

**LAND AT BLIND LANE, SOUTHWICK
WILTSHIRE**

TRANSPORT ASSESSMENT

PREPARED FOR

WAIN HOMES



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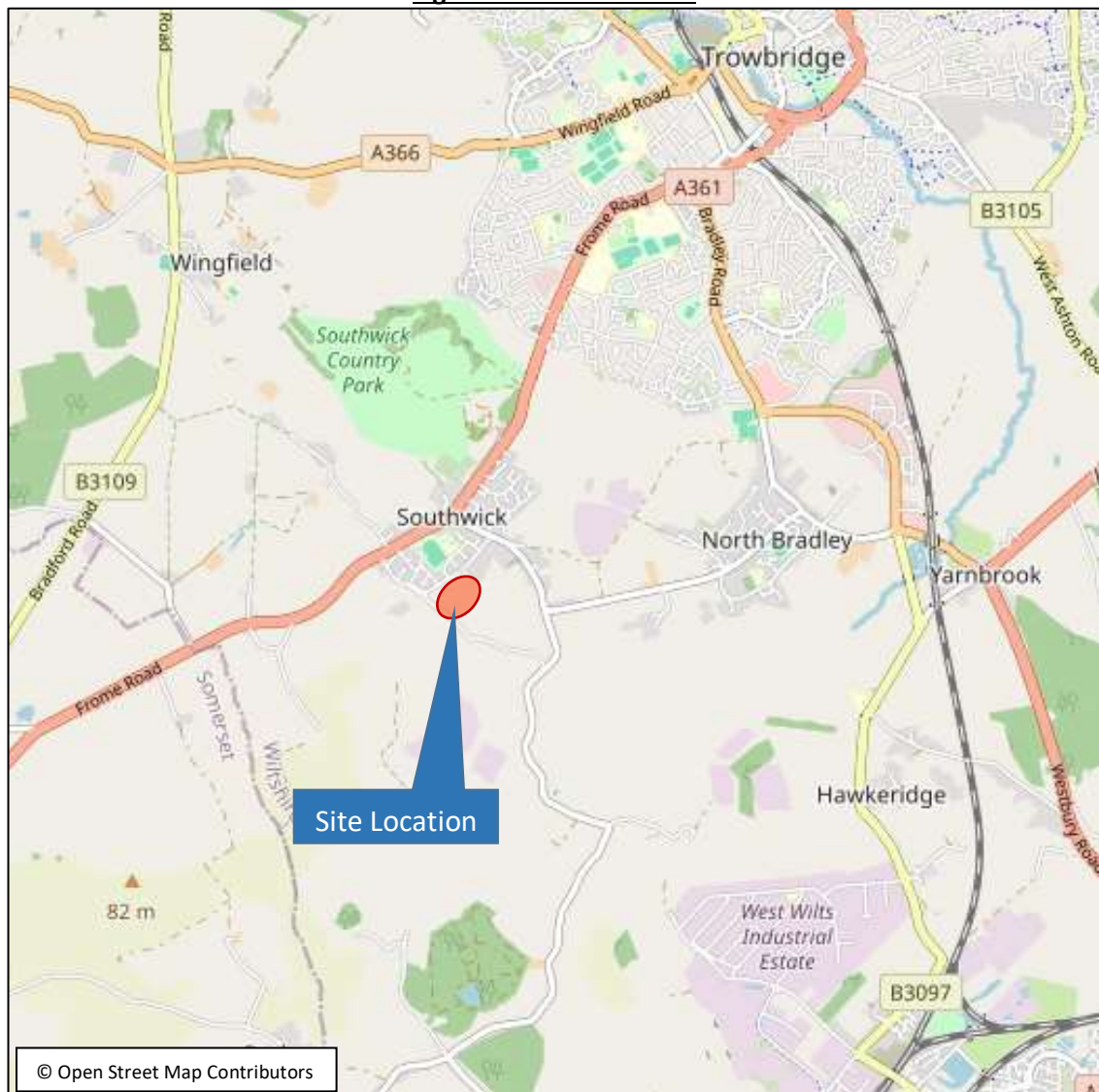
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1 INTRODUCTION

Brief

- 1.1 Condon Transport Ltd. (CT) have been instructed by Wain Homes to prepare a Transport Assessment (TA) to support a planning application for a proposed residential development. The site is located on land southeast of Blind Lane in Southwick, Wiltshire, as shown in **Figure 1.1** below:

Figure 1.1: Site Location



- 1.2 This report has been prepared to assess the transportation, traffic, parking and highway implications associated with the proposed development.
- 1.3 This TA has been prepared following a pre-application enquiry to Wiltshire Council (WC) as the local highway authority (LHA).
- 1.4 This TA is supported by a separate Residential Travel Plan (October 2025) prepared by Condon Drew Associates Ltd, which outlines measures to encourage sustainable travel to and from the development.

Report Structure

- 1.5 The structure of this report is summarised below:
 - Section 2: Provides a summary of the site's planning history and details of the LHA's pre-application response.
 - Section 3: Provides a brief synopsis of relevant national, regional and local planning documents in relation to transport planning.
 - Section 4: Describes the existing conditions of the transportation network surrounding the development site.
 - Section 5: Outlines the relevant characteristics of the existing and proposed development site including site access, parking provision and swept path analysis.
 - Section 6: Estimates the number of trips generated by the existing use and the proposed development using recognised trip rate data.
 - Section 7: Assesses the impact of the development trips on the highway network.
 - Section 8: Provides an assessment of the accessibility to local facilities from the site by sustainable modes of transport.
 - Section 9: Presents a summary of the report and identifies the main conclusions that can be drawn from the Transport Assessment.

2 PLANNING HISTORY AND PRE-APPLICATION RESPONSE

2016 Planning Application

- 2.1 An Outline Planning Application was submitted in 2016 for a residential development of up to 100 dwellings (Planning Ref: 16/12279/OUT).
- 2.2 Whilst planning permission was refused, the Local Highway Authority (LHA) concluded that the site was reasonably sustainable in transport terms, being located close to the village primary school, within three miles of the secondary school, and within walking distance of local facilities and bus stops on the A361.
- 2.3 The LHA agreed that all assessed junctions, including the site access and nearby A361 junctions, would operate within capacity, with only a minor, immaterial impact at the A361/Wynsome Street roundabout.
- 2.4 Accordingly, the LHA did not object to the application, subject to planning obligations and conditions.
- 2.5 In summary, the previous LHA response confirmed that highway impacts were acceptable and that the principle of residential development at this location was supported, subject to standard safety, access, and travel plan measures.

2025 Pre-Application Enquiry

- 2.6 The Local Highway Authority (LHA) reviewed a proposed residential scheme at Blind Lane, Southwick, with all matters reserved except access.
 - Policy context: The site is considered reasonably sustainable in transport terms but remains contrary to Core Policies 1 and 2 (Settlement and Delivery Strategies) given its position outside the Southwick development boundary. The LHA's transport comments are therefore focused on technical access and movement matters rather than the principle of development.
 - Access design: Details of proposed vehicular and pedestrian accesses must be submitted showing full geometry and demonstrating compliance with Manual for Streets and LTN 1/20 active travel principles. Adequate visibility splays are required for all access points, with consideration of potential hedge removal and associated ecological impacts.

- Supporting assessment: Any future application must include a Transport Statement, swept-path analysis, and a qualitative audit of pedestrian, cycle, and public transport routes to local amenities and interchanges. The LHA will require a clear assessment of connectivity and opportunities for enhancement to encourage sustainable travel.
 - Traffic impact: Capacity modelling is not considered necessary at this stage, but the Blind Lane/Wynsome Street and Wesley Lane/Frome Road junctions should be reviewed for geometry, safety, and proportional trip impacts. Depending on findings, limited junction capacity analysis may be requested.
 - Parking: Provision for vehicles and cycles should meet the Wiltshire Local Transport Plan (2011–2026) standards. Final figures will be confirmed at detailed design stage.
 - Contributions and conditions: The development will likely be subject to standard highway conditions (covering access visibility, construction management, and travel planning) and Section 106 obligations to support local active travel and infrastructure improvements, to be confirmed when more detailed information is available.
- 2.7 In summary, the LHA did not raise a fundamental objection to the principle of highway access or transport sustainability, subject to the submission of further supporting information, satisfactory access geometry, and appropriate mitigation through conditions and obligations.

Supplementary Response

- 2.8 In July 2025, CT corresponded with WC explaining that the proposed development may increase to up to 100 dwellings. As a result, the LHA advised that a full Transport Assessment should be undertaken that would examine the impact at these junctions:
- Junction 1: A361 Frome Road / Wesley Lane;
 - Junction 2: Wynsome St / Blind Lane; and
 - Junction 3: A361 Frome Road / Wynsome Street Mini-Roundabout.
- 2.9 WC also advised that a Framework Travel Plan would be required to support any planning application.

3 PLANNING POLICY CONTEXT

- 3.1 There is an array of local, regional and national policy documentation, which outlines the planning policy framework for the proposed development site at Blind Lane, Southwick. These range from national planning policies, described in the 'National Planning Policy Framework' (NPPF) for example, through to more specific requirements such as in the Wiltshire Local Transport Plan.

National Policies

- 3.2 The national planning policies relevant to the transport aspects of this development are set out in the following documents:

- National Planning Policy Framework;
- Manual for Streets; and
- Manual for Streets 2.

National Planning Policy Framework

- 3.3 A revised version of the National Planning Policy Framework (NPPF) was published in December 2024.

- 3.4 The latest version of the NPPF states in Paragraph 109 that Transport issues “should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.” This should involve:

- a) *“making transport considerations an important part of early engagement with local communities;*
- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

-
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*
- 3.5 NPPF states in Paragraph 115 that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- g) *“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- h) *safe and suitable access to the site can be achieved for all users;*
- i) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- j) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*
- 3.6 Paragraph 116 states that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 3.7 Within this context, the NPPF states in Paragraph 117 that applications for development should:
- k) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- l) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- m) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
-

- n) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- o) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

3.8 Paragraph 118 states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Manual for Streets

3.9 Manual for Streets (MfS) supersedes Design Bulletin 32 and its companion guide, Places, Streets and Movement. MfS was produced by the DfT in 2007. Its objectives are to promote:

- Creative thinking in the delivery of streets to create high quality places;
- Designs which place a high priority on the needs of pedestrians, cyclists and public transport users and not just motor vehicles, so that growth in these modes of transport are encouraged;
- Creation of streets that help build communities and meet the needs of all users;
- Creation of streets that are attractive with a distinct identity whilst forming part of a well-connected network; and
- Creation of streets that are cost-effective in construction and maintenance, and safe.

3.10 MfS discourages the building of streets that are:

- Primarily designed to meet the needs of motor traffic;
- Unsafe and unwelcoming to pedestrians and difficult to serve by public transport; and
- Bland, unattractive, and poorly designed and constructed.

Manual for Streets 2

- 3.11 Manual for Streets 2 was published in September 2010. The document incorporates more recent guidance on car parking, Road Safety Audits and street management as well as reinforcing the messages within MfS. In particular MfS 2:
- Confirms that the document can be applied to many streets in urban and rural settings beyond exclusively residential areas;
 - Addresses concerns regarding HGV and bus breaking distances; and
 - Provides comfort regarding concerns of litigation.

Regional and Local Policies

Wiltshire Local Transport Plan 4

- 3.12 Wiltshire Council's transport policies for Southwick are guided by the Wiltshire Local Transport Plan 4 (LTP4), which sets out strategic objectives up to 2038. LTP4 adopts a place-based approach, recognising the distinct transport needs of principal settlements such as Trowbridge, nearby market towns, and surrounding rural communities including Southwick.
- 3.13 **Active Travel and Sustainable Mobility:** Wiltshire Council is developing Local Cycling and Walking Infrastructure Plans (LCWIPs) for key settlements including Trowbridge, Westbury, and Warminster. The Trowbridge LCWIP covers the wider Southwick area and aims to strengthen walking and cycling links between the town and its surrounding villages, supporting healthier lifestyles and reducing reliance on the private car for short local journeys.
- 3.14 **Inter-Urban Connectivity:** Within the Wiltshire-wide LCWIP framework, one of the strategic priorities is improving active travel connectivity between market towns and adjacent settlements. For Southwick, this includes potential improvements to pedestrian and cycle access toward Trowbridge and Westbury, building on the county's objective to develop safe, direct, and accessible inter-urban routes as identified in the draft Wiltshire LCWIP Framework (2024).
- 3.15 **Public Transport Enhancements:** The Council's Bus Service Improvement Plan (BSIP, 2024) sets out measures to deliver a more reliable, affordable, and lower-carbon public transport network across Wiltshire. Services along the A361 corridor (Trowbridge–Southwick–Frome) are identified as important rural connectors, complementing initiatives such as Wiltshire Connect, the county's on-

- demand minibus service that operates across rural and semi-rural areas including the Trowbridge–Southwick locality.
- 3.16 **Community Transport Initiatives:** Rural accessibility in Southwick is further supported by community-led transport schemes coordinated by Community First and the Trowbridge Area Link Scheme. These volunteer-run services provide essential transport for residents without access to conventional bus routes, improving access to healthcare, shopping, and social activities.
- 3.17 Collectively, these initiatives aim to create a more sustainable and inclusive transport network across rural Wiltshire—encouraging active travel, improving access to public and community transport, and supporting the Council’s wider goals of decarbonisation, health, and rural mobility.
- Wiltshire Local Plan (2006-2028)
- 3.18 The Wiltshire Local Plan (WLP), supported by the Wiltshire Local Transport Plan (LTP3) 2011–2026 and updated through the emerging LTP4, sets out a strategic approach to transport across the county. The core focus is on supporting sustainable development, improving accessibility, and reducing the environmental impact of travel.
- 3.19 **Promoting Sustainable Travel:** The Local Plan prioritises the promotion of walking, cycling and the use of public transport over car-based travel. This includes:
- Delivering Local Cycling and Walking Infrastructure Plans (LCWIPs) for principal settlements such as Trowbridge, serving nearby villages including Southwick.
 - Enhancing safe, direct pedestrian and cycle routes between rural communities and local service centres.
 - Encouraging active travel through well-integrated neighbourhood layouts and new development design.
- 3.20 **Improving Public Transport:** The plan aims to improve the quality, coverage and frequency of bus and rail services across Wiltshire. This supports:
- Reduced car dependency, particularly for longer journeys.
 - Enhanced access to jobs, education, healthcare and services.
 - Stronger connections between Southwick, Trowbridge, and neighbouring settlements.

-
- 3.21 **Supporting Infrastructure for New Development:** Transport infrastructure must be planned alongside housing and employment growth. Key policies include:
- Ensuring new developments are well-connected to the existing road, footpath/cyclepath, and public transport networks.
 - Requiring Travel Plans and mitigation measures to manage traffic impact.
 - Designing layouts that prioritise walking, cycling, and sustainable access.
- 3.22 **Managing Travel Demand and Parking:** To discourage excessive car use, the plan promotes:
- Efficient parking strategies, including maximum parking standards in key locations.
 - Measures such as car clubs, electric vehicle charging points and shared transport schemes.
- 3.23 **Environmental Sustainability:** Transport policies contribute to Wiltshire’s carbon reduction goals by:
- Encouraging low and zero-emission transport (e.g. electric vehicles, cycling).
 - Reducing congestion and air pollution.
 - Supporting the integration of green infrastructure and biodiversity enhancements in transport schemes.
- 3.24 Together, these policies ensure that future growth in and around Southwick is supported by a safe, accessible, and low-carbon transport network, consistent with Wiltshire’s objectives for sustainable rural living and improved connectivity with Trowbridge and the wider area.

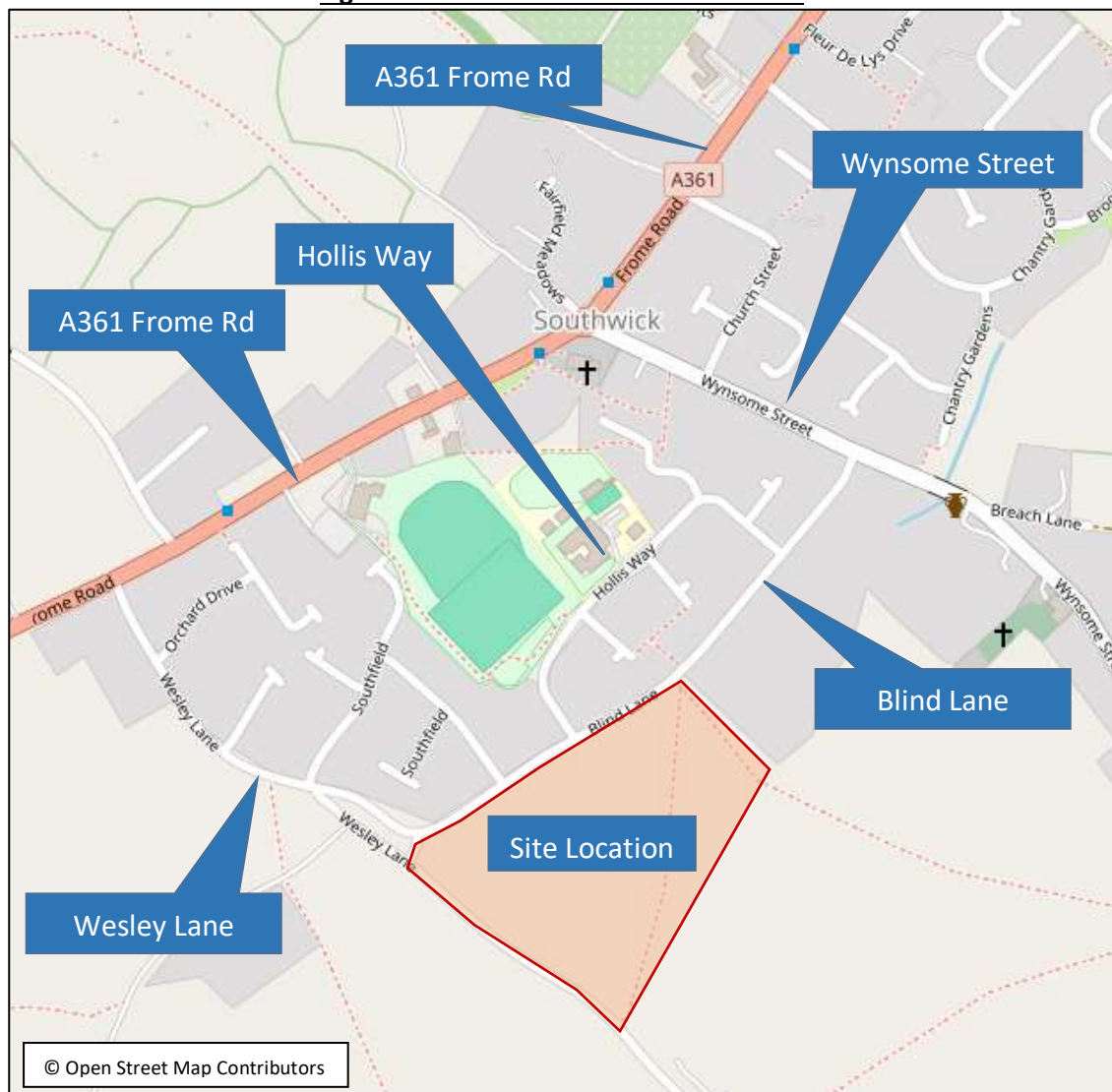
4 EXISTING CONDITIONS

- 4.1 The location of the site in relation to the local transport network is described in this section. The local transport network includes facilities provided for cars, buses, cyclists and pedestrians.

Local Road Network

- 4.2 As shown in **Figure 4.1**, the site is located to the southeast of Blind Lane, to the south of the village of Southwick.

Figure 4.1: Site Location in Local Context



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- 4.3 Blind Lane forms an urban road along the southern edge of Southwick. Blind Lane, along with its footways and verges, is Highway Maintainable at Public Expense (HMPE), also known as an adopted highway. A HMPE plan has been obtained from the LHA and is included in **Appendix A**.
- 4.4 Along the site frontage, the highway is bordered by an existing hedgerow. Opposite the site is established residential development, with several dwellings having direct vehicular access onto the carriageway. To the north of the application site, further residential development lines both sides of Blind Lane, again with many properties having direct access.
- 4.5 Blind Lane typically varies in width between approximately 5.5 metres and 6.0 metres. It is subject to a 30mph speed limit and benefits from street lighting. A continuous footway is provided along the north-western side of the carriageway.
- 4.6 Blind Lane also provides access to several smaller residential roads, including Southfield and Hollis Way, the latter of which accommodates Southwick Primary School.
- 4.7 To the west of the site, Blind Lane curves north-westwards and becomes Wesley Lane.
- 4.8 To the south of Blind Lane, Wesley Lane forms the site's south-western boundary. This section of Wesley Lane is a single-track rural lane subject to the national speed limit. It primarily serves a small number of farms and continues south-eastwards into open countryside.
- 4.9 North of Blind Lane, Wesley Lane is of a more urban character, with residential properties fronting the northern side of the carriageway together with several short residential cul-de-sacs, and open fields to the south.
- 4.10 To the northwest of the site, Wesley Lane connects to the A361 Frome Road via a simple priority T-junction.
- 4.11 Frome Road forms the main route through Southwick, providing a direct connection to Trowbridge town centre (approximately 3.0 km to the north-east) and to the town of Frome (approximately 9.0 km to the south-west).
- 4.12 Wynsome Street is an urban road within Southwick characterised by continuous residential frontage on both sides. It is typically around 5.5 metres wide, benefits from street lighting, and has footways on both sides of the carriageway. The road is subject to a 30mph speed limit.
-

- 4.13 Approximately 240 metres north-east of the site, Blind Lane meets Wynsome Street at a simple priority T-junction, with Wynsome Street forming the major arm through the junction.
- 4.14 Around 250 metres north-west of this junction, Wynsome Street connects with the A361 Frome Road at a four-arm mini-roundabout. The fourth arm, Fairfield Meadows, is a short residential cul-de-sac.
- 4.15 To the south-east of Southwick, Wynsome Street continues as Bradley Road, linking the village with North Bradley on the southern edge of Trowbridge.

Traffic Collision Analysis

- 4.16 A review of www.crashmap.co.uk has been undertaken to identify any traffic collision patterns or concerns near the site. The review indicated that five injury collisions were recorded on the adjacent roads in the past five-year period shown in **Figure 4.2**, and the full reports are in **Appendix B**.

Crash Reference: 2024542831224

- 4.17 This traffic collision occurred on Frome Road and involved a single car. The driver lost control and the vehicle left the carriageway and hit a wall. This resulted in slight injuries to the driver and a passenger.

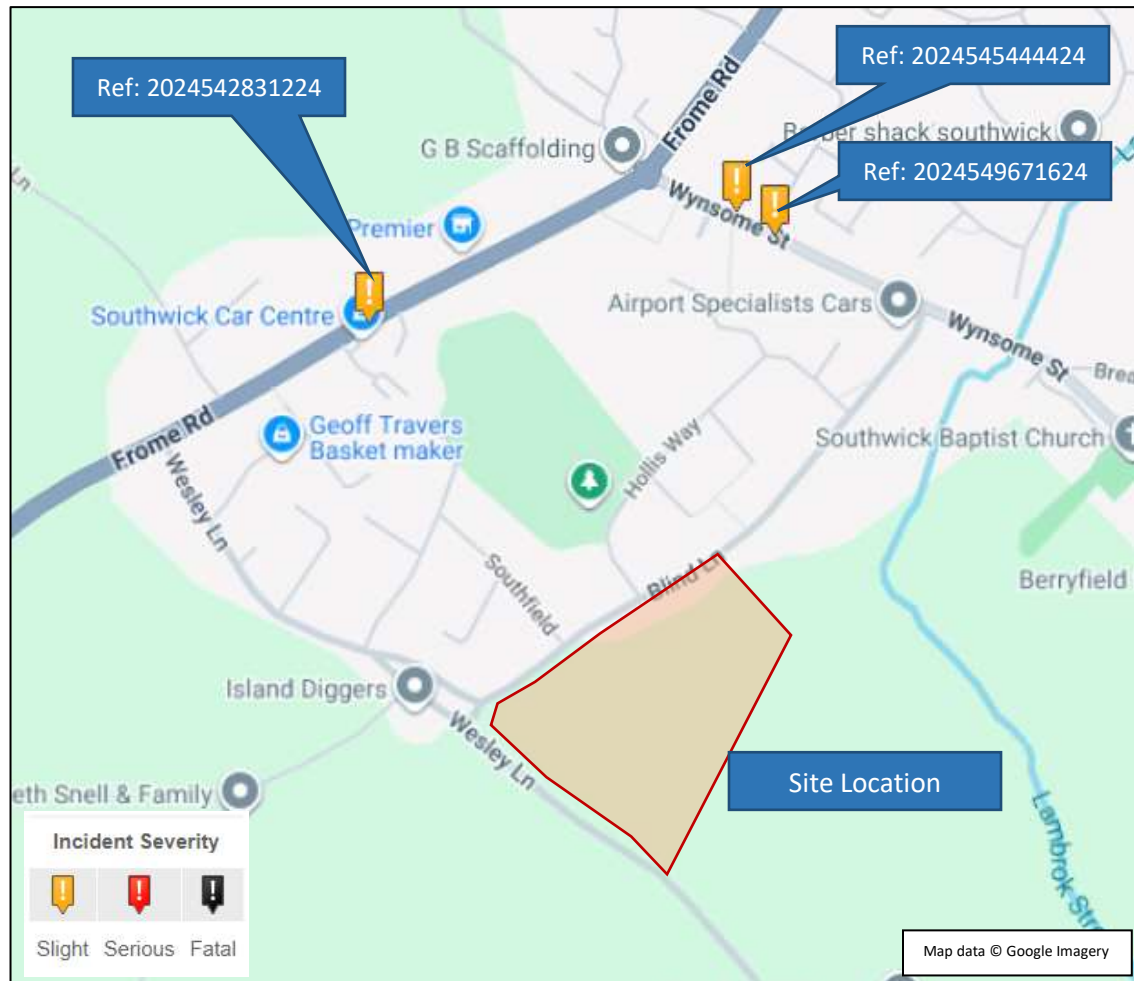
Crash Reference: 2024545444424

- 4.18 This traffic collision occurred on Wynsome Street and involved a car and a pedestrian. The car collided with the pedestrian, who was on the footway. This resulted in a slight injury to the pedestrian.

Crash Reference: 2024549671624

- 4.19 This collision occurred on Wynsome Street near the junction of Church Street. It involved two cars. One vehicle was reversing on the carriageway and collided with another vehicle travelling normally along the road. This incident resulted in a slight injury to the driver of the reversing vehicle.

Figure 4.2: Extract of Crashmap Collision Locations



Note: Location markers show the indicative location of collisions.

Summary

- 4.20 The recorded personal injury collisions are not located within the immediate vicinity of the site access, nor are any collisions recorded along Blind Lane.
- 4.21 Three incidents have been recorded within the wider study area:
- One collision occurred on Frome Road and involved a single car that left the carriageway and struck a wall, resulting in slight injuries to the driver and a passenger.
 - Two collisions occurred on Wynsome Street: one involved a car and a pedestrian on the footway, resulting in a slight injury to the pedestrian; and another occurred near the junction

with Church Street, where a reversing vehicle collided with another car, resulting in a slight injury to the driver of the reversing vehicle.

- 4.22 All reported collisions resulted in slight injuries, with no patterns or common causation factors evident.
- 4.23 On this basis, the local highway network in the vicinity of the site is considered to have a good road safety record, with no specific areas of concern identified.

Existing Traffic Conditions

- 4.24 Based on the supplementary pre-application discussions with the LHA, peak hour Manual Classified Counts (MCC) were undertaken at the following junctions:
- 1) A361 Frome Road / Wesley Lane;
 - 2) Wynsome Street / Blind Lane; and
 - 3) A361 Frome Road / Wynsome Street.
- 4.25 The surveys were undertaken on Thursday, 3rd July 2025. The weather was fine, and no abnormal traffic conditions were observed on that day.
- 4.26 The MCC data is included in **Appendix C**, and the results are summarised in **Table 4.1**, with accompanying Traffic Flow Diagrams in **Appendix D**.

Table 4.1: Southwick Surveyed Weekday Traffic Volumes

Approach Road	Time Period	North / East bound	South / West bound	Two-Way
Frome Road (West)	AM Peak	690	794	1,484
	PM Peak	720	639	1,359
Wesley Lane	AM Peak	43	31	74
	PM Peak	28	43	71
Blind Lane	AM Peak	83	95	178
	PM Peak	50	47	97
Wynsome Street	AM Peak	483	485	968
	PM Peak	442	360	802
Frome Road (East)	AM Peak	435	534	969
	PM Peak	547	376	923

- 4.27 **Table 4.1** presents the weekday peak hour traffic volumes recorded at the junction. The results show that Frome Road (West) is the busiest corridor through Southwick, with two-way peak hour flows of around 1,400–1,500 vehicles per hour (vph) in the morning and 1,300–1,400 vph in the evening.
- 4.28 Traffic flows on Frome Road (East) and Wynsome Street are of a similar scale, with two-way flows of around 900–1,000 vph during the peak hours. This suggests that the route between Frome Road (West) and Wynsome Street is as well used as the movement through Southwick is between Frome Road (West) and Frome Road (East).
- 4.29 By comparison, Wesley Lane and Blind Lane are lightly trafficked, each carrying fewer than 200 vehicles per hour during peak periods, reflecting their local access function rather than serving as through routes.

Pedestrians and Cyclists

- 4.30 As previously noted, footways are provided on both sides of the northern side of Blind Lane and Wesley Lane. These include the side roads such as Hollis Way and Southfield, which have footways on both sides of their carriageways.
- 4.31 Similarly, footways are provided along both side of Wynsome Street and Frome Road through the urban extents of Southwick
- 4.32 A review of Wiltshire Council's online Public Rights of Way (PRoW) map confirms that two public footpaths cross the application site, as illustrated in **Figure 4.3** overleaf and as summarised below:
- SWCK14 is a public footpath that runs from Blind Lane in the northern corner of the site to Wesley Lane in the southern corner of the site.
 - SWCK15 is a public footpath that passes through the development site. It runs from Blind Lane in the northern corner of the site and broadly follows inside the northeast of the site. It links Blind Lane to Goose Street some 400m east of the site.
- 4.33 There are also a number of off-site PRoW within Southwick that provide pedestrian permeability throughout the village.

Figure 4.3: Extract of WC's Public Rights of Way Map



Cycle Routes

- 4.34 It is noted from a review of the Walk Wheel Cycle Trust (WWCT) cycle route map and Wiltshire Council's Trowbridge Cycle Map that there are currently no dedicated cycle routes or shared-use paths within Southwick, nor any that directly connect the village with nearby settlements such as Trowbridge, North Bradley, or Frome.
- 4.35 Within Southwick, cycling generally takes place on the existing carriageway network. Blind Lane, which forms the northern boundary of the site, is an urban road subject to a 30 mph speed limit and

benefits from street lighting and a continuous footway on the northern side. There is no separate cycle facility along Blind Lane, and cyclists share the carriageway with general traffic.

- 4.36 Wytsonne Street and Frome Road provide the principal links between Southwick and Trowbridge to the north-east. These roads do not include dedicated cycle lanes or segregated cycleways. However, traffic speeds within the built-up area are limited to 30 mph, and the roads are of sufficient width to allow for on-carriageway cycling.
- 4.37 There are no formal cycle crossings within the village, and no cycle parking facilities were observed in the immediate vicinity of the site.
- 4.38 Wiltshire Council's Local Cycling and Walking Infrastructure Plan (LCWIP) for Trowbridge identifies the potential to improve connections between Trowbridge and surrounding settlements, including Southwick, although no specific schemes are currently in place.

Bus Provision

- 4.39 The nearest bus stops are located on Frome Road near the Post Office, around 400m northeast from the centre of the site as shown in **Figure 4.4**. Further bus stops are located near St. Thomas Church which are around 430m from the centre of the site.
- 4.40 At both sets of stops, the north-eastbound stops include bus shelters, whilst the south-westbound stops are marked by flag and poles only.
- 4.41 These bus stops are served by the X34 bus route, providing connections to nearby Trowbridge and further afield to Frome and Chippenham. The service details are summarised in **Table 4.2**:

Table 4.2: Summary of Local Bus Services

Greenacres Bus Stop							
No.	Route	Operator	First / Last Bus		Mon-Fri	Sat	Sun
X34	Chippenham - Trowbridge - Frome	Faresave	Church (WB)	First	07:26	07:38	nil
				Last	18:38	17:41	nil
			Frequency		½ Hourly	Hourly	nil
	Frome – Trowbridge - Chippenham		Church (EB)	First	07:07	07:27	nil
				Last	17:48	17:26	nil
			Frequency		½ Hourly	Hourly	nil

Figure 4.4: Existing Bus Stop Location



- 4.42 The bus travel time from Southwick to Sainsburys, Conigre in Trowbridge is 13-minutes. In the opposite direction, the bus travel time to Market Place, Frome, is 14-minutes.
- 4.43 During the week, the first buses in each direction depart Southwick between 07:00 on 07:30. The last buses from Chippenham and Frome both depart at 17:30.
- 4.44 Based on the information above, there is a genuine public transport commuting opportunity from Southwick to Trowbridge and Frome town centres or other nearby towns. This can be used for either work or education purposes.

Train Provision

- 4.45 Trowbridge Railway Station is located just north of the town centre, some 3.3km as the crow flies from the proposed development site. It is situated on the Wessex Main Line and is operated by Great Western Railway (GWR). Bus service X34 stops directly outside the station.
- 4.46 The Railway Station offers cycle storage and a car park of 117 spaces, and step-free access throughout the station. There is disabled parking and a taxi set-down point.
- 4.47 There are a number of train services from and to Trowbridge, as shown in **Table 4.3**.

Table 4.3: Train Key Destinations, Journey Times, and Frequencies

Destination	Journey Time	Frequency	Operator(s)	Notes
Bath Spa	20-30 minutes	Frequent (about half-hourly Mon-Sat)	GWR	Direct services available
Bristol Temple Meads	45 minutes	Frequent (about half-hourly Mon-Sat)	GWR	Direct services available
Cardiff Central	60 minutes	Hourly	GWR	Requires a change at Bristol Temple Meads
Southampton Central	1h 30m	Hourly	GWR	Direct services available
London (e.g. Paddington / Waterloo)	From 1hr 50m to 2hr	Limited direct services	GWR	Typically requires 1 change

Note: approximate times only

- 4.48 The main operator at Trowbridge Railway Station is Great Western Railway (GWR), which provides frequent services to key regional hubs. Some longer-distance and less frequent journeys, particularly those towards London, are also available but generally require a change of train.
- 4.49 Hourly or better services operate to major destinations such as Bristol and Bath, while longer journeys to cities like London are served by fewer direct trains and typically involve at least one interchange.

4.50 Travel times vary depending on the destination, with relatively short journeys to nearby centres such as Bath and Bristol, and longer travel times to national hubs further afield. Overall, Trowbridge Railway Station offers a good mix of frequent local connections and access to longer-distance routes, enhancing both regional and national rail connectivity.

5 PROPOSED DEVELOPMENT

Development Proposals

- 5.1 The development comprises 90 dwellings on land located to the southeast of Blind Lane. The full layout is included in **Appendix E** with an extract shown in **Figure 5.1**.

Figure 5.1: Site Layout



- 5.2 The proposals consist of predominantly family housing of 3- and 4-bedrooms and 2-bed 'starter' apartments.

Vehicle Access

- 5.3 The proposed site access is taken from Blind Lane, positioned centrally between the Southfield and Hollis Way junctions.
- 5.4 The proposed access is shown on drawing CLFA137-CLFA-00-XX-DR-C-0554 in **Appendix F** with the salient points summarised below:
- Simple priority T-junction;
 - Major Carriageway Width: 5.5m;
 - Minor Carriageway Width: 5.5m;
 - 6.0m junction radii;
 - 2 x 2.0m wide footways;
 - Visibility splays of 2.4m x 43m based on the existing 30mph speed limit.
- 5.5 Swept path analysis (SPA) of the proposed access has been undertaken using an 11.2m long three axle refuse collection vehicle (RCV). The SPA, included in **Appendix F**, shows that the RCV can access the site without issue. The SPA also allows for vehicles parked on the western side of Stalbridge Road, which currently happens.
- 5.6 Based on the above, the proposed site access provides safe and suitable access to the site in accordance with the NPPF.

Pedestrian Access

- 5.7 Along with the vehicular access, two further pedestrian access points are proposed along the Blind Lane site frontage. The first is located in the northern corner of the site, where PRoW SWCK14 and SWCK15 enter the site. The second is located at the western corner of the site, near the junction with Wesley Lane.
- 5.8 Both access points will include uncontrolled pedestrian crossings on Blind Lane to enable pedestrians to access the existing footway on the northern side of Blind Lane.

- 5.9 Both crossing points will provide 1.5m x 43m pedestrian visibility splays in line with MfS.
- 5.10 Within the site, the existing Public Footpath SWCK15 will be retained and incorporated within the proposed layout, maintaining its current alignment. However, Public Footpath SWCK14 cannot be feasibly accommodated within the development layout, and it is therefore anticipated that a Footpath Diversion Order will be required to realign this route.

Internal Roads

- 5.11 The internal layout will be designed in accordance with MfS, ensuring a safe, attractive, and inclusive environment for all users. The principal internal spine road will comprise a 5.5m wide carriageway with 2.0m wide footways on both sides, providing two-way vehicle movement and continuous pedestrian connectivity throughout the site.
- 5.12 Many dwellings will gain direct frontage access from the spine road. Such access is typical of residential streets of this nature and consistent with MfS principles, which support a balance between movement and place functions on streets with low vehicle flows. Appropriate visibility splays will be maintained at each access, and on-street parking will be managed through the design to ensure that visibility and pedestrian inter-visibility are not compromised.
- 5.13 From the main spine road, a series of short cul-de-sac streets and private drives will provide access to individual dwellings. These areas will operate as shared surfaces, designed to promote low vehicle speeds and prioritise pedestrian movement. Shared-surface areas will incorporate contrasting surfacing materials or subtle level changes to define pedestrian and vehicular space while maintaining accessibility for all users, including those with mobility or visual impairments.
- 5.14 Given the residential scale of the development, the internal roads will be lightly trafficked, with vehicle movements limited to those generated by residents, visitors, and service vehicles. As such, the internal streets will be suitable for on-carriageway cycling, consistent with LTN 1/20 and MfS guidance, which encourages integration rather than segregation of cyclists within low-speed, low-volume environments.
- 5.15 The internal layout will accommodate access for refuse and emergency vehicles, with turning heads designed in accordance with Wiltshire Council's adoptable standards. Swept-path analysis will be

- undertaken at the detailed design stage to confirm manoeuvrability for a refuse collection vehicle (11.2 m) and fire tender (8.3 m).
- 5.16 Traffic calming will be achieved through horizontal alignment, junction geometry, and shared-surface design features to maintain typical vehicle speeds below 20 mph. Visibility at junctions and bends will be designed in accordance with MfS stopping sight distance (SSD) standards to ensure safe operation throughout the development.
- 5.17 Surface water drainage and utility corridors will be accommodated within the highway verges and footways. The final adoption and maintenance strategy—whether by Wiltshire Council or a private Management Company—will be confirmed at the detailed design stage, together with proposals for street lighting and surfacing materials that complement the residential character of the scheme.

Parking

- 5.18 Car parking will be provided in line with WC's Parking Standards as set out Wiltshire Local Plan – Car Parking Strategy (CPS) for new developments. Based on Table 7.1 of the CPS the following minimum allocated parking provision will be provided:
- 1-bed property = 1 space
 - 2-to 3-bed property = 2 spaces
 - 4+-bed property = 3 spaces
 - Visitor Parking = 0.2 spaces per dwelling (unallocated)
- 5.19 In addition,
- cycle parking is required on the basis of 1 cycle per bedroom; and
 - motorcycle parking will be provided at a ratio of 1 space for every 5 dwellings.
- 5.20 Garages, where provided, will have minimum internal dimensions of 6.0m x 3.0m for a single garage and 6.0m x 6.0m for a double garage.
- 5.21 Those dwellings without a garage will be provided with a shed to provide covered and secure cycle parking.
- 5.22 Electric Vehicle charging points will be provided for all dwellings with on-plot parking.

6 TRIP GENERATION AND DISTRIBUTION

Proposed Residential Trip Rates and Generation

- 6.1 Vehicle trip rates for the proposed residential development have been taken from the TRICS 7.11.4 database. The assessment assumes that the proposed development will comprise mixed private/affordable housing.
- 6.2 As the majority of the development will be private houses, the TRICS database was examined for private houses residential sites within Great Britain, but excluding Greater London, with the number of units ranging from 40 to 200 units. The date range was set to only include weekday surveys post 1st January 2016 for sites in an “edge-of-town” location.
- 6.3 The population within one mile was limited to 15,000 and within five miles to 75,000 people.
- 6.4 The TRICS assessment identified 17 sites which are considered to be an appropriate equivalent to the Blind Lane development proposals and have therefore been used in assessing the likely post-development traffic flows.
- 6.5 The average vehicle trip rates generated from the above are identified in **Table 6.1** below, with the TRICS output being attached as **Appendix G**.

Table 6.1: Residential Vehicle Trip Rates and Generation

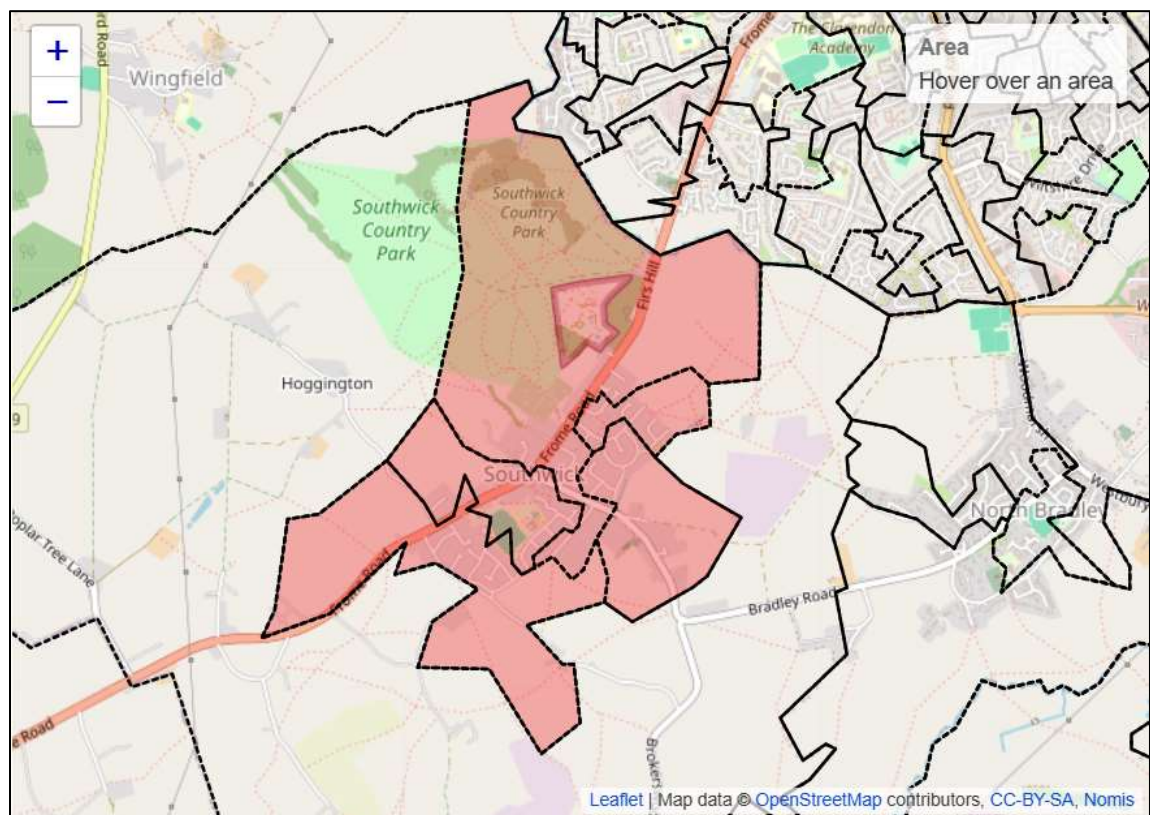
	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (17:00 – 18:00)		Daily
	Arrivals	Deps	Arrivals	Deps	Two-Way
Trip Rate per Dwelling	0.234	0.376	0.387	0.187	5.256
90 Dwellings	21	34	35	17	473

- 6.6 **Table 6.1** demonstrates that the proposed 96 residential dwellings would generate 55 and 52 two-way vehicle trips in the AM and PM peak hours, respectively, and 473two-way trips over a 12-hour day.

Trip Distribution

- 6.7 Information to estimate the trip distribution has been obtained by using the 2011 Travel to Work Census data from the website www.nomisweb.co.uk (supplied by the Office of National Statistics). Census 2011 data has been used as the COVID-19 lockdown was in force during the 2021 Census, which would not provide representative travel data.
- 6.8 Output Areas E00163635, E00163637, E00163638, E00163639, and E00163640 have been set as being the place of residence, i.e. the origin of work-related trips (Southwick) as shown in **Figure 6.1**.

Figure 6.1: Census 2011 Output Areas



- 6.9 The destination of work-related trips was set at the Super Output Area level for those travelling to work within Wiltshire, and at Local Authority level for those travelling to work to areas further afield across the South West Region.
- 6.10 The resultant residential trips were combined as a total and distributed on to the local highway network leading away from the site. The full data is attached as part of **Appendix H** and is summarised as follows:

- Route 1: A361 Frome Road (Southwest) = 31%;
- Route 2: A361 Frome Road (Northeast) = 44%;
- Route 3: Wynsome Street (South) = 25%.

6.11 The above indicates that the predominant destination is via the A361 Frome Road towards Trowbridge, with 44% of trips. Around 31% would travel southwest along the A361. The remaining 25% will travel south along Wynsome Street towards North Bradley.

6.12 The resulting trip distribution and assignment diagrams are shown in **Appendix D**.

Committed Development and Traffic Growth

6.13 The local highway network has been assessed for the following years:

- 2025 i.e., the year of application
- 2030 i.e., five years post application

Committed Development: Wesley Lane Residential Development

6.14 Trip generation for the Wesley Lane Residential Development (Planning Ref: PL/2022/05416) has been taken from the IMA Transport Planning TA dated December 2022. These trips are shown in traffic flow diagrams contained within **Appendix D**.

Traffic Growth

6.15 Traffic growth has been calculated using TEMPRO Version 8.1 adjusted regional and local traffic growth forecasts based on the National Traffic Model (NTM) NRTTP 2022 Core Dataset using the 'Origin and Destination' trip end type for both urban and rural locations.

6.16 The area is taken as Wiltshire, and the resultant growth factors are provided in **Table 6.2** below:

Table 6.2: TEMPRO Growth Factors

Scenario	Area	Growth Figure
2025 to 2030 AM Peak	Wiltshire	1.0537
2025 to 2030 PM Peak	Wiltshire	1.0546

6.17 These growth factors have been applied to the 2025 surveyed traffic flows to obtain the 2030 base flows. The traffic flow diagrams are included in **Appendix D**.

7 TRAFFIC IMPACT

Introduction

7.1 Three junctions have been assessed as part of this TA. These junctions are as follows:

- 1) A361 Frome Road / Wesley Lane;
- 2) Wynsome Street / Blind Lane; and
- 3) A361 Frome Road / Wynsome Street.

7.2 The three junctions have been assessed in 2025 (the year of application) and 2030 (five years after the registration of the application).

Traffic Growth

7.3 Traffic growth has been calculated using TEMPro as detailed in Section 6 of this report.

Assessment Scenarios

7.4 The traffic growth factors have been applied to the 2025 surveyed traffic flows to provide 2030 base flows as shown in **Appendix D**.

7.5 The following scenarios have been assessed (in the AM and PM peak hours) using the PICADY, ARCADY and LINSIG computer models:

- 2025 year of application
- 2030 base plus committed
- 2030 base plus committed plus development

7.6 The full traffic flows are included in **Appendix D**.

7.7 The model parameters and measurements have been compiled by using Ordnance Survey data and aerial photographs.

7.8 The computer modelling output is attached as follows:

- Junction 1 (PICADY) – **Appendix I**
- Junction 2 (PICADY) – **Appendix J**
- Junction 3 (ARCADY) – **Appendix K**

Junction Assessments

Junction 1: A361 Frome Road / Wesley Lane T-Junction

7.9 The PICADY results are shown in **Table 7.1** below:

Table 7.1: PICADY Results for Frome Road/Wesley Lane T-Junction

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Surveyed						
Stream B-AC	0.1	11.01	0.13	0.1	9.73	0.08
Stream C-AB	0.2	4.65	0.08	0.3	4.35	0.11
2030 Base + Com Dev						
Stream B-AC	0.2	13.19	0.18	0.1	11.16	0.11
Stream C-AB	0.2	4.61	0.1	0.4	4.35	0.15
2030 Base + Com Dev + Dev						
Stream B-AC	0.3	13.19	0.21	0.1	11.03	0.12
Stream C-AB	0.4	4.68	0.13	0.7	4.45	0.19

Where:

Arm A – A361 Frome Road (Northeast)

Arm B – Wesley Lane

Arm C – A361 Frome Road (Southwest)

7.10 **Table 7.1** demonstrates that the existing simple priority T-junction between Frome Road and Wesley Lane would operate within capacity with minimal queues and delays in all assessment scenarios.

Junction 2: Wynsome Street / Blind Lane

7.11 **Table 7.2** overleaf demonstrates that the existing simple T- junction will operate within capacity with minimal delays and queues in 2030, with the traffic associated with committed development and the proposed development included.

Table 7.2: PICADY Results for Wynsome Street/Blind Lane T-Junction

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Surveyed						
Stream B-AC	0.3	11.93	0.23	0.2	10.11	0.13
Stream C-AB	0.4	5.25	0.16	0.1	5.18	0.05
2030 Base + Com Dev						
Stream B-AC	0.4	13.36	0.27	0.2	10.79	0.16
Stream C-AB	0.5	5.24	0.18	0.1	5.16	0.05
2030 Base + Com Dev + Dev						
Stream B-AC	0.5	14.85	0.34	0.2	11.29	0.19
Stream C-AB	0.6	5.43	0.21	0.2	5.31	0.09

Where:

Arm A – Wynsome Street (South)

Arm B – Blind Lane

Arm C – Wynsome Street (North)

Junction 3: A361 Frome Road / Wynsome Street Mini-Roundabout

7.12 The ARCADY results for this junction are shown in **Table 7.3:**

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Surveyed						
Arm A	4.4	28.09	0.82	1.1	10.04	0.53
Arm B	3.6	24.97	0.78	1.7	12.81	0.63
Arm C	3.2	15.77	0.75	3.2	15.24	0.76
Arm D	0	0	0	0	10.16	0.02
2030 Base + Com Dev						
Arm A	6.8	41.75	0.89	1.4	11.29	0.58
Arm B	5.3	35.01	0.84	2.1	15.26	0.68
Arm C	4.4	20.41	0.81	4.4	19.74	0.81
Arm D	0	0	0	0	11.31	0.02
2030 Base + Com Dev + Dev						
Arm A	7.5	45.77	0.9	1.5	11.88	0.6
Arm B	6.1	39.37	0.86	2.2	15.74	0.69
Arm C	4.6	21.45	0.82	4.5	20.25	0.82
Arm D	0	0	0	0	11.47	0.02

Where:

Arm A – Frome Road (Northeast)

Arm B – Wynsome Street

Arm C – Frome Road (Southwest)

Arm D – Fairfield Meadows

- 7.13 **Table 7.3** demonstrates that the junction operates within capacity under all scenarios, with maximum RFC values remaining below 0.90. Delays increase modestly in the 2030 assessment years, particularly on Frome Road (Northeast) and Wynsome Street during the AM peak, but overall performance remains acceptable with minimal queuing and no evidence of capacity constraint.

Road Safety

- 7.14 It is not considered that the increase in traffic flows using the surrounding roads will have an adverse effect upon the good safety record.

8 ACCESSIBILITY OF THE SITE

Introduction

- 8.1 As previously mentioned, it is proposed that the site will be developed to provide 90 residential units. This section reviews the accessibility of the site by sustainable modes of transport in the context of the proposed land use.

Pedestrian Accessibility

- 8.2 Acceptable walking distances will vary considerably depending on various factors such as fitness and land topography. Guidelines by the Chartered Institution of Highways and Transportation (CIHT) state the acceptability of distances in metres to various attractions is as follows:

Table 8.1: Suggested Acceptable Walking Distance

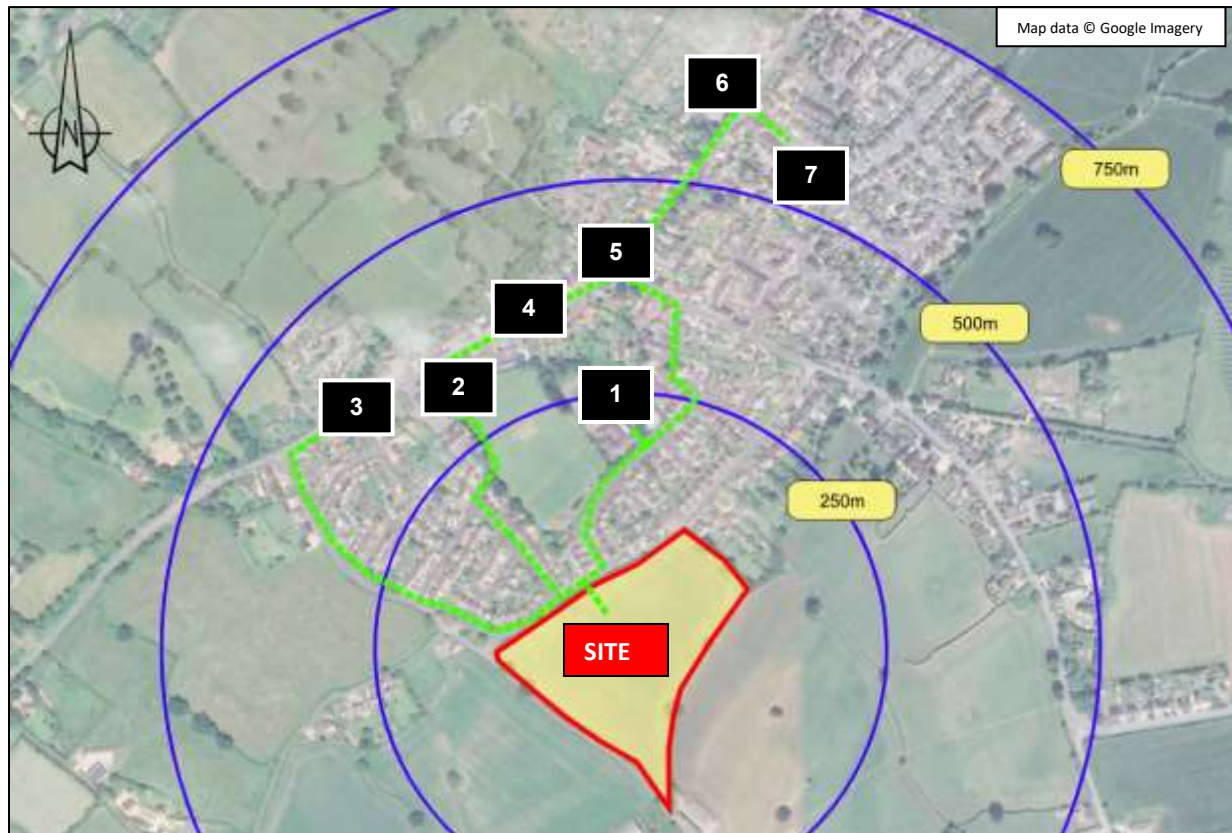
Destination	Desirable	Acceptable	Preferred Maximum
Commuting / School / Sight-seeing (m)	500m (6 minutes)	1,000m (12 minutes)	2,000m (25 minutes)
Elsewhere (m)	400m	800m	1,200m

- 8.3 As shown in **Figure 8.1** overleaf, and based on a walking speed of 5.0 km/h (roughly 3.1mph), the following facilities, and the town centre, shown in **Table 8.2** below, are within a 15-minute walk from the centre of the site, which is well within the acceptable walking distance:

Table 8.2: Walking Distances to and from the Proposed Development Site

Location	Service / Facility	Walking Distance (Walking Time)
1	Southwick C of E Primary School, Hollis Way	300m (4 minutes)
2	Village Hall	410m (6 minutes)
3	Post Office Bus Stops, Frome Road	630m (8 minutes)
4	Premier Convenience Store, Frome Road	780m (12 minutes)
5	St Thomas Church Bus Stops, Frome Road	720m (11 minutes)
6	The Farmhouse Inn, Frome Road	830m (12 minutes)
7	Ozutz Takeaway, Chantry Gardens	930m (13 minutes)

Figure 8.1: Local Facilities Plan



- 8.4 The distance contours shown (250m, 500m, and 750m) equate to walking times of approximately 3, 6, and 9 minutes, respectively, based upon a walking speed of 1.4m/s as identified in Providing for Journeys on Foot (CIHT).
- 8.5 There is a wide range of key facilities within 1,000m (a 15-minute walk) of the site, which accords with the accepted walking distances as identified in Table 3.2 of Providing for Journeys on Foot (CIHT).

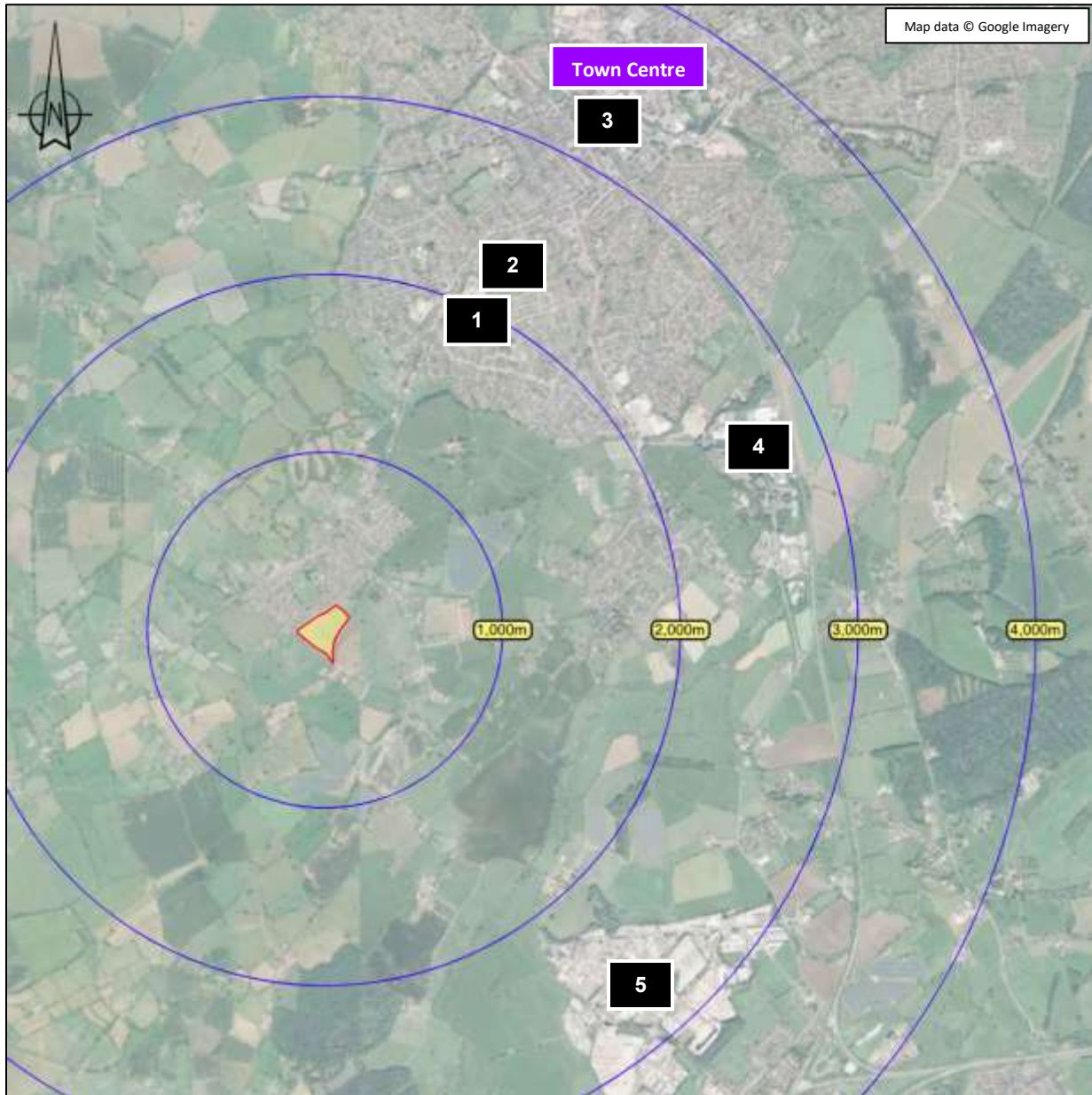
Cycling Accessibility

- 8.6 Given the above distances to key day-to-day services and facilities, the application site is also considered to offer good access by bicycle to other nearby destinations.
- 8.7 The Department of Transport (DfT) Local Transport Note 1/20 Cycle Infrastructure Design (July 2020) suggests that a trip distance of five miles (8.0km) is not unreasonable for cycling.

“2.2.2 “...Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”

- 8.8 As can be seen in **Figure 8.2**, all of Trowbridge town centre is within 4.0km of the site. This provides cycle access to a wider range of local facilities, including a secondary school, sports centre, and employment opportunities as well.

Figure 8.2: Cycling Distances from the Site



8.9 A summary of these additional local facilities is provided in **Table 8.3:**

Table 8.3: Cycling Distances to and from the Proposed Development Site

Location	Service / Facility	Cycling Distance (Cycling Time)
1	Wiltshire College & University Centre, College Road	2.2km (8 minutes)
2	The Clarendon Academy and Trowbridge Sports Centre, Frome Rd	3.0km (11 minutes)
3	Trowbridge Railway Station,	4.0km (14 minutes)
4	White Horse Business Park, Bradley Road	4.0km (14 minutes)
5	West Wiltshire Trading Estate, Westbury	6.4km (21 minutes)

Public Transport Accessibility

- 8.10 The frequency and routing of bus services calling at the Post Office bus stops on Frome Road closest to the site have previously been identified in Section 4 of this report.
- 8.11 The No.X34 service provides hourly buses Monday to Saturday to Trowbridge town centre, including the railway station and on to either Frome or Chippenham.
- 8.12 Hourly trains are available from Trowbridge Railway Station to a range of regional and national destinations.
- 8.13 Thus, there is a genuine public transport commuting opportunity from the site to Trowbridge town centre and on to major conurbations in the region. These can be used for either work or education purposes.

Site Accessibility Summary

- 8.14 It is clear that the site has excellent accessibility by sustainable modes of travel. The site is within walking distance of many key services and facilities, including a primary school and convenience shopping. Furthermore, additional services and employment opportunities are within a short cycling distance of the site.
- 8.15 In addition to this, the bus stops nearby are served by appropriate bus services to other nearby towns and Trowbridge Railway Station, thus giving sustainable access to a wider choice of employment, higher education, and retail services.

-
- 8.16 Based on the above, the site has reasonable accessibility and genuine opportunities for sustainable travel. As such, future residents of the site would not be reliant on the use of the private motor vehicle for day-to-day travel needs.

9 SUMMARY AND CONCLUSIONS

- 9.1 This Transport Assessment (TA) has been prepared by Condon Transport Ltd on behalf of Wain Homes to support a planning application for 90 residential dwellings on land at Blind Lane, Southwick, Wiltshire. The proposals seek to deliver a mix of family housing and affordable units with access taken from Blind Lane, together with supporting infrastructure and landscaping.

Summary of Key Findings:

- **Planning Context:** The site has been the subject of previous planning and pre-application submissions, during which the Local Highway Authority (LHA) confirmed that residential development at this location would be acceptable in transport terms, subject to standard highway conditions and sustainable travel measures. The current proposals have been developed in accordance with this advice and assessed in line with the principles outlined in the Manual for Streets and the NPPF (2024).
- **Access Arrangements:** Vehicular and pedestrian access will be provided from Blind Lane, which forms an adopted road with a 30mph limit, footway provision on the northern side, and street lighting. Visibility splays of 2.4 m x 43 m are achievable in both directions, consistent with recorded traffic speeds. Internal access roads will be designed to appropriate adoptable standards, incorporating 2.0 m footways on both sides of the main spine road.
- **Local Highway Conditions:** Traffic surveys undertaken in July 2025 indicate that Blind Lane and Wesley Lane are lightly trafficked, each carrying fewer than 200 vehicles per hour during peak periods. The nearest higher-order roads are Wynsome Street and the A361 Frome Road, which accommodate typical peak flows of 800–1,400 vph.

A review of five-year personal-injury collision data confirms a good road safety record, with no collisions recorded at or near the proposed access and no identifiable pattern of concern within the study area.

Trip Generation: Using TRICS residential trip rates, the proposed development is forecast to generate approximately 55 two-way trips in the AM peak hour and 52 in the PM peak hour.

These additional trips were assigned across the local network based on Census travel-to-work data for Southwick.

Capacity modelling using PICADY and ARCADY assessed the following junctions:

- A361 Frome Road / Wesley Lane,
- Wynsome Street / Blind Lane, and
- A361 Frome Road / Wynsome Street

The results demonstrate that the junctions will operate well within capacity in both the 2025 base and 2030 future-year scenarios, with minimal queues and delays. No mitigation works are required.

- **Sustainable Accessibility:** The site is well located in relation to key local services:
 - Southwick C of E Primary School (300 m),
 - village shop (within 800 m), and
 - bus stops on Frome Road (around 630 m).

These stops are served by the X34 bus route, providing regular connections to Trowbridge, Frome, and Chippenham, while Trowbridge Railway Station (4 km) offers regional and national rail links. Although there are no dedicated cycle routes within Southwick, local roads are of low speed and volume, enabling on-carriageway cycling, and Wiltshire Council's draft LCWIP identifies future potential to strengthen cycle connectivity with Trowbridge.

- **Parking and Facilities:** The development will provide car, cycle, and motorcycle parking in accordance with Wiltshire Council standards, including electric vehicle charging infrastructure.

Conclusion

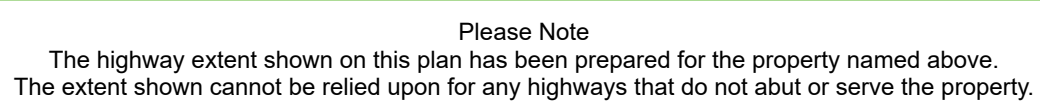
- 9.2 The proposed development at Blind Lane, Southwick is consistent with national and local transport planning policy objectives. It will generate a modest volume of additional traffic that can be safely

-
- and efficiently accommodated on the local network. The site benefits from reasonable accessibility by walking, cycling, and public transport, offering genuine alternatives to private car use.
- 9.3 Accordingly, it is concluded that the proposed residential development would have no unacceptable impact on highway safety or the efficient operation of the local highway network, and therefore, there are no transport-related reasons why planning permission should not be granted.

APPENDICES

APPENDIX A

HMPE PLAN



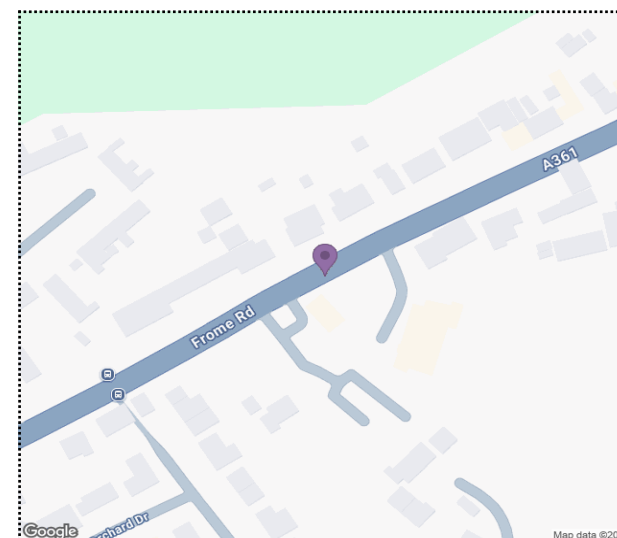
APPENDIX B

Crashmap Collision Data



Validated Data

Crash Date:	Thursday, July 11, 2024	Time of Crash:	21:13:00	Crash Reference:	2024542831224
Highest Injury Severity:	Slight	Road Number:	A361	Casualties:	2
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	383516 155158
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, July 11, 2024

Time of Crash: 21:13:00

Crash Reference: 2024542831224

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	26 - 35	Unknown	Back	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Sunday, May 12, 2024

Time of Crash: 03:58:00

Crash Reference: 2024545444424

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Wiltshire

Vehicles: 1

Local Authority: Wiltshire

OS Grid Reference: 383818 155248

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

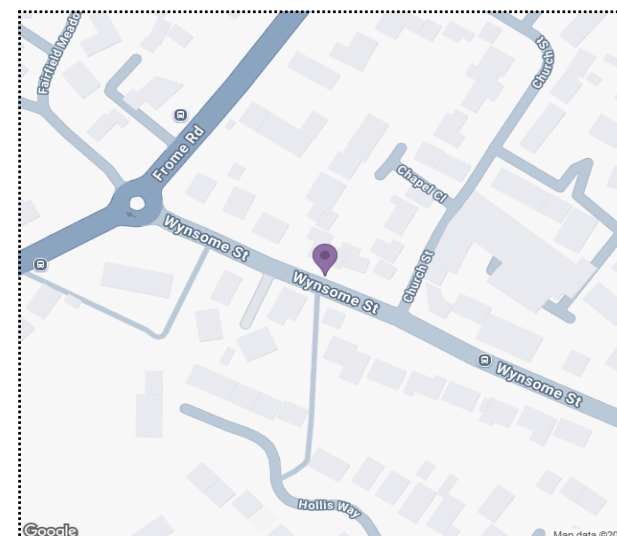
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, May 12, 2024

Time of Crash:

03:58:00

Crash Reference: 2024545444424

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	On footway or verge	Unknown or other

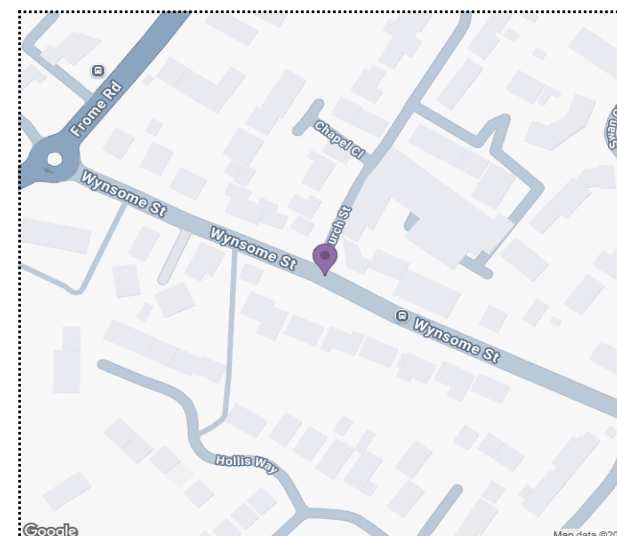
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, August 16, 2024	Time of Crash:	22:32:00	Crash Reference:	2024549671624
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	383850 155229
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, August 16, 2024

Time of Crash: 22:32:00

Crash Reference: 2024549671624

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	10	Male	26 - 35	Vehicle is reversing	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	11	Female	26 - 35	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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APPENDIX C

Traffic Survey Data

Southwick, Thursday 3rd July 2025

Junction: 1

Approach: A361 Frome Road North



TIME	Left to Wesley Lane					Ahead to A361 Frome Road (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	102	15	0	117	136.5
07:15 - 07:30	0	1	0	1	2.3	158	11	1	170	185.3
07:30 - 07:45	5	0	0	5	5.0	181	13	0	194	210.9
07:45 - 08:00	1	0	0	1	1.0	151	16	0	167	187.8
Hourly Total	7	1	0	8	9.3	592	55	1	648	720.5
08:00 - 08:15	0	0	0	0	0.0	165	19	0	184	208.7
08:15 - 08:30	4	0	0	4	4.0	161	15	1	177	197.5
08:30 - 08:45	4	0	0	4	4.0	126	22	0	148	176.6
08:45 - 09:00	4	0	0	4	4.0	130	20	0	150	176.0
Hourly Total	12	0	0	12	12.0	582	76	1	659	758.8
09:00 - 09:15	1	1	0	2	3.3	99	15	1	115	135.5
09:15 - 09:30	3	0	0	3	3.0	99	27	1	127	163.1
09:30 - 09:45	1	0	0	1	1.0	116	10	2	128	143.0
09:45 - 10:00	4	0	0	4	4.0	112	24	1	137	169.2
Hourly Total	9	1	0	10	11.3	426	76	5	507	610.8

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	28	2	0	30	32.6	1600	207	7	1814	2090.1
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16:00 - 16:15	7	0	0	7	7.0	121	17	1	139	162.1
16:15 - 16:30	1	0	0	1	1.0	149	9	1	159	171.7
16:30 - 16:45	3	0	0	3	3.0	138	11	0	149	163.3
16:45 - 17:00	1	0	0	1	1.0	153	14	0	167	185.2
Hourly Total	12	0	0	12	12.0	561	51	2	614	682.3
17:00 - 17:15	6	0	0	6	6.0	134	7	2	143	154.1
17:15 - 17:30	4	0	0	4	4.0	147	8	1	156	167.4
17:30 - 17:45	3	0	0	3	3.0	154	5	0	159	165.5
17:45 - 18:00	2	0	0	2	2.0	121	3	1	125	129.9
Hourly Total	15	0	0	15	15.0	556	23	4	583	616.9
18:00 - 18:15	2	0	0	2	2.0	115	9	1	125	137.7
18:15 - 18:30	2	0	0	2	2.0	94	13	0	107	123.9
18:30 - 18:45	3	0	0	3	3.0	87	7	1	95	105.1
18:45 - 19:00	2	0	0	2	2.0	75	3	0	78	81.9
Hourly Total	9	0	0	9	9.0	371	32	2	405	448.6

TOTAL	36	0	0	36	36.0	1488	106	8	1602	1747.8
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Southwick, Thursday 3rd July 2025

Junction: 1
Approach: Wesley Lane



TIME	Left to A361 Frome Road (South)					Right to A361 Frome Road (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	2	0	0	2	2.0
07:15 - 07:30	7	1	0	8	9.3	1	0	0	1	1.0
07:30 - 07:45	6	0	0	6	6.0	2	0	0	2	2.0
07:45 - 08:00	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	23	1	0	24	25.3	5	0	0	5	5.0
08:00 - 08:15	6	0	0	6	6.0	1	0	0	1	1.0
08:15 - 08:30	7	0	0	7	7.0	2	0	0	2	2.0
08:30 - 08:45	8	0	0	8	8.0	1	0	0	1	1.0
08:45 - 09:00	14	0	0	14	14.0	4	0	0	4	4.0
Hourly Total	35	0	0	35	35.0	8	0	0	8	8.0
09:00 - 09:15	14	0	0	14	14.0	3	1	0	4	5.3
09:15 - 09:30	7	0	0	7	7.0	1	0	0	1	1.0
09:30 - 09:45	4	0	0	4	4.0	2	0	0	2	2.0
09:45 - 10:00	2	0	0	2	2.0	2	0	0	2	2.0
Hourly Total	27	0	0	27	27.0	8	1	0	9	10.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	85	1	0	86	87.3	21	1	0	22	23.3
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16:00 - 16:15	7	0	0	7	7.0	0	0	0	0	0.0
16:15 - 16:30	5	0	0	5	5.0	0	0	0	0	0.0
16:30 - 16:45	8	0	0	8	8.0	2	0	0	2	2.0
16:45 - 17:00	4	0	0	4	4.0	1	0	0	1	1.0
Hourly Total	24	0	0	24	24.0	3	0	0	3	3.0
17:00 - 17:15	6	0	0	6	6.0	1	0	0	1	1.0
17:15 - 17:30	7	0	0	7	7.0	3	0	0	3	3.0
17:30 - 17:45	6	0	0	6	6.0	1	0	0	1	1.0
17:45 - 18:00	3	0	0	3	3.0	1	0	0	1	1.0
Hourly Total	22	0	0	22	22.0	6	0	0	6	6.0
18:00 - 18:15	3	0	0	3	3.0	2	0	0	2	2.0
18:15 - 18:30	7	0	0	7	7.0	4	0	0	4	4.0
18:30 - 18:45	3	0	0	3	3.0	6	0	0	6	6.0
18:45 - 19:00	2	0	0	2	2.0	1	0	0	1	1.0
Hourly Total	15	0	0	15	15.0	13	0	0	13	13.0

TOTAL	61	0	0	61	61.0	22	0	0	22	22.0
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Southwick, Thursday 3rd July 2025

Junction: 1

Approach: A361 Frome Road South



TIME	Ahead to A361 Frome Road (North)					Right to Wesley Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	66	17	2	85	109.1	0	0	0	0	0.0
07:15 - 07:30	92	18	2	112	137.4	2	0	0	2	2.0
07:30 - 07:45	104	21	3	128	158.3	2	0	0	2	2.0
07:45 - 08:00	154	12	0	166	181.6	3	0	1	4	5.0
Hourly Total	416	68	7	491	586.4	7	0	1	8	9.0
08:00 - 08:15	141	12	1	154	170.6	0	0	0	0	0.0
08:15 - 08:30	156	9	0	165	176.7	3	0	0	3	3.0
08:30 - 08:45	121	13	0	134	150.9	8	0	0	8	8.0
08:45 - 09:00	133	17	0	150	172.1	6	1	0	7	8.3
Hourly Total	551	51	1	603	670.3	17	1	0	18	19.3
09:00 - 09:15	108	16	0	124	144.8	5	0	0	5	5.0
09:15 - 09:30	102	13	0	115	131.9	2	1	0	3	4.3
09:30 - 09:45	74	11	0	85	99.3	1	0	0	1	1.0
09:45 - 10:00	79	10	2	91	106.0	12	0	0	12	12.0
Hourly Total	363	50	2	415	482.0	20	1	0	21	22.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	1330	169	10	1509	1738.7	44	2	1	47	50.6
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16:00 - 16:15	158	9	0	167	178.7	6	0	0	6	6.0
16:15 - 16:30	146	11	1	158	173.3	4	0	0	4	4.0
16:30 - 16:45	132	10	0	142	155.0	8	0	0	8	8.0
16:45 - 17:00	138	8	1	147	158.4	5	0	0	5	5.0
Hourly Total	574	38	2	614	665.4	23	0	0	23	23.0
17:00 - 17:15	163	11	0	174	188.3	7	0	0	7	7.0
17:15 - 17:30	175	6	0	181	188.8	9	0	0	9	9.0
17:30 - 17:45	133	5	0	138	144.5	6	0	0	6	6.0
17:45 - 18:00	155	6	1	162	170.8	6	0	0	6	6.0
Hourly Total	626	28	1	655	692.4	28	0	0	28	28.0
18:00 - 18:15	95	5	0	100	106.5	7	0	0	7	7.0
18:15 - 18:30	93	6	0	99	106.8	7	0	0	7	7.0
18:30 - 18:45	86	2	0	88	90.6	3	0	0	3	3.0
18:45 - 19:00	81	4	0	85	90.2	5	0	0	5	5.0
Hourly Total	355	17	0	372	394.1	22	0	0	22	22.0

TOTAL	1555	83	3	1641	1751.9	73	0	0	73	73.0
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Southwick, Thursday 3rd July 2025

Junction: 2
Approach: Wynsome Street East



TIME	Left to Blind Lane					Ahead to Wynsome Street (West)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	45	8	0	53	63.4
07:15 - 07:30	4	0	0	4	4.0	63	6	0	69	76.8
07:30 - 07:45	2	0	0	2	2.0	58	8	0	66	76.4
07:45 - 08:00	1	0	0	1	1.0	73	12	0	85	100.6
Hourly Total	7	0	0	7	7.0	239	34	0	273	317.2
08:00 - 08:15	5	0	0	5	5.0	72	10	0	82	95.0
08:15 - 08:30	8	0	0	8	8.0	94	15	0	109	128.5
08:30 - 08:45	13	5	0	18	24.5	61	16	0	77	97.8
08:45 - 09:00	4	0	0	4	4.0	86	15	0	101	120.5
Hourly Total	30	5	0	35	41.5	313	56	0	369	441.8
09:00 - 09:15	3	0	0	3	3.0	51	16	0	67	87.8
09:15 - 09:30	6	0	0	6	6.0	41	12	0	53	68.6
09:30 - 09:45	2	0	0	2	2.0	61	10	0	71	84.0
09:45 - 10:00	4	0	0	4	4.0	67	21	0	88	115.3
Hourly Total	15	0	0	15	15.0	220	59	0	279	355.7

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	52	5	0	57	63.5	772	149	0	921	1114.7
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16:00 - 16:15	9	0	0	9	9.0	82	16	0	98	118.8
16:15 - 16:30	7	0	0	7	7.0	78	5	0	83	89.5
16:30 - 16:45	3	0	0	3	3.0	83	10	0	93	106.0
16:45 - 17:00	6	0	0	6	6.0	94	12	0	106	121.6
Hourly Total	25	0	0	25	25.0	337	43	0	380	435.9
17:00 - 17:15	11	1	0	12	13.3	97	7	1	105	115.1
17:15 - 17:30	6	0	0	6	6.0	93	3	0	96	99.9
17:30 - 17:45	10	0	0	10	10.0	99	4	0	103	108.2
17:45 - 18:00	1	0	0	1	1.0	82	3	0	85	88.9
Hourly Total	28	1	0	29	30.3	371	17	1	389	412.1
18:00 - 18:15	5	0	0	5	5.0	74	6	1	81	89.8
18:15 - 18:30	3	0	0	3	3.0	69	6	0	75	82.8
18:30 - 18:45	2	0	0	2	2.0	67	5	0	72	78.5
18:45 - 19:00	2	0	0	2	2.0	50	2	0	52	54.6
Hourly Total	12	0	0	12	12.0	260	19	1	280	305.7

TOTAL	65	1	0	66	67.3	968	79	2	1049	1153.7
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Southwick, Thursday 3rd July 2025

Junction: 2
Approach: Blind Lane



TIME	Left to Wynsome Street (West)					Right to Wynsome Street (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	4	0	0	4	4.0	3	0	0	3	3.0
07:15 - 07:30	2	0	0	2	2.0	1	0	0	1	1.0
07:30 - 07:45	7	1	0	8	9.3	3	0	0	3	3.0
07:45 - 08:00	11	1	0	12	13.3	1	0	0	1	1.0
Hourly Total	24	2	0	26	28.6	8	0	0	8	8.0
08:00 - 08:15	7	0	0	7	7.0	4	0	0	4	4.0
08:15 - 08:30	7	0	0	7	7.0	4	0	0	4	4.0
08:30 - 08:45	10	0	0	10	10.0	9	1	0	10	11.3
08:45 - 09:00	32	0	0	32	32.0	8	0	0	8	8.0
Hourly Total	56	0	0	56	56.0	25	1	0	26	27.3
09:00 - 09:15	16	1	0	17	18.3	7	0	0	7	7.0
09:15 - 09:30	5	0	0	5	5.0	10	1	0	11	12.3
09:30 - 09:45	3	0	0	3	3.0	5	0	0	5	5.0
09:45 - 10:00	7	0	0	7	7.0	8	0	0	8	8.0
Hourly Total	31	1	0	32	33.3	30	1	0	31	32.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	111	3	0	114	117.9	63	2	0	65	67.6
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16:00 - 16:15	7	0	0	7	7.0	2	0	0	2	2.0
16:15 - 16:30	3	0	0	3	3.0	5	0	0	5	5.0
16:30 - 16:45	3	0	0	3	3.0	4	0	0	4	4.0
16:45 - 17:00	12	0	0	12	12.0	3	0	0	3	3.0
Hourly Total	25	0	0	25	25.0	14	0	0	14	14.0
17:00 - 17:15	5	0	0	5	5.0	5	0	0	5	5.0
17:15 - 17:30	11	0	0	11	11.0	6	0	0	6	6.0
17:30 - 17:45	6	0	0	6	6.0	1	0	0	1	1.0
17:45 - 18:00	8	0	0	8	8.0	8	0	0	8	8.0
Hourly Total	30	0	0	30	30.0	20	0	0	20	20.0
18:00 - 18:15	2	0	0	2	2.0	2	0	0	2	2.0
18:15 - 18:30	1	0	0	1	1.0	3	0	0	3	3.0
18:30 - 18:45	5	0	0	5	5.0	0	0	0	0	0.0
18:45 - 19:00	4	1	0	5	6.3	4	0	0	4	4.0
Hourly Total	12	1	0	13	14.3	9	0	0	9	9.0

TOTAL	67	1	0	68	69.3	43	0	0	43	43.0
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Southwick, Thursday 3rd July 2025

Junction: 2

Approach: Wynsome Street West



TIME	Ahead to Wynsome Street (East)					Right to Blind Lane					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	48	12	1	61	77.6	3	0	0	3	3.0	0	0	0	0	0.0
07:15 - 07:30	44	11	0	55	69.3	2	0	0	2	2.0	0	0	0	0	0.0
07:30 - 07:45	68	17	1	86	109.1	3	0	0	3	3.0	0	0	0	0	0.0
07:45 - 08:00	72	6	0	78	85.8	6	0	0	6	6.0	1	0	0	1	1.0
Hourly Total	232	46	2	280	341.8	14	0	0	14	14.0	1	0	0	1	1.0
08:00 - 08:15	87	8	0	95	105.4	5	0	0	5	5.0	0	0	0	0	0.0
08:15 - 08:30	104	6	0	110	117.8	12	0	0	12	12.0	0	0	0	0	0.0
08:30 - 08:45	87	13	0	100	116.9	26	0	0	26	26.0	0	0	0	0	0.0
08:45 - 09:00	85	14	0	99	117.2	10	0	0	10	10.0	0	0	0	0	0.0
Hourly Total	363	41	0	404	457.3	53	0	0	53	53.0	0	0	0	0	0.0
09:00 - 09:15	61	10	0	71	84.0	7	1	0	8	9.3	0	0	0	0	0.0
09:15 - 09:30	47	9	0	56	67.7	5	0	0	5	5.0	0	0	0	0	0.0
09:30 - 09:45	49	8	0	57	67.4	5	0	0	5	5.0	0	0	0	0	0.0
09:45 - 10:00	42	5	0	47	53.5	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	199	32	0	231	272.6	21	1	0	22	23.3	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	794	119	2	915	1071.7	88	1	0	89	90.3	1	0	0	1	1.0
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16:00 - 16:15	86	7	0	93	102.1	4	0	0	4	4.0	0	0	0	0	0.0
16:15 - 16:30	58	8	0	66	76.4	7	0	0	7	7.0	0	0	0	0	0.0
16:30 - 16:45	89	7	0	96	105.1	6	0	0	6	6.0	0	0	0	0	0.0
16:45 - 17:00	53	1	0	54	55.3	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	286	23	0	309	338.9	20	0	0	20	20.0	0	0	0	0	0.0
17:00 - 17:15	74	10	0	84	97.0	1	0	0	1	1.0	0	0	0	0	0.0
17:15 - 17:30	78	4	0	82	87.2	7	0	0	7	7.0	0	0	0	0	0.0
17:30 - 17:45	69	4	0	73	78.2	5	0	0	5	5.0	0	0	0	0	0.0
17:45 - 18:00	64	6	0	70	77.8	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	285	24	0	309	340.2	17	0	0	17	17.0	0	0	0	0	0.0
18:00 - 18:15	46	3	0	49	52.9	2	0	0	2	2.0	0	0	0	0	0.0
18:15 - 18:30	45	4	0	49	54.2	3	0	0	3	3.0	0	0	0	0	0.0
18:30 - 18:45	42	2	0	44	46.6	2	0	0	2	2.0	0	0	0	0	0.0
18:45 - 19:00	46	4	0	50	55.2	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	179	13	0	192	208.9	9	0	0	9	9.0	0	0	0	0	0.0

TOTAL	750	60	0	810	888.0	46	0	0	46	46.0	0	0	0	0	0.0
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Southwick, Thursday 3rd July 2025

Junction: 3
Approach: A361 Frome Road North



TIME	Left to Wymson Street					Ahead to A361 Frome Road (South)					Right to Fairfield Meadows					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	11	0	0	11	11.0	65	4	0	69	74.2	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	9	0	0	9	9.0	104	7	1	112	122.1	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	8	0	0	8	8.0	127	4	0	131	136.2	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	12	0	0	12	12.0	91	4	0	95	100.2	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	40	0	0	40	40.0	387	19	1	407	432.7	1	0	0	1	1.0	0	0	0	0	0.0
08:00 - 08:15	26	0	0	26	26.0	110	8	0	118	128.4	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	33	0	0	33	33.0	90	1	1	92	94.3	1	0	0	1	1.0	0	0	0	0	0.0
08:30 - 08:45	53	0	0	53	53.0	83	8	0	91	101.4	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	24	0	0	24	24.0	60	5	0	65	71.5	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	136	0	0	136	136.0	343	22	1	366	395.6	1	0	0	1	1.0	1	0	0	1	1.0
09:00 - 09:15	11	1	0	12	13.3	61	3	1	65	69.9	1	0	0	1	1.0	0	0	0	0	0.0
09:15 - 09:30	20	0	0	20	20.0	59	11	1	71	86.3	1	0	0	1	1.0	0	0	0	0	0.0
09:30 - 09:45	16	0	0	16	16.0	71	1	2	74	77.3	0	0	0	0	0.0	1	0	0	1	1.0
09:45 - 10:00	11	0	0	11	11.0	56	4	1	61	67.2	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	58	1	0	59	60.3	247	19	5	271	300.7	2	0	0	2	2.0	1	0	0	1	1.0
TOTAL	234	1	0	235	236.3	977	60	7	1044	1129.0	4	0	0	4	4.0	2	0	0	2	2.0
16:00 - 16:15	17	0	0	17	17.0	66	3	1	70	74.9	1	0	0	1	1.0	0	0	0	0	0.0
16:15 - 16:30	15	0	0	15	15.0	91	3	1	95	99.9	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	31	0	0	31	31.0	69	2	0	71	73.6	1	0	0	1	1.0	0	0	0	0	0.0
16:45 - 17:00	20	0	0	20	20.0	68	4	1	73	79.2	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	83	0	0	83	83.0	294	12	3	309	327.6	2	0	0	2	2.0	1	0	0	1	1.0
17:00 - 17:15	19	1	0	20	21.3	64	2	0	66	68.6	0	0	0	0	0.0	1	0	0	1	1.0
17:15 - 17:30	23	0	0	23	23.0	70	5	1	76	83.5	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	21	0	0	21	21.0	72	0	0	72	72.0	1	0	0	1	1.0	0	0	0	0	0.0
17:45 - 18:00	18	1	0	19	20.3	61	0	1	62	63.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	81	2	0	83	85.6	267	7	2	276	287.1	2	0	0	2	2.0	1	0	0	1	1.0
18:00 - 18:15	17	0	0	17	17.0	58	2	0	60	62.6	1	0	0	1	1.0	0	0	0	0	0.0
18:15 - 18:30	7	0	0	7	7.0	44	6	0	50	57.8	0	0	0	0	0.0	0	0	0	0	0.0
18:30 - 18:45	12	0	0	12	12.0	41	2	1	44	47.6	1	0	0	1	1.0	0	0	0	0	0.0
18:45 - 19:00	18	0	0	18	18.0	45	2	0	47	49.6	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	54	0	0	54	54.0	188	12	1	201	217.6	3	0	0	3	3.0	0	0	0	0	0.0
TOTAL	218	2	0	220	222.6	749	31	6	786	832.3	7	0	0	7	7.0	2	0	0	2	2.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Southwick, Thursday 3rd July 2025

Junction: 3
Approach: Wynsome Street



TIME	Left to A361 Frome Road (South)					Ahead to Fairfield Meadows					Right to A361 Frome Road (North)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	41	10	0	51	64.0	0	0	0	0	0.0	8	0	0	8	8.0	0	0	0	0	0.0
07:15 - 07:30	55	6	0	61	68.8	0	0	0	0	0.0	8	0	0	8	8.0	0	0	0	0	0.0
07:30 - 07:45	53	7	0	60	69.1	0	0	0	0	0.0	11	1	0	12	13.3	0	0	0	0	0.0
07:45 - 08:00	64	12	0	76	91.6	0	0	0	0	0.0	19	1	0	20	21.3	0	0	0	0	0.0
Hourly Total	213	35	0	248	293.5	0	0	0	0	0.0	46	2	0	48	50.6	0	0	0	0	0.0
08:00 - 08:15	56	10	0	66	79.0	1	0	0	1	1.0	25	0	0	25	25.0	0	0	0	0	0.0
08:15 - 08:30	72	14	0	86	104.2	0	0	0	0	0.0	29	0	0	29	29.0	0	0	0	0	0.0
08:30 - 08:45	53	14	0	67	85.2	0	0	0	0	0.0	18	0	0	18	18.0	0	1	0	1	2.3
08:45 - 09:00	74	15	0	89	108.5	0	0	0	0	0.0	45	1	0	46	47.3	0	0	0	0	0.0
Hourly Total	255	53	0	308	376.9	1	0	0	1	1.0	117	1	0	118	119.3	0	1	0	1	2.3
09:00 - 09:15	41	14	0	55	73.2	0	0	0	0	0.0	27	1	0	28	29.3	0	0	0	0	0.0
09:15 - 09:30	34	15	0	49	68.5	0	0	0	0	0.0	12	0	0	12	12.0	0	0	0	0	0.0
09:30 - 09:45	50	9	0	59	70.7	0	0	0	0	0.0	14	0	0	14	14.0	0	0	0	0	0.0
09:45 - 10:00	59	21	0	80	107.3	0	0	0	0	0.0	18	0	0	18	18.0	0	0	0	0	0.0
Hourly Total	184	59	0	243	319.7	0	0	0	0	0.0	71	1	0	72	73.3	0	0	0	0	0.0
TOTAL	652	147	0	799	990.1	1	0	0	1	1.0	234	4	0	238	243.2	0	1	0	1	2.3
16:00 - 16:15	62	17	0	79	101.1	0	0	0	0	0.0	26	0	0	26	26.0	0	0	0	0	0.0
16:15 - 16:30	63	5	0	68	74.5	0	0	0	0	0.0	18	0	0	18	18.0	0	0	0	0	0.0
16:30 - 16:45	70	9	0	79	90.7	0	0	0	0	0.0	16	0	0	16	16.0	0	0	0	0	0.0
16:45 - 17:00	83	10	0	93	106.0	0	0	0	0	0.0	22	2	0	24	26.6	0	0	0	0	0.0
Hourly Total	278	41	0	319	372.3	0	0	0	0	0.0	82	2	0	84	86.6	0	0	0	0	0.0
17:00 - 17:15	77	6	1	84	92.8	0	0	0	0	0.0	25	1	0	26	27.3	0	0	0	0	0.0
17:15 - 17:30	78	2	0	80	82.6	1	0	0	1	1.0	26	0	0	26	26.0	0	0	0	0	0.0
17:30 - 17:45	83	5	0	88	94.5	1	0	0	1	1.0	22	0	0	22	22.0	0	0	0	0	0.0
17:45 - 18:00	62	3	0	65	68.9	0	0	0	0	0.0	27	0	0	27	27.0	0	0	0	0	0.0
Hourly Total	300	16	1	317	338.8	2	0	0	2	2.0	100	1	0	101	102.3	0	0	0	0	0.0
18:00 - 18:15	59	6	1	66	74.8	0	0	0	0	0.0	20	0	0	20	20.0	0	0	0	0	0.0
18:15 - 18:30	58	6	0	64	71.8	0	0	0	0	0.0	10	0	0	10	10.0	0	0	0	0	0.0
18:30 - 18:45	48	5	0	53	59.5	0	0	0	0	0.0	21	0	0	21	21.0	0	0	0	0	0.0
18:45 - 19:00	32	2	0	34	36.6	3	0	0	3	3.0	18	1	0	19	20.3	0	0	0	0	0.0
Hourly Total	197	19	1	217	242.7	3	0	0	3	3.0	69	1	0	70	71.3	0	0	0	0	0.0
TOTAL	775	76	2	853	953.8	5	0	0	5	5.0	251	4	0	255	260.2	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Southwick, Thursday 3rd July 2025

Junction: 3
Approach: A361 Frome Road South



TIME	Left to Fairfield Meadows					Ahead to A361 Frome Road (North)					Right to Wynsome Street					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	31	4	2	37	44.2	38	11	1	50	65.3	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	54	4	0	58	63.2	38	12	0	50	65.6	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0.0	52	6	2	60	69.8	59	16	1	76	97.8	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	84	4	0	88	93.2	68	6	0	74	81.8	1	0	0	1	1.0
Hourly Total	0	0	0	0	0.0	221	18	4	243	270.4	203	45	2	250	310.5	1	0	0	1	1.0
08:00 - 08:15	0	0	0	0	0.0	75	6	1	82	90.8	64	8	0	72	82.4	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	76	3	0	79	82.9	83	6	0	89	96.8	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0.0	59	3	0	62	65.9	66	12	0	78	93.6	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	68	2	0	70	72.6	70	15	0	85	104.5	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	278	14	1	293	312.2	283	41	0	324	377.3	0	0	0	0	0.0
09:00 - 09:15	1	0	0	1	1.0	58	8	0	66	76.4	54	9	0	63	74.7	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	74	4	0	78	83.2	30	9	0	39	50.7	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0.0	39	3	0	42	45.9	38	8	0	46	56.4	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	46	6	2	54	63.8	34	5	0	39	45.5	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	217	21	2	240	269.3	156	31	0	187	227.3	0	0	0	0	0.0
TOTAL	1	0	0	1	1.0	716	53	7	776	851.9	642	117	2	761	915.1	1	0	0	1	1.0
16:00 - 16:15	0	0	0	0	0.0	89	1	0	90	91.3	73	8	0	81	91.4	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	92	4	1	97	103.2	55	7	0	62	71.1	2	0	0	2	2.0
16:30 - 16:45	2	0	0	2	2.0	81	3	0	84	87.9	60	7	0	67	76.1	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	99	5	1	105	112.5	37	2	0	39	41.6	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	361	13	2	376	394.9	225	24	0	249	280.2	2	0	0	2	2.0
17:00 - 17:15	0	0	0	0	0.0	105	4	0	109	114.2	55	8	0	63	73.4	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	122	2	0	124	126.6	58	4	0	62	67.2	1	0	0	1	1.0
17:30 - 17:45	0	0	0	0	0.0	89	0	0	89	89.0	48	5	0	53	59.5	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	104	2	1	107	110.6	50	4	0	54	59.2	1	0	0	1	1.0
Hourly Total	1	0	0	1	1.0	420	8	1	429	440.4	211	21	0	232	259.3	2	0	0	2	2.0
18:00 - 18:15	0	0	0	0	0.0	60	1	0	61	62.3	32	4	0	36	41.2	2	0	0	2	2.0
18:15 - 18:30	0	0	0	0	0.0	58	2	0	60	62.6	45	4	0	49	54.2	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	61	0	0	61	61.0	33	2	0	35	37.6	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	55	0	0	55	55.0	29	4	0	33	38.2	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	234	3	0	237	240.9	139	14	0	153	171.2	2	0	0	2	2.0
TOTAL	3	0	0	3	3.0	1015	24	3	1042	1076.2	575	59	0	634	710.7	6	0	0	6	6.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Southwick, Thursday 3rd July 2025

Junction: 3
Approach: Fairfield Meadows



	Left to A361 Frome Road (North)					Ahead to Wynsome Street					Right to A361 Frome Road (South)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
08:00 - 08:15	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	0	0	0	0	0.0	1	0	0	1	1.0
08:30 - 08:45	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
09:00 - 09:15	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	0	0	0	0	0.0	1	0	0	1	1.0
09:30 - 09:45	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0
09:45 - 10:00	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	1	0	0	1	1.0	1	0	0	1	1.0
TOTAL	5	0	0	5	5.0	1	0	0	1	1.0	3	0	0	3	3.0
16:00 - 16:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0.0	1	0	0	1	1.0	1	0	0	1	1.0
17:15 - 17:30	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
17:45 - 18:00	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	2	0	0	2	2.0	2	0	0	2	2.0
18:00 - 18:15	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
TOTAL	5	0	0	5	5.0	2	0	0	2	2.0	3	0	0	3	3.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

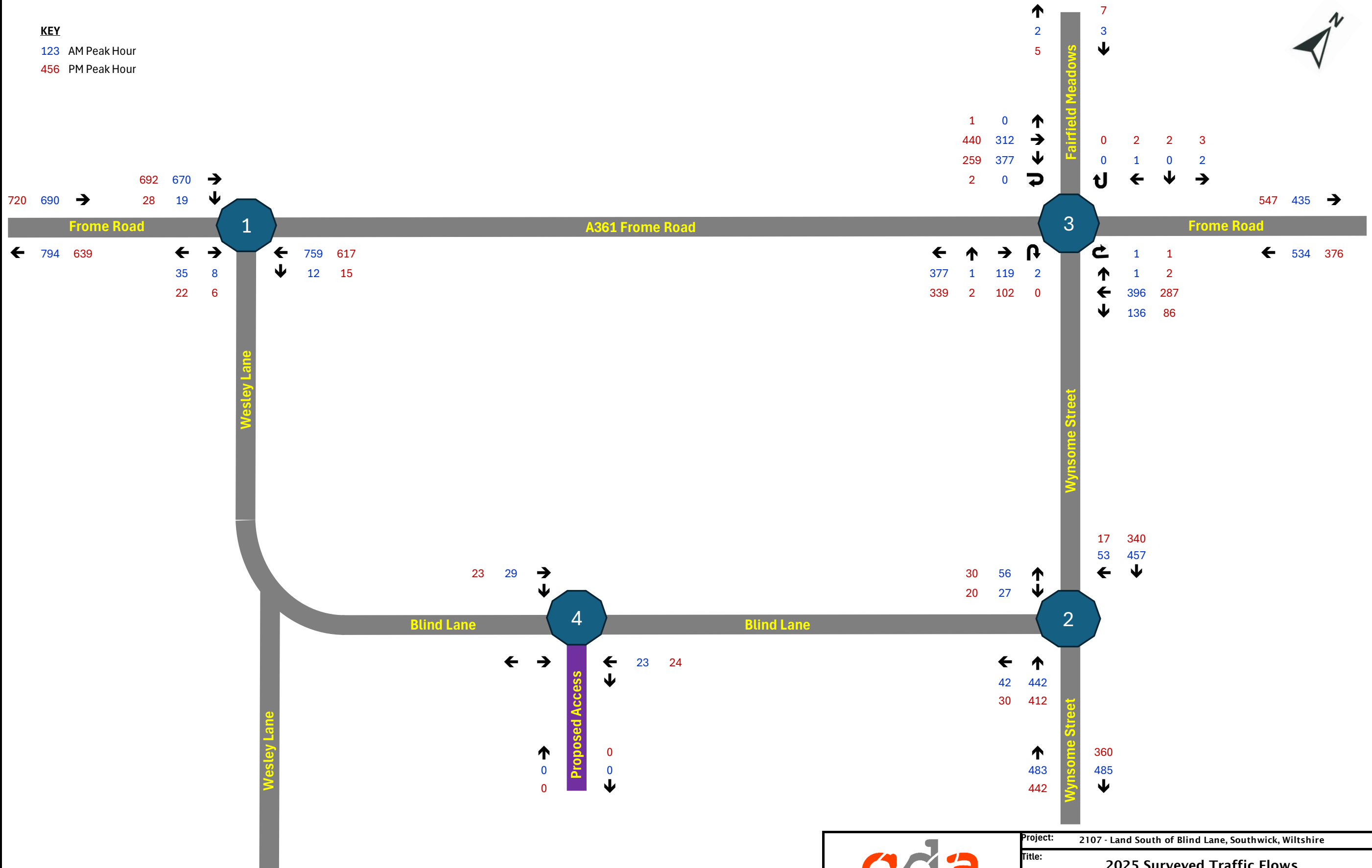
APPENDIX D

Traffic Flow Diagrams

KEY

123 AM Peak Hour

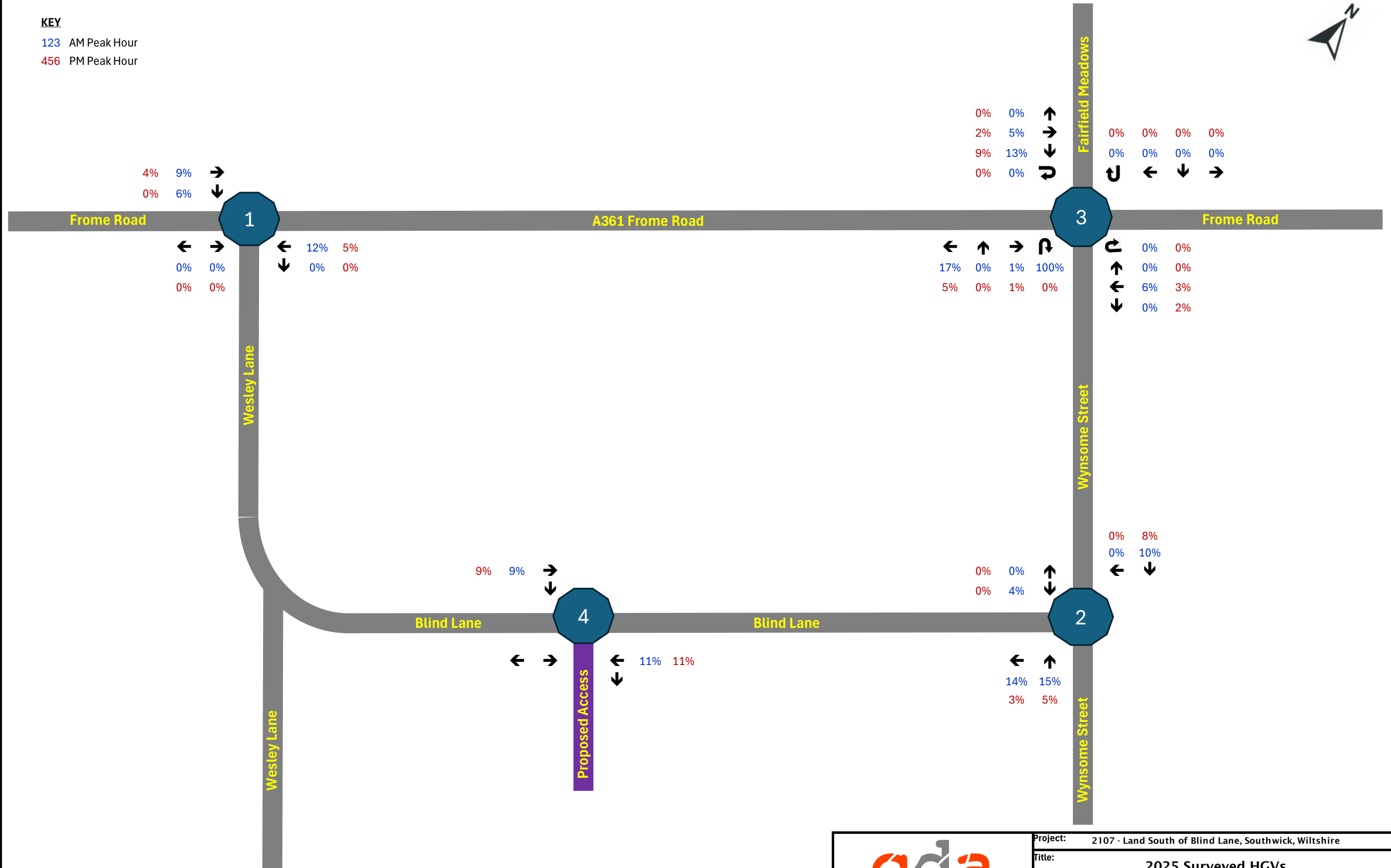
456 PM Peak Hour



KEY

123 AM Peak Hour

456 PM Peak Hour

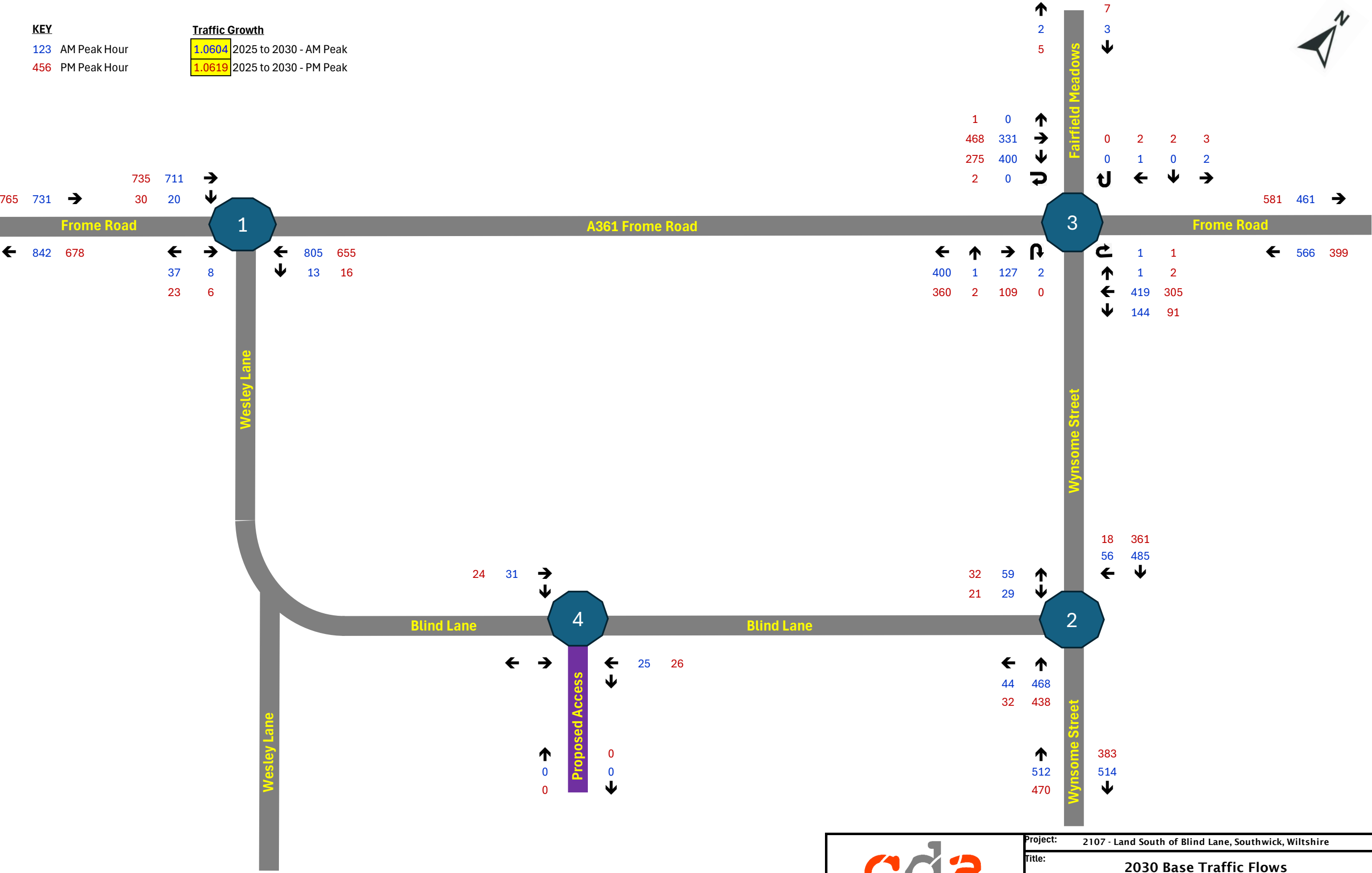


KEY

123 AM Peak Hour
456 PM Peak Hour

Traffic Growth

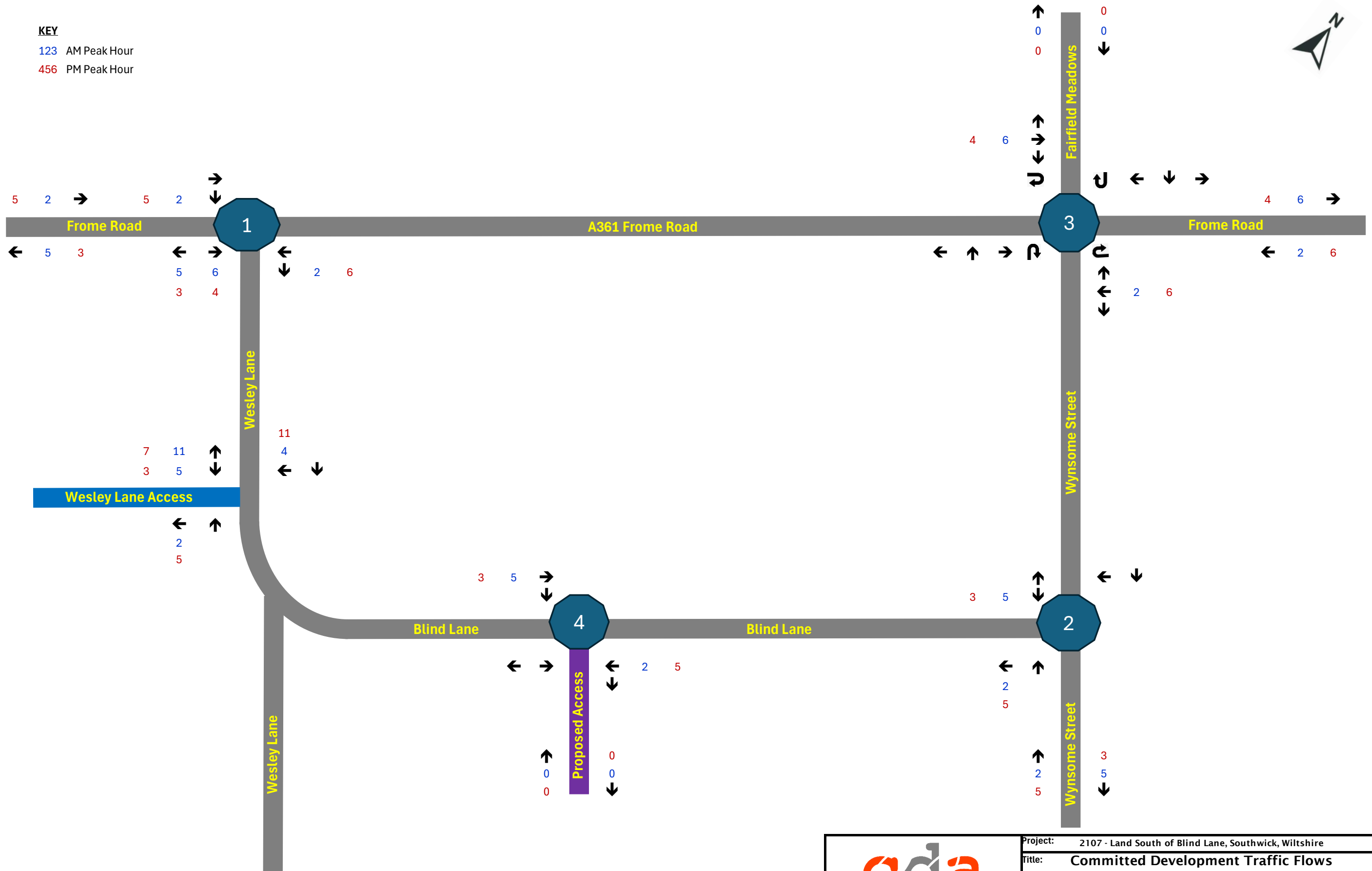
1.0604 2025 to 2030 - AM Peak
1.0619 2025 to 2030 - PM Peak



KEY

123 AM Peak Hour

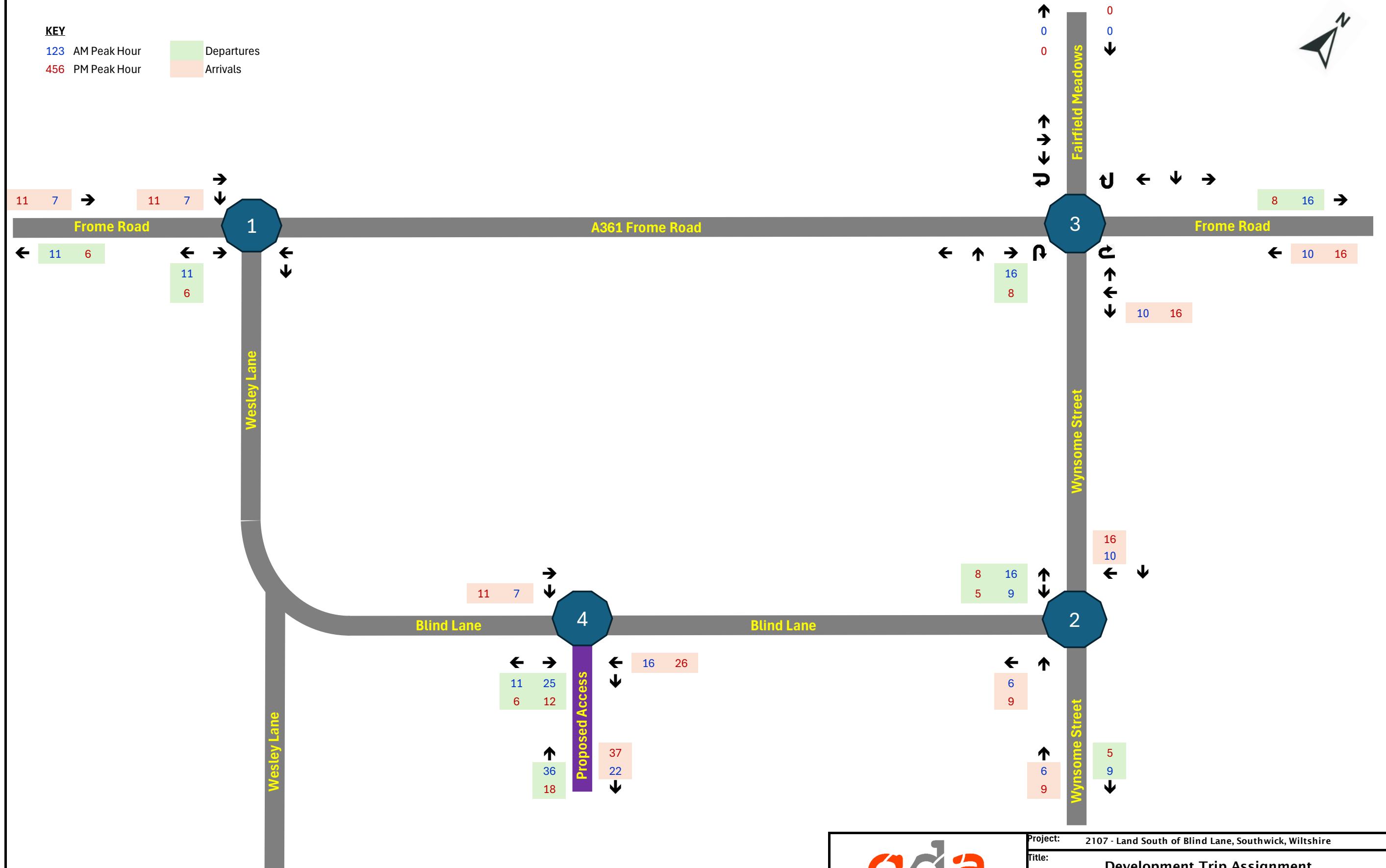
456 PM Peak Hour



KEY

123 AM Peak Hour
456 PM Peak Hour

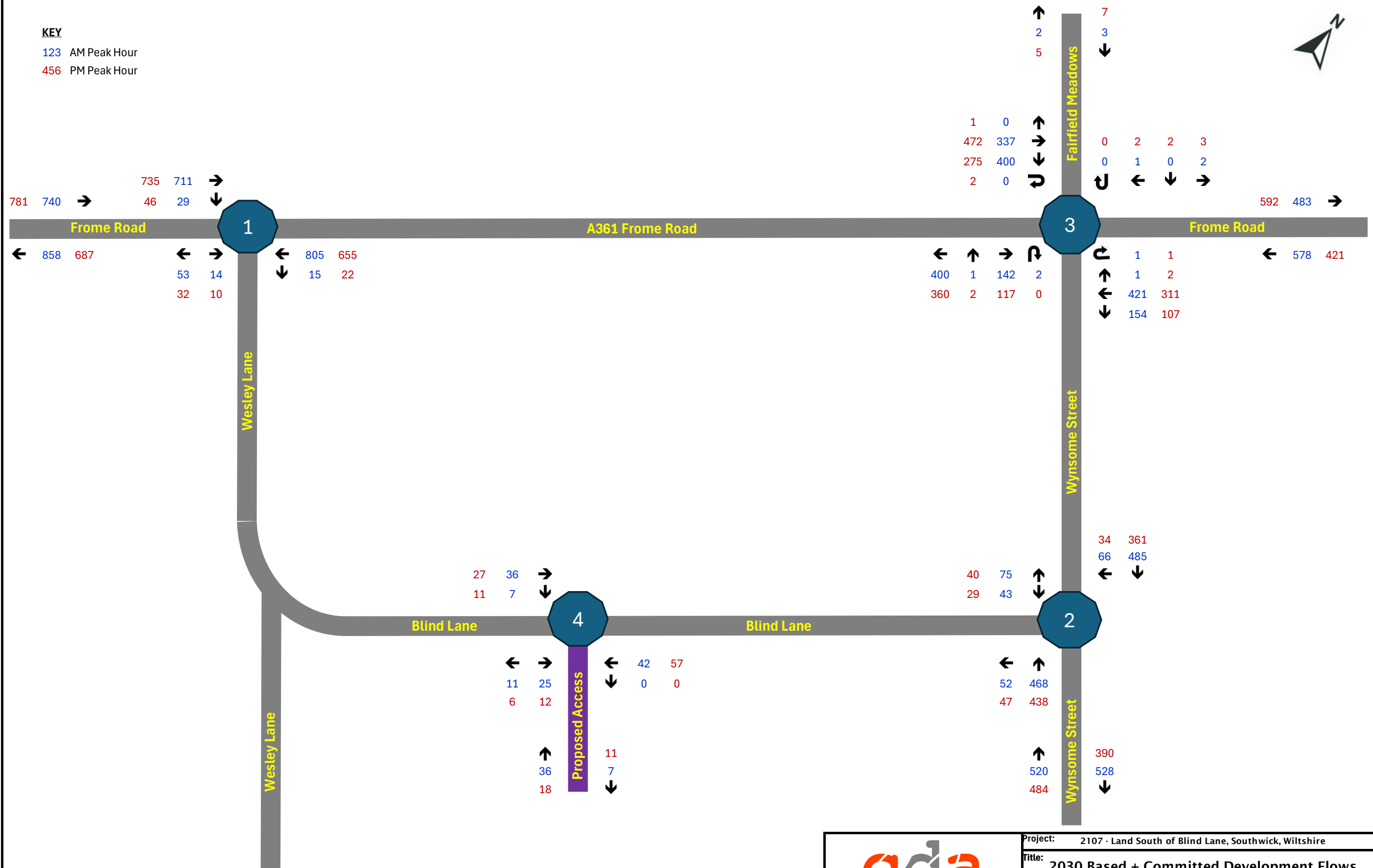
Departures
Arrivals



KEY

123 AM Peak Hour

456 PM Peak Hour

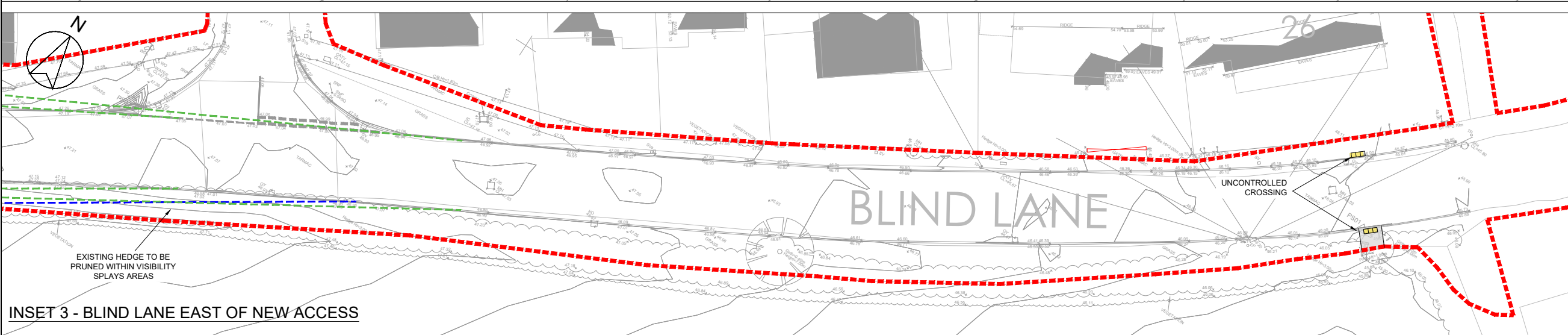
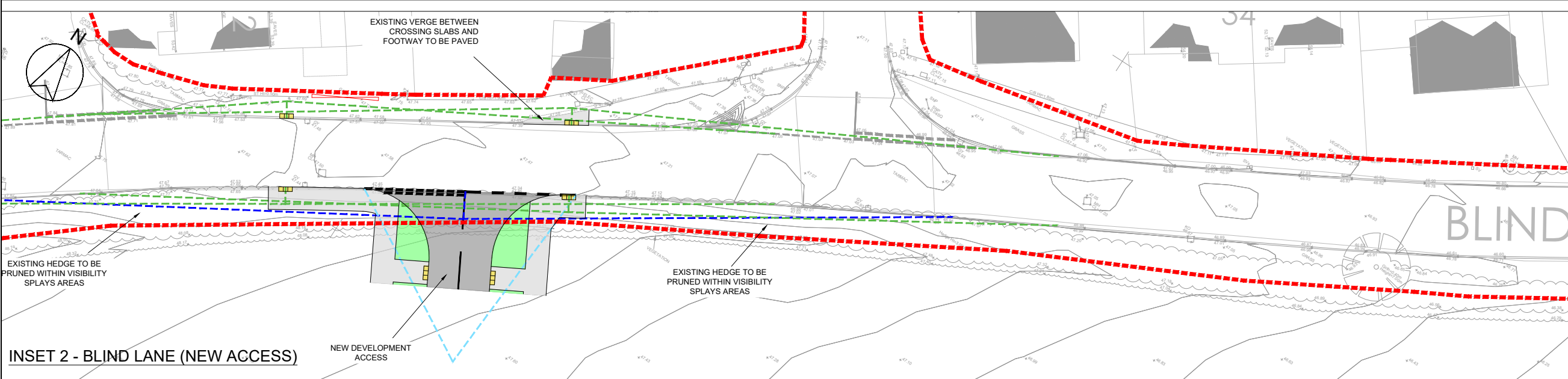
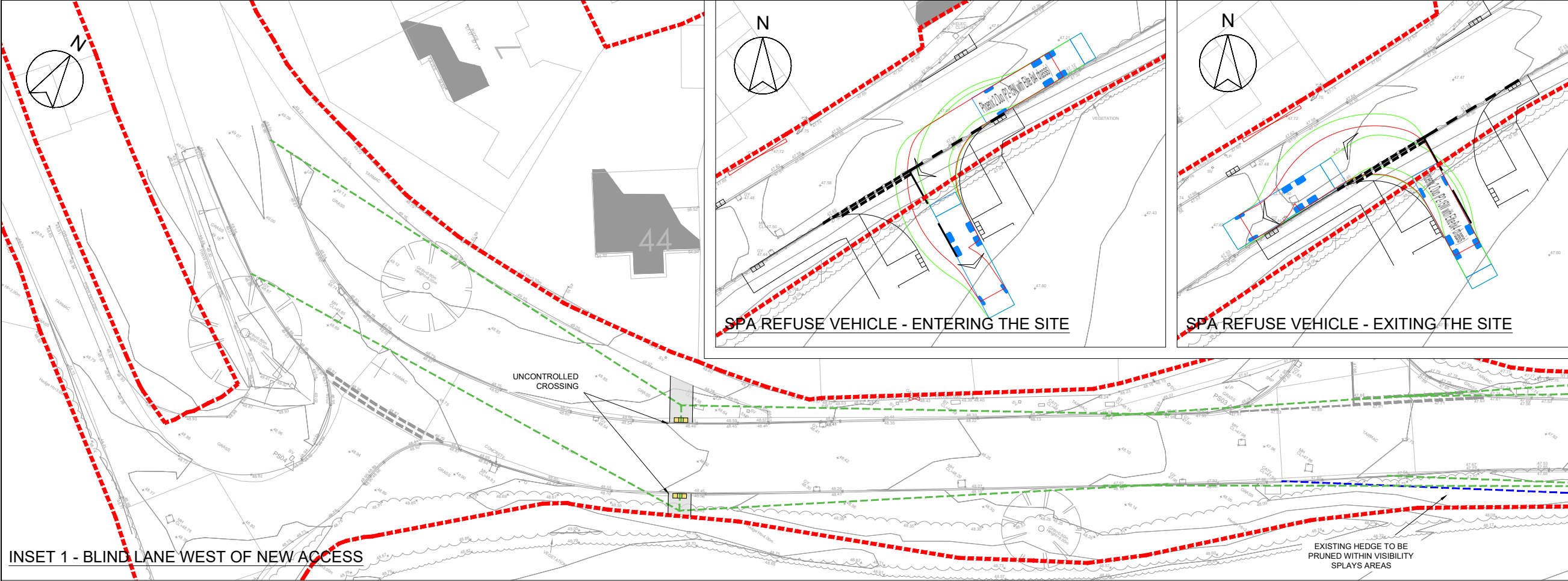


APPENDIX E

Proposed Site Layout

APPENDIX F

Drawing CLFA137-CLFA-00-XX-DR-C-0554



THIS DRAWING IS COPYRIGHT OF CLFA DESIGN.

DO NOT SCALE FROM THIS DRAWING. CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE.

THE CONTRACTORS MUST REFER TO THE EXISTING SERVICES INFORMATION, DESIGNER'S RISK ASSESSMENT AND RESIDUAL RISKS IN THE CONTRACT DOCUMENTATION.

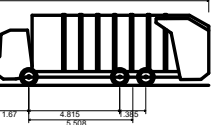
 THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS.

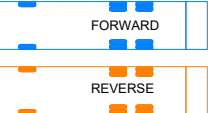
THE INFORMATION SHOWN ON THIS DRAWING HAS BEEN BASED UPON THE SITE LAYOUT:

RECEIVED ON:

LEGEND:

- HIGHWAYS BOUNDARY BASED ON RECORDS
- 2.4x43m VISIBILITY SPLAY TO CHANNEL LINE BASED ON DESIGN SPEED 30mph
- VISIBILITY OF JUNCTION MEASURED 15m BACK FROM GIVE-WAY LINE
- 1.5x43m PEDESTRIAN CROSSING VISIBILITY SPLAY TO CHANNEL LINE BASED ON DESIGN SPEED 30mph
- NEW CARRIAGEWAY CONSTRUCTION
- NEW FOOTWAY
- NEW HIGHWAY VERGE
- NEW TACTILE PAVING 3x1m SLABS


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m


FORWARD
REVERSE

CHASSIS OUTLINE
FORWARD WHEEL TRACK

GENERAL NOTES:

- Do not scale this drawing.
- All levels are shown in metres above Ordnance Datum (m AOD).
- Contractor to verify dimensions on site.
- This drawing is to be read in conjunction with the relevant Architect's, Engineer's and specialist manufacture's drawings, reports and specifications.

HIGHWAYS WORKS:

- All highways works for adoption to be in accordance with Wiltshire Council requirements

P01	FIRST ISSUE	CL	FA	01/12/25
REV	DESCRIPTION	BY	APP	DATE

CLFA DESIGN

71-75 Shelton Street, Covent Garden
London, WC2H 9JQ

CLIENT:



PROJECT:
BLIND LANE
SOUTHWICK

DRAWING:
S278 GENERAL ARRANGEMENT
SHEET 1

PROJECT NUMBER: CLFA137	DRAWING NUMBER: CLFA137-CLFA-00-XX-DR-C-0554	
STATUS: S2	SCALE @ A1 1:200	REV: P01

APPENDIX G

TRICS Outputs

Condon Drew Associates Ltd 10 Victoria Street Bristol

Licence No: 761001

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	40-200 DWELLS	
Actual Trip Rate Calculation Parameter Range	44-197 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 18/09/24
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	7
	Wednesday	3
	Thursday	4
	Friday	1
Main Location Types selected	Edge of Town	17
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	10 - Selected
	Servicing vehicles Excluded	56 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	4
	5,001 to 10,000	7
	10,001 to 15,000	6
Population <5 Mile ranges selected	5,001 to 25,000	6
	25,001 to 50,000	5
	50,001 to 75,000	6
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	13
	1.6 to 2.0	3
PTAL Rating	No PTAL Present	17

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	7 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 44 to 197 (units:)
Range Selected by User: 40 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	2 days
Tuesday	7 days
Wednesday	3 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	3 days

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

Selected Locations:

Edge of Town	17
--------------	----

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

Selected Location Sub Categories:

Residential Zone	14
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	56 days - Selected

Secondary Filtering selection:

Use Class:

C3	17 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	7 days
10,001 to 15,000	6 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	5 days
50,001 to 75,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	13 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	17 days
-----	---------

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

PTAL Rating:

No PTAL Present	17 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

Site(1):	DC-03-A-11	Site area:	6.63 hect
Development Name:	MIXED HOUSES	No of Dwellings:	141
Location:	SHAFTESBURY	Housing density:	26
Postcode:	SP7 8TU	Total Bedrooms:	445
Main Location Type:	Edge of Town	Survey Date:	31/10/23
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	396
Site(2):	ES-03-A-07	Site area:	3.49 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	91
Location:	HAILSHAM	Housing density:	35
Postcode:	BN27 4FR	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	07/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	246
Site(3):	ES-03-A-09	Site area:	1.50 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	47
Location:	NEWHAVEN	Housing density:	36
Postcode:	BN9 9FF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	13/03/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	197
Site(4):	HC-03-A-27	Site area:	2.50 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	ANDOVER	Housing density:	30
Postcode:	SP11 6ZQ	Total Bedrooms:	205
Main Location Type:	Edge of Town	Survey Date:	16/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	170
Site(5):	HC-03-A-31	Site area:	2.17 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	44
Location:	LIPHOOK	Housing density:	35
Postcode:	GU30 7WU	Total Bedrooms:	125
Main Location Type:	Edge of Town	Survey Date:	07/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	113
Site(6):	HC-03-A-38	Site area:	6.20 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	195
Location:	RINGWOOD	Housing density:	39
Postcode:	BH24 3FJ	Total Bedrooms:	514
Main Location Type:	Edge of Town	Survey Date:	26/06/24
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	493
Site(7):	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	No of Dwellings:	160
Location:	BUNTINGFORD	Housing density:	32
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	632
Site(8):	KC-03-A-10	Site area:	3.91 hect
Development Name:	MIXED HOUSES	No of Dwellings:	106
Location:	STAPLEHURST	Housing density:	33
Postcode:	TN12 0GT	Total Bedrooms:	311
Main Location Type:	Edge of Town	Survey Date:	09/05/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	258
Site(9):	KC-03-A-12	Site area:	6.78 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	186
Location:	FAVERSHAM	Housing density:	36
Postcode:	ME13 7FZ	Total Bedrooms:	520
Main Location Type:	Edge of Town	Survey Date:	19/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	415

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	NF-03-A-26	Site area:	3.51 hect
Development Name:	MIXED HOUSES	No of Dwellings:	91
Location:	HOLT	Housing density:	33
Postcode:	NR25 6GA	Total Bedrooms:	277
Main Location Type:	Edge of Town	Survey Date:	22/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	232
Site(11):	NF-03-A-32	Site area:	7.30 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	164
Location:	HUNSTANTON	Housing density:	28
Postcode:	PE36 5PS	Total Bedrooms:	461
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	396
Site(12):	NF-03-A-33	Site area:	4.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	143
Location:	ATTLEBOROUGH	Housing density:	39
Postcode:	NR17 1FF	Total Bedrooms:	358
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	326
Site(13):	NF-03-A-34	Site area:	3.15 hect
Development Name:	MIXED HOUSES	No of Dwellings:	80
Location:	SWAFFHAM	Housing density:	31
Postcode:	PE37 8GY	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Out of Town	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	212
Site(14):	NF-03-A-36	Site area:	3.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	75
Location:	WYMONDHAM	Housing density:	23
Postcode:	NR18 9GH	Total Bedrooms:	216
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	213
Site(15):	NF-03-A-37	Site area:	1.64 hect
Development Name:	MIXED HOUSES	No of Dwellings:	44
Location:	DEREHAM	Housing density:	32
Postcode:	NR20 3TY	Total Bedrooms:	141
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	132
Site(16):	NF-03-A-48	Site area:	6.74 hect
Development Name:	MIXED HOUSES	No of Dwellings:	181
Location:	SWAFFHAM	Housing density:	30
Postcode:	PE37 8JE	Total Bedrooms:	487
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	541
Site(17):	WS-03-A-23	Site area:	6.64 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	197
Location:	EAST GRINSTEAD	Housing density:	38
Postcode:	RH19 4LX	Total Bedrooms:	508
Main Location Type:	Edge of Town	Survey Date:	14/05/24
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	538

Condon Drew Associates Ltd 10 Victoria Street Bristol

Licence No: 761001

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	119	0.086	17	119	0.302	17	119	0.388
08:00 - 09:00	17	119	0.146	17	119	0.333	17	119	0.479
09:00 - 10:00	17	119	0.151	17	119	0.177	17	119	0.328
10:00 - 11:00	17	119	0.131	17	119	0.155	17	119	0.286
11:00 - 12:00	17	119	0.143	17	119	0.138	17	119	0.281
12:00 - 13:00	17	119	0.145	17	119	0.145	17	119	0.290
13:00 - 14:00	17	119	0.150	17	119	0.151	17	119	0.301
14:00 - 15:00	17	119	0.165	17	119	0.169	17	119	0.334
15:00 - 16:00	17	119	0.254	17	119	0.167	17	119	0.421
16:00 - 17:00	17	119	0.255	17	119	0.169	17	119	0.424
17:00 - 18:00	17	119	0.334	17	119	0.162	17	119	0.496
18:00 - 19:00	17	119	0.258	17	119	0.150	17	119	0.408
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.218			2.218			4.436

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

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

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Parameter summary

Trip rate parameter range selected: 44 - 197 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 21
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 8
 Surveys manually removed from selection: 0

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

APPENDIX H

Census Origin and Destination Table

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

ONS Crown Copyright Reserved [from Nomis on 15 July 2025]

population
units
date

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

place of work	General Location	currently residing in					TOTAL	Route 1		Route 2		Route 3		All Routes	
		E00163635	E00163637	E00163638	E00163639	E00163640		A361 (Southwest)		A361 (Northeast)		Wynsome St (South)		%	Total Number of Trips
								%	Number of Trips	%	Number of Trips	%	Number of Trips		
E02006645 : Wiltshire 002	Malmesbury	1	0	0	0	0	1		0		0	100%	1	100%	1
E02006648 : Wiltshire 005	Malmesbury	0	0	2	0	0	2		0		0	100%	2	100%	2
E02006649 : Wiltshire 006	Royal Wootton Bassett	0	0	0	0	1	1		0		0	100%	1	100%	1
E02006652 : Wiltshire 009	Chippenham	1	0	1	1	0	3		0		0	100%	3	100%	3
E02006653 : Wiltshire 010	Chippenham	1	1	2	2	2	8		0		0	100%	8	100%	8
E02006654 : Wiltshire 011	Chippenham	2	2	1	3	4	12		0		0	100%	12	100%	12
E02006657 : Wiltshire 015	Calne	0	0	1	0	0	1		0		0	100%	1	100%	1
E02006680 : Wiltshire 022	Melksham	3	4	4	2	1	14		0		0	100%	14	100%	14
E02006637 : Wiltshire 025	Devizes	1	3	0	2	2	8		0		0	100%	8	100%	8
E02006638 : Wiltshire 026	Devizes	2	1	1	2	1	7		0		0	100%	7	100%	7
E02006682 : Wiltshire 027	Bradford on Avon	6	4	4	2	5	21	50%	10.5	50%	10.5		0	100%	21
E02006683 : Wiltshire 030	Hilperton (Trowbridge)	5	0	3	2	4	14		0	50%	7	50%	7	100%	14
E02006684 : Wiltshire 031	Trowbridge	20	22	34	18	30	124		0	100%	124		0	100%	124
E02006685 : Wiltshire 032	Trowbridge	5	3	5	6	11	30		0	100%	30		0	100%	30
E02006686 : Wiltshire 033	Trowbridge	0	0	1	2	1	4		0	100%	4		0	100%	4
E02006687 : Wiltshire 035	Trowbridge	7	11	6	3	5	32		0	100%	32		0	100%	32
E02006688 : Wiltshire 036	Trowbridge	7	3	0	2	4	16		0	100%	16		0	100%	16
E02006690 : Wiltshire 039	Westbury	4	3	10	5	1	23		0		0	100%	23	100%	23
E02006691 : Wiltshire 040	Westbury	3	2	9	4	5	23		0		0	100%	23	100%	23
E02006692 : Wiltshire 042	Warminster	1	0	2	2	1	6	60%	3.6		0	40%	2.4	100%	6
E02006694 : Wiltshire 044	Warminster	5	2	4	2	0	13	60%	7.8		0	40%	5.2	100%	13
E02006663 : Wiltshire 048	Amesbury	0	2	0	0	0	2	50%	1		0	50%	1	100%	2
E02006666 : Wiltshire 051	Salisbury	1	0	0	0	0	1	100%	1		0		0	100%	1
E02006667 : Wiltshire 052	Salisbury	0	0	0	0	1	1	100%	1		0		0	100%	1
E02006668 : Wiltshire 053	Salisbury	1	0	0	0	1	2	100%	2		0		0	100%	2
E02006670 : Wiltshire 055	Salisbury	1	0	2	0	0	3	100%	3		0		0	100%	3
E02006671 : Wiltshire 056	Salisbury	1	0	0	0	0	1	100%	1		0		0	100%	1
Bath and North East Somerset		14	16	16	14	6	66	100%	66		0		0	100%	66
Bristol, City of		3	2	0	4	6	15	100%	15		0		0	100%	15
Cotswold		0	0	0	0	1	1		0		0	100%	1	100%	1
Mendip		6	0	9	6	5	26	100%	26		0		0	100%	26
North Dorset		0	1	0	0	0	1	100%	1		0		0	100%	1
North Somerset		1	1	0	0	0	2	100%	2		0		0	100%	2
Plymouth		0	0	1	0	0	1	100%	1		0		0	100%	1
South Gloucestershire		3	4	1	3	1	12	100%	12		0		0	100%	12
South Somerset		1	0	0	0	1	2	100%	2		0		0	100%	2
Stroud		0	0	0	1	1	2	50%	1		0	50%	1	100%	2
Swindon		0	1	1	3	2	7		0		0	100%	7	100%	7
TOTAL		106	88	120	91	103	508	31%	156.9	44%	223.5	25%	127.6	100%	508

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX I

Junction 1 PICADY Results

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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Filename: 2025-09-30 Blind Ln J1 v1.0.j9

Path: C:\Users\brian.condon\Condondrew Associates\Condon Drew Associates Ltd. - Documents\CDA Projects\2100-2199\2107-Blind Lane\06-Analysis\Junctions9\J1

Report generation date: 30/09/2025 15:27:05

- »2025 Surveyed, AM
- »2025 Surveyed, PM
- »2030 Base + Com Dev, AM
- »2030 Base + Com Dev, PM
- »2030 Base + Com Dev + Dev, AM
- »2030 Base + Com Dev + Dev, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Surveyed						
Stream B-AC	0.1	11.01	0.13	0.1	9.73	0.08
Stream C-AB	0.2	4.65	0.08	0.3	4.35	0.11
2030 Base + Com Dev						
Stream B-AC	0.2	13.19	0.18	0.1	11.16	0.11
Stream C-AB	0.2	4.61	0.10	0.4	4.35	0.15
2030 Base + Com Dev + Dev						
Stream B-AC	0.3	13.19	0.21	0.1	11.03	0.12
Stream C-AB	0.4	4.68	0.13	0.7	4.46	0.20

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

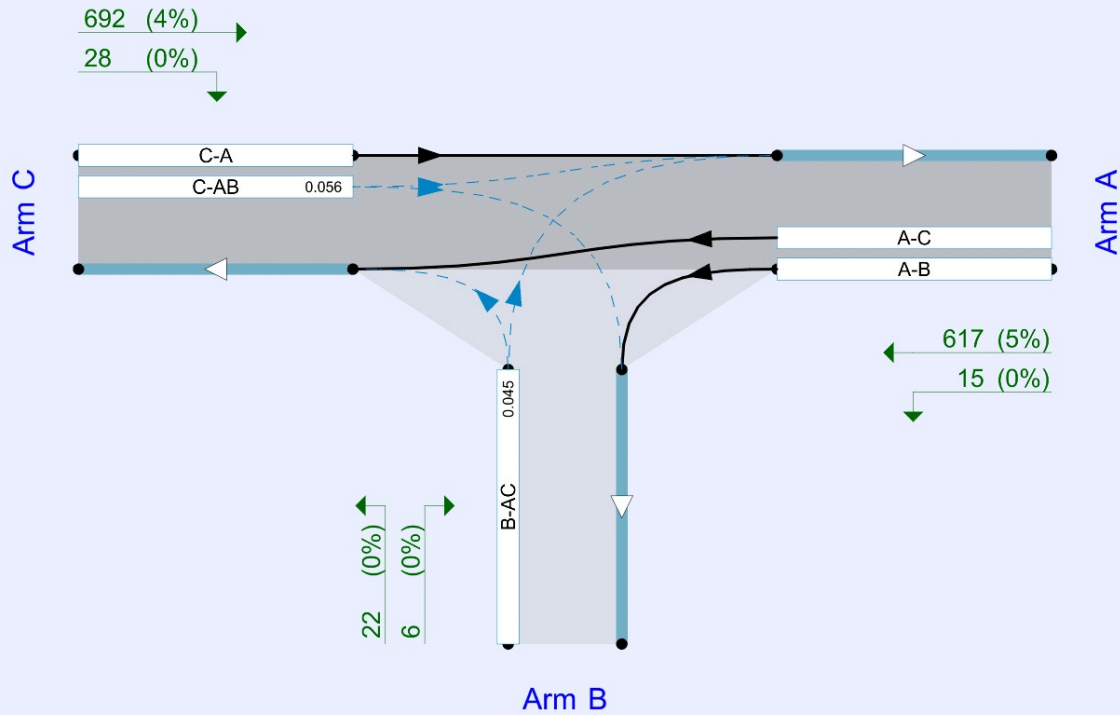
File summary

File Description

Title	
Location	
Site number	
Date	30/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	briancondon-PC\brian.condon
Description	

Units

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



Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		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 Surveyed	AM	ONE HOUR	08:00	09:30	15
D2	2025 Surveyed	PM	ONE HOUR	17:00	18:30	15
D3	2030 Base + Com Dev	AM	ONE HOUR	08:00	09:30	15
D4	2030 Base + Com Dev	PM	ONE HOUR	17:00	18:30	15
D5	2030 Base + Com Dev + Dev	AM	ONE HOUR	08:00	09:30	15
D6	2030 Base + Com Dev + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed, 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	untitled	T-Junction	Two-way		0.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Frome Road (East)		Major
B	Wesley Lane		Minor
C	Frome Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.40			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.34	14	11

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	504	0.086	0.218	0.137	0.311
B-C	652	0.094	0.237	-	-
C-B	643	0.234	0.234	-	-

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 Surveyed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	771	100.000
B		✓	43	100.000
C		✓	689	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	12	759
	B	8	0	35
	C	670	19	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	12
	B	0	0	0
	C	9	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.13	11.01	0.1	B
C-AB	0.08	4.65	0.2	A
C-A				
A-B				
A-C				

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-AC	32	457	0.071	32	0.1	8.462	A
C-AB	34	870	0.039	34	0.1	4.638	A
C-A	485			485			
A-B	9			9			
A-C	571			571			

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-AC	39	424	0.091	39	0.1	9.349	A
C-AB	49	923	0.054	49	0.1	4.446	A
C-A	570			570			
A-B	11			11			
A-C	682			682			

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-AC	47	374	0.126	47	0.1	10.994	B
C-AB	80	1000	0.080	80	0.2	4.228	A
C-A	679			679			
A-B	13			13			
A-C	836			836			

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-AC	47	374	0.126	47	0.1	11.006	B
C-AB	80	1000	0.080	80	0.2	4.234	A
C-A	678			678			
A-B	13			13			
A-C	836			836			

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-AC	39	423	0.091	39	0.1	9.364	A
C-AB	50	923	0.054	50	0.1	4.462	A
C-A	570			570			
A-B	11			11			
A-C	682			682			

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-AC	32	457	0.071	32	0.1	8.478	A
C-AB	34	870	0.039	34	0.1	4.650	A
C-A	484			484			
A-B	9			9			
A-C	571			571			

2025 Surveyed, 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	untitled	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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 Surveyed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	632	100.000
B		✓	28	100.000
C		✓	720	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	15	617
	B	6	0	22
	C	692	28	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.08	9.73	0.1	A
C-AB	0.11	4.35	0.3	A
C-A				
A-B				
A-C				

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-AC	21	473	0.045	21	0.0	7.957	A
C-AB	50	899	0.056	50	0.1	4.335	A
C-A	492			492			
A-B	11			11			
A-C	465			465			

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-AC	25	444	0.057	25	0.1	8.602	A
C-AB	72	956	0.076	72	0.1	4.173	A
C-A	575			575			
A-B	13			13			
A-C	555			555			

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-AC	31	401	0.077	31	0.1	9.730	A
C-AB	116	1039	0.112	116	0.3	4.008	A
C-A	677			677			
A-B	17			17			
A-C	679			679			

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-AC	31	401	0.077	31	0.1	9.735	A
C-AB	116	1040	0.112	116	0.3	4.016	A
C-A	676			676			
A-B	17			17			
A-C	679			679			

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-AC	25	444	0.057	25	0.1	8.608	A
C-AB	73	957	0.076	73	0.1	4.192	A
C-A	575			575			
A-B	13			13			
A-C	555			555			

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-AC	21	473	0.045	21	0.0	7.966	A
C-AB	50	899	0.056	51	0.1	4.348	A
C-A	492			492			
A-B	11			11			
A-C	465			465			

2030 Base + Com Dev, 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	untitled	T-Junction	Two-way		0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2030 Base + Com Dev	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	820	100.000
B		✓	56	100.000
C		✓	733	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	15	805
	B	14	0	42
	C	711	22	0

Vehicle Mix

HV %s

		To		
From		A	B	C
	A	0	0	12
	B	0	0	0
	C	9	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.18	13.19	0.2	B
C-AB	0.10	4.61	0.2	A
C-A				
A-B				
A-C				

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-AC	42	429	0.098	42	0.1	9.292	A
C-AB	42	886	0.047	42	0.1	4.595	A
C-A	510			510			
A-B	11			11			
A-C	606			606			

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-AC	50	391	0.129	50	0.1	10.566	B
C-AB	62	943	0.065	61	0.1	4.408	A
C-A	597			597			
A-B	13			13			
A-C	724			724			

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-AC	62	335	0.184	61	0.2	13.155	B
C-AB	102	1027	0.100	102	0.2	4.210	A
C-A	705			705			
A-B	17			17			
A-C	886			886			

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-AC	62	335	0.184	62	0.2	13.186	B
C-AB	103	1028	0.100	103	0.2	4.219	A
C-A	704			704			
A-B	17			17			
A-C	886			886			

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-AC	50	391	0.129	51	0.1	10.597	B
C-AB	62	943	0.066	62	0.1	4.424	A
C-A	597			597			
A-B	13			13			
A-C	724			724			

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-AC	42	429	0.098	42	0.1	9.323	A
C-AB	42	886	0.048	42	0.1	4.606	A
C-A	510			510			
A-B	11			11			
A-C	606			606			

2030 Base + Com Dev, 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	untitled	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2030 Base + Com Dev	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	677	100.000
B		✓	36	100.000
C		✓	770	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	655
	B	10	0	26
	C	735	35	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.11	11.16	0.1	B
C-AB	0.15	4.35	0.4	A
C-A				
A-B				
A-C				

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-AC	27	445	0.061	27	0.1	8.598	A
C-AB	67	916	0.073	66	0.1	4.334	A
C-A	513			513			
A-B	17			17			
A-C	493			493			

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-AC	32	412	0.079	32	0.1	9.487	A
C-AB	97	978	0.100	97	0.2	4.194	A
C-A	595			595			
A-B	20			20			
A-C	589			589			

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-AC	40	362	0.109	39	0.1	11.150	B
C-AB	160	1068	0.150	159	0.4	4.082	A
C-A	688			688			
A-B	24			24			
A-C	721			721			

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-AC	40	362	0.109	40	0.1	11.162	B
C-AB	161	1068	0.151	161	0.4	4.095	A
C-A	687			687			
A-B	24			24			
A-C	721			721			

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-AC	32	412	0.079	33	0.1	9.501	A
C-AB	98	979	0.100	99	0.2	4.219	A
C-A	594			594			
A-B	20			20			
A-C	589			589			

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-AC	27	445	0.061	27	0.1	8.613	A
C-AB	67	917	0.073	67	0.1	4.350	A
C-A	513			513			
A-B	17			17			
A-C	493			493			

2030 Base + Com Dev + Dev, 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	untitled	T-Junction	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2030 Base + Com Dev + Dev	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	820	100.000
B		✓	67	100.000
C		✓	740	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	15	805
	B	14	0	53
	C	711	29	0

Vehicle Mix

HV %s

	To			
		A	B	C
From	A	0	0	12
	B	0	0	0
	C	9	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.21	13.19	0.3	B
C-AB	0.13	4.68	0.4	A
C-A				
A-B				
A-C				

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-AC	50	439	0.115	50	0.1	9.237	A
C-AB	55	886	0.062	55	0.1	4.669	A
C-A	502			502			
A-B	11			11			
A-C	606			606			

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-AC	60	402	0.150	60	0.2	10.525	B
C-AB	81	943	0.086	81	0.2	4.510	A
C-A	584			584			
A-B	13			13			
A-C	724			724			

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-AC	74	347	0.213	73	0.3	13.151	B
C-AB	135	1027	0.131	134	0.4	4.364	A
C-A	680			680			
A-B	17			17			
A-C	886			886			

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-AC	74	347	0.213	74	0.3	13.188	B
C-AB	135	1028	0.132	135	0.4	4.375	A
C-A	679			679			
A-B	17			17			
A-C	886			886			

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-AC	60	402	0.150	61	0.2	10.562	B
C-AB	82	944	0.087	82	0.2	4.529	A
C-A	584			584			
A-B	13			13			
A-C	724			724			

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-AC	50	439	0.115	51	0.1	9.272	A
C-AB	56	886	0.063	56	0.1	4.682	A
C-A	502			502			
A-B	11			11			
A-C	606			606			

2030 Base + Com Dev + Dev, 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	untitled	T-Junction	Two-way		0.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Base + Com Dev + Dev	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	677	100.000
B		✓	42	100.000
C		✓	781	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	655
	B	10	0	32
	C	735	46	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.12	11.03	0.1	B
C-AB	0.20	4.46	0.7	A
C-A				
A-B				
A-C				

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-AC	32	455	0.070	31	0.1	8.495	A
C-AB	87	916	0.095	87	0.2	4.442	A
C-A	501			501			
A-B	17			17			
A-C	493			493			

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-AC	38	422	0.090	38	0.1	9.375	A
C-AB	128	978	0.131	128	0.3	4.344	A
C-A	574			574			
A-B	20			20			
A-C	589			589			

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-AC	46	373	0.124	46	0.1	11.018	B
C-AB	211	1068	0.197	210	0.7	4.324	A
C-A	649			649			
A-B	24			24			
A-C	721			721			

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-AC	46	372	0.124	46	0.1	11.034	B
C-AB	212	1069	0.198	212	0.7	4.343	A
C-A	648			648			
A-B	24			24			
A-C	721			721			

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-AC	38	421	0.090	38	0.1	9.391	A
C-AB	129	979	0.132	130	0.3	4.379	A
C-A	573			573			
A-B	20			20			
A-C	589			589			

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-AC	32	455	0.070	32	0.1	8.514	A
C-AB	88	917	0.096	89	0.2	4.465	A
C-A	500			500			
A-B	17			17			
A-C	493			493			

APPENDIX J

Junction 2 PICADY Results

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462 © Copyright TRL Limited, 2019						
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Filename: 2025-09-30 Blind Ln J2 v1.0.j9

Path: C:\Users\brian.condon\Condondrew Associates\Condon Drew Associates Ltd. - Documents\CDA Projects\2100-2199\2107-Blind Lane\06-Analysis\Junctions9\J1

Report generation date: 30/09/2025 15:47:47

- »2025 Surveyed, AM
- »2025 Surveyed, PM
- »2030 Base + Com Dev, AM
- »2030 Base + Com Dev, PM
- »2030 Base + Com Dev + Dev, AM
- »2030 Base + Com Dev + Dev, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Surveyed						
Stream B-AC	0.3	11.93	0.23	0.2	10.11	0.13
Stream C-AB	0.4	5.25	0.16	0.1	5.18	0.05
2030 Base + Com Dev						
Stream B-AC	0.4	13.36	0.27	0.2	10.79	0.16
Stream C-AB	0.5	5.24	0.18	0.1	5.16	0.05
2030 Base + Com Dev + Dev						
Stream B-AC	0.5	15.04	0.35	0.2	11.40	0.19
Stream C-AB	0.6	5.46	0.21	0.2	5.32	0.10

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 Av. delay per arriving vehicle.

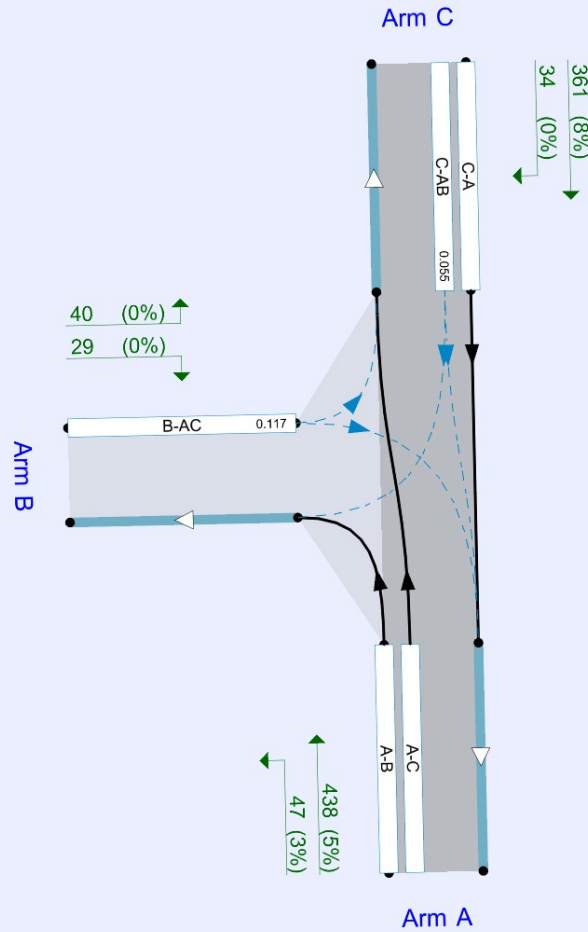
File summary

File Description

Title	
Location	
Site number	
Date	30/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	briancondon-PC\brian.condon
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
		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 Surveyed	AM	ONE HOUR	08:00	09:30	15
D2	2025 Surveyed	PM	ONE HOUR	17:00	18:30	15
D3	2030 Base + Com Dev	AM	ONE HOUR	08:00	09:30	15
D4	2030 Base + Com Dev	PM	ONE HOUR	17:00	18:30	15
D5	2030 Base + Com Dev + Dev	AM	ONE HOUR	08:00	09:30	15
D6	2030 Base + Com Dev + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wynsome Street (South)		Major
B	Blind Lane		Minor
C	Wynsome Street (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.55			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.77	42	17

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	488	0.091	0.229	0.144	0.327
B-C	620	0.097	0.245	-	-
C-B	643	0.254	0.254	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	484	100.000
B		✓	83	100.000
C		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	42	442
	B	27	0	56
	C	457	53	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	14	15
	B	4	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.23	11.93	0.3	B
C-AB	0.16	5.25	0.4	A
C-A				
A-B				
A-C				

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-AC	62	455	0.137	62	0.2	9.266	A
C-AB	71	790	0.090	70	0.2	5.209	A
C-A	313			313			
A-B	32			32			
A-C	333			333			

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-AC	75	431	0.173	74	0.2	10.223	B
C-AB	96	822	0.116	95	0.3	5.177	A
C-A	363			363			
A-B	38			38			
A-C	397			397			

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-AC	91	397	0.230	91	0.3	11.901	B
C-AB	139	870	0.160	139	0.4	5.191	A
C-A	422			422			
A-B	46			46			
A-C	487			487			

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-AC	91	397	0.230	91	0.3	11.932	B
C-AB	140	870	0.160	140	0.4	5.216	A
C-A	422			422			
A-B	46			46			
A-C	487			487			

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-AC	75	431	0.173	75	0.2	10.258	B
C-AB	96	823	0.117	97	0.3	5.234	A
C-A	362			362			
A-B	38			38			
A-C	397			397			

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-AC	62	455	0.137	63	0.2	9.309	A
C-AB	71	790	0.090	72	0.2	5.248	A
C-A	313			313			
A-B	32			32			
A-C	333			333			

2025 Surveyed, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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 Surveyed	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	442	100.000
B		✓	50	100.000
C		✓	357	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	30	412
	B	20	0	30
	C	340	17	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	3	5
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.13	10.11	0.2	B
C-AB	0.05	5.18	0.1	A
C-A				
A-B				
A-C				

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-AC	38	459	0.082	37	0.1	8.524	A
C-AB	20	735	0.027	19	0.0	5.162	A
C-A	249			249			
A-B	23			23			
A-C	310			310			

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-AC	45	439	0.102	45	0.1	9.126	A
C-AB	26	756	0.034	26	0.0	5.071	A
C-A	295			295			
A-B	27			27			
A-C	370			370			

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-AC	55	411	0.134	55	0.2	10.103	B
C-AB	36	786	0.046	36	0.1	4.962	A
C-A	357			357			
A-B	33			33			
A-C	454			454			

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-AC	55	411	0.134	55	0.2	10.111	B
C-AB	36	786	0.046	36	0.1	4.977	A
C-A	357			357			
A-B	33			33			
A-C	454			454			

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-AC	45	439	0.102	45	0.1	9.139	A
C-AB	26	756	0.034	26	0.0	5.100	A
C-A	295			295			
A-B	27			27			
A-C	370			370			

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-AC	38	459	0.082	38	0.1	8.542	A
C-AB	20	735	0.027	20	0.0	5.177	A
C-A	249			249			
A-B	23			23			
A-C	310			310			

2030 Base + Com Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2030 Base + Com Dev	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	514	100.000
B		✓	93	100.000
C		✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	46	468
	B	34	0	59
	C	485	56	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	14	15
	B	4	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.27	13.36	0.4	B
C-AB	0.18	5.24	0.5	A
C-A				
A-B				
A-C				

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-AC	70	439	0.160	69	0.2	9.860	A
C-AB	78	800	0.097	77	0.2	5.195	A
C-A	330			330			
A-B	35			35			
A-C	352			352			

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-AC	84	413	0.203	83	0.3	11.072	B
C-AB	106	835	0.127	106	0.3	5.172	A
C-A	380			380			
A-B	41			41			
A-C	421			421			

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-AC	102	376	0.273	102	0.4	13.313	B
C-AB	156	886	0.176	156	0.5	5.205	A
C-A	439			439			
A-B	51			51			
A-C	515			515			

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-AC	102	376	0.273	102	0.4	13.362	B
C-AB	157	886	0.177	157	0.5	5.237	A
C-A	439			439			
A-B	51			51			
A-C	515			515			

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-AC	84	413	0.203	84	0.3	11.125	B
C-AB	106	835	0.127	107	0.3	5.232	A
C-A	380			380			
A-B	41			41			
A-C	421			421			

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-AC	70	439	0.160	70	0.2	9.920	A
C-AB	78	800	0.098	79	0.2	5.235	A
C-A	329			329			
A-B	35			35			
A-C	352			352			

2030 Base + Com Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2030 Base + Com Dev	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	475	100.000
B		✓	56	100.000
C		✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	37	438
	B	24	0	32
	C	361	18	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	3	5
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.16	10.79	0.2	B
C-AB	0.05	5.16	0.1	A
C-A				
A-B				
A-C				

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-AC	42	447	0.094	42	0.1	8.864	A
C-AB	21	741	0.029	21	0.0	5.142	A
C-A	264			264			
A-B	28			28			
A-C	330			330			

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-AC	50	426	0.118	50	0.1	9.583	A
C-AB	28	763	0.037	28	0.1	5.048	A
C-A	312			312			
A-B	33			33			
A-C	394			394			

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-AC	62	395	0.156	61	0.2	10.777	B
C-AB	40	795	0.050	40	0.1	4.935	A
C-A	378			378			
A-B	41			41			
A-C	482			482			

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-AC	62	395	0.156	62	0.2	10.790	B
C-AB	40	795	0.050	40	0.1	4.949	A
C-A	378			378			
A-B	41			41			
A-C	482			482			

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-AC	50	426	0.118	51	0.1	9.599	A
C-AB	28	763	0.037	28	0.1	5.078	A
C-A	312			312			
A-B	33			33			
A-C	394			394			

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-AC	42	447	0.094	42	0.1	8.888	A
C-AB	21	741	0.029	22	0.0	5.160	A
C-A	264			264			
A-B	28			28			
A-C	330			330			

2030 Base + Com Dev + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2030 Base + Com Dev + Dev	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	520	100.000
B		✓	118	100.000
C		✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	52	468
	B	43	0	75
	C	485	66	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	14	15
	B	4	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.35	15.04	0.5	C
C-AB	0.21	5.46	0.6	A
C-A				
A-B				
A-C				

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-AC	89	437	0.203	88	0.3	10.422	B
C-AB	92	799	0.115	91	0.2	5.304	A
C-A	323			323			
A-B	39			39			
A-C	352			352			

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-AC	106	411	0.258	106	0.3	11.960	B
C-AB	125	834	0.150	125	0.4	5.319	A
C-A	370			370			
A-B	47			47			
A-C	421			421			

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-AC	130	373	0.349	129	0.5	14.950	B
C-AB	185	885	0.209	184	0.6	5.424	A
C-A	422			422			
A-B	57			57			
A-C	515			515			

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-AC	130	373	0.349	130	0.5	15.042	C
C-AB	185	885	0.209	185	0.6	5.458	A
C-A	422			422			
A-B	57			57			
A-C	515			515			

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-AC	106	410	0.258	107	0.4	12.054	B
C-AB	125	835	0.150	126	0.4	5.383	A
C-A	370			370			
A-B	47			47			
A-C	421			421			

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-AC	89	437	0.203	89	0.3	10.514	B
C-AB	92	799	0.115	93	0.3	5.348	A
C-A	323			323			
A-B	39			39			
A-C	352			352			

2030 Base + Com Dev + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Base + Com Dev + Dev	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	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	485	100.000
B		✓	69	100.000
C		✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	47	438
	B	29	0	40
	C	361	34	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	3	5
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
B-AC	0.19	11.40	0.2	B
C-AB	0.10	5.32	0.2	A
C-A				
A-B				
A-C				

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-AC	52	446	0.117	51	0.1	9.119	A
C-AB	40	739	0.055	40	0.1	5.293	A
C-A	257			257			
A-B	35			35			
A-C	330			330			

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-AC	62	423	0.147	62	0.2	9.957	A
C-AB	53	761	0.070	53	0.1	5.241	A
C-A	302			302			
A-B	42			42			
A-C	394			394			

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-AC	76	392	0.194	76	0.2	11.383	B
C-AB	75	793	0.095	75	0.2	5.197	A
C-A	360			360			
A-B	52			52			
A-C	482			482			

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-AC	76	392	0.194	76	0.2	11.402	B
C-AB	75	793	0.095	75	0.2	5.213	A
C-A	359			359			
A-B	52			52			
A-C	482			482			

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-AC	62	423	0.147	62	0.2	9.983	A
C-AB	54	761	0.070	54	0.1	5.278	A
C-A	302			302			
A-B	42			42			
A-C	394			394			

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-AC	52	446	0.117	52	0.1	9.154	A
C-AB	41	739	0.055	41	0.1	5.317	A
C-A	257			257			
A-B	35			35			
A-C	330			330			

APPENDIX K

Junction 3 ARCADY Results

Junctions 9						
ARCADY 9 - Roundabout Module						
Version: 9.5.1.7462 © Copyright TRL Limited, 2019						
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Filename: 2025-09-30 Blind Ln J3 v1.0.j9

Path: C:\Users\brian.condon\Condondrew Associates\Condon Drew Associates Ltd. - Documents\CDA Projects\2100-2199
\2107-Blind Lane\06-Analysis\Junctions9\J3

Report generation date: 30/09/2025 19:12:44

- »2025 Surveyed, AM
- »2025 Surveyed, PM
- »2030 Base + Com Dev, AM
- »2030 Base + Com Dev, PM
- »2030 Base + Com Dev + Dev, AM
- »2030 Base + Com Dev + Dev, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Surveyed						
Arm A	4.4	28.09	0.82	1.1	10.04	0.53
Arm B	3.6	24.97	0.78	1.7	12.81	0.63
Arm C	3.2	15.77	0.75	3.2	15.24	0.76
Arm D	0.0	0.00	0.00	0.0	10.16	0.02
2030 Base + Com Dev						
Arm A	6.8	41.75	0.89	1.4	11.29	0.58
Arm B	5.3	35.01	0.84	2.1	15.26	0.68
Arm C	4.4	20.41	0.81	4.4	19.74	0.81
Arm D	0.0	0.00	0.00	0.0	11.31	0.02
2030 Base + Com Dev + Dev						
Arm A	7.6	46.25	0.90	1.5	11.93	0.60
Arm B	6.2	39.71	0.87	2.3	15.81	0.69
Arm C	4.6	21.52	0.82	4.5	20.32	0.82
Arm D	0.0	0.00	0.00	0.0	11.50	0.02

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 Av. delay per arriving vehicle.

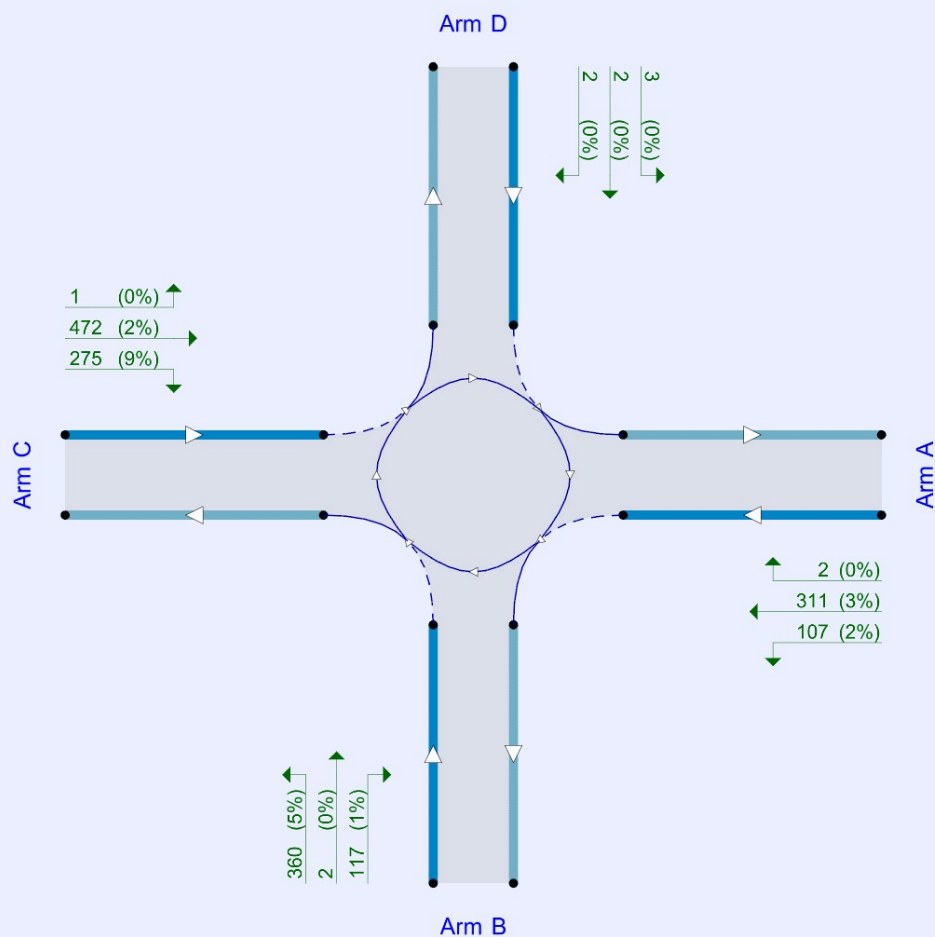
File summary

File Description

Title	
Location	
Site number	
Date	30/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	briancondon-PC\brian.condon
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Q Percentiles	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
JUNCTIONS 9			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 Surveyed	AM	ONE HOUR	00:00	01:30	15
D2	2025 Surveyed	PM	ONE HOUR	00:00	01:30	15
D3	2030 Base + Com Dev	AM	ONE HOUR	00:00	01:30	15
D4	2030 Base + Com Dev	PM	ONE HOUR	00:00	01:30	15
D5	2030 Base + Com Dev + Dev	AM	ONE HOUR	00:00	01:30	15
D6	2030 Base + Com Dev + Dev	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 70% of the total flow for the roundabout for one or more time segments][Arms B and C have 68% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	untitled	Mini-roundabout		A, B, C, D	22.26	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
A	Frome Road (East)	
B	Wynsome Street	
C	Frome Road (West)	
D	Fairfield Meadows	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.62	3.62	4.48	1.3	11.08	7.61	0.0	✓
B	3.55	3.55	3.78	14.7	13.23	10.63	0.0	
C	3.66	3.66	5.11	3.3	10.41	6.66	0.0	
D	3.10	3.10	3.65	0.8	9.19	5.77	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.513	932
B	0.622	981
C	0.639	1093
D	0.601	894

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)
D1	2025 Surveyed	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	534	100.000
B		✓	499	100.000
C		✓	689	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	1	136	396	1
	B	119	2	377	1
	C	312	377	0	0
	D	2	0	1	0

Vehicle Mix

HV %s

	To				
	A	B	C	D	
From	A	0	0	6	0
	B	1	0	17	0
	C	5	13	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A	0.82	28.09	4.4	D
B	0.78	24.97	3.6	C
C	0.75	15.77	3.2	C
D	0.00	0.00	0.0	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	402	283	787	0.511	398	1.1	9.563	A
B	376	296	797	0.472	372	1.0	9.460	A
C	519	92	1034	0.501	514	1.1	7.502	A
D	0	605	530	0.000	0	0.0	0.000	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	480	339	758	0.634	477	1.7	13.278	B
B	449	356	760	0.591	446	1.6	12.838	B
C	619	111	1023	0.606	617	1.6	9.645	A
D	0	726	457	0.000	0	0.0	0.000	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	588	414	719	0.817	579	4.1	25.156	D
B	549	431	713	0.771	542	3.4	22.804	C
C	759	135	1007	0.753	753	3.1	15.082	C
D	0	885	362	0.000	0	0.0	0.000	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	588	417	718	0.819	587	4.4	28.092	D
B	549	437	709	0.775	549	3.6	24.965	C
C	759	136	1006	0.754	758	3.2	15.775	C
D	0	892	358	0.000	0	0.0	0.000	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	480	344	755	0.636	490	1.9	14.644	B
B	449	365	754	0.595	456	1.7	13.962	B
C	619	113	1021	0.607	625	1.7	10.087	B
D	0	737	451	0.000	0	0.0	0.000	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	402	287	785	0.512	405	1.1	9.979	A
B	376	302	793	0.474	378	1.0	9.840	A
C	519	94	1033	0.502	521	1.1	7.715	A
D	0	614	525	0.000	0	0.0	0.000	A

2025 Surveyed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 70% of the total flow for the roundabout for one or more time segments][Arms B and C have 74% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	untitled	Mini-roundabout		A, B, C, D	13.23	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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 Surveyed	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	376	100.000
B		✓	443	100.000
C		✓	702	100.000
D		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	1	86	287	2
	B	102	0	339	2
	C	440	259	2	1
	D	3	2	2	0

Vehicle Mix

HV %s

	To				
		A	B	C	D
	A	0	2	3	0
	B	1	0	5	0
	C	2	9	0	0
From	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A	0.53	10.04	1.1	B
B	0.63	12.81	1.7	B
C	0.76	15.24	3.2	C
D	0.02	10.16	0.0	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	283	198	830	0.341	281	0.5	6.708	A
B	334	220	844	0.395	331	0.7	7.256	A
C	529	80	1042	0.507	524	1.1	7.203	A
D	5	600	533	0.010	5	0.0	6.821	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	338	237	810	0.417	337	0.7	7.810	A
B	398	264	817	0.487	397	1.0	8.893	A
C	631	96	1032	0.611	629	1.6	9.273	A
D	6	720	461	0.014	6	0.0	7.917	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	414	290	783	0.529	412	1.1	9.930	A
B	488	322	780	0.625	485	1.7	12.554	B
C	773	117	1019	0.759	767	3.1	14.608	B
D	8	879	366	0.021	8	0.0	10.051	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	414	292	782	0.529	414	1.1	10.039	B
B	488	324	780	0.626	488	1.7	12.810	B
C	773	118	1018	0.759	773	3.2	15.245	C
D	8	885	362	0.021	8	0.0	10.156	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	338	240	808	0.418	340	0.7	7.915	A
B	398	266	816	0.488	401	1.0	9.088	A
C	631	97	1032	0.612	637	1.7	9.673	A
D	6	729	456	0.014	6	0.0	8.014	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	283	200	829	0.341	284	0.5	6.795	A
B	334	222	843	0.396	335	0.7	7.391	A
C	529	81	1042	0.507	531	1.1	7.397	A
D	5	608	528	0.010	5	0.0	6.880	A

2030 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 70% of the total flow for the roundabout for one or more time segments][Arms B and C have 68% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	untitled	Mini-roundabout		A, B, C, D	31.23	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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	2030 Base + Com Dev	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	567	100.000
B		✓	530	100.000
C		✓	737	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	1	144	421	1
	B	127	2	400	1
	C	337	400	0	0
	D	2	0	1	0

Vehicle Mix

HV %s

	To				
		A	B	C	D
	A	0	0	6	0
	B	1	0	17	0
	C	5	13	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A	0.89	41.75	6.8	E
B	0.84	35.01	5.3	E
C	0.81	20.41	4.4	C
D	0.00	0.00	0.0	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	427	300	778	0.549	422	1.2	10.417	B
B	399	315	785	0.508	394	1.1	10.262	B
C	555	98	1031	0.538	550	1.2	8.095	A
D	0	647	505	0.000	0	0.0	0.000	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	510	360	747	0.682	506	2.1	15.357	C
B	476	378	746	0.639	473	1.9	14.695	B
C	663	118	1018	0.651	660	2.0	10.875	B
D	0	776	428	0.000	0	0.0	0.000	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	624	438	707	0.883	609	6.0	33.920	D
B	584	454	698	0.836	572	4.8	29.680	D
C	811	142	1002	0.809	803	4.2	18.856	C
D	0	943	327	0.000	0	0.0	0.000	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	624	442	705	0.886	621	6.8	41.747	E
B	584	463	693	0.842	581	5.3	35.014	E
C	811	145	1001	0.811	811	4.4	20.412	C
D	0	953	321	0.000	0	0.0	0.000	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	510	366	744	0.685	527	2.4	18.573	C
B	476	393	736	0.647	489	2.2	17.159	C
C	663	122	1016	0.652	672	2.1	11.718	B
D	0	792	418	0.000	0	0.0	0.000	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	427	304	776	0.550	431	1.3	11.046	B
B	399	322	781	0.511	403	1.2	10.830	B
C	555	100	1029	0.539	558	1.3	8.399	A
D	0	657	499	0.000	0	0.0	0.000	A

2030 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 70% of the total flow for the roundabout for one or more time segments][Arms B and C have 74% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	untitled	Mini-roundabout		A, B, C, D	16.32	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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	2030 Base + Com Dev	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	405	100.000
B		✓	471	100.000
C		✓	750	100.000
D		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	1	91	311	2
	B	109	0	360	2
	C	472	275	2	1
	D	3	2	2	0

Vehicle Mix

HV %s

	To				
		A	B	C	D
	A	0	2	3	0
	B	1	0	5	0
	C	2	9	0	0
From	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A	0.58	11.29	1.4	B
B	0.68	15.26	2.1	C
C	0.81	19.74	4.4	C
D	0.02	11.31	0.0	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	305	210	824	0.370	303	0.6	7.057	A
B	355	238	833	0.426	352	0.8	7.728	A
C	565	85	1039	0.543	560	1.2	7.769	A
D	5	641	509	0.010	5	0.0	7.152	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	364	252	803	0.454	363	0.8	8.394	A
B	423	285	804	0.527	422	1.1	9.772	A
C	674	102	1028	0.656	671	1.9	10.452	B
D	6	769	432	0.015	6	0.0	8.462	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	446	306	775	0.576	444	1.4	11.107	B
B	519	348	764	0.679	515	2.1	14.785	B
C	826	125	1014	0.814	817	4.1	18.296	C
D	8	936	331	0.023	8	0.0	11.118	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	446	309	773	0.577	446	1.4	11.289	B
B	519	350	763	0.679	518	2.1	15.259	C
C	826	125	1013	0.815	825	4.4	19.744	C
D	8	945	326	0.024	8	0.0	11.307	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	364	256	800	0.455	366	0.9	8.557	A
B	423	287	802	0.528	427	1.2	10.090	B
C	674	103	1027	0.656	683	2.1	11.207	B
D	6	782	424	0.015	6	0.0	8.624	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	305	213	823	0.371	306	0.6	7.171	A
B	355	240	832	0.426	356	0.8	7.905	A
C	565	86	1038	0.544	568	1.3	8.044	A
D	5	650	503	0.010	5	0.0	7.231	A

2030 Base + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 70% of the total flow for the roundabout for one or more time segments][Arms B and C have 68% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	untitled	Mini-roundabout		A, B, C, D	34.53	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

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	2030 Base + Com Dev + Dev	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	577	100.000
B		✓	545	100.000
C		✓	737	100.000
D		✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	1	154	421	1
	B	142	2	400	1
	C	337	400	0	0
	D	2	0	1	0

Vehicle Mix

HV %s

	To				
		A	B	C	D
	A	0	0	6	0
	B	1	0	17	0
	C	5	13	0	0
From	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A	0.90	46.25	7.6	E
B	0.87	39.71	6.2	E
C	0.82	21.52	4.6	C
D	0.00	0.00	0.0	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	434	300	778	0.558	429	1.3	10.620	B
B	410	315	785	0.523	406	1.2	10.518	B
C	555	109	1024	0.542	550	1.3	8.213	A
D	0	658	499	0.000	0	0.0	0.000	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	519	360	747	0.694	515	2.2	15.894	C
B	490	377	746	0.657	487	2.0	15.360	C
C	663	131	1010	0.656	660	2.0	11.131	B
D	0	789	420	0.000	0	0.0	0.000	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	635	437	707	0.898	618	6.6	36.445	E
B	600	453	699	0.858	587	5.4	32.528	D
C	811	158	992	0.818	802	4.4	19.701	C
D	0	958	318	0.000	0	0.0	0.000	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	635	442	705	0.901	631	7.6	46.250	E
B	600	463	693	0.866	597	6.2	39.709	E
C	811	161	991	0.819	810	4.6	21.523	C
D	0	969	311	0.000	0	0.0	0.000	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	519	367	744	0.698	539	2.6	19.911	C
B	490	395	735	0.666	505	2.4	18.608	C
C	663	136	1006	0.658	672	2.2	12.097	B
D	0	807	409	0.000	0	0.0	0.000	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	434	305	776	0.560	439	1.4	11.315	B
B	410	322	781	0.526	415	1.3	11.166	B
C	555	112	1022	0.543	558	1.3	8.538	A
D	0	669	492	0.000	0	0.0	0.000	A

2030 Base + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 70% of the total flow for the roundabout for one or more time segments][Arms B and C have 74% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	untitled	Mini-roundabout		A, B, C, D	16.85	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Base + Com Dev + Dev	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		✓	421	100.000
B		✓	479	100.000
C		✓	750	100.000
D		✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	1	107	311	2
	B	117	0	360	2
	C	472	275	2	1
	D	3	2	2	0

Vehicle Mix

HV %s

	To				
		A	B	C	D
	A	0	2	3	0
	B	1	0	5	0
	C	2	9	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
A	0.60	11.93	1.5	B
B	0.69	15.81	2.3	C
C	0.82	20.32	4.5	C
D	0.02	11.50	0.0	B

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	317	210	824	0.385	314	0.6	7.217	A
B	361	237	833	0.433	357	0.8	7.819	A
C	565	91	1035	0.545	560	1.2	7.830	A
D	5	647	505	0.010	5	0.0	7.203	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	378	252	803	0.471	377	0.9	8.671	A
B	431	285	804	0.536	429	1.2	9.949	A
C	674	109	1024	0.659	671	2.0	10.585	B
D	6	776	427	0.015	6	0.0	8.548	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	464	306	775	0.598	461	1.5	11.702	B
B	527	348	764	0.690	523	2.2	15.272	C
C	826	133	1008	0.819	817	4.3	18.748	C
D	8	944	326	0.024	8	0.0	11.294	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	464	309	773	0.599	463	1.5	11.926	B
B	527	350	763	0.691	527	2.3	15.811	C
C	826	134	1008	0.819	825	4.5	20.324	C
D	8	954	321	0.024	8	0.0	11.497	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	378	256	800	0.473	381	0.9	8.859	A
B	431	288	802	0.537	435	1.2	10.301	B
C	674	111	1023	0.659	684	2.1	11.386	B
D	6	790	419	0.015	6	0.0	8.722	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	317	213	823	0.385	318	0.7	7.347	A
B	361	240	831	0.434	362	0.8	8.008	A
C	565	92	1034	0.546	568	1.3	8.113	A
D	5	656	499	0.011	5	0.0	7.288	A