

David Wilson Homes

Response to WBC Highways

SLR Project No.: 184395

24 November 2025

Revision: Issue

Introduction

In March 2025, David Wilson Homes (DWH) Southern submitted a planning application to Wokingham Borough Council (WBC) for the following:

“Hybrid application comprising a Full application for the change of use of land from agricultural land to provide an area of Suitable Alternative Natural Greenspace (SANG), including the details of associated landscaping, planting, drainage measures, parking, walking routes and other works associated with the creation of the SANG, and an Outline application with all matters reserved other than access into the site for a residential development of up to 135 dwellings, open space, internal accesses and parking, drainage measures, landscaping and all other associated works.”

It should be noted that a previous application for a larger quantum of development (210 dwellings) was submitted in March 2023 but subsequently withdrawn prior to a planning decision being made (Planning Ref. 230532). As part of this application, a range of technical submissions were made to WBC to respond to consultation discussions. These discussions (and agreements reached therefrom) informed the transport approach for the live application and were referred to, where applicable, within the Transport Assessment.

Further to a review of the submitted Transport Assessment, WBC have issued a consultation response dated 31st July 2025. This Technical Note has therefore been prepared to respond to the comments and provide the additional requested detail as appropriate.

Response to WBC

General

1. Paragraphs 1 to 5 are considered to be statements that do not require any further response.
5. Paragraphs 5 to 7 outline a concern regarding a contractual disclaimer statement which is noted and will be removed. It should be noted that this disclaimer is not a material consideration for this application.

Accessibility

8. Paragraphs 8 and 9 are considered to be statements that do not require any further response.

10. Paragraph 10 considers the walking and cycling times to local amenities, noting that 'the walk time (based on distance alone) to all but a few facilities is more than 10 minutes (identified as 'walkable' distance in Manual for Streets (MfS) and National Design Guide. Notably this ignores that MfS contends that walking can be used to reach destinations within 2 kilometres, equating to 24 minutes, within which the following are accessible:
 - Nursery, primary and secondary education facilities
 - Healthcare facilities (Arborfield Surgery)
 - Convenience stores
 - Leisure facilities including a village hall, community centre and leisure centre
 - Local bus stops
11. Paragraph 11 states that routeing to local amenities should be considered both in terms of distance and quality of route, this appears to ignore the walking and cycling audit submitted as Appendix A of the Transport Assessment which considers the quality of routes alongside the walking and cycling times presented in the main body of the Transport Assessment.
12. Paragraphs 12 to 15 consider routeing and incorporate a running theme of a concern regarding severance associated with having to cross 'heavily trafficked' routes in the vicinity of the site. Notably, an Appeal decision in Hurst¹ considered this and it was concluded that '*crossing even a main road does not render a facility inaccessible on foot*'. Furthermore, whilst walking might not be the primary method of travel for all future users, it is clear that the opportunity is present and would be enhanced via the development proposals as per the requirements of the NPPF and as per the conclusion reached on a similar issue at a recent Appeal in Twyford² where it was stated by the Inspector that:

'Whilst I fully recognise that the use of the private car may still be preferred by those with young children, mobility issues or those undertaking a weekly shop, this does not mean that there is not the genuine choice available as envisaged by the Framework.'
13. Paragraph 13 notes that uncontrolled crossings would need to be delivered as part of a S278 agreement, this is noted and understood.
14. Paragraph 14 once again refers to severance and delay, suggesting that the B3030 and B3349 will impact on future residents' willingness to walk to the nearest primary school (Farley Hill). However, this appears to ignore the proposed crossing facilities at Eversley Road (B3030) and on Langley Common Road (B3349) which will create a direct and convenient link to the existing shared foot/cycleway on Baird Road and Biggs Lane to connect to Farley Hill Primary School.
15. Paragraph 15 notes that the convenience store on Bramshill Close (Coop Food) is likely to be the closest food store and suggests that pedestrian connections are incomplete or indirect. As shown by the site layout, a pedestrian access is proposed directly to the north of the Observer Way / Eversley Road roundabout at which shared foot/cycle crossing facilities including tactile paving and refuge island were installed as part of the Arborfield Cross Relief Road works. As

¹ See Paragraph 38 of Appeal Decision APP/X0360/W/24/3342812

² See Paragraph 28 of Appeal Decision APP/X0360/W/24/3350170



such, it is evident that safe, convenient and direct pedestrian and cycle facilities are provided which connect to services south of the site including the convenience store on Bramshill Close.

16. Paragraph 16 follows a similar theme of severance and a lack of connections to the Arborfield Garrison district centre. As outlined above, this fully disregards the shared foot/cycle connections to the south and the links from these to the pedestrian and cycle network within the Garrison development.

Walking, Cycling & Public Rights of Way (PROW)

17. Paragraphs 17 and 18 notes that connections are provided to the PROW network from the site, these paragraphs are considered to be statements that do not require further comment.
19. Paragraph 19 notes that Table 3.1 provides an overview of key facilities within walking distance of the site and suggests that opportunities to make these routes safe and attractive have not been pursued. A full route review is included at **Appendix A** but notably these comments appear to disregard proposed facilities including new crossings. As demonstrated safe and suitable pedestrian and cycle links to existing infrastructure, much of which has recently been improved as part of neighbouring development, are provided creating convenient connections to local amenities.
20. Paragraph 20 once again considers severance. Following the introduction of the Arborfield Cross Relief Road, Eversley Road has been downgraded from an A road reflecting that the vehicles routeing broadly between the M4 and M3 would no longer travel along Eversley Road thus reducing the perceived severance of the site. Recently implemented crossing facilities on the eastern arm of the Observer Way / Eversley Road roundabout provide safe and suitable access to Baird Road to the south. As part of the proposals, crossing facilities will be provided on the northern arm of the Eversley Road / Langley Common Road as well as a signalised crossing on Langley Common Road.
21. Paragraph 21 relates to the walking and cycling opportunities as presented in Figure 3.3 of the Transport Assessment. As requested, these have been updated and are included at **Appendix A**.
22. Paragraph 22 notes the proposed pedestrian access from Harts Close and suggests that a detailed drawing should be provided of the arrangement. This was included as Appendix E of the Transport Assessment, albeit has since been updated and is included at **Appendix B**.
23. Paragraph 23 relating to the potential future cycle connections is noted and would be considered at the reserved matters stage should further progress on the LCWIP have been made at this stage.
24. For clarity, in relation to paragraph 24, the shared foot/cycleway has already been implemented on the eastern side of Observer Way to Swallowfield Road. An overbridge is provided some 450 metres to the north of the Observer Way / Eversley Road roundabout with an additional shared foot/cycleway provided on the western side of the carriageway routeing north to Swallowfield Road. Comments are also made regarding the route to amenities such as Coop based on crossing arrangements however, as outlined previously, a safe and convenient route from the Observer Way access to Coop is provided. Notwithstanding this, from the primary access a pedestrian route via Langley Common Road would provide an alternative link to Coop. A comparison of this route with a potential link to the south west of



the roundabout has been undertaken which shows that the proposed route is less than 100 metres further, a 1 minute difference in journey time on foot which is not considered material.

25. Paragraph 25 considers the proposed crossing location on Langley Common Road suggesting that the location proposed would materially impact on the distance to the Coop shop. Notably and as outlined above, it is likely the future residents would make use of the existing crossings at the western arm of the Eversley Road / Observer Way roundabout to reach the Coop food store and therefore it is unlikely that future users would route via the new crossing on Langley Common Road such that this concern is irrelevant.
26. The proposed shared foot/cycleway on Langley Common Road, as outlined in paragraph 26, has been included to connect to the crossing facility and new crossing to create a continuous between the site and the existing network.
27. Paragraph 27 is considered to be a statement that would be dealt with as part of the detailed design.
28. Paragraph 28 relates to crossing facilities and states that it should be ensured that these are deliverable. Given that all proposed works are achievable within either adopted highway boundary or land in the control of the Applicant, it is considered that this has been demonstrated.

Public Transport

29. Paragraph 29 notes that existing bus stops and services are summarised in Section 3 of the TA. It is suggested that some points of principle and detail were previously agreed but have not been included in the current application. It should be noted that the revised application centres the residential development further south such that the key bus stops will be those on Langley Common Road as the closest. These stops already benefit from shelters, seating and timetabling information as per the requirements for silver according to the Wokingham BSIP.
30. Paragraphs 30, 31 and 32 detail the existing bus service frequencies and location of bus stops. These are considered to be statements that do not require further comment.
33. Paragraphs 33 and 34 relate to the WBC bus stop policy and the various bus stop standards. As outlined above, the nearest bus stops reach silver standard which is considered appropriate given the location.
35. Paragraph 35 suggests that a pedestrian link adjacent to the Ducks Nest Farm industrial uses to reduce the distances to the Ducks Nest bus stops. However, this does not consider that the bus stops on Langley Common Road (Ricksman Close stops) are closer. It is noted that the services from Eversley Road and Langley Common Road do vary and therefore access would still be required. As such, a review comparing the distances using the proposed pedestrian access at the north of the site onto Harts Lane and the suggested arrangement has been done (see **Appendix C**) which demonstrates that the difference in journey to the Ducks Nest bus stops is circa 115 metres a circa 1 minute difference in walking time which is not considered material. As such, the additional access is not considered necessary.
36. Paragraph 36 suggests that a crossing facility should be provided in the vicinity of local bus stops, notably a facility is proposed on Langley Common Road which will connect to the proposed crossing of the northern arm of the site access roundabout.



37. Paragraph 37 notes that the improved frequency of bus services is reliant on subsidy, this requirement was noted and agreed in the Transport Assessment. It is also of course helpful to provide homes near to such facilities as demands for the bus services will naturally increase making them more commercially viable in the long term.
38. Similarly, paragraph 38 outlines the required contribution (£914 per dwelling) to the Arborfield Bus Strategy which is agreed.

Access

39. Paragraphs 39 and 40 identify the submitted drawings. Notably, a revised drawing (184395_PD06 Rev D) has been prepared of the proposed pedestrian/cycle access which is included at **Appendix B**. This is no longer proposed to provide emergency access given the changes in where built form is proposed when compared to the previously withdrawn application.
41. Paragraph 41 notes that the proposed pedestrian/cycle access to Harts Close supports wider accessibility for pedestrians and cyclists.
42. Paragraph 42 comments on the emergency access to Harts Lane, as noted above this is no longer proposed to provide emergency access and therefore no further details are considered necessary.
43. Paragraph 43 summarises the primary access and suggests that further details may be required to support a S278 agreement. As the general arrangement drawing has been prepared using a topographical survey, no further detail is considered necessary at this stage particularly if combined with a suitably worded planning condition.
44. Paragraph 44 suggests that the vehicle swept path should be updated to higher speeds, despite recognising that it is reasonable to expect larger vehicles to travel at lower speeds and overrun the central island. However, this request is inconsistent with both the purpose of the software and published guidance³ given that swept path analysis models the envelope of vehicle movement the maximum space required to complete a manoeuvre based on vehicle geometry, steering geometry, overhangs, and turning radii. It does not simulate the precise trajectory that an individual driver may take at a fixed speed. The submitted tracking demonstrates that the design vehicles can negotiate the layout safely. It is entirely expected and permitted under DMRB and MfS guidance that larger vehicles will make use of overrun areas or adjust speed to navigate without conflict. In addition, there is no reference or requirement within DMRB or MfS to model tracking at a specified vehicle speed and therefore it is not considered necessary to update the submitted tracking.
45. Paragraph 45 suggests that swept path of the emergency access with Harts Lane should be provided. As noted above, this is no longer proposed to provide emergency access and thus is not necessary.

³ DMRB CD-123 (Glossary, Nov 2021) defines the swept path as “the envelope swept out by the sides of the vehicle body, or any other part of the structure of the vehicle” that is, the maximum required space.

Manual for Streets (DfT, 2007, Section 6.7) states that swept-path analysis “shows the area of road space required by vehicles when making a manoeuvre, rather than the exact path that any individual driver will take.”



46. Paragraphs 46 and 47 outline the design requirements of CD116. Particular reference is made by WBC to paragraph 2.3.2, albeit this considers where speed limits are 50mph or higher. Given the 40mph speed limit, paragraph 2.3.3 which suggests compact roundabouts or a normal roundabout could be provided is more appropriate. With this in mind, given that CD116 states that normal roundabouts with 5 or more arms are not appropriate (2.3.4), it is clear that the compact arrangement is suitable to serve the site. A review of the design with consideration for CD116 has been undertaken and is included at **Appendix B**.
48. Paragraphs 48 and 49 relate to the Road Safety Audit. Following agreement of the updated drawings at **Appendix B**, the RSA will be updated and submitted to WBC.
50. Paragraph 50 considers the SANG access and suggests that the proposed SANG 'will represent a material intensification of use'. In particular, concerns are raised over the safety implications given three recorded collisions (two serious and one fatal) on the A327. It is unclear where this collision data WBC refer to has been obtained from. The most recently available data held by DfT shows four collisions in the period 01/01/2019 to 31/12/2024 on the A327, these comprise two slight and two serious collisions with no fatalities. The incidents varied in terms of time of year and time of day and are distributed along the highway such that it could not be classed as a trend as referred to by WBC. As such, it is not considered that there would be a material impact on highway safety as a result of the intensification of the access, this is further evidenced by the RSA not raising a concern with the proposed arrangement. In any event the principal of the use of this access was agreed with WBC as part of the previous application, provided suitable visibility was provided and that there would not be an adverse effect to the flow of traffic along Observer Way. Both points have been clearly shown in the Transport Assessment.
51. Paragraph 51 relates to the additional traffic associated with the proposals and the potential increase in risk of shunt collisions as a result of additional right turn movements. As demonstrated in the Transport Assessment, during the morning peak hour it is expected that there would be 6 right turners with 13 right turners in the evening peak. Once distributed across the hour, these movements are negligible and thus would not be expected to have a demonstrable impact on highway safety. This is clearly shown in the modelling results within the Transport Assessment which indicate limited queuing at peak times.
52. The comments at paragraph 52 with regard to signage positioning are noted and accepted.
53. The requirements for a height restriction barrier and gate to the SANG car park as per paragraphs 53 and 54 are noted and a plan showing the arrangement is included at **Appendix B**.
55. Paragraphs 55 and 56 request updates to junction modelling to account for controlled crossings. Whilst this is not considered necessary given the distance between the crossing and the junction, the models have been updated for sensitivity purposes. The results are provided at **Appendix D** and show that there is no material change from that reported in the Transport Assessment with all junctions operating within accepted capacity thresholds.
57. Paragraph 57 relates to the parallel crossing at the northern arm of the access roundabout stating that this should be at least 20 metres from the circulatory carriageway with reference to the DMRB. This appears to be contrary to the requirements elsewhere in Wokingham to comply with LTN1/20, notably with which this arrangement accords given that it accounts for the desire line and provides a coherent connection to the wider infrastructure in the vicinity of



the site. However, an alternative option showing the crossing 20 metres from the circulatory carriageway is provided at **Appendix B**. Both options provide safe and suitable crossings; it is requested that WBC confirm the preferred approach.

58. There is no paragraph 58 included in the response.
59. The requirement for street lighting as outlined at paragraph 59 is noted and it is assumed that this would be secured via condition.
60. Paragraph 60 revisits comments regarding emergency access. For clarity, the access at the north to Harts Lane is proposed to serve pedestrians and cyclists only. An internal emergency access will be provided to connect the two residential parcels which will be a minimum of 3.7 metres in width and will feature removable bollards at each end. Full details of this would be provided as part of a future reserved matters application, in the normal way.
61. The requirement for visibility splays to be provided on all drawings as outlined at paragraph 61 is noted, **Appendix B** provides this update.

Traffic Forecasts and Modelling

62. Paragraphs 62 to 65 consider trip generation and conclude the WBC are content to retain the previously approved vehicle trip rates.
66. Paragraph 66 suggests that the distributions presented at Appendix H of the Transport Assessment were based on the WTSM, this is incorrect. As outlined in paragraph 5.4 of the Transport Statement the previously submitted assessment did use this approach but it was no longer considered applicable and was updated to reflect local Census data.
67. Paragraph 67 states the submitted Transport Assessment provided a summary of the WSTM delay outputs that were provided as part of the withdrawn application. It is not considered that this requires any response.
68. Paragraph 68 reviews the submitted traffic flows. as stated in the Transport Assessment, TEMPRO growth rates have been used to determine future year assessments of 2026 and 2036 on the basis of 2023 surveyed traffic data. Based on the commentary it appears that WBC are requesting detail of the growth factors. For clarity, the growth rates applied to the 2023 are as follows:
 - 2023 – 2026 AM: 1.030
 - 2023 – 2026 PM: 1.032
 - 2023 – 2036 AM: 1.131
 - 2023 – 2036 PM: 1.137
69. At paragraph 69 WBC agree with the statement that traffic flows have remained largely static for a number of years on the local network. It is suggested that further consideration should be made to constraints on the network that have influenced this pattern, however, it is unclear why this would be required given that the future year assessments include TEMRPO growth factors which are likely to overestimate traffic flows. As such, no further details have been provided.



70. Whilst agreeing that the proposals would not have a significant effect on the local network, paragraph 70 suggests that the assessment should incorporate a cumulative assessment to ensure that the residual effects are not severe. As outlined above, TEMPRO growth factors have been used to determine the future year assessments which incorporate committed developments and background growth, thus this has already been undertaken. This approach is also consistent with that which has been agreed with WBC recently elsewhere in the Borough.
71. Paragraph 71 states that as part of the Local Plan Update the Council has updated its evidence base forecasts to 2040. Given that this Plan is yet to be adopted, this is not considered to carry any significant weight in planning terms.
72. Paragraphs 72 to 79 review the junction modelling assessments presented in the Transport Assessment. Whilst it is agreed that the development would not have a significant impact on the surrounding network, it is suggested that detailed junction modelling should be undertaken across a wider network. This seemingly ignores the previously agreed approach of providing detailed junction modelling for site accesses and any junctions where the impact exceeds 3%, given that no junctions reach this threshold with the revised proposals it is unclear why additional modelling would be required, particularly given the previous agreed scope was for a larger development than is now proposed.

SANG

80. Paragraphs 80 and 81 relate to the SANG access and parking arrangements. The requests for additional swept path and amendments to the parking space dimensions are noted and included at **Appendix B**.

Site Roads

82. Paragraphs 82 to 84 relate to site roads. Given that the application is made in outline, elements such as site roads will be considered at the reserved matters stage.

Lighting

85. Paragraph 85 notes that the application is in outline and thus a lighting strategy has not been submitted. It is accepted that this would be secured via condition.

Parking, Turning and Servicing

86. Paragraphs 86 to 88 consider parking, turning and servicing which are considered to be matters for a future detailed application.

Managing Travel Demand and Travel Plan

89. Paragraphs 89 to 91 consider travel demand and Travel Planning. As outlined in the Transport Assessment and agreed as part of the previous application, the contribution to MyJourney to be secured via condition is accepted.



Framework Construction Management Plan

92. Paragraph 92 outlines the requirement for a Construction Traffic Management Plan. As per the Transport Assessment, it is agreed that this would be secured via condition.

Summary and Conclusions

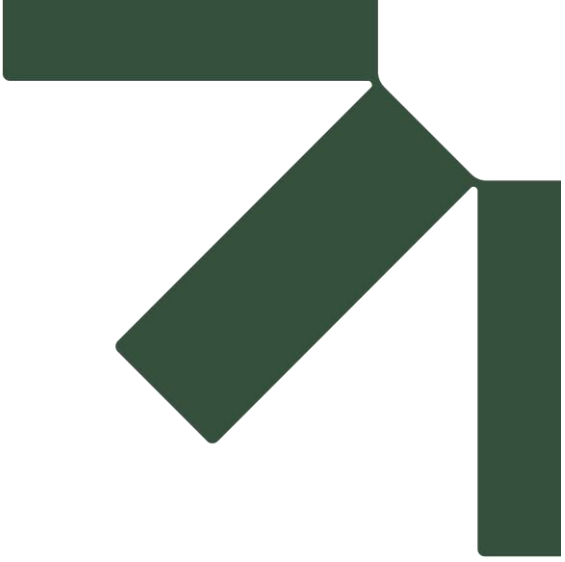
This Technical Note has been prepared in response to comments received from WBC in relation to development proposals on land at Ducks Nest, Arborfield.

The details provided continue to demonstrate that the proposed development is acceptable in transport terms in so much as:

- It will provide infrastructure to ensure future residents have access to an appropriate level of sustainable transport options.
- Safe and suitable access for all will be provided.
- There will not be a severe impact on the local highway network.
- The proposals will not lead to an unacceptable impact from a highway safety perspective.

Accordingly, the proposals represent a sustainable development in the context of the NPPF and it is considered that the reasons for concern have been addressed such that there is no highways reason to object to the application.





Appendix A Routes to Local Amenities

Ducks Nest, Arborfield

David Wilson Hoomes

SLR Project No.: 183895

24/11/2025

Routes to Local Amenities

Legend

- Arborfield Cross Recreation Ground (1200m)
- Arborfield Green Community Centre (1275m)
- Arborfield Green Leisure Centre (1800m)
- Arborfield Village Hall (930m)
- Arborfield Village Montessori Nursery (1200m)
- Bohunt School (1950m)
- Coop Food (470m)
- Farley Hill Primary School (980m)
- Hazebrouck Day Nursery and Pre-school (1275m)
- Hogwood Industrial Estate (2300m)
- Londis (900m)
- Sainsbury's (1600m)
- Stables Coffee Co. (1020m)
- The Bull Inn (1150m)
- The Coombes C of E Primary School (1300m)



Route Comparison

Walking routes to Coop Food

Legend

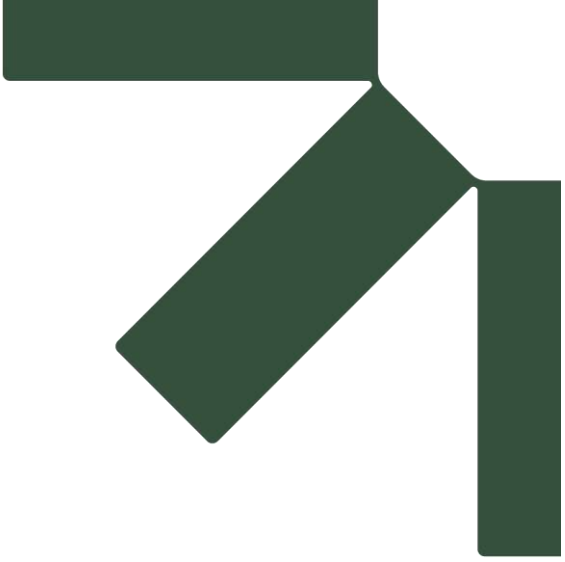
 Coop Food

 Coop Food (560m)

 Coop Food (650m)

 Coop Food (740m)





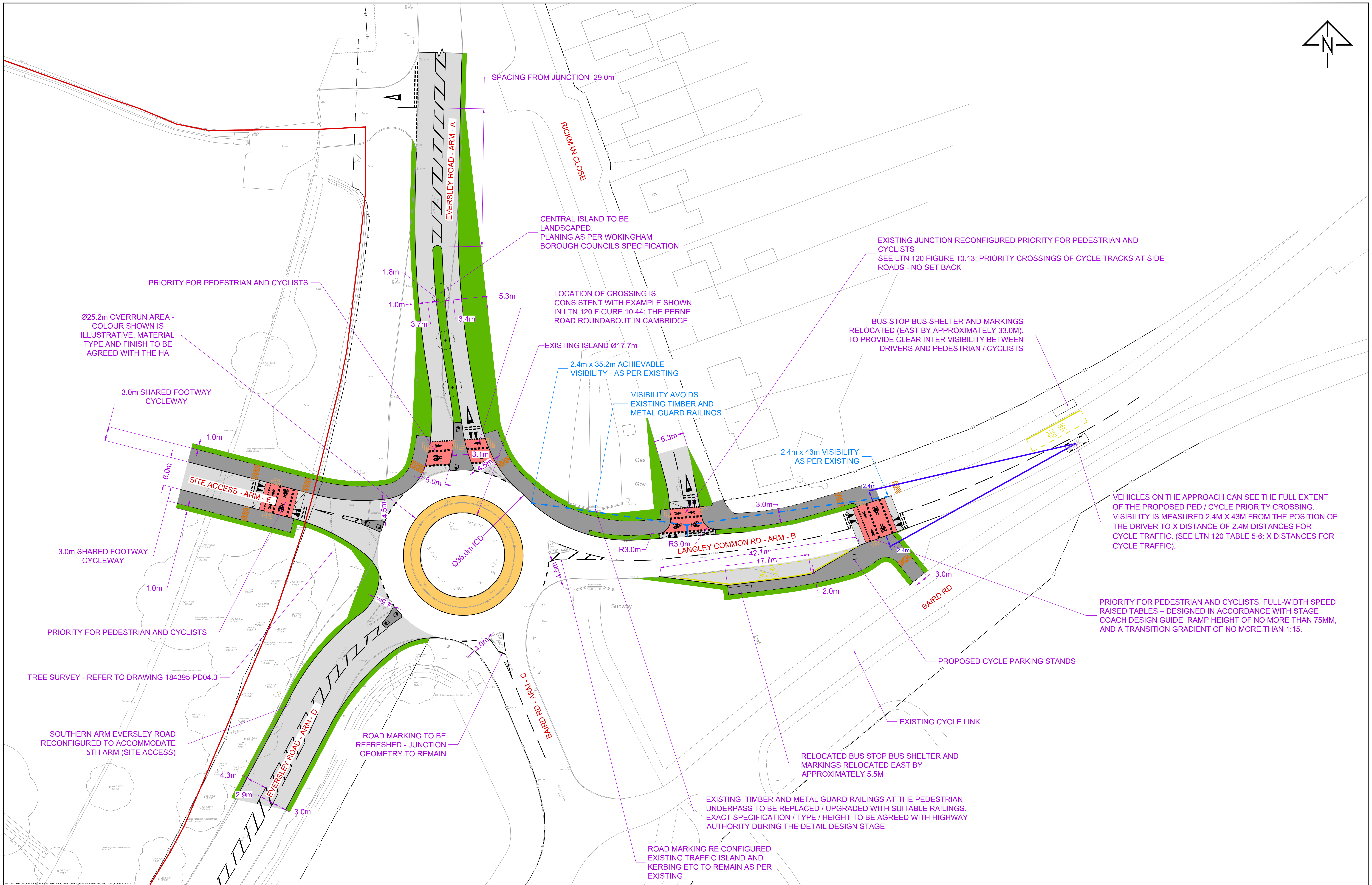
Appendix B Updated Drawing Pack

Ducks Nest, Arborfield

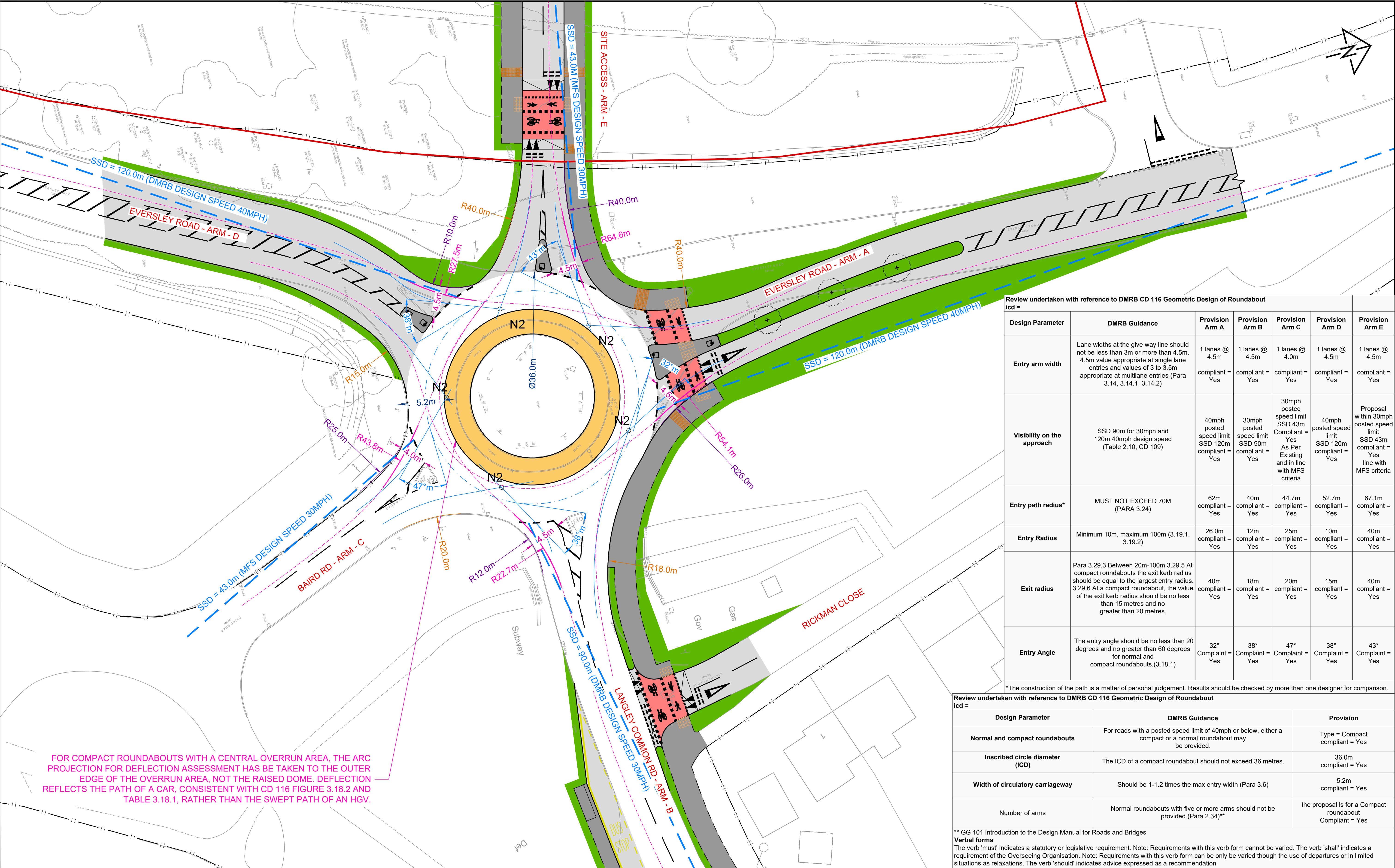
David Wilson Hoomes

SLR Project No.: 183895

24/11/2025



REVIEW NOT BE COMPIRE BE REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT					DATE	
DETAILS					PROJECT	
REV	DESCRIPTION	SCJ	TB	23/08/22	CLIENT	
A	POSITION OF BLUE STOP UPDATED AND TEXT ALTERATION FOLLOWING RSA COMMENTS	SCJ	TB	23/08/22	David Wilson Homes (Southern)	
B	EVERSLEY ROAD - ARM - A CENTRAL ISLAND LANDSCAPED	SCJ	JB	02/09/23	DRAWING TITLE	
C	RED LINE UPDATED	SCJ	JB	16/06/25	PROPOSED ALTERATIONS TO EXISTING ROUNDABOUT (COMPACT ROUNDABOUT 36ICD) GENERAL ARRANGEMENT	
D	PROPOSED SHARED ROUTE ARM B LANGLEY COMMON RE ALIGNED FOLLOWING CHNAGES TO EXIT GEOMETRY	SCJ	JB	23/10/25	SLR	
KEY					DRAWING NUMBER	
HIGHWAY BOUNDARY (INTERPRETED FROM WOKINGHAM BOROUGH COUNCIL RECORDS)					184395-PD04.1	
APPLICATION AREA					REVISION	
INFORMATION ONLY					D	



Review undertaken with reference to DMRB CD 116 Geometric Design of Roundabout						
icd =						
Design Parameter	DMRB Guidance	Provision Arm A	Provision Arm B	Provision Arm C	Provision Arm D	Provision Arm E
Entry arm width	Lane widths at the give way line should not be less than 3m or more than 4.5m. 4.5m value appropriate at single lane entries and values of 3 to 3.5m appropriate at multilane entries (Para 3.14, 3.14.1, 3.14.2)	1 lanes @ 4.5m compliant = Yes	1 lanes @ 4.5m compliant = Yes	1 lanes @ 4.0m compliant = Yes	1 lanes @ 4.5m compliant = Yes	1 lanes @ 4.5m compliant = Yes
Visibility on the approach	SSD 90m for 30mph and 120m 40mph design speed (Table 2.10, CD 109)	40mph posted speed limit SSD 120m compliant = Yes	30mph posted speed limit SSD 90m compliant = Yes	30mph posted speed limit SSD 43m Compliant = Yes As Per Existing and in line with MFS criteria	40mph posted speed limit SSD 120m compliant = Yes	Proposal within 30mph posted speed limit SSD 43m compliant = Yes line with MFS criteria
Entry path radius*	MUST NOT EXCEED 70M (PARA 3.24)	62m compliant = Yes	40m compliant = Yes	44.7m compliant = Yes	52.7m compliant = Yes	67.1m compliant = Yes
Entry Radius	Minimum 10m, maximum 100m (3.19.1, 3.19.2)	26.0m compliant = Yes	12m compliant = Yes	25m compliant = Yes	10m compliant = Yes	40m compliant = Yes
Exit radius	Para 3.29.3 Between 20m-100m 3.29.5 At compact roundabouts the exit kerb radius should be equal to the largest entry radius. 3.29.6 At a compact roundabout, the value of the exit kerb radius should be no less than 15 metres and no greater than 20 metres.	40m compliant = Yes	18m compliant = Yes	20m compliant = Yes	15m compliant = Yes	40m compliant = Yes
Entry Angle	The entry angle should be no less than 20 degrees and no greater than 60 degrees for normal and compact roundabouts.(3.18.1)	32° Complaint = Yes	38° Complaint = Yes	47° Complaint = Yes	38° Complaint = Yes	43° Complaint = Yes

*The construction of the path is a matter of personal judgement. Results should be checked by more than one designer for comparison.

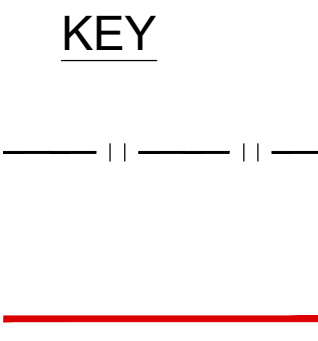
Review undertaken with reference to DMRB CD 116 Geometric Design of Roundabout		
icd =		
Design Parameter	DMRB Guidance	Provision
Normal and compact roundabouts	For roads with a posted speed limit of 40mph or below, either a compact or a normal roundabout may be provided.	Type = Compact compliant = Yes
Inscribed circle diameter (ICD)	The ICD of a compact roundabout should not exceed 36 metres.	36.0m compliant = Yes
Width of circulatory carriageway	Should be 1-1.2 times the max entry width (Para 3.6)	5.2m compliant = Yes
Number of arms	Normal roundabouts with five or more arms should not be provided.(Para 2.34)**	the proposal is for a Compact roundabout Compliant = Yes

** GG 101 Introduction to the Design Manual for Roads and Bridges
Verbal forms
The verb 'must' indicates a statutory or legislative requirement. Note: Requirements with this verb form cannot be varied. The verb 'shall' indicates a requirement of the Overseeing Organisation. Note: Requirements with this verb form can be only be varied though the use of departures or in limited situations as relaxations. The verb 'should' indicates advice expressed as a recommendation

REV	DETAILS	DRAWN	CHECKED	DATE
A	EVERSLEY ROAD - ARM - A CENTRAL ISLAND LANDSCAPED	SCJ	JB	02/08/23
A	ENTRY PATH RADIUS RE CALCULATED AND ENTRY ANGLE PROVIDED	SCJ	JB	23/10/25

STATUS:

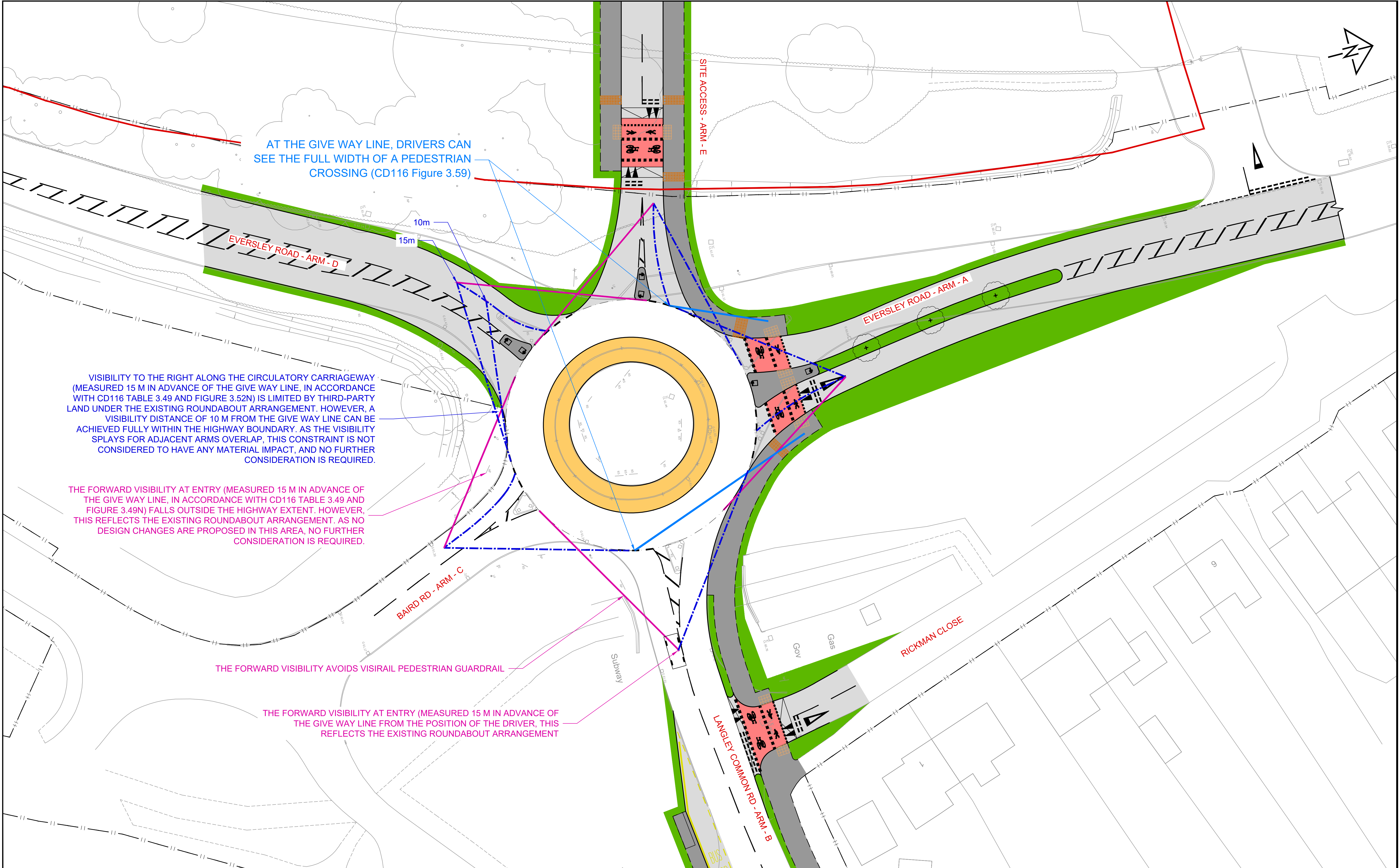
INFORMATION ONLY



HIGHWAY BOUNDARY (INTERPRETED FROM WOKINGHAM BOROUGH COUNCIL RECORDS)

APPLICATION AREA

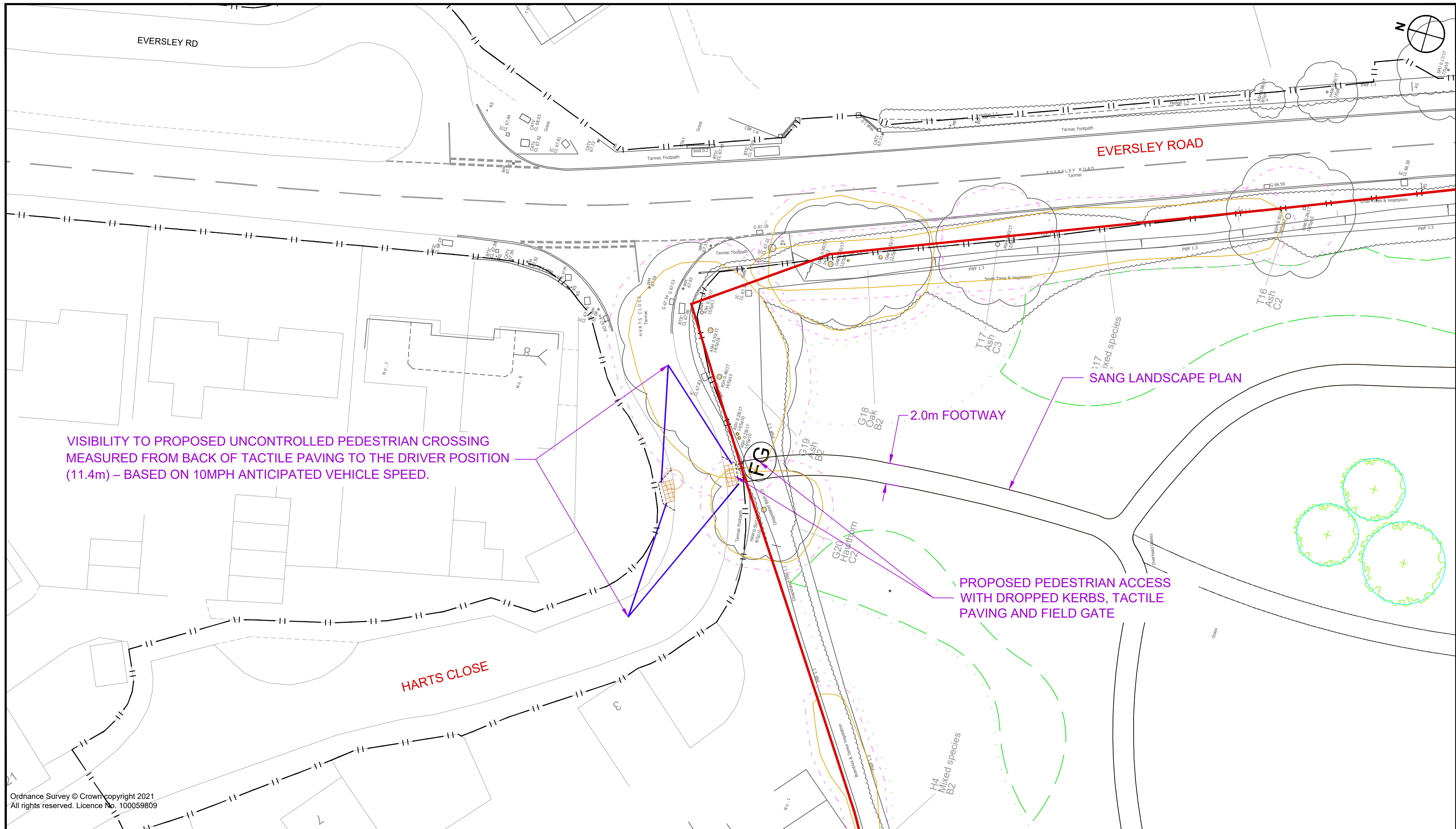
PROJECT: Ducks Nest Farm, Arborfield		CLIENT: David Wilson Homes (Southern)	
DRAWING TITLE: PROPOSED ALTERATIONS TO EXISTING ROUNDABOUT (COMPACT ROUNDABOUT 36ICD) DMRB CD 116 GEOMETRIC DESIGN OF ROUNDABOUTS ASSESSMENT			
DRAWN: SCJ	CHECKED: JB	DATE: 13/05/22	SCALES: 1:250 @ A1
DRAWING NUMBER: 184395-PD04.2		REVISION: B	



REV	DETAILS	DRAWN	CHECKED	DATE
STATUS: INFORMATION ONLY				

- VISIBILITY TO RIGHT ALONG CIRCULATORY CARRIAGEWAY MEASURED AT 15 METRES IN ADVANCE OF GIVE WAY LINE (CD116 TABLE 3.49 FIGURE 3.52N).
- FORWARD VISIBILITY MEASURED AT ENTRY MEASURED AT 15 METRES IN ADVANCE OF GIVE WAY LINE (CD116 TABLE 3.49 FIGURE 3.49N)
- VISIBILITY MEASURED AT ENTRY TO PEDESTRIAN CROSSING AT NEXT EXIT (CD116 FIGURE 3.59)
- HIGHWAY BOUNDARY (INTERPRETED FROM WOKINGHAM BOROUGH COUNCIL RECORDS)
- APPLICATION AREA

PROJECT: Ducks Nest Farm, Arborfield				CLIENT: David Wilson Homes (Southern)	
DRAWING TITLE: PROPOSED ALTERATIONS TO EXISTING ROUNDABOUT (COMPACT ROUNDABOUT 36ICD) DMRB CD 116 GEOMETRIC DESIGN OF ROUNDABOUTS ASSESSMENT					
DRAWN: SCJ	CHECKED: JB	DATE: 23/10/25	SCALES: 1:250 @ A1	DRAWING NUMBER: 184395-PD04.2.1	REVISION: -



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REV.	DETAILS	DRAWN	CHECKED	DATE
E	SANG LANDSCAPE PLAN SHOWN	SCJ	KD	25/11/25

INFORMATION ONLY

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

3. This drawing is based on topographical survey information provided in drawing; ENC/270422/9VV8/T dated May 2022 by Encompass Surveys.

4. Tree protection and tree canopy areas are based on information provided in drawing; 2099.12 / 02 to 06 dated June 2022 by hankinson duckett associates.

HIGHWAY BOUNDARY

SITE BOUNDARY

ROOT PROTECTION AREA

TREE CANOPY - MODERATE / LOW QUALITY

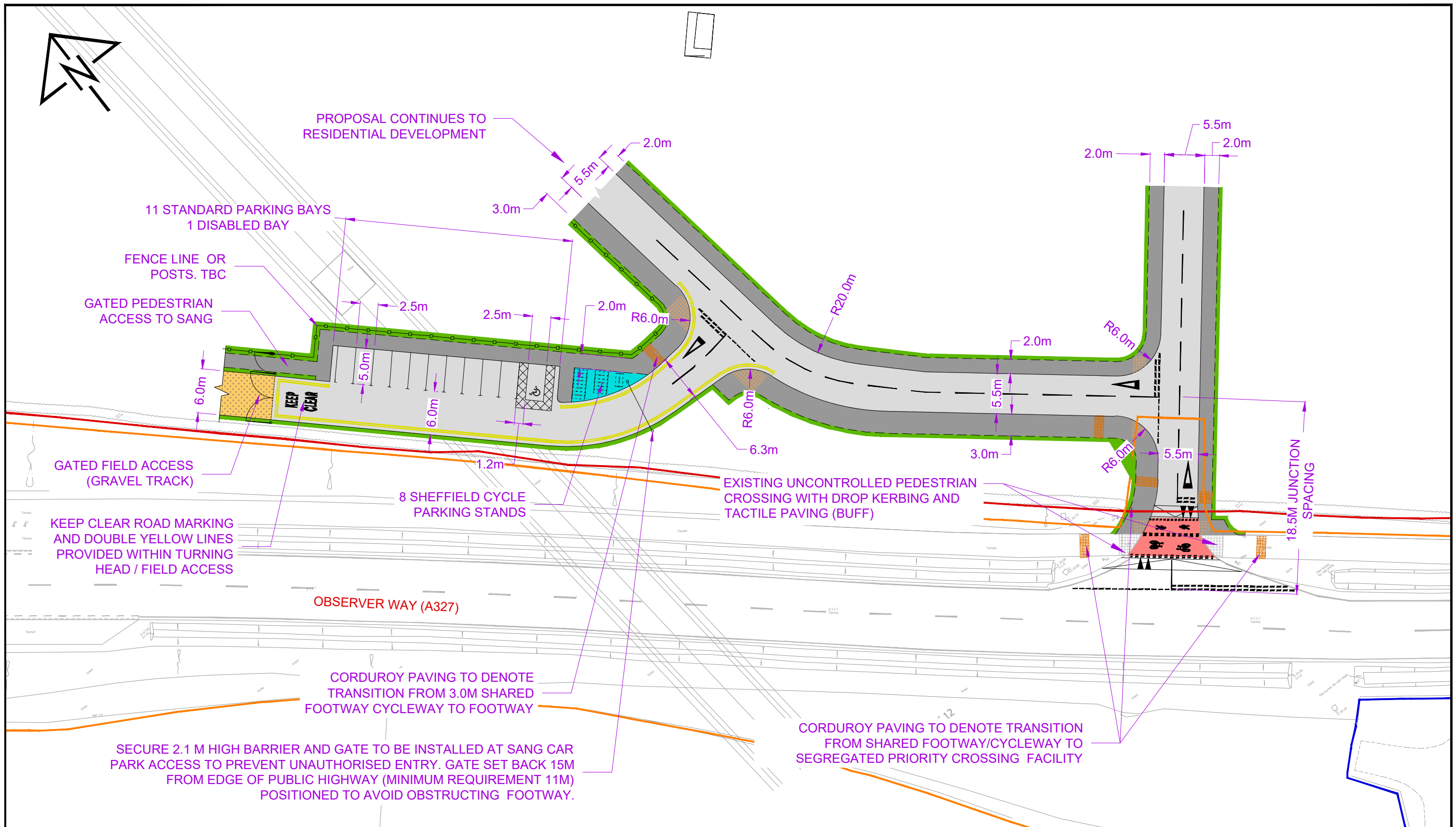
Ducks Nest Farm, Arborfield

PROPOSED PEDESTRIAN ACCESS TO THE SANG – HARTS CLOSE

DRAWN:	CHECKED:	DATE:	SCALES:
NS	JB	01/08/22	1:250 at A2

David Wilson Homes (Southern)

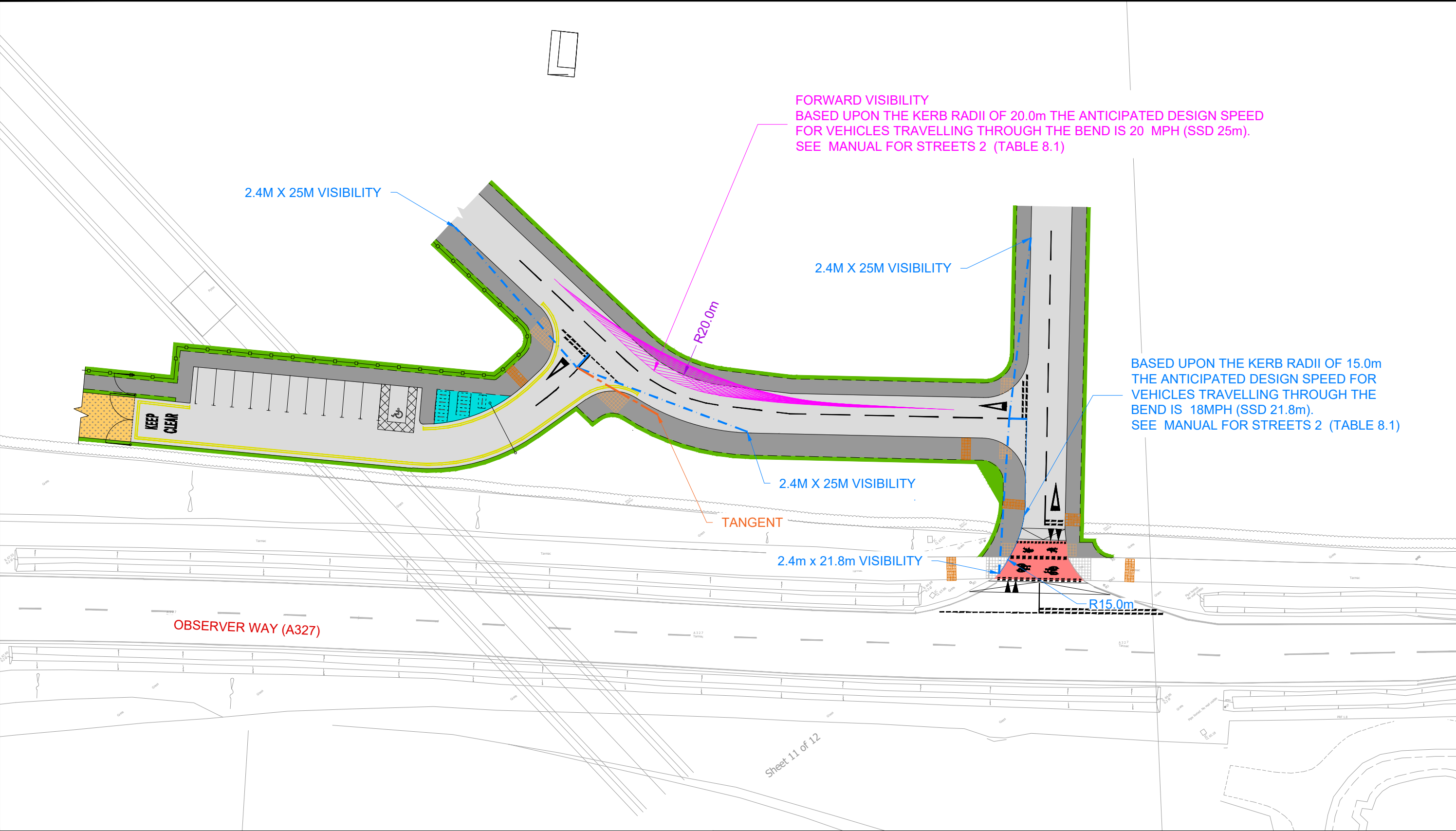
DRAWING NUMBER:	REVISION:
184395/PD06	E



REV.	DETAILS	DRAWN	CHECKED	DATE
STATUS: INFORMATION ONLY				

- KEY**
- APPLICATION AREA
 - PROPOSED HIGHWAY ADOPTION (INTERPRETED FROM WOKINGHAM BOROUGH COUNCIL RECORDS)
 - PROPOSED WBC OWNED LAND, TO BE MAINTAINED BY HIGHWAYS DRAINAGE

PROJECT: Ducks Nest, Wokingham		CLIENT: David Wilson Homes (Southern	
DRAWING TITLE: PROPOSED SANG CAR PARK & ACCESS ROAD GENERAL ARRANGEMENT			
DRAWN: SCJ	CHECKED: SCJ	DATE: 20.11.25	SCALES: 1:500 @ A3
DRAWING NUMBER: 184395_PD14		REVISION: -	



REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:

INFORMATION ONLY

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PROJECT:
Ducks Nest, Wokingham

CLIENT:
David Wilson Homes (Southern

DRAWING TITLE:
PROPOSED SANG CAR PARK & ACCESS ROAD
VISIBILITY ASSESSMENT

SLR

DRAWN:
SCJ

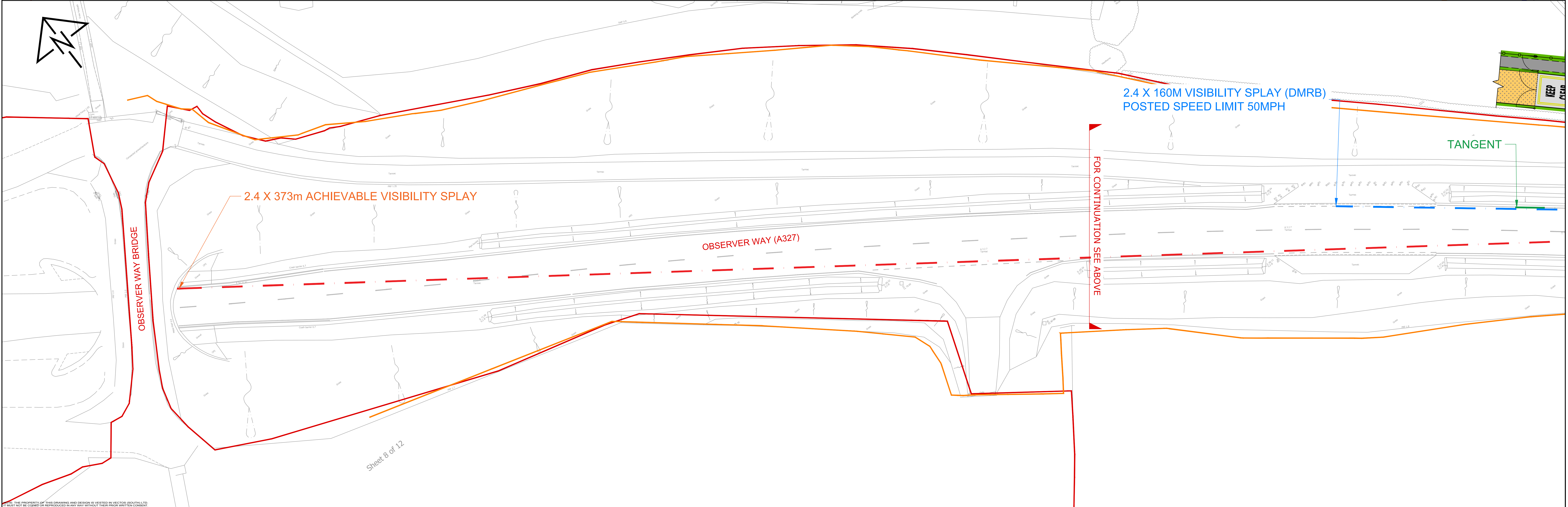
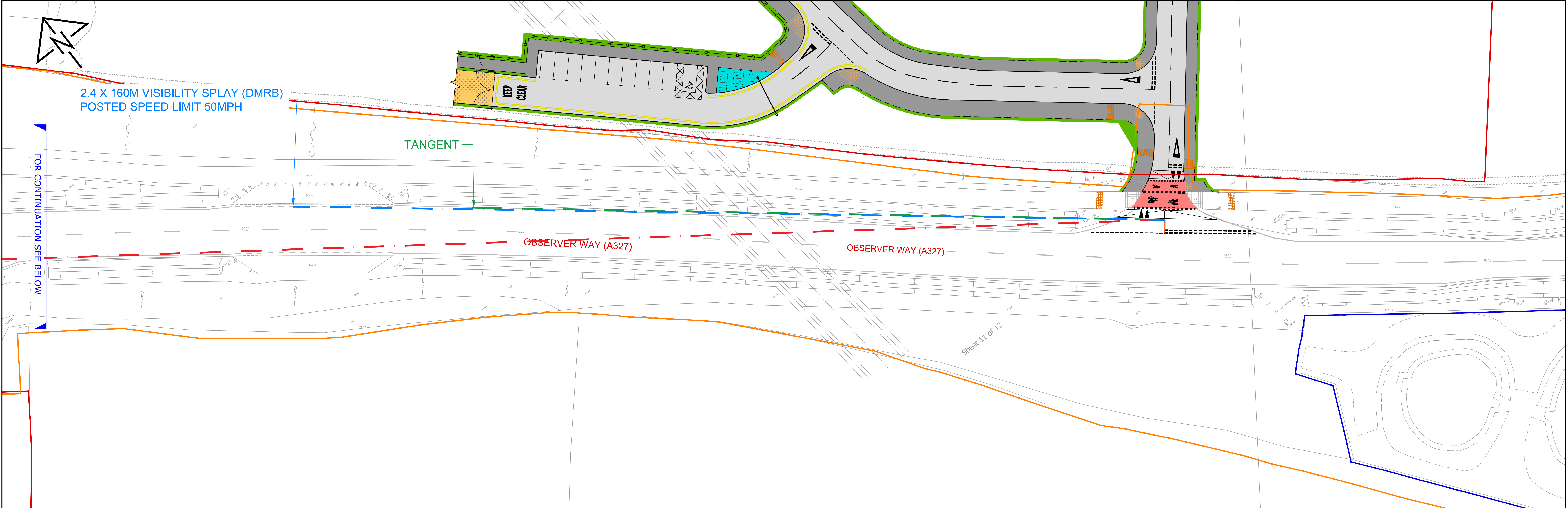
CHECKED:
SCJ

DATE:
20.11.25

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DRAWING NUMBER:
184395_PD14.1

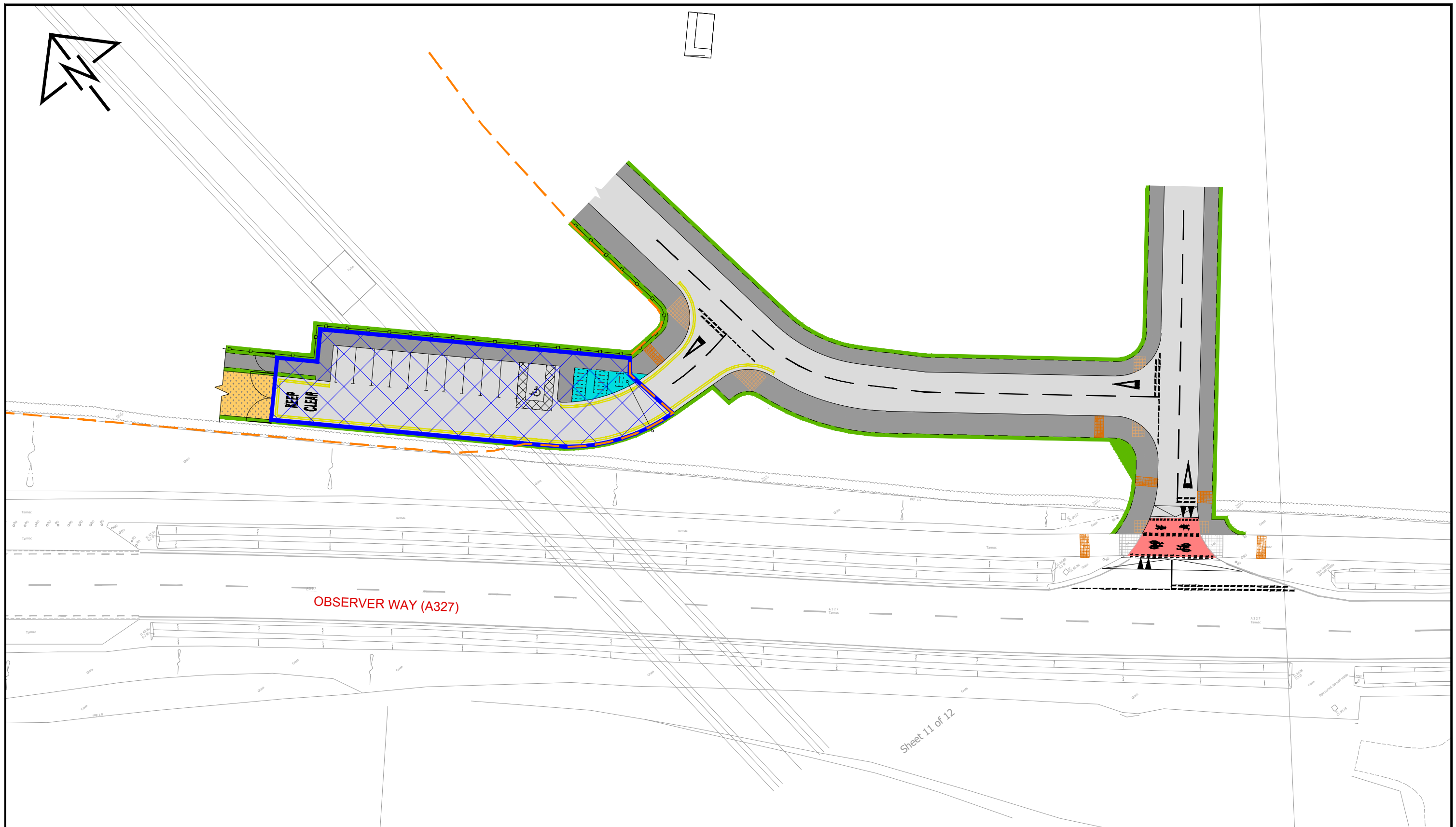
REVISION:
C



REV				DETAILS				DRAWN				CHECKED				DATE			
STATUS				INFORMATION ONLY															

KEY			
— APPELLATION AREA			
— PROPOSED HIGHWAY ADOPTION (INTERPRETED FROM WOKINGHAM BOROUGH COUNCIL RECORDS)			
— PROPOSED WBC OWNED LAND, TO BE MAINTAINED BY HIGHWAYS DRAINAGE			

PROJECT				CLIENT			
Ducks Nest, Wokingham				David Wilson Homes (Southern)			
DRAWING TITLE							
SITE ACCESS VISIBILITY ASSESSMENT (NORTH)							
DRAWN				CHECKED			
SCJ				KD			
DATE				SCALE			
20.11.25				1:250 @ A0			
DRAWING NUMBER				REVISION			
184395_PD14.2				-			



REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:

INFORMATION ONLY

KEY

SANG BOUNDARY (ASSUMED)

TOTAL AREA OF
HARD-STANDING WITHIN THE
SANG BOUNDARY 617.8M²

PROJECT:

Ducks Nest, Wokingham

DRAWING TITLE:

AREA OF HARD-STANDING WITHIN
THE SANG BOUNDARY

DRAWN:

SCJ

CHECKED:

SCJ

DATE:

20/11/25

SCALES:

1:500 @ A3

CLIENT:

David Wilson Homes (Southern

SLR

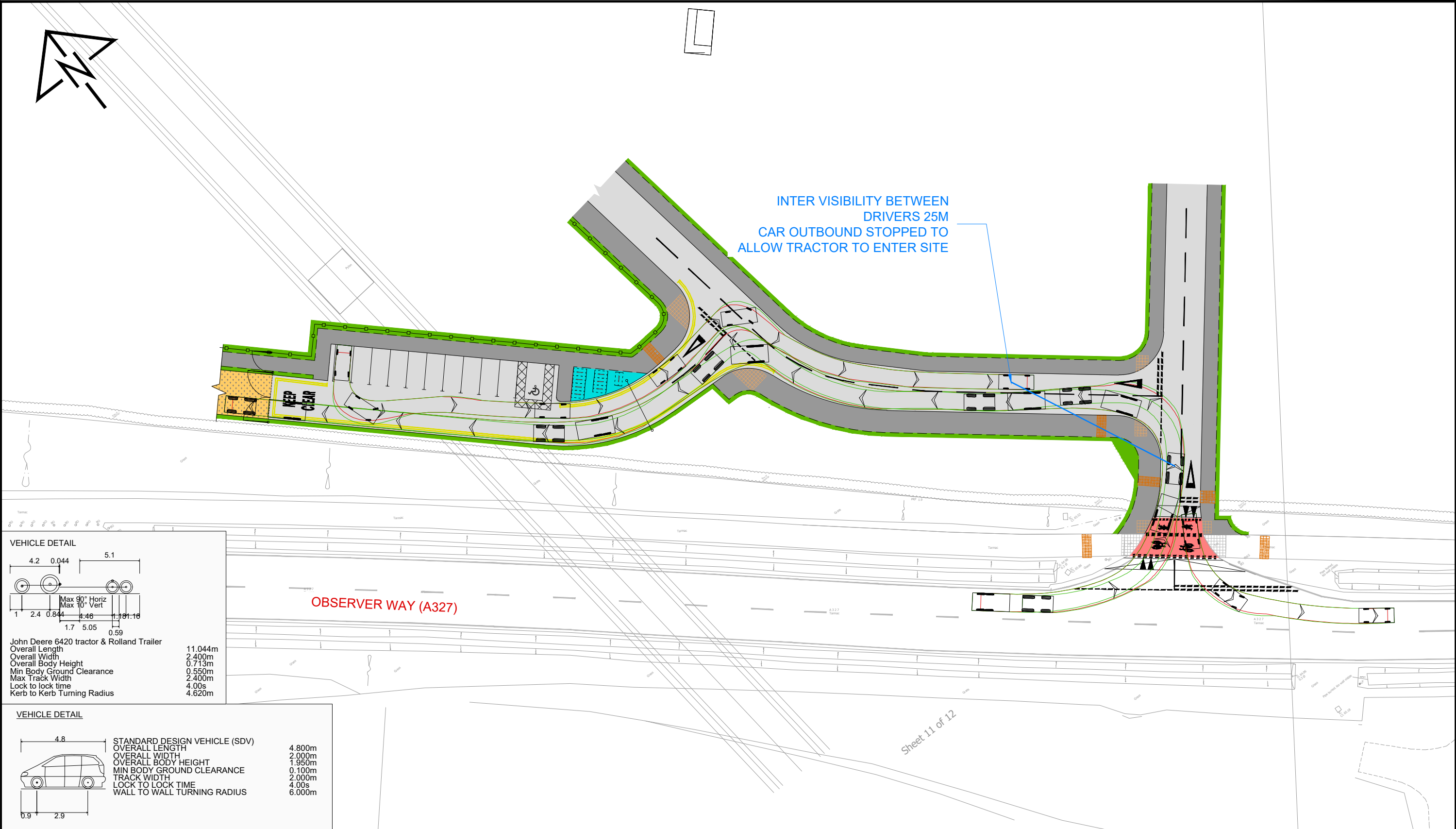
DRAWING NUMBER:

184395_PD14.3

REVISION:

-

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VEHICLE DETAIL

4.2 0.044 5.1

Max 90° Horiz
Max 10° Vert

1 2.4 0.844 4.46 1.18 1.16

1.7 5.05 0.59

John Deere 6420 tractor & Rolland Trailer

Overall Length	11.044m
Overall Width	2.400m
Overall Body Height	0.713m
Min Body Ground Clearance	0.550m
Max Track Width	2.400m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

VEHICLE DETAIL

4.8

STANDARD DESIGN VEHICLE (SDV)

OVERALL LENGTH	4.800m
OVERALL WIDTH	2.000m
OVERALL BODY HEIGHT	1.950m
MIN BODY GROUND CLEARANCE	0.100m
TRACK WIDTH	2.000m
LOCK TO LOCK TIME	4.00s
WALL TO WALL TURNING RADIUS	6.000m

0.9 2.9

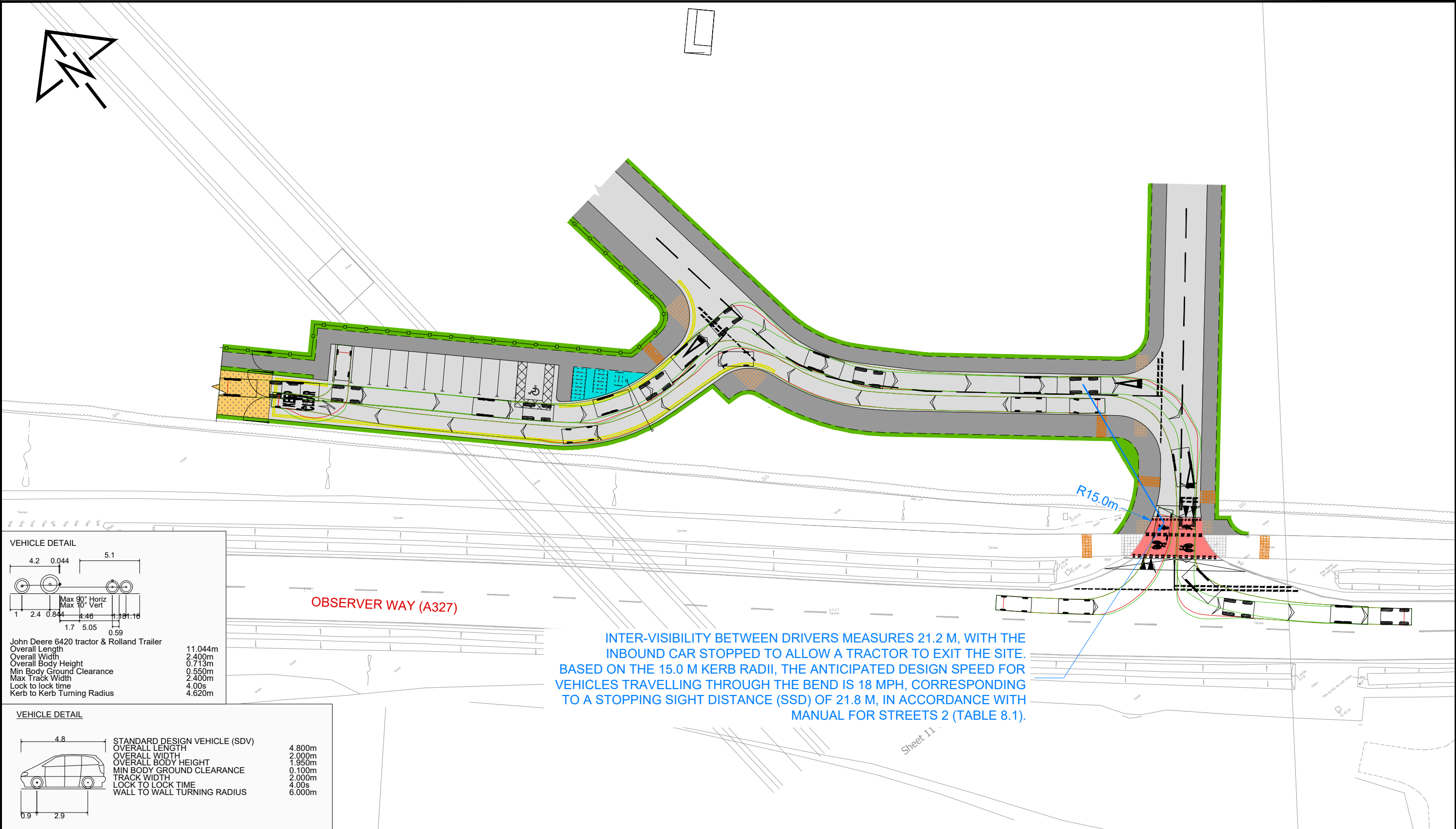
REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:

INFORMATION ONLY

PROJECT:		Ducks Nest, Wokingham		CLIENT:		David Wilson Homes (Southern	
DRAWING TITLE:		SWEPT PATH ANALYSIS TRACTOR & TRAILER - INBOUND PASSING CAR - OUTBOUND					
DRAWN:		SCJ					
CHECKED:		SCJ		DRAWING NUMBER:		184395_PD14_AT01	
DATE:		20.11.25		REVISION:		-	
SCALES:		1:500 @ A3					

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VEHICLE DETAIL

4.2 0.044 5.1

Max 90° Horiz
Max 10° Vert

1 2.4 0.844 4.46 1.18 1.16

1.7 5.05 0.59

John Deere 6420 tractor & Rolland Trailer

Overall Length	11.044m
Overall Width	2.400m
Overall Body Height	0.713m
Min Body Ground Clearance	0.550m
Max Track Width	2.400m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.620m

VEHICLE DETAIL

4.8

STANDARD DESIGN VEHICLE (SDV)

OVERALL LENGTH	4.800m
OVERALL WIDTH	2.000m
OVERALL BODY HEIGHT	1.950m
MIN BODY GROUND CLEARANCE	0.100m
TRACK WIDTH	2.000m
LOCK TO LOCK TIME	4.00s
WALL TO WALL TURNING RADIUS	6.000m

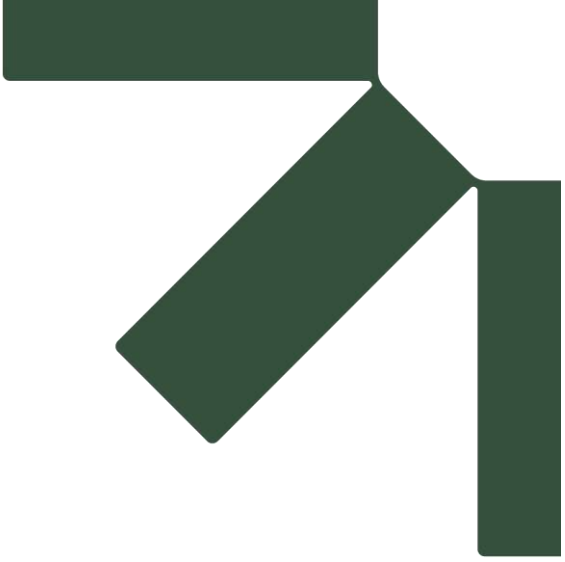
0.9 2.9

INTER-VISIBILITY BETWEEN DRIVERS MEASURES 21.2 M, WITH THE INBOUND CAR STOPPED TO ALLOW A TRACTOR TO EXIT THE SITE. BASED ON THE 15.0 M KERB RADII, THE ANTICIPATED DESIGN SPEED FOR VEHICLES TRAVELLING THROUGH THE BEND IS 18 MPH, CORRESPONDING TO A STOPPING SIGHT DISTANCE (SSD) OF 21.8 M, IN ACCORDANCE WITH MANUAL FOR STREETS 2 (TABLE 8.1).

REV.	DETAILS	DRAWN	CHECKED	DATE
STATUS: INFORMATION ONLY				

PROJECT: Ducks Nest, Wokingham		CLIENT: David Wilson Homes (Southern	
DRAWING TITLE: SWEPT PATH ANALYSIS TRACTOR & TRAILER - OUTBOUND PASSING CAR - INBOUND			
DRAWN: SCJ	CHECKED: SCJ	DATE: 20.11.25	SCALES: 1:500 @ A3
DRAWING NUMBER: 184395_PD14_AT02			REVISION: -

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Appendix C Bus Stop Distance Comparison

Ducks Nest, Arborfield

David Wilson Hoomes

SLR Project No.: 183895

24/11/2025

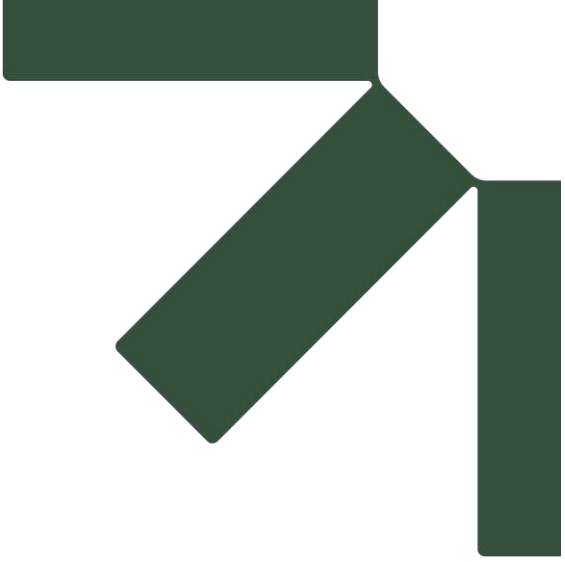
Route Comparison

Walking routes to bus stops on Eversley Road

Legend

-  British Legion (825-860m)
-  Bus Stop
-  Ducks Nest Farm (545-580m)
-  Ducks Nest Farm via Suggested Access (430-470m)
-  WBC Suggested Pedestrian Access





Appendix D Modelling Outputs

Ducks Nest, Arborfield

David Wilson Hoomes

SLR Project No.: 183895

24/11/2025

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: J4-Eversley Road Site Access-V2.j11

Path: O:\Exeter\Vectos\Exeter\Projects\180000\184395 - Ducks Nest Wokingham\184395B - Revised Submission\Modelling\Arcady

Report generation date: 09/10/2025 09:27:54

»2026 | + Dev (Flat) | AM
 »2026 | + Dev (Flat) | PM
 »2036 | + Dev (Flat) | AM
 »2036 | + Dev (Flat) | PM
 »2026 | + Dev (One Hour) | AM
 »2026 | + Dev (One Hour) | PM
 »2036 | + Dev (One Hour) | AM
 »2036 | + Dev (One Hour) | PM

Summary of junction performance

	AM					PM				
	Q (Veh)	Delay (s)	RFC	LOS	Junction LOS	Q (Veh)	Delay (s)	RFC	LOS	Junction LOS
	2026 - + Dev (Flat)									
1 - Langley Common Road	2.3	11.10	0.69	B	A	1.6	8.76	0.62	A	A
2 - Balred Road	0.4	7.61	0.28	A		0.3	6.53	0.24	A	
3 - A327 Everlsey Road (SW)	2.4	11.20	0.71	B		0.9	5.74	0.47	A	
4 - Site Access	0.1	7.09	0.06	A		0.0	4.64	0.02	A	
5 - A327 Eversley Road (N)	0.7	6.31	0.43	A		0.6	5.37	0.39	A	
	2026 - + Dev (One Hour)									
1 - Langley Common Road	3.4	15.31	0.78	C	B	2.2	11.05	0.69	B	A
2 - Balred Road	0.5	9.04	0.33	A		0.4	7.42	0.28	A	
3 - A327 Everlsey Road (SW)	3.7	15.84	0.79	C		1.1	6.45	0.52	A	
4 - Site Access	0.1	8.32	0.08	A		0.0	4.96	0.02	A	
5 - A327 Eversley Road (N)	1.0	7.37	0.49	A		0.8	6.05	0.44	A	
	2036 - + Dev (Flat)									
1 - Langley Common Road	3.3	15.06	0.77	C	B	2.2	10.95	0.69	B	A
2 - Balred Road	0.5	8.95	0.33	A		0.4	7.39	0.28	A	
3 - A327 Everlsey Road (SW)	3.7	15.54	0.79	C		1.1	6.42	0.52	A	
4 - Site Access	0.1	8.16	0.07	A		0.0	4.95	0.02	A	
5 - A327 Eversley Road (N)	0.9	7.23	0.49	A		0.8	5.99	0.44	A	
	2036 - + Dev (One Hour)									
1 - Langley Common Road	5.8	24.84	0.86	C	C	3.3	15.24	0.77	C	B
2 - Balred Road	0.7	11.21	0.41	B		0.5	8.68	0.34	A	
3 - A327 Everlsey Road (SW)	6.7	26.92	0.88	D		1.4	7.42	0.58	A	
4 - Site Access	0.1	9.91	0.10	A		0.0	5.35	0.02	A	
5 - A327 Eversley Road (N)	1.2	8.79	0.56	A		1.0	6.93	0.50	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s.

File summary

File Description

Title	
Location	
Site number	
Date	17/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR/ben.stone
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	Veh	Veh	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2026	+ Dev (Flat)	AM	FLAT	08:00	09:00	60	15
D2	2026	+ Dev (Flat)	PM	FLAT	17:00	18:00	60	15
D3	2036	+ Dev (Flat)	AM	FLAT	08:00	09:00	60	15
D4	2036	+ Dev (Flat)	PM	FLAT	17:00	18:00	60	15
D5	2026	+ Dev (One Hour)	AM	ONE HOUR	08:00	09:30		15
D6	2026	+ Dev (One Hour)	PM	ONE HOUR	17:00	18:30		15
D7	2036	+ Dev (One Hour)	AM	ONE HOUR	08:00	09:30		15
D8	2036	+ Dev (One Hour)	PM	ONE HOUR	17:00	18:30		15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 | + Dev (Flat) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	4 - Site Access - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 4 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A372 Eversley Road Langley Common Road	Standard Roundabout		1, 2, 3, 4, 5	9.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.85	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Langley Common Road		
2	Balred Road		
3	A327 Everlsey Road (SW)		
4	Site Access		
5	A327 Eversley Road (N)		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - Langley Common Road	3.70	4.50	3.4	12.0	36.0	15.5		
2 - Balred Road	3.40	4.00	2.5	25.0	36.0	12.0		
3 - A327 Everlsey Road (SW)	4.40	4.40	0.0	10.0	36.0	18.5		
4 - Site Access	3.00	4.50	6.8	40.0	36.0	15.5		
5 - A327 Eversley Road (N)	3.50	4.50	22.5	26.0	36.0	9.0		

Zebra Crossings

Arm	VGAP (PCU)	Vehs queueing on exit (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry) (m)	Crossing time (entry) (s)	Crossing length (exit) (m)	Crossing time (exit) (s)
1 - Langley Common Road	11.00	11.00		Distance	7.75	5.54				
4 - Site Access	3.00	3.00		Distance	6.00	4.29				
5 - A327 Eversley Road (N)	1.00	1.00	✓	Distance			5.00	3.57	5.20	3.71

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Langley Common Road	0.571	1282
2 - Balred Road	0.574	1215
3 - A327 Everlsey Road (SW)	0.571	1321
4 - Site Access	0.585	1263
5 - A327 Eversley Road (N)	0.623	1437

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2026	+ Dev (Flat)	AM	FLAT	08:00	09:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Langley Common Road		✓	737	100.000
2 - Balred Road		✓	181	100.000
3 - A327 Everlsey Road (SW)		✓	787	100.000
4 - Site Access		✓	35	100.000
5 - A327 Eversley Road (N)		✓	429	100.000

Demand overview (Pedestrians)

Arm	Av. Ped flow (Ped/hr)
1 - Langley Common Road	120.00
2 - Balred Road	
3 - A327 Everlsey Road (SW)	
4 - Site Access	120.00
5 - A327 Eversley Road (N)	120.00

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	29	531	2	175
	2 - Balred Road	54	0	75	0	52
	3 - A327 Everlsey Road (SW)	481	28	0	7	271
	4 - Site Access	4	1	16	0	14
	5 - A327 Eversley Road (N)	190	31	202	6	0

Vehicle Mix

Heavy Vehicle %

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	0	6	0	3
	2 - Balred Road	0	0	0	0	0
	3 - A327 Everlsey Road (SW)	5	0	0	0	3
	4 - Site Access	0	0	0	0	0
	5 - A327 Eversley Road (N)	3	3	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
1 - Langley Common Road	0.69	11.10	2.3	B
2 - Balred Road	0.28	7.61	0.4	A
3 - A327 Everlsey Road (SW)	0.71	11.20	2.4	B
4 - Site Access	0.06	7.09	0.1	A
5 - A327 Eversley Road (N)	0.43	6.31	0.7	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	737	282	120.00	1062	0.694	728	2.2	10.524	B
2 - Balred Road	181	922		660	0.274	180	0.4	7.471	A
3 - A327 Everlsey Road (SW)	787	286		1110	0.709	778	2.3	10.565	B
4 - Site Access	35	1049	120.00	550	0.064	35	0.1	6.978	A
5 - A327 Eversley Road (N)	429	577	120.00	1003	0.428	426	0.7	6.207	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	737	284	120.00	1061	0.695	737	2.2	11.087	B
2 - Balred Road	181	932		654	0.277	181	0.4	7.608	A
3 - A327 Everlsey Road (SW)	787	289		1108	0.710	787	2.4	11.186	B
4 - Site Access	35	1061	120.00	542	0.065	35	0.1	7.093	A
5 - A327 Eversley Road (N)	429	584	120.00	999	0.429	429	0.7	6.311	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	737	284	120.00	1061	0.695	737	2.2	11.098	B
2 - Balred Road	181	932		654	0.277	181	0.4	7.609	A
3 - A327 Everlsey Road (SW)	787	289		1108	0.710	787	2.4	11.200	B
4 - Site Access	35	1061	120.00	542	0.065	35	0.1	7.094	A
5 - A327 Eversley Road (N)	429	584	120.00	999	0.429	429	0.7	6.311	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	737	284	120.00	1061	0.695	737	2.3	11.103	B
2 - Balred Road	181	932		654	0.277	181	0.4	7.610	A
3 - A327 Everlsey Road (SW)	787	289		1108	0.710	787	2.4	11.205	B
4 - Site Access	35	1061	120.00	542	0.065	35	0.1	7.095	A
5 - A327 Eversley Road (N)	429	584	120.00	999	0.429	429	0.7	6.311	A

2026 | + Dev (Flat) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A372 Eversley Road Langley Common Road	Standard Roundabout		1, 2, 3, 4, 5	6.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2026	+ Dev (Flat)	PM	FLAT	17:00	18:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Langley Common Road		✓	668	100.000
2 - Balred Road		✓	173	100.000
3 - A327 Everlsey Road (SW)		✓	560	100.000
4 - Site Access		✓	13	100.000
5 - A327 Eversley Road (N)		✓	422	100.000

Demand overview (Pedestrians)

Arm	Av. Ped flow (Ped/hr)
1 - Langley Common Road	120.00
2 - Balred Road	
3 - A327 Everlsey Road (SW)	
4 - Site Access	120.00
5 - A327 Eversley Road (N)	120.00

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	49	501	4	114
	2 - Balred Road	57	0	89	1	26
	3 - A327 Everlsey Road (SW)	360	50	0	14	136
	4 - Site Access	2	0	6	0	5
	5 - A327 Eversley Road (N)	162	51	197	12	0

Vehicle Mix

Heavy Vehicle %

From	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
1 - Langley Common Road		0	2	2	0	2
2 - Balred Road		0	0	1	0	0
3 - A327 Everlsey Road (SW)		1	0	0	0	1
4 - Site Access		0	0	0	0	0
5 - A327 Eversley Road (N)		3	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
1 - Langley Common Road	0.62	8.76	1.6	A
2 - Balred Road	0.24	6.53	0.3	A
3 - A327 Everlsey Road (SW)	0.47	5.74	0.9	A
4 - Site Access	0.02	4.64	0.0	A
5 - A327 Eversley Road (N)	0.39	5.37	0.6	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	668	314	120.00	1080	0.619	662	1.6	8.487	A
2 - Balred Road	173	827		728	0.238	172	0.3	6.453	A
3 - A327 Everlsey Road (SW)	560	212		1188	0.471	556	0.9	5.666	A
4 - Site Access	13	738	120.00	792	0.016	13	0.0	4.619	A
5 - A327 Eversley Road (N)	422	472	120.00	1094	0.386	420	0.6	5.322	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	668	316	120.00	1079	0.619	668	1.6	8.757	A
2 - Balred Road	173	834		724	0.239	173	0.3	6.529	A
3 - A327 Everlsey Road (SW)	560	214		1187	0.472	560	0.9	5.738	A
4 - Site Access	13	743	120.00	789	0.016	13	0.0	4.639	A
5 - A327 Eversley Road (N)	422	475	120.00	1092	0.387	422	0.6	5.373	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	668	316	120.00	1079	0.619	668	1.6	8.759	A
2 - Balred Road	173	834		724	0.239	173	0.3	6.529	A
3 - A327 Everlsey Road (SW)	560	214		1187	0.472	560	0.9	5.738	A
4 - Site Access	13	743	120.00	789	0.016	13	0.0	4.639	A
5 - A327 Eversley Road (N)	422	475	120.00	1092	0.387	422	0.6	5.373	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	668	316	120.00	1079	0.619	668	1.6	8.762	A
2 - Balred Road	173	834		724	0.239	173	0.3	6.529	A
3 - A327 Everlsey Road (SW)	560	214		1187	0.472	560	0.9	5.738	A
4 - Site Access	13	743	120.00	789	0.016	13	0.0	4.640	A
5 - A327 Eversley Road (N)	422	475	120.00	1092	0.387	422	0.6	5.373	A

2036 | + Dev (Flat) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	4 - Site Access - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 4 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A372 Eversley Road Langley Common Road	Standard Roundabout		1, 2, 3, 4, 5	13.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2036	+ Dev (Flat)	AM	FLAT	08:00	09:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Langley Common Road		✓	808	100.000
2 - Balred Road		✓	199	100.000
3 - A327 Everlsey Road (SW)		✓	862	100.000
4 - Site Access		✓	35	100.000
5 - A327 Eversley Road (N)		✓	470	100.000

Demand overview (Pedestrians)

Arm	Av. Ped flow (Ped/hr)
1 - Langley Common Road	120.00
2 - Balred Road	
3 - A327 Everlsey Road (SW)	
4 - Site Access	120.00
5 - A327 Eversley Road (N)	120.00

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	32	582	2	192
	2 - Balred Road	59	0	83	0	57
	3 - A327 Everlsey Road (SW)	527	31	0	7	297
	4 - Site Access	4	1	16	0	14
	5 - A327 Eversley Road (N)	208	34	222	6	0

Vehicle Mix

Heavy Vehicle %

From	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
	1 - Langley Common Road	0	0	6	0	3
	2 - Balred Road	0	0	0	0	0
	3 - A327 Everlsey Road (SW)	5	0	0	0	3
	4 - Site Access	0	0	0	0	0
	5 - A327 Eversley Road (N)	3	3	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
1 - Langley Common Road	0.77	15.06	3.3	C
2 - Balred Road	0.33	8.95	0.5	A
3 - A327 Everlsey Road (SW)	0.79	15.54	3.7	C
4 - Site Access	0.07	8.16	0.1	A
5 - A327 Eversley Road (N)	0.49	7.23	0.9	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	808	307	120.00	1048	0.771	795	3.1	13.653	B
2 - Balred Road	199	1006		609	0.327	197	0.5	8.692	A
3 - A327 Everlsey Road (SW)	862	312		1095	0.787	848	3.4	13.896	B
4 - Site Access	35	1145	120.00	488	0.072	35	0.1	7.945	A
5 - A327 Eversley Road (N)	470	628	120.00	973	0.483	466	0.9	7.052	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	808	310	120.00	1046	0.772	808	3.3	14.993	B
2 - Balred Road	199	1020		601	0.331	199	0.5	8.947	A
3 - A327 Everlsey Road (SW)	862	316		1093	0.789	861	3.6	15.449	C
4 - Site Access	35	1162	120.00	477	0.073	35	0.1	8.152	A
5 - A327 Eversley Road (N)	470	638	120.00	968	0.486	470	0.9	7.231	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	808	310	120.00	1046	0.772	808	3.3	15.045	C
2 - Balred Road	199	1020		601	0.331	199	0.5	8.953	A
3 - A327 Everlsey Road (SW)	862	316		1093	0.789	862	3.6	15.521	C
4 - Site Access	35	1163	120.00	476	0.073	35	0.1	8.157	A
5 - A327 Eversley Road (N)	470	638	120.00	968	0.486	470	0.9	7.233	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	808	310	120.00	1046	0.772	808	3.3	15.063	C
2 - Balred Road	199	1020		601	0.331	199	0.5	8.954	A
3 - A327 Everlsey Road (SW)	862	316		1093	0.789	862	3.7	15.543	C
4 - Site Access	35	1163	120.00	476	0.074	35	0.1	8.159	A
5 - A327 Eversley Road (N)	470	638	120.00	968	0.486	470	0.9	7.234	A

2036 | + Dev (Flat) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A372 Eversley Road Langley Common Road	Standard Roundabout		1, 2, 3, 4, 5	8.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2036	+ Dev (Flat)	PM	FLAT	17:00	18:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Langley Common Road		✓	734	100.000
2 - Balred Road		✓	190	100.000
3 - A327 Everlsey Road (SW)		✓	616	100.000
4 - Site Access		✓	13	100.000
5 - A327 Eversley Road (N)		✓	463	100.000

Demand overview (Pedestrians)

Arm	Av. Ped flow (Ped/hr)
1 - Langley Common Road	120.00
2 - Balred Road	
3 - A327 Everlsey Road (SW)	
4 - Site Access	120.00
5 - A327 Eversley Road (N)	120.00

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	53	552	4	125
	2 - Balred Road	63	0	98	1	28
	3 - A327 Everlsey Road (SW)	397	55	0	14	150
	4 - Site Access	2	0	6	0	5
	5 - A327 Eversley Road (N)	179	56	216	12	0

Vehicle Mix

Heavy Vehicle %

From	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
1 - Langley Common Road		0	2	2	0	2
2 - Balred Road		0	0	1	0	0
3 - A327 Everlsey Road (SW)		1	0	0	0	1
4 - Site Access		0	0	0	0	0
5 - A327 Eversley Road (N)		3	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
1 - Langley Common Road	0.69	10.95	2.2	B
2 - Balred Road	0.28	7.39	0.4	A
3 - A327 Everlsey Road (SW)	0.52	6.42	1.1	A
4 - Site Access	0.02	4.95	0.0	A
5 - A327 Eversley Road (N)	0.44	5.99	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	734	343	120.00	1064	0.690	725	2.1	10.396	B
2 - Balred Road	190	906		683	0.278	188	0.4	7.263	A
3 - A327 Everlsey Road (SW)	616	231		1178	0.523	612	1.1	6.313	A
4 - Site Access	13	812	120.00	745	0.017	13	0.0	4.919	A
5 - A327 Eversley Road (N)	463	519	120.00	1066	0.434	460	0.8	5.907	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	734	345	120.00	1062	0.691	734	2.2	10.939	B
2 - Balred Road	190	915		677	0.281	190	0.4	7.387	A
3 - A327 Everlsey Road (SW)	616	233		1176	0.524	616	1.1	6.423	A
4 - Site Access	13	818	120.00	741	0.018	13	0.0	4.947	A
5 - A327 Eversley Road (N)	463	523	120.00	1064	0.435	463	0.8	5.986	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	734	345	120.00	1062	0.691	734	2.2	10.950	B
2 - Balred Road	190	915		677	0.281	190	0.4	7.388	A
3 - A327 Everlsey Road (SW)	616	233		1176	0.524	616	1.1	6.423	A
4 - Site Access	13	818	120.00	741	0.018	13	0.0	4.947	A
5 - A327 Eversley Road (N)	463	523	120.00	1064	0.435	463	0.8	5.986	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	734	345	120.00	1062	0.691	734	2.2	10.955	B
2 - Balred Road	190	915		677	0.281	190	0.4	7.388	A
3 - A327 Everlsey Road (SW)	616	233		1176	0.524	616	1.1	6.423	A
4 - Site Access	13	818	120.00	741	0.018	13	0.0	4.947	A
5 - A327 Eversley Road (N)	463	523	120.00	1064	0.435	463	0.8	5.987	A

2026 | + Dev (One Hour) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	4 - Site Access - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 4 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A372 Eversley Road Langley Common Road	Standard Roundabout		1, 2, 3, 4, 5	13.33	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.33	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026	+ Dev (One Hour)	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Langley Common Road		✓	737	100.000
2 - Balred Road		✓	181	100.000
3 - A327 Everlsey Road (SW)		✓	787	100.000
4 - Site Access		✓	35	100.000
5 - A327 Eversley Road (N)		✓	429	100.000

Demand overview (Pedestrians)

Arm	Av. Ped flow (Ped/hr)
1 - Langley Common Road	120.00
2 - Balred Road	
3 - A327 Everlsey Road (SW)	
4 - Site Access	120.00
5 - A327 Eversley Road (N)	120.00

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	29	531	2	175
	2 - Balred Road	54	0	75	0	52
	3 - A327 Everlsey Road (SW)	481	28	0	7	271
	4 - Site Access	4	1	16	0	14
	5 - A327 Eversley Road (N)	190	31	202	6	0

Vehicle Mix

Heavy Vehicle %

From	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
1 - Langley Common Road		0	0	6	0	3
2 - Balred Road		0	0	0	0	0
3 - A327 Everlsey Road (SW)		5	0	0	0	3
4 - Site Access		0	0	0	0	0
5 - A327 Eversley Road (N)		3	3	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
1 - Langley Common Road	0.78	15.31	3.4	C
2 - Balred Road	0.33	9.04	0.5	A
3 - A327 Everlsey Road (SW)	0.79	15.84	3.7	C
4 - Site Access	0.08	8.32	0.1	A
5 - A327 Eversley Road (N)	0.49	7.37	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	555	213	90.34	1101	0.504	551	1.0	6.497	A
2 - Balred Road	136	697		795	0.171	135	0.2	5.447	A
3 - A327 Everlsey Road (SW)	592	216		1149	0.516	588	1.0	6.378	A
4 - Site Access	26	793	90.34	727	0.036	26	0.0	5.136	A
5 - A327 Eversley Road (N)	323	437	90.34	1097	0.294	321	0.4	4.632	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	663	255	107.88	1077	0.615	660	1.6	8.584	A
2 - Balred Road	163	835		712	0.228	162	0.3	6.543	A
3 - A327 Everlsey Road (SW)	707	259		1125	0.629	705	1.7	8.528	A
4 - Site Access	31	951	107.88	618	0.051	31	0.1	6.141	A
5 - A327 Eversley Road (N)	386	523	107.88	1039	0.371	385	0.6	5.496	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	811	312	132.12	1046	0.776	805	3.2	14.549	B
2 - Balred Road	199	1019		602	0.331	199	0.5	8.913	A
3 - A327 Everlsey Road (SW)	867	316		1093	0.793	859	3.6	14.916	B
4 - Site Access	39	1159	132.12	477	0.081	38	0.1	8.208	A
5 - A327 Eversley Road (N)	472	638	132.12	964	0.490	471	0.9	7.281	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	811	313	132.12	1045	0.777	811	3.4	15.309	C
2 - Balred Road	199	1026		598	0.333	199	0.5	9.036	A
3 - A327 Everlsey Road (SW)	867	318		1092	0.794	866	3.7	15.839	C
4 - Site Access	39	1168	132.12	471	0.082	39	0.1	8.321	A
5 - A327 Eversley Road (N)	472	643	132.12	961	0.492	472	1.0	7.366	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	663	256	107.88	1076	0.615	669	1.6	8.985	A
2 - Balred Road	163	845		706	0.230	163	0.3	6.641	A
3 - A327 Everlsey Road (SW)	707	262		1123	0.630	715	1.7	8.987	A
4 - Site Access	31	964	107.88	609	0.052	32	0.1	6.236	A
5 - A327 Eversley Road (N)	386	530	107.88	1035	0.373	387	0.6	5.567	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	555	214	90.34	1100	0.504	557	1.0	6.663	A
2 - Balred Road	136	704		791	0.172	137	0.2	5.504	A
3 - A327 Everlsey Road (SW)	592	218		1147	0.516	595	1.1	6.548	A
4 - Site Access	26	802	90.34	721	0.037	26	0.0	5.187	A
5 - A327 Eversley Road (N)	323	442	90.34	1094	0.295	324	0.4	4.678	A

2026 | + Dev (One Hour) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A372 Eversley Road Langley Common Road	Standard Roundabout		1, 2, 3, 4, 5	8.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026	+ Dev (One Hour)	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Langley Common Road		✓	668	100.000
2 - Balred Road		✓	173	100.000
3 - A327 Everlsey Road (SW)		✓	560	100.000
4 - Site Access		✓	13	100.000
5 - A327 Eversley Road (N)		✓	422	100.000

Demand overview (Pedestrians)

Arm	Av. Ped flow (Ped/hr)
1 - Langley Common Road	120.00
2 - Balred Road	
3 - A327 Everlsey Road (SW)	
4 - Site Access	120.00
5 - A327 Eversley Road (N)	120.00

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	49	501	4	114
	2 - Balred Road	57	0	89	1	26
	3 - A327 Everlsey Road (SW)	360	50	0	14	136
	4 - Site Access	2	0	6	0	5
	5 - A327 Eversley Road (N)	162	51	197	12	0

Vehicle Mix

Heavy Vehicle %

From	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
1 - Langley Common Road		0	2	2	0	2
2 - Balred Road		0	0	1	0	0
3 - A327 Everlsey Road (SW)		1	0	0	0	1
4 - Site Access		0	0	0	0	0
5 - A327 Eversley Road (N)		3	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
1 - Langley Common Road	0.69	11.05	2.2	B
2 - Balred Road	0.28	7.42	0.4	A
3 - A327 Everlsey Road (SW)	0.52	6.45	1.1	A
4 - Site Access	0.02	4.96	0.0	A
5 - A327 Eversley Road (N)	0.44	6.05	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	503	237	90.34	1123	0.448	500	0.8	5.744	A
2 - Balred Road	130	624		846	0.154	130	0.2	5.018	A
3 - A327 Everlsey Road (SW)	422	160		1218	0.346	419	0.5	4.496	A
4 - Site Access	10	556	90.34	912	0.011	10	0.0	3.991	A
5 - A327 Eversley Road (N)	318	356	90.34	1173	0.271	316	0.4	4.193	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	601	284	107.88	1097	0.547	599	1.2	7.205	A
2 - Balred Road	156	748		774	0.201	155	0.2	5.813	A
3 - A327 Everlsey Road (SW)	503	192		1200	0.420	503	0.7	5.158	A
4 - Site Access	12	667	107.88	839	0.014	12	0.0	4.350	A
5 - A327 Eversley Road (N)	379	426	107.88	1125	0.337	379	0.5	4.822	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	735	347	132.12	1061	0.693	732	2.2	10.789	B
2 - Balred Road	190	914		678	0.281	190	0.4	7.372	A
3 - A327 Everlsey Road (SW)	617	235		1175	0.525	615	1.1	6.407	A
4 - Site Access	14	816	132.12	741	0.019	14	0.0	4.954	A
5 - A327 Eversley Road (N)	465	522	132.12	1060	0.438	464	0.8	6.022	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	735	348	132.12	1061	0.693	735	2.2	11.046	B
2 - Balred Road	190	918		675	0.282	190	0.4	7.422	A
3 - A327 Everlsey Road (SW)	617	236		1175	0.525	617	1.1	6.446	A
4 - Site Access	14	818	132.12	739	0.019	14	0.0	4.964	A
5 - A327 Eversley Road (N)	465	523	132.12	1059	0.439	465	0.8	6.051	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	601	285	107.88	1096	0.548	604	1.2	7.378	A
2 - Balred Road	156	754		771	0.202	156	0.3	5.861	A
3 - A327 Everlsey Road (SW)	503	193		1199	0.420	505	0.7	5.196	A
4 - Site Access	12	670	107.88	837	0.014	12	0.0	4.365	A
5 - A327 Eversley Road (N)	379	428	107.88	1124	0.338	380	0.5	4.848	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	503	238	90.34	1122	0.448	505	0.8	5.842	A
2 - Balred Road	130	630		843	0.155	131	0.2	5.056	A
3 - A327 Everlsey Road (SW)	422	162		1217	0.346	422	0.5	4.534	A
4 - Site Access	10	561	90.34	909	0.011	10	0.0	4.003	A
5 - A327 Eversley Road (N)	318	358	90.34	1172	0.271	318	0.4	4.219	A

2036 | + Dev (One Hour) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	4 - Site Access - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 4 timesegment(s).

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A372 Eversley Road Langley Common Road	Standard Roundabout		1, 2, 3, 4, 5	21.12	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.12	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2036	+ Dev (One Hour)	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Langley Common Road		✓	808	100.000
2 - Balred Road		✓	199	100.000
3 - A327 Everlsey Road (SW)		✓	862	100.000
4 - Site Access		✓	35	100.000
5 - A327 Eversley Road (N)		✓	470	100.000

Demand overview (Pedestrians)

Arm	Av. Ped flow (Ped/hr)
1 - Langley Common Road	120.00
2 - Balred Road	
3 - A327 Everlsey Road (SW)	
4 - Site Access	120.00
5 - A327 Eversley Road (N)	120.00

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	32	582	2	192
	2 - Balred Road	59	0	83	0	57
	3 - A327 Everlsey Road (SW)	527	31	0	7	297
	4 - Site Access	4	1	16	0	14
	5 - A327 Eversley Road (N)	208	34	222	6	0

Vehicle Mix

Heavy Vehicle %

From	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
1 - Langley Common Road		0	0	6	0	3
2 - Balred Road		0	0	0	0	0
3 - A327 Everlsey Road (SW)		5	0	0	0	3
4 - Site Access		0	0	0	0	0
5 - A327 Eversley Road (N)		3	3	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
1 - Langley Common Road	0.86	24.84	5.8	C
2 - Balred Road	0.41	11.21	0.7	B
3 - A327 Everlsey Road (SW)	0.88	26.92	6.7	D
4 - Site Access	0.10	9.91	0.1	A
5 - A327 Eversley Road (N)	0.56	8.79	1.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	608	232	90.34	1090	0.558	603	1.2	7.324	A
2 - Balred Road	150	762		756	0.198	149	0.2	5.917	A
3 - A327 Everlsey Road (SW)	649	236		1138	0.571	644	1.3	7.218	A
4 - Site Access	26	869	90.34	675	0.039	26	0.0	5.543	A
5 - A327 Eversley Road (N)	354	477	90.34	1073	0.330	352	0.5	4.979	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	726	278	107.88	1064	0.682	723	2.1	10.443	B
2 - Balred Road	179	913		665	0.269	178	0.4	7.387	A
3 - A327 Everlsey Road (SW)	775	283		1111	0.697	771	2.2	10.470	B
4 - Site Access	31	1041	107.88	558	0.056	31	0.1	6.841	A
5 - A327 Eversley Road (N)	423	571	107.88	1011	0.418	422	0.7	6.100	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	890	340	132.12	1030	0.864	876	5.4	21.764	C
2 - Balred Road	219	1109		547	0.400	218	0.7	10.891	B
3 - A327 Everlsey Road (SW)	949	344		1077	0.881	934	6.1	22.895	C
4 - Site Access	39	1261	132.12	412	0.094	38	0.1	9.629	A
5 - A327 Eversley Road (N)	517	692	132.12	932	0.555	515	1.2	8.596	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	890	341	132.12	1029	0.865	888	5.8	24.842	C
2 - Balred Road	219	1121		540	0.406	219	0.7	11.213	B
3 - A327 Everlsey Road (SW)	949	347		1075	0.883	947	6.7	26.918	D
4 - Site Access	39	1278	132.12	402	0.096	39	0.1	9.906	A
5 - A327 Eversley Road (N)	517	701	132.12	927	0.558	517	1.2	8.789	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	726	281	107.88	1063	0.683	741	2.2	11.630	B
2 - Balred Road	179	932		654	0.274	180	0.4	7.615	A
3 - A327 Everlsey Road (SW)	775	288		1108	0.699	792	2.4	11.947	B
4 - Site Access	31	1067	107.88	541	0.058	32	0.1	7.076	A
5 - A327 Eversley Road (N)	423	585	107.88	1003	0.421	425	0.7	6.248	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	608	234	90.34	1089	0.559	612	1.3	7.607	A
2 - Balred Road	150	772		750	0.200	150	0.3	6.005	A
3 - A327 Everlsey Road (SW)	649	239		1136	0.571	653	1.4	7.522	A
4 - Site Access	26	881	90.34	667	0.040	26	0.0	5.621	A
5 - A327 Eversley Road (N)	354	483	90.34	1069	0.331	355	0.5	5.048	A

2036 | + Dev (One Hour) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A372 Eversley Road Langley Common Road	Standard Roundabout		1, 2, 3, 4, 5	10.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.27	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2036	+ Dev (One Hour)	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Langley Common Road		✓	734	100.000
2 - Balred Road		✓	190	100.000
3 - A327 Everlsey Road (SW)		✓	616	100.000
4 - Site Access		✓	13	100.000
5 - A327 Eversley Road (N)		✓	463	100.000

Demand overview (Pedestrians)

Arm	Av. Ped flow (Ped/hr)
1 - Langley Common Road	120.00
2 - Balred Road	
3 - A327 Everlsey Road (SW)	
4 - Site Access	120.00
5 - A327 Eversley Road (N)	120.00

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
From	1 - Langley Common Road	0	53	552	4	125
	2 - Balred Road	63	0	98	1	28
	3 - A327 Everlsey Road (SW)	397	55	0	14	150
	4 - Site Access	2	0	6	0	5
	5 - A327 Eversley Road (N)	179	56	216	12	0

Vehicle Mix

Heavy Vehicle %

From	To					
		1 - Langley Common Road	2 - Balred Road	3 - A327 Everlsey Road (SW)	4 - Site Access	5 - A327 Eversley Road (N)
1 - Langley Common Road		0	2	2	0	2
2 - Balred Road		0	0	1	0	0
3 - A327 Everlsey Road (SW)		1	0	0	0	1
4 - Site Access		0	0	0	0	0
5 - A327 Eversley Road (N)		3	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS
1 - Langley Common Road	0.77	15.24	3.3	C
2 - Balred Road	0.34	8.68	0.5	A
3 - A327 Everlsey Road (SW)	0.58	7.42	1.4	A
4 - Site Access	0.02	5.35	0.0	A
5 - A327 Eversley Road (N)	0.50	6.93	1.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	553	258	90.34	1111	0.497	549	1.0	6.358	A
2 - Balred Road	143	684		811	0.176	142	0.2	5.375	A
3 - A327 Everlsey Road (SW)	464	174		1210	0.383	461	0.6	4.793	A
4 - Site Access	10	612	90.34	876	0.011	10	0.0	4.158	A
5 - A327 Eversley Road (N)	349	392	90.34	1152	0.303	347	0.4	4.461	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	660	310	107.88	1082	0.610	658	1.5	8.432	A
2 - Balred Road	171	820		732	0.233	170	0.3	6.403	A
3 - A327 Everlsey Road (SW)	554	209		1190	0.465	553	0.9	5.640	A
4 - Site Access	12	734	107.88	796	0.015	12	0.0	4.591	A
5 - A327 Eversley Road (N)	416	469	107.88	1100	0.378	416	0.6	5.254	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	808	379	132.12	1043	0.775	801	3.2	14.480	B
2 - Balred Road	209	1000		628	0.333	208	0.5	8.574	A
3 - A327 Everlsey Road (SW)	678	255		1164	0.583	676	1.4	7.351	A
4 - Site Access	14	897	132.12	689	0.021	14	0.0	5.337	A
5 - A327 Eversley Road (N)	510	574	132.12	1030	0.495	508	1.0	6.876	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	808	380	132.12	1043	0.775	808	3.3	15.239	C
2 - Balred Road	209	1007		624	0.335	209	0.5	8.682	A
3 - A327 Everlsey Road (SW)	678	256		1163	0.583	678	1.4	7.422	A
4 - Site Access	14	900	132.12	686	0.021	14	0.0	5.355	A
5 - A327 Eversley Road (N)	510	576	132.12	1029	0.495	510	1.0	6.927	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	660	311	107.88	1081	0.610	667	1.6	8.820	A
2 - Balred Road	171	830		727	0.235	172	0.3	6.495	A
3 - A327 Everlsey Road (SW)	554	211		1189	0.466	556	0.9	5.705	A
4 - Site Access	12	739	107.88	792	0.015	12	0.0	4.611	A
5 - A327 Eversley Road (N)	416	472	107.88	1098	0.379	418	0.6	5.298	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Langley Common Road	553	260	90.34	1110	0.498	555	1.0	6.511	A
2 - Balred Road	143	691		807	0.177	143	0.2	5.427	A
3 - A327 Everlsey Road (SW)	464	176		1209	0.384	465	0.6	4.845	A
4 - Site Access	10	617	90.34	872	0.011	10	0.0	4.174	A
5 - A327 Eversley Road (N)	349	395	90.34	1151	0.303	349	0.4	4.498	A

