days) 18hrs	31