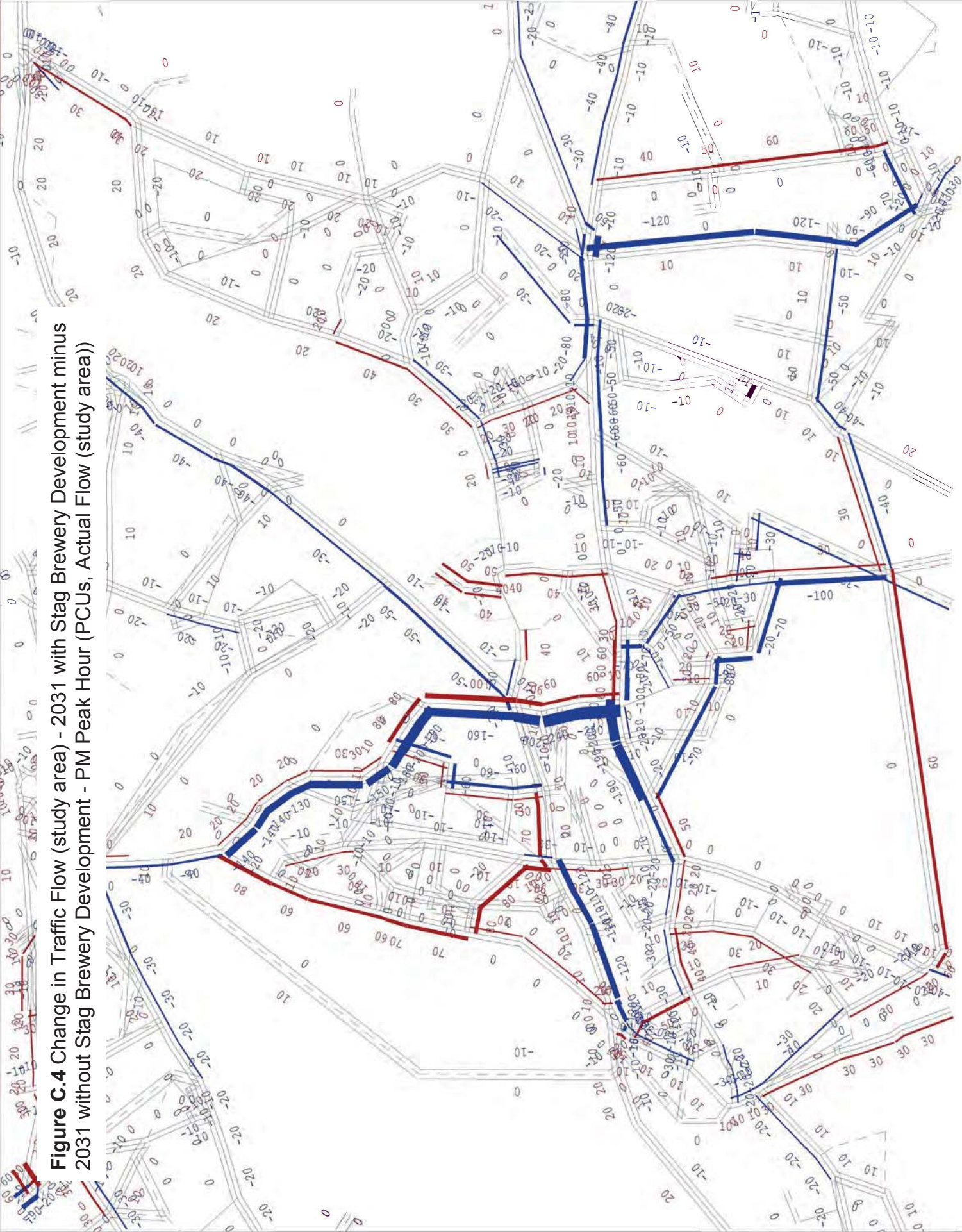


Figure C.4 Change in Traffic Flow (study area) - 2031 with Stag Brewery Development minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs, Actual Flow (study area))



SATURN

Atkins Ltd /
DVV / ITS

8NET_ROOT_PM
SB_FBOa.UFS
PM_SB_WDMM0a

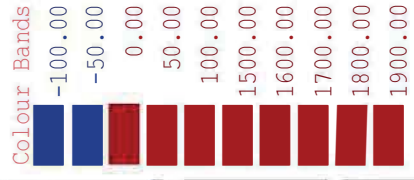
Scale 24797

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
100./mm



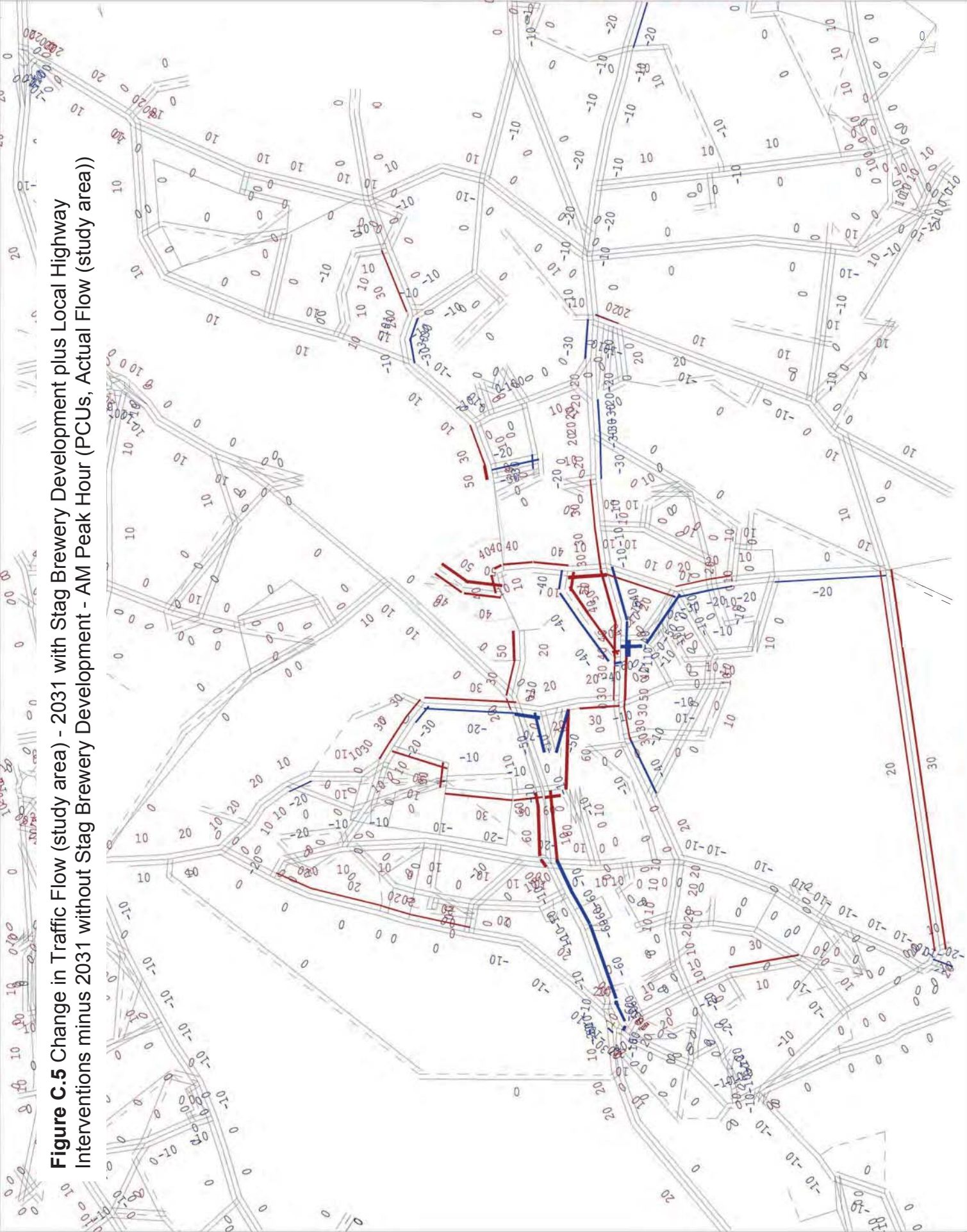
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Converge-IB

Bandwidth units
Multiplier = 200.00/mm
by user-set

22/11/17

PETER BRETT

Figure C.5 Change in Traffic Flow (study area) - 2031 with Stag Brewery Development plus Local Highway Interventions minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs, Actual Flow (study area))



SATURN

Atkins Ltd /
DVV / ITS

8NET_R001_AM
SB_FB0a.UFS
1_AM_SB_WD0a

Scale 24797

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
100./mm

Colour Bands

0- 0
Node data: 1

Converge-IN

Bandwidth units
Full 200.00/mm
by user-set

Bandwidths:

PETER BRETT

SATURN

Atkins Ltd /
DVV / ITS

8NET_R001_PM
SB_FB0a.UFS
1_PM_SB_WD0a

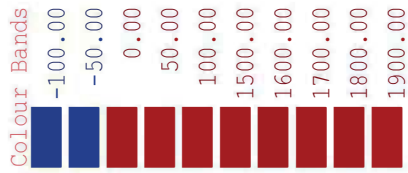
Scale 24797

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
100./mm



0- 0
Node data: 1
Converge-IM

Bandwidth units
= 200.00/mm
by user-set

Page: 7

PETER BRETT

Figure C.6 Change in Traffic Flow (study area) - 2031 with Stag Brewery Development plus Local Highway Interventions minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs, Actual Flow (study area))

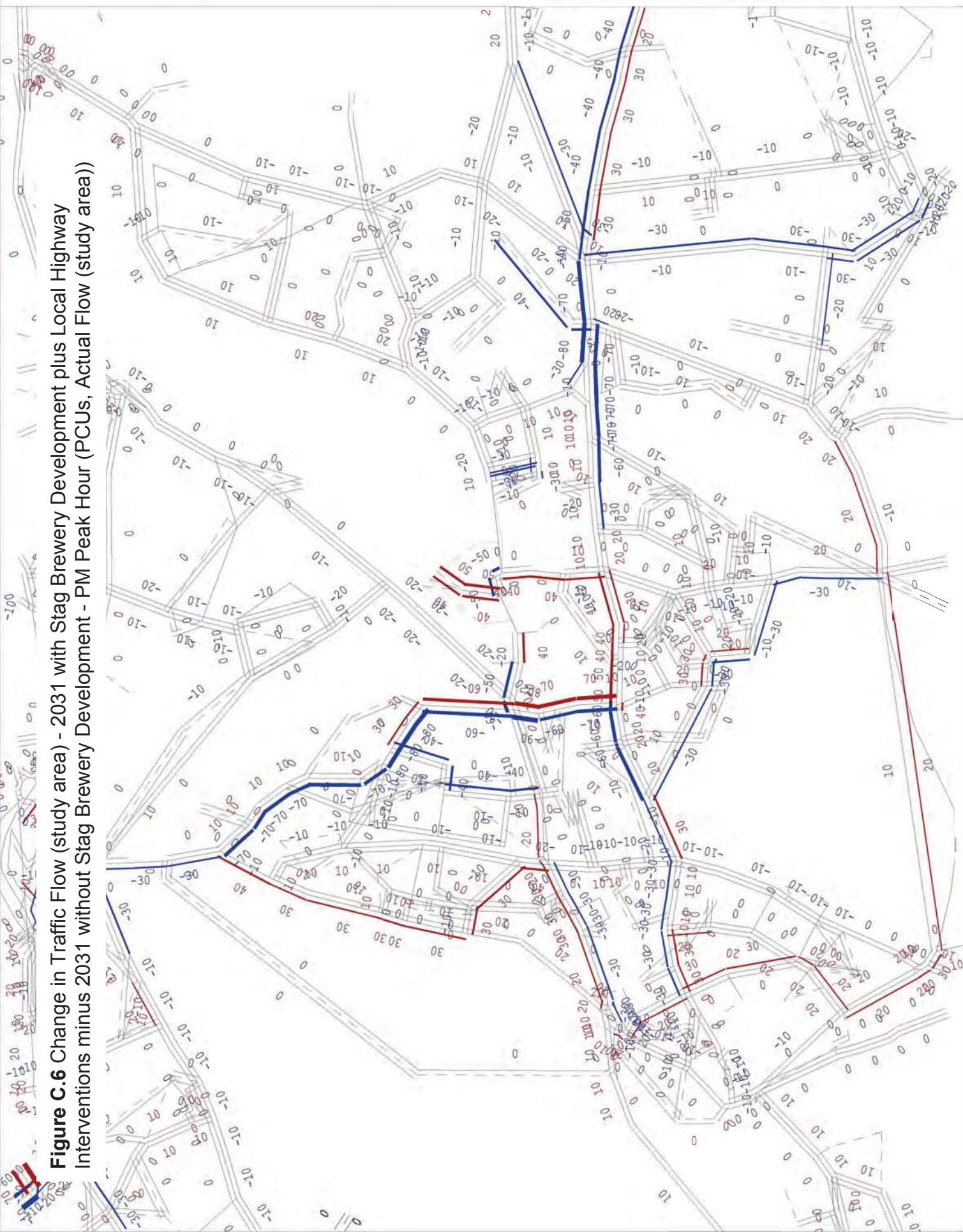
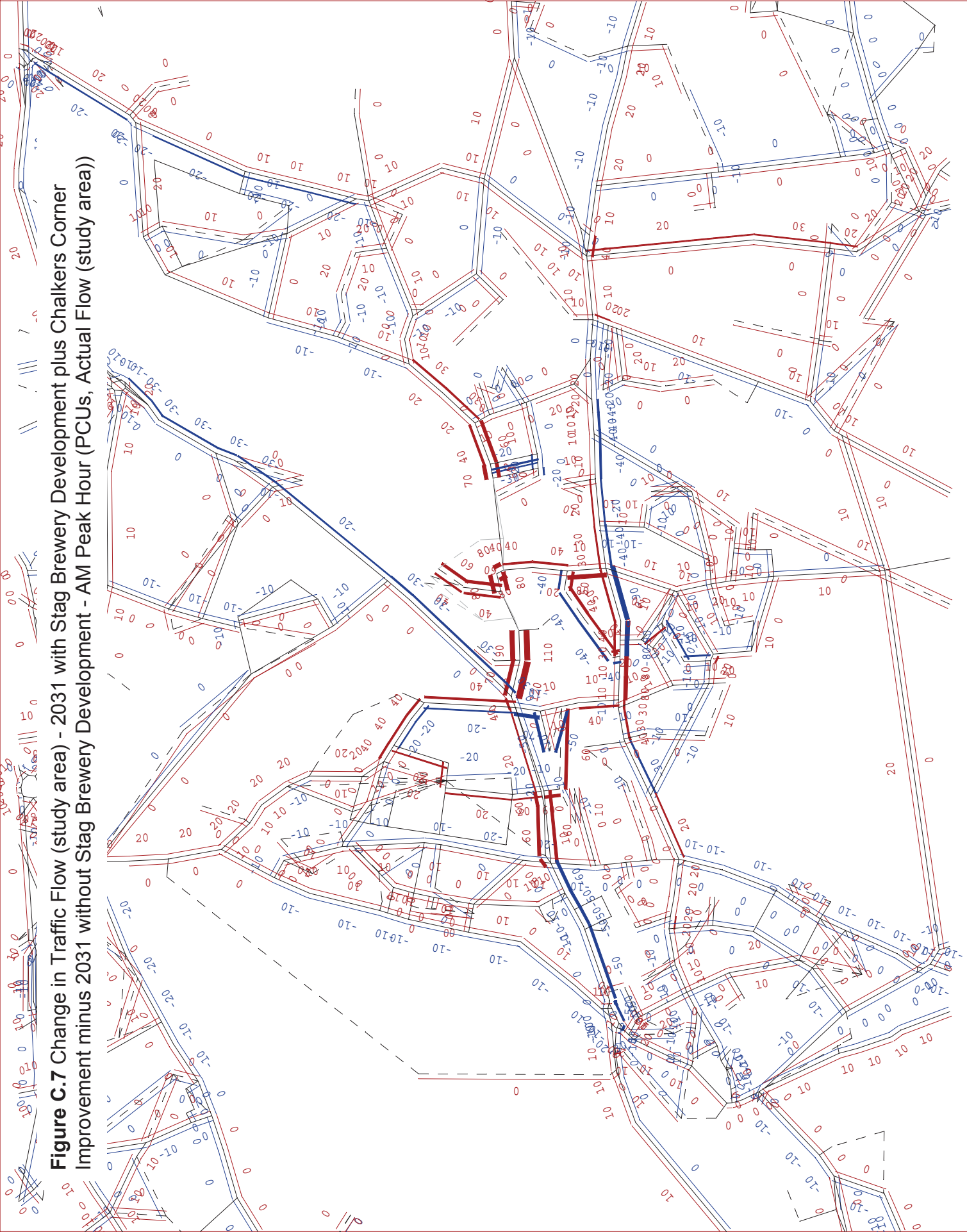


Figure C.7 Change in Traffic Flow (study area) - 2031 with Stag Brewery Development plus Chalkers Corner Improvement minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs, Actual Flow (study area))



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_FB0a.UFS
AM_SB_WDCC0d

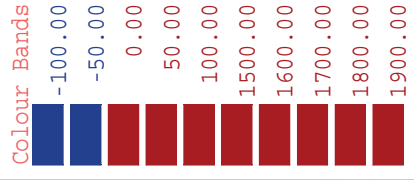
Scale 24797

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
100./mm



Node data:
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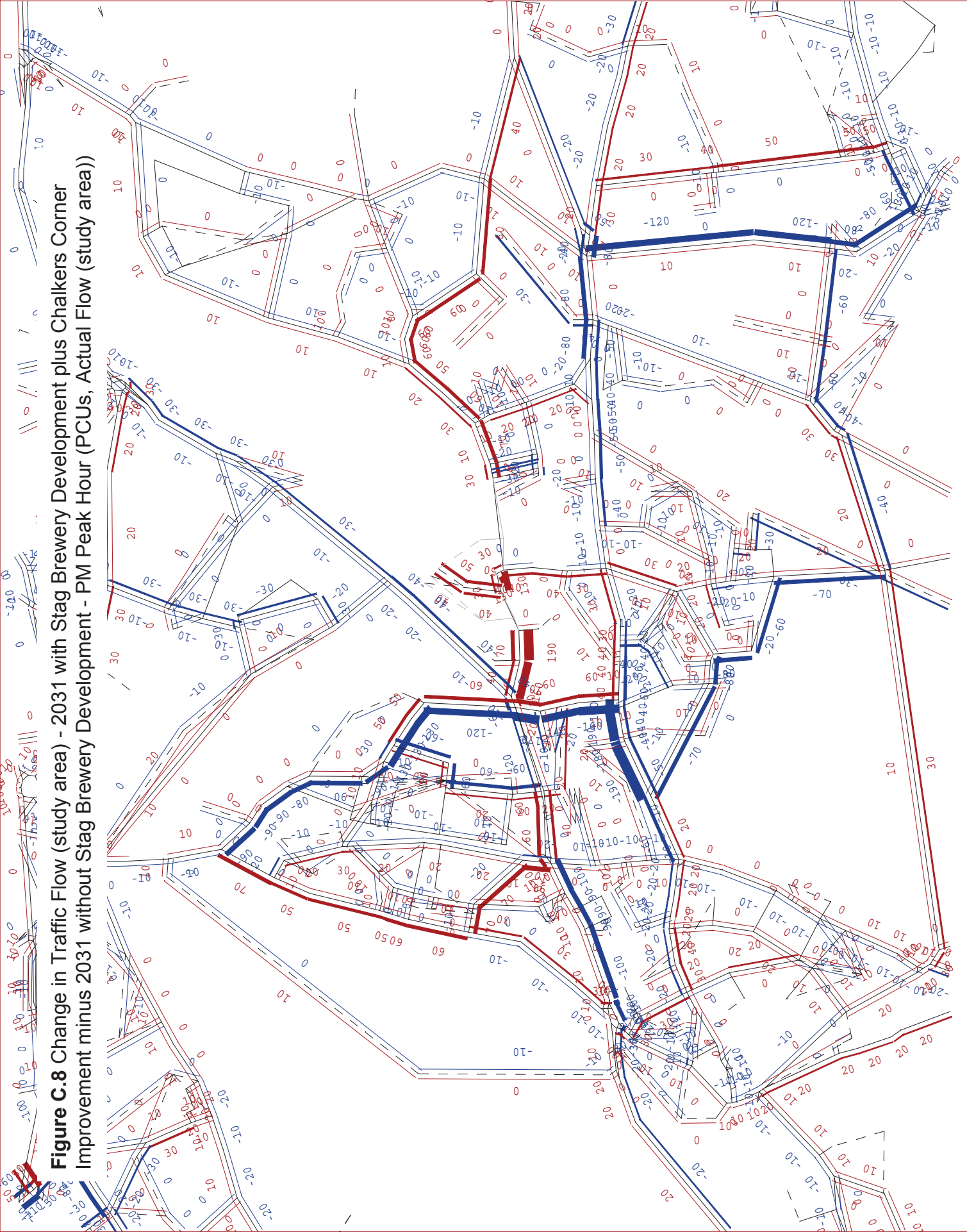
Stockwellgar:INS
= 200.00/mm

Multi-Colour
by user-set

ranges?

PETER BRETT

Figure C.8 Change in Traffic Flow (study area) - 2031 with Stag Brewery Development plus Chalkers Corner Improvement minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs, Actual Flow (study area))



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
PM_SB_WDCC0C

Scale 24797

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
100./mm

Colour Bands

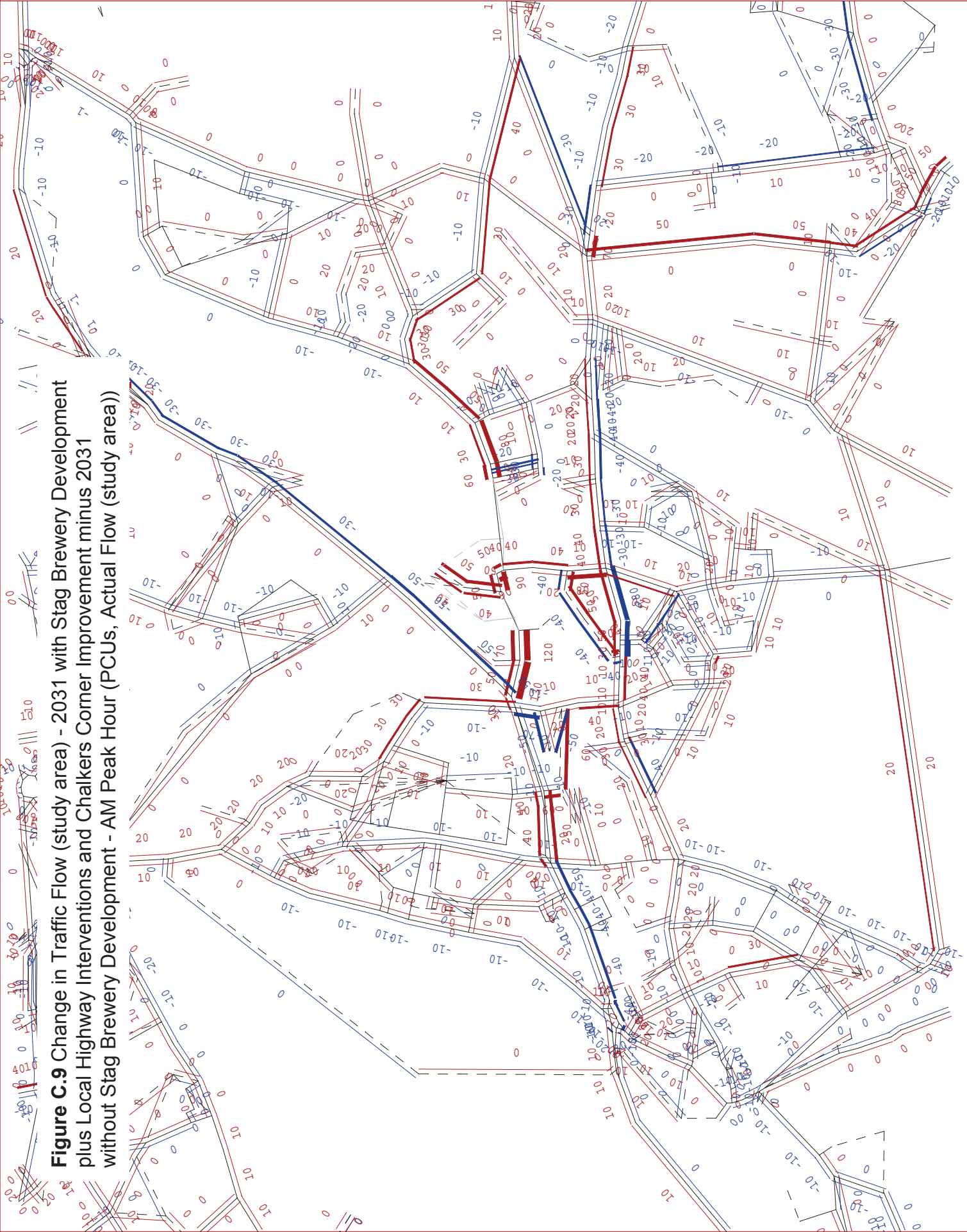
0- 0
Node0data:1
Converge-1N

Bandwdh units
Multi COU
by user-set

ranges?

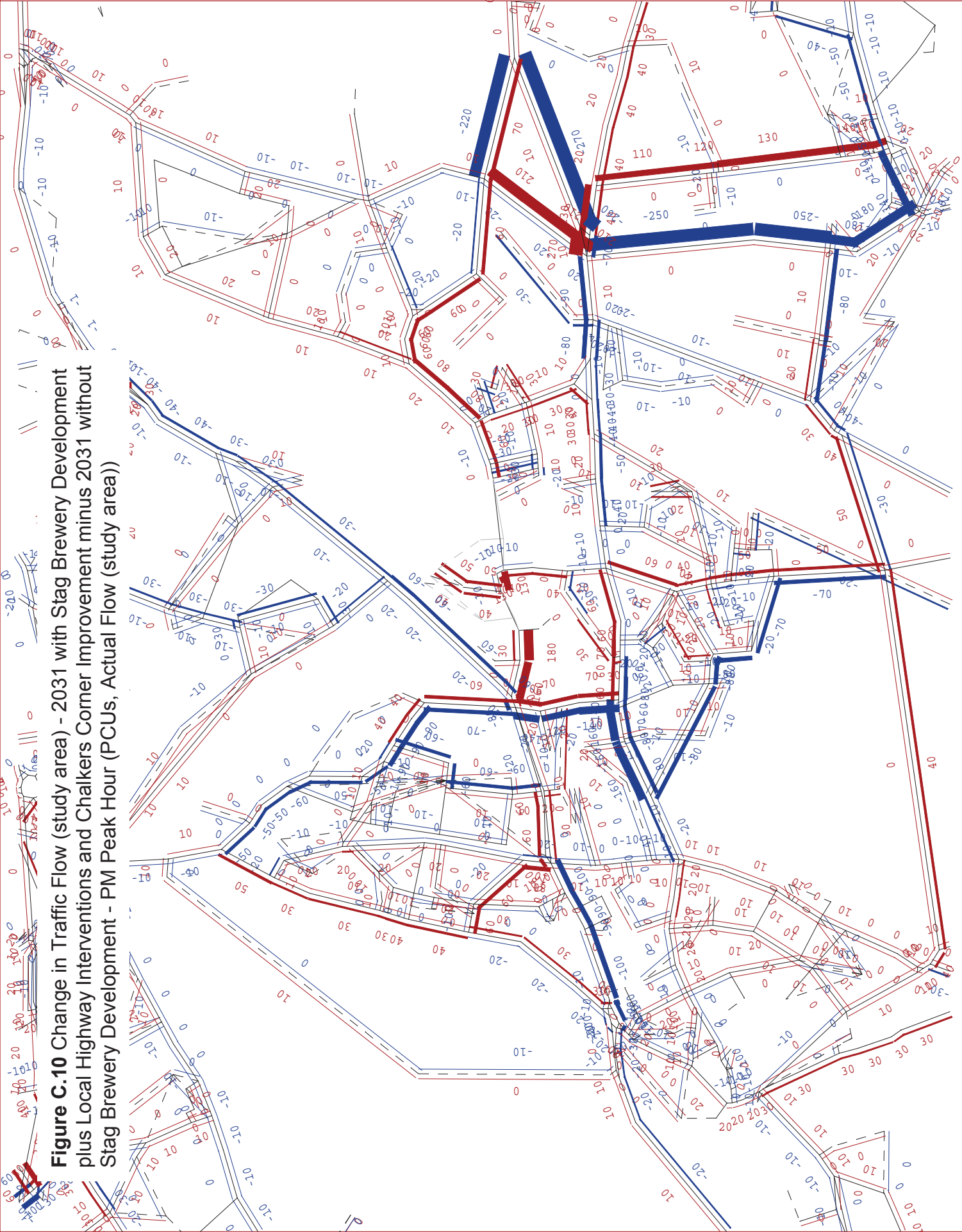
PETER BRETT

Figure C.9 Change in Traffic Flow (study area) - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs, Actual Flow (study area))



SATURN
 Atkins Ltd /
 DW / ITS
 8NET_R001_AM
 _SB_FB0a.UFS
 1_AM_SB_WM0d
 Scale 24797
 Link Annot:
 + Actual flo
 - Actual flo
 Differ: 2-1
 Bandwidths =
 100./mm
 Colour Bands
 -100.00
 -50.00
 0.00
 50.00
 100.00
 1500.00
 1600.00
 1700.00
 1800.00
 1900.00
 0- 0
 Node data: 1
 Converge- IN
 Bandwdth units
 Multi COU
 = 200.00/mm
 by user-set
 ranges?
 PETER BRETT

Figure C.10 Change in Traffic Flow (study area) - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs, Actual Flow (study area))



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
1_PM_SB_WM0C

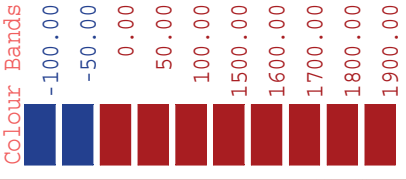
Scale 24797

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
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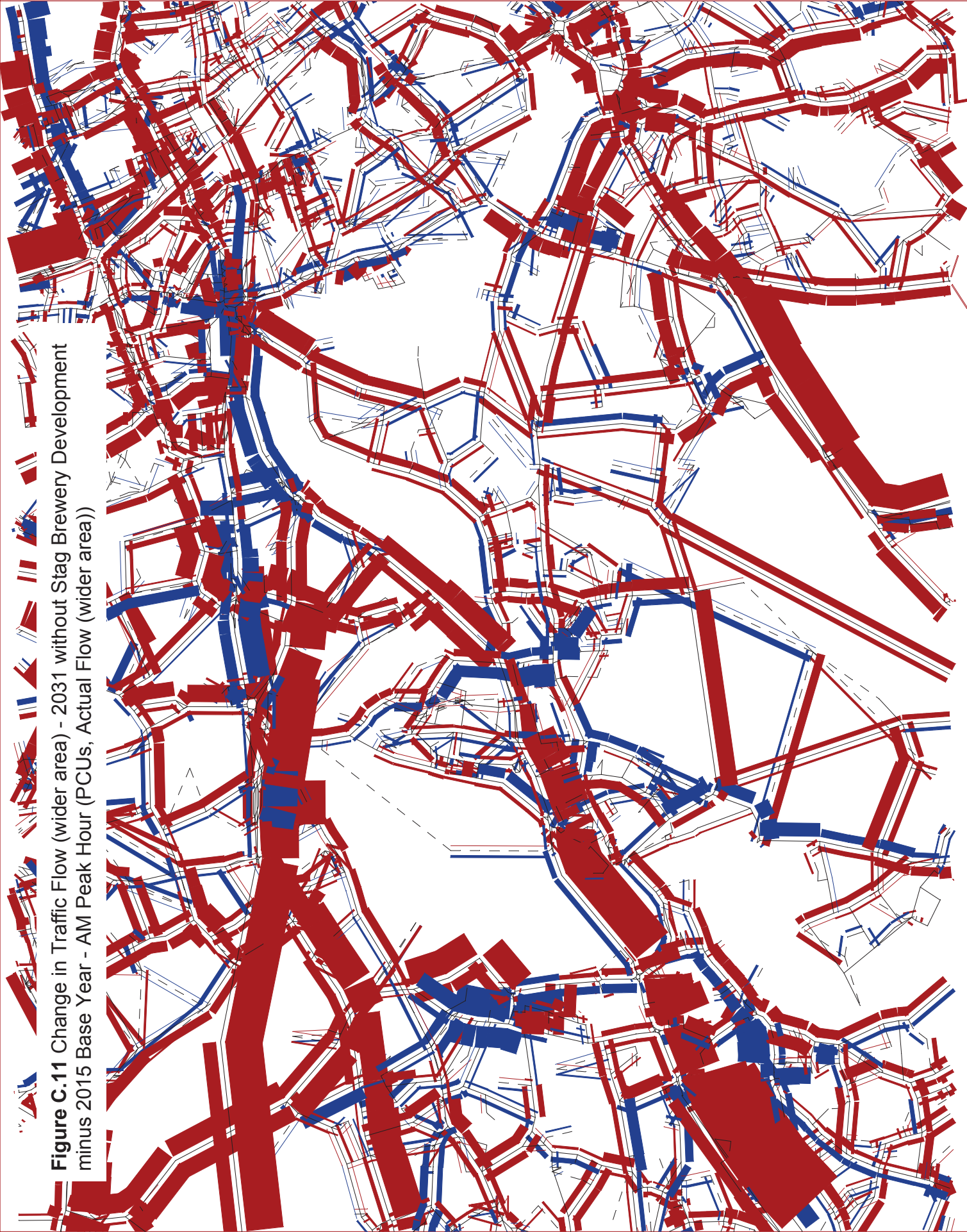
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Node data: 1
Converge- IN

Bandwdh units
Multi COU
= 200.00/mm
by user-set

ranges?

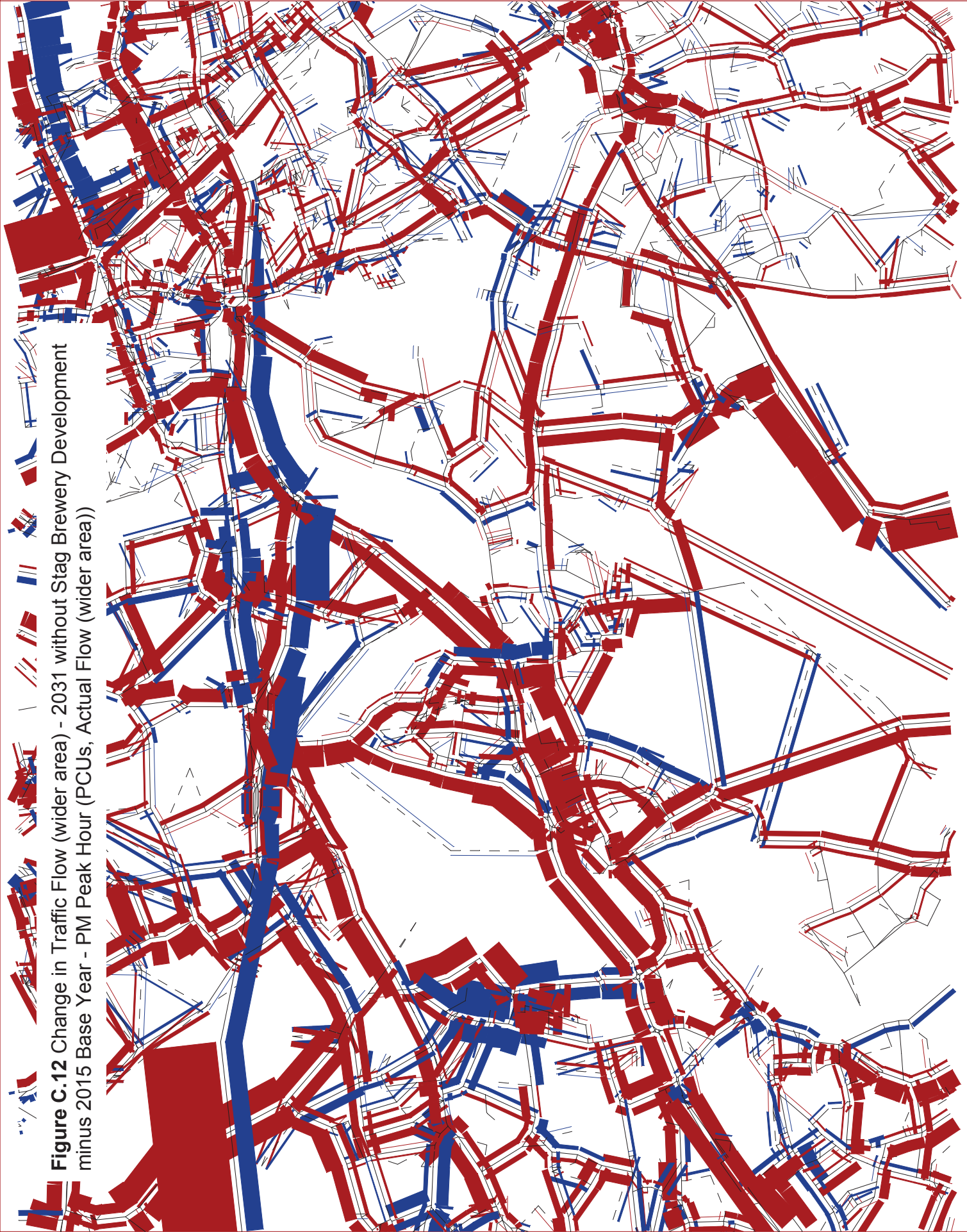
PETER BRETT

Figure C.11 Change in Traffic Flow (wider area) - 2031 without Stag Brewery Development minus 2015 Base Year - AM Peak Hour (PCUs, Actual Flow (wider area))



SATURN
 Atkins Ltd /
 DWV / ITS
 V3d_v2aME_Re
 RunIt6_F.UFS
 1_AM_SB_FB0a
 Scale 48432
 Link Annot:
 + Actual flo
 - Actual flo
 Differ: 2-1
 Bandwidths =
 50./mm
 Colour Bands
 -100.00
 -50.00
 0.00
 50.00
 100.00
 1500.00
 1600.00
 1700.00
 1800.00
 1900.00
 0- 0
 Node0data:1
 Converge-TIN
 Bandwdh units
 Multi Colour
 = 200.00/mm
 by user-set
 ranges8
 PETER BRETT

Figure C.12 Change in Traffic Flow (wider area) - 2031 without Stag Brewery Development minus 2015 Base Year - PM Peak Hour (PCUs, Actual Flow (wider area))



SATURN

Atkins Ltd /
DWV / ITS

V3d_v2aME_Re
RunIt6_F.UFS
1_PM_SB_FB0a

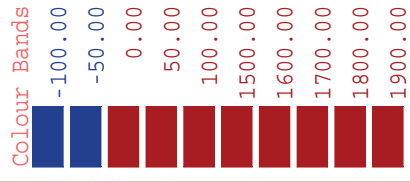
Scale 48432

Link Annot:

+ Actual flo
- Actual flo

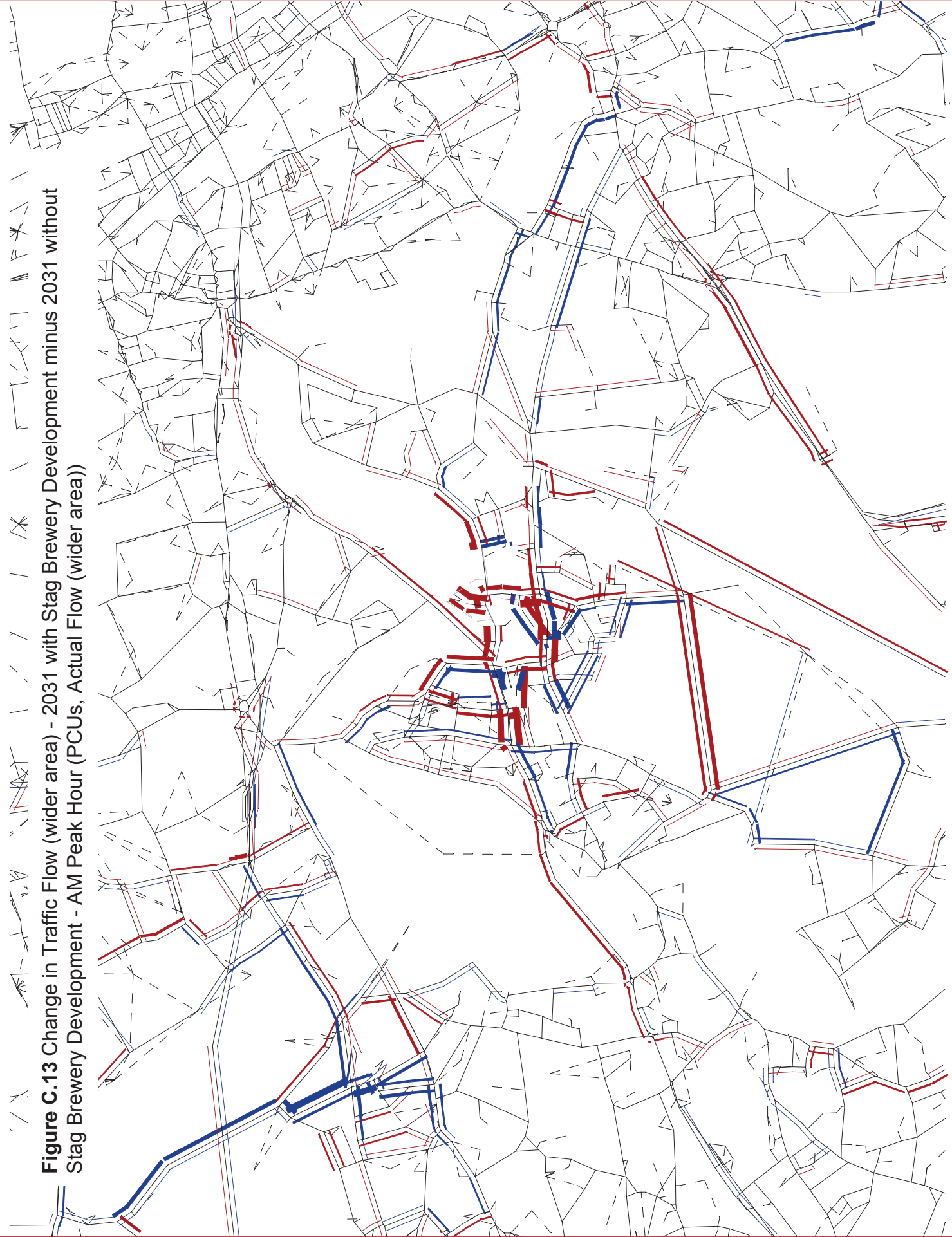
Differ: 2-1

Bandwidths =
50./mm



0-0
Node data: 1
Converge-IN
Bndwdh units
200.00/mm
Multi-colour
by user-set
range: 8

Figure C.13 Change in Traffic Flow (wider area) - 2031 with Stag Brewery Development minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs, Actual Flow (wider area))



SATURN

Atkins Ltd /
DWM / ITS

8NET_R001_AM
_SB_FB0a.UFS
AM_SB_WDMM0a

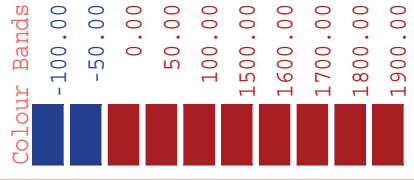
Scale 48432

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
50./mm



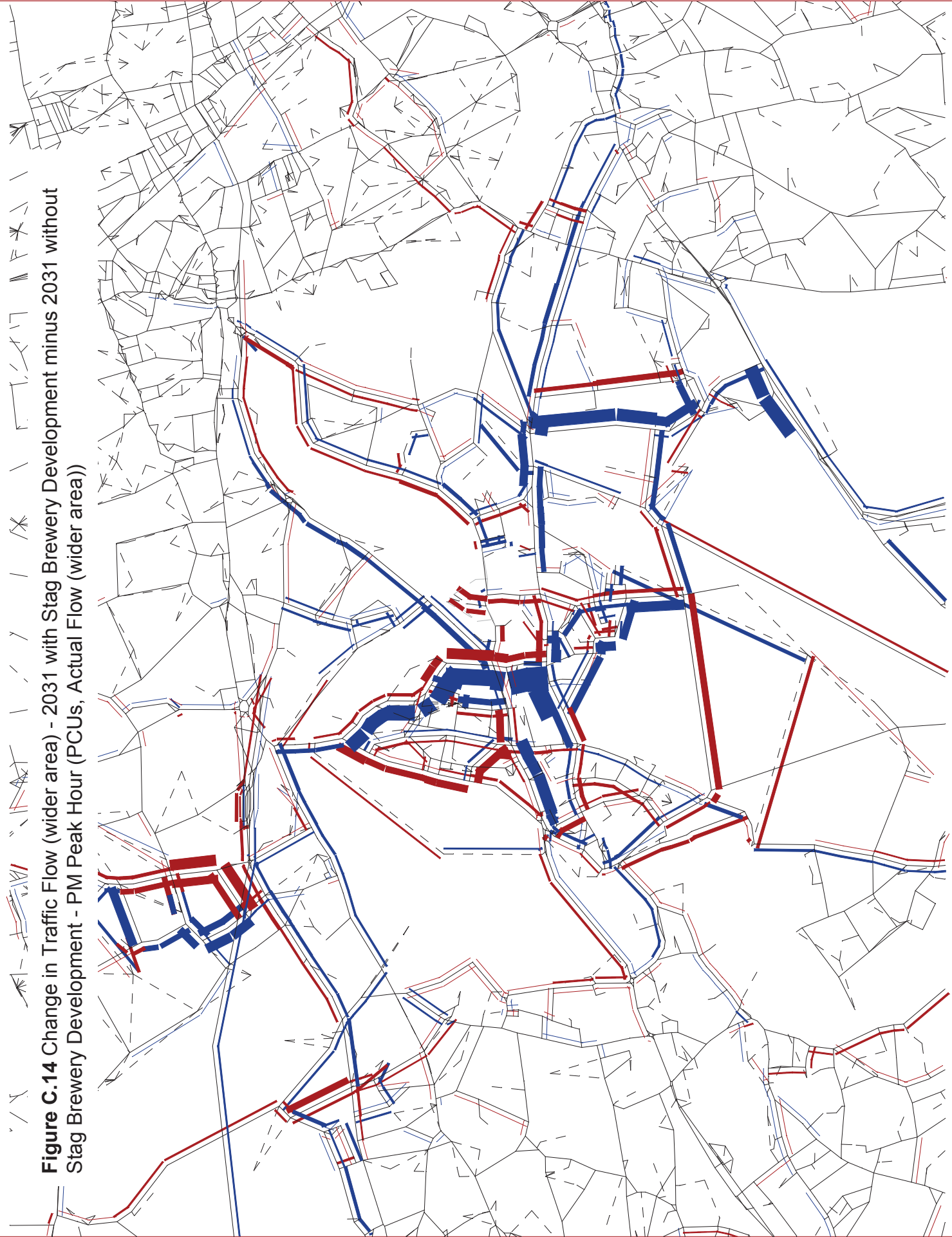
0- 0
Node data: 1
Converge - 15

Bandwdh units
Multi colour
= 200.00/mm
by user-set

ranges

PETER BRETT

Figure C.14 Change in Traffic Flow (wider area) - 2031 with Stag Brewery Development minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs, Actual Flow (wider area))



SATURN

Atkins Ltd /
DW / ITS

8NET_R001_PM
_SB_FB0a.UFS
PM_SB_WDMM0a

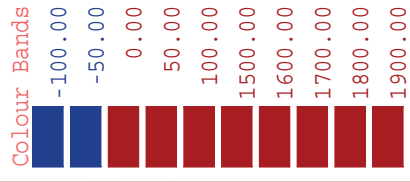
Scale 48432

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
50./mm



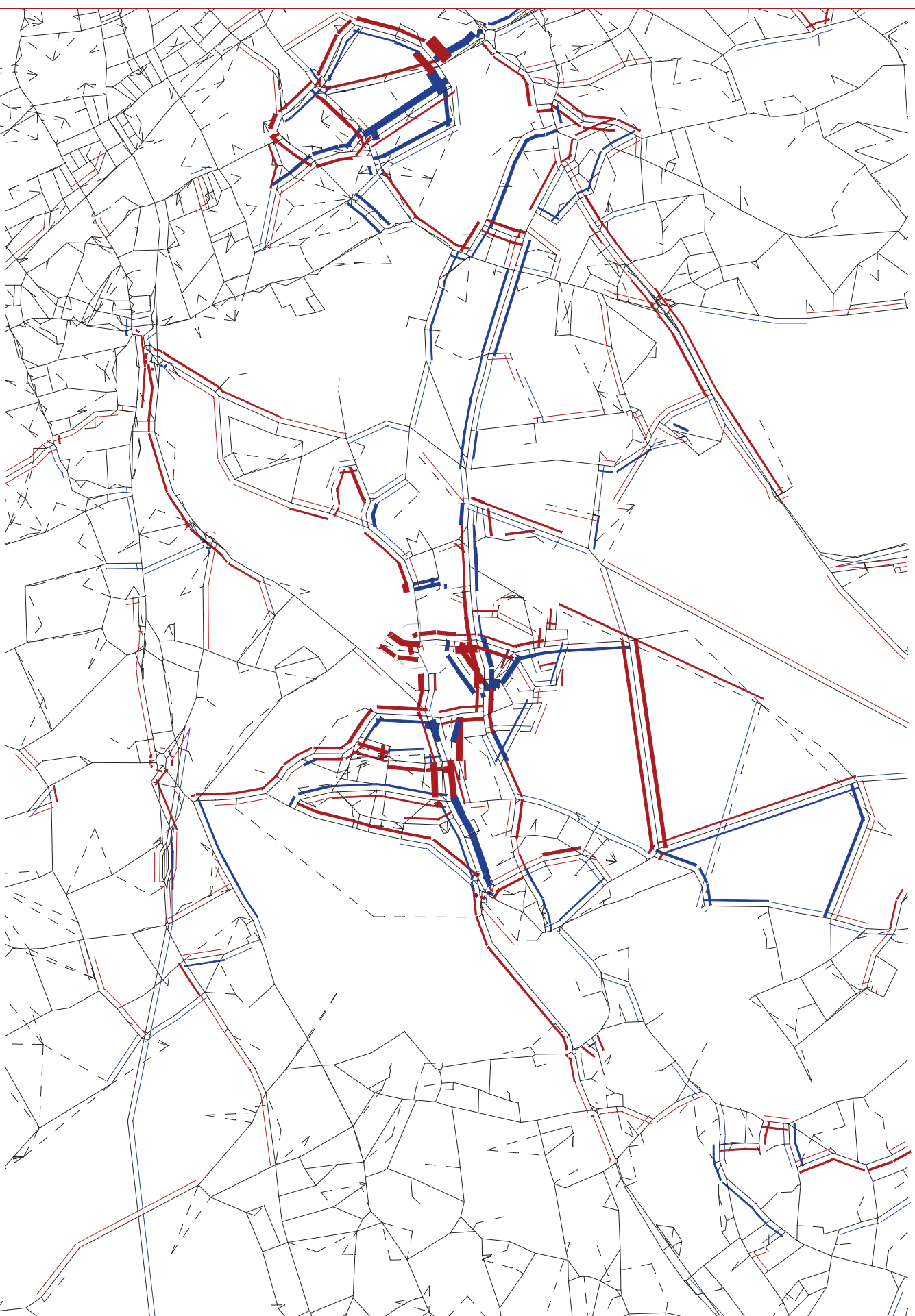
0-
Node0data:1
Converge-15

Bandwdh units
Multi Colour
= 200.00/mm
by user-set

ranges8

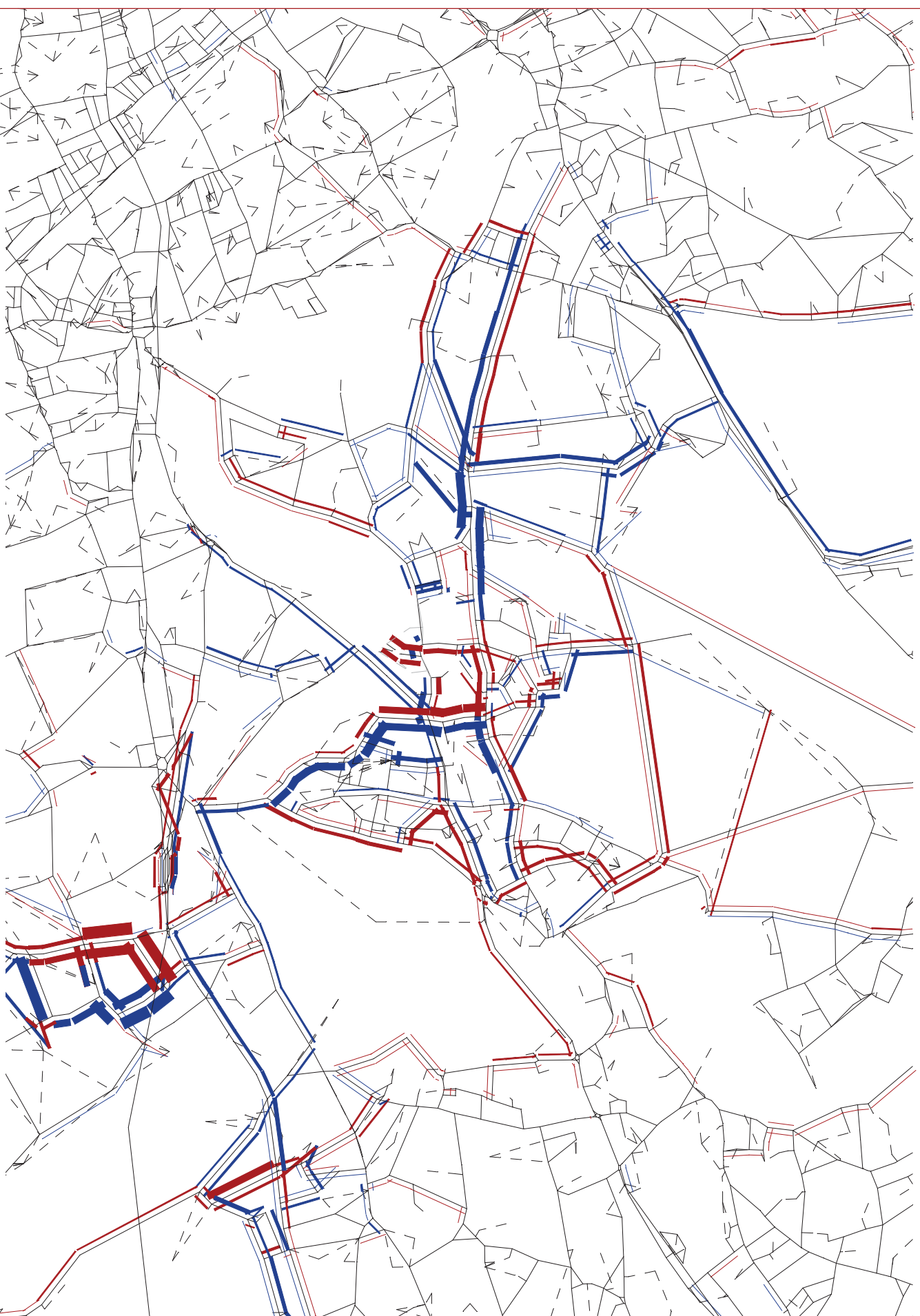
PETER BRETT

Figure C.15 Change in Traffic Flow (wider area) - 2031 with Stag Brewery Development plus Local Highway Interventions minus 2031 without Stag Brewery Development - AM Peak Hour (wider area)



SATURN
 Atkins Ltd /
 DW / ITS
 8NET_R001_AM
 _SB_FB0a.UFS
 1_AM_SB_WD0a
 Scale 48432
 Link Annot:
 + Actual flo
 - Actual flo
 Differ: 2-1
 Bandwidths =
 50./mm
 Colour Bands
 -100.00
 -50.00
 0.00
 50.00
 100.00
 1500.00
 1600.00
 1700.00
 1800.00
 1900.00
 0-
 Node data: 1
 Converge- 15
 Bandwidth units
 Multi colour
 = 200.00/mm
 by user-set
 ranges 8
 PETER BRETT

Figure C.16 Change in Traffic Flow (wider area) - 2031 with Stag Brewery Development plus Local Highway Interventions minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs, Actual Flow (wider area))



SATURN

Atkins Ltd /
DWM / ITS

8NET_R001_PM
_SB_FB0a.UFS
1_PM_SB_WD0a

Scale 48432

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
50./mm

Colour Bands

-100.00
-50.00
0.00
50.00
100.00
1500.00
1600.00
1700.00
1800.00
1900.00

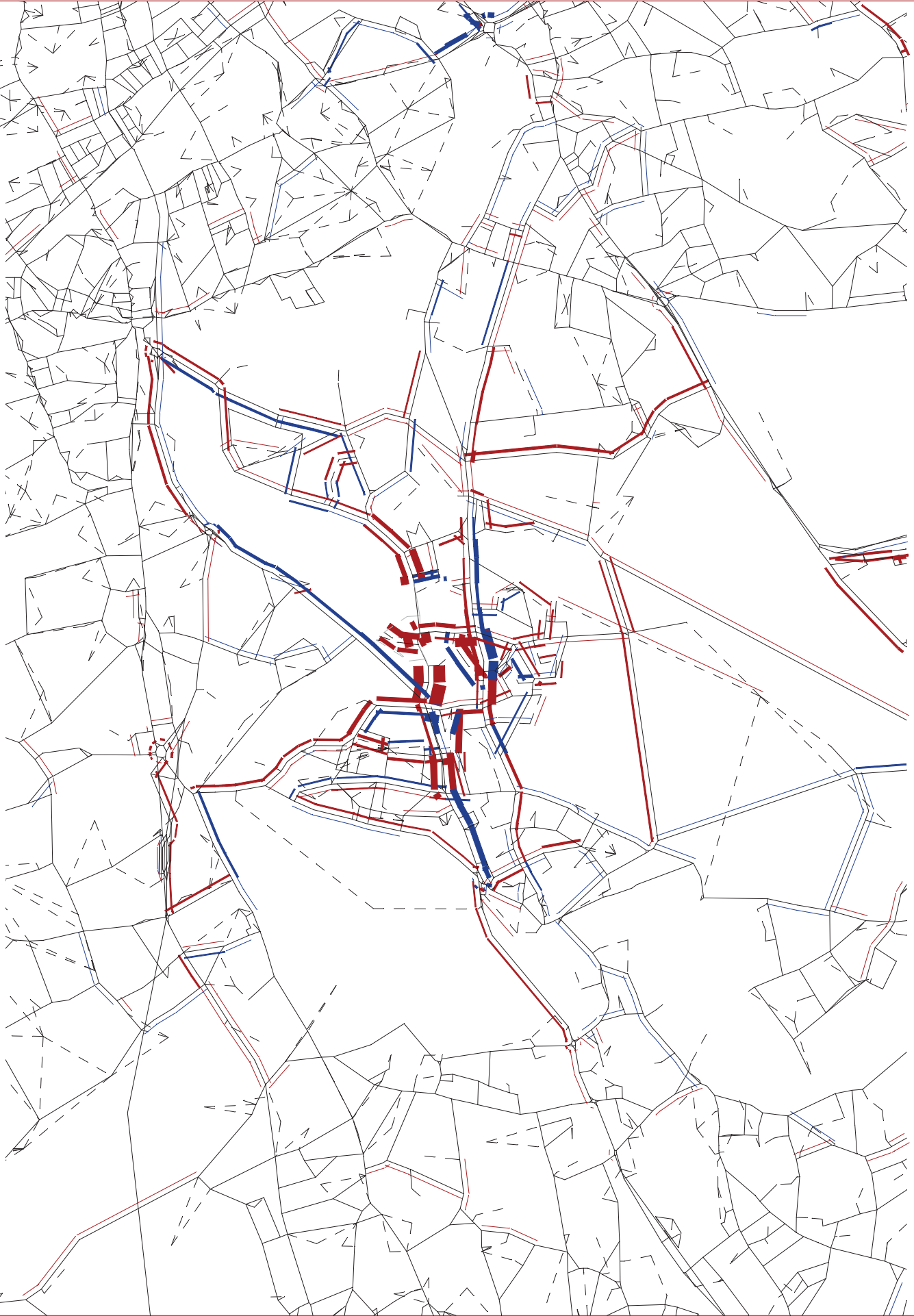
0- 0
Node data: 1
Converge - IN

Bandwdh units
Multi colour
= 200.00/mm
by user-set

ranges

PETER BRETT

Figure C.17 Change in Traffic Flow (wider area) - 2031 with Stag Brewery Development plus Chalkers Corner Improvement minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs, Actual Flow (wider area))



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_FB0a.UFS
AM_SB_WDCC0d

Scale 48432

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
50./mm

Colour Bands
-100.00
-50.00
0.00
50.00
100.00
1500.00
1600.00
1700.00
1800.00
1900.00

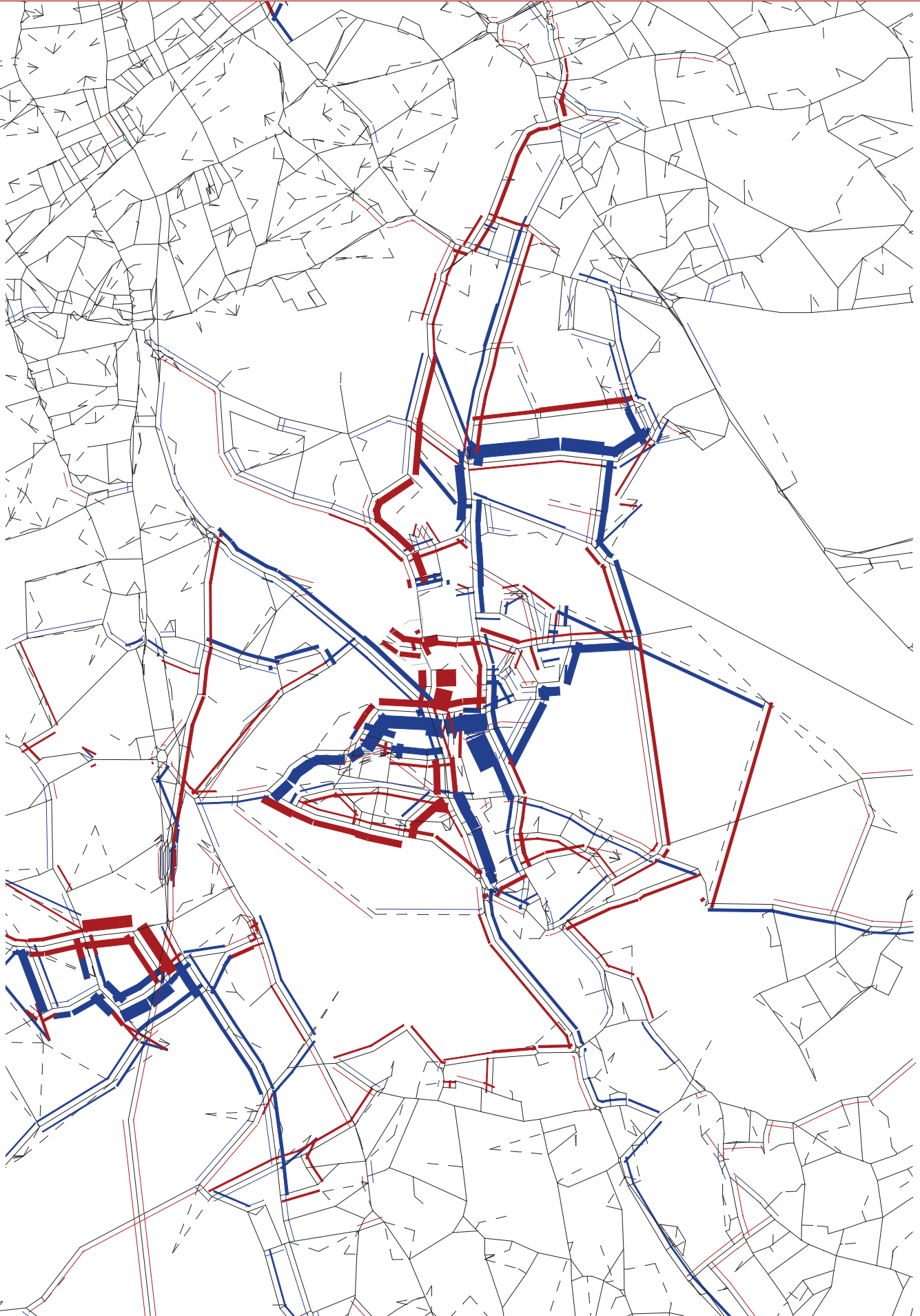
0-
Node data: 1
Converge: 1

Bandwdh units
Multi Colour
= 200.00/mm
by user-set

ranges: 8

PETER BRETT

Figure C.18 Change in Traffic Flow (wider area) - 2031 with Stag Brewery Development plus Chalkers Corner Improvement minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs, Actual Flow (wider area))



SATURN

Atkins Ltd /
DW / ITS

8NET_R001_PM
_SB_FB0a.UFS
PM_SB_WDCC0C

Scale 48432

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
50./mm

Colour Bands

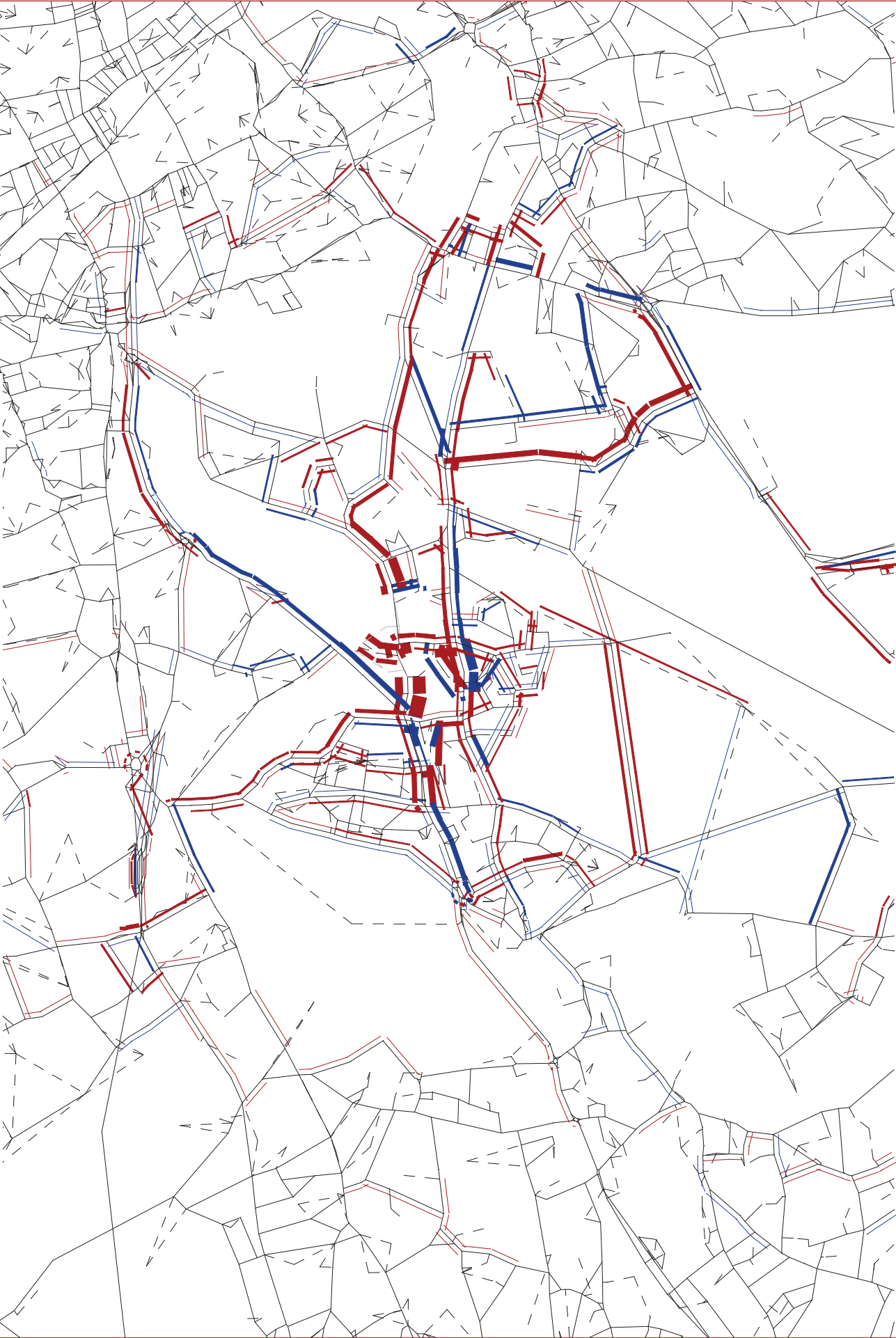
-100.00
-50.00
0.00
50.00
100.00
1500.00
1600.00
1700.00
1800.00
1900.00

0-
Node0data:1
Converge-15

Bandwdh units
Multi COU
= 200.00/mm
by user-set

ranges8

Figure C.19 Change in Traffic Flow (wider area) - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs, Actual Flow (wider area))



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_FB0a.UFS
1_AM_SB_WM0d

Scale 48432

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
50./mm

Colour Bands
-100.00
-50.00
0.00
50.00
100.00
1500.00
1600.00
1700.00
1800.00
1900.00

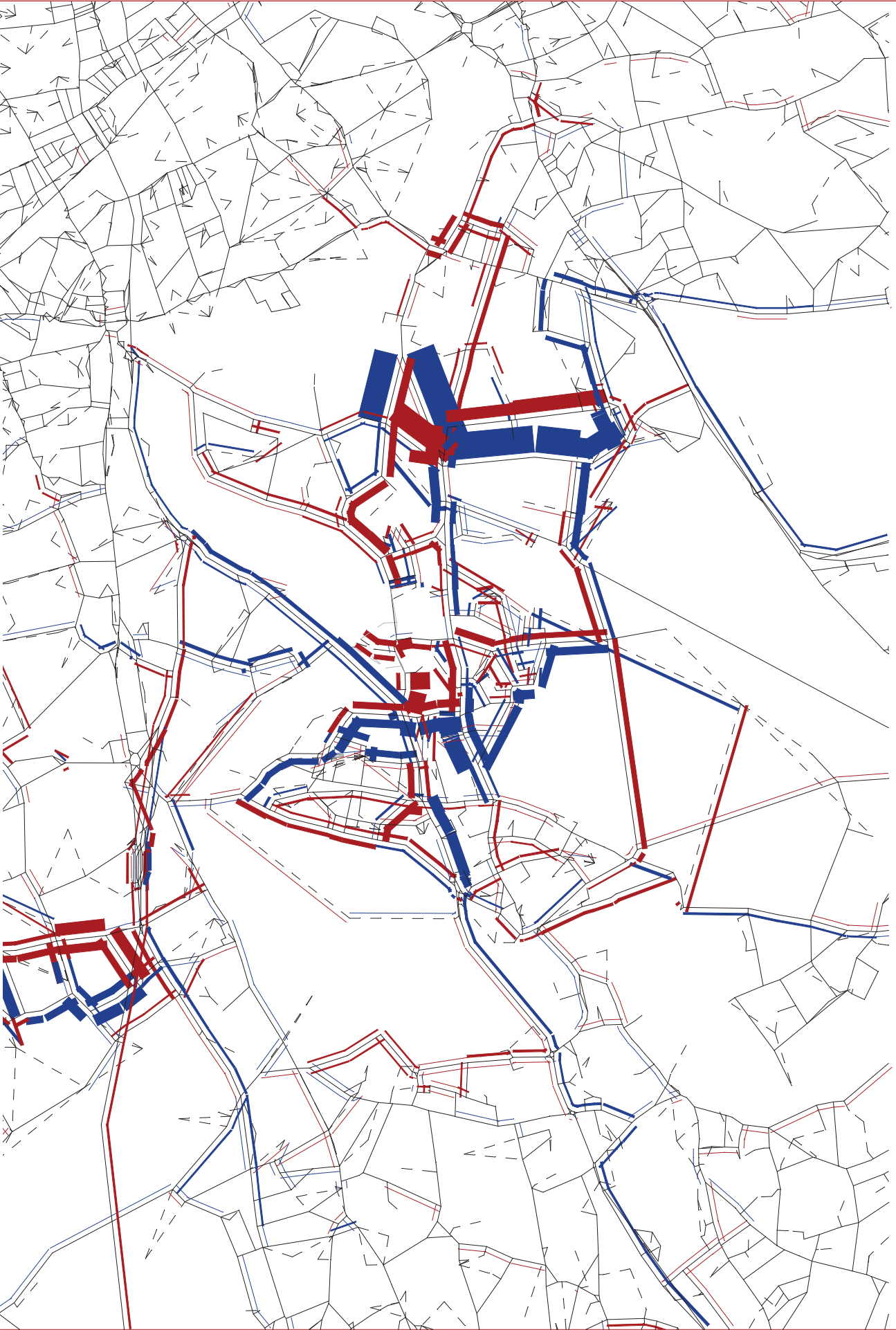
0-
Node data: 1
Converge-IB

Bandwdh units
Multiplier
= 200.00/mm
by user-set

ranges: 8

PETER BRETT

Figure C.20 Change in Traffic Flow (wider area) - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs, Actual Flow (wider area))



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
1_PM_SB_WM0C

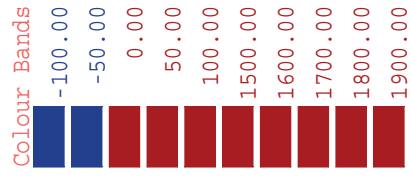
Scale 48432

Link Annot:

+ Actual flo
- Actual flo

Differ: 2-1

Bandwidths =
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0- 0
Node data: 1
Converge- 1

Bandwdh units
Multi colour
= 200.00/mm
by user-set

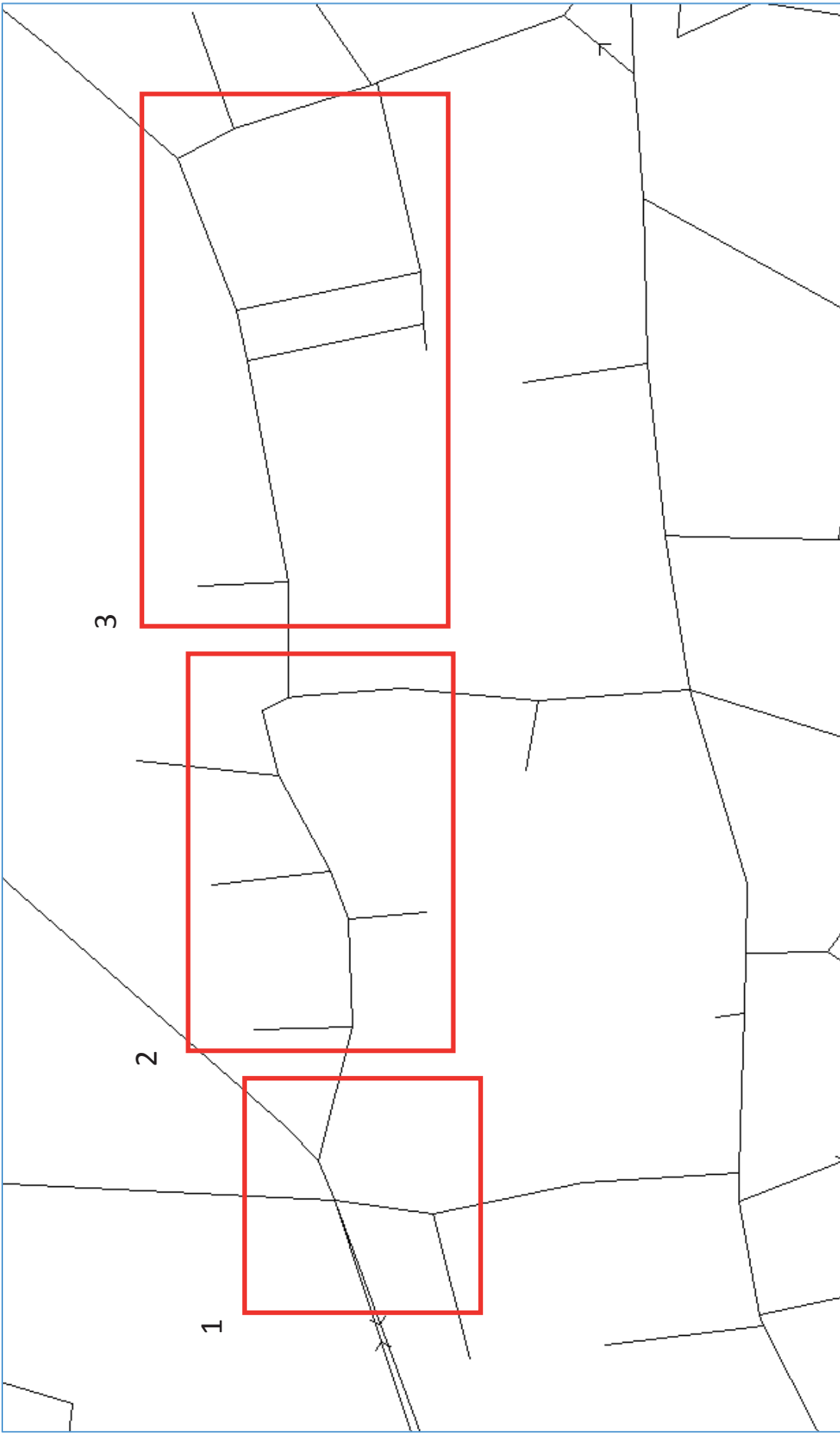
ranges

PETER BRETT

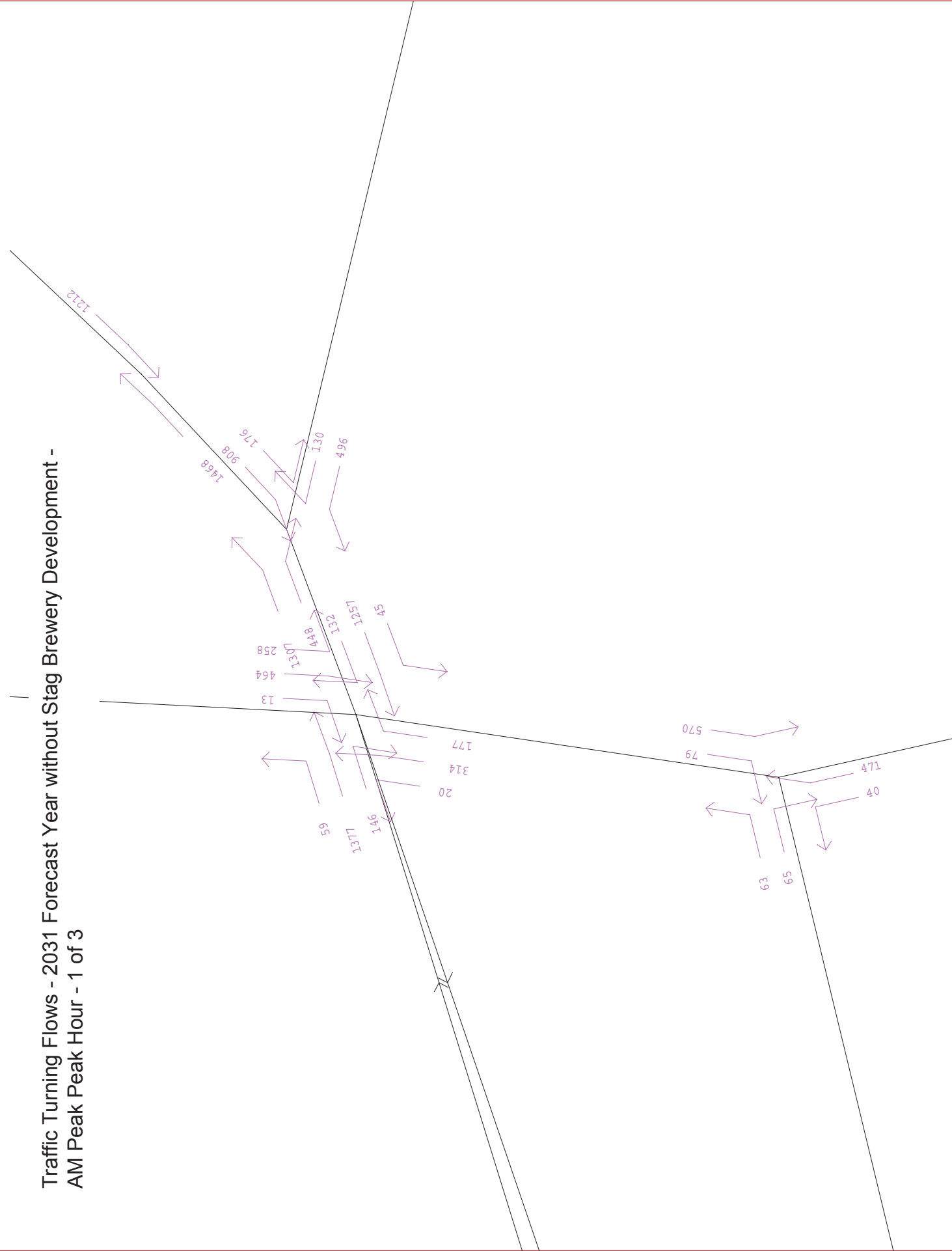
Appendix D Modelling Turning Flows



Traffic Turning Flows - Reference Plan



Traffic Turning Flows - 2031 Forecast Year without Stag Brewery Development - AM Peak Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWV / ITS

8NET_R001_AM
_SB_FB0a.UFS

Scale 1489

Turn Data:

Exit flow

7-12-17

PETER BRETT

Traffic Turning Flows - 2031 Forecast Year without Stag Brewery Development - AM Peak Peak Hour - 2 of 3

SATURN

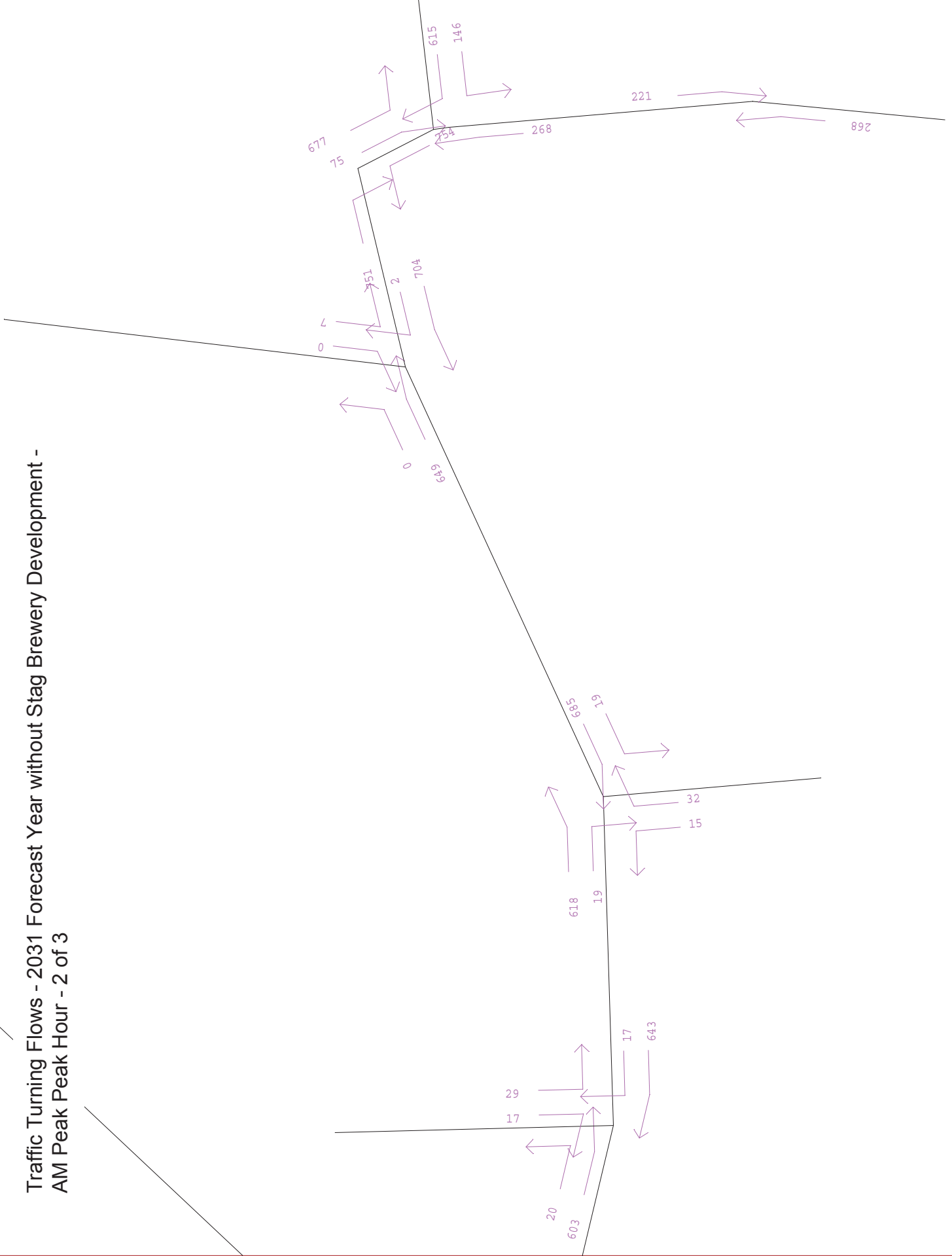
Atkins Ltd /
DWM / ITS

8NET_R001_AM
_SB_FB0a.UFS

Scale 2292

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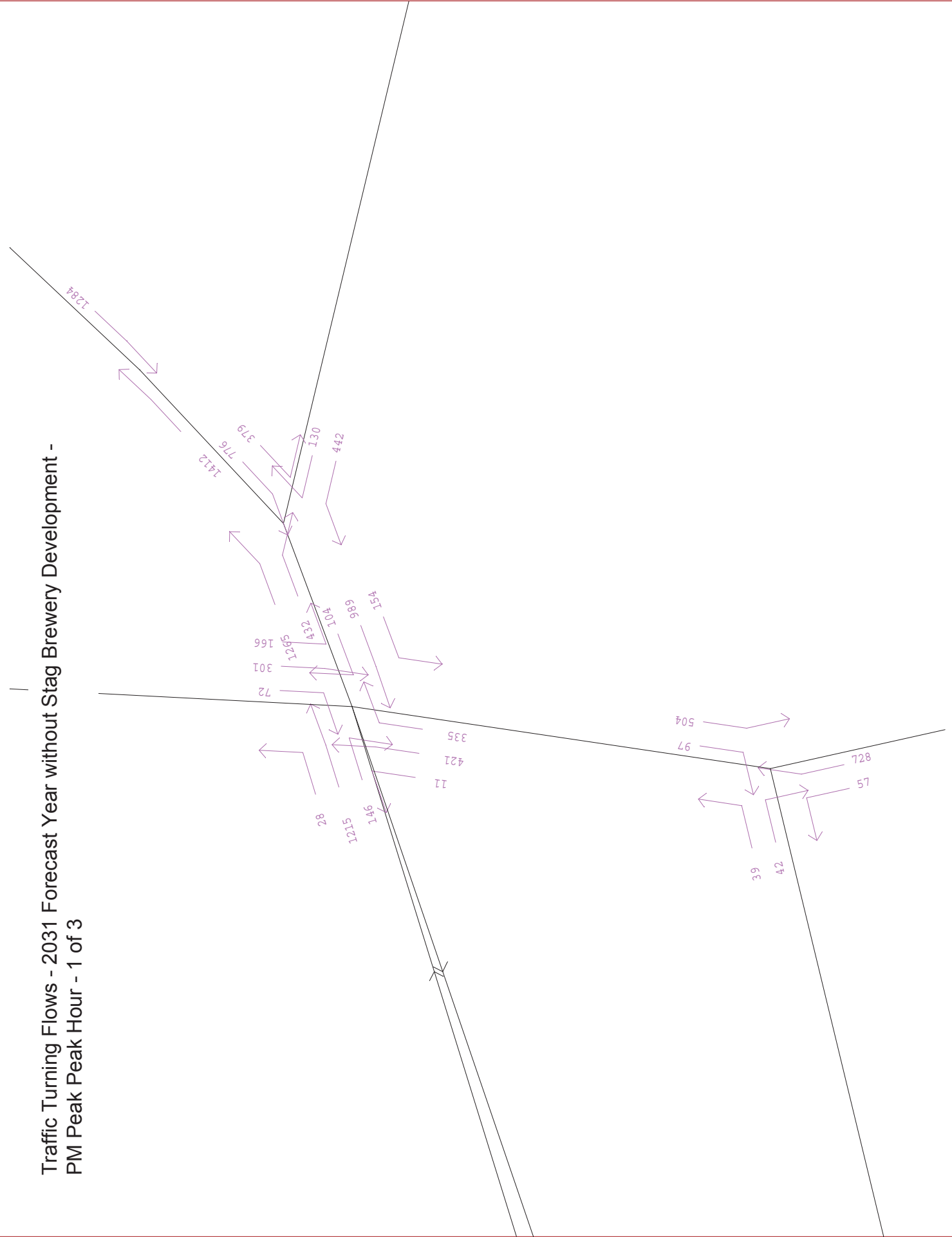
Exit flow



7-12-17

PETER BRETT

Traffic Turning Flows - 2031 Forecast Year without Stag Brewery Development - PM Peak Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWM / ITS

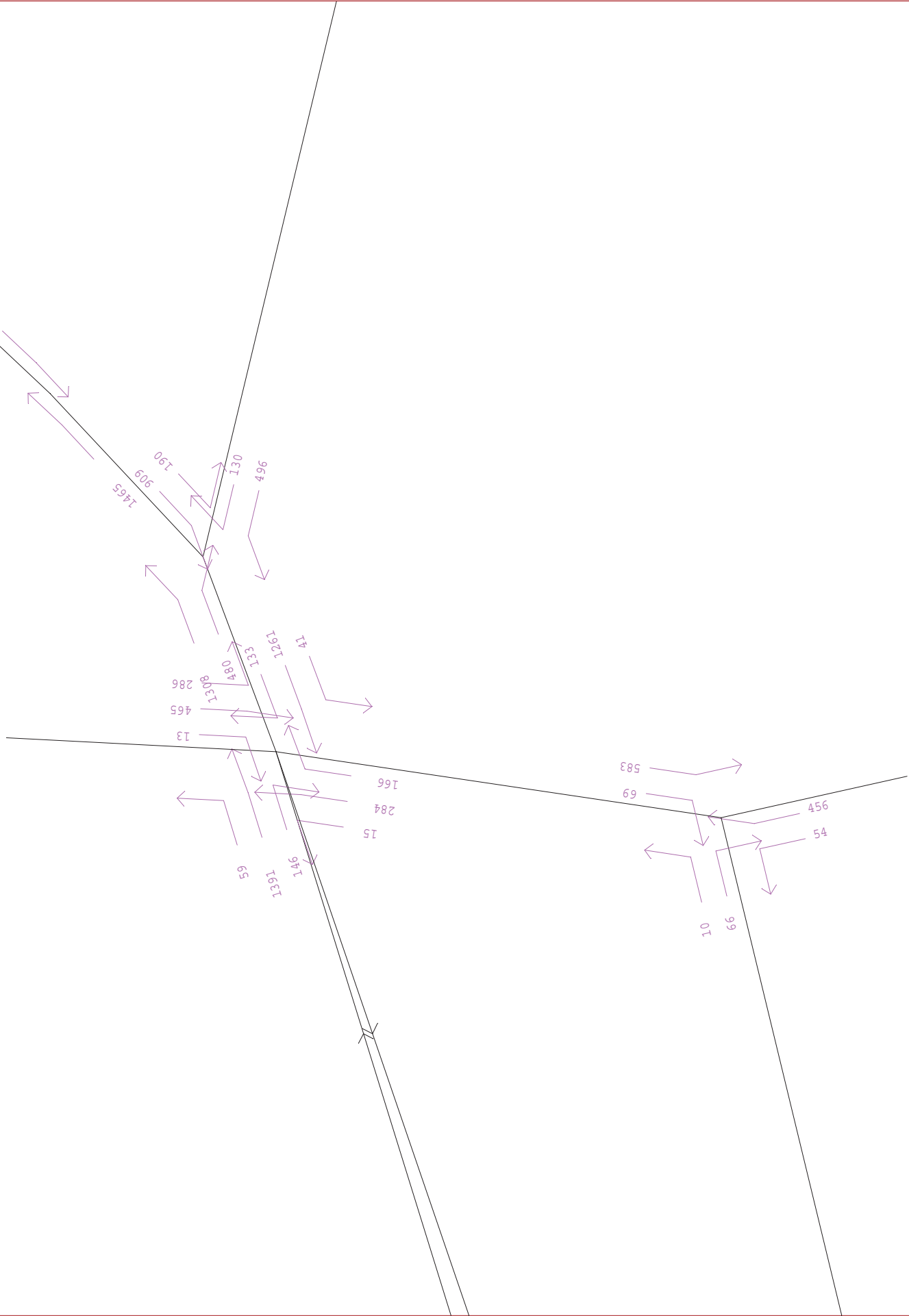
8NET_R001_PM
_SB_FB0a.UFS

Scale 1489

Turn Data:

Exit flow

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development - AM Peak Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWV / ITS

ET_R001_AM_S
B_WDNM0a.UFS

Scale 1489

Turn Data:

Exit flow

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development - AM Peak Peak Hour - 2 of 3

SATURN

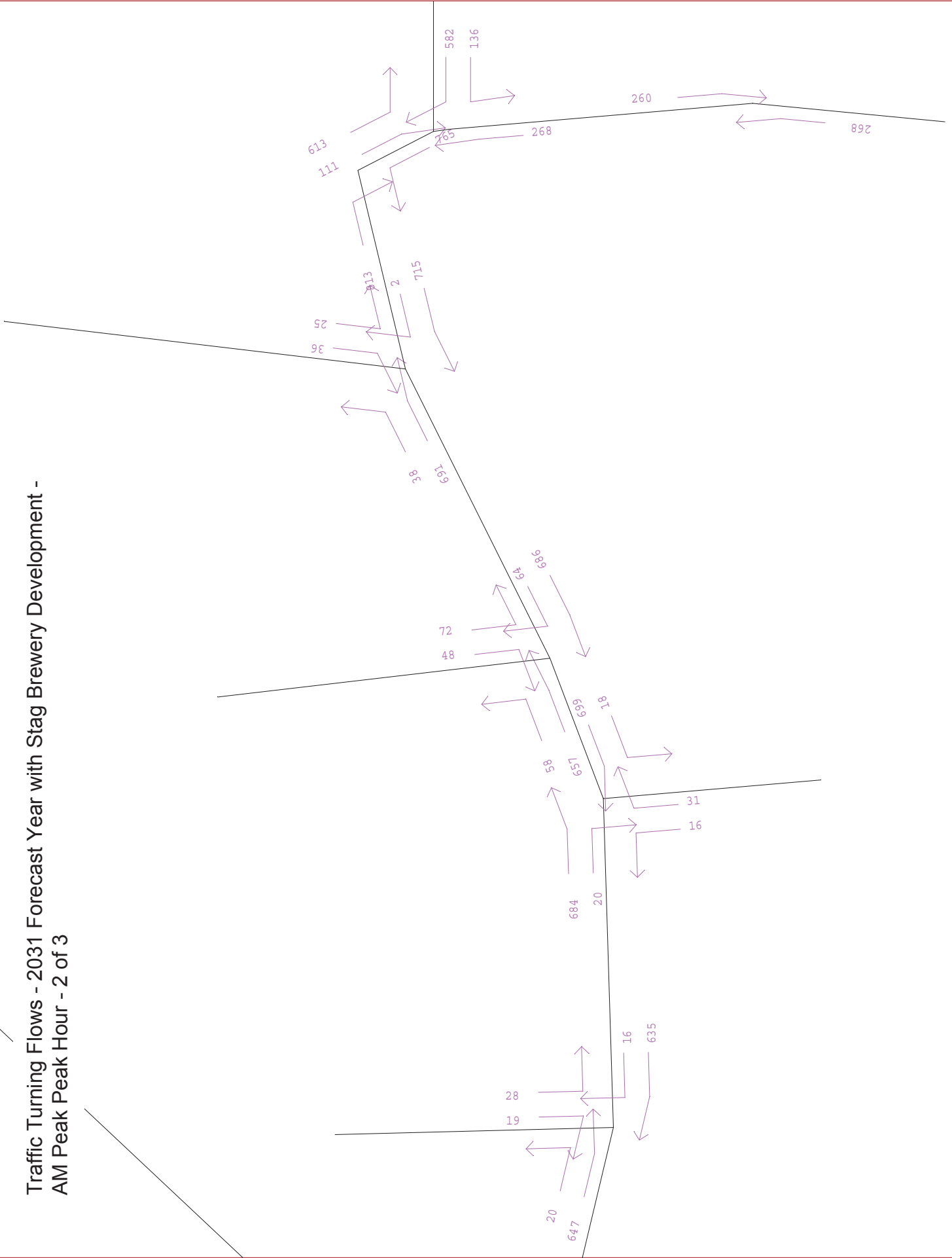
Atkins Ltd /
DWV / ITS

ET_R001_AM_S
B_WDNM0a.UFS

Scale 2292

Turn Data:

Exit flow



7-12-17

PETER BRETT

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development -
 AM Peak Peak Hour - 3 of 3

SATURN

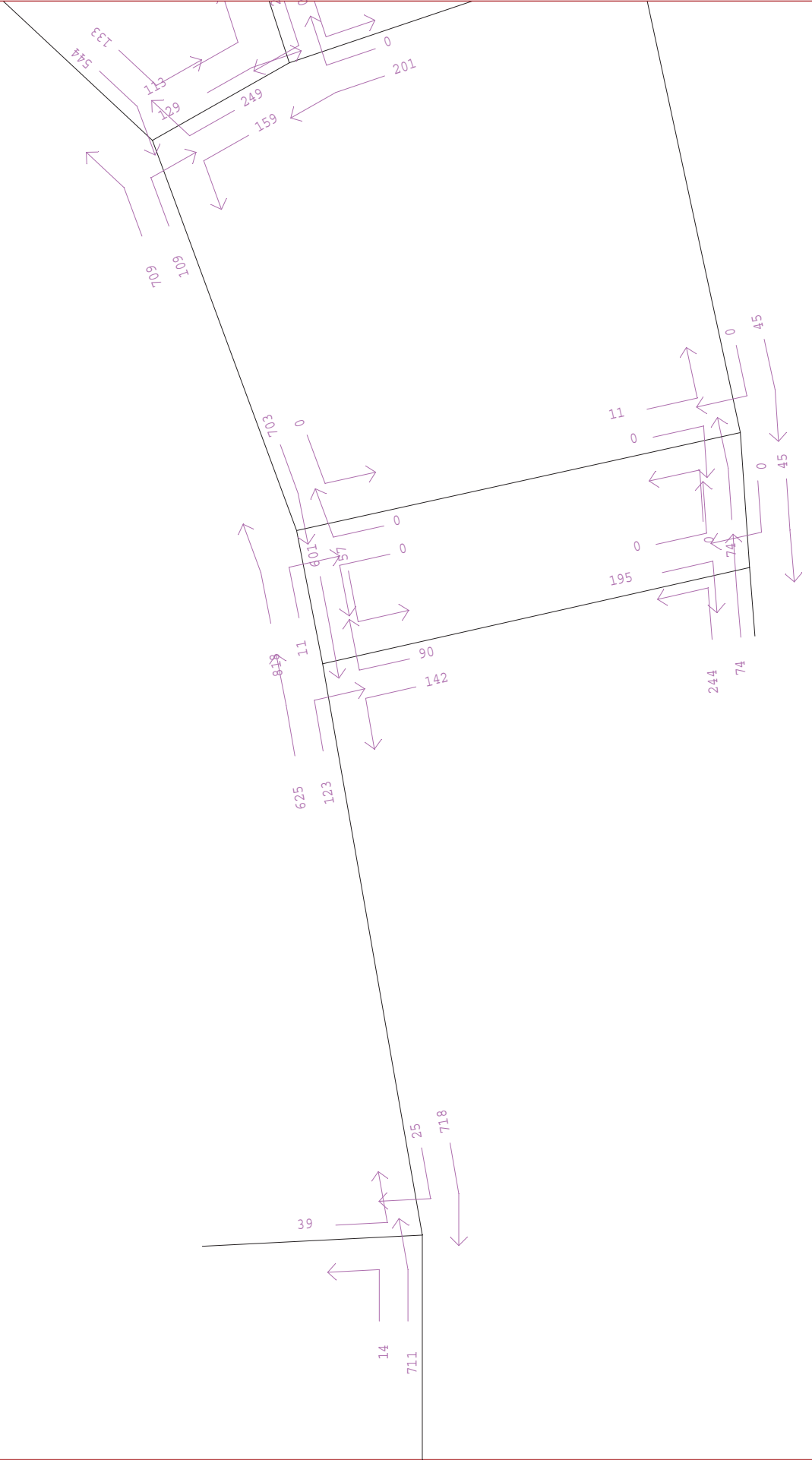
Atkins Ltd /
 DWV / ITS

ET_R001_AM_S
 B_WDNM0a.UFS

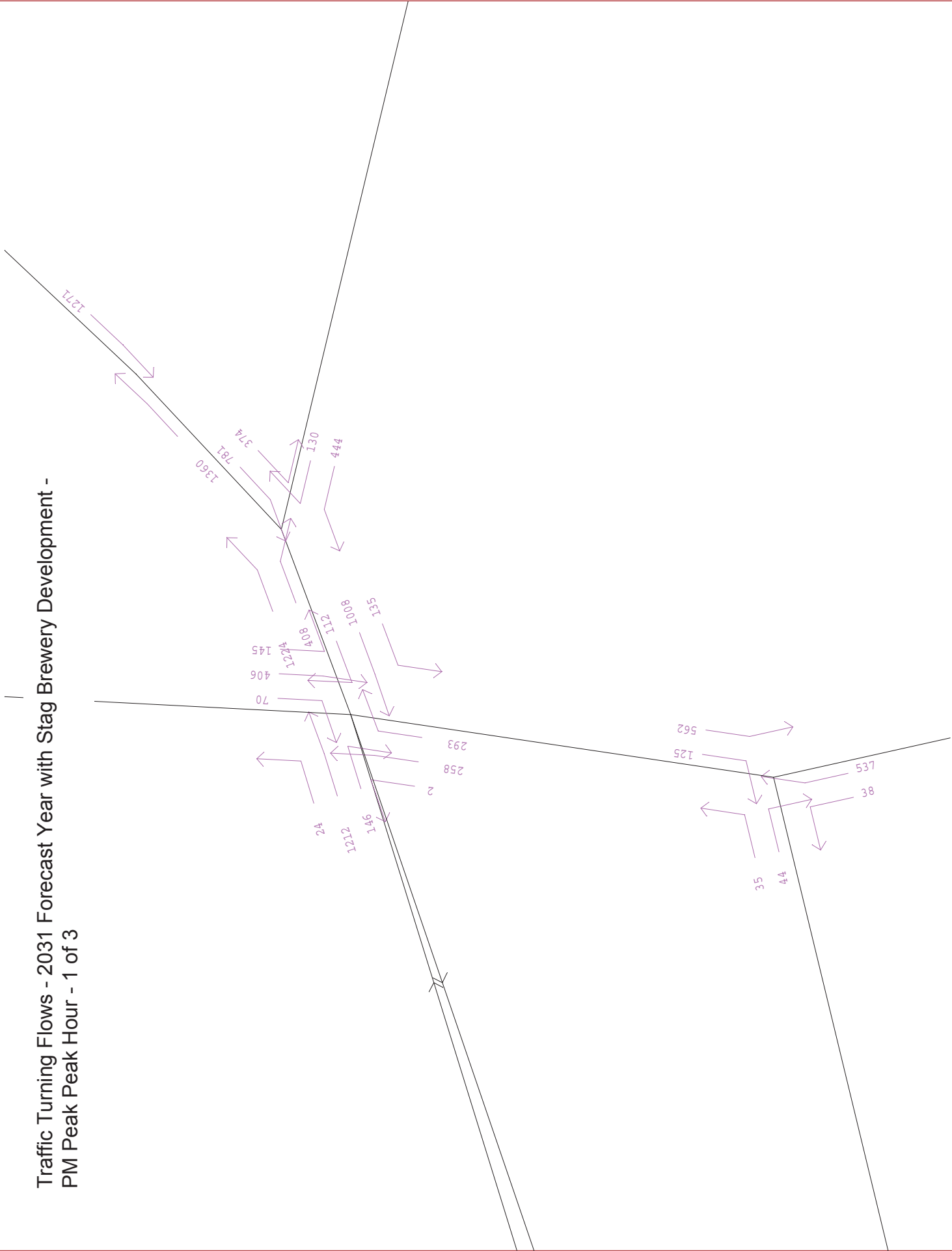
Scale 3105

Turn Data:

Exit flow



Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development -
 PM Peak Peak Hour - 1 of 3



SATURN

Atkins Ltd /
 DWV / ITS

ET_R001_PM_S
 B_WDNM0a.UFS

Scale 1489

Turn Data:

Exit flow

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development -
PM Peak Peak Hour - 2 of 3

SATURN

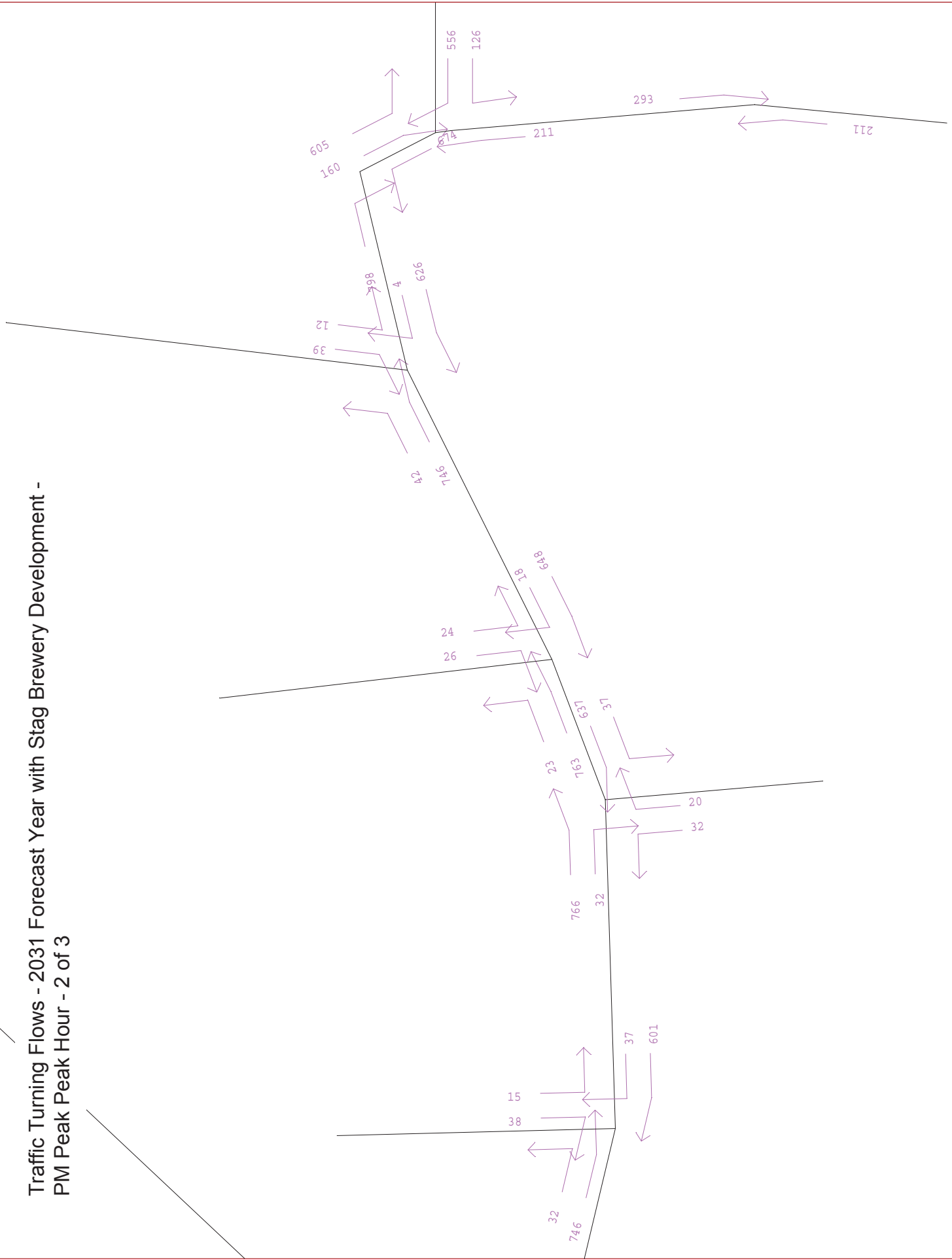
Atkins Ltd /
DWV / ITS

ET_R001_PM_S
B_WDNM0a.UFS

Scale 2292

Turn Data:

Exit flow



7-12-17

PETER BRETT

7-12-17

SOLHAM PM 2031

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development - PM Peak Peak Hour - 3 of 3

SATURN

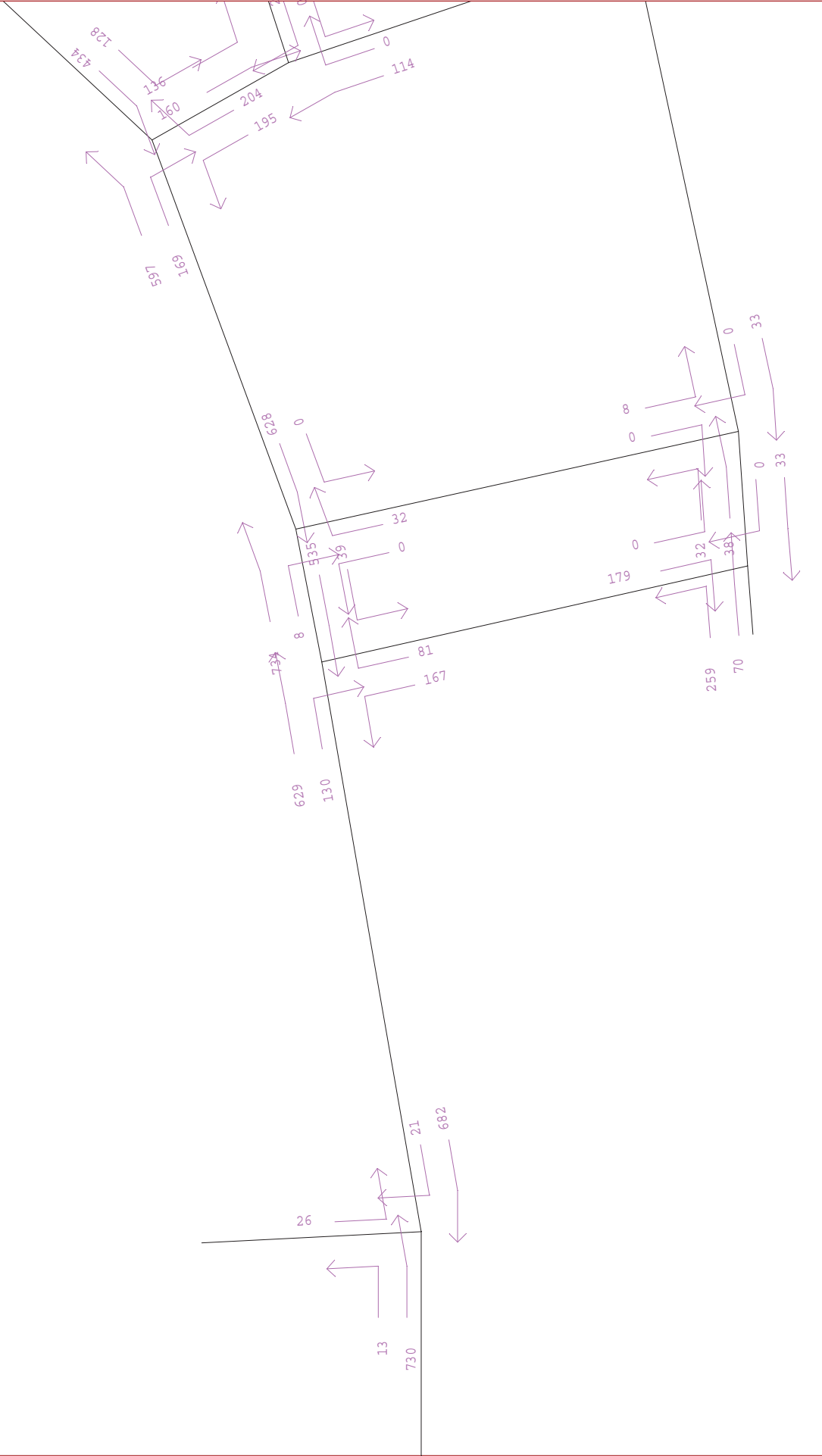
Atkins Ltd /
DWV / ITS

ET_R001_PM_S
B_WDNM0a.UFS

Scale 3105

Turn Data:

Exit flow



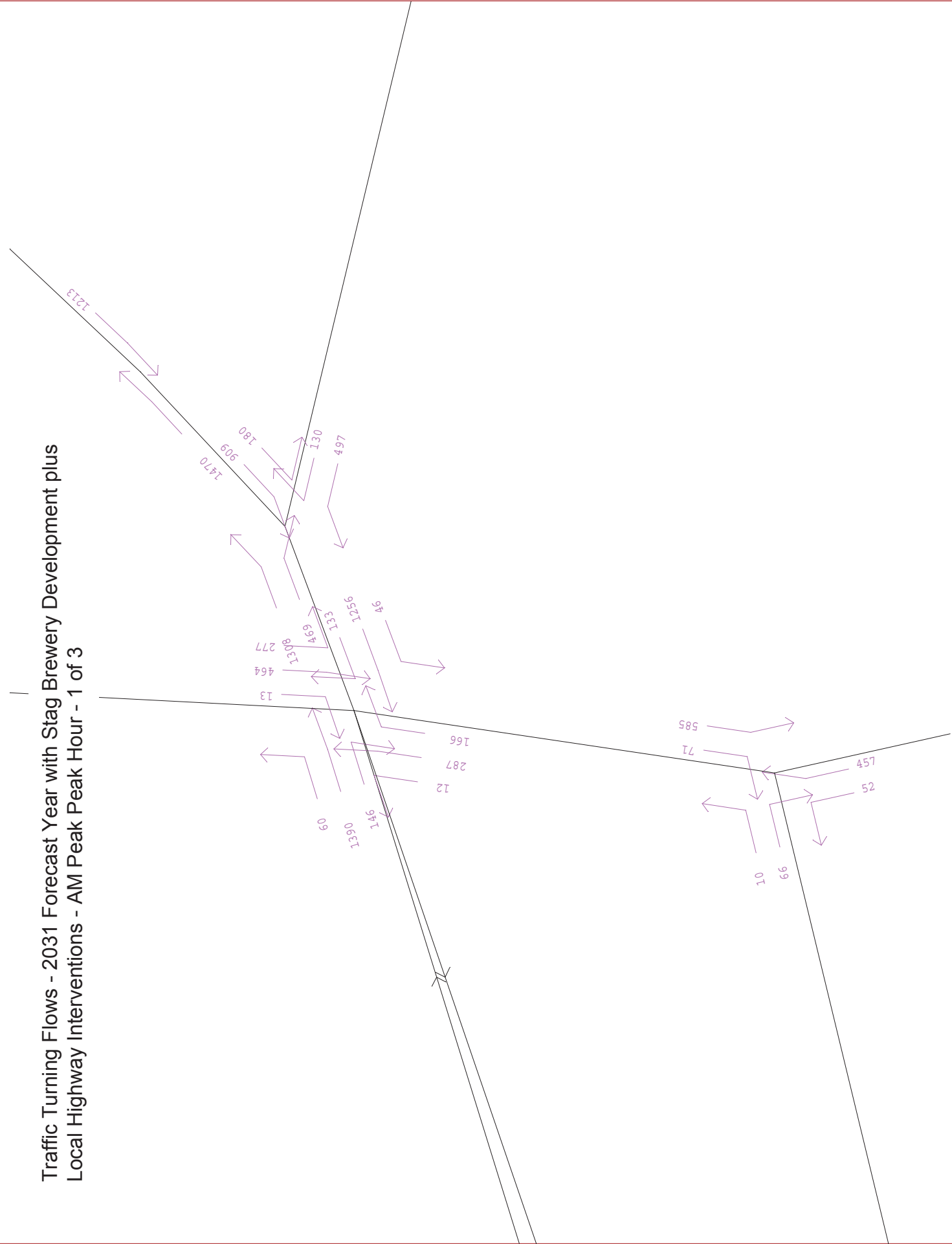
7-12-17

PETER BRETT

7-12-17

SOLHAM PM 2031

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions - AM Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWV / ITS

8NET_R001_AM
_SB_WD0a.UFS

Scale 1489

Turn Data:

Exit flow

7-12-17

PETER BRETT

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions - AM Peak Peak Hour - 2 of 3

SATURN

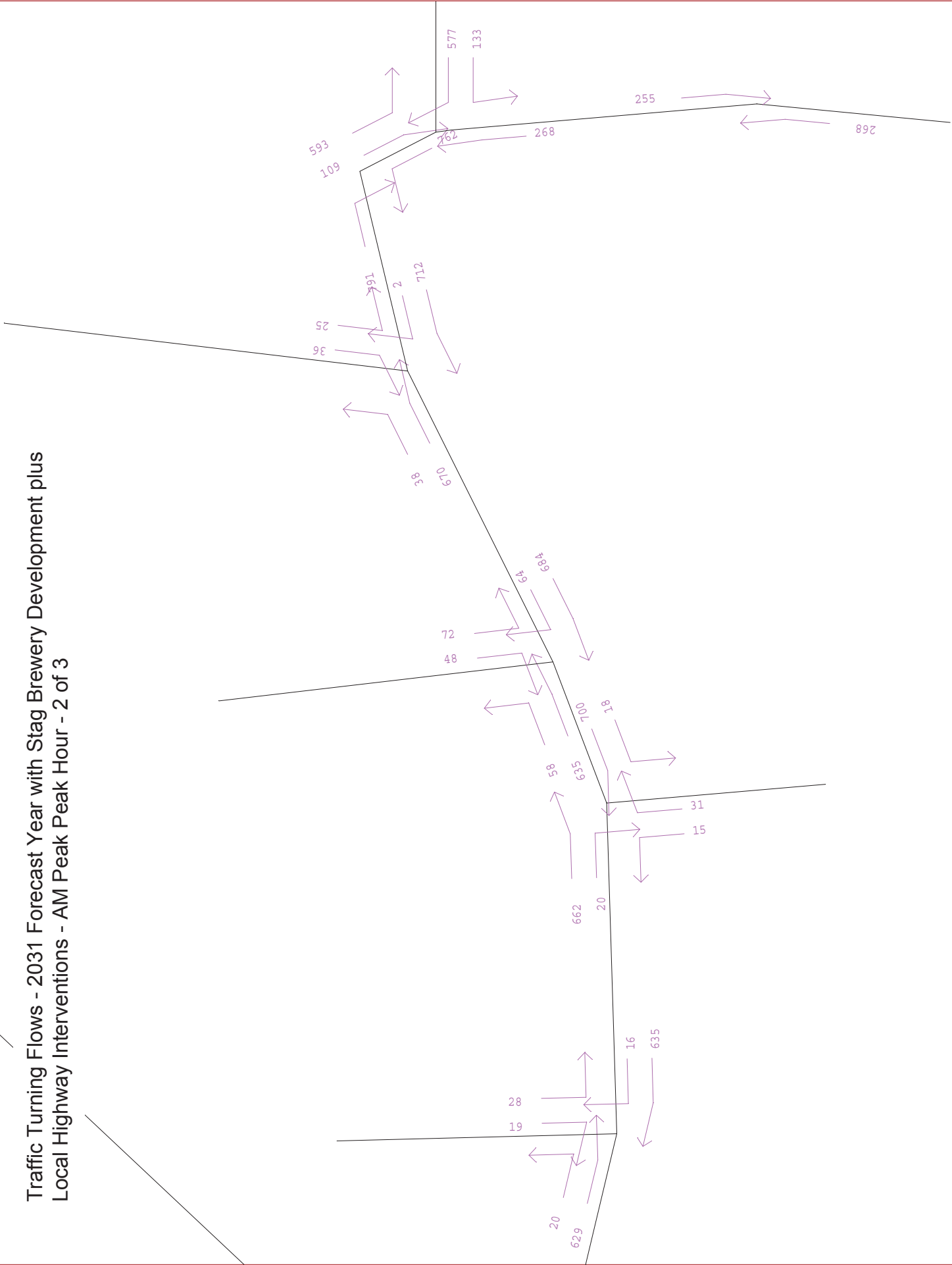
Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_WD0a.UFS

Scale 2292

Turn Data:

Exit flow



7-12-17

PETER BRETT

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions - AM Peak Peak Hour - 3 of 3

SATURN

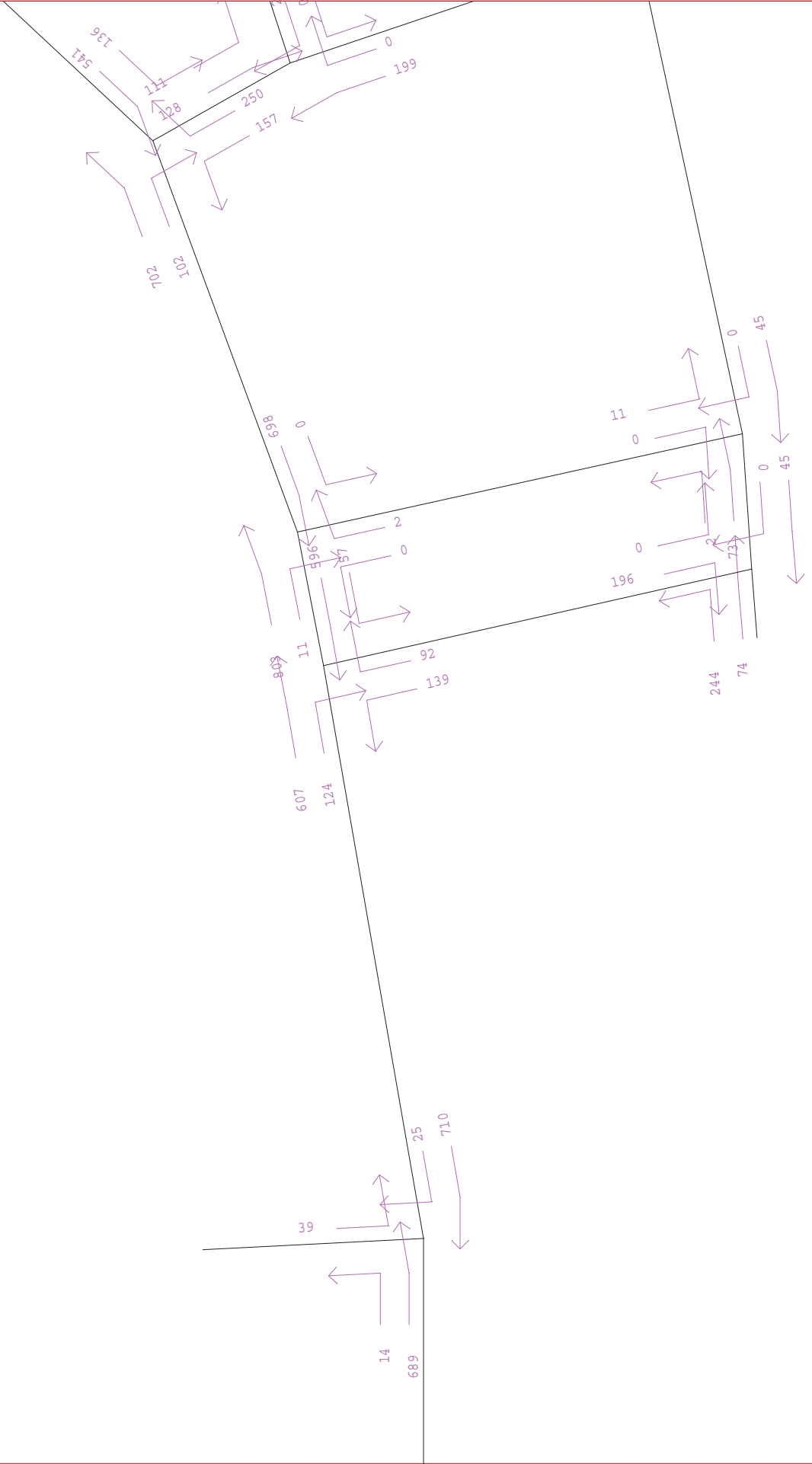
Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_WD0a.UFS

Scale 3105

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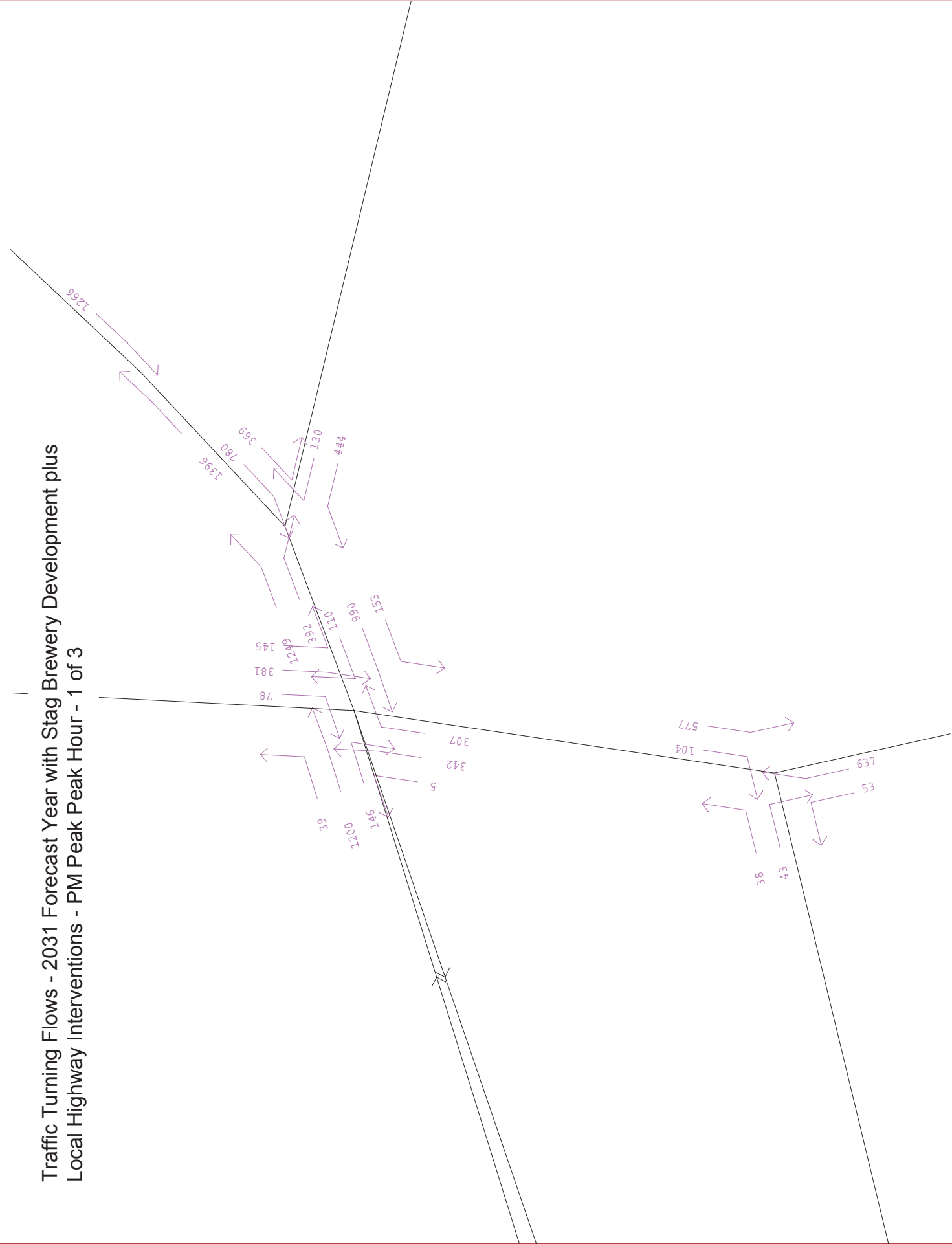
Exit flow



7-12-17

PETER BRETT

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions - PM Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWV / ITS

8NET_R001_PM
_SB_WD0a.UFS

Scale 1489

Turn Data:

Exit flow

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions - PM Peak Hour - 2 of 3

SATURN

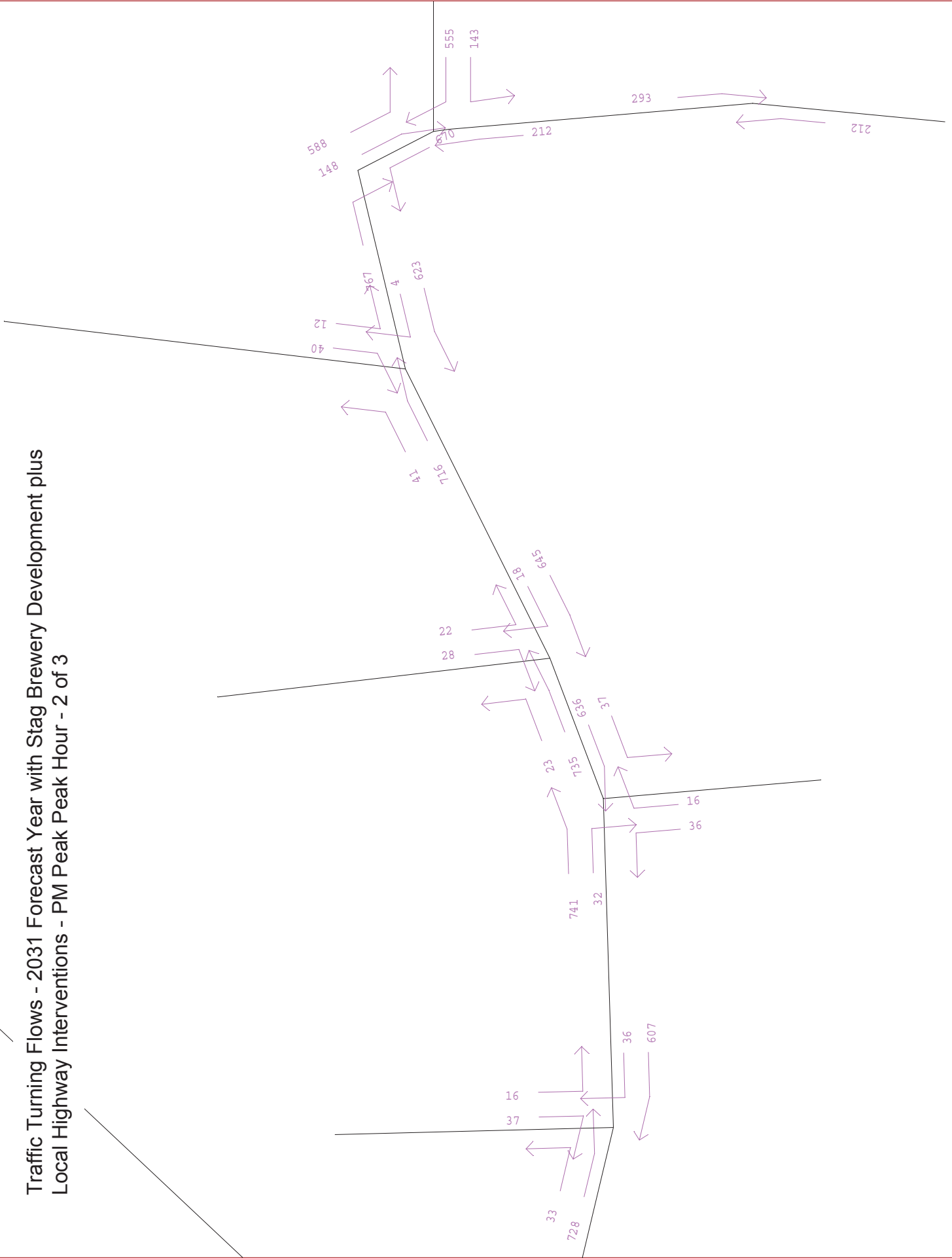
Atkins Ltd /
DWV / ITS

8NET_R001_PM
_SB_WD0a.UFS

Scale 2292

Turn Data:

Exit flow



7-12-17

PETER BRETT

7-12-17

SOLHAM PM 2031

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Chalkers Corner Improvement - AM Peak Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWV / ITS

ET_R001_AM_S
B_WDCC0d.UFS

Scale 1489

Turn Data:

Exit flow

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Chalkers Corner Improvement - AM Peak Peak Hour - 2 of 3

SATURN

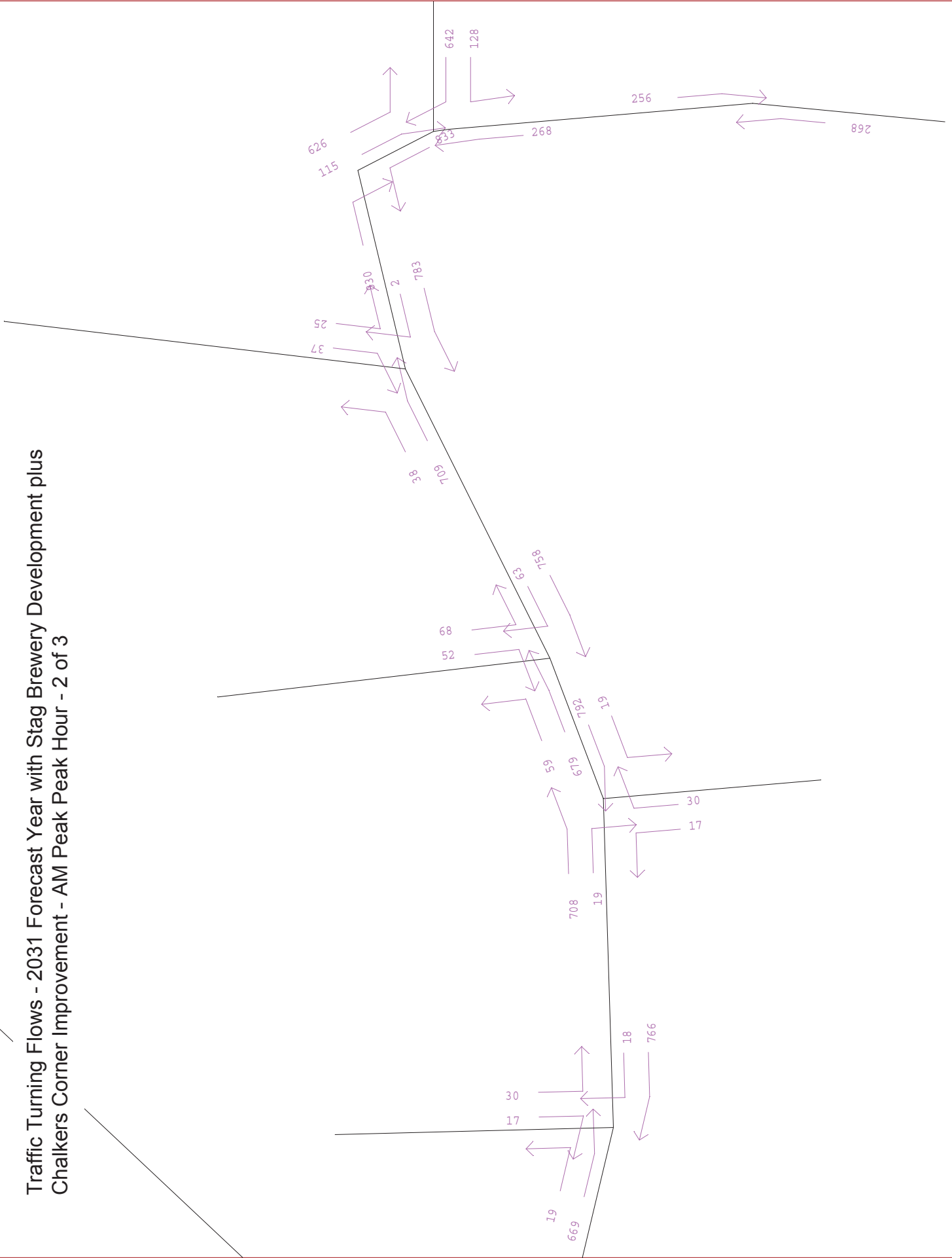
Atkins Ltd /
DWV / ITS

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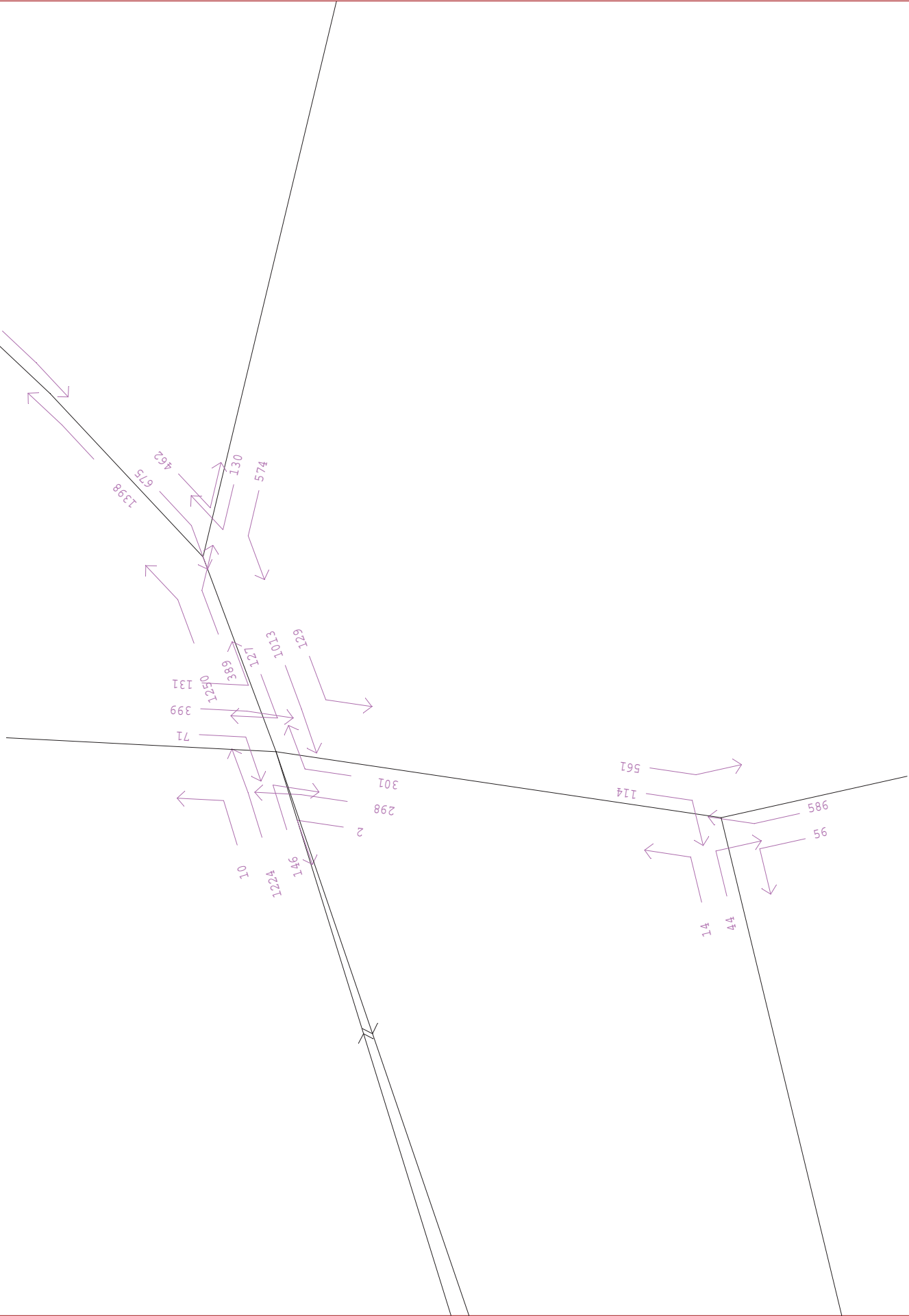
Scale 2292

Turn Data:

Exit flow



Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Chalkers Corner Improvement - PM Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWV / ITS

ET_R001_PM_S
B_WDCC0c.UFS

Scale 1489

Turn Data:

Exit flow

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Chalkers Corner Improvement - PM Peak Peak Hour - 2 of 3

SATURN

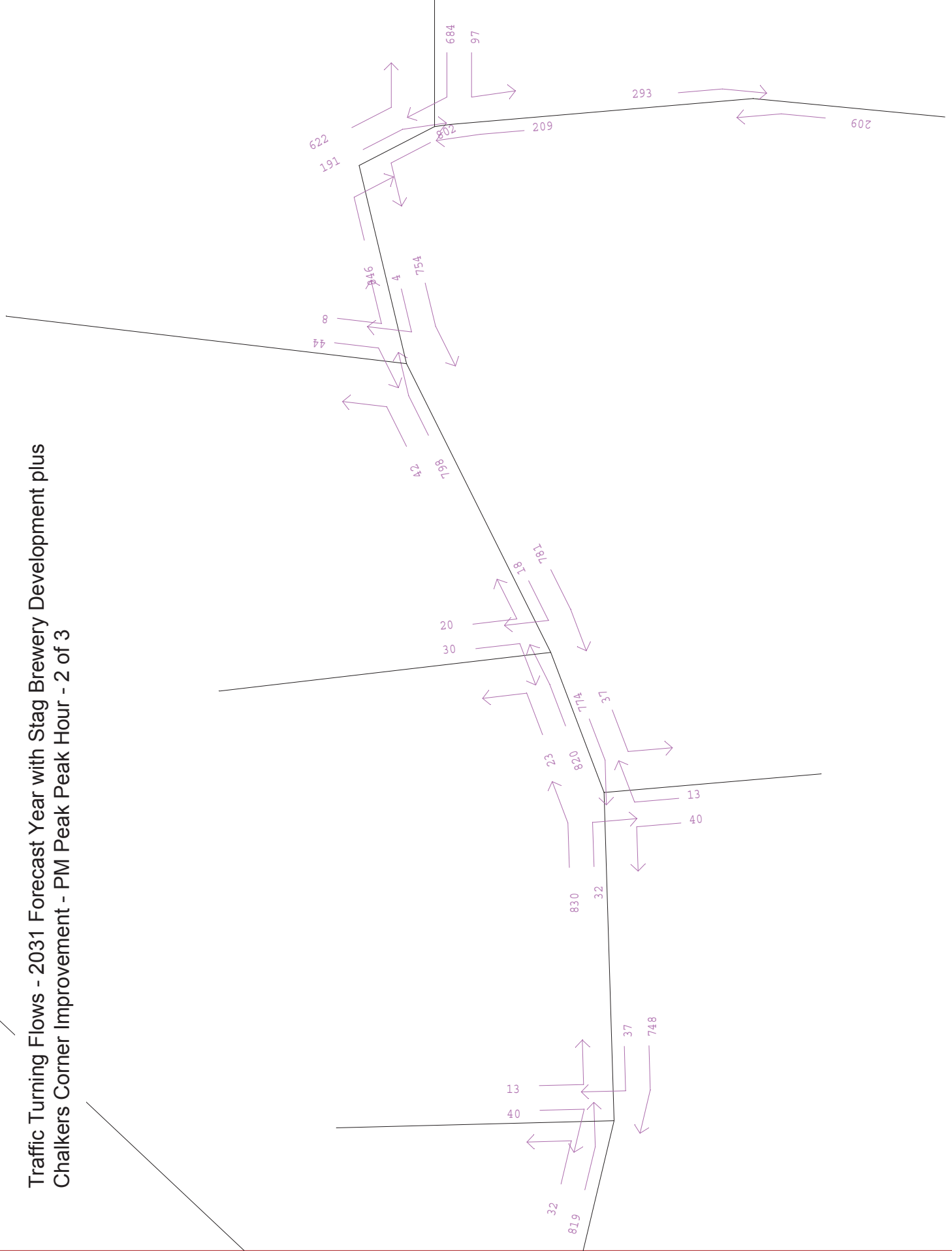
Atkins Ltd /
DWV / ITS

ET_R001_PM_S
B_WDCC0c.UFS

Scale 2292

Turn Data:

Exit flow



7-12-17

PETER BRETT

7-12-17

SOLHAM PM 2031

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Chalkers Corner Improvement - PM Peak Peak Hour - 3 of 3

SATURN

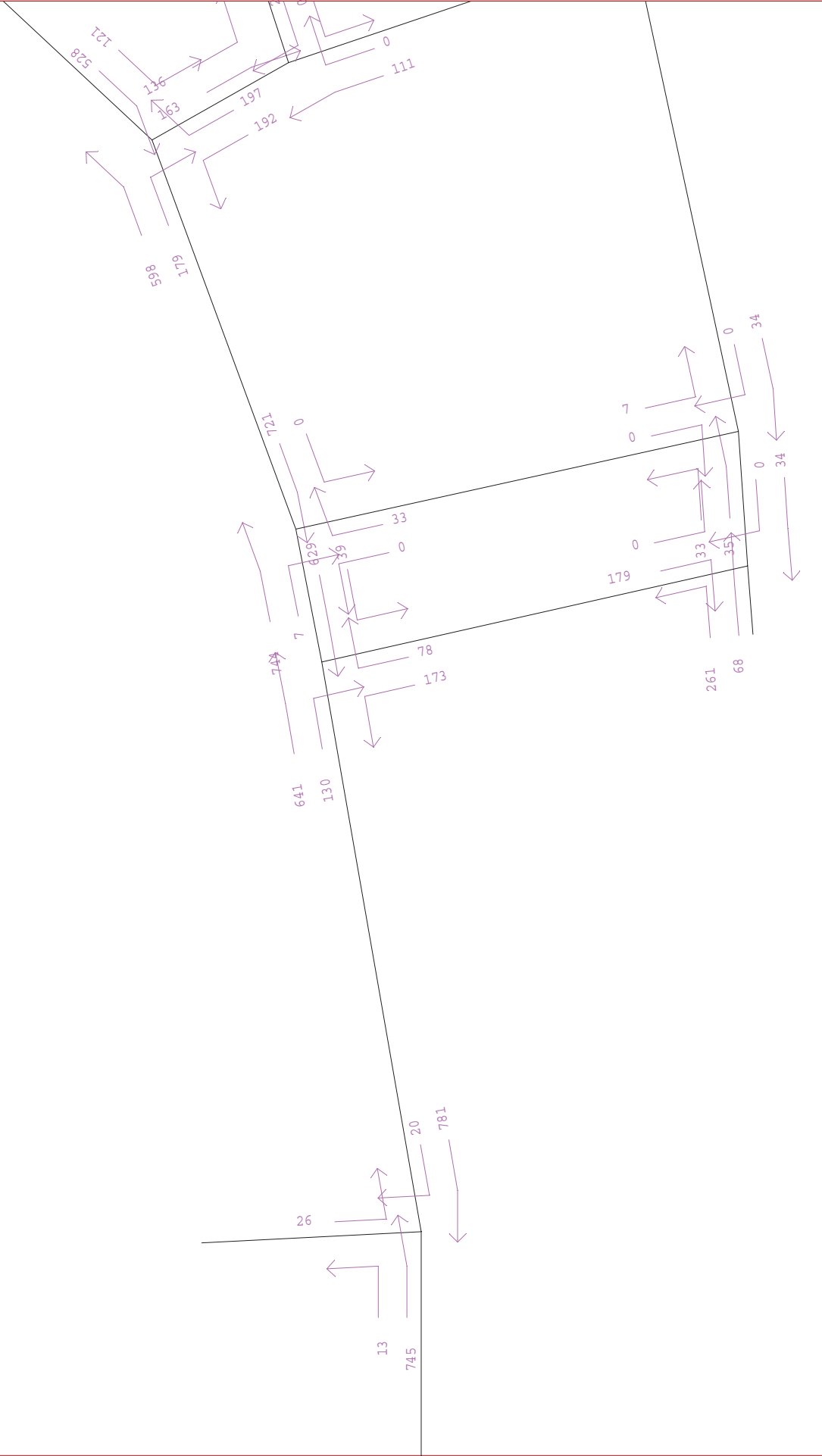
Atkins Ltd /
DWV / ITS

ET_R001_PM_S
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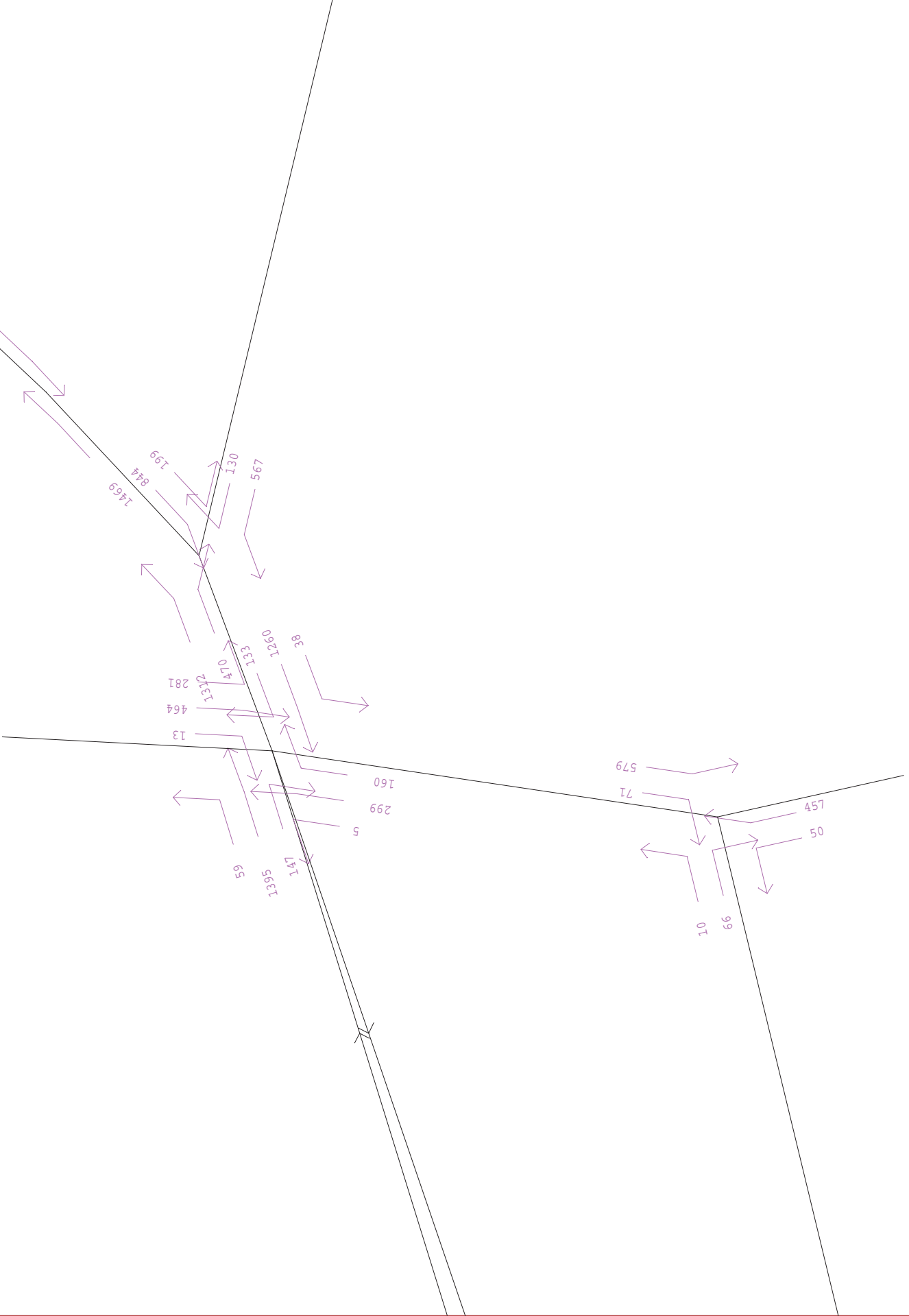
Scale 3105

Turn Data:

Exit flow



Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement - AM Peak Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWV / ITS

8NET_R001_AM
_SB_WW0d.UFS

Scale 1489

Turn Data:

Exit flow

7-12-17

PETER BRETT

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement - AM Peak Peak Hour - 2 of 3

SATURN

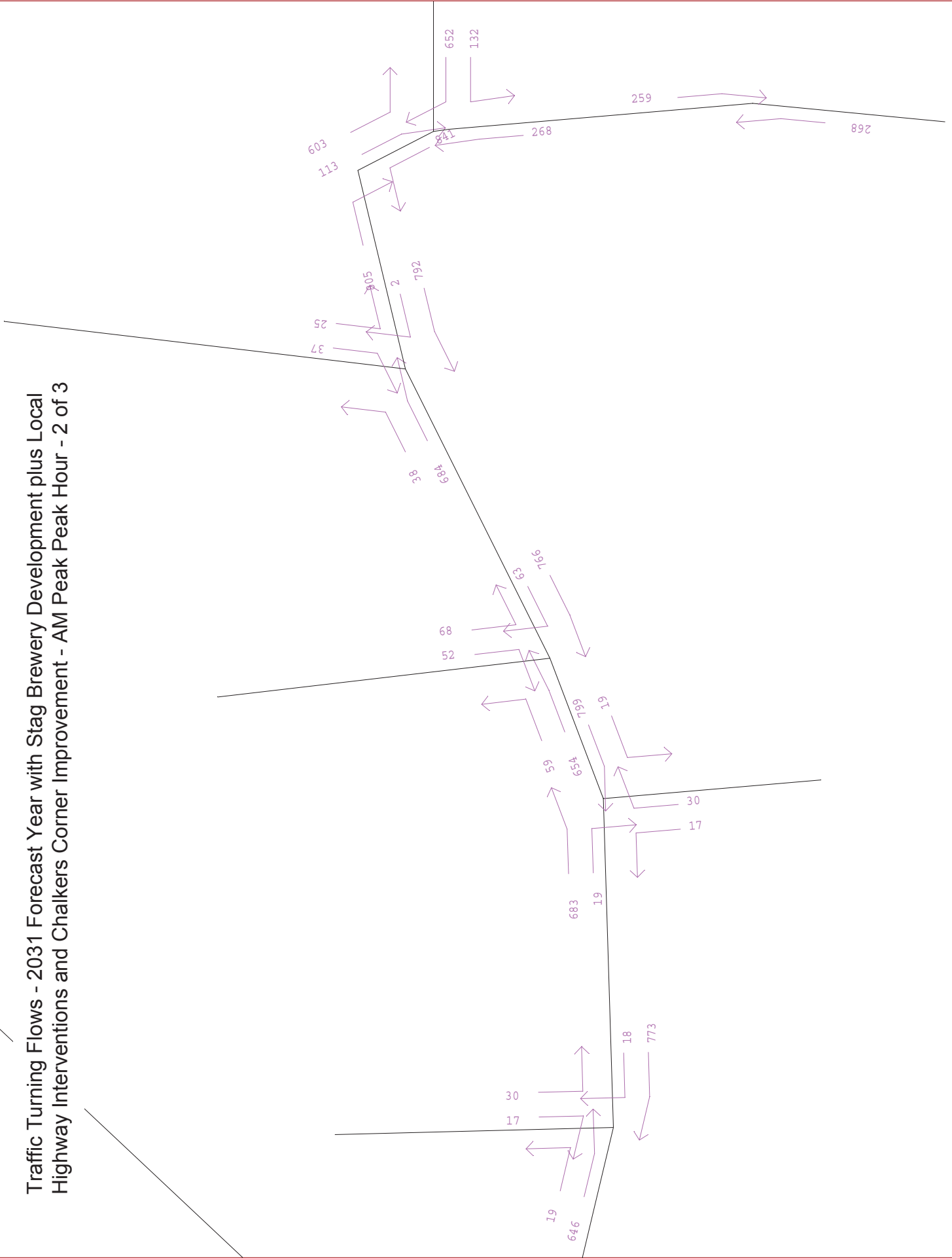
Atkins Ltd /
DWM / ITS

8NET_R001_AM
_SB_WW0d.UFS

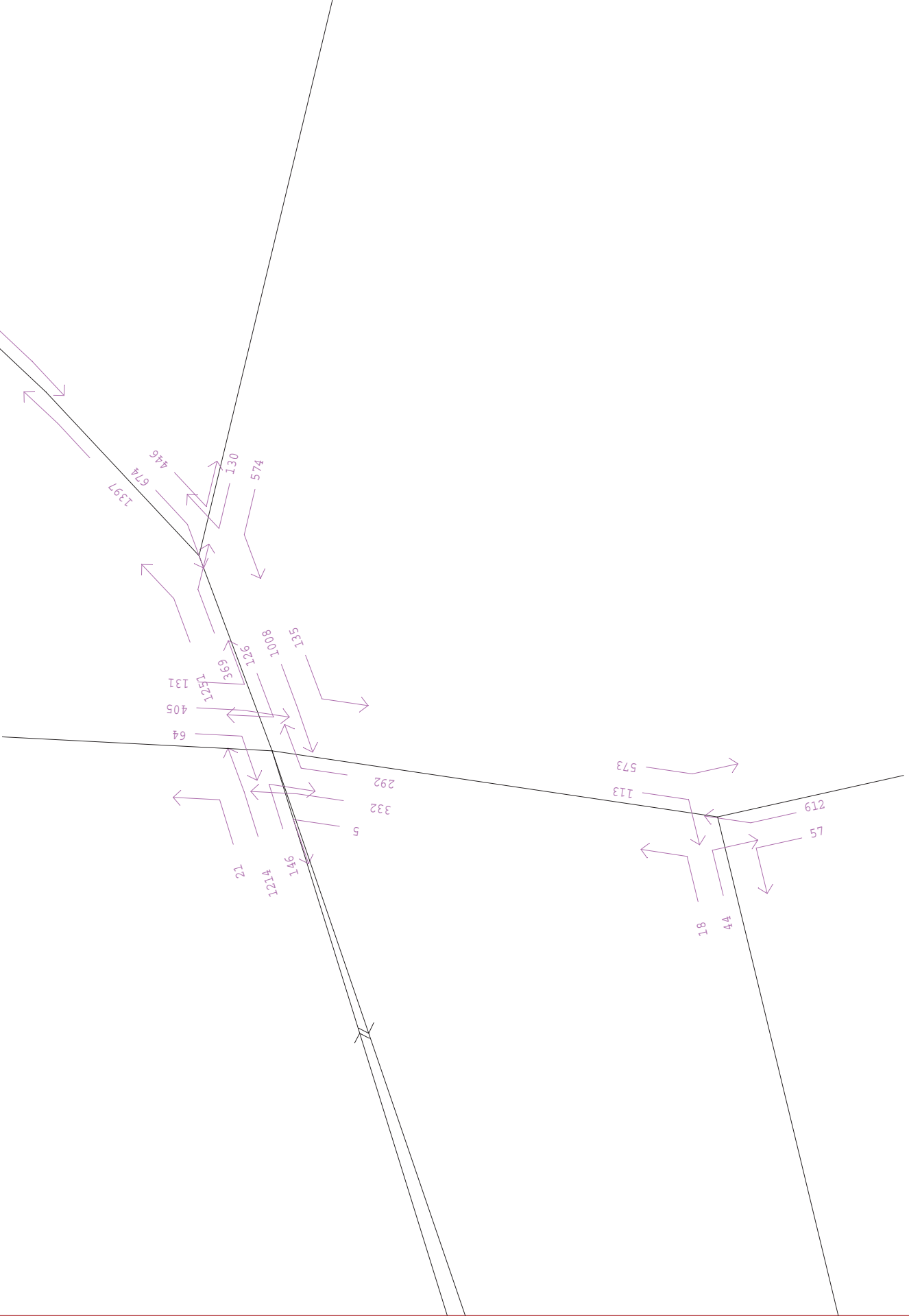
Scale 2292

Turn Data:

Exit flow



Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement - PM Peak Peak Hour - 1 of 3



SATURN

Atkins Ltd /
DWV / ITS

8NET_R001_PM
_SB_WM0c.UFS

Scale 1489

Turn Data:

Exit flow

Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement - PM Peak Peak Hour - 2 of 3

SATURN

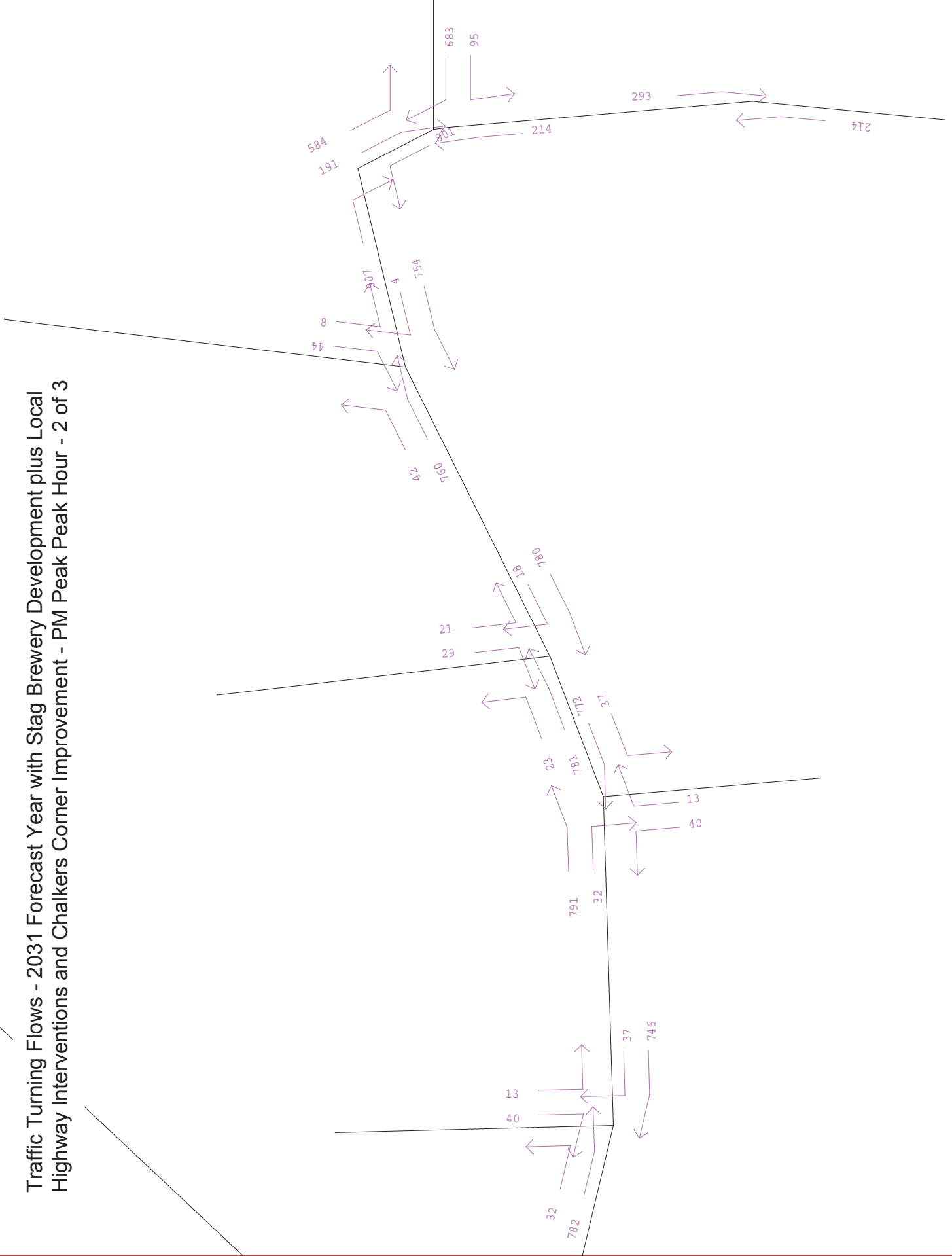
Atkins Ltd /
DWV / ITS

8NET_R001_PM
_SB_WW0c.UFS

Scale 2292

Turn Data:

Exit flow



Traffic Turning Flows - 2031 Forecast Year with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement - PM Peak Peak Hour - 3 of 3

SATURN

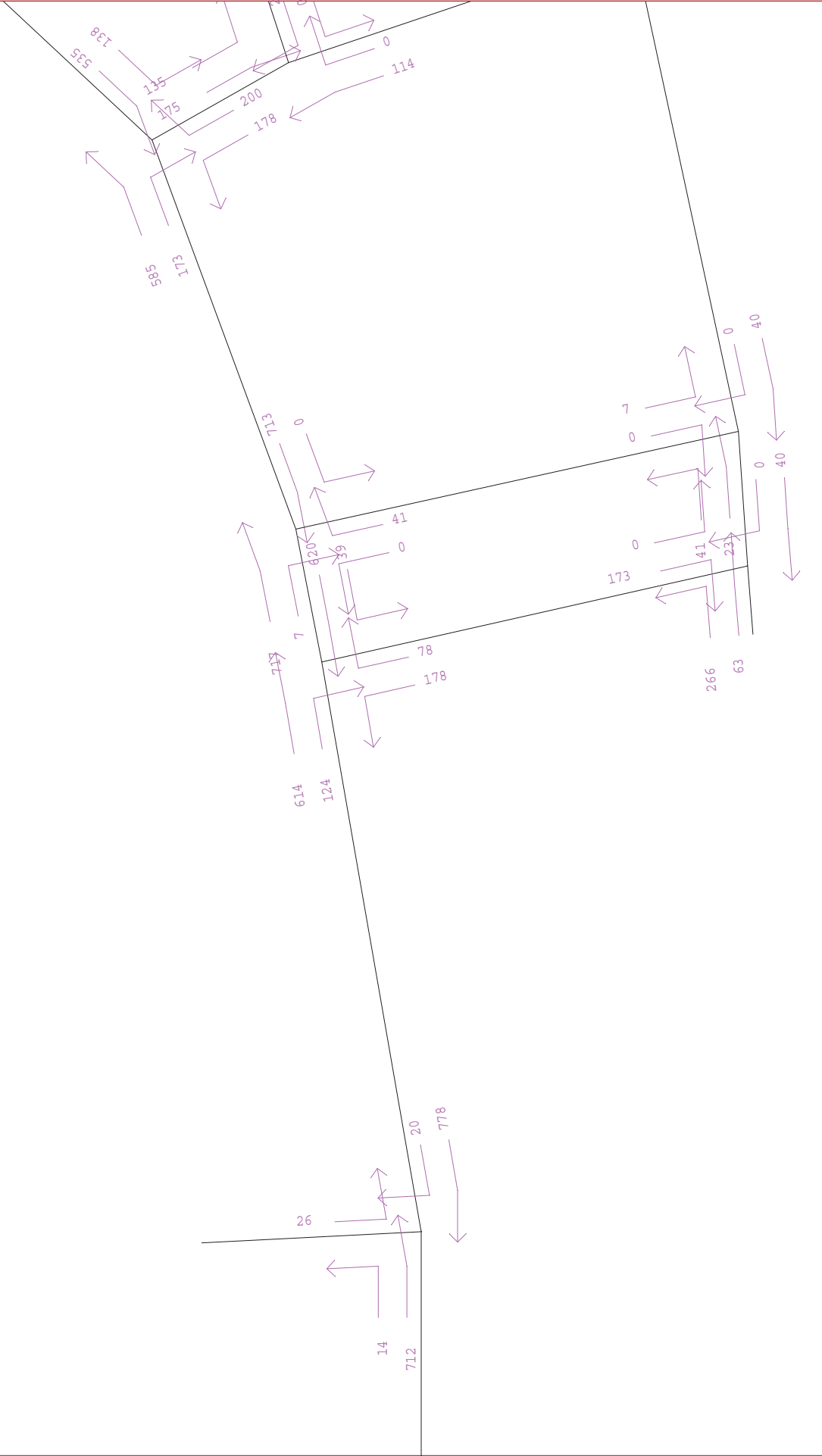
Atkins Ltd /
DWM / ITS

8NET_R001_PM
_SB_WM0c.UFS

Scale 3105

Turn Data:

Exit flow



Appendix E Journey Time Route Graphs

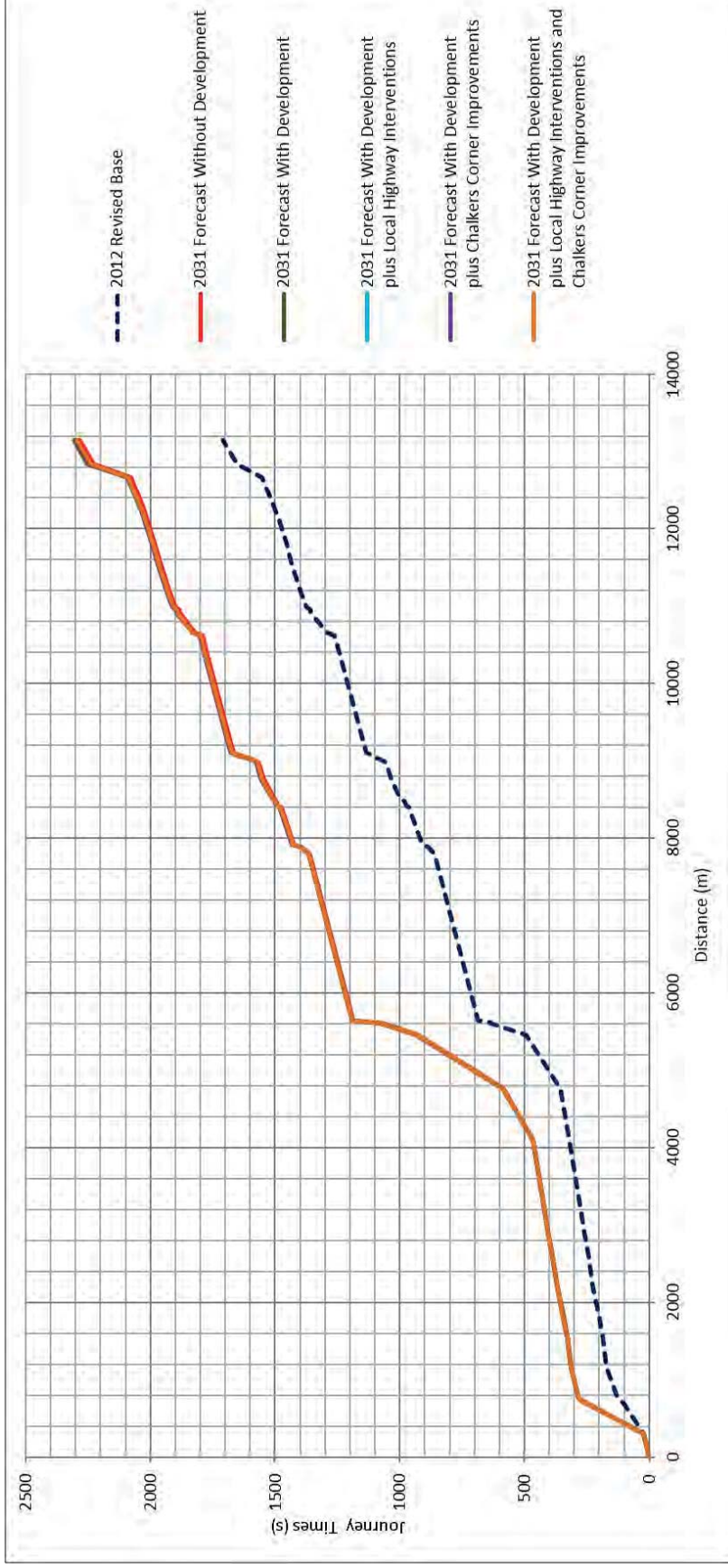


Figure E1: Journey Time Comparison – Route 223 (A316 Sunbury to A317 Kew Green) – AM Peak Hour



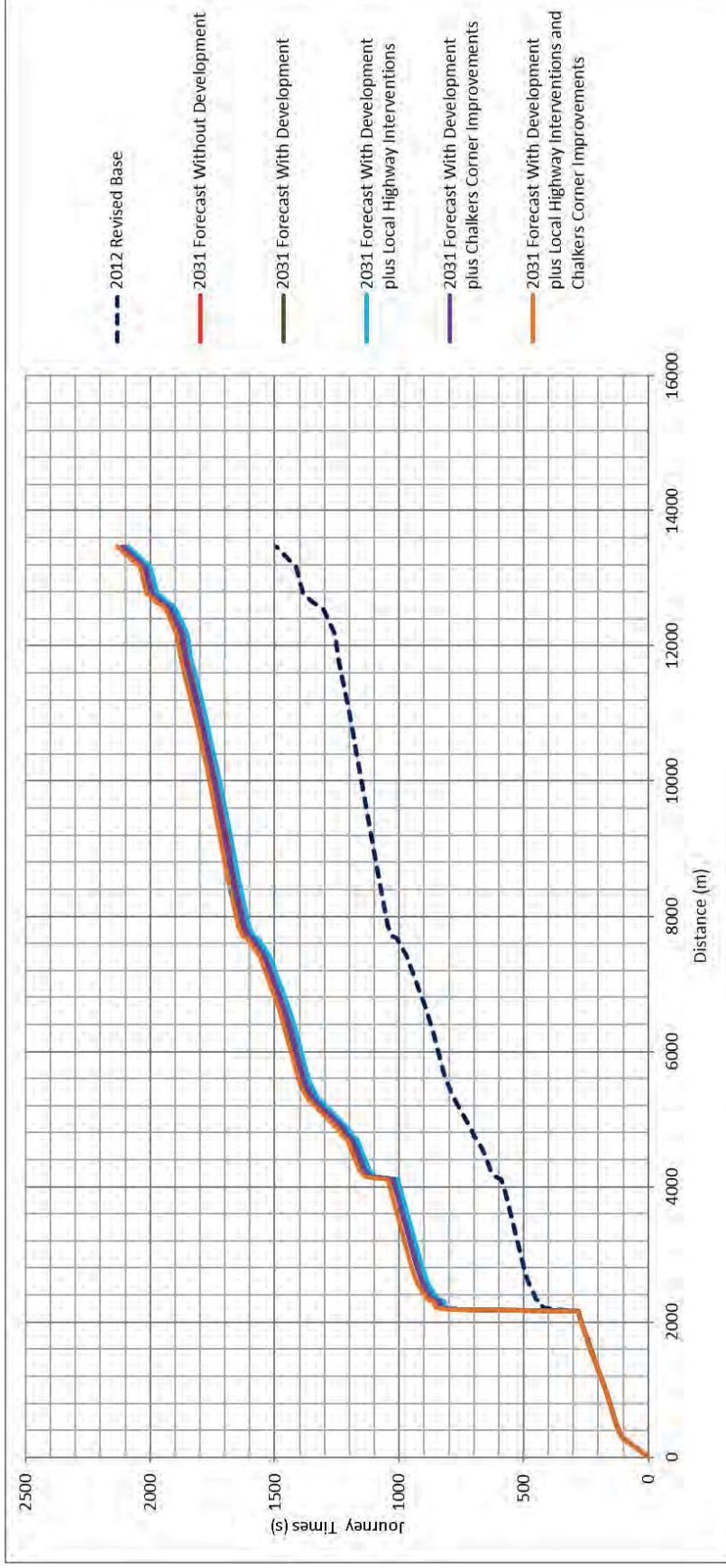


Figure E2: Journey Time Comparison – Route 224 (A317 Kew Green to A316 Sunbury) – AM Peak Hour



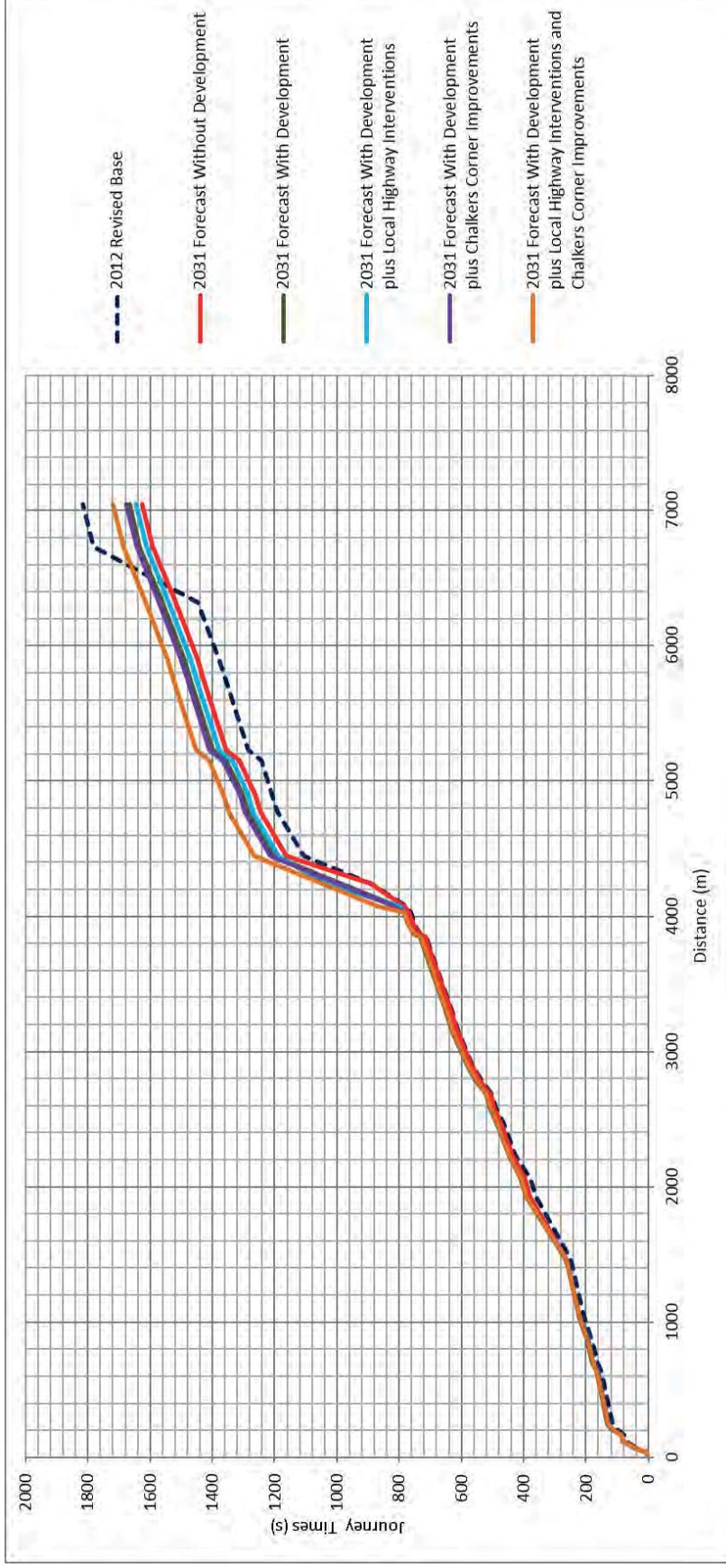


Figure E3: Journey Time Comparison – Route 225 (A316 Richmond to A205 Putney) – AM Peak Hour



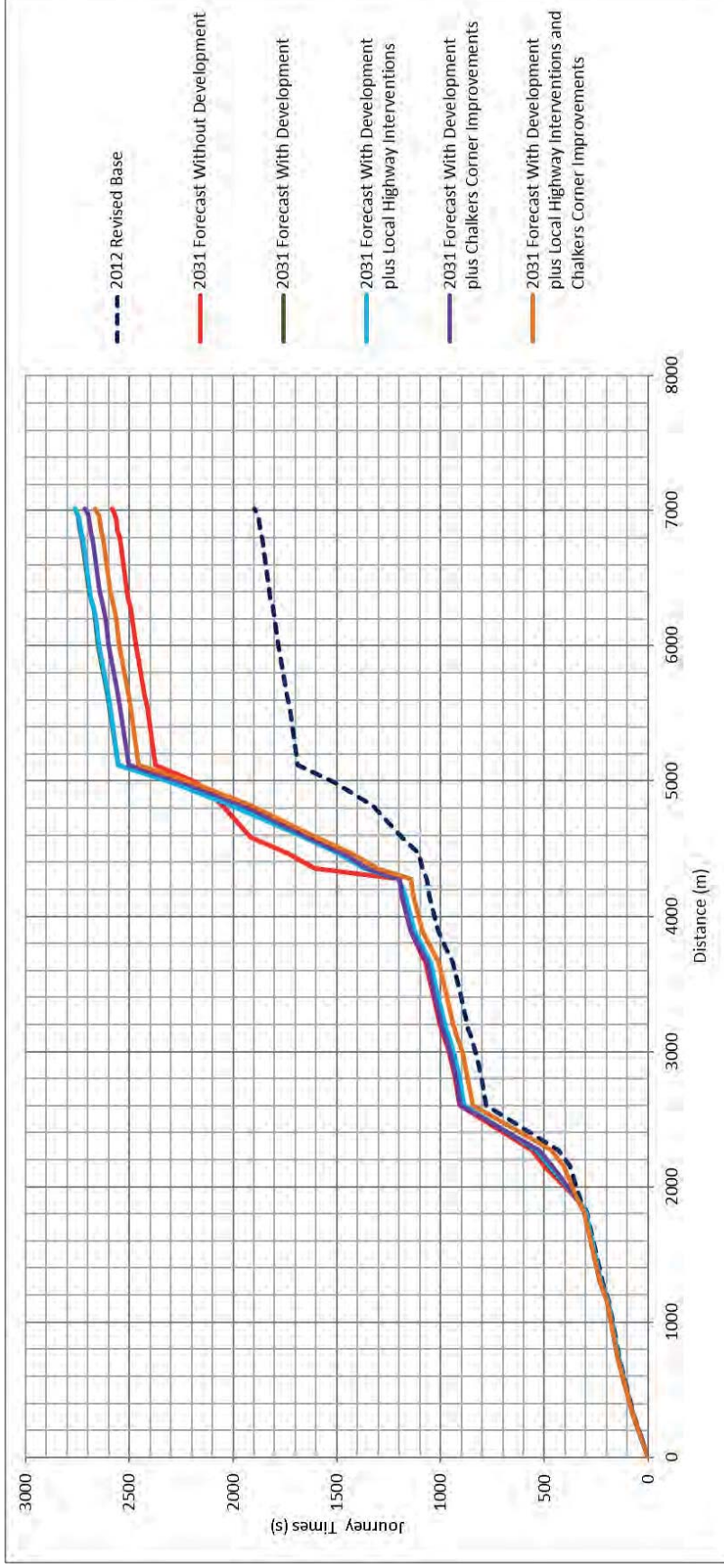


Figure E4: Journey Time Comparison – Route 226 (A205 Putney to A316 Richmond) – AM Peak Hour



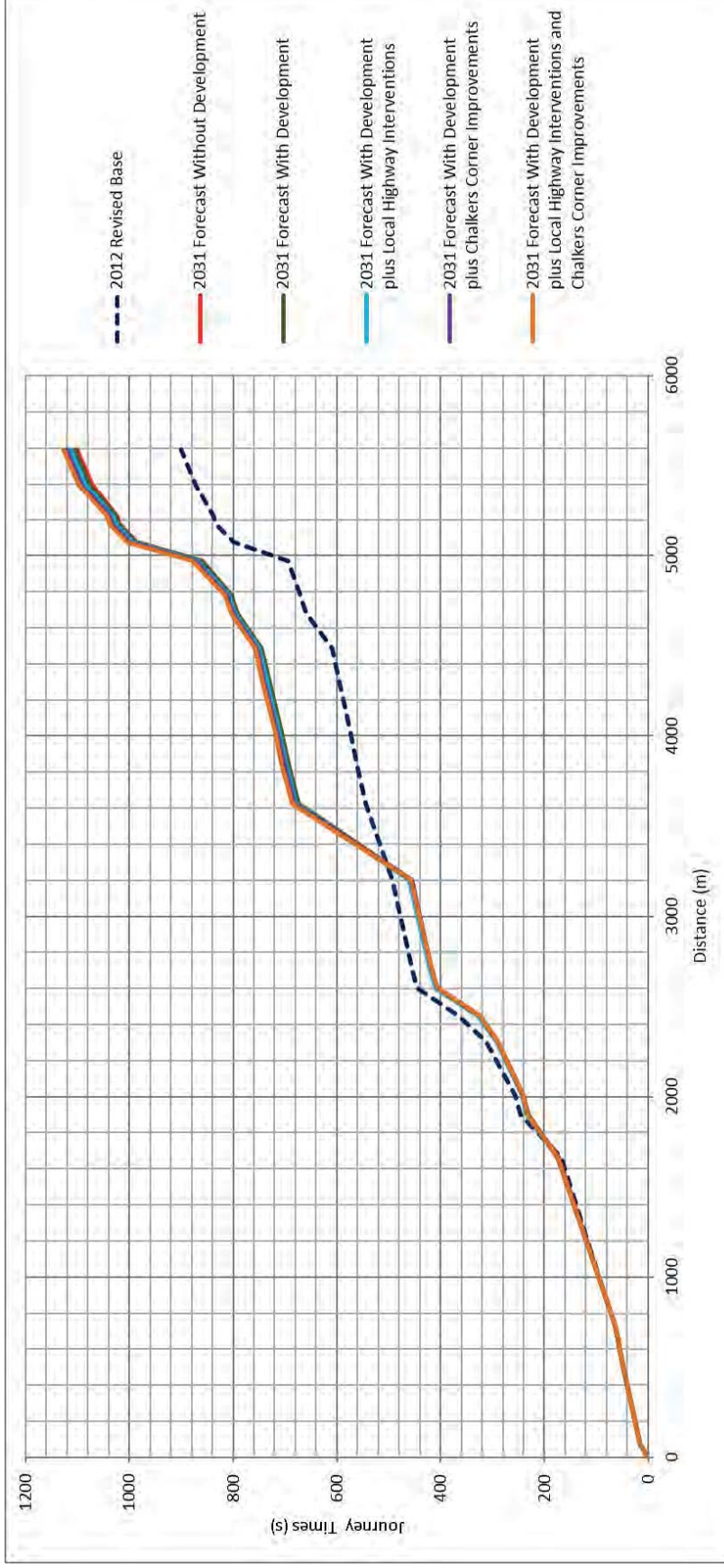


Figure E5: Journey Time Comparison – Route 343 (A316 (Chertsey RD) Clockwise) – AM Peak Hour



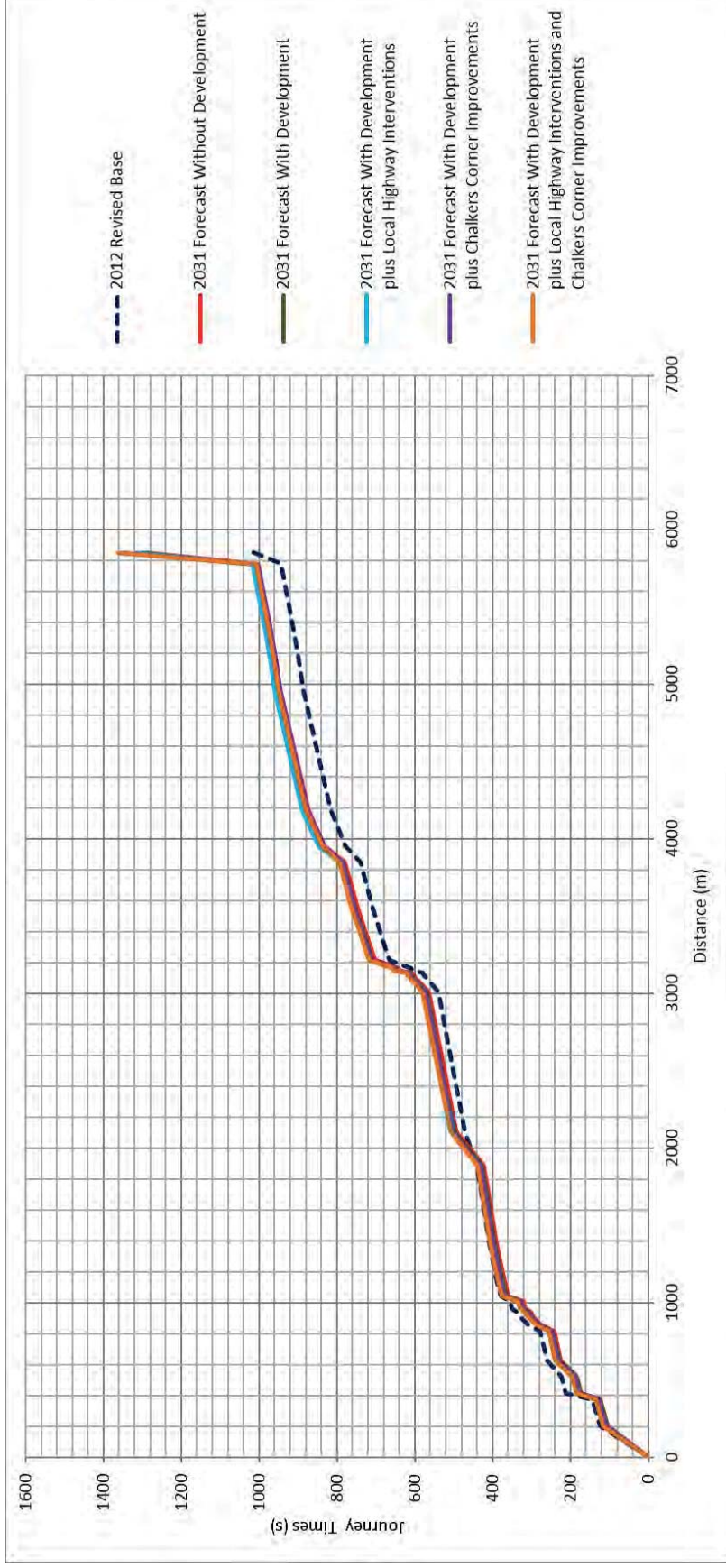


Figure E6: Journey Time Comparison – Route 344 (A316 (Chertsey RD) Anti-clockwise) – AM Peak Hour



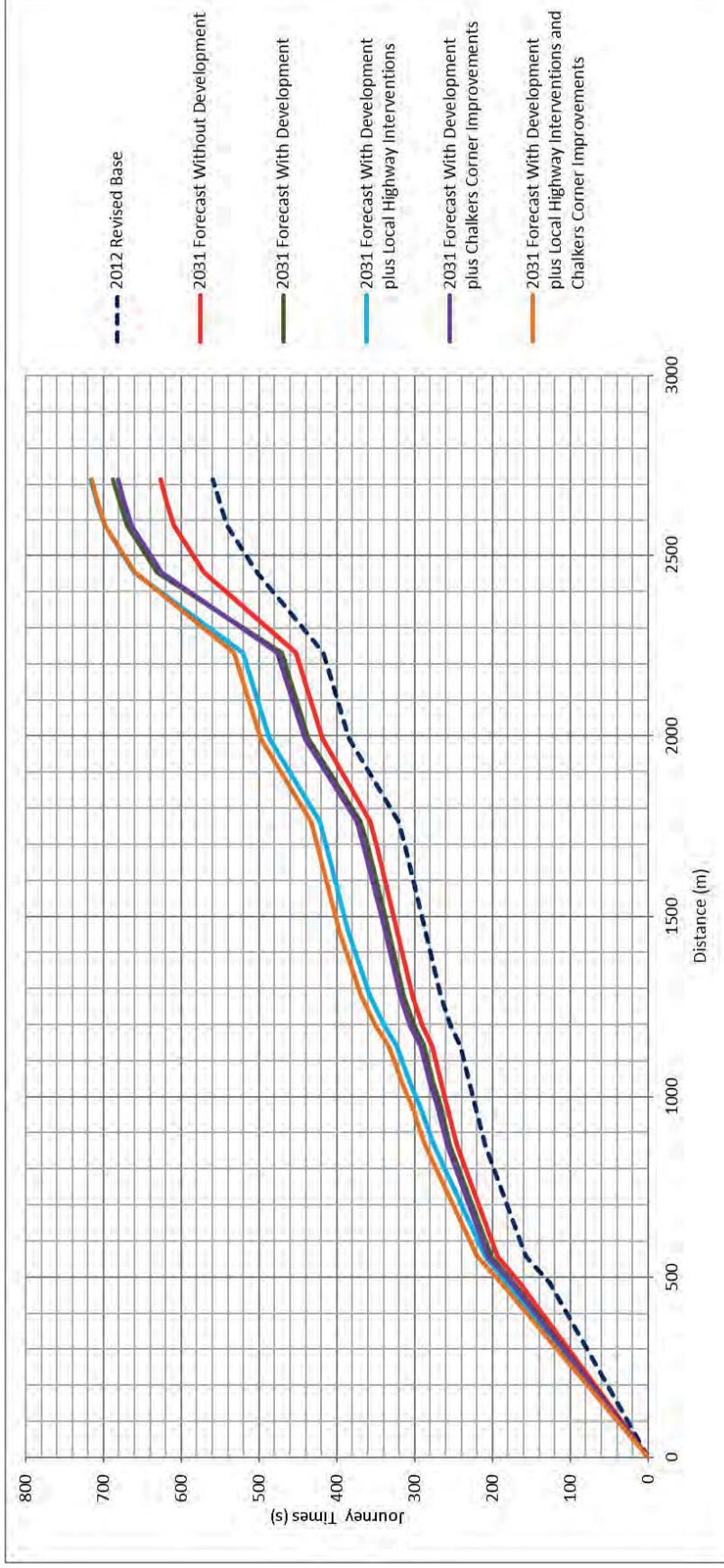


Figure E7: Journey Time Comparison – Route 381 (Mortlake High Street + Lower Richmond Road Eastbound) – AM Peak Hour



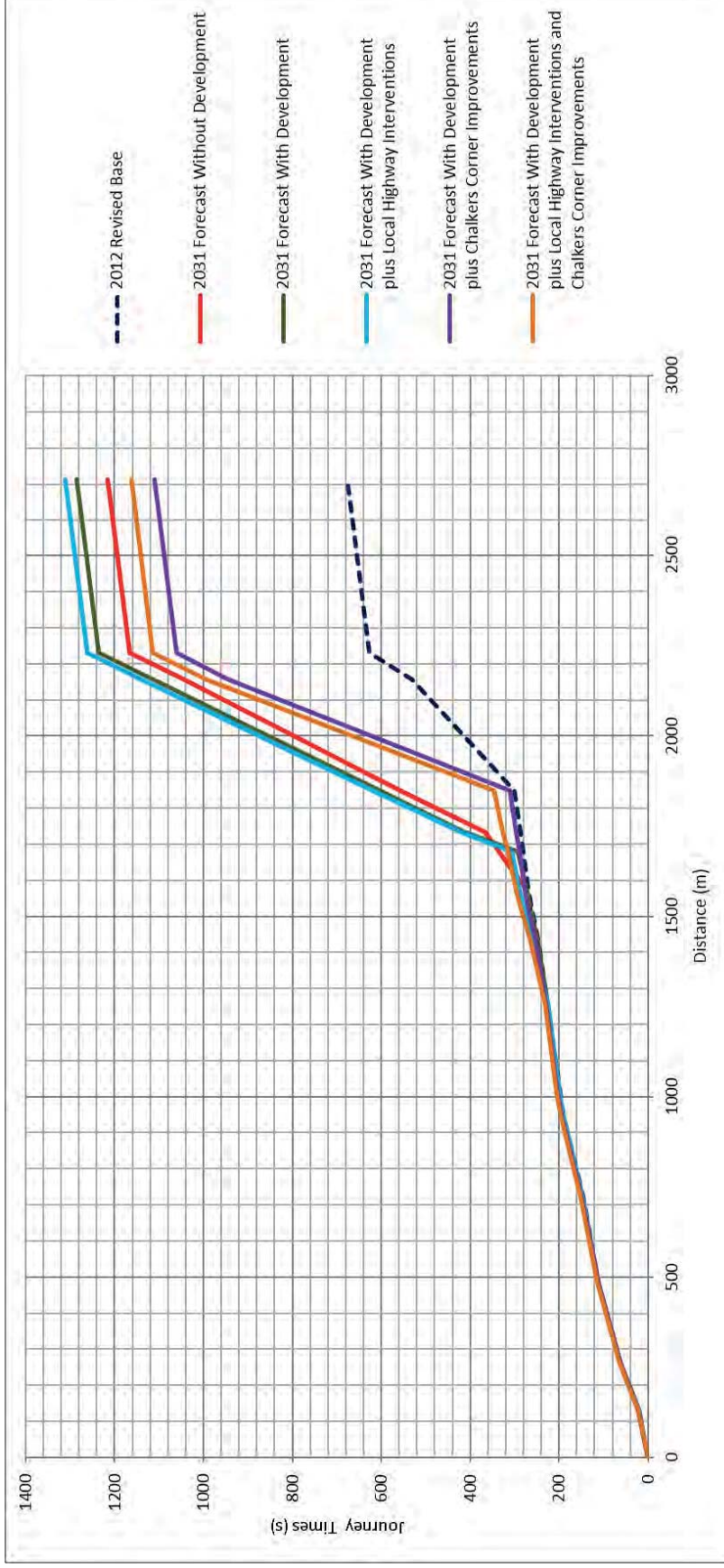


Figure E8: Journey Time Comparison – Route 382 (Mortlake High Street + Lower Richmond Road Westbound) – AM Peak Hour



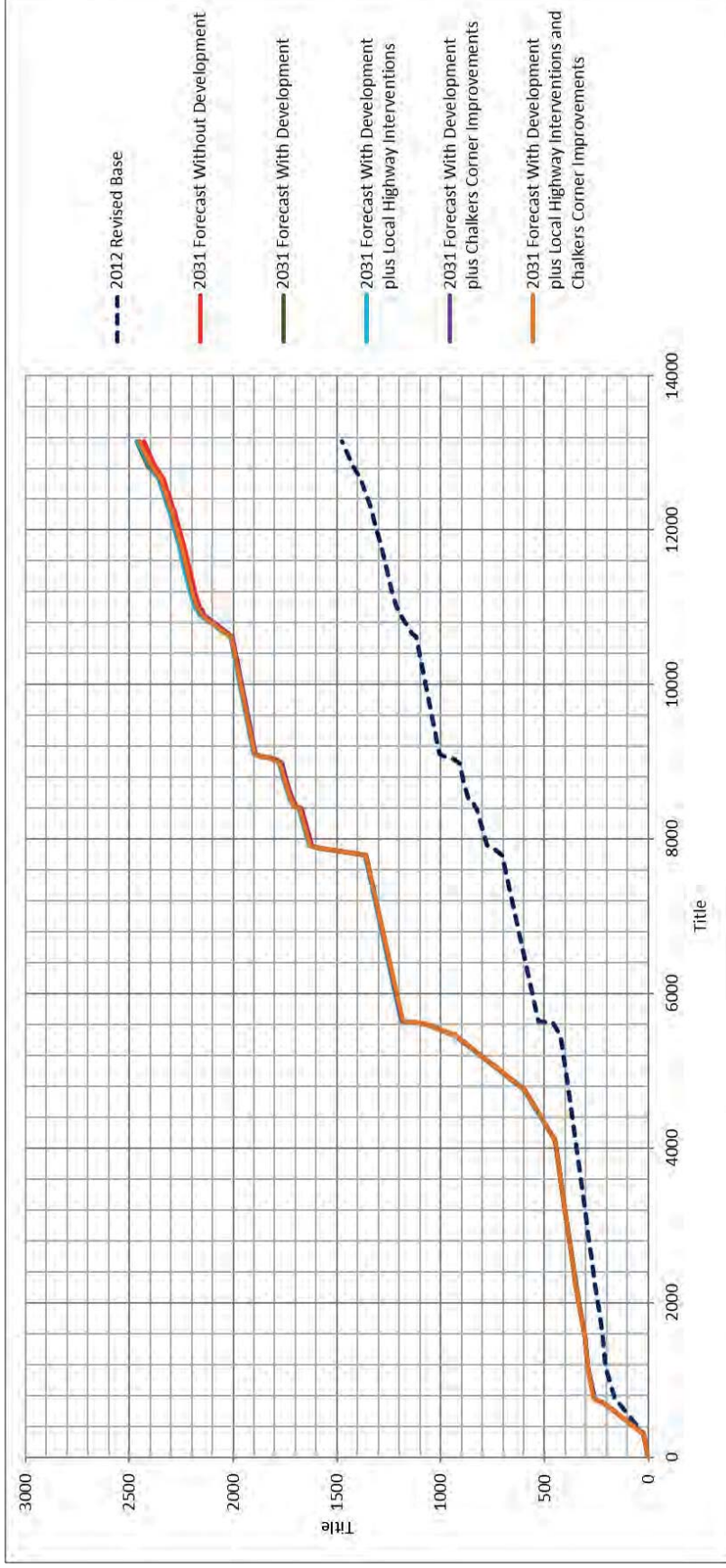


Figure E9: Journey Time Comparison – Route 223 (A316 Sunbury to A317 Kew Green) – PM Peak Hour



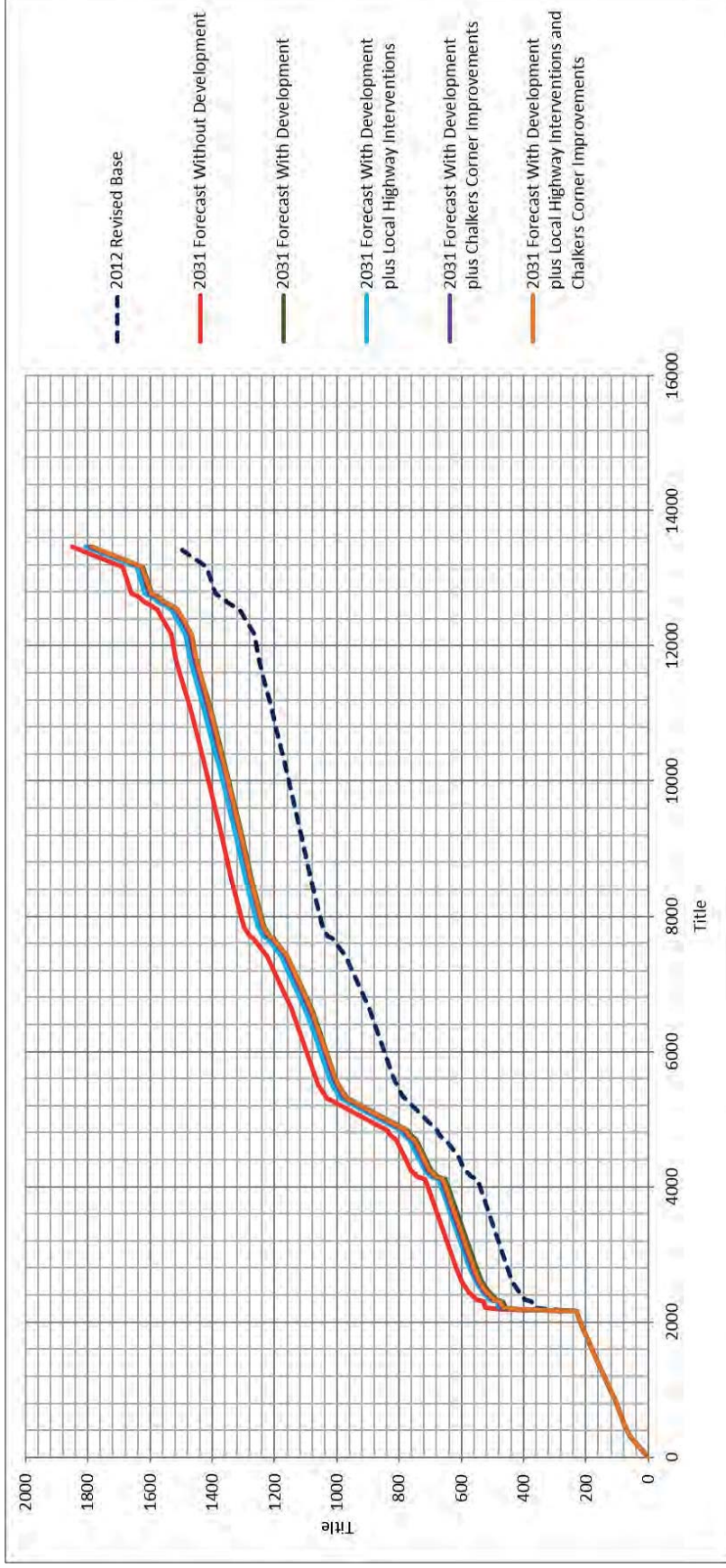


Figure E10: Journey Time Comparison – Route 224 (A317 Kew Green to A316 Sunbury) – PM Peak Hour



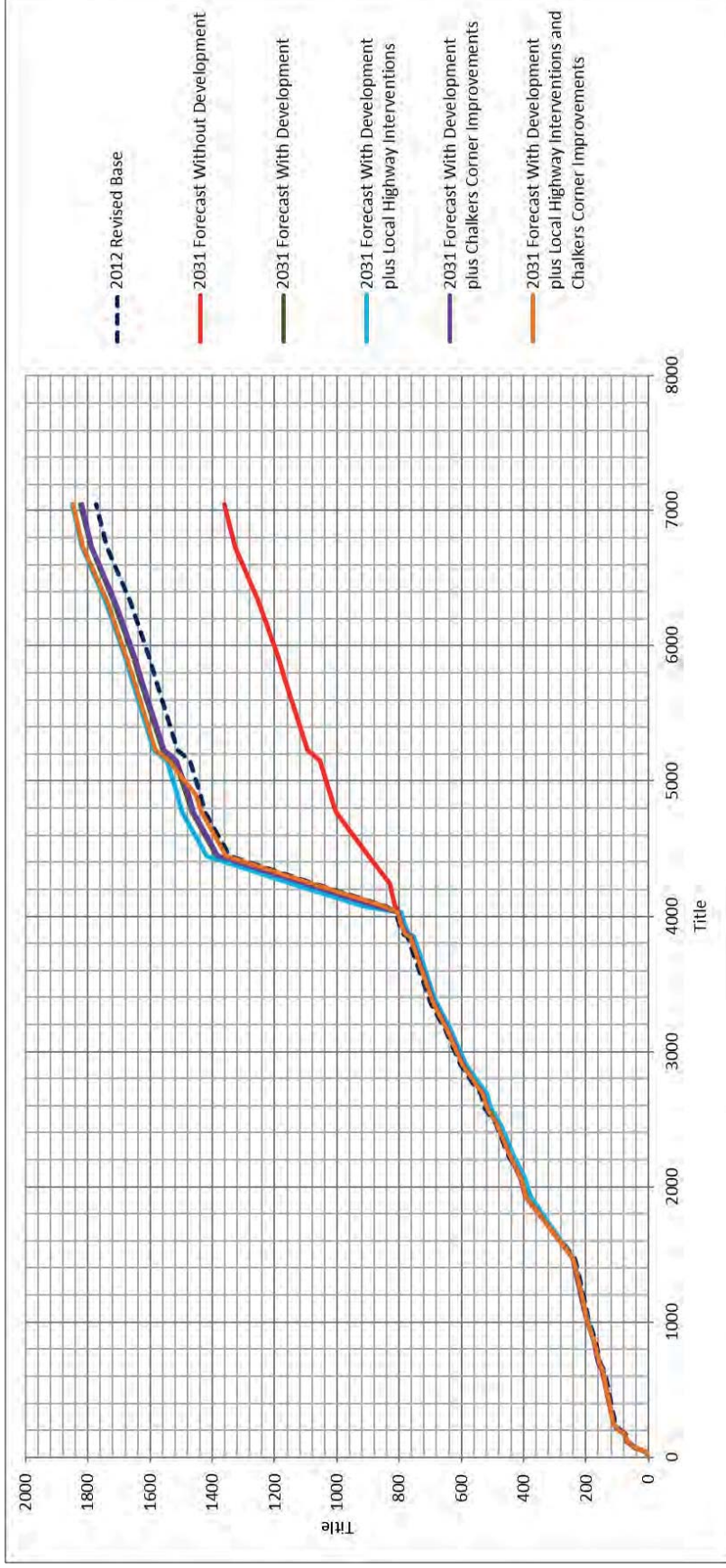


Figure E11: Journey Time Comparison – Route 225 (A316 Richmond to A205 Putney) – PM Peak Hour



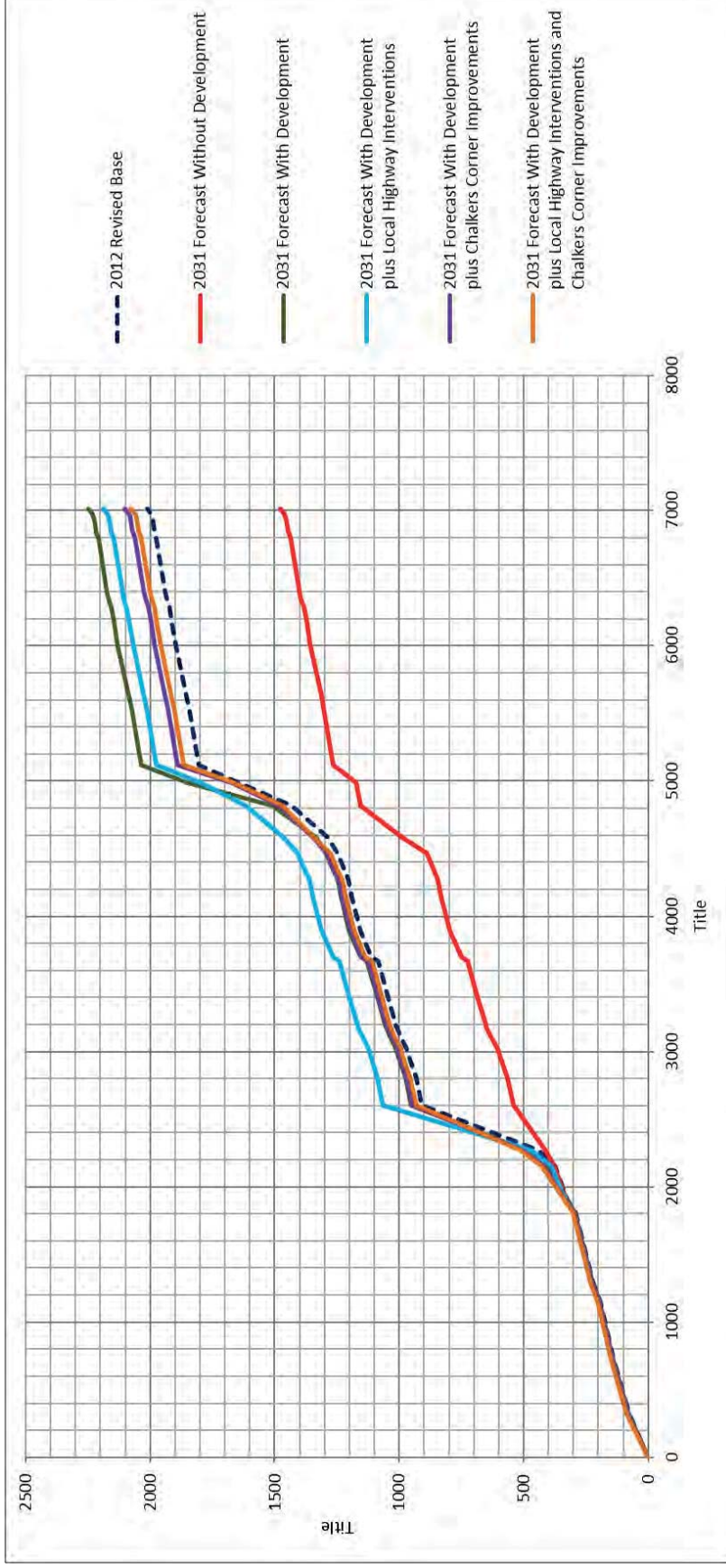


Figure E12: Journey Time Comparison – Route 226 (A205 Putney to A316 Richmond) – PM Peak Hour



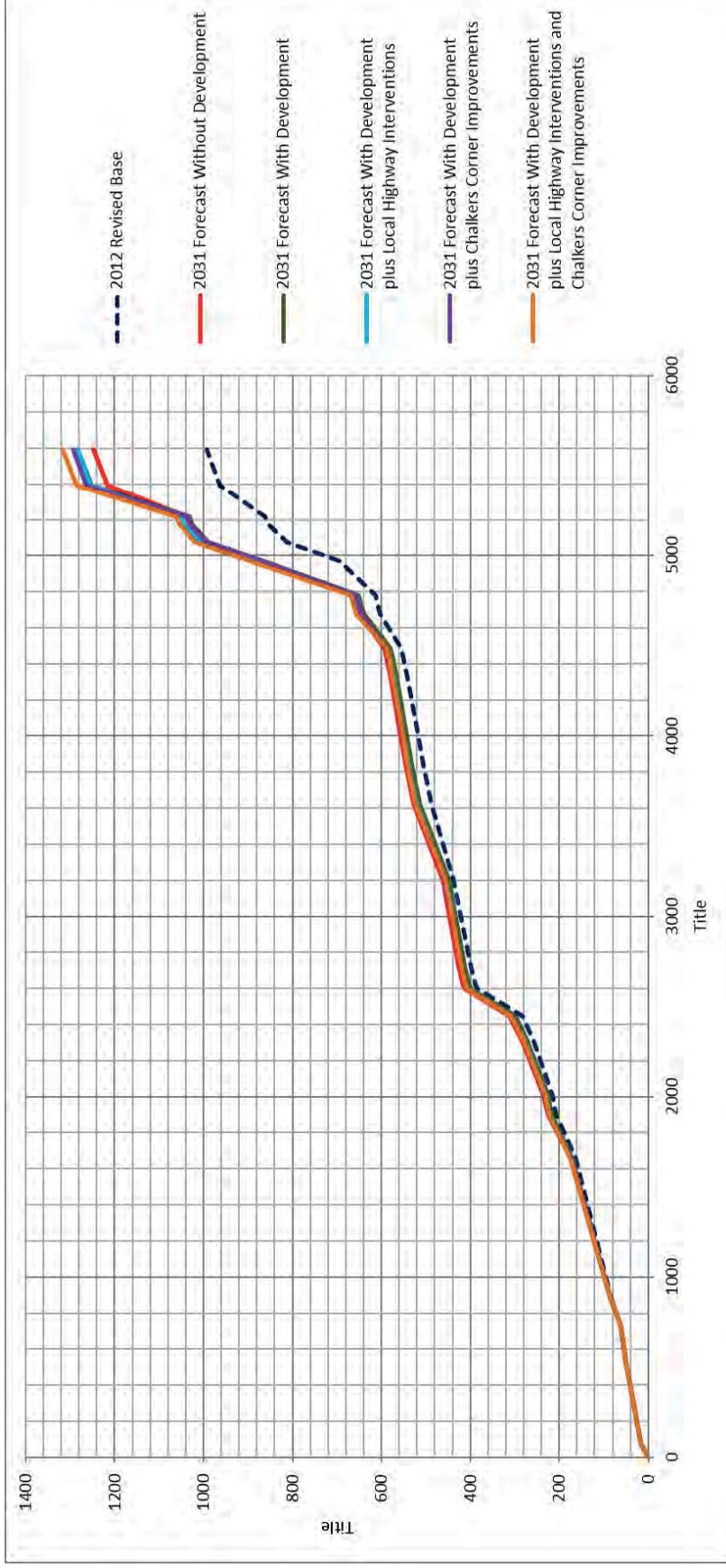


Figure E13: Journey Time Comparison - Route 343 (A316 (Chertsey RD) Clockwise) - PM Peak Hour



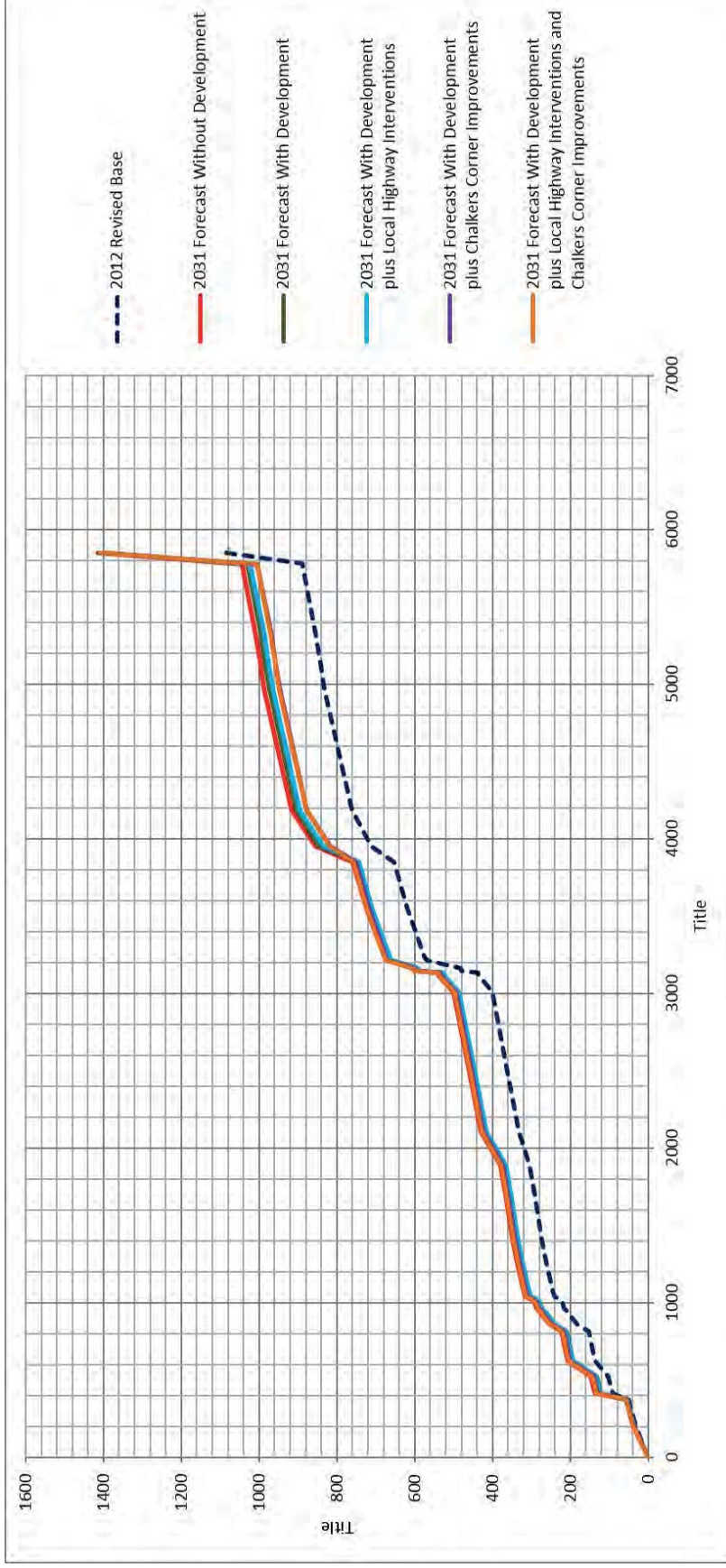


Figure E14: Journey Time Comparison – Route 344 (A316 (Chertsey RD) Anti-clockwise) – PM Peak Hour



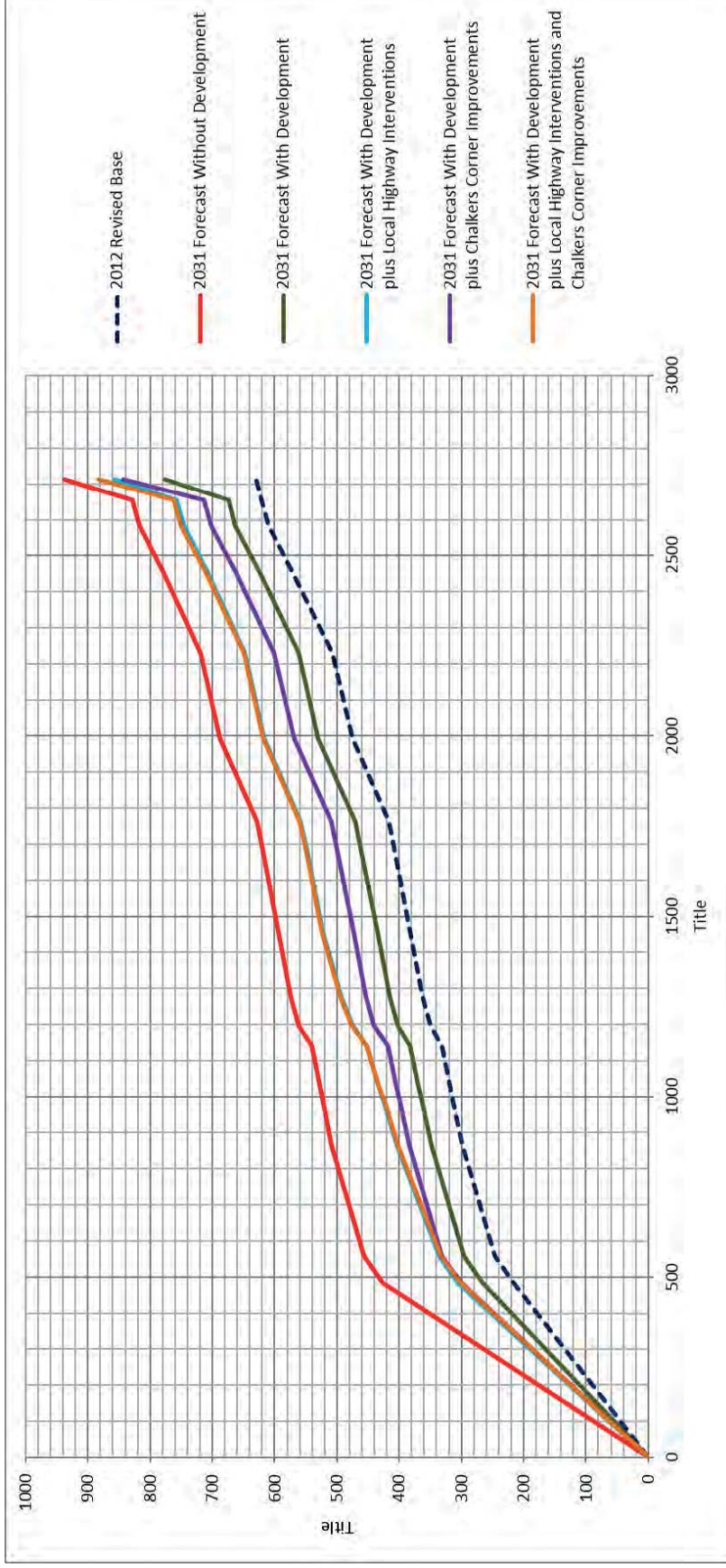


Figure E15: Journey Time Comparison – Route 381 (Mortlake High Street + Lower Richmond Road Eastbound) – PM Peak Hour



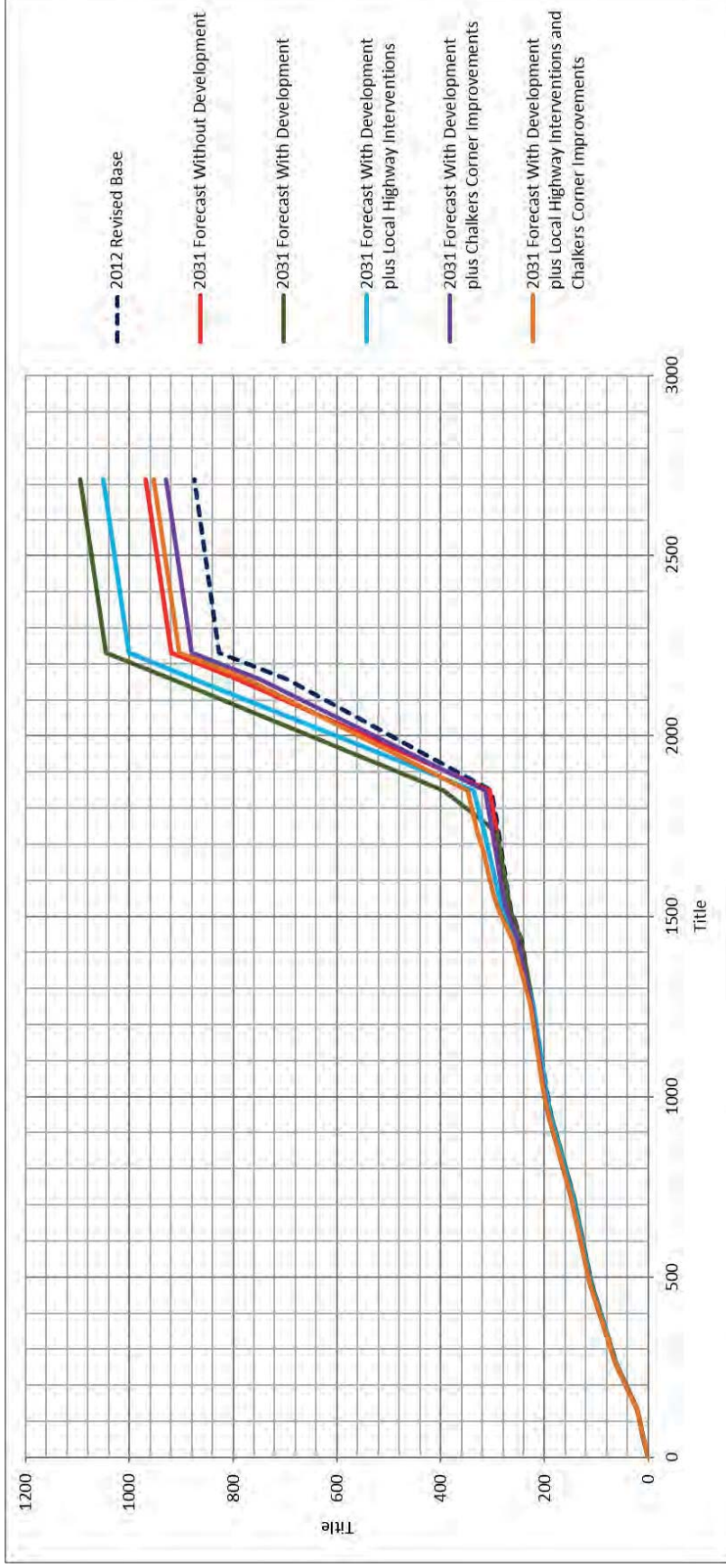


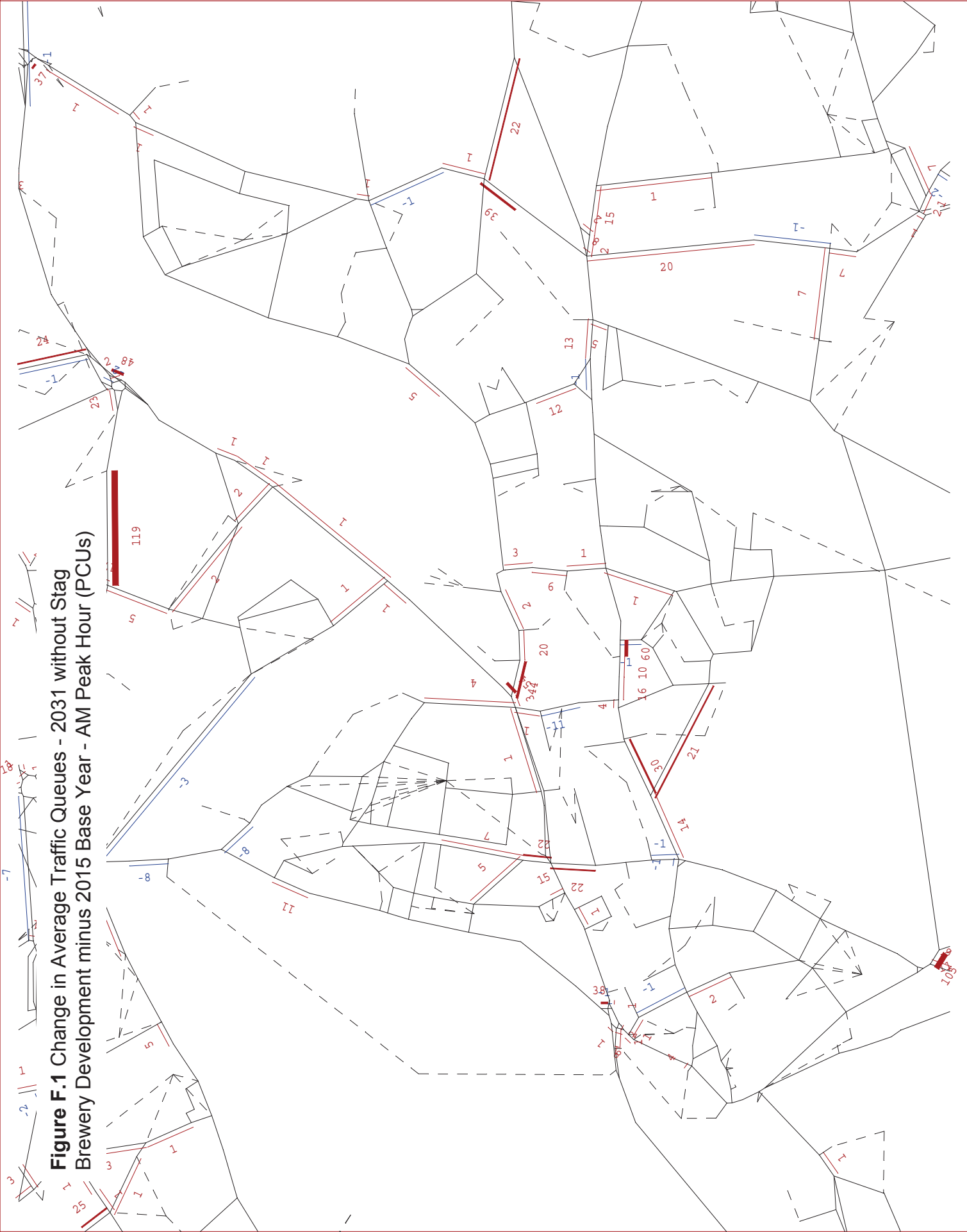
Figure E16: Journey Time Comparison – Route 382 (Mortlake High Street + Lower Richmond Road Westbound) – PM Peak Hour



Appendix F Change in Queued Traffic



Figure F.1 Change in Average Traffic Queues - 2031 without Stag Brewery Development minus 2015 Base Year - AM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

V3d_v2aME_Re
RunIt6_F.UFS
1_AM_SB_FB0a

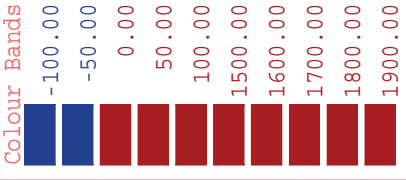
Scale 24797

Link Annot:

+ Q Average
- Q Average

Differ: 2-1

Bandwidths =
100./mm



Node data:
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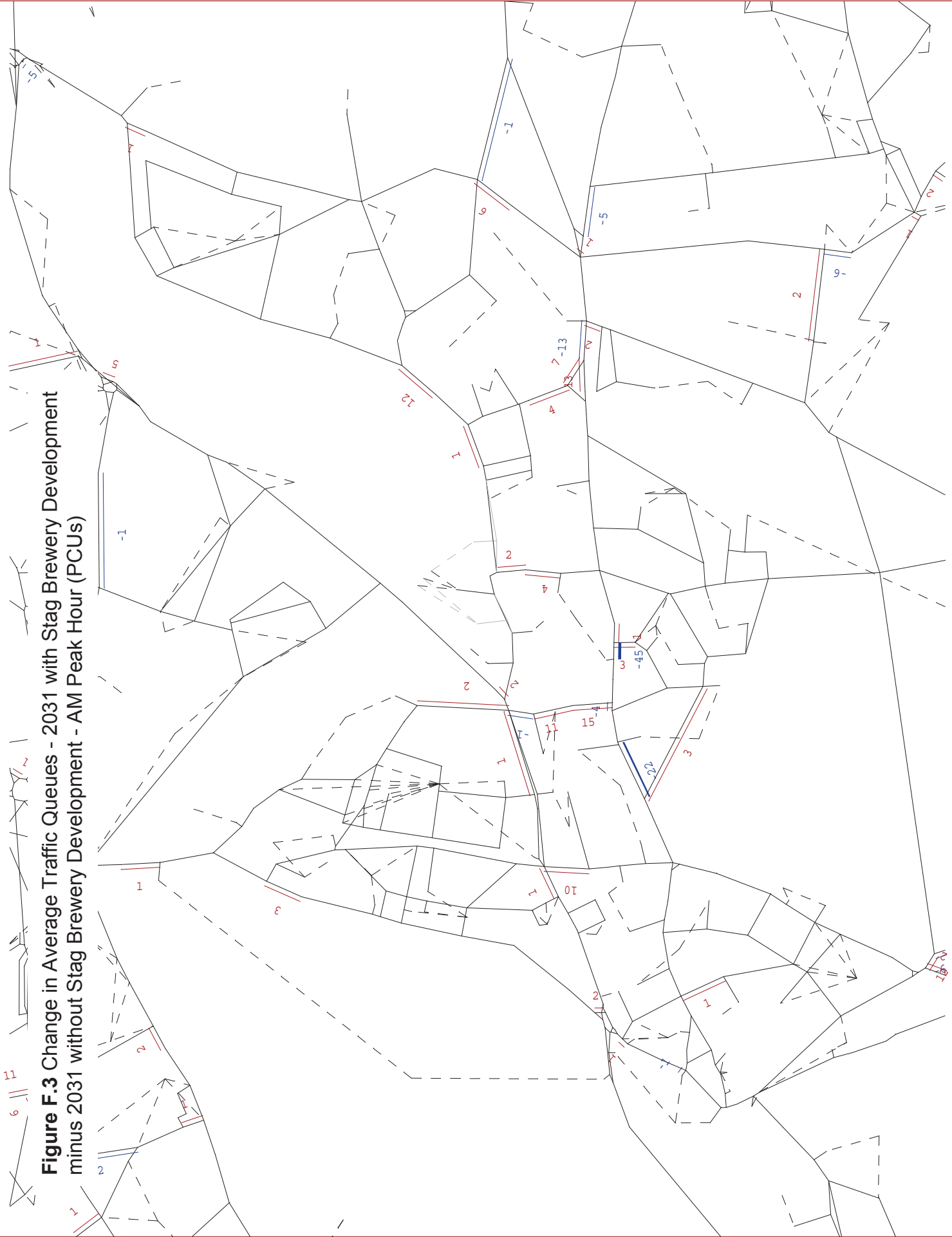
Stowvehr garr.IINS
= 200.00/mm

Multi-Colour
by user-set

lrange\$8

PETER BRETT

Figure F.3 Change in Average Traffic Queues - 2031 with Stag Brewery Development minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_FB0a.UFS
AM_SB_WDNM0a

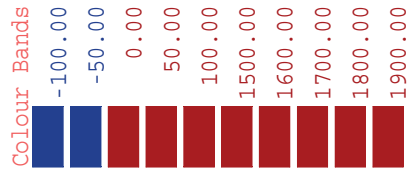
Scale 24797

Link Annot:

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- Q Average

Differ: 2-1

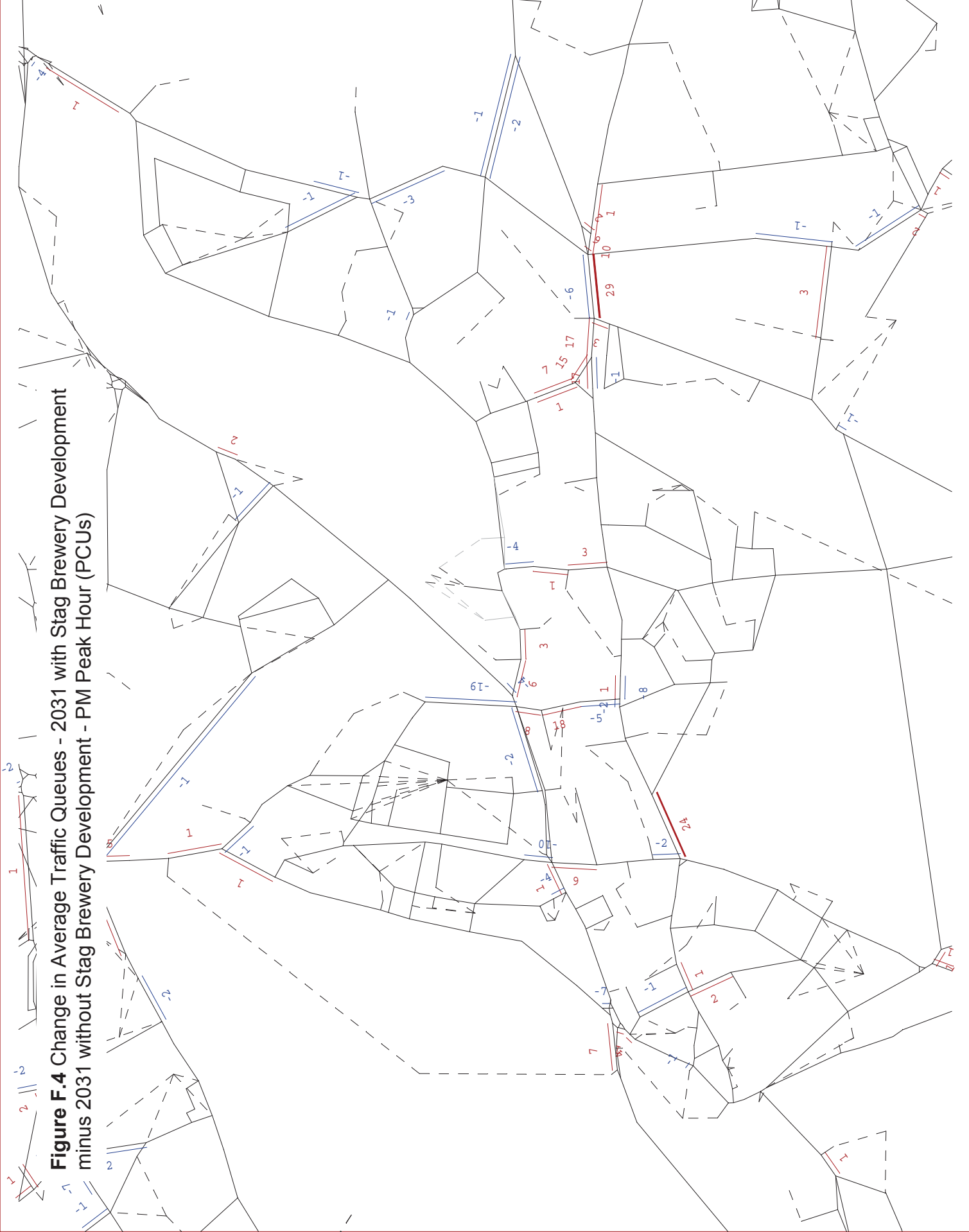
Bandwidths =
100./mm



0- 0
Node0data:1
Converge-15

Bandwh units
Multi colour
= 200.00/mm
by user-set
1range88

Figure F.4 Change in Average Traffic Queues - 2031 with Stag Brewery Development minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
PM_SB_WDNM0a

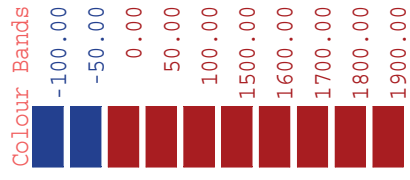
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Link Annot:

+ Q Average
- Q Average

Differ: 2-1

Bandwidths =
100./mm



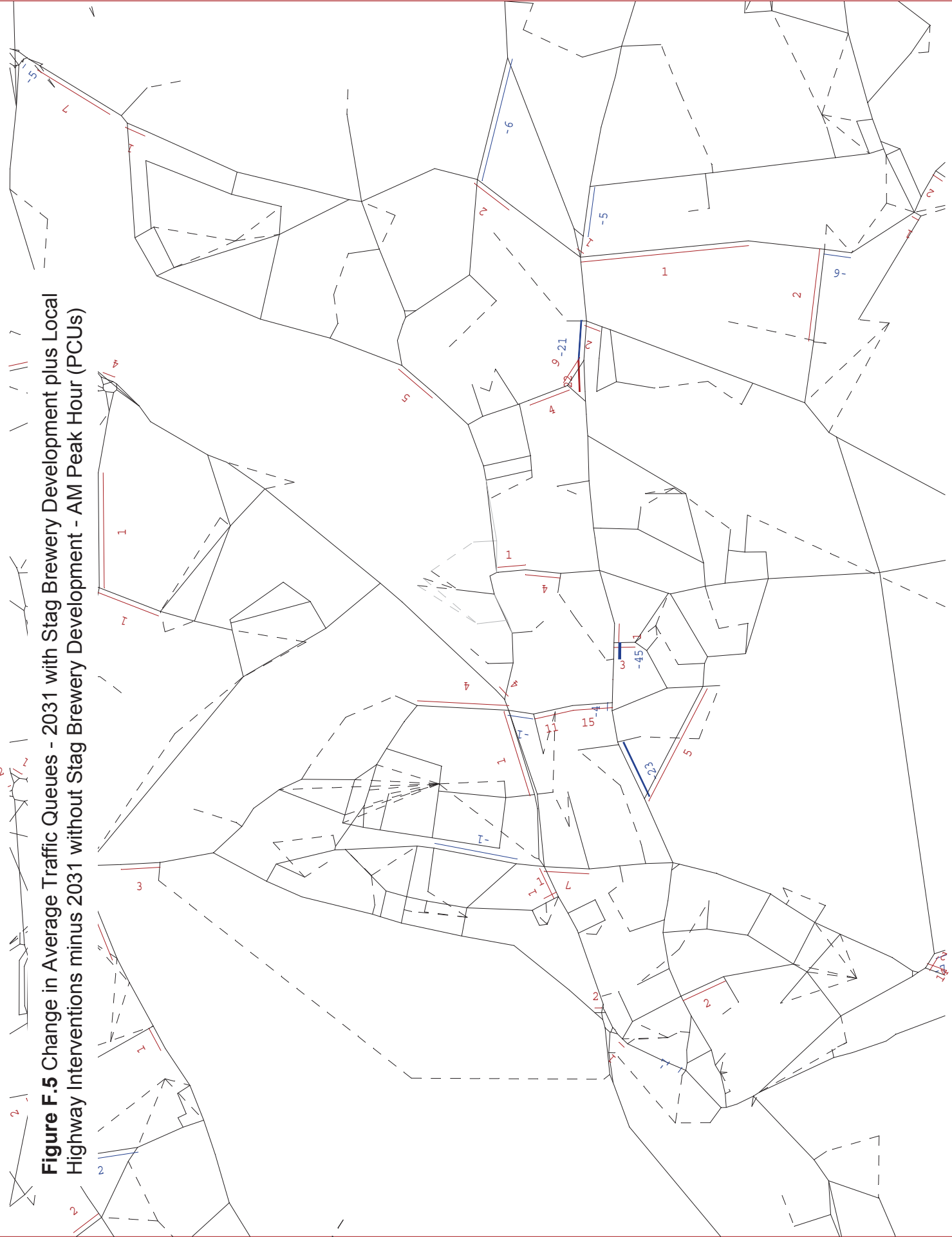
0-
Node data: 1
Converge- 15

Bandwidth units
Multi colour
= 200.00/mm
by user-set

1 ranges

PETER BRETT

Figure F.5 Change in Average Traffic Queues - 2031 with Stag Brewery Development plus Local Highway Interventions minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_FB0a.UFS
1_AM_SB_WD0a

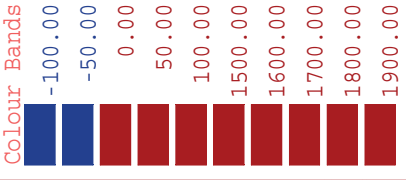
Scale 24797

Link Annot:

+ Q Average
- Q Average

Differ: 2-1

Bandwidths =
100./mm

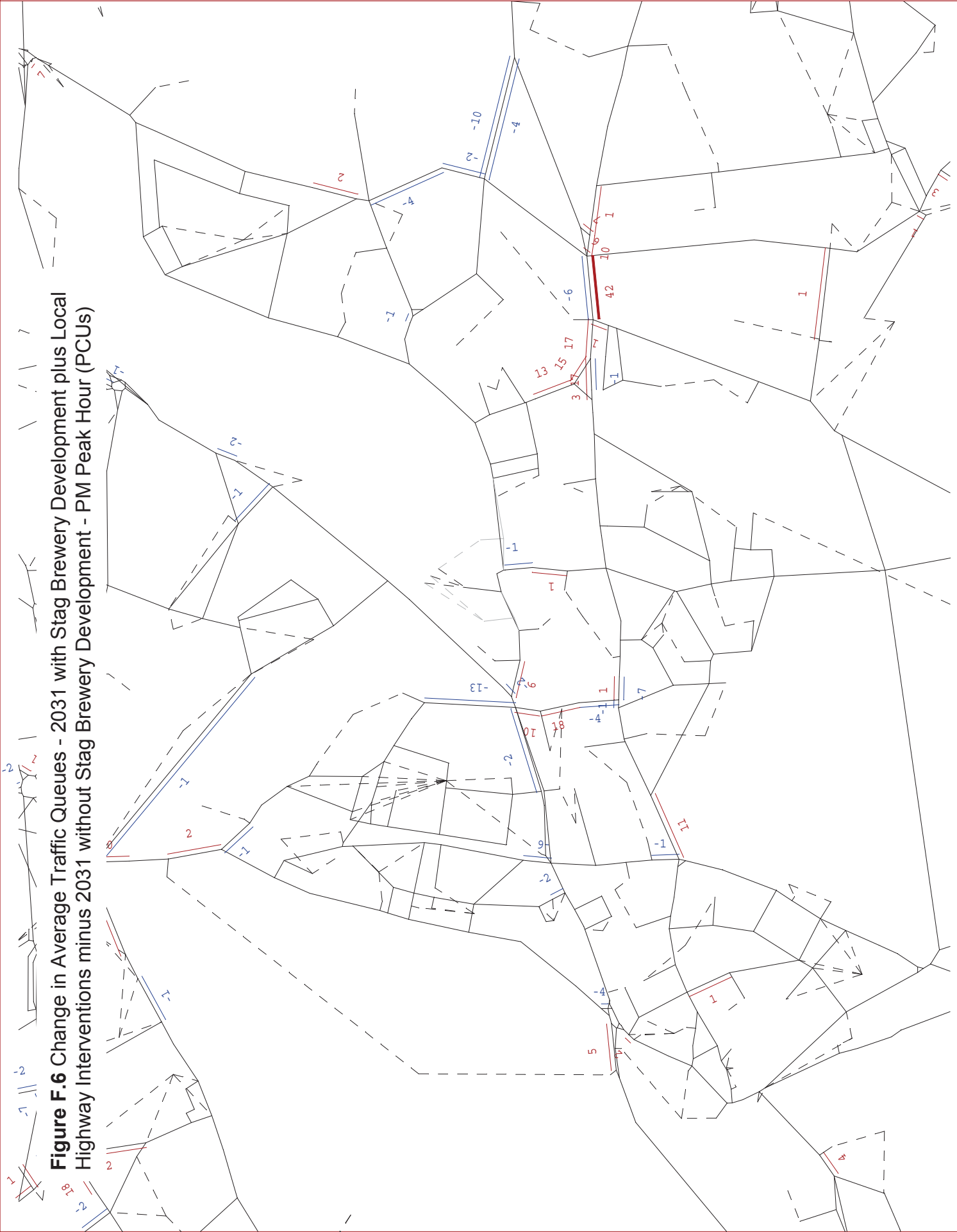


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Node data: 1
Converge- 15

Bandwidth units
Multi colour
= 200.00/mm
by user-set

1 ranges 8

Figure F.6 Change in Average Traffic Queues - 2031 with Stag Brewery Development plus Local Highway Interventions minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
1_PM_SB_WD0a

Scale 24797

Link Annot:

+ Q Average
- Q Average

Differ: 2-1

Bandwidths =
100./mm

Colour Bands
-100.00
-50.00
0.00
50.00
100.00
1500.00
1600.00
1700.00
1800.00
1900.00

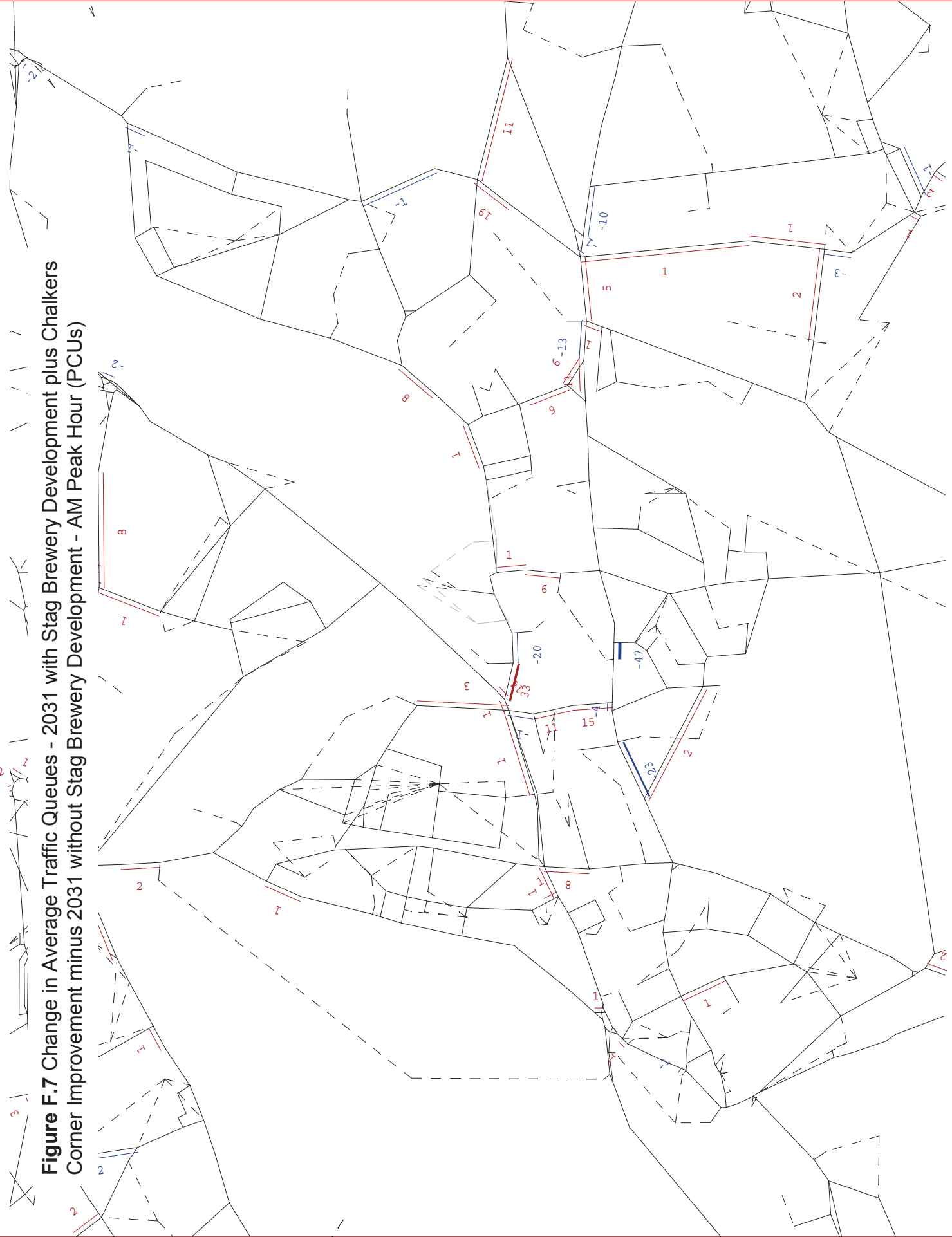
0-0
Node data: 1
Converge: 1

Bandwidth units
Multiplier =
200.00/mm
by user-set

1 ranges

PETER BRETT

Figure F.7 Change in Average Traffic Queues - 2031 with Stag Brewery Development plus Chalkers Corner Improvement minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_FB0a.UFS
AM_SB_WDCC0d

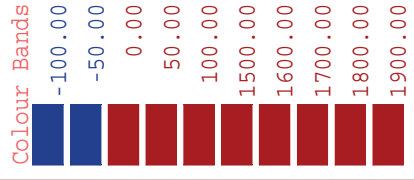
Scale 24797

Link Annot:

+ Q Average
- Q Average

Differ: 2-1

Bandwidths =
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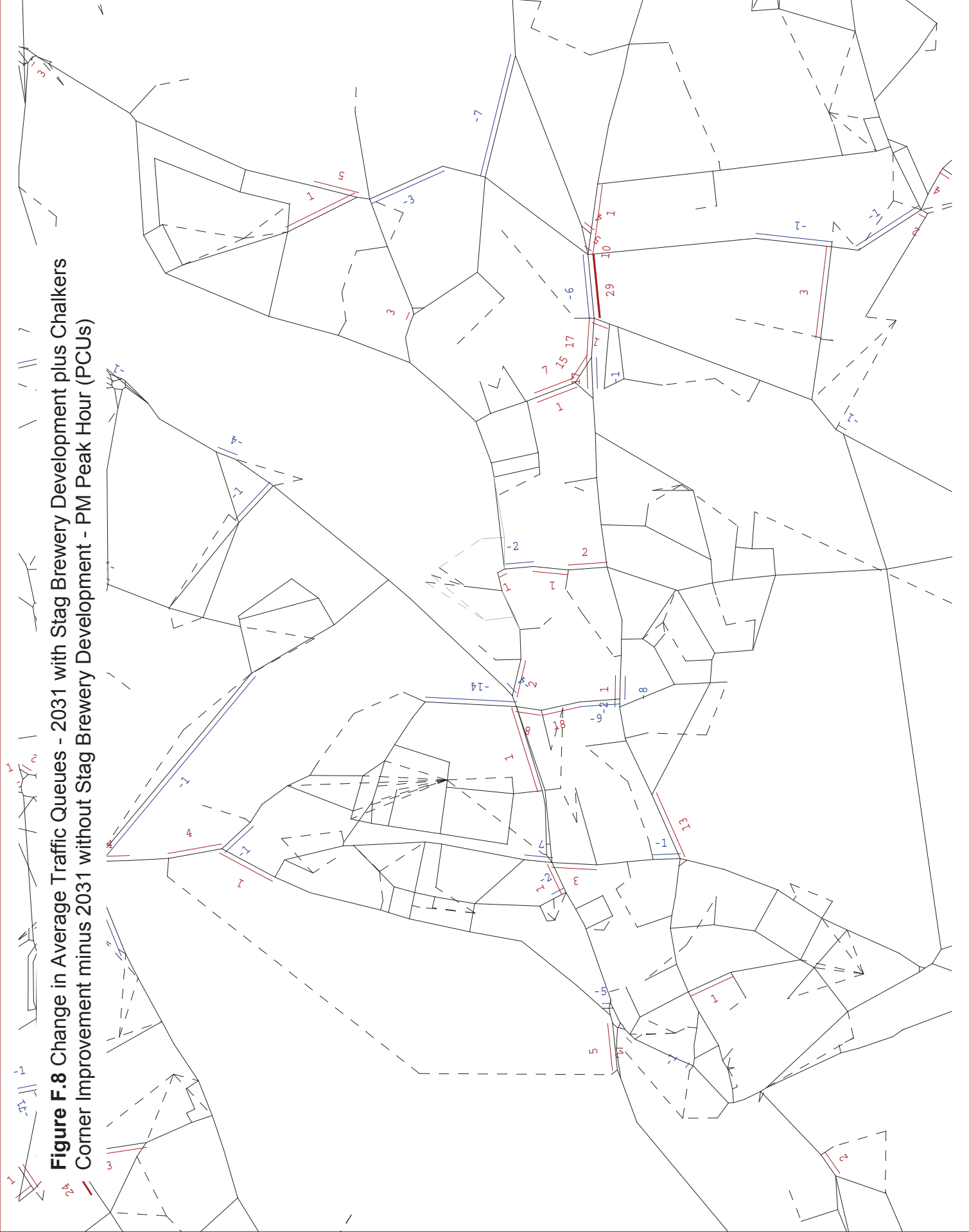


0-
Node0data:1
Converge-15

Bandwh units
Multi Colour
= 200.00/mm
by user-set

1range\$8

Figure F.8 Change in Average Traffic Queues - 2031 with Stag Brewery Development plus Chalkers Corner Improvement minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
PM_SB_WDCC0C

Scale 24797

Link Annot:

+ Q Average
- Q Average

Differ: 2-1

Bandwidths =
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Colour Bands

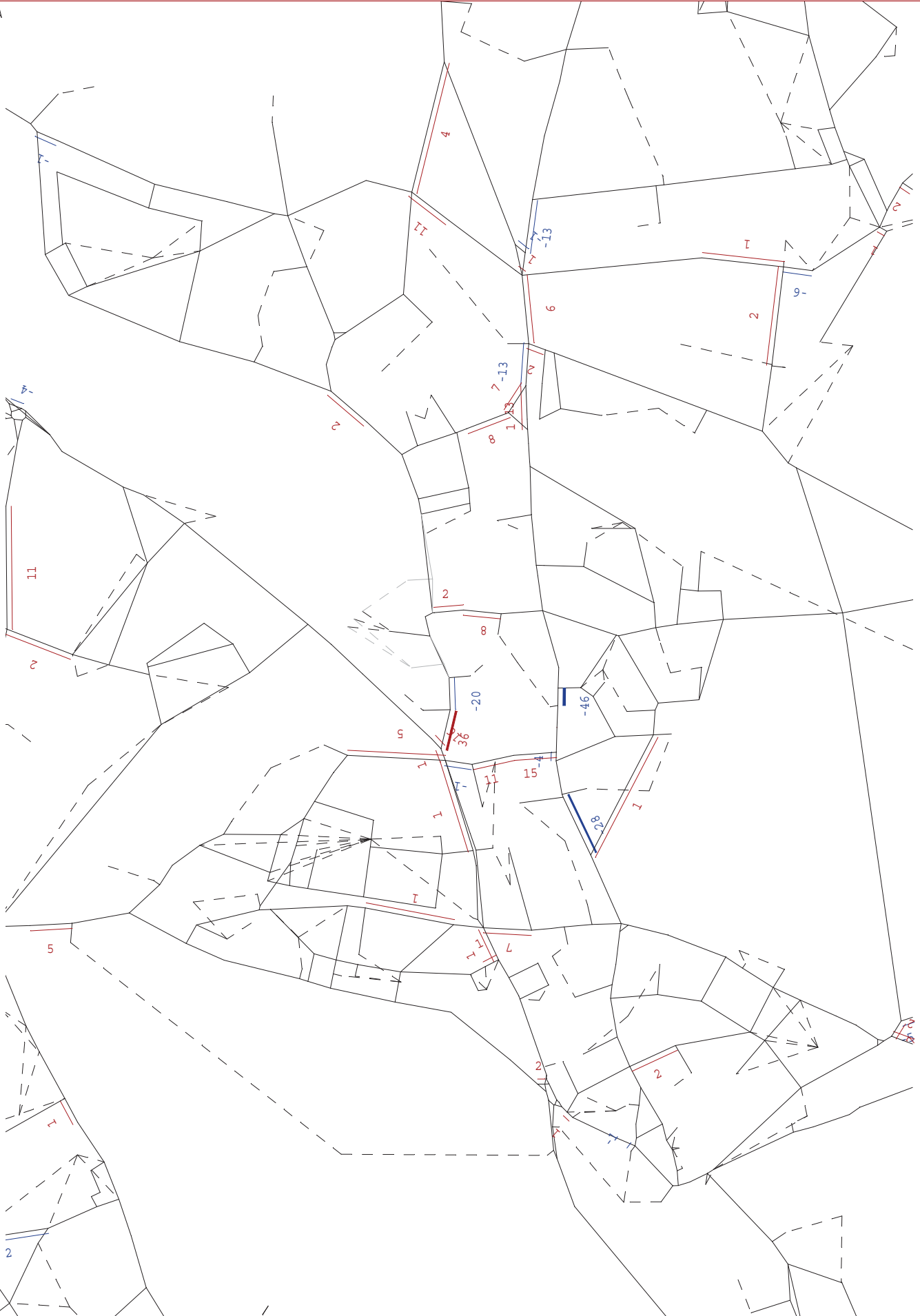
Node0 data: 1
Converge- 1

Bandwidth units
Multiplier = 200.00/mm
by user-set

1 ranges 8

PETER BRETT

Figure F.9 Change in Average Traffic Queues - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement minus 2031 without Stag Brewery Development - AM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_FB0a.UFS
1_AM_SB_WMod

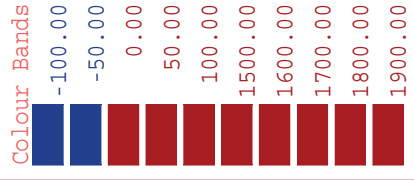
Scale 24797

Link Annot:

+ Q Average
- Q Average

Differ: 2-1

Bandwidths =
100./mm



0-
Node0data:1
Converge-15

Bandwh units
Multi COU
= 200.00/mm
by user-set
1range\$8

Figure F.10 Change in Average Traffic Queues - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement minus 2031 without Stag Brewery Development - PM Peak Hour (PCUs)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
1_PM_SB_WM0C

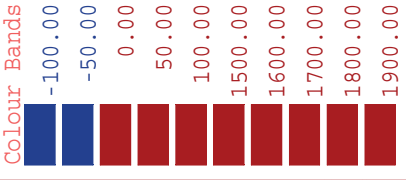
Scale 24797

Link Annot:

+ Q Average
- Q Average

Differ: 2-1

Bandwidths =
100./mm



0-
Node0data:1
Converge-15

Bandwidth units
Multi Colour
= 200.00/mm
by user-set

11range\$8

PETER BRETT

Appendix G Volume over Capacity Network Plots

