

This summarises the assessment history, current status and TfL NPD position of the three proposals in the vicinity of Pump Lane and the TGQ Western Access.

Scheme	Status	Assessment	Assessment History	Assessment Outcomes	NPD Position
Pump Lane / TGQ Access	Approved and constructed	TRANSYT 2017	This scheme is on street		
Pump Lane / Bilton Way	Approved and awaiting construction	LinSig 2021 VISSIM 2023 (with HAM 2041 DM and DS)	This scheme was approved in 2021 and is awaiting construction. This was completed in LinSig only to enable compliance with the planning approval by a certain date. It was agreed at the time that the exercise would be concluded as part of the final microsimulation assessment of all three junctions together, once the scheme for A312 had been matured and the VISSIM was ready. Since then the developer proposal has changed, to exclude the Pump Lane / A312 signalised junction from the scheme. To reflect this, the VISSIM assessment completed with the two approved junctions only, to confirm the proposal for Bilton Way signals.	The assessment shows that the addition of traffic signals at this junction is possible in terms of traffic management impact. It provides signalised pedestrian crossings which is a benefit compared to the existing roundabout. The VISSIM assessment shows that the traffic signals have a small negative impact on traffic journey times, but there is flexibility to improve the timings. Crucially the addition of traffic signals enables management of the priority at the junction, meaning any future increased flow to and from the site can be managed in favour of preventing traffic queues from impacting northbound A312. There are no specific cycling facilities provided at the junction, which is not consistent with the adjacent TGQ access junction.	This provides a level of confidence for future changes/increases in traffic flows in the area. The LinSig assessment approved the junction design, The VISSIM assessment has confirmed that the design works with future predicted flows and that the arrangement between the A312 offslip and the two signalised junctions is appropriate for the needs of the scheme.
Pump Lane / A312 Parkway	No longer being pursued by the developer	HAM	The TfL modelling expectations originally dictated that this proposal would be assessed in LinSig, VISSIM and HAM. Since the preferred option became to exclude this junction from the scheme, a HAM assessment was undertaken to show the impact with and without the proposed junction. No further LinSig or VISSIM assessment was made of this proposal.	The relevant assessment to reference now is the ARUP HAM report that detailed the differences between the options with and without the new A312 junction.	The current option presented to TfL does not include any changes to the junction of A312 and Pump Lane on/off slips. As such this has not been assessed by TfL NPD. The LinSig and VISSIM modelling that has been undertaken has assessed the proposals at Pump Lane / Access and Bilton Way / Pump Lane. Both of these schemes have been approved by TfL NPD. TfL NPD satisfied that the current proposal is appropriate and that the proposal to signalise the junction of Pump Lane and A312 can be omitted from the scheme.