

Appendix 5 Journey Time Analysis and Routes

| AM PEAK - Actual Journey Times, Delays & Average Speed for 5 selected routes | | | | | | |
|--|---|--------------------|-----------------|---------------------|--------------------|-----------------|
| Scenario Tested | Route A - Mudford to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 542 | 130.4 | 28.9 | 368 | 23.2 | 42.6 |
| Option 1 | 558 | 140.3 | 28.1 | 364 | 22.3 | 43.1 |
| Option 2 | 599 | 154.1 | 26.2 | 393 | 25.9 | 39.9 |
| Option 3 | 540 | 120.6 | 29.0 | 405 | 22.8 | 38.7 |
| Option 4a | 555 | 140.1 | 28.2 | 368 | 23.1 | 42.6 |
| Option 5a | 546 | 130.2 | 28.7 | 367 | 22.7 | 42.7 |
| Option 6a | 569 | 143.2 | 27.6 | 369 | 22.9 | 42.5 |
| Option 4b | 560 | 139.9 | 28.0 | 366 | 22.9 | 42.8 |
| Option 5b | 554 | 138.8 | 28.3 | 367 | 22.7 | 42.7 |
| Option 6b | 560 | 139.4 | 28.0 | 370 | 22.9 | 42.4 |
| Option 4c | 556 | 137.0 | 28.2 | 368 | 23.1 | 42.6 |
| Option 5c | 544 | 128.2 | 28.8 | 370 | 22.8 | 42.4 |
| Option 6c | 557 | 137.9 | 28.1 | 365 | 23.2 | 42.9 |
| Scenario Tested | Route B - Sherborne to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 821 | 83.0 | 37.0 | 577 | 12.7 | 47.8 |
| Option 1 | 826 | 86.9 | 36.8 | 574 | 12.7 | 48.0 |
| Option 2 | 804 | 63.2 | 37.8 | 574 | 12.4 | 48.0 |
| Option 3 | 874 | 65.6 | 34.3 | 667 | 11.5 | 41.3 |
| Option 4a | 825 | 78.2 | 36.9 | 569 | 12.6 | 48.4 |
| Option 5a | 813 | 78.1 | 37.4 | 574 | 12.5 | 48.0 |
| Option 6a | 821 | 69.9 | 37.0 | 566 | 12.6 | 48.7 |
| Option 4b | 828 | 82.8 | 36.7 | 573 | 12.8 | 48.1 |
| Option 5b | 810 | 83.4 | 37.5 | 582 | 12.6 | 47.4 |
| Option 6b | 814 | 57.4 | 37.3 | 570 | 12.5 | 48.3 |
| Option 4c | 837 | 85.8 | 36.3 | 575 | 12.7 | 47.9 |
| Option 5c | 832 | 81.8 | 36.5 | 582 | 12.4 | 47.4 |
| Option 6c | 823 | 73.8 | 36.9 | 575 | 12.6 | 47.9 |
| Scenario Tested | Route C - Yeovil Marsh to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 300 | 100.2 | 34.1 | 193 | 2.9 | 53.1 |
| Option 1 | 300 | 98.3 | 34.2 | 194 | 2.8 | 52.9 |
| Option 2 | 394 | 182.3 | 26.0 | 203 | 2.5 | 50.4 |
| Option 3 | 297 | 97.5 | 34.4 | 192 | 3.0 | 53.2 |
| Option 4a | 326 | 126.9 | 31.4 | 192 | 2.9 | 53.2 |
| Option 5a | 318 | 117.3 | 32.2 | 193 | 2.9 | 53.2 |
| Option 6a | 329 | 129.5 | 31.1 | 192 | 2.9 | 53.2 |
| Option 4b | 305 | 106.0 | 33.6 | 192 | 2.9 | 53.2 |
| Option 5b | 323 | 123.5 | 31.7 | 193 | 2.9 | 53.2 |
| Option 6b | 315 | 115.7 | 32.5 | 193 | 3.0 | 53.2 |
| Option 4c | 311 | 112.3 | 32.9 | 193 | 2.9 | 53.2 |
| Option 5c | 297 | 97.6 | 34.5 | 193 | 2.9 | 53.1 |
| Option 6c | 317 | 117.5 | 32.3 | 193 | 2.9 | 53.2 |
| Scenario Tested | Route D - Montacute to Horsey Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 691 | 3.4 | 35.9 | 497 | 32.6 | 49.9 |
| Option 1 | 689 | 3.3 | 36.0 | 479 | 13.4 | 51.9 |
| Option 2 | 716 | 2.9 | 34.7 | 490 | 30.3 | 50.7 |
| Option 3 | 694 | 3.4 | 35.8 | 495 | 32.6 | 50.2 |
| Option 4a | 711 | 3.5 | 34.9 | 494 | 31.3 | 50.3 |
| Option 5a | 725 | 3.2 | 34.2 | 494 | 30.9 | 50.2 |
| Option 6a | 715 | 3.4 | 34.7 | 494 | 31.4 | 50.2 |
| Option 4b | 703 | 3.5 | 35.3 | 495 | 31.4 | 50.2 |
| Option 5b | 712 | 3.3 | 34.9 | 493 | 30.6 | 50.4 |
| Option 6b | 708 | 3.4 | 35.1 | 495 | 31.5 | 50.2 |
| Option 4c | 711 | 3.5 | 34.9 | 495 | 31.7 | 50.2 |
| Option 5c | 716 | 3.3 | 34.7 | 494 | 30.8 | 50.3 |
| Option 6c | 703 | 3.4 | 35.3 | 495 | 31.6 | 50.1 |
| Scenario Tested | Route E - Barwick to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 505 | 8.1 | 26.1 | 356 | 6.1 | 37.1 |
| Option 1 | 532 | 8.1 | 24.7 | 349 | 6.1 | 37.8 |
| Option 2 | 527 | 8.0 | 25.0 | 326 | 6.1 | 40.5 |
| Option 3 | 530 | 8.1 | 24.8 | 353 | 6.2 | 37.4 |
| Option 4a | 551 | 8.1 | 23.9 | 405 | 6.2 | 32.7 |
| Option 5a | 514 | 8.1 | 25.6 | 363 | 6.1 | 36.4 |
| Option 6a | 537 | 8.1 | 24.5 | 410 | 6.1 | 32.2 |
| Option 4b | 536 | 8.1 | 24.5 | 387 | 6.1 | 34.1 |
| Option 5b | 504 | 8.1 | 26.1 | 372 | 6.1 | 35.5 |
| Option 6b | 539 | 8.1 | 24.4 | 401 | 6.1 | 33.0 |
| Option 4c | 522 | 8.1 | 25.2 | 384 | 6.1 | 34.4 |
| Option 5c | 521 | 8.0 | 25.3 | 372 | 6.1 | 35.5 |
| Option 6c | 533 | 8.1 | 24.7 | 392 | 6.1 | 33.7 |

| AM PEAK - Comparison of Journey Times, Delays & Average Speeds routes (against 2026 Reference Case) | | | | | | |
|---|---|--------------------|-----------------|---------------------|--------------------|-----------------|
| Scenario Tested | Route A - Mudford to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 542 | 130 | 28.9 | 368 | 23 | 42.6 |
| Option 1 | 16 | 10.0 | -0.8 | -4 | -1.0 | 0.4 |
| Option 2 | 57 | 23.7 | -2.8 | 25 | 2.7 | -2.7 |
| Option 3 | -2 | -9.8 | 0.1 | 37 | -0.4 | -4.0 |
| Option 4a | 13 | 9.8 | -0.7 | 0 | -0.1 | 0.0 |
| Option 5a | 4 | -0.2 | -0.2 | -1 | -0.5 | 0.1 |
| Option 6a | 27 | 12.8 | -1.3 | 1 | -0.3 | -0.2 |
| Option 4b | 18 | 9.6 | -0.9 | -2 | -0.3 | 0.1 |
| Option 5b | 12 | 8.5 | -0.6 | -1 | -0.5 | 0.1 |
| Option 6b | 18 | 9.1 | -0.9 | 2 | -0.3 | -0.3 |
| Option 4c | 14 | 6.6 | -0.7 | 0 | -0.2 | 0.0 |
| Option 5c | 2 | -2.1 | -0.1 | 2 | -0.4 | -0.3 |
| Option 6c | 15 | 7.5 | -0.8 | -3 | 0.0 | 0.3 |
| Scenario Tested | Route B - Sherborne to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 821 | 83 | 37.0 | 577 | 13 | 47.8 |
| Option 1 | 5 | 3.8 | -0.2 | -3 | 0.0 | 0.2 |
| Option 2 | -17 | -19.8 | 0.8 | -3 | -0.2 | 0.3 |
| Option 3 | 53 | -17.5 | -2.8 | 90 | -1.2 | -6.5 |
| Option 4a | 4 | -4.8 | -0.2 | -8 | 0.0 | 0.6 |
| Option 5a | -8 | -4.9 | 0.3 | -3 | -0.2 | 0.3 |
| Option 6a | 0 | -13.2 | 0.0 | -11 | 0.0 | 0.9 |
| Option 4b | 7 | -0.3 | -0.3 | -4 | 0.1 | 0.3 |
| Option 5b | -11 | 0.4 | 0.5 | 5 | -0.1 | -0.4 |
| Option 6b | -7 | -25.7 | 0.3 | -7 | -0.2 | 0.5 |
| Option 4c | 16 | 2.8 | -0.7 | -2 | 0.0 | 0.1 |
| Option 5c | 11 | -1.2 | -0.5 | 5 | -0.3 | -0.4 |
| Option 6c | 2 | -9.3 | -0.1 | -2 | 0.0 | 0.1 |
| Scenario Tested | Route C - Yeovil Marsh to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 300 | 100 | 34.1 | 193 | 3 | 53.1 |
| Option 1 | 0 | -1.9 | 0.1 | 1 | -0.1 | -0.3 |
| Option 2 | 94 | 82.1 | -8.1 | 10 | -0.4 | -2.7 |
| Option 3 | -3 | -2.7 | 0.3 | -1 | 0.1 | 0.1 |
| Option 4a | 26 | 26.7 | -2.7 | -1 | 0.0 | 0.1 |
| Option 5a | 18 | 17.1 | -1.9 | 0 | 0.0 | 0.1 |
| Option 6a | 29 | 29.4 | -3.0 | -1 | 0.0 | 0.1 |
| Option 4b | 5 | 5.8 | -0.5 | -1 | 0.0 | 0.1 |
| Option 5b | 23 | 23.3 | -2.4 | 0 | 0.0 | 0.1 |
| Option 6b | 15 | 15.5 | -1.6 | 0 | 0.1 | 0.0 |
| Option 4c | 11 | 12.1 | -1.2 | 0 | 0.0 | 0.0 |
| Option 5c | -3 | -2.6 | 0.4 | 0 | 0.0 | 0.0 |
| Option 6c | 17 | 17 | -1.8 | 0 | 0.0 | 0.1 |
| Scenario Tested | Route D - Montacute to Horsey Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 691 | 3 | 35.9 | 497 | 33 | 49.9 |
| Option 1 | -2 | 0.0 | 0.1 | -18 | -19.2 | 1.9 |
| Option 2 | 25 | -0.5 | -1.3 | -7 | -2.3 | 0.8 |
| Option 3 | 3 | 0.0 | -0.1 | -2 | 0.1 | 0.3 |
| Option 4a | 20 | 0.1 | -1.0 | -3 | -1.3 | 0.3 |
| Option 5a | 34 | -0.1 | -1.7 | -3 | -1.7 | 0.3 |
| Option 6a | 24 | 0.1 | -1.2 | -3 | -1.2 | 0.3 |
| Option 4b | 12 | 0.1 | -0.6 | -2 | -1.2 | 0.3 |
| Option 5b | 21 | 0.0 | -1.1 | -4 | -2.0 | 0.5 |
| Option 6b | 17 | 0.1 | -0.9 | -2 | -1.1 | 0.3 |
| Option 4c | 20 | 0.1 | -1.0 | -2 | -0.9 | 0.2 |
| Option 5c | 25 | 0.0 | -1.3 | -3 | -1.8 | 0.4 |
| Option 6c | 12 | 0.1 | -0.6 | -2 | -1.0 | 0.2 |
| Scenario Tested | Route E - Barwick to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 505 | 8 | 26.1 | 356 | 6 | 37.1 |
| Option 1 | 27 | 0.1 | -1.4 | -7 | 0.0 | 0.7 |
| Option 2 | 22 | -0.1 | -1.1 | -30 | 0.0 | 3.4 |
| Option 3 | 25 | 0.0 | -1.3 | -3 | 0.2 | 0.3 |
| Option 4a | 46 | 0.0 | -2.2 | 49 | 0.1 | -4.5 |
| Option 5a | 9 | 0.0 | -0.5 | 7 | 0.0 | -0.7 |
| Option 6a | 32 | 0.0 | -1.6 | 54 | 0.0 | -4.9 |
| Option 4b | 31 | 0.0 | -1.5 | 31 | 0.1 | -3.0 |
| Option 5b | -1 | 0.0 | 0.0 | 16 | 0.0 | -1.6 |
| Option 6b | 34 | 0.0 | -1.7 | 45 | 0.0 | -4.2 |
| Option 4c | 17 | 0.0 | -0.8 | 28 | 0.1 | -2.7 |
| Option 5c | 16 | -0.1 | -0.8 | 16 | 0.0 | -1.6 |
| Option 6c | 28 | 0.0 | -1.4 | 36 | 0.0 | -3.4 |

| INTERPEAK - Actual Journey Times, Delays & Average Speed for 5 selected routes | | | | | | |
|--|---|--------------------|-----------------|---------------------|--------------------|-----------------|
| Scenario Tested | Route A - Mudford to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 349 | 30.9 | 44.9 | 367 | 23.2 | 42.8 |
| Option 1 | 349 | 31.3 | 44.9 | 367 | 23.3 | 42.7 |
| Option 2 | 368 | 33.5 | 42.6 | 382 | 22.4 | 41.1 |
| Option 3 | 355 | 33.1 | 44.2 | 368 | 23.5 | 42.6 |
| Option 4a | 351 | 32.5 | 44.6 | 368 | 23.6 | 42.6 |
| Option 5a | 350 | 31.4 | 44.8 | 367 | 23.2 | 42.8 |
| Option 6a | 352 | 32.8 | 44.6 | 368 | 23.6 | 42.6 |
| Option 4b | 351 | 32.6 | 44.6 | 367 | 23.5 | 42.7 |
| Option 5b | 350 | 31.7 | 44.8 | 367 | 23.2 | 42.8 |
| Option 6b | 351 | 32.5 | 44.6 | 368 | 23.5 | 42.6 |
| Option 5c | 350 | 31.6 | 44.8 | 367 | 23.3 | 42.7 |
| Option 4c | 351 | 32.2 | 44.7 | 368 | 23.6 | 42.6 |
| Option 6c | 351 | 32.3 | 44.7 | 368 | 23.6 | 42.7 |
| | Route B - Sherborne to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| 2026 Reference Case | 639 | 78.4 | 47.6 | 623 | 10.5 | 44.2 |
| Option 1 | 630 | 67.6 | 48.3 | 628 | 10.6 | 43.9 |
| Option 2 | 638 | 74.9 | 47.6 | 626 | 10.7 | 44.0 |
| Option 3 | 673 | 78.9 | 44.5 | 678 | 10.2 | 40.6 |
| Option 4a | 640 | 78.9 | 47.5 | 622 | 10.8 | 44.3 |
| Option 5a | 638 | 76.0 | 47.7 | 624 | 10.7 | 44.2 |
| Option 6a | 622 | 59.7 | 48.9 | 622 | 10.7 | 44.3 |
| Option 4b | 624 | 61.9 | 48.8 | 624 | 10.7 | 44.1 |
| Option 5b | 622 | 61.1 | 48.8 | 624 | 10.7 | 44.2 |
| Option 6b | 623 | 61.1 | 48.8 | 623 | 10.7 | 44.2 |
| Option 4c | 626 | 64.6 | 48.5 | 624 | 10.7 | 44.2 |
| Option 5c | 639 | 77.7 | 47.5 | 625 | 10.7 | 44.1 |
| Option 6c | 631 | 68.6 | 48.2 | 626 | 10.7 | 44.0 |
| | Route C - Yeovil Marsh to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| 2026 Reference Case | 223 | 27.3 | 45.9 | 206 | 2.2 | 49.8 |
| Option 1 | 224 | 27.7 | 45.7 | 206 | 2.2 | 49.7 |
| Option 2 | 238 | 28.6 | 43.1 | 217 | 2.4 | 47.2 |
| Option 3 | 223 | 27.2 | 45.9 | 206 | 2.3 | 49.7 |
| Option 4a | 225 | 28.4 | 45.5 | 206 | 2.3 | 49.7 |
| Option 5a | 223 | 27.4 | 45.9 | 206 | 2.2 | 49.8 |
| Option 6a | 225 | 28.3 | 45.6 | 207 | 2.3 | 49.6 |
| Option 4b | 225 | 28.3 | 45.6 | 207 | 2.3 | 49.5 |
| Option 5b | 223 | 27.4 | 45.9 | 206 | 2.2 | 49.7 |
| Option 6b | 224 | 28.1 | 45.6 | 207 | 2.3 | 49.6 |
| Option 4c | 225 | 28.2 | 45.6 | 206 | 2.3 | 49.6 |
| Option 5c | 223 | 27.3 | 45.9 | 206 | 2.2 | 49.8 |
| Option 6c | 225 | 28.2 | 45.6 | 206 | 2.3 | 49.6 |
| | Route D - Montacute to Horsey Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| 2026 Reference Case | 541 | 3.1 | 45.9 | 535 | 52.4 | 46.4 |
| Option 1 | 542 | 10.1 | 45.8 | 504 | 20.6 | 49.3 |
| Option 2 | 538 | 7.3 | 46.2 | 534 | 52.5 | 46.5 |
| Option 3 | 540 | 10.0 | 46.0 | 536 | 52.7 | 46.3 |
| Option 4a | 541 | 8.7 | 45.9 | 541 | 52.0 | 45.9 |
| Option 5a | 546 | 11.5 | 45.5 | 538 | 51.2 | 46.1 |
| Option 6a | 545 | 10.9 | 45.6 | 540 | 51.9 | 46.0 |
| Option 4b | 542 | 9.9 | 45.8 | 544 | 52.1 | 45.7 |
| Option 5b | 546 | 12.1 | 45.5 | 539 | 51.2 | 46.1 |
| Option 6b | 545 | 11.2 | 45.6 | 540 | 52.0 | 46.0 |
| Option 4c | 542 | 9.7 | 45.8 | 541 | 51.9 | 45.9 |
| Option 5c | 542 | 9.2 | 45.8 | 538 | 51.3 | 46.2 |
| Option 6c | 543 | 10.5 | 45.7 | 542 | 52.0 | 45.8 |
| | Route E - Barwick to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| 2026 Reference Case | 455 | 8.0 | 28.9 | 359 | 6.0 | 36.8 |
| Option 1 | 455 | 8.1 | 28.9 | 373 | 6.0 | 35.4 |
| Option 2 | 461 | 8.1 | 28.6 | 368 | 6.0 | 35.9 |
| Option 3 | 450 | 8.1 | 29.2 | 360 | 6.0 | 36.7 |
| Option 4a | 470 | 8.1 | 28.0 | 381 | 6.1 | 34.7 |
| Option 5a | 438 | 8.1 | 30.1 | 368 | 6.0 | 35.9 |
| Option 6a | 463 | 8.1 | 28.4 | 387 | 6.0 | 34.2 |
| Option 4b | 440 | 8.1 | 29.9 | 367 | 6.1 | 36.0 |
| Option 5b | 439 | 8.1 | 30.0 | 367 | 6.0 | 36.0 |
| Option 6b | 465 | 8.1 | 28.3 | 383 | 6.0 | 34.5 |
| Option 4c | 456 | 8.1 | 28.8 | 374 | 6.1 | 35.3 |
| Option 5c | 458 | 8.1 | 28.8 | 358 | 6.0 | 36.9 |
| Option 6c | 441 | 8.1 | 29.9 | 383 | 6.0 | 34.5 |

| INTERPEAK - Comparison of Journey Times, Delays & Average Speeds routes (against 2026 Reference Case) | | | | | | |
|---|---|--------------------|-----------------|---------------------|--------------------|-----------------|
| Scenario Tested | Route A - Mudford to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 349 | 31 | 44.9 | 367 | 23 | 42.8 |
| Option 1 | 0 | 0.4 | 0.0 | 0 | 0.2 | -0.1 |
| Option 2 | 19 | 2.7 | -2.3 | 15 | -0.7 | -1.7 |
| Option 3 | 6 | 2.3 | -0.7 | 1 | 0.3 | -0.2 |
| Option 4a | 2 | 1.6 | -0.3 | 1 | 0.4 | -0.1 |
| Option 5a | 1 | 0.6 | -0.1 | 0 | 0.0 | 0.0 |
| Option 6a | 3 | 1.9 | -0.3 | 1 | 0.4 | -0.2 |
| Option 4b | 2 | 1.8 | -0.3 | 0 | 0.3 | -0.1 |
| Option 5b | 1 | 0.8 | -0.1 | 0 | 0.0 | 0.0 |
| Option 6b | 2 | 1.6 | -0.3 | 1 | 0.4 | -0.1 |
| Option 5c | 1 | 0.7 | -0.1 | 0 | 0.1 | 0.0 |
| Option 4c | 2 | 1.4 | -0.2 | 1 | 0.4 | -0.1 |
| Option 6c | 2 | 1.5 | -0.3 | 1 | 0.4 | -0.1 |
| Scenario Tested | Route B - Sherborne to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 639 | 78 | 47.6 | 623 | 11 | 44.2 |
| Option 1 | -9 | -10.8 | 0.7 | 5 | 0.1 | -0.3 |
| Option 2 | -1 | -3.6 | 0.1 | 3 | 0.2 | -0.2 |
| Option 3 | 34 | 0.4 | -3.1 | 55 | -0.3 | -3.6 |
| Option 4a | 1 | 0.4 | -0.1 | -1 | 0.2 | 0.1 |
| Option 5a | -1 | -2.5 | 0.1 | 1 | 0.2 | -0.1 |
| Option 6a | -17 | -18.7 | 1.3 | -1 | 0.2 | 0.1 |
| Option 4b | -15 | -16.5 | 1.2 | 1 | 0.2 | -0.1 |
| Option 5b | -17 | -17.4 | 1.3 | 1 | 0.2 | -0.1 |
| Option 6b | -16 | -17.3 | 1.2 | 0 | 0.2 | 0.0 |
| Option 4c | -13 | -13.9 | 1.0 | 1 | 0.2 | 0.0 |
| Option 5c | 0 | -0.8 | 0.0 | 2 | 0.2 | -0.1 |
| Option 6c | -8 | -9.9 | 0.6 | 3 | 0.2 | -0.2 |
| Scenario Tested | Route C - Yeovil Marsh to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 223 | 27 | 45.9 | 206 | 2 | 49.8 |
| Option 1 | 1 | 0.4 | -0.2 | 0 | -0.1 | -0.1 |
| Option 2 | 15 | 1.3 | -2.8 | 11 | 0.2 | -2.6 |
| Option 3 | 0 | 0.0 | 0.1 | 0 | 0.1 | -0.1 |
| Option 4a | 2 | 1.1 | -0.4 | 0 | 0.0 | -0.1 |
| Option 5a | 0 | 0.1 | 0.0 | 0 | 0.0 | 0.0 |
| Option 6a | 2 | 1.1 | -0.3 | 1 | 0.0 | -0.2 |
| Option 4b | 2 | 1.0 | -0.3 | 1 | 0.0 | -0.3 |
| Option 5b | 0 | 0.1 | 0.0 | 0 | 0.0 | -0.1 |
| Option 6b | 1 | 0.8 | -0.2 | 1 | 0.0 | -0.2 |
| Option 4c | 2 | 0.9 | -0.3 | 0 | 0.0 | -0.2 |
| Option 5c | 0 | 0.1 | 0.0 | 0 | 0.0 | 0.0 |
| Option 6c | 2 | 1 | -0.3 | 0 | 0.0 | -0.2 |
| Scenario Tested | Route D - Montacute to Horsey Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 541 | 3 | 45.9 | 535 | 52 | 46.4 |
| Option 1 | 1 | 7.0 | 0.0 | -31 | -31.8 | 2.9 |
| Option 2 | -3 | 4.1 | 0.3 | -1 | 0.1 | 0.1 |
| Option 3 | -1 | 6.8 | 0.1 | 1 | 0.2 | -0.1 |
| Option 4a | 0 | 5.5 | 0.0 | 6 | -0.5 | -0.5 |
| Option 5a | 5 | 8.3 | -0.3 | 3 | -1.3 | -0.3 |
| Option 6a | 4 | 7.7 | -0.3 | 5 | -0.6 | -0.4 |
| Option 4b | 1 | 6.8 | -0.1 | 9 | -0.3 | -0.7 |
| Option 5b | 5 | 9.0 | -0.4 | 4 | -1.3 | -0.3 |
| Option 6b | 4 | 8.1 | -0.3 | 5 | -0.4 | -0.5 |
| Option 4c | 1 | 6.5 | -0.1 | 6 | -0.6 | -0.5 |
| Option 5c | 1 | 6.1 | -0.1 | 3 | -1.1 | -0.3 |
| Option 6c | 2 | 7.4 | -0.1 | 7 | -0.4 | -0.6 |
| Scenario Tested | Route E - Barwick to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 455 | 8 | 28.9 | 359 | 6 | 36.8 |
| Option 1 | 0 | 0.2 | 0.0 | 14 | 0.0 | -1.4 |
| Option 2 | 6 | 0.1 | -0.3 | 9 | 0.0 | -0.8 |
| Option 3 | -5 | 0.1 | 0.3 | 1 | 0.0 | -0.1 |
| Option 4a | 15 | 0.1 | -0.9 | 22 | 0.1 | -2.1 |
| Option 5a | -17 | 0.1 | 1.2 | 9 | 0.0 | -0.9 |
| Option 6a | 8 | 0.2 | -0.5 | 28 | 0.0 | -2.6 |
| Option 4b | -15 | 0.2 | 1.0 | 8 | 0.0 | -0.8 |
| Option 5b | -16 | 0.1 | 1.1 | 8 | 0.0 | -0.8 |
| Option 6b | 10 | 0.2 | -0.6 | 24 | 0.0 | -2.3 |
| Option 4c | 1 | 0.1 | -0.1 | 15 | 0.0 | -1.5 |
| Option 5c | 3 | 0.1 | -0.1 | -1 | 0.0 | 0.1 |
| Option 6c | -14 | 0.1 | 1.0 | 24 | 0.0 | -2.3 |

| PM PEAK - Actual Journey Times, Delays & Average Speed for 5 selected routes | | | | | | |
|--|---|--------------------|-----------------|---------------------|--------------------|-----------------|
| Scenario Tested | Route A - Mudford to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 353 | 26.4 | 44.5 | 393 | 31.4 | 39.9 |
| Option 1 | 352 | 26.1 | 44.5 | 396 | 32.4 | 39.6 |
| Option 2 | 384 | 31.1 | 40.8 | 424 | 35.8 | 37.0 |
| Option 3 | 362 | 26.5 | 43.2 | 407 | 30.1 | 38.5 |
| Option 4a | 351 | 25.5 | 44.6 | 394 | 32.1 | 39.8 |
| Option 5a | 350 | 25.3 | 44.8 | 393 | 31.6 | 39.9 |
| Option 6a | 351 | 25.5 | 44.7 | 395 | 32.1 | 39.7 |
| Option 4b | 351 | 25.3 | 44.6 | 394 | 32.1 | 39.8 |
| Option 5b | 350 | 25.5 | 44.7 | 393 | 31.4 | 39.9 |
| Option 6b | 351 | 25.6 | 44.7 | 394 | 32.0 | 39.8 |
| Option 4c | 351 | 25.4 | 44.6 | 394 | 31.9 | 39.8 |
| Option 5c | 351 | 25.3 | 44.7 | 393 | 31.3 | 39.9 |
| Option 6c | 351 | 25.4 | 44.7 | 394 | 31.7 | 39.8 |
| | Route B - Sherborne to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| 2026 Reference Case | 637 | 14.4 | 47.7 | 738 | 12.0 | 37.3 |
| Option 1 | 634 | 11.8 | 48.0 | 738 | 11.9 | 37.3 |
| Option 2 | 633 | 12.4 | 48.0 | 742 | 12.1 | 37.2 |
| Option 3 | 718 | 12.0 | 41.7 | 781 | 12.4 | 35.3 |
| Option 4a | 627 | 12.2 | 48.5 | 736 | 12.2 | 37.4 |
| Option 5a | 630 | 11.7 | 48.3 | 734 | 12.1 | 37.6 |
| Option 6a | 637 | 11.4 | 47.7 | 730 | 12.1 | 37.8 |
| Option 4b | 628 | 12.2 | 48.4 | 732 | 12.2 | 37.6 |
| Option 5b | 632 | 11.8 | 48.1 | 732 | 12.0 | 37.6 |
| Option 6b | 640 | 11.7 | 47.5 | 734 | 12.1 | 37.5 |
| Option 4c | 633 | 12.0 | 48.0 | 733 | 12.1 | 37.6 |
| Option 5c | 631 | 11.9 | 48.2 | 733 | 12.0 | 37.6 |
| Option 6c | 639 | 11.6 | 47.5 | 736 | 12.0 | 37.5 |
| | Route C - Yeovil Marsh to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| 2026 Reference Case | 217 | 27.6 | 47.1 | 226 | 3.4 | 45.3 |
| Option 1 | 218 | 28.3 | 46.9 | 227 | 3.3 | 45.0 |
| Option 2 | 233 | 29.0 | 43.9 | 240 | 3.8 | 42.6 |
| Option 3 | 216 | 26.9 | 47.5 | 224 | 3.6 | 45.8 |
| Option 4a | 216 | 26.6 | 47.5 | 226 | 3.5 | 45.3 |
| Option 5a | 215 | 26.5 | 47.6 | 220 | 3.3 | 46.5 |
| Option 6a | 216 | 26.8 | 47.4 | 226 | 3.4 | 45.4 |
| Option 4b | 216 | 26.6 | 47.5 | 227 | 3.5 | 45.2 |
| Option 5b | 216 | 26.7 | 47.5 | 220 | 3.4 | 46.5 |
| Option 6b | 216 | 26.7 | 47.4 | 225 | 3.4 | 45.4 |
| Option 4c | 216 | 26.6 | 47.5 | 227 | 3.5 | 45.1 |
| Option 5c | 215 | 26.5 | 47.5 | 221 | 3.3 | 46.4 |
| Option 6c | 222 | 30.7 | 46.1 | 225 | 3.4 | 45.6 |
| | Route D - Montacute to Horsey Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| 2026 Reference Case | 524 | 4.1 | 47.4 | 565 | 68.7 | 44.0 |
| Option 1 | 540 | 4.4 | 46.0 | 503 | 30.9 | 49.4 |
| Option 2 | 523 | 3.9 | 47.5 | 562 | 67.6 | 44.2 |
| Option 3 | 522 | 3.9 | 47.6 | 564 | 68.7 | 44.0 |
| Option 4a | 522 | 3.9 | 47.5 | 570 | 70.5 | 43.6 |
| Option 5a | 525 | 3.9 | 47.3 | 567 | 68.9 | 43.8 |
| Option 6a | 524 | 3.9 | 47.4 | 571 | 70.8 | 43.5 |
| Option 4b | 523 | 4.0 | 47.5 | 570 | 70.3 | 43.6 |
| Option 5b | 525 | 3.9 | 47.3 | 567 | 69.1 | 43.8 |
| Option 6b | 524 | 4.0 | 47.4 | 570 | 70.5 | 43.6 |
| Option 4c | 524 | 4.0 | 47.4 | 568 | 69.9 | 43.7 |
| Option 5c | 525 | 4.0 | 47.3 | 568 | 69.3 | 43.7 |
| Option 6c | 524 | 4.0 | 47.4 | 568 | 69.9 | 43.7 |
| | Route E - Barwick to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| 2026 Reference Case | 353 | 10.5 | 37.2 | 470 | 6.1 | 28.1 |
| Option 1 | 353 | 10.4 | 37.3 | 474 | 6.1 | 27.9 |
| Option 2 | 350 | 10.2 | 37.6 | 463 | 6.1 | 28.5 |
| Option 3 | 363 | 10.4 | 36.3 | 449 | 6.1 | 29.4 |
| Option 4a | 410 | 10.5 | 32.1 | 498 | 6.2 | 26.5 |
| Option 5a | 369 | 10.5 | 35.7 | 476 | 6.1 | 27.7 |
| Option 6a | 411 | 10.5 | 32.0 | 510 | 6.1 | 25.9 |
| Option 4b | 398 | 10.5 | 33.1 | 495 | 6.2 | 26.7 |
| Option 5b | 366 | 10.5 | 35.9 | 486 | 6.1 | 27.2 |
| Option 6b | 403 | 10.5 | 32.7 | 501 | 6.1 | 26.4 |
| Option 4c | 391 | 10.5 | 33.7 | 491 | 6.1 | 26.9 |
| Option 5c | 364 | 10.5 | 36.1 | 483 | 6.1 | 27.4 |
| Option 6c | 395 | 10.5 | 33.3 | 500 | 6.1 | 26.4 |

| PM PEAK - Comparison of Journey Times, Delays & Average Speeds routes (against 2026 Reference Case) | | | | | | |
|---|---|--------------------|-----------------|---------------------|--------------------|-----------------|
| Scenario Tested | Route A - Mudford to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 353 | 26 | 44.5 | 393 | 31 | 39.9 |
| Option 1 | -1 | -0.3 | 0.0 | 3 | 0.9 | -0.3 |
| Option 2 | 31 | 4.8 | -3.6 | 31 | 4.4 | -3.0 |
| Option 3 | 9 | 0.1 | -1.2 | 14 | -1.3 | -1.4 |
| Option 4a | -2 | -0.9 | 0.1 | 1 | 0.6 | -0.1 |
| Option 5a | -3 | -1.1 | 0.3 | 0 | 0.1 | 0.0 |
| Option 6a | -2 | -0.9 | 0.2 | 2 | 0.7 | -0.2 |
| Option 4b | -2 | -1.0 | 0.2 | 1 | 0.7 | -0.1 |
| Option 5b | -3 | -0.9 | 0.3 | 0 | -0.1 | 0.0 |
| Option 6b | -2 | -0.8 | 0.2 | 1 | 0.5 | -0.1 |
| Option 4c | -2 | -0.9 | 0.1 | 1 | 0.4 | -0.1 |
| Option 5c | -2 | -1.1 | 0.3 | 0 | -0.1 | 0.0 |
| Option 6c | -2 | -1.0 | 0.2 | 1 | 0.3 | -0.1 |
| Scenario Tested | Route B - Sherborne to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 637 | 14 | 47.7 | 738 | 12 | 37.3 |
| Option 1 | -3 | -2.6 | 0.3 | 0 | -0.1 | 0.0 |
| Option 2 | -4 | -2.0 | 0.3 | 4 | 0.1 | -0.2 |
| Option 3 | 81 | -2.4 | -6.0 | 43 | 0.4 | -2.1 |
| Option 4a | -10 | -2.2 | 0.8 | -2 | 0.2 | 0.1 |
| Option 5a | -7 | -2.7 | 0.6 | -4 | 0.1 | 0.2 |
| Option 6a | 0 | -3.0 | 0.0 | -8 | 0.1 | 0.4 |
| Option 4b | -9 | -2.2 | 0.7 | -6 | 0.2 | 0.3 |
| Option 5b | -5 | -2.6 | 0.4 | -6 | 0.0 | 0.3 |
| Option 6b | 3 | -2.7 | -0.2 | -4 | 0.1 | 0.2 |
| Option 4c | -4 | -2.3 | 0.3 | -5 | 0.1 | 0.3 |
| Option 5c | -6 | -2.5 | 0.5 | -5 | 0.0 | 0.3 |
| Option 6c | 2 | -2.8 | -0.2 | -2 | 0.0 | 0.1 |
| Scenario Tested | Route C - Yeovil Marsh to Fiveways Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 217 | 28 | 47.1 | 226 | 3 | 45.3 |
| Option 1 | 1 | 0.7 | -0.2 | 1 | 0.0 | -0.3 |
| Option 2 | 16 | 1.4 | -3.2 | 14 | 0.5 | -2.7 |
| Option 3 | -1 | -0.7 | 0.4 | -2 | 0.2 | 0.5 |
| Option 4a | -1 | -1.0 | 0.4 | 0 | 0.1 | 0.0 |
| Option 5a | -2 | -1.1 | 0.5 | -6 | 0.0 | 1.2 |
| Option 6a | -1 | -0.8 | 0.3 | 0 | 0.0 | 0.1 |
| Option 4b | -1 | -1.0 | 0.4 | 1 | 0.1 | -0.1 |
| Option 5b | -1 | -0.9 | 0.4 | -6 | 0.0 | 1.2 |
| Option 6b | -1 | -0.9 | 0.3 | -1 | 0.1 | 0.1 |
| Option 4c | -1 | -1.0 | 0.4 | 1 | 0.1 | -0.3 |
| Option 5c | -2 | -1.1 | 0.4 | -5 | 0.0 | 1.1 |
| Option 6c | 5 | 3 | -1.0 | -1 | 0.0 | 0.3 |
| Scenario Tested | Route D - Montacute to Horsey Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 524 | 4 | 47.4 | 565 | 69 | 44.0 |
| Option 1 | 16 | 0.3 | -1.4 | -62 | -37.8 | 5.4 |
| Option 2 | -1 | -0.2 | 0.1 | -3 | -1.1 | 0.2 |
| Option 3 | -2 | -0.1 | 0.2 | -1 | -0.1 | 0.0 |
| Option 4a | -2 | -0.1 | 0.2 | 5 | 1.8 | -0.4 |
| Option 5a | 1 | -0.2 | 0.0 | 2 | 0.1 | -0.2 |
| Option 6a | 0 | -0.1 | 0.1 | 6 | 2.1 | -0.5 |
| Option 4b | -1 | -0.1 | 0.1 | 5 | 1.6 | -0.4 |
| Option 5b | 1 | -0.2 | 0.0 | 2 | 0.4 | -0.2 |
| Option 6b | 0 | 0.0 | 0.1 | 5 | 1.8 | -0.4 |
| Option 4c | 0 | -0.1 | 0.1 | 3 | 1.2 | -0.3 |
| Option 5c | 1 | -0.1 | 0.0 | 3 | 0.5 | -0.3 |
| Option 6c | 0 | -0.1 | 0.0 | 3 | 1.2 | -0.3 |
| Scenario Tested | Route E - Barwick to Hospital Roundabout | | | | | |
| | ROUTE INTO YEOVIL | | | ROUTE OUT OF YEOVIL | | |
| | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) | Total Time (secs) | Total Delay (secs) | Avg Speed (kph) |
| 2026 Reference Case | 353 | 10 | 37.2 | 470 | 6 | 28.1 |
| Option 1 | 0 | -0.1 | 0.0 | 4 | 0.0 | -0.2 |
| Option 2 | -3 | -0.3 | 0.4 | -7 | 0.0 | 0.4 |
| Option 3 | 10 | 0.0 | -1.0 | -21 | 0.0 | 1.3 |
| Option 4a | 57 | 0.1 | -5.1 | 28 | 0.1 | -1.6 |
| Option 5a | 16 | 0.1 | -1.6 | 6 | 0.0 | -0.4 |
| Option 6a | 58 | 0.0 | -5.2 | 40 | 0.1 | -2.2 |
| Option 4b | 45 | 0.0 | -4.2 | 25 | 0.1 | -1.4 |
| Option 5b | 13 | 0.0 | -1.3 | 16 | 0.0 | -0.9 |
| Option 6b | 50 | 0.0 | -4.6 | 31 | 0.1 | -1.7 |
| Option 4c | 38 | 0.0 | -3.5 | 21 | 0.1 | -1.2 |
| Option 5c | 11 | 0.0 | -1.1 | 13 | 0.0 | -0.7 |
| Option 6c | 42 | 0.0 | -3.9 | 30 | 0.0 | -1.7 |



Figure A5.1 - Journey Times Routes Map