

## 1.0 INTRODUCTION

- 1.1 DTA Transportation Ltd (DTA) have been commissioned by Hinckley Investment LLP to review and response to the comments from National Highways (NH) in relation to the Transport Assessment (TA) and Framework Travel Plan (FTP) submitted in relation to the proposed development of an industrial unit for flexible B2/ B8 off Hammonds Way, Hinckley (planning ref: 25/01192/FUL).
- 1.2 The comments from NH are set out in *italicised blue text* with the full response being attached at **Appendix A**.

## 2.0 RESPONSE TO COMMENTS

*The trip generation has been undertaken using trip rates extracted from Version 8.25.6 of the TRICs database. Following our independent review, we consider that the trip generation presented in Table 7 of the TA is lower than would typically be expected for the proposed development.*

*We note that the TRICs site selection presented in Appendix C is not representative, with several of the surveyed sites being significantly larger than the proposed site's size. We therefore recommend that the trip generation assessment be updated to exclude the following:*

- *Sites surveyed during the COVID-19 period; and*
- *Sites that fall outside an appropriate size range for the proposed development.*

- 2.1 The TRICs database has been re-interrogated to further exclude sites during COVID-19 and sites that are larger than 25,000sqm. The resulting trip rates can be seen in **Appendix B** and a summary in **Table 1** below with the associated traffic generation for the site in **Table 2**.

**Table 1** - Updated TRICs Trip Rates

|             | Total Vehicles |       |       | HGVs  |       |       |
|-------------|----------------|-------|-------|-------|-------|-------|
|             | In             | Out   | Total | In    | Out   | Total |
| 08:00-09:00 | 0.567          | 0.273 | 0.840 | 0.028 | 0.020 | 0.048 |
| 17:00-18:00 | 0.180          | 0.491 | 0.671 | 0.008 | 0.010 | 0.018 |
| 07:00-19:00 | 4.438          | 4.515 | 8.953 | 0.270 | 0.251 | 0.521 |

**Table 2** - Updated Traffic Generation

|             | Total Vehicles |     |       | HGVs |     |       |
|-------------|----------------|-----|-------|------|-----|-------|
|             | In             | Out | Total | In   | Out | Total |
| 08:00-09:00 | 50             | 24  | 74    | 2    | 2   | 4     |
| 17:00-18:00 | 16             | 43  | 59    | 1    | 1   | 2     |
| 07:00-19:00 | 392            | 398 | 790   | 24   | 22  | 46    |

- 2.2 As can be seen, by refining the TRICs inputs the total vehicle trip rates have slightly increased resulting in an increase of 24 two-way movements in the AM peak and 16 two-way movements in the PM peak. The HGV trip rates have marginally increased in the AM peak period and marginally decreased in the PM peak and 12-hour periods, the resulting traffic generation shows almost no change from that presented in the TA.

*National Highways recommends that a new survey be undertaken at the A5 Hammonds Way roundabout, as the original model is from an application submitted in 2021 and therefore is considered out of date.*

- 2.3 A survey was undertaken at the A5 Hammonds Way roundabout on Wednesday 13<sup>th</sup> May 2026. The full output can be seen at **Appendix C** of this note.
- 2.4 This survey was then used to reassess the A5 roundabout to compare to the results shown with the original model, with the updates requested from LCC. The full assessment output can be seen in **Appendix D** with a summary in **Table 3** below.

**Table 3** - Summary of A5/ Hammonds Way Roundabout Assessment

|                             | AM Peak |           |      | PM Peak |           |      |
|-----------------------------|---------|-----------|------|---------|-----------|------|
|                             | Q (PCU) | Delay (s) | RFC  | Q (PCU) | Delay (s) | RFC  |
| 2026 Survey                 |         |           |      |         |           |      |
| A5 W                        | 1.6     | 5.29      | 0.58 | 1.5     | 5.14      | 0.57 |
| Hammonds Way                | 1.9     | 16.66     | 0.65 | 0.9     | 10.93     | 0.48 |
| A5 E                        | 2.9     | 7.45      | 0.72 | 2.4     | 6.55      | 0.69 |
| 2026 + Proposed Development |         |           |      |         |           |      |
| A5 W                        | 1.7     | 5.57      | 0.60 | 1.6     | 5.29      | 0.58 |
| Hammonds Way                | 2.2     | 18.64     | 0.69 | 1.2     | 12.38     | 0.54 |
| A5 E                        | 3.1     | 7.88      | 0.74 | 2.6     | 6.94      | 0.70 |
| 2031 Future Year            |         |           |      |         |           |      |
| A5 W                        | 1.9     | 5.87      | 0.62 | 1.8     | 5.74      | 0.62 |
| Hammonds Way                | 2.8     | 23.19     | 0.73 | 1.2     | 13.19     | 0.54 |
| A5 E                        | 3.7     | 8.96      | 0.77 | 3.0     | 7.65      | 0.73 |

| 2031 + Proposed Development |     |       |      |     |       |      |
|-----------------------------|-----|-------|------|-----|-------|------|
| A5 W                        | 2.1 | 6.21  | 0.64 | 1.8 | 5.92  | 0.63 |
| Hammonds Way                | 3.4 | 27.07 | 0.77 | 1.5 | 15.22 | 0.60 |
| A5 E                        | 4.0 | 9.58  | 0.78 | 3.3 | 8.16  | 0.75 |

- 2.5 As can be seen above, the assessment shows that the A5/ Hammonds Way Roundabout will operate below capacity in the '2031 + Proposed Development' scenario with a maximum RFC of 0.78 on the A5 E arm in the AM peak period.
- 2.6 The '2031 + Proposed Development' results following the comments from LCC are shown in **Table 4** below for ease of comparison.

**Table 4** - 2031 + Proposed Development Results using the Padge Hall Farm Application Flows Following Updates from LCC Comments

|              | AM Peak |           |      | PM Peak |           |      |
|--------------|---------|-----------|------|---------|-----------|------|
|              | Q (PCU) | Delay (s) | RFC  | Q (PCU) | Delay (s) | RFC  |
| A5 W         | 2.8     | 7.79      | 0.71 | 5.6     | 14.66     | 0.84 |
| Hammonds Way | 0.6     | 6.77      | 0.39 | 0.4     | 6.64      | 0.30 |
| A5 E         | 73.3    | 154.05    | 1.08 | 210.8   | 517.14    | 1.25 |

- 2.7 As can be seen above, the A5 E and W arms show more spare capacity using the 2026 survey data than shown using the Padge Hall Farm application. The Hammonds Way arm RFC is higher using the 2026 survey. However, both assessments show that the proposed development does not have a significant impact at the A5/ Hammonds Way Roundabout.

*Please could the model geometries be checked to ensure that the measurements are accurate, in line with the Junction 11 user guide. Please could a drawing including the measured model geometries be provided for our review.*

- 2.8 The model geometries have been taken from the Padge Hall Farm application (ref: 21/07791/HYB) which were previously agreed with NH. Despite this, the measured model geometries are provided at **Appendix E**.

*Model validation for the base model against queue data should be provided for our review.*

- 2.9 In order to validate the new model, the observed queues have been compared to the model queues. This can be seen in **Table 5** below.

**Table 5** - Model Validation

| Arm          | AM              |                 | PM              |                 |
|--------------|-----------------|-----------------|-----------------|-----------------|
|              | Observed Queues | Modelled Queues | Observed Queues | Modelled Queues |
| A5 W         | 0.5             | 1.6             | 1.5             | 1.5             |
| Hammonds Way | 1.7             | 1.9             | 1.3             | 0.9             |
| A5 W         | 0.2             | 2.9             | 2.6             | 2.4             |

2.10 This shows that the queues in the AM peak period are all higher than those observed with the queues in the PM peak period being equal or marginally lower than those observed.

2.11 As the data for the model in the TA was taken from the Leicestershire PRTM model, there is no queue data to validate against. However, updates to the model have been made following comments from LCC in order to correct for unequal lane usage along the A5.

*We recommend that the model scenarios be updated alongside the updated base year.*

2.12 Circular 01/22 states that assessments of development proposals should consider an opening year assessment. Given that the opening year is expected to be before 2031, a 2031 future year is reassessed for continuity. This presents a worst-case scenario for the development.

*Please could the traffic growth factors used to grow traffic between 2023 and 2031 be provided for our review.*

2.13 The 2023 and 2031 data originally used was taken from the Padge Hill Farm application TA data who in turn got the data from the Leicestershire PRTM. Given the request to rerun the modelling with a new traffic count, the TEMPRO growth factors contained within **Table 6** below have been used. These consider a core scenario.

**Table 6** - TEMPro Growth Rates

| Year      | Scenario | Trunk Road Growth Factor |
|-----------|----------|--------------------------|
| 2026-2031 | AM       | 1.0637                   |
|           | PM       | 1.0642                   |

### 3.0 SUMMARY

- 3.1 This note address highways and transportation comments raised by National Highways (NH) in respect of current planning application 25/01192/FUL.
- 3.2 Based on the details set out above, it is considered that the comments raised by NH have now been satisfactorily addressed. As such, it is anticipated that NH should now be able to confirm there are no objections to the application on highways grounds.

## **Appendix A**

NH Consultation Response



## National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Ian Doust (Head of Planning & Development)  
Operations Directorate  
Midlands Region  
National Highways  
[PlanningM@nationalhighways.co.uk](mailto:PlanningM@nationalhighways.co.uk)

To: Hinckley and Bosworth Borough Council (FAO Laura Ashton)  
[planning@hinckley-bosworth.gov.uk](mailto:planning@hinckley-bosworth.gov.uk)

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Council's Reference:** 25/01192/FUL

**Location:** E M E B Sports and Social Club Nutts Lane Hinckley Leicestershire  
LE10 0NT

**Proposal:** Erection of an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) with associated landscaping, yard, parking, access and other supporting infrastructure.

**National Highways Ref:** NH/25/14334

Referring to the consultation on a planning application dated 22<sup>nd</sup> December 2025 referenced above, in the vicinity of the A5 Trunk Road that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A — National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningM@nationalhighways.co.uk](mailto:PlanningM@nationalhighways.co.uk).

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

**Signature:** *THewitt*

**Date:** 22<sup>nd</sup> April 2026

**Name:** Thomas Hewitt

**Position:** Assistant Spatial Planner

**National Highways**

Three SnowHill, Snow Hill Queensway,  
Birmingham B4 6GA

---

<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A**     **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

### **April 2026 Update**

National Highways has not received any new information and our previous holding recommendation from January 2026 is about to expire, therefore, our previous comments remain and are outlined below.

### **January 2026 Deferral Response**

National Highways recommends that the application is not approved for a period of three months to allow sufficient time for the applicant to address the comments as outlined below.

### **Access**

Access to the development is proposed via Hammonds way as this road is part of the Local Road Network (LRN) which is managed and maintained by Leicestershire County Council. In light of this National Highways has no comments to make in regards to the site access.

### **Traffic and transport**

#### **Transport Assessment**

#### **Collision Data**

Thank you for providing an overview of collisions using Crashmap for the most recently available 5-year period, including the A5 Hammonds Way roundabout. Based on our independent assessment of the collision data, we are content with the Personal Injury Collisions (PIC) data provided for the A5 Hammonds Way.

For future reference, when assessing PIC data, we recommend that collisions which occurred during the COVID-19 pandemic (2019 and 2020) be excluded from the analysis.

### Trip Generation

The trip generation has been undertaken using trip rates extracted from Version 8.25.6 of the TRICs database. Following our independent review, we consider that the trip generation presented in Table 7 of the TA is lower than would typically be expected for the proposed development.

We note that the TRICs site selection presented in Appendix C is not representative, with several of the surveyed sites being significantly larger than the proposed site's size. We therefore recommend that the trip generation assessment be updated to exclude the following:

- Sites surveyed during the COVID-19 period; and
- Sites that fall outside an appropriate size range for the proposed development.

### Trip Distribution

Following receipt of the updated trip generation, National Highways will be able to review the trip distribution methodology and determine any potential impacts on the SRN.

## **Modelling**

### Baseline Flows

National Highways recommends that a new survey be undertaken at the A5 Hammonds Way roundabout, as the original model is from an application submitted in 2021 and therefore is considered out of date.

### Model Geometries

Please could the model geometries be checked to ensure that the measurements are accurate, in line with the Junction 11 user guide. Please could a drawing including the measured model geometries be provided for our review.

### Model Validation

Model validation for the base model against queue data should be provided for our review.

### Model Scenarios

We recommend that the model scenarios be updated alongside the updated base year.

### Growth Factors

Please could the traffic growth factors used to grow traffic between 2023 and 2031 be provided for our review.

### **Traffic Impact**

Once the above queries have been resolved, National Highways will be in a better position to determine the potential impacts on the SRN from the proposed change in conditions.

### **Travel Plan**

Thank you for providing the Travel Plan, in line with Department for Transport guidance. National Highways welcomes proposals that reduce car dependency, need for travel, reliance on the SRN and maximise opportunities for sustainable travel solutions such as walking, wheeling, cycling, public transport and shared travel. As such, we welcome the proposed approach.

### **Design and Access Statement**

We have reviewed the Design and Access Statement from a transport and traffic capacity and are content with the information provided.

### **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

## **Appendix B**

TRICS Outputs

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

|    |                                           |                         |
|----|-------------------------------------------|-------------------------|
| 02 | <b>SOUTH EAST</b>                         |                         |
|    | BU                                        | BUCKINGHAMSHIRE         |
|    | ES                                        | EAST SUSSEX             |
|    | EX                                        | ESSEX                   |
|    | KC                                        | KENT                    |
| 03 | <b>SOUTH WEST</b>                         |                         |
|    | CW                                        | CORNWALL                |
|    | DV                                        | DEVON                   |
|    | WL                                        | WILTSHIRE               |
| 04 | <b>EAST ANGLIA</b>                        |                         |
|    | CA                                        | CAMBRIDGESHIRE          |
|    | NF                                        | NORFOLK                 |
| 05 | <b>EAST MIDLANDS</b>                      |                         |
|    | LN                                        | LINCOLNSHIRE            |
| 06 | <b>WEST MIDLANDS</b>                      |                         |
|    | WK                                        | WARWICKSHIRE            |
|    | WM                                        | WEST MIDLANDS           |
| 07 | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |                         |
|    | AK                                        | WAKEFIELD               |
|    | AL                                        | CALDERDALE              |
|    | KH                                        | KINGSTON UPON HULL      |
|    | KS                                        | KIRKLEES                |
|    | NY                                        | NORTH YORKSHIRE         |
| 08 | <b>NORTH WEST</b>                         |                         |
|    | AC                                        | CHESHIRE WEST & CHESTER |
|    | LC                                        | LANCASHIRE              |
|    | MS                                        | MERSEYSIDE              |
| 09 | <b>NORTH</b>                              |                         |
|    | CU                                        | CUMBERLAND              |
|    | NB                                        | NORTHUMBERLAND          |
|    | TW                                        | TYNE & WEAR             |

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

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

#### Primary Filtering Selection:

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

|                         |                           |
|-------------------------|---------------------------|
| Parameter:              | GFA                       |
| Actual Range:           | 552 to 470200 (units:sqm) |
| Range Selected by User: | 552 to 470200 (units:sqm) |
| Parking Spaces Range:   | 0 - 2130                  |

#### Public Transport Provision:

|               |                      |
|---------------|----------------------|
| Selection by: | All Surveys Included |
| Date Range:   | 31/03/82 to 07/06/24 |

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

#### Selected survey days:

|           |        |
|-----------|--------|
| Friday    | 8 days |
| Monday    | 9 days |
| Thursday  | 3 days |
| Tuesday   | 4 days |
| Wednesday | 7 days |

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

#### Selected survey types:

|                     |    |
|---------------------|----|
| Manual count        | 31 |
| Direction ATC Count | 0  |

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

#### Selected Locations:

|              |         |
|--------------|---------|
| Edge of Town | 31 days |
|--------------|---------|

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

#### Selected Location Sub Categories:

|                  |         |
|------------------|---------|
| Development Zone | 1 days  |
| Industrial Zone  | 16 days |
| No Sub Category  | 9 days  |
| Residential Zone | 5 days  |

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

#### Inclusion of Servicing Vehicle Counts:

|                             |         |
|-----------------------------|---------|
| Servicing vehicles Included | 7 days  |
| Servicing vehicles Unknown  | 24 days |

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

## Secondary Filtering Selection:

## Use Class:

Not Known

31 surveys

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

## Population within 500m Range:

0 - 5800

## Population within 1 mile:

|                  |           |
|------------------|-----------|
| 1,000 or Less    | 1 surveys |
| 1,001 to 5,000   | 3 surveys |
| 10,001 to 15,000 | 6 surveys |
| 15,001 to 20,000 | 6 surveys |
| 20,001 to 25,000 | 2 surveys |
| 25,001 to 50,000 | 6 surveys |
| 5,001 to 10,000  | 7 surveys |

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

## Population within 5 miles:

|                    |            |
|--------------------|------------|
| 100,001 to 125,000 | 1 surveys  |
| 125,001 to 250,000 | 14 surveys |
| 25,001 to 50,000   | 1 surveys  |
| 250,001 to 500,000 | 4 surveys  |
| 5,001 to 25,000    | 6 surveys  |
| 50,001 to 75,000   | 5 surveys  |

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

## Car ownership within 5 miles:

|            |            |
|------------|------------|
| 0.6 to 1.0 | 16 surveys |
| 1.1 to 1.5 | 15 surveys |

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

Petrol filling station:

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No

31 surveys

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

PTAL Rating:

No PTAL Present

31 surveys

*This data displays the number of surveys within the selected set by PTAL rating category.*

COVID-19 Restrictions:

No

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

|                                                                                                                                                |            |                          |                         |
|------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------------------|-------------------------|
| 1                                                                                                                                              | AC-02-D-02 | INDUSTRIAL EST.          | CHESHIRE WEST & CHESTER |
| MANCHESTER ROAD<br>NORTHWICH<br>WINCHAM<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 22000.00 sqm<br>Survey date: Friday 15/06/2007 |            |                          |                         |
|                                                                                                                                                |            |                          | Survey Type: Manual     |
| 2                                                                                                                                              | AK-02-D-01 | INDUSTRIAL ESTATE        | WAKEFIELD               |
| CARR WOOD ROAD<br>CASTLEFORD<br>Edge of Town<br>Development Zone<br>Gross floor area: 1776.00 sqm<br>Survey date:                              |            |                          |                         |
|                                                                                                                                                |            |                          | Survey Type: Manual     |
| 3                                                                                                                                              | AK-02-D-02 | INDUSTRIAL ESTATE (PART) | WAKEFIELD               |
| PIONEER WAY<br>CASTLEFORD<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 4328.00 sqm<br>Survey date: Tuesday 23/05/2017               |            |                          |                         |
|                                                                                                                                                |            |                          | Survey Type: Manual     |
| 4                                                                                                                                              | AK-02-D-03 | INDUSTRIAL ESTATE        | WAKEFIELD               |
| THUNDERHEAD RIDGE RD<br>CASTLEFORD<br>GLASSHOUGHTON<br>Edge of Town<br>No Sub Category<br>Gross floor area: 3191.00 sqm<br>Survey date:        |            |                          |                         |
|                                                                                                                                                |            |                          | Survey Type: Manual     |
| 5                                                                                                                                              | AL-02-D-01 | INDUSTRIAL ESTATE        | CALDERDALE              |
| MILL LANE<br>HALIFAX<br>Edge of Town<br>No Sub Category<br>Gross floor area: 11305.00 sqm<br>Survey date: Wednesday 17/10/2018                 |            |                          |                         |
|                                                                                                                                                |            |                          | Survey Type: Manual     |
| 6                                                                                                                                              | BU-02-D-01 | INDUSTRIAL ESTATE        | BUCKINGHAMSHIRE         |
| BEECH ROAD<br>HIGH WYCOMBE<br>Edge of Town<br>Residential Zone<br>Gross floor area: 6460.00 sqm<br>Survey date:                                |            |                          |                         |
|                                                                                                                                                |            |                          | Survey Type: Manual     |
| 7                                                                                                                                              | CA-02-D-02 | IND. ESTATE              | CAMBRIDGESHIRE          |
| COLDHAM'S ROAD<br>CAMBRIDGE<br>COLDHAM'S COMMON<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 2063.00 sqm<br>Survey date:            |            |                          |                         |
|                                                                                                                                                |            |                          | Survey Type: Manual     |
| 8                                                                                                                                              | CU-02-D-04 | INDUSTRIAL ESTATE        | CUMBERLAND              |
| CARLISLE ROAD<br>BRAMPTON<br>Edge of Town                                                                                                      |            |                          |                         |

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

No Sub Category

Gross floor area: 17708.00 sqm

Survey date: Wednesday 16/12/2009

Survey Type: Manual

|                                                                                                                                                                             |                   |                          |                           |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|--------------------------|---------------------------|---------------------|
| <b>9</b><br>DRUIDS ROAD<br>CAMBORNE<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 6515.00 sqm<br>Survey date: Friday 21/09/2007                                   | <b>CW-02-D-02</b> | <b>INDUSTRIAL ESTATE</b> | <b>CORNWALL</b>           | Survey Type: Manual |
| <b>10</b><br>BITTERN ROAD<br>EXETER<br>SOWTON IND. ESTATE<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 3600.00 sqm<br>Survey date:                               | <b>DV-02-D-07</b> | <b>INDUSTRIAL ESTATE</b> | <b>DEVON</b>              | Survey Type: Manual |
| <b>11</b><br>COURTLANDS ROAD<br>EASTBOURNE<br>Edge of Town<br>Residential Zone<br>Gross floor area: 7525.00 sqm<br>Survey date:                                             | <b>ES-02-D-06</b> | <b>INDUSTRIAL ESTATE</b> | <b>EAST SUSSEX</b>        | Survey Type: Manual |
| <b>12</b><br>WYNCOLLS ROAD<br>COLCHESTER<br>SEVERALLS INDUSTRIAL PK<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 4876.00 sqm<br>Survey date: Friday 18/05/2018   | <b>EX-02-D-03</b> | <b>INDUSTRIAL ESTATE</b> | <b>ESSEX</b>              | Survey Type: Manual |
| <b>13</b><br>HECKWORTH CLOSE<br>COLCHESTER<br>SEVERALLS INDUSTRIAL PK<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 7280.00 sqm<br>Survey date: Friday 18/05/2018 | <b>EX-02-D-05</b> | <b>INDUSTRIAL ESTATE</b> | <b>ESSEX</b>              | Survey Type: Manual |
| <b>14</b><br>SOUTHWELL ROAD<br>DEAL<br>Edge of Town<br>Residential Zone<br>Gross floor area: 10715.00 sqm<br>Survey date: Wednesday 28/11/2012                              | <b>KC-02-D-02</b> | <b>INDUSTRIAL ESTATE</b> | <b>KENT</b>               | Survey Type: Manual |
| <b>15</b><br>BOULEVARD STREET<br>KINGSTON UPON HULL<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 2220.00 sqm<br>Survey date: Thursday 18/10/2001                 | <b>KH-02-D-02</b> | <b>INDUSTRIAL ESTATE</b> | <b>KINGSTON UPON HULL</b> | Survey Type: Manual |

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

|                                                                                                                                                 |            |                   |                |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------------------|----------------|---------------------|
| <b>16</b><br>A629 WAKEFIELD ROAD<br>HUDDERSFIELD<br>TANDEM<br>Edge of Town<br>No Sub Category<br>Gross floor area: 20824.00 sqm<br>Survey date: | KS-02-D-01 | INDUSTRIAL EST.   | KIRKLEES       | Survey Type: Manual |
| <b>17</b><br>GREEN LANE WEST<br>GARSTANG<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 4555.00 sqm<br>Survey date: Friday 16/06/2006  | LC-02-D-04 | INDUSTRIAL ESTATE | LANCASHIRE     | Survey Type: Manual |
| <b>18</b><br>TATTERSHALL WAY<br>LOUTH<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 1506.00 sqm<br>Survey date:                       | LN-02-D-04 | INDUSTRIAL ESTATE | LINCOLNSHIRE   | Survey Type: Manual |
| <b>19</b><br>BELVOIR WAY<br>LOUTH<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 2176.00 sqm<br>Survey date: Thursday 18/04/2024       | LN-02-D-05 | INDUSTRIAL ESTATE | LINCOLNSHIRE   | Survey Type: Manual |
| <b>20</b><br>RICHMOND ROAD<br>LOUTH<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 1470.00 sqm<br>Survey date: Tuesday 30/04/2024      | LN-02-D-06 | INDUSTRIAL ESTATE | LINCOLNSHIRE   | Survey Type: Manual |
| <b>21</b><br>TRENT ROAD<br>GRANTHAM<br>Edge of Town<br>Residential Zone<br>Gross floor area: 10438.00 sqm<br>Survey date: Friday 26/04/2024     | LN-02-D-07 | INDUSTRIAL ESTATE | LINCOLNSHIRE   | Survey Type: Manual |
| <b>22</b><br>BROADOAK ROAD<br>ST HELENS<br>Edge of Town<br>No Sub Category<br>Gross floor area: 2430.00 sqm<br>Survey date: Tuesday 18/10/2005  | MS-02-D-05 | INDUSTRIAL ESTATE | MERSEYSIDE     | Survey Type: Manual |
| <b>23</b><br>A695<br>HEXHAM<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 10525.00 sqm                                                | NB-02-D-01 | INDUSTRIAL ESTATE | NORTHUMBERLAND |                     |

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

Survey date:

Survey Type: Manual

|                                                                                                                                                       |            |                   |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------------------|---------------------|
| 24                                                                                                                                                    | NF-02-D-04 | INDUSTRIAL ESTATE | NORFOLK             |
| DRAYTON HIGH ROAD<br>NORWICH<br>Edge of Town<br>No Sub Category<br>Gross floor area: 10673.00 sqm<br>Survey date: Wednesday 14/09/2022                |            |                   |                     |
|                                                                                                                                                       |            |                   | Survey Type: Manual |
| 25                                                                                                                                                    | NY-02-D-04 | INDUSTRIAL ESTATE | NORTH YORKSHIRE     |
| GRIMBALD CRAG CLOSE<br>KNARESBOROUGH<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 1660.00 sqm<br>Survey date: Friday 30/06/2023            |            |                   |                     |
|                                                                                                                                                       |            |                   | Survey Type: Manual |
| 26                                                                                                                                                    | TW-02-D-09 | INDUSTRIAL ESTATE | TYNE & WEAR         |
| ELEVENTH AVENUE<br>GATESHEAD<br>TEAM VALLEY<br>Edge of Town<br>No Sub Category<br>Gross floor area: 6200.00 sqm<br>Survey date: Wednesday 18/05/2022  |            |                   |                     |
|                                                                                                                                                       |            |                   | Survey Type: Manual |
| 27                                                                                                                                                    | TW-02-D-10 | INDUSTRIAL ESTATE | TYNE & WEAR         |
| ELEVENTH AVENUE<br>GATESHEAD<br>TEAM VALLEY<br>Edge of Town<br>No Sub Category<br>Gross floor area: 21500.00 sqm<br>Survey date: Wednesday 18/05/2022 |            |                   |                     |
|                                                                                                                                                       |            |                   | Survey Type: Manual |
| 28                                                                                                                                                    | WK-02-D-03 | INDUSTRIAL ESTATE | WARWICKSHIRE        |
| EASTBORO WAY<br>NUNEATON<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 20860.00 sqm<br>Survey date: Thursday 26/09/2019                     |            |                   |                     |
|                                                                                                                                                       |            |                   | Survey Type: Manual |
| 29                                                                                                                                                    | WK-02-D-04 | INDUSTRIAL ESTATE | WARWICKSHIRE        |
| ABELES WAY<br>ATHERSTONE<br>Edge of Town<br>No Sub Category<br>Gross floor area: 17500.00 sqm<br>Survey date: Friday 27/09/2019                       |            |                   |                     |
|                                                                                                                                                       |            |                   | Survey Type: Manual |
| 30                                                                                                                                                    | WL-02-D-01 | IND. ESTATE       | WILTSHIRE           |
| MARLBOROUGH ROAD<br>WOOTTON BASSETT<br>Edge of Town<br>Industrial Zone<br>Gross floor area: 7050.00 sqm<br>Survey date: Tuesday 03/10/2006            |            |                   |                     |
|                                                                                                                                                       |            |                   | Survey Type: Manual |
| 31                                                                                                                                                    | WM-02-D-02 | INDUSTRIAL ESTATE | WEST MIDLANDS       |
| DUNLOP WAY<br>BIRMINGHAM                                                                                                                              |            |                   |                     |

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

Edge of Town

Residential Zone

Gross floor area: 23480.00 sqm

Survey date: Wednesday 07/11/2012

Survey Type: Manual

## DESELECTED SURVEYS

| Site Ref              | Survey Date | Reason for Deselection                  |
|-----------------------|-------------|-----------------------------------------|
| AG-02-D-02 25-04-2017 | 25-04-2017  | Location                                |
| AN-02-D-01 07-06-2024 | 07-06-2024  | Location                                |
| AR-02-D-01 08-06-2010 | 08-06-2010  | Location                                |
| BE-02-D-01 19-09-2018 | 19-09-2018  | Location                                |
| CR-02-D-01 23-03-2018 | 23-03-2018  | Location                                |
| CR-02-D-02 14-10-2019 | 14-10-2019  | Location                                |
| CR-02-D-03 15-10-2019 | 15-10-2019  | Location                                |
| CR-02-D-04 18-06-2021 | 18-06-2021  | Location                                |
| CS-02-D-03 06-09-2023 | 06-09-2023  | Location                                |
| CU-02-D-03 23-06-2005 | 23-06-2005  | Removed: Site re-surveyed by CU-02-D-04 |
| ER-02-D-02 10-10-2001 | 10-10-2001  | Location                                |
| ES-02-D-05 30-11-2009 | 30-11-2009  | Removed: Site re-surveyed by ES-02-D-06 |
| EX-02-D-04 10-05-2018 | 10-05-2018  | Size                                    |
| HD-02-D-02 25-06-2015 | 25-06-2015  | Location                                |
| HI-02-D-03 18-05-2009 | 18-05-2009  | Location                                |
| HI-02-D-04 18-04-2023 | 18-04-2023  | Location                                |
| NF-02-D-02 22-11-2000 | 22-11-2000  | Size                                    |
| NT-02-D-01 30-06-2006 | 30-06-2006  | Size                                    |
| NY-02-D-02 12-03-2019 | 12-03-2019  | Removed: Site re-surveyed by NY-02-D-03 |
| NY-02-D-03 05-05-2022 | 05-05-2022  | Size                                    |
| RO-02-D-01 27-04-2018 | 27-04-2018  | Location                                |
| SW-02-D-01 09-10-2019 | 09-10-2019  | Location                                |
| SW-02-D-02 10-10-2019 | 10-10-2019  | Location                                |
| VG-02-D-01 08-05-2017 | 08-05-2017  | Location                                |
| WC-02-D-01 04-10-2019 | 04-10-2019  | Location                                |
| WK-02-D-01 27-06-2018 | 27-06-2018  | Size                                    |
| WK-02-D-02 27-06-2018 | 27-06-2018  | Size                                    |
| WO-02-D-03 26-06-2018 | 26-06-2018  | Size                                    |

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Vehicles

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 11       | 9131     | 0.056    | 0.015      | 0.071  |
| 06:00-07:00         | 11       | 9131     | 0.136    | 0.056      | 0.192  |
| 07:00-08:00         | 31       | 8852     | 0.390    | 0.124      | 0.514  |
| 08:00-09:00         | 31       | 8852     | 0.567    | 0.273      | 0.840  |
| 09:00-10:00         | 31       | 8852     | 0.443    | 0.359      | 0.802  |
| 10:00-11:00         | 31       | 8852     | 0.439    | 0.410      | 0.849  |
| 11:00-12:00         | 31       | 8852     | 0.438    | 0.453      | 0.891  |
| 12:00-13:00         | 31       | 8852     | 0.402    | 0.470      | 0.872  |
| 13:00-14:00         | 31       | 8852     | 0.425    | 0.441      | 0.866  |
| 14:00-15:00         | 31       | 8852     | 0.369    | 0.402      | 0.771  |
| 15:00-16:00         | 31       | 8852     | 0.343    | 0.366      | 0.709  |
| 16:00-17:00         | 31       | 8852     | 0.362    | 0.526      | 0.888  |
| 17:00-18:00         | 31       | 8852     | 0.180    | 0.491      | 0.671  |
| 18:00-19:00         | 31       | 8852     | 0.080    | 0.200      | 0.280  |
| 19:00-20:00         | 11       | 9131     | 0.086    | 0.134      | 0.220  |
| 20:00-21:00         | 11       | 9131     | 0.024    | 0.074      | 0.098  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 4.740    | 4.794      | 9.534  |

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

Parameter Summary:

|                                               |                           |
|-----------------------------------------------|---------------------------|
| Trip rate parameter range selected:           | 552 - 470200 (units: sqm) |
| Survey date date range:                       | 18/10/2001 - 30/04/2024   |
| Number of weekdays (Monday-Friday):           | 31                        |
| Number of Saturdays:                          | 0                         |
| Number of Sundays:                            | 0                         |
| Surveys automatically removed from selection: | 28                        |
| Surveys manually removed from selection:      | 0                         |

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

Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVs

Calculation factor: 100 sqm

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---------------------|----------|----------|----------|------------|--------|
| 00:00-01:00         |          |          |          |            |        |
| 01:00-02:00         |          |          |          |            |        |
| 02:00-03:00         |          |          |          |            |        |
| 03:00-04:00         |          |          |          |            |        |
| 04:00-05:00         |          |          |          |            |        |
| 05:00-06:00         | 11       | 9131     | 0.006    | 0.006      | 0.012  |
| 06:00-07:00         | 11       | 9131     | 0.006    | 0.009      | 0.015  |
| 07:00-08:00         | 31       | 8852     | 0.012    | 0.013      | 0.025  |
| 08:00-09:00         | 31       | 8852     | 0.028    | 0.020      | 0.048  |
| 09:00-10:00         | 31       | 8852     | 0.030    | 0.028      | 0.058  |
| 10:00-11:00         | 31       | 8852     | 0.030    | 0.030      | 0.060  |
| 11:00-12:00         | 31       | 8852     | 0.033    | 0.028      | 0.061  |
| 12:00-13:00         | 31       | 8852     | 0.027    | 0.026      | 0.053  |
| 13:00-14:00         | 31       | 8852     | 0.028    | 0.024      | 0.052  |
| 14:00-15:00         | 31       | 8852     | 0.026    | 0.023      | 0.049  |
| 15:00-16:00         | 31       | 8852     | 0.024    | 0.027      | 0.051  |
| 16:00-17:00         | 31       | 8852     | 0.021    | 0.018      | 0.039  |
| 17:00-18:00         | 31       | 8852     | 0.008    | 0.010      | 0.018  |
| 18:00-19:00         | 31       | 8852     | 0.003    | 0.004      | 0.007  |
| 19:00-20:00         | 11       | 9131     | 0.003    | 0.004      | 0.007  |
| 20:00-21:00         | 11       | 9131     | 0.003    | 0.001      | 0.004  |
| 21:00-22:00         |          |          |          |            |        |
| 22:00-23:00         |          |          |          |            |        |
| 23:00-00:00         |          |          |          |            |        |
| <b>Total Rates:</b> |          |          | 0.288    | 0.271      | 0.559  |

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 9b11596b-071f-482b-a0e9-2a3cd6f04ced

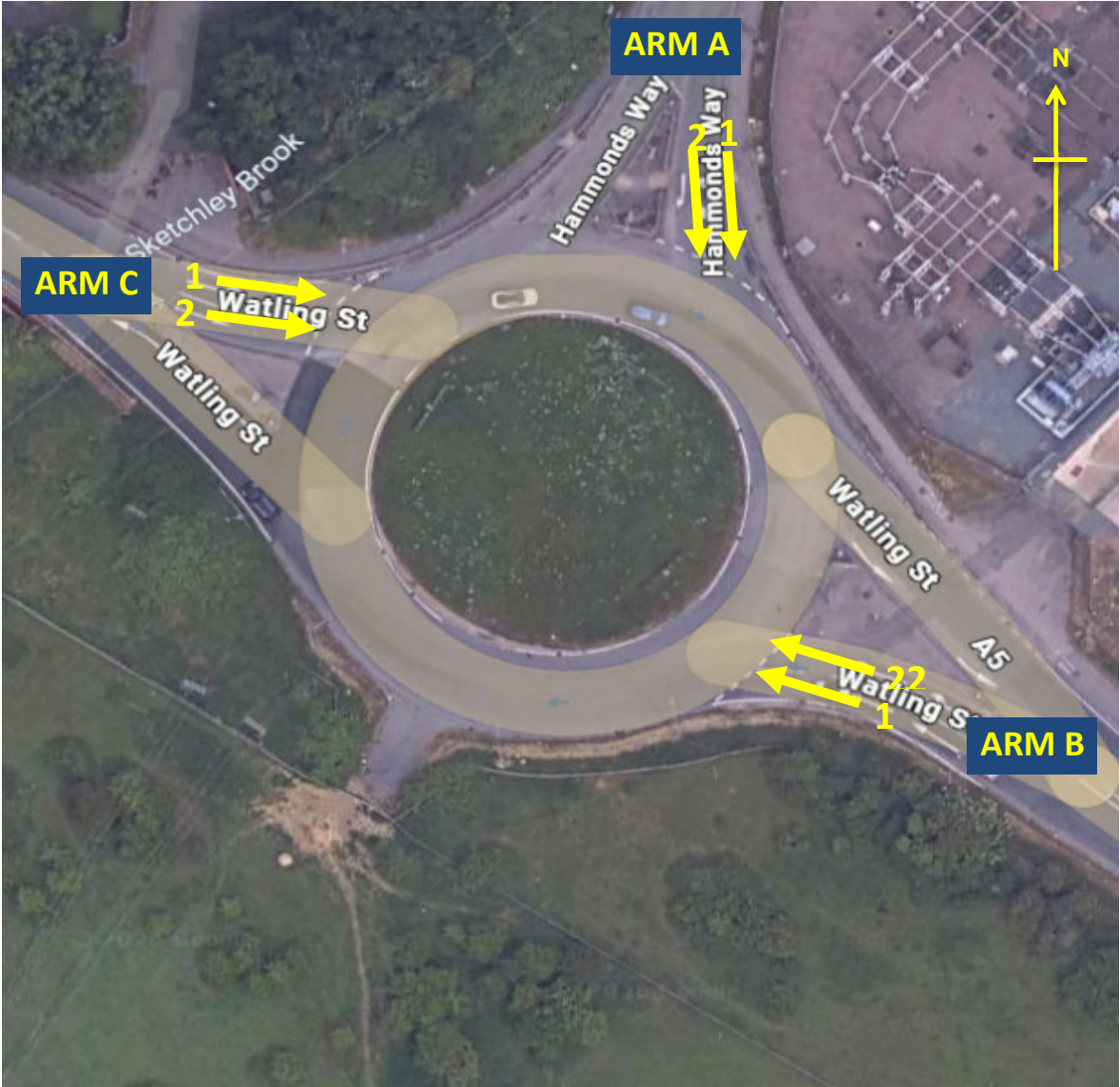
Parameter Summary:

|                                               |                           |
|-----------------------------------------------|---------------------------|
| Trip rate parameter range selected:           | 552 - 470200 (units: sqm) |
| Survey date date range:                       | 18/10/2001 - 30/04/2024   |
| Number of weekdays (Monday-Friday):           | 31                        |
| Number of Saturdays:                          | 0                         |
| Number of Sundays:                            | 0                         |
| Surveys automatically removed from selection: | 28                        |
| Surveys manually removed from selection:      | 0                         |

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

## **Appendix C**

### Traffic Survey Outputs

|                                                                                                |                                                                                                                          |                                      |
|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| <div>SITE:<br/><br/>1</div>                                                                    | <div><br/>TRAFFIC DATA COLLECTION</div> | <div>DATE:<br/><br/>13/05/2026</div> |
| <div>LOCATION:<br/>HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)</div>          |                                                                                                                          | <div>DAY:<br/><br/>WEDNESDAY</div>   |
| <div></div> |                                                                                                                          |                                      |
| <div>JOB TITLE:<br/><br/>HINCKLEY</div>                                                        | <div>JOB NUMBER:<br/><br/>15488</div>                                                                                    |                                      |

# MANUAL CLASSIFIED COUNTS

JOB REF: 15488

JOB NAME: HINCKLEY

SITE: 1

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)

DATE: 13/05/2026

DAY: WEDNESDAY



| TIME  | A TO A<br>FROM HAMMONDS WAY TO HAMMONDS WAY |     |      |      |     |     |     |     | A TO B<br>FROM HAMMONDS WAY TO A5 WATLING STREET (E) |     |      |      |     |     |     |     |
|-------|---------------------------------------------|-----|------|------|-----|-----|-----|-----|------------------------------------------------------|-----|------|------|-----|-----|-----|-----|
|       | CAR                                         | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                                                  | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 50                                                   | 2   | 2    | 0    | 0   | 1   | 0   | 55  |
| 07:15 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 74                                                   | 6   | 1    | 0    | 0   | 0   | 1   | 82  |
| 07:30 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 64                                                   | 9   | 2    | 2    | 0   | 0   | 2   | 79  |
| 07:45 | 1                                           | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 58                                                   | 15  | 3    | 0    | 0   | 0   | 0   | 76  |
| H/TOT | 1                                           | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 246                                                  | 32  | 8    | 2    | 0   | 1   | 3   | 292 |
| 08:00 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 73                                                   | 8   | 2    | 0    | 0   | 0   | 1   | 84  |
| 08:15 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 51                                                   | 6   | 2    | 1    | 0   | 0   | 0   | 60  |
| 08:30 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 43                                                   | 10  | 2    | 0    | 0   | 1   | 1   | 57  |
| 08:45 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 62                                                   | 20  | 1    | 3    | 0   | 0   | 0   | 86  |
| H/TOT | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 229                                                  | 44  | 7    | 4    | 0   | 1   | 2   | 287 |
| 09:00 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 44                                                   | 14  | 3    | 0    | 0   | 0   | 0   | 61  |
| 09:15 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 34                                                   | 9   | 1    | 2    | 0   | 0   | 0   | 46  |
| 09:30 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 20                                                   | 6   | 2    | 0    | 0   | 0   | 0   | 28  |
| 09:45 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 25                                                   | 8   | 0    | 0    | 0   | 0   | 0   | 33  |
| H/TOT | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 123                                                  | 37  | 6    | 2    | 0   | 0   | 0   | 168 |
| P/TOT | 1                                           | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 598                                                  | 113 | 21   | 8    | 0   | 2   | 5   | 747 |

| TIME  | A TO A<br>FROM HAMMONDS WAY TO HAMMONDS WAY |     |      |      |     |     |     |     | A TO B<br>FROM HAMMONDS WAY TO A5 WATLING STREET (E) |     |      |      |     |     |     |     |
|-------|---------------------------------------------|-----|------|------|-----|-----|-----|-----|------------------------------------------------------|-----|------|------|-----|-----|-----|-----|
|       | CAR                                         | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                                                  | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 50                                                   | 7   | 2    | 0    | 1   | 1   | 3   | 64  |
| 16:15 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 38                                                   | 7   | 0    | 0    | 0   | 1   | 0   | 46  |
| 16:30 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 53                                                   | 15  | 1    | 0    | 0   | 0   | 0   | 69  |
| 16:45 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 41                                                   | 4   | 0    | 0    | 0   | 0   | 1   | 46  |
| H/TOT | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 182                                                  | 33  | 3    | 0    | 1   | 2   | 4   | 225 |
| 17:00 | 2                                           | 0   | 0    | 0    | 0   | 0   | 0   | 2   | 45                                                   | 6   | 1    | 1    | 0   | 0   | 0   | 53  |
| 17:15 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 32                                                   | 4   | 1    | 0    | 0   | 0   | 0   | 37  |
| 17:30 | 1                                           | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 30                                                   | 6   | 0    | 0    | 0   | 0   | 1   | 37  |
| 17:45 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 17                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 17  |
| H/TOT | 3                                           | 0   | 0    | 0    | 0   | 0   | 0   | 3   | 124                                                  | 16  | 2    | 1    | 0   | 0   | 1   | 144 |
| 18:00 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 36                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 36  |
| 18:15 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 11                                                   | 7   | 1    | 0    | 0   | 0   | 0   | 19  |
| 18:30 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 10                                                   | 3   | 1    | 0    | 0   | 0   | 0   | 14  |
| 18:45 | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 12                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 12  |
| H/TOT | 0                                           | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 69                                                   | 10  | 2    | 0    | 0   | 0   | 0   | 81  |
| P/TOT | 3                                           | 0   | 0    | 0    | 0   | 0   | 0   | 3   | 375                                                  | 59  | 7    | 1    | 1   | 2   | 5   | 450 |

# MANUAL CLASSIFIED COUNTS

JOB REF: 15488



JOB NAME: HINCKLEY

SITE: 1

DATE: 13/05/2026

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)

DAY: WEDNESDAY

| TIME  | A TO C                                     |     |      |      |     |     |     |     | B TO A                                     |     |      |      |     |     |     |     |
|-------|--------------------------------------------|-----|------|------|-----|-----|-----|-----|--------------------------------------------|-----|------|------|-----|-----|-----|-----|
|       | FROM HAMMONDS WAY TO A5 WATLING STREET (W) |     |      |      |     |     |     |     | FROM A5 WATLING STREET (E) TO HAMMONDS WAY |     |      |      |     |     |     |     |
|       | CAR                                        | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                                        | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 1                                          | 0   | 2    | 0    | 0   | 1   | 0   | 4   | 16                                         | 4   | 0    | 1    | 0   | 0   | 0   | 21  |
| 07:15 | 1                                          | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 32                                         | 15  | 1    | 0    | 0   | 1   | 0   | 49  |
| 07:30 | 10                                         | 5   | 0    | 0    | 0   | 0   | 0   | 15  | 21                                         | 7   | 2    | 0    | 0   | 1   | 0   | 31  |
| 07:45 | 10                                         | 7   | 0    | 1    | 0   | 0   | 0   | 18  | 46                                         | 16  | 1    | 1    | 0   | 0   | 0   | 64  |
| H/TOT | 22                                         | 12  | 2    | 1    | 0   | 1   | 0   | 38  | 115                                        | 42  | 4    | 2    | 0   | 2   | 0   | 165 |
| 08:00 | 3                                          | 6   | 1    | 0    | 0   | 0   | 0   | 10  | 35                                         | 13  | 1    | 1    | 0   | 0   | 0   | 50  |
| 08:15 | 1                                          | 3   | 1    | 1    | 0   | 0   | 0   | 6   | 40                                         | 15  | 2    | 0    | 1   | 1   | 0   | 59  |
| 08:30 | 2                                          | 5   | 1    | 0    | 0   | 0   | 0   | 8   | 29                                         | 12  | 0    | 1    | 0   | 0   | 0   | 42  |
| 08:45 | 3                                          | 5   | 0    | 0    | 0   | 0   | 0   | 8   | 18                                         | 10  | 1    | 0    | 0   | 0   | 0   | 29  |
| H/TOT | 9                                          | 19  | 3    | 1    | 0   | 0   | 0   | 32  | 122                                        | 50  | 4    | 2    | 1   | 1   | 0   | 180 |
| 09:00 | 1                                          | 7   | 0    | 0    | 0   | 0   | 0   | 8   | 33                                         | 10  | 2    | 2    | 0   | 0   | 0   | 47  |
| 09:15 | 3                                          | 1   | 1    | 1    | 0   | 0   | 0   | 6   | 12                                         | 6   | 2    | 1    | 0   | 0   | 0   | 21  |
| 09:30 | 2                                          | 6   | 2    | 0    | 0   | 0   | 0   | 10  | 9                                          | 3   | 2    | 0    | 0   | 0   | 0   | 14  |
| 09:45 | 3                                          | 0   | 4    | 0    | 0   | 0   | 0   | 7   | 6                                          | 2   | 2    | 2    | 0   | 0   | 0   | 12  |
| H/TOT | 9                                          | 14  | 7    | 1    | 0   | 0   | 0   | 31  | 60                                         | 21  | 8    | 5    | 0   | 0   | 0   | 94  |
| P/TOT | 40                                         | 45  | 12   | 3    | 0   | 1   | 0   | 101 | 297                                        | 113 | 16   | 9    | 1   | 3   | 0   | 439 |

| TIME  | A TO C                                     |     |      |      |     |     |     |     | B TO A                                     |     |      |      |     |     |     |     |
|-------|--------------------------------------------|-----|------|------|-----|-----|-----|-----|--------------------------------------------|-----|------|------|-----|-----|-----|-----|
|       | FROM HAMMONDS WAY TO A5 WATLING STREET (W) |     |      |      |     |     |     |     | FROM A5 WATLING STREET (E) TO HAMMONDS WAY |     |      |      |     |     |     |     |
|       | CAR                                        | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                                        | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 17                                         | 2   | 0    | 0    | 0   | 0   | 0   | 19  | 62                                         | 14  | 4    | 1    | 0   | 0   | 0   | 81  |
| 16:15 | 13                                         | 3   | 0    | 1    | 0   | 0   | 0   | 17  | 47                                         | 5   | 0    | 1    | 0   | 0   | 0   | 53  |
| 16:30 | 10                                         | 3   | 0    | 0    | 0   | 0   | 0   | 13  | 67                                         | 14  | 0    | 0    | 0   | 0   | 0   | 81  |
| 16:45 | 2                                          | 2   | 0    | 1    | 0   | 0   | 0   | 5   | 50                                         | 9   | 2    | 0    | 0   | 1   | 0   | 62  |
| H/TOT | 42                                         | 10  | 0    | 2    | 0   | 0   | 0   | 54  | 226                                        | 42  | 6    | 2    | 0   | 1   | 0   | 277 |
| 17:00 | 11                                         | 1   | 0    | 0    | 0   | 0   | 0   | 12  | 73                                         | 9   | 1    | 0    | 0   | 1   | 0   | 84  |
| 17:15 | 2                                          | 0   | 0    | 1    | 0   | 0   | 0   | 3   | 82                                         | 7   | 0    | 0    | 0   | 0   | 0   | 89  |
| 17:30 | 2                                          | 1   | 0    | 1    | 0   | 0   | 0   | 4   | 81                                         | 10  | 2    | 0    | 0   | 0   | 0   | 93  |
| 17:45 | 6                                          | 1   | 0    | 0    | 0   | 0   | 0   | 7   | 53                                         | 7   | 0    | 0    | 0   | 0   | 0   | 60  |
| H/TOT | 21                                         | 3   | 0    | 2    | 0   | 0   | 0   | 26  | 289                                        | 33  | 3    | 0    | 0   | 1   | 0   | 326 |
| 18:00 | 4                                          | 0   | 0    | 0    | 0   | 0   | 0   | 4   | 47                                         | 8   | 1    | 0    | 0   | 1   | 0   | 57  |
| 18:15 | 7                                          | 2   | 0    | 0    | 0   | 0   | 0   | 9   | 41                                         | 5   | 2    | 1    | 0   | 0   | 0   | 49  |
| 18:30 | 3                                          | 1   | 0    | 1    | 0   | 0   | 0   | 5   | 25                                         | 5   | 0    | 0    | 0   | 0   | 0   | 30  |
| 18:45 | 4                                          | 0   | 0    | 1    | 0   | 0   | 0   | 5   | 11                                         | 2   | 1    | 0    | 0   | 0   | 0   | 14  |
| H/TOT | 18                                         | 3   | 0    | 2    | 0   | 0   | 0   | 23  | 124                                        | 20  | 4    | 1    | 0   | 1   | 0   | 150 |
| P/TOT | 81                                         | 16  | 0    | 6    | 0   | 0   | 0   | 103 | 639                                        | 95  | 13   | 3    | 0   | 3   | 0   | 753 |

# MANUAL CLASSIFIED COUNTS

JOB REF: 15488

JOB NAME: HINCKLEY

SITE: 1

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)

DATE: 13/05/2026

DAY: WEDNESDAY



| TIME  | B TO B<br>FROM A5 WATLING STREET (E) TO A5 WATLING STREET (E) |     |      |      |     |     |     |     | B TO C<br>FROM A5 WATLING STREET (E) TO A5 WATLING STREET (W) |     |      |      |     |     |     |      |
|-------|---------------------------------------------------------------|-----|------|------|-----|-----|-----|-----|---------------------------------------------------------------|-----|------|------|-----|-----|-----|------|
|       | CAR                                                           | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                                                           | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  |
| 07:00 | 1                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 151                                                           | 47  | 6    | 17   | 1   | 1   | 0   | 223  |
| 07:15 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 185                                                           | 53  | 3    | 19   | 1   | 0   | 0   | 261  |
| 07:30 | 1                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 160                                                           | 44  | 15   | 13   | 0   | 1   | 0   | 233  |
| 07:45 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 158                                                           | 35  | 8    | 17   | 0   | 0   | 0   | 218  |
| H/TOT | 2                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 2   | 654                                                           | 179 | 32   | 66   | 2   | 2   | 0   | 935  |
| 08:00 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 161                                                           | 35  | 9    | 19   | 0   | 3   | 0   | 227  |
| 08:15 | 1                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 174                                                           | 44  | 20   | 8    | 0   | 1   | 0   | 247  |
| 08:30 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 147                                                           | 36  | 12   | 17   | 0   | 2   | 0   | 214  |
| 08:45 | 0                                                             | 1   | 0    | 0    | 0   | 0   | 0   | 1   | 124                                                           | 34  | 12   | 22   | 0   | 2   | 0   | 194  |
| H/TOT | 1                                                             | 1   | 0    | 0    | 0   | 0   | 0   | 2   | 606                                                           | 149 | 53   | 66   | 0   | 8   | 0   | 882  |
| 09:00 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 125                                                           | 39  | 14   | 16   | 0   | 1   | 0   | 195  |
| 09:15 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 95                                                            | 24  | 14   | 18   | 0   | 0   | 0   | 151  |
| 09:30 | 0                                                             | 1   | 0    | 0    | 0   | 0   | 0   | 1   | 86                                                            | 22  | 14   | 17   | 0   | 0   | 0   | 139  |
| 09:45 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 93                                                            | 32  | 16   | 20   | 0   | 0   | 0   | 161  |
| H/TOT | 0                                                             | 1   | 0    | 0    | 0   | 0   | 0   | 1   | 399                                                           | 117 | 58   | 71   | 0   | 1   | 0   | 646  |
| P/TOT | 3                                                             | 2   | 0    | 0    | 0   | 0   | 0   | 5   | 1659                                                          | 445 | 143  | 203  | 2   | 11  | 0   | 2463 |

| TIME  | B TO B<br>FROM A5 WATLING STREET (E) TO A5 WATLING STREET (E) |     |      |      |     |     |     |     | B TO C<br>FROM A5 WATLING STREET (E) TO A5 WATLING STREET (W) |     |      |      |     |     |     |      |
|-------|---------------------------------------------------------------|-----|------|------|-----|-----|-----|-----|---------------------------------------------------------------|-----|------|------|-----|-----|-----|------|
|       | CAR                                                           | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                                                           | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  |
| 16:00 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 149                                                           | 38  | 12   | 15   | 0   | 1   | 0   | 215  |
| 16:15 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 155                                                           | 26  | 6    | 13   | 0   | 0   | 0   | 200  |
| 16:30 | 1                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 158                                                           | 36  | 7    | 17   | 0   | 1   | 0   | 219  |
| 16:45 | 2                                                             | 1   | 0    | 0    | 0   | 0   | 0   | 3   | 132                                                           | 22  | 9    | 8    | 1   | 2   | 0   | 174  |
| H/TOT | 3                                                             | 1   | 0    | 0    | 0   | 0   | 0   | 4   | 594                                                           | 122 | 34   | 53   | 1   | 4   | 0   | 808  |
| 17:00 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 143                                                           | 20  | 7    | 14   | 0   | 1   | 0   | 185  |
| 17:15 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 150                                                           | 26  | 7    | 5    | 0   | 1   | 0   | 189  |
| 17:30 | 0                                                             | 0   | 0    | 1    | 0   | 0   | 0   | 1   | 158                                                           | 37  | 2    | 12   | 0   | 1   | 0   | 210  |
| 17:45 | 1                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 133                                                           | 25  | 4    | 6    | 1   | 3   | 0   | 172  |
| H/TOT | 1                                                             | 0   | 0    | 1    | 0   | 0   | 0   | 2   | 584                                                           | 108 | 20   | 37   | 1   | 6   | 0   | 756  |
| 18:00 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 170                                                           | 26  | 6    | 8    | 0   | 0   | 0   | 210  |
| 18:15 | 0                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 0   | 166                                                           | 19  | 3    | 5    | 0   | 3   | 0   | 196  |
| 18:30 | 1                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 1   | 111                                                           | 15  | 7    | 9    | 0   | 1   | 0   | 143  |
| 18:45 | 2                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 2   | 110                                                           | 18  | 9    | 9    | 0   | 0   | 0   | 146  |
| H/TOT | 3                                                             | 0   | 0    | 0    | 0   | 0   | 0   | 3   | 557                                                           | 78  | 25   | 31   | 0   | 4   | 0   | 695  |
| P/TOT | 7                                                             | 1   | 0    | 1    | 0   | 0   | 0   | 9   | 1735                                                          | 308 | 79   | 121  | 2   | 14  | 0   | 2259 |

# MANUAL CLASSIFIED COUNTS

JOB REF: 15488

JOB NAME: HINCKLEY

SITE: 1

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)

DATE: 13/05/2026

DAY: WEDNESDAY



| TIME  | C TO A<br>FROM A5 WATLING STREET (W) TO HAMMONDS WAY |     |      |      |     |     |     |     | C TO B<br>FROM A5 WATLING STREET (W) TO A5 WATLING STREET (E) |     |      |      |     |     |     |      |
|-------|------------------------------------------------------|-----|------|------|-----|-----|-----|-----|---------------------------------------------------------------|-----|------|------|-----|-----|-----|------|
|       | CAR                                                  | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                                                           | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  |
| 07:00 | 2                                                    | 3   | 0    | 0    | 0   | 0   | 0   | 5   | 161                                                           | 56  | 17   | 11   | 0   | 2   | 0   | 247  |
| 07:15 | 8                                                    | 3   | 0    | 0    | 0   | 0   | 0   | 11  | 143                                                           | 46  | 7    | 15   | 0   | 0   | 1   | 212  |
| 07:30 | 11                                                   | 4   | 0    | 0    | 0   | 0   | 0   | 15  | 150                                                           | 36  | 17   | 7    | 1   | 0   | 0   | 211  |
| 07:45 | 15                                                   | 8   | 0    | 0    | 0   | 1   | 0   | 24  | 110                                                           | 37  | 15   | 12   | 0   | 0   | 0   | 174  |
| H/TOT | 36                                                   | 18  | 0    | 0    | 0   | 1   | 0   | 55  | 564                                                           | 175 | 56   | 45   | 1   | 2   | 1   | 844  |
| 08:00 | 3                                                    | 1   | 0    | 0    | 0   | 0   | 0   | 4   | 152                                                           | 35  | 10   | 9    | 3   | 0   | 0   | 209  |
| 08:15 | 8                                                    | 2   | 0    | 0    | 0   | 0   | 0   | 10  | 136                                                           | 34  | 10   | 16   | 0   | 0   | 0   | 196  |
| 08:30 | 9                                                    | 2   | 0    | 0    | 0   | 0   | 0   | 11  | 129                                                           | 49  | 18   | 17   | 0   | 1   | 0   | 214  |
| 08:45 | 4                                                    | 3   | 0    | 0    | 0   | 0   | 0   | 7   | 132                                                           | 49  | 14   | 16   | 0   | 1   | 0   | 212  |
| H/TOT | 24                                                   | 8   | 0    | 0    | 0   | 0   | 0   | 32  | 549                                                           | 167 | 52   | 58   | 3   | 2   | 0   | 831  |
| 09:00 | 4                                                    | 0   | 1    | 0    | 0   | 0   | 0   | 5   | 124                                                           | 35  | 12   | 21   | 1   | 0   | 0   | 193  |
| 09:15 | 2                                                    | 6   | 2    | 0    | 0   | 0   | 0   | 10  | 90                                                            | 46  | 27   | 13   | 0   | 0   | 0   | 176  |
| 09:30 | 2                                                    | 3   | 0    | 1    | 0   | 0   | 0   | 6   | 98                                                            | 35  | 16   | 20   | 0   | 0   | 0   | 169  |
| 09:45 | 2                                                    | 2   | 0    | 1    | 0   | 0   | 0   | 5   | 86                                                            | 43  | 15   | 24   | 0   | 0   | 0   | 168  |
| H/TOT | 10                                                   | 11  | 3    | 2    | 0   | 0   | 0   | 26  | 398                                                           | 159 | 70   | 78   | 1   | 0   | 0   | 706  |
| P/TOT | 70                                                   | 37  | 3    | 2    | 0   | 1   | 0   | 113 | 1511                                                          | 501 | 178  | 181  | 5   | 4   | 1   | 2381 |

| TIME  | C TO A<br>FROM A5 WATLING STREET (W) TO HAMMONDS WAY |     |      |      |     |     |     |     | C TO B<br>FROM A5 WATLING STREET (W) TO A5 WATLING STREET (E) |     |      |      |     |     |     |      |
|-------|------------------------------------------------------|-----|------|------|-----|-----|-----|-----|---------------------------------------------------------------|-----|------|------|-----|-----|-----|------|
|       | CAR                                                  | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                                                           | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  |
| 16:00 | 4                                                    | 2   | 0    | 0    | 0   | 0   | 0   | 6   | 175                                                           | 48  | 6    | 15   | 1   | 1   | 1   | 247  |
| 16:15 | 5                                                    | 0   | 0    | 0    | 0   | 0   | 0   | 5   | 150                                                           | 37  | 7    | 9    | 0   | 3   | 0   | 206  |
| 16:30 | 2                                                    | 4   | 0    | 0    | 0   | 0   | 0   | 6   | 139                                                           | 31  | 2    | 11   | 0   | 0   | 0   | 183  |
| 16:45 | 7                                                    | 3   | 0    | 0    | 0   | 0   | 0   | 10  | 175                                                           | 15  | 4    | 8    | 0   | 0   | 0   | 202  |
| H/TOT | 18                                                   | 9   | 0    | 0    | 0   | 0   | 0   | 27  | 639                                                           | 131 | 19   | 43   | 1   | 4   | 1   | 838  |
| 17:00 | 5                                                    | 1   | 1    | 0    | 0   | 0   | 0   | 7   | 191                                                           | 24  | 5    | 9    | 0   | 1   | 0   | 230  |
| 17:15 | 3                                                    | 1   | 1    | 0    | 0   | 0   | 0   | 5   | 159                                                           | 17  | 4    | 12   | 1   | 4   | 0   | 197  |
| 17:30 | 5                                                    | 0   | 0    | 0    | 0   | 1   | 0   | 6   | 158                                                           | 23  | 1    | 11   | 0   | 1   | 1   | 195  |
| 17:45 | 3                                                    | 0   | 0    | 1    | 0   | 0   | 0   | 4   | 122                                                           | 20  | 2    | 9    | 0   | 3   | 0   | 156  |
| H/TOT | 16                                                   | 2   | 2    | 1    | 0   | 1   | 0   | 22  | 630                                                           | 84  | 12   | 41   | 1   | 9   | 1   | 778  |
| 18:00 | 2                                                    | 2   | 1    | 0    | 0   | 0   | 0   | 5   | 131                                                           | 11  | 4    | 7    | 0   | 1   | 1   | 155  |
| 18:15 | 3                                                    | 0   | 0    | 0    | 0   | 0   | 0   | 3   | 130                                                           | 20  | 2    | 6    | 0   | 2   | 0   | 160  |
| 18:30 | 5                                                    | 1   | 1    | 1    | 0   | 0   | 0   | 8   | 113                                                           | 12  | 0    | 7    | 0   | 1   | 0   | 133  |
| 18:45 | 3                                                    | 1   | 0    | 0    | 0   | 0   | 0   | 4   | 75                                                            | 7   | 2    | 3    | 0   | 5   | 0   | 92   |
| H/TOT | 13                                                   | 4   | 2    | 1    | 0   | 0   | 0   | 20  | 449                                                           | 50  | 8    | 23   | 0   | 9   | 1   | 540  |
| P/TOT | 47                                                   | 15  | 4    | 2    | 0   | 1   | 0   | 69  | 1718                                                          | 265 | 39   | 107  | 2   | 22  | 3   | 2156 |

# MANUAL CLASSIFIED COUNTS

JOB REF: 15488

JOB NAME: HINCKLEY

SITE: 1

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)

DATE: 13/05/2026

DAY: WEDNESDAY



| TIME  | C TO C                                              |     |      |      |     |     |     |     |
|-------|-----------------------------------------------------|-----|------|------|-----|-----|-----|-----|
|       | FROM A5 WATLING STREET (W) TO A5 WATLING STREET (W) |     |      |      |     |     |     |     |
|       | CAR                                                 | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 07:15 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 07:30 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 07:45 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| H/TOT | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 08:00 | 0                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 1   |
| 08:15 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 08:30 | 1                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 2   |
| 08:45 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| H/TOT | 1                                                   | 2   | 0    | 0    | 0   | 0   | 0   | 3   |
| 09:00 | 0                                                   | 1   | 0    | 0    | 0   | 0   | 0   | 1   |
| 09:15 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 09:30 | 1                                                   | 1   | 1    | 0    | 0   | 0   | 0   | 3   |
| 09:45 | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1   |
| H/TOT | 2                                                   | 2   | 1    | 0    | 0   | 0   | 0   | 5   |
| P/TOT | 3                                                   | 4   | 1    | 0    | 0   | 0   | 0   | 8   |

| TIME  | C TO C                                              |     |      |      |     |     |     |     |
|-------|-----------------------------------------------------|-----|------|------|-----|-----|-----|-----|
|       | FROM A5 WATLING STREET (W) TO A5 WATLING STREET (W) |     |      |      |     |     |     |     |
|       | CAR                                                 | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 16:15 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 16:30 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 16:45 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| H/TOT | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 17:00 | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1   |
| 17:15 | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1   |
| 17:30 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 17:45 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| H/TOT | 2                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2   |
| 18:00 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 18:15 | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1   |
| 18:30 | 0                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 0   |
| 18:45 | 1                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 1   |
| H/TOT | 2                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 2   |
| P/TOT | 4                                                   | 0   | 0    | 0    | 0   | 0   | 0   | 4   |

# MANUAL CLASSIFIED COUNTS

JOB REF: 15488

JOB NAME: HINCKLEY

SITE: 1

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)



DATE: 13/05/2026

DAY: WEDNESDAY

| TIME  | TO ARM A<br>HAMMONDS WAY |     |      |      |     |     |     |     | FROM ARM A<br>HAMMONDS WAY |     |      |      |     |     |     |     |
|-------|--------------------------|-----|------|------|-----|-----|-----|-----|----------------------------|-----|------|------|-----|-----|-----|-----|
|       | CAR                      | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                        | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 18                       | 7   | 0    | 1    | 0   | 0   | 0   | 26  | 51                         | 2   | 4    | 0    | 0   | 2   | 0   | 59  |
| 07:15 | 40                       | 18  | 1    | 0    | 0   | 1   | 0   | 60  | 75                         | 6   | 1    | 0    | 0   | 0   | 1   | 83  |
| 07:30 | 32                       | 11  | 2    | 0    | 0   | 1   | 0   | 46  | 74                         | 14  | 2    | 2    | 0   | 0   | 2   | 94  |
| 07:45 | 62                       | 24  | 1    | 1    | 0   | 1   | 0   | 89  | 69                         | 22  | 3    | 1    | 0   | 0   | 0   | 95  |
| H/TOT | 152                      | 60  | 4    | 2    | 0   | 3   | 0   | 221 | 269                        | 44  | 10   | 3    | 0   | 2   | 3   | 331 |
| 08:00 | 38                       | 14  | 1    | 1    | 0   | 0   | 0   | 54  | 76                         | 14  | 3    | 0    | 0   | 0   | 1   | 94  |
| 08:15 | 48                       | 17  | 2    | 0    | 1   | 1   | 0   | 69  | 52                         | 9   | 3    | 2    | 0   | 0   | 0   | 66  |
| 08:30 | 38                       | 14  | 0    | 1    | 0   | 0   | 0   | 53  | 45                         | 15  | 3    | 0    | 0   | 1   | 1   | 65  |
| 08:45 | 22                       | 13  | 1    | 0    | 0   | 0   | 0   | 36  | 65                         | 25  | 1    | 3    | 0   | 0   | 0   | 94  |
| H/TOT | 146                      | 58  | 4    | 2    | 1   | 1   | 0   | 212 | 238                        | 63  | 10   | 5    | 0   | 1   | 2   | 319 |
| 09:00 | 37                       | 10  | 3    | 2    | 0   | 0   | 0   | 52  | 45                         | 21  | 3    | 0    | 0   | 0   | 0   | 69  |
| 09:15 | 14                       | 12  | 4    | 1    | 0   | 0   | 0   | 31  | 37                         | 10  | 2    | 3    | 0   | 0   | 0   | 52  |
| 09:30 | 11                       | 6   | 2    | 1    | 0   | 0   | 0   | 20  | 22                         | 12  | 4    | 0    | 0   | 0   | 0   | 38  |
| 09:45 | 8                        | 4   | 2    | 3    | 0   | 0   | 0   | 17  | 28                         | 8   | 4    | 0    | 0   | 0   | 0   | 40  |
| H/TOT | 70                       | 32  | 11   | 7    | 0   | 0   | 0   | 120 | 132                        | 51  | 13   | 3    | 0   | 0   | 0   | 199 |
| P/TOT | 368                      | 150 | 19   | 11   | 1   | 4   | 0   | 553 | 639                        | 158 | 33   | 11   | 0   | 3   | 5   | 849 |

| TIME  | TO ARM A<br>HAMMONDS WAY |     |      |      |     |     |     |     | FROM ARM A<br>HAMMONDS WAY |     |      |      |     |     |     |     |
|-------|--------------------------|-----|------|------|-----|-----|-----|-----|----------------------------|-----|------|------|-----|-----|-----|-----|
|       | CAR                      | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR                        | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 66                       | 16  | 4    | 1    | 0   | 0   | 0   | 87  | 67                         | 9   | 2    | 0    | 1   | 1   | 3   | 83  |
| 16:15 | 52                       | 5   | 0    | 1    | 0   | 0   | 0   | 58  | 51                         | 10  | 0    | 1    | 0   | 1   | 0   | 63  |
| 16:30 | 69                       | 18  | 0    | 0    | 0   | 0   | 0   | 87  | 63                         | 18  | 1    | 0    | 0   | 0   | 0   | 82  |
| 16:45 | 57                       | 12  | 2    | 0    | 0   | 1   | 0   | 72  | 43                         | 6   | 0    | 1    | 0   | 0   | 1   | 51  |
| H/TOT | 244                      | 51  | 6    | 2    | 0   | 1   | 0   | 304 | 224                        | 43  | 3    | 2    | 1   | 2   | 4   | 279 |
| 17:00 | 80                       | 10  | 2    | 0    | 0   | 1   | 0   | 93  | 58                         | 7   | 1    | 1    | 0   | 0   | 0   | 67  |
| 17:15 | 85                       | 8   | 1    | 0    | 0   | 0   | 0   | 94  | 34                         | 4   | 1    | 1    | 0   | 0   | 0   | 40  |
| 17:30 | 87                       | 10  | 2    | 0    | 0   | 1   | 0   | 100 | 33                         | 7   | 0    | 1    | 0   | 0   | 1   | 42  |
| 17:45 | 56                       | 7   | 0    | 1    | 0   | 0   | 0   | 64  | 23                         | 1   | 0    | 0    | 0   | 0   | 0   | 24  |
| H/TOT | 308                      | 35  | 5    | 1    | 0   | 2   | 0   | 351 | 148                        | 19  | 2    | 3    | 0   | 0   | 1   | 173 |
| 18:00 | 49                       | 10  | 2    | 0    | 0   | 1   | 0   | 62  | 40                         | 0   | 0    | 0    | 0   | 0   | 0   | 40  |
| 18:15 | 44                       | 5   | 2    | 1    | 0   | 0   | 0   | 52  | 18                         | 9   | 1    | 0    | 0   | 0   | 0   | 28  |
| 18:30 | 30                       | 6   | 1    | 1    | 0   | 0   | 0   | 38  | 13                         | 4   | 1    | 1    | 0   | 0   | 0   | 19  |
| 18:45 | 14                       | 3   | 1    | 0    | 0   | 0   | 0   | 18  | 16                         | 0   | 0    | 1    | 0   | 0   | 0   | 17  |
| H/TOT | 137                      | 24  | 6    | 2    | 0   | 1   | 0   | 170 | 87                         | 13  | 2    | 2    | 0   | 0   | 0   | 104 |
| P/TOT | 689                      | 110 | 17   | 5    | 0   | 4   | 0   | 825 | 459                        | 75  | 7    | 7    | 1   | 2   | 5   | 556 |

# MANUAL CLASSIFIED COUNTS

JOB REF: 15488

JOB NAME: HINCKLEY

SITE: 1

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)

DATE: 13/05/2026

DAY: WEDNESDAY



| TIME  | TO ARM B<br>A5 WATLING STREET (E) |     |      |      |     |     |     |      | FROM ARM B<br>A5 WATLING STREET (E) |     |      |      |     |     |     |      |
|-------|-----------------------------------|-----|------|------|-----|-----|-----|------|-------------------------------------|-----|------|------|-----|-----|-----|------|
|       | CAR                               | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  | CAR                                 | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  |
| 07:00 | 212                               | 58  | 19   | 11   | 0   | 3   | 0   | 303  | 168                                 | 51  | 6    | 18   | 1   | 1   | 0   | 245  |
| 07:15 | 217                               | 52  | 8    | 15   | 0   | 0   | 2   | 294  | 217                                 | 68  | 4    | 19   | 1   | 1   | 0   | 310  |
| 07:30 | 215                               | 45  | 19   | 9    | 1   | 0   | 2   | 291  | 182                                 | 51  | 17   | 13   | 0   | 2   | 0   | 265  |
| 07:45 | 168                               | 52  | 18   | 12   | 0   | 0   | 0   | 250  | 204                                 | 51  | 9    | 18   | 0   | 0   | 0   | 282  |
| H/TOT | 812                               | 207 | 64   | 47   | 1   | 3   | 4   | 1138 | 771                                 | 221 | 36   | 68   | 2   | 4   | 0   | 1102 |
| 08:00 | 225                               | 43  | 12   | 9    | 3   | 0   | 1   | 293  | 196                                 | 48  | 10   | 20   | 0   | 3   | 0   | 277  |
| 08:15 | 188                               | 40  | 12   | 17   | 0   | 0   | 0   | 257  | 215                                 | 59  | 22   | 8    | 1   | 2   | 0   | 307  |
| 08:30 | 172                               | 59  | 20   | 17   | 0   | 2   | 1   | 271  | 176                                 | 48  | 12   | 18   | 0   | 2   | 0   | 256  |
| 08:45 | 194                               | 70  | 15   | 19   | 0   | 1   | 0   | 299  | 142                                 | 45  | 13   | 22   | 0   | 2   | 0   | 224  |
| H/TOT | 779                               | 212 | 59   | 62   | 3   | 3   | 2   | 1120 | 729                                 | 200 | 57   | 68   | 1   | 9   | 0   | 1064 |
| 09:00 | 168                               | 49  | 15   | 21   | 1   | 0   | 0   | 254  | 158                                 | 49  | 16   | 18   | 0   | 1   | 0   | 242  |
| 09:15 | 124                               | 55  | 28   | 15   | 0   | 0   | 0   | 222  | 107                                 | 30  | 16   | 19   | 0   | 0   | 0   | 172  |
| 09:30 | 118                               | 42  | 18   | 20   | 0   | 0   | 0   | 198  | 95                                  | 26  | 16   | 17   | 0   | 0   | 0   | 154  |
| 09:45 | 111                               | 51  | 15   | 24   | 0   | 0   | 0   | 201  | 99                                  | 34  | 18   | 22   | 0   | 0   | 0   | 173  |
| H/TOT | 521                               | 197 | 76   | 80   | 1   | 0   | 0   | 875  | 459                                 | 139 | 66   | 76   | 0   | 1   | 0   | 741  |
| P/TOT | 2112                              | 616 | 199  | 189  | 5   | 6   | 6   | 3133 | 1959                                | 560 | 159  | 212  | 3   | 14  | 0   | 2907 |

| TIME  | TO ARM B<br>A5 WATLING STREET (E) |     |      |      |     |     |     |      | FROM ARM B<br>A5 WATLING STREET (E) |     |      |      |     |     |     |      |
|-------|-----------------------------------|-----|------|------|-----|-----|-----|------|-------------------------------------|-----|------|------|-----|-----|-----|------|
|       | CAR                               | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  | CAR                                 | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  |
| 16:00 | 225                               | 55  | 8    | 15   | 2   | 2   | 4   | 311  | 211                                 | 52  | 16   | 16   | 0   | 1   | 0   | 296  |
| 16:15 | 188                               | 44  | 7    | 9    | 0   | 4   | 0   | 252  | 202                                 | 31  | 6    | 14   | 0   | 0   | 0   | 253  |
| 16:30 | 193                               | 46  | 3    | 11   | 0   | 0   | 0   | 253  | 226                                 | 50  | 7    | 17   | 0   | 1   | 0   | 301  |
| 16:45 | 218                               | 20  | 4    | 8    | 0   | 0   | 1   | 251  | 184                                 | 32  | 11   | 8    | 1   | 3   | 0   | 239  |
| H/TOT | 824                               | 165 | 22   | 43   | 2   | 6   | 5   | 1067 | 823                                 | 165 | 40   | 55   | 1   | 5   | 0   | 1089 |
| 17:00 | 236                               | 30  | 6    | 10   | 0   | 1   | 0   | 283  | 216                                 | 29  | 8    | 14   | 0   | 2   | 0   | 269  |
| 17:15 | 191                               | 21  | 5    | 12   | 1   | 4   | 0   | 234  | 232                                 | 33  | 7    | 5    | 0   | 1   | 0   | 278  |
| 17:30 | 188                               | 29  | 1    | 12   | 0   | 1   | 2   | 233  | 239                                 | 47  | 4    | 13   | 0   | 1   | 0   | 304  |
| 17:45 | 140                               | 20  | 2    | 9    | 0   | 3   | 0   | 174  | 187                                 | 32  | 4    | 6    | 1   | 3   | 0   | 233  |
| H/TOT | 755                               | 100 | 14   | 43   | 1   | 9   | 2   | 924  | 874                                 | 141 | 23   | 38   | 1   | 7   | 0   | 1084 |
| 18:00 | 167                               | 11  | 4    | 7    | 0   | 1   | 1   | 191  | 217                                 | 34  | 7    | 8    | 0   | 1   | 0   | 267  |
| 18:15 | 141                               | 27  | 3    | 6    | 0   | 2   | 0   | 179  | 207                                 | 24  | 5    | 6    | 0   | 3   | 0   | 245  |
| 18:30 | 124                               | 15  | 1    | 7    | 0   | 1   | 0   | 148  | 137                                 | 20  | 7    | 9    | 0   | 1   | 0   | 174  |
| 18:45 | 89                                | 7   | 2    | 3    | 0   | 5   | 0   | 106  | 123                                 | 20  | 10   | 9    | 0   | 0   | 0   | 162  |
| H/TOT | 521                               | 60  | 10   | 23   | 0   | 9   | 1   | 624  | 684                                 | 98  | 29   | 32   | 0   | 5   | 0   | 848  |
| P/TOT | 2100                              | 325 | 46   | 109  | 3   | 24  | 8   | 2615 | 2381                                | 404 | 92   | 125  | 2   | 17  | 0   | 3021 |

# MANUAL CLASSIFIED COUNTS

JOB REF: 15488

JOB NAME: HINCKLEY

SITE: 1

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)



DATE: 13/05/2026

DAY: WEDNESDAY

| TIME  | TO ARM C<br>A5 WATLING STREET (W) |     |      |      |     |     |     |      | FROM ARM C<br>A5 WATLING STREET (W) |     |      |      |     |     |     |      |
|-------|-----------------------------------|-----|------|------|-----|-----|-----|------|-------------------------------------|-----|------|------|-----|-----|-----|------|
|       | CAR                               | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  | CAR                                 | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  |
| 07:00 | 152                               | 47  | 8    | 17   | 1   | 2   | 0   | 227  | 163                                 | 59  | 17   | 11   | 0   | 2   | 0   | 252  |
| 07:15 | 186                               | 53  | 3    | 19   | 1   | 0   | 0   | 262  | 151                                 | 49  | 7    | 15   | 0   | 0   | 1   | 223  |
| 07:30 | 170                               | 49  | 15   | 13   | 0   | 1   | 0   | 248  | 161                                 | 40  | 17   | 7    | 1   | 0   | 0   | 226  |
| 07:45 | 168                               | 42  | 8    | 18   | 0   | 0   | 0   | 236  | 125                                 | 45  | 15   | 12   | 0   | 1   | 0   | 198  |
| H/TOT | 676                               | 191 | 34   | 67   | 2   | 3   | 0   | 973  | 600                                 | 193 | 56   | 45   | 1   | 3   | 1   | 899  |
| 08:00 | 164                               | 42  | 10   | 19   | 0   | 3   | 0   | 238  | 155                                 | 37  | 10   | 9    | 3   | 0   | 0   | 214  |
| 08:15 | 175                               | 47  | 21   | 9    | 0   | 1   | 0   | 253  | 144                                 | 36  | 10   | 16   | 0   | 0   | 0   | 206  |
| 08:30 | 150                               | 42  | 13   | 17   | 0   | 2   | 0   | 224  | 139                                 | 52  | 18   | 17   | 0   | 1   | 0   | 227  |
| 08:45 | 127                               | 39  | 12   | 22   | 0   | 2   | 0   | 202  | 136                                 | 52  | 14   | 16   | 0   | 1   | 0   | 219  |
| H/TOT | 616                               | 170 | 56   | 67   | 0   | 8   | 0   | 917  | 574                                 | 177 | 52   | 58   | 3   | 2   | 0   | 866  |
| 09:00 | 126                               | 47  | 14   | 16   | 0   | 1   | 0   | 204  | 128                                 | 36  | 13   | 21   | 1   | 0   | 0   | 199  |
| 09:15 | 98                                | 25  | 15   | 19   | 0   | 0   | 0   | 157  | 92                                  | 52  | 29   | 13   | 0   | 0   | 0   | 186  |
| 09:30 | 89                                | 29  | 17   | 17   | 0   | 0   | 0   | 152  | 101                                 | 39  | 17   | 21   | 0   | 0   | 0   | 178  |
| 09:45 | 97                                | 32  | 20   | 20   | 0   | 0   | 0   | 169  | 89                                  | 45  | 15   | 25   | 0   | 0   | 0   | 174  |
| H/TOT | 410                               | 133 | 66   | 72   | 0   | 1   | 0   | 682  | 410                                 | 172 | 74   | 80   | 1   | 0   | 0   | 737  |
| P/TOT | 1702                              | 494 | 156  | 206  | 2   | 12  | 0   | 2572 | 1584                                | 542 | 182  | 183  | 5   | 5   | 1   | 2502 |

| TIME  | TO ARM C<br>A5 WATLING STREET (W) |     |      |      |     |     |     |      | FROM ARM C<br>A5 WATLING STREET (W) |     |      |      |     |     |     |      |
|-------|-----------------------------------|-----|------|------|-----|-----|-----|------|-------------------------------------|-----|------|------|-----|-----|-----|------|
|       | CAR                               | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  | CAR                                 | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT  |
| 16:00 | 166                               | 40  | 12   | 15   | 0   | 1   | 0   | 234  | 179                                 | 50  | 6    | 15   | 1   | 1   | 1   | 253  |
| 16:15 | 168                               | 29  | 6    | 14   | 0   | 0   | 0   | 217  | 155                                 | 37  | 7    | 9    | 0   | 3   | 0   | 211  |
| 16:30 | 168                               | 39  | 7    | 17   | 0   | 1   | 0   | 232  | 141                                 | 35  | 2    | 11   | 0   | 0   | 0   | 189  |
| 16:45 | 134                               | 24  | 9    | 9    | 1   | 2   | 0   | 179  | 182                                 | 18  | 4    | 8    | 0   | 0   | 0   | 212  |
| H/TOT | 636                               | 132 | 34   | 55   | 1   | 4   | 0   | 862  | 657                                 | 140 | 19   | 43   | 1   | 4   | 1   | 865  |
| 17:00 | 155                               | 21  | 7    | 14   | 0   | 1   | 0   | 198  | 197                                 | 25  | 6    | 9    | 0   | 1   | 0   | 238  |
| 17:15 | 153                               | 26  | 7    | 6    | 0   | 1   | 0   | 193  | 163                                 | 18  | 5    | 12   | 1   | 4   | 0   | 203  |
| 17:30 | 160                               | 38  | 2    | 13   | 0   | 1   | 0   | 214  | 163                                 | 23  | 1    | 11   | 0   | 2   | 1   | 201  |
| 17:45 | 139                               | 26  | 4    | 6    | 1   | 3   | 0   | 179  | 125                                 | 20  | 2    | 10   | 0   | 3   | 0   | 160  |
| H/TOT | 607                               | 111 | 20   | 39   | 1   | 6   | 0   | 784  | 648                                 | 86  | 14   | 42   | 1   | 10  | 1   | 802  |
| 18:00 | 174                               | 26  | 6    | 8    | 0   | 0   | 0   | 214  | 133                                 | 13  | 5    | 7    | 0   | 1   | 1   | 160  |
| 18:15 | 174                               | 21  | 3    | 5    | 0   | 3   | 0   | 206  | 134                                 | 20  | 2    | 6    | 0   | 2   | 0   | 164  |
| 18:30 | 114                               | 16  | 7    | 10   | 0   | 1   | 0   | 148  | 118                                 | 13  | 1    | 8    | 0   | 1   | 0   | 141  |
| 18:45 | 115                               | 18  | 9    | 10   | 0   | 0   | 0   | 152  | 79                                  | 8   | 2    | 3    | 0   | 5   | 0   | 97   |
| H/TOT | 577                               | 81  | 25   | 33   | 0   | 4   | 0   | 720  | 464                                 | 54  | 10   | 24   | 0   | 9   | 1   | 562  |
| P/TOT | 1820                              | 324 | 79   | 127  | 2   | 14  | 0   | 2366 | 1769                                | 280 | 43   | 109  | 2   | 23  | 3   | 2229 |

## QUEUE LENGTHS

JOB REF: 15488



JOB NAME: HINCKLEY

SITE: 1

DATE: 13/05/2026

LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane  
+ Represents where the queue either stretched out of sight or back to the next junction.

| TIME  | ARM A        |        | ARM B                 |        | ARM C                 |        | TIME  | ARM A        |        | ARM B                 |        | ARM C                 |        |
|-------|--------------|--------|-----------------------|--------|-----------------------|--------|-------|--------------|--------|-----------------------|--------|-----------------------|--------|
|       | HAMMONDS WAY |        | A5 WATLING STREET (E) |        | A5 WATLING STREET (W) |        |       | HAMMONDS WAY |        | A5 WATLING STREET (E) |        | A5 WATLING STREET (W) |        |
|       | LANE 1       | LANE 2 | LANE 1                | LANE 2 | LANE 1                | LANE 2 |       | LANE 1       | LANE 2 | LANE 1                | LANE 2 | LANE 1                | LANE 2 |
| 07:00 | 4            | 0      | 0                     | 0      | 0                     | 0      | 16:00 | 3            | 0      | 0                     | 1      | 1                     | 3      |
| 07:05 | 4            | 1      | 0                     | 0      | 0                     | 0      | 16:05 | 5            | 2      | 0                     | 0      | 0                     | 0      |
| 07:10 | 2            | 1      | 0                     | 0      | 0                     | 0      | 16:10 | 1            | 1      | 0                     | 0      | 0                     | 4      |
| 07:15 | 2            | 0      | 0                     | 0      | 0                     | 3      | 16:15 | 3            | 1      | 0                     | 0      | 0                     | 4      |
| 07:20 | 5            | 0      | 0                     | 1      | 0                     | 0      | 16:20 | 1            | 0      | 0                     | 0      | 0                     | 2      |
| 07:25 | 5            | 0      | 0                     | 0      | 0                     | 5      | 16:25 | 0            | 0      | 0                     | 0      | 0                     | 0      |
| 07:30 | 2            | 1      | 0                     | 0      | 0                     | 0      | 16:30 | 0            | 1      | 0                     | 0      | 2                     | 4      |
| 07:35 | 0            | 1      | 0                     | 0      | 0                     | 1      | 16:35 | 2            | 0      | 2                     | 0      | 0                     | 6      |
| 07:40 | 1            | 1      | 0                     | 0      | 0                     | 0      | 16:40 | 2            | 0      | 0                     | 0      | 0                     | 5      |
| 07:45 | 2            | 1      | 2                     | 0      | 0                     | 0      | 16:45 | 4            | 0      | 0                     | 0      | 1                     | 3      |
| 07:50 | 1            | 0      | 0                     | 0      | 0                     | 0      | 16:50 | 3            | 0      | 12+                   | 0      | 0                     | 1      |
| 07:55 | 3            | 1      | 0                     | 0      | 0                     | 2      | 16:55 | 1            | 1      | 12+                   | 0      | 0                     | 0      |
| 08:00 | 3            | 1      | 1                     | 0      | 0                     | 0      | 17:00 | 1            | 1      | 7                     | 0      | 0                     | 3      |
| 08:05 | 3            | 1      | 2                     | 0      | 0                     | 1      | 17:05 | 3            | 1      | 12+                   | 4      | 0                     | 2      |
| 08:10 | 4            | 1      | 0                     | 0      | 0                     | 2      | 17:10 | 2            | 1      | 11                    | 0      | 0                     | 4      |
| 08:15 | 4            | 1      | 0                     | 0      | 0                     | 0      | 17:15 | 2            | 1      | 7                     | 0      | 0                     | 6      |
| 08:20 | 1            | 0      | 2                     | 0      | 0                     | 3      | 17:20 | 3            | 0      | 12+                   | 0      | 0                     | 1      |
| 08:25 | 4            | 0      | 0                     | 0      | 0                     | 0      | 17:25 | 4            | 0      | 12+                   | 0      | 0                     | 1      |
| 08:30 | 3            | 1      | 0                     | 0      | 0                     | 5      | 17:30 | 1            | 1      | 4                     | 0      | 0                     | 3      |
| 08:35 | 1            | 1      | 0                     | 0      | 0                     | 0      | 17:35 | 2            | 0      | 8                     | 0      | 0                     | 2      |
| 08:40 | 0            | 0      | 1                     | 0      | 0                     | 0      | 17:40 | 2            | 0      | 0                     | 0      | 0                     | 0      |
| 08:45 | 4            | 2      | 0                     | 0      | 0                     | 0      | 17:45 | 0            | 0      | 0                     | 0      | 0                     | 2      |
| 08:50 | 4            | 0      | 0                     | 0      | 0                     | 0      | 17:50 | 1            | 0      | 0                     | 0      | 0                     | 0      |
| 08:55 | 4            | 2      | 0                     | 0      | 0                     | 0      | 17:55 | 0            | 0      | 0                     | 0      | 0                     | 0      |
| 09:00 | 2            | 1      | 0                     | 0      | 0                     | 0      | 18:00 | 0            | 0      | 0                     | 0      | 0                     | 0      |
| 09:05 | 3            | 1      | 0                     | 0      | 0                     | 2      | 18:05 | 2            | 0      | 0                     | 0      | 0                     | 0      |
| 09:10 | 5            | 1      | 1                     | 0      | 0                     | 3      | 18:10 | 0            | 0      | 0                     | 0      | 0                     | 0      |
| 09:15 | 3            | 0      | 2                     | 0      | 0                     | 0      | 18:15 | 1            | 0      | 0                     | 0      | 0                     | 0      |
| 09:20 | 3            | 1      | 0                     | 0      | 0                     | 4      | 18:20 | 0            | 2      | 0                     | 0      | 0                     | 4      |
| 09:25 | 1            | 0      | 0                     | 0      | 0                     | 0      | 18:25 | 0            | 1      | 0                     | 0      | 1                     | 2      |
| 09:30 | 1            | 1      | 0                     | 0      | 0                     | 0      | 18:30 | 1            | 0      | 0                     | 0      | 0                     | 1      |
| 09:35 | 0            | 1      | 0                     | 0      | 0                     | 0      | 18:35 | 0            | 0      | 0                     | 0      | 0                     | 0      |
| 09:40 | 0            | 0      | 4                     | 0      | 0                     | 0      | 18:40 | 2            | 1      | 0                     | 0      | 0                     | 0      |
| 09:45 | 1            | 1      | 1                     | 1      | 0                     | 0      | 18:45 | 0            | 0      | 0                     | 0      | 0                     | 0      |
| 09:50 | 1            | 0      | 0                     | 0      | 0                     | 0      | 18:50 | 1            | 0      | 0                     | 0      | 0                     | 0      |
| 09:55 | 0            | 0      | 0                     | 0      | 0                     | 0      | 18:55 | 0            | 0      | 0                     | 0      | 0                     | 0      |

# DTA OUTPUT

AM PEAK 07:15 - 08:15  
PM PEAK 16:00 - 17:00

SITE: 1  
LOCATION: HAMMONDS WAY / A5 WATLING STREET (E) / A5 WATLING STREET (W)

Existing AM ALL VEHICLES

A HAMMONDS WAY  
B A5 WATLING STREET (E)  
C A5 WATLING STREET (W)

|       | A   | B    | C   | Total |
|-------|-----|------|-----|-------|
| A     | 1   | 317  | 44  | 362   |
| B     | 194 | 1    | 939 | 1134  |
| C     | 54  | 805  | 1   | 860   |
| Total | 249 | 1123 | 984 | 2356  |

PM ALL VEHICLES

|       | A   | B    | C   | Total |
|-------|-----|------|-----|-------|
| A     | 0   | 221  | 54  | 275   |
| B     | 277 | 4    | 808 | 1089  |
| C     | 27  | 837  | 0   | 864   |
| Total | 304 | 1062 | 862 | 2228  |

AM HGVS

|       | A | B   | C   | Total |
|-------|---|-----|-----|-------|
| A     | 0 | 10  | 2   | 12    |
| B     | 7 | 0   | 104 | 111   |
| C     | 0 | 96  | 0   | 96    |
| Total | 7 | 106 | 106 | 219   |

PM HGVS

|       | A | B  | C  | Total |
|-------|---|----|----|-------|
| A     | 0 | 4  | 2  | 6     |
| B     | 8 | 0  | 88 | 96    |
| C     | 0 | 63 | 0  | 63    |
| Total | 8 | 67 | 90 | 165   |

## ACTUAL PEAK HOUR

AM PEAK 07:15 - 08:15  
PM PEAK 16:00 - 17:00

## **Appendix D**

A5/ Hammonds Way Junction Capacity Assessment

| Junctions 11                                                                                                                                                     |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| ARCADY 11 - Roundabout Module                                                                                                                                    |  |  |
| Version: 11.1.1.2424                                                                                                                                             |  |  |
| © Copyright TRL Software Limited, 2026                                                                                                                           |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL Software:<br>+44 (0)1344 379777    software@trl.co.uk    trlsoftware.com     |  |  |
| 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:** A5-Hammonds Way Roundabout RevB - Survey Data.j11

**Path:** P:\27000's\27339\Junction Assessment

**Report generation date:** 28/05/2026 09:57:21

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2026 | Base + Proposed Development | AM
- »D4 - 2026 | Base + Proposed Development | PM
- »D5 - 2031 | Future Year | AM
- »D6 - 2031 | Future Year | PM
- »D7 - 2031 | Base + Proposed Development | AM
- »D8 - 2031 | Base + Proposed Development | PM

### Summary of junction performance

|                                    | AM          |           |      | PM          |           |      |
|------------------------------------|-------------|-----------|------|-------------|-----------|------|
|                                    | Queue (PCU) | Delay (s) | RFC  | Queue (PCU) | Delay (s) | RFC  |
| 2026 - Base                        |             |           |      |             |           |      |
| 1 - A5 W                           | 1.6         | 5.29      | 0.58 | 1.5         | 5.14      | 0.57 |
| 2 - Hammonds Way                   | 1.9         | 16.66     | 0.65 | 0.9         | 10.93     | 0.48 |
| 3 - A5 E                           | 2.9         | 7.45      | 0.72 | 2.4         | 6.55      | 0.69 |
| 2026 - Base + Proposed Development |             |           |      |             |           |      |
| 1 - A5 W                           | 1.7         | 5.57      | 0.60 | 1.6         | 5.29      | 0.58 |
| 2 - Hammonds Way                   | 2.2         | 18.64     | 0.69 | 1.2         | 12.38     | 0.54 |
| 3 - A5 E                           | 3.1         | 7.88      | 0.74 | 2.6         | 6.94      | 0.70 |
| 2031 - Future Year                 |             |           |      |             |           |      |
| 1 - A5 W                           | 1.9         | 5.87      | 0.62 | 1.8         | 5.74      | 0.62 |
| 2 - Hammonds Way                   | 2.8         | 23.19     | 0.73 | 1.2         | 13.19     | 0.54 |
| 3 - A5 E                           | 3.7         | 8.96      | 0.77 | 3.0         | 7.65      | 0.73 |
| 2031 - Base + Proposed Development |             |           |      |             |           |      |
| 1 - A5 W                           | 2.1         | 6.21      | 0.64 | 1.8         | 5.92      | 0.63 |
| 2 - Hammonds Way                   | 3.4         | 27.07     | 0.77 | 1.5         | 15.22     | 0.60 |
| 3 - A5 E                           | 4.0         | 9.58      | 0.78 | 3.3         | 8.16      | 0.75 |

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 average delay per arriving vehicle.

## File summary

### File Description

|             |            |
|-------------|------------|
| Title       |            |
| Location    |            |
| Site number |            |
| Date        | 22/10/2025 |
| Version     |            |
| Status      | (new file) |
| Identifier  |            |
| Client      |            |
| Jobnumber   |            |
| Enumerator  | DTA\arcady |
| Description |            |

## Units

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

## Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use simulation for HCM roundabouts | Use iterations for HCM roundabouts |
|--------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|------------------------------------|------------------------------------|
| 5.75               |                             |                                   |                                   |                                   |                             | 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 segment length (min) | Run automatically |
|----|------|-----------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2026 | Base                        | AM          | ONE HOUR             | 07:00              | 08:30               | 15                        | ✓                 |
| D2 | 2026 | Base                        | PM          | ONE HOUR             | 15:45              | 17:15               | 15                        | ✓                 |
| D3 | 2026 | Base + Proposed Development | AM          | ONE HOUR             | 07:00              | 08:30               | 15                        | ✓                 |
| D4 | 2026 | Base + Proposed Development | PM          | ONE HOUR             | 15:45              | 17:15               | 15                        | ✓                 |
| D5 | 2031 | Future Year                 | AM          | ONE HOUR             | 07:00              | 08:30               | 15                        | ✓                 |
| D6 | 2031 | Future Year                 | PM          | ONE HOUR             | 15:45              | 17:15               | 15                        | ✓                 |
| D7 | 2031 | Base + Proposed Development | AM          | ONE HOUR             | 07:00              | 08:30               | 15                        | ✓                 |
| D8 | 2031 | Base + Proposed Development | PM          | ONE HOUR             | 15:45              | 17:15               | 15                        | ✓                 |

## Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

# D1 - 2026 | Base | AM

## Data Errors and Warnings

| Severity | Area     | Item                           | Description                                                                                                      |
|----------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| Warning  | Geometry | 3 - A5 E - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout | 1, 2, 3   | 7.95               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 7.95              | A           |

## Arms

### Arms

| Arm | Name         | Description | No give-way line |
|-----|--------------|-------------|------------------|
| 1   | A5 W         |             |                  |
| 2   | Hammonds Way |             |                  |
| 3   | A5 E         |             |                  |

### Roundabout Geometry

| Arm              | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Entry only | Exit only |
|------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|------------|-----------|
| 1 - A5 W         | 4.40                             | 9.10                | 16.6                            | 30.0                 | 58.0                              | 17.5                               |            |           |
| 2 - Hammonds Way | 3.69                             | 7.16                | 5.0                             | 48.2                 | 58.0                              | 7.0                                |            |           |
| 3 - A5 E         | 3.50                             | 7.42                | 60.0                            | 28.0                 | 58.0                              | 23.0                               |            |           |

### Slope / Intercept / Capacity

#### Arm Intercept Adjustments

| Arm              | Type   | Reason | Direct intercept adjustment (PCU/hr) |
|------------------|--------|--------|--------------------------------------|
| 1 - A5 W         | Direct |        | -150                                 |
| 2 - Hammonds Way | Direct |        | -350                                 |
| 3 - A5 E         | Direct |        | -100                                 |

#### Roundabout Slope and Intercept used in model

| Arm              | Final slope | Final intercept (PCU/hr) |
|------------------|-------------|--------------------------|
| 1 - A5 W         | 0.673       | 2055                     |
| 2 - Hammonds Way | 0.580       | 1251                     |
| 3 - A5 E         | 0.653       | 2021                     |

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 segment length (min) | Run automatically |
|----|------|----------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2026 | Base     | AM          | ONE HOUR             | 07:00              | 08:30               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A5 W         |            | ONE HOUR     | ✓            | 1004                    | 100.000            |
| 2 - Hammonds Way |            | ONE HOUR     | ✓            | 380                     | 100.000            |
| 3 - A5 E         |            | ONE HOUR     | ✓            | 1301                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| From             | To |          |                  |          |
|------------------|----|----------|------------------|----------|
|                  |    | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| 1 - A5 W         |    | 1        | 54               | 949      |
| 2 - Hammonds Way |    | 47       | 1                | 332      |
| 3 - A5 E         |    | 1095     | 205              | 1        |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.50                      |

### Heavy Vehicle %

| From             | To |          |                  |          |
|------------------|----|----------|------------------|----------|
|                  |    | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| 1 - A5 W         |    | 0        | 0                | 12       |
| 2 - Hammonds Way |    | 5        | 0                | 3        |
| 3 - A5 E         |    | 11       | 4                | 0        |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A5 W         | 0.58    | 5.29          | 1.6             | A       | 921                     | 1382                          |
| 2 - Hammonds Way | 0.65    | 16.66         | 1.9             | C       | 349                     | 523                           |
| 3 - A5 E         | 0.72    | 7.45          | 2.9             | A       | 1194                    | 1791                          |

## Main Results for each time segment

### 07:00 - 07:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 756                   | 189                     | 155                       | 1950              | 0.388 | 753                 | 857                             | 0.0               | 0.7             | 3.505     | A                             |
| 2 - Hammonds Way | 286                   | 72                      | 713                       | 838               | 0.342 | 284                 | 195                             | 0.0               | 0.5             | 6.791     | A                             |
| 3 - A5 E         | 979                   | 245                     | 37                        | 1997              | 0.490 | 975                 | 960                             | 0.0               | 1.1             | 4.023     | A                             |

### 07:15 - 07:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 903                   | 226                     | 186                       | 1929              | 0.468 | 901                 | 1026                            | 0.7               | 1.0             | 4.088     | A                             |
| 2 - Hammonds Way | 342                   | 85                      | 854                       | 756               | 0.452 | 340                 | 233                             | 0.5               | 0.8             | 9.052     | A                             |
| 3 - A5 E         | 1170                  | 292                     | 44                        | 1992              | 0.587 | 1168                | 1150                            | 1.1               | 1.6             | 4.994     | A                             |

### 07:30 - 07:45

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1105                  | 276                     | 227                       | 1902              | 0.581 | 1103                | 1254                            | 1.0               | 1.6             | 5.251     | A                             |
| 2 - Hammonds Way | 418                   | 105                     | 1045                      | 645               | 0.648 | 414                 | 285                             | 0.8               | 1.8             | 16.069    | C                             |
| 3 - A5 E         | 1432                  | 358                     | 53                        | 1986              | 0.721 | 1427                | 1406                            | 1.6               | 2.9             | 7.321     | A                             |

### 07:45 - 08:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1105                  | 276                     | 228                       | 1901              | 0.581 | 1105                | 1258                            | 1.6               | 1.6             | 5.286     | A                             |
| 2 - Hammonds Way | 418                   | 105                     | 1047                      | 644               | 0.650 | 418                 | 286                             | 1.8               | 1.9             | 16.664    | C                             |
| 3 - A5 E         | 1432                  | 358                     | 54                        | 1986              | 0.721 | 1432                | 1411                            | 2.9               | 2.9             | 7.454     | A                             |

### 08:00 - 08:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 903                   | 226                     | 187                       | 1929              | 0.468 | 905                 | 1032                            | 1.6               | 1.0             | 4.119     | A                             |
| 2 - Hammonds Way | 342                   | 85                      | 857                       | 754               | 0.453 | 346                 | 235                             | 1.9               | 0.9             | 9.325     | A                             |
| 3 - A5 E         | 1170                  | 292                     | 45                        | 1992              | 0.587 | 1175                | 1158                            | 2.9               | 1.7             | 5.082     | A                             |

### 08:15 - 08:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 756                   | 189                     | 156                       | 1949              | 0.388 | 757                 | 862                             | 1.0               | 0.7             | 3.533     | A                             |
| 2 - Hammonds Way | 286                   | 72                      | 717                       | 835               | 0.342 | 287                 | 196                             | 0.9               | 0.6             | 6.903     | A                             |
| 3 - A5 E         | 979                   | 245                     | 37                        | 1997              | 0.491 | 982                 | 967                             | 1.7               | 1.1             | 4.075     | A                             |

# D2 - 2026 | Base | PM

## Data Errors and Warnings

| Severity | Area     | Item                           | Description                                                                                                      |
|----------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| Warning  | Geometry | 3 - A5 E - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout | 1, 2, 3   | 6.51               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 6.51              | 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) | Run automatically |
|----|------|----------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2026 | Base     | PM          | ONE HOUR             | 15:45              | 17:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A5 W         |            | ONE HOUR     | ✓            | 959                     | 100.000            |
| 2 - Hammonds Way |            | ONE HOUR     | ✓            | 284                     | 100.000            |
| 3 - A5 E         |            | ONE HOUR     | ✓            | 1233                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 27               | 932      |
|      | 2 - Hammonds Way | 57       | 0                | 227      |
|      | 3 - A5 E         | 940      | 289              | 4        |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.50                      |

### Heavy Vehicle %

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 0                | 8        |
|      | 2 - Hammonds Way | 4        | 0                | 2        |
|      | 3 - A5 E         | 11       | 3                | 0        |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A5 W         | 0.57    | 5.14          | 1.5             | A       | 880                     | 1320                          |
| 2 - Hammonds Way | 0.48    | 10.93         | 0.9             | B       | 261                     | 391                           |
| 3 - A5 E         | 0.69    | 6.55          | 2.4             | A       | 1131                    | 1697                          |

### Main Results for each time segment

#### 15:45 - 16:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 722                   | 180                     | 220                       | 1907              | 0.379 | 719                 | 747                             | 0.0               | 0.7             | 3.378     | A                             |
| 2 - Hammonds Way | 214                   | 53                      | 702                       | 844               | 0.253 | 212                 | 237                             | 0.0               | 0.3             | 5.890     | A                             |
| 3 - A5 E         | 928                   | 232                     | 43                        | 1993              | 0.466 | 924                 | 872                             | 0.0               | 1.0             | 3.805     | A                             |

#### 16:00 - 16:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 862                   | 216                     | 263                       | 1877              | 0.459 | 861                 | 895                             | 0.7               | 0.9             | 3.949     | A                             |
| 2 - Hammonds Way | 255                   | 64                      | 840                       | 764               | 0.334 | 255                 | 284                             | 0.3               | 0.5             | 7.313     | A                             |
| 3 - A5 E         | 1108                  | 277                     | 51                        | 1988              | 0.558 | 1107                | 1044                            | 1.0               | 1.4             | 4.624     | A                             |

#### 16:15 - 16:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1056                  | 264                     | 322                       | 1838              | 0.574 | 1054                | 1094                            | 0.9               | 1.5             | 5.109     | A                             |
| 2 - Hammonds Way | 313                   | 78                      | 1028                      | 655               | 0.477 | 311                 | 347                             | 0.5               | 0.9             | 10.791    | B                             |
| 3 - A5 E         | 1358                  | 339                     | 62                        | 1980              | 0.686 | 1354                | 1277                            | 1.4               | 2.4             | 6.472     | A                             |

#### 16:30 - 16:45

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1056                  | 264                     | 323                       | 1837              | 0.575 | 1056                | 1098                            | 1.5               | 1.5             | 5.141     | A                             |
| 2 - Hammonds Way | 313                   | 78                      | 1031                      | 654               | 0.478 | 313                 | 348                             | 0.9               | 0.9             | 10.929    | B                             |
| 3 - A5 E         | 1358                  | 339                     | 63                        | 1980              | 0.686 | 1357                | 1280                            | 2.4               | 2.4             | 6.553     | A                             |

#### 16:45 - 17:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 862                   | 216                     | 264                       | 1877              | 0.459 | 864                 | 900                             | 1.5               | 1.0             | 3.978     | A                             |
| 2 - Hammonds Way | 255                   | 64                      | 844                       | 762               | 0.335 | 257                 | 285                             | 0.9               | 0.5             | 7.404     | A                             |
| 3 - A5 E         | 1108                  | 277                     | 52                        | 1987              | 0.558 | 1112                | 1049                            | 2.4               | 1.4             | 4.687     | A                             |

**17:00 - 17:15**

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 722                   | 180                     | 221                       | 1906              | 0.379 | 723                 | 752                             | 1.0               | 0.7             | 3.402     | A                             |
| 2 - Hammonds Way | 214                   | 53                      | 706                       | 842               | 0.254 | 215                 | 238                             | 0.5               | 0.4             | 5.951     | A                             |
| 3 - A5 E         | 928                   | 232                     | 43                        | 1993              | 0.466 | 930                 | 877                             | 1.4               | 1.0             | 3.848     | A                             |

# D3 - 2026 | Base + Proposed Development | AM

## Data Errors and Warnings

| Severity | Area     | Item                           | Description                                                                                                      |
|----------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| Warning  | Geometry | 3 - A5 E - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout | 1, 2, 3   | 8.59               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 8.59              | 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) | Run automatically |
|----|------|-----------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2026 | Base + Proposed Development | AM          | ONE HOUR             | 07:00              | 08:30               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A5 W         |            | ONE HOUR     | ✓            | 1027                    | 100.000            |
| 2 - Hammonds Way |            | ONE HOUR     | ✓            | 402                     | 100.000            |
| 3 - A5 E         |            | ONE HOUR     | ✓            | 1322                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 1        | 77               | 949      |
|      | 2 - Hammonds Way | 58       | 1                | 343      |
|      | 3 - A5 E         | 1095     | 226              | 1        |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.50                      |

### Heavy Vehicle %

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 2                | 12       |
|      | 2 - Hammonds Way | 5        | 0                | 3        |
|      | 3 - A5 E         | 11       | 4                | 0        |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A5 W         | 0.60    | 5.57          | 1.7             | A       | 942                     | 1414                          |
| 2 - Hammonds Way | 0.69    | 18.64         | 2.2             | C       | 369                     | 553                           |
| 3 - A5 E         | 0.74    | 7.88          | 3.1             | A       | 1213                    | 1820                          |

### Main Results for each time segment

#### 07:00 - 07:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 773                   | 193                     | 171                       | 1939              | 0.399 | 770                 | 865                             | 0.0               | 0.8             | 3.584     | A                             |
| 2 - Hammonds Way | 303                   | 76                      | 713                       | 838               | 0.361 | 300                 | 228                             | 0.0               | 0.6             | 7.000     | A                             |
| 3 - A5 E         | 995                   | 249                     | 45                        | 1992              | 0.500 | 991                 | 969                             | 0.0               | 1.1             | 4.102     | A                             |

#### 07:15 - 07:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 923                   | 231                     | 205                       | 1917              | 0.482 | 922                 | 1035                            | 0.8               | 1.1             | 4.218     | A                             |
| 2 - Hammonds Way | 361                   | 90                      | 854                       | 756               | 0.478 | 360                 | 273                             | 0.6               | 0.9             | 9.497     | A                             |
| 3 - A5 E         | 1188                  | 297                     | 54                        | 1986              | 0.598 | 1186                | 1160                            | 1.1               | 1.7             | 5.141     | A                             |

#### 07:30 - 07:45

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1131                  | 283                     | 250                       | 1886              | 0.600 | 1128                | 1265                            | 1.1               | 1.7             | 5.524     | A                             |
| 2 - Hammonds Way | 443                   | 111                     | 1045                      | 646               | 0.686 | 438                 | 334                             | 0.9               | 2.2             | 17.774    | C                             |
| 3 - A5 E         | 1456                  | 364                     | 65                        | 1978              | 0.736 | 1450                | 1417                            | 1.7               | 3.1             | 7.720     | A                             |

#### 07:45 - 08:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1131                  | 283                     | 251                       | 1886              | 0.600 | 1131                | 1270                            | 1.7               | 1.7             | 5.565     | A                             |
| 2 - Hammonds Way | 443                   | 111                     | 1047                      | 644               | 0.687 | 442                 | 335                             | 2.2               | 2.2             | 18.643    | C                             |
| 3 - A5 E         | 1456                  | 364                     | 66                        | 1978              | 0.736 | 1455                | 1423                            | 3.1               | 3.1             | 7.882     | A                             |

#### 08:00 - 08:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 923                   | 231                     | 206                       | 1916              | 0.482 | 926                 | 1043                            | 1.7               | 1.1             | 4.255     | A                             |
| 2 - Hammonds Way | 361                   | 90                      | 857                       | 754               | 0.479 | 366                 | 274                             | 2.2               | 1.0             | 9.861     | A                             |
| 3 - A5 E         | 1188                  | 297                     | 55                        | 1985              | 0.599 | 1194                | 1169                            | 3.1               | 1.7             | 5.249     | A                             |

## 08:15 - 08:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 773                   | 193                     | 172                       | 1939              | 0.399 | 774                 | 871                             | 1.1               | 0.8             | 3.611     | A                             |
| 2 - Hammonds Way | 303                   | 76                      | 717                       | 835               | 0.362 | 304                 | 229                             | 1.0               | 0.6             | 7.131     | A                             |
| 3 - A5 E         | 995                   | 249                     | 45                        | 1991              | 0.500 | 998                 | 976                             | 1.7               | 1.2             | 4.160     | A                             |

# D4 - 2026 | Base + Proposed Development | PM

## Data Errors and Warnings

| Severity | Area     | Item                           | Description                                                                                                      |
|----------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| Warning  | Geometry | 3 - A5 E - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout | 1, 2, 3   | 7.00               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 7.00              | 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) | Run automatically |
|----|------|-----------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2026 | Base + Proposed Development | PM          | ONE HOUR             | 15:45              | 17:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A5 W         |            | ONE HOUR     | ✓            | 966                     | 100.000            |
| 2 - Hammonds Way |            | ONE HOUR     | ✓            | 321                     | 100.000            |
| 3 - A5 E         |            | ONE HOUR     | ✓            | 1253                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 34               | 932      |
|      | 2 - Hammonds Way | 76       | 0                | 245      |
|      | 3 - A5 E         | 940      | 309              | 4        |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.50                      |

### Heavy Vehicle %

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 1                | 8        |
|      | 2 - Hammonds Way | 3        | 0                | 2        |
|      | 3 - A5 E         | 11       | 3                | 0        |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A5 W         | 0.58    | 5.29          | 1.6             | A       | 886                     | 1330                          |
| 2 - Hammonds Way | 0.54    | 12.38         | 1.2             | B       | 295                     | 442                           |
| 3 - A5 E         | 0.70    | 6.94          | 2.6             | A       | 1150                    | 1725                          |

### Main Results for each time segment

#### 15:45 - 16:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 727                   | 182                     | 235                       | 1897              | 0.383 | 724                 | 761                             | 0.0               | 0.7             | 3.421     | A                             |
| 2 - Hammonds Way | 242                   | 60                      | 702                       | 844               | 0.286 | 240                 | 257                             | 0.0               | 0.4             | 6.143     | A                             |
| 3 - A5 E         | 943                   | 236                     | 57                        | 1984              | 0.475 | 939                 | 885                             | 0.0               | 1.0             | 3.887     | A                             |

#### 16:00 - 16:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 868                   | 217                     | 281                       | 1865              | 0.466 | 867                 | 912                             | 0.7               | 1.0             | 4.021     | A                             |
| 2 - Hammonds Way | 289                   | 72                      | 840                       | 764               | 0.378 | 288                 | 308                             | 0.4               | 0.6             | 7.798     | A                             |
| 3 - A5 E         | 1126                  | 282                     | 68                        | 1977              | 0.570 | 1125                | 1060                            | 1.0               | 1.5             | 4.773     | A                             |

#### 16:15 - 16:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1064                  | 266                     | 344                       | 1823              | 0.583 | 1061                | 1115                            | 1.0               | 1.5             | 5.257     | A                             |
| 2 - Hammonds Way | 353                   | 88                      | 1028                      | 655               | 0.540 | 351                 | 376                             | 0.6               | 1.2             | 12.158    | B                             |
| 3 - A5 E         | 1380                  | 345                     | 83                        | 1967              | 0.701 | 1375                | 1296                            | 1.5               | 2.6             | 6.838     | A                             |

#### 16:30 - 16:45

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1064                  | 266                     | 345                       | 1822              | 0.584 | 1064                | 1119                            | 1.5               | 1.6             | 5.293     | A                             |
| 2 - Hammonds Way | 353                   | 88                      | 1031                      | 654               | 0.541 | 353                 | 378                             | 1.2               | 1.2             | 12.376    | B                             |
| 3 - A5 E         | 1380                  | 345                     | 84                        | 1966              | 0.702 | 1379                | 1300                            | 2.6               | 2.6             | 6.939     | A                             |

#### 16:45 - 17:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 868                   | 217                     | 282                       | 1864              | 0.466 | 871                 | 917                             | 1.6               | 1.0             | 4.052     | A                             |
| 2 - Hammonds Way | 289                   | 72                      | 844                       | 762               | 0.379 | 291                 | 310                             | 1.2               | 0.6             | 7.931     | A                             |
| 3 - A5 E         | 1126                  | 282                     | 69                        | 1976              | 0.570 | 1131                | 1066                            | 2.6               | 1.5             | 4.847     | A                             |

**17:00 - 17:15**

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 727                   | 182                     | 236                       | 1896              | 0.384 | 728                 | 767                             | 1.0               | 0.7             | 3.444     | A                             |
| 2 - Hammonds Way | 242                   | 60                      | 706                       | 842               | 0.287 | 243                 | 259                             | 0.6               | 0.4             | 6.217     | A                             |
| 3 - A5 E         | 943                   | 236                     | 57                        | 1984              | 0.476 | 945                 | 891                             | 1.5               | 1.0             | 3.933     | A                             |

# D5 - 2031 | Future Year | AM

## Data Errors and Warnings

| Severity | Area     | Item                           | Description                                                                                                      |
|----------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| Warning  | Geometry | 3 - A5 E - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout | 1, 2, 3   | 9.82               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 9.82              | 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) | Run automatically |
|----|------|-------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2031 | Future Year | AM          | ONE HOUR             | 07:00              | 08:30               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A5 W         |            | ONE HOUR     | ✓            | 1067                    | 100.000            |
| 2 - Hammonds Way |            | ONE HOUR     | ✓            | 404                     | 100.000            |
| 3 - A5 E         |            | ONE HOUR     | ✓            | 1384                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 1        | 57               | 1009     |
|      | 2 - Hammonds Way | 50       | 1                | 353      |
|      | 3 - A5 E         | 1165     | 218              | 1        |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.50                      |

### Heavy Vehicle %

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 0                | 12       |
|      | 2 - Hammonds Way | 5        | 0                | 3        |
|      | 3 - A5 E         | 11       | 4                | 0        |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A5 W         | 0.62    | 5.87          | 1.9             | A       | 979                     | 1469                          |
| 2 - Hammonds Way | 0.73    | 23.19         | 2.8             | C       | 371                     | 556                           |
| 3 - A5 E         | 0.77    | 8.96          | 3.7             | A       | 1270                    | 1905                          |

### Main Results for each time segment

#### 07:00 - 07:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 803                   | 201                     | 165                       | 1944              | 0.413 | 800                 | 911                             | 0.0               | 0.8             | 3.668     | A                             |
| 2 - Hammonds Way | 304                   | 76                      | 758                       | 812               | 0.375 | 302                 | 207                             | 0.0               | 0.6             | 7.366     | A                             |
| 3 - A5 E         | 1042                  | 260                     | 39                        | 1996              | 0.522 | 1037                | 1021                            | 0.0               | 1.2             | 4.285     | A                             |

#### 07:15 - 07:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 959                   | 240                     | 197                       | 1922              | 0.499 | 958                 | 1091                            | 0.8               | 1.2             | 4.358     | A                             |
| 2 - Hammonds Way | 363                   | 91                      | 908                       | 725               | 0.501 | 362                 | 248                             | 0.6               | 1.0             | 10.338    | B                             |
| 3 - A5 E         | 1244                  | 311                     | 47                        | 1991              | 0.625 | 1242                | 1223                            | 1.2               | 1.9             | 5.494     | A                             |

#### 07:30 - 07:45

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1175                  | 294                     | 241                       | 1892              | 0.621 | 1172                | 1332                            | 1.2               | 1.9             | 5.817     | A                             |
| 2 - Hammonds Way | 445                   | 111                     | 1110                      | 607               | 0.732 | 438                 | 303                             | 1.0               | 2.6             | 21.557    | C                             |
| 3 - A5 E         | 1524                  | 381                     | 56                        | 1984              | 0.768 | 1517                | 1492                            | 1.9               | 3.6             | 8.702     | A                             |

#### 07:45 - 08:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1175                  | 294                     | 242                       | 1891              | 0.621 | 1175                | 1339                            | 1.9               | 1.9             | 5.869     | A                             |
| 2 - Hammonds Way | 445                   | 111                     | 1113                      | 606               | 0.734 | 444                 | 304                             | 2.6               | 2.8             | 23.186    | C                             |
| 3 - A5 E         | 1524                  | 381                     | 57                        | 1984              | 0.768 | 1524                | 1500                            | 3.6               | 3.7             | 8.956     | A                             |

#### 08:00 - 08:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 959                   | 240                     | 199                       | 1921              | 0.499 | 962                 | 1100                            | 1.9               | 1.2             | 4.401     | A                             |
| 2 - Hammonds Way | 363                   | 91                      | 912                       | 723               | 0.503 | 370                 | 249                             | 2.8               | 1.1             | 10.893    | B                             |
| 3 - A5 E         | 1244                  | 311                     | 48                        | 1990              | 0.625 | 1251                | 1234                            | 3.7               | 1.9             | 5.644     | A                             |

## 08:15 - 08:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 803                   | 201                     | 166                       | 1943              | 0.413 | 805                 | 918                             | 1.2               | 0.8             | 3.703     | A                             |
| 2 - Hammonds Way | 304                   | 76                      | 762                       | 809               | 0.376 | 306                 | 208                             | 1.1               | 0.6             | 7.526     | A                             |
| 3 - A5 E         | 1042                  | 260                     | 39                        | 1995              | 0.522 | 1045                | 1029                            | 1.9               | 1.3             | 4.355     | A                             |

# D6 - 2031 | Future Year | PM

## Data Errors and Warnings

| Severity | Area     | Item                           | Description                                                                                                      |
|----------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| Warning  | Geometry | 3 - A5 E - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout | 1, 2, 3   | 7.55               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 7.55              | 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) | Run automatically |
|----|------|-------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2031 | Future Year | PM          | ONE HOUR             | 15:45              | 17:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A5 W         |            | ONE HOUR     | ✓            | 1020                    | 100.000            |
| 2 - Hammonds Way |            | ONE HOUR     | ✓            | 303                     | 100.000            |
| 3 - A5 E         |            | ONE HOUR     | ✓            | 1312                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
| From |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
|      | 1 - A5 W         | 0        | 29               | 991      |
|      | 2 - Hammonds Way | 61       | 0                | 242      |
|      | 3 - A5 E         | 1000     | 308              | 4        |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.50                      |

### Heavy Vehicle %

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
| From |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
|      | 1 - A5 W         | 0        | 0                | 8        |
|      | 2 - Hammonds Way | 4        | 0                | 2        |
|      | 3 - A5 E         | 11       | 3                | 0        |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A5 W         | 0.62    | 5.74          | 1.8             | A       | 936                     | 1404                          |
| 2 - Hammonds Way | 0.54    | 13.19         | 1.2             | B       | 278                     | 417                           |
| 3 - A5 E         | 0.73    | 7.65          | 3.0             | A       | 1204                    | 1806                          |

### Main Results for each time segment

#### 15:45 - 16:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 768                   | 192                     | 234                       | 1897              | 0.405 | 765                 | 795                             | 0.0               | 0.8             | 3.541     | A                             |
| 2 - Hammonds Way | 228                   | 57                      | 746                       | 819               | 0.279 | 227                 | 253                             | 0.0               | 0.4             | 6.282     | A                             |
| 3 - A5 E         | 988                   | 247                     | 46                        | 1991              | 0.496 | 983                 | 927                             | 0.0               | 1.1             | 4.032     | A                             |

#### 16:00 - 16:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 917                   | 229                     | 280                       | 1866              | 0.491 | 916                 | 952                             | 0.8               | 1.1             | 4.223     | A                             |
| 2 - Hammonds Way | 272                   | 68                      | 893                       | 733               | 0.371 | 272                 | 302                             | 0.4               | 0.6             | 8.062     | A                             |
| 3 - A5 E         | 1179                  | 295                     | 55                        | 1985              | 0.594 | 1177                | 1110                            | 1.1               | 1.6             | 5.038     | A                             |

#### 16:15 - 16:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1123                  | 281                     | 342                       | 1824              | 0.616 | 1120                | 1164                            | 1.1               | 1.8             | 5.686     | A                             |
| 2 - Hammonds Way | 334                   | 83                      | 1093                      | 618               | 0.540 | 331                 | 370                             | 0.6               | 1.2             | 12.922    | B                             |
| 3 - A5 E         | 1445                  | 361                     | 67                        | 1978              | 0.730 | 1439                | 1357                            | 1.6               | 3.0             | 7.508     | A                             |

#### 16:30 - 16:45

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1123                  | 281                     | 343                       | 1823              | 0.616 | 1123                | 1168                            | 1.8               | 1.8             | 5.738     | A                             |
| 2 - Hammonds Way | 334                   | 83                      | 1095                      | 616               | 0.542 | 334                 | 371                             | 1.2               | 1.2             | 13.188    | B                             |
| 3 - A5 E         | 1445                  | 361                     | 67                        | 1977              | 0.731 | 1444                | 1362                            | 3.0               | 3.0             | 7.653     | A                             |

#### 16:45 - 17:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 917                   | 229                     | 282                       | 1865              | 0.492 | 920                 | 958                             | 1.8               | 1.1             | 4.263     | A                             |
| 2 - Hammonds Way | 272                   | 68                      | 897                       | 731               | 0.373 | 275                 | 304                             | 1.2               | 0.6             | 8.212     | A                             |
| 3 - A5 E         | 1179                  | 295                     | 55                        | 1985              | 0.594 | 1185                | 1117                            | 3.0               | 1.7             | 5.135     | A                             |

**17:00 - 17:15**

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 768                   | 192                     | 235                       | 1896              | 0.405 | 769                 | 801                             | 1.1               | 0.8             | 3.569     | A                             |
| 2 - Hammonds Way | 228                   | 57                      | 750                       | 816               | 0.280 | 229                 | 254                             | 0.6               | 0.4             | 6.362     | A                             |
| 3 - A5 E         | 988                   | 247                     | 46                        | 1991              | 0.496 | 990                 | 933                             | 1.7               | 1.1             | 4.088     | A                             |

# D7 - 2031 | Base + Proposed Development | AM

## Data Errors and Warnings

| Severity | Area     | Item                           | Description                                                                                                      |
|----------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| Warning  | Geometry | 3 - A5 E - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout | 1, 2, 3   | 10.88              | B            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 10.88             | 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) | Run automatically |
|----|------|-----------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2031 | Base + Proposed Development | AM          | ONE HOUR             | 07:00              | 08:30               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A5 W         |            | ONE HOUR     | ✓            | 1090                    | 100.000            |
| 2 - Hammonds Way |            | ONE HOUR     | ✓            | 426                     | 100.000            |
| 3 - A5 E         |            | ONE HOUR     | ✓            | 1405                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 1        | 80               | 1009     |
|      | 2 - Hammonds Way | 61       | 1                | 364      |
|      | 3 - A5 E         | 1165     | 239              | 1        |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.50                      |

### Heavy Vehicle %

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 2                | 12       |
|      | 2 - Hammonds Way | 5        | 0                | 3        |
|      | 3 - A5 E         | 11       | 4                | 0        |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A5 W         | 0.64    | 6.21          | 2.1             | A       | 1000                    | 1500                          |
| 2 - Hammonds Way | 0.77    | 27.07         | 3.4             | D       | 391                     | 586                           |
| 3 - A5 E         | 0.78    | 9.58          | 4.0             | A       | 1289                    | 1934                          |

### Main Results for each time segment

#### 07:00 - 07:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 821                   | 205                     | 181                       | 1933              | 0.425 | 817                 | 919                             | 0.0               | 0.9             | 3.756     | A                             |
| 2 - Hammonds Way | 321                   | 80                      | 758                       | 812               | 0.395 | 318                 | 240                             | 0.0               | 0.7             | 7.608     | A                             |
| 3 - A5 E         | 1058                  | 264                     | 47                        | 1990              | 0.531 | 1053                | 1029                            | 0.0               | 1.3             | 4.375     | A                             |

#### 07:15 - 07:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 980                   | 245                     | 216                       | 1909              | 0.513 | 978                 | 1100                            | 0.9               | 1.2             | 4.508     | A                             |
| 2 - Hammonds Way | 383                   | 96                      | 908                       | 725               | 0.528 | 381                 | 287                             | 0.7               | 1.1             | 10.919    | B                             |
| 3 - A5 E         | 1263                  | 316                     | 56                        | 1984              | 0.637 | 1260                | 1232                            | 1.3               | 2.0             | 5.675     | A                             |

#### 07:30 - 07:45

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1200                  | 300                     | 264                       | 1877              | 0.639 | 1197                | 1343                            | 1.2               | 2.0             | 6.151     | A                             |
| 2 - Hammonds Way | 469                   | 117                     | 1110                      | 608               | 0.772 | 461                 | 351                             | 1.1               | 3.2             | 24.510    | C                             |
| 3 - A5 E         | 1547                  | 387                     | 68                        | 1977              | 0.783 | 1539                | 1503                            | 2.0               | 3.9             | 9.261     | A                             |

#### 07:45 - 08:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1200                  | 300                     | 265                       | 1876              | 0.640 | 1200                | 1351                            | 2.0               | 2.1             | 6.215     | A                             |
| 2 - Hammonds Way | 469                   | 117                     | 1113                      | 606               | 0.774 | 468                 | 352                             | 3.2               | 3.4             | 27.075    | D                             |
| 3 - A5 E         | 1547                  | 387                     | 69                        | 1976              | 0.783 | 1547                | 1512                            | 3.9               | 4.0             | 9.584     | A                             |

#### 08:00 - 08:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 980                   | 245                     | 218                       | 1908              | 0.514 | 983                 | 1111                            | 2.1               | 1.2             | 4.562     | A                             |
| 2 - Hammonds Way | 383                   | 96                      | 912                       | 723               | 0.530 | 392                 | 289                             | 3.4               | 1.2             | 11.695    | B                             |
| 3 - A5 E         | 1263                  | 316                     | 58                        | 1983              | 0.637 | 1271                | 1246                            | 4.0               | 2.0             | 5.852     | A                             |

**08:15 - 08:30**

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 821                   | 205                     | 182                       | 1932              | 0.425 | 822                 | 926                             | 1.2               | 0.9             | 3.793     | A                             |
| 2 - Hammonds Way | 321                   | 80                      | 763                       | 809               | 0.396 | 323                 | 242                             | 1.2               | 0.7             | 7.799     | A                             |
| 3 - A5 E         | 1058                  | 264                     | 48                        | 1990              | 0.532 | 1061                | 1038                            | 2.0               | 1.3             | 4.453     | A                             |

# D8 - 2031 | Base + Proposed Development | PM

## Data Errors and Warnings

| Severity | Area     | Item                           | Description                                                                                                      |
|----------|----------|--------------------------------|------------------------------------------------------------------------------------------------------------------|
| Warning  | Geometry | 3 - A5 E - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout | 1, 2, 3   | 8.19               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 8.19              | 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) | Run automatically |
|----|------|-----------------------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2031 | Base + Proposed Development | PM          | ONE HOUR             | 15:45              | 17:15               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A5 W         |            | ONE HOUR     | ✓            | 1027                    | 100.000            |
| 2 - Hammonds Way |            | ONE HOUR     | ✓            | 338                     | 100.000            |
| 3 - A5 E         |            | ONE HOUR     | ✓            | 1331                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 36               | 991      |
|      | 2 - Hammonds Way | 79       | 0                | 259      |
|      | 3 - A5 E         | 1000     | 327              | 4        |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.50                      |

### Heavy Vehicle %

|      | To               |          |                  |          |
|------|------------------|----------|------------------|----------|
|      |                  | 1 - A5 W | 2 - Hammonds Way | 3 - A5 E |
| From | 1 - A5 W         | 0        | 1                | 8        |
|      | 2 - Hammonds Way | 3        | 0                | 2        |
|      | 3 - A5 E         | 11       | 3                | 0        |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A5 W         | 0.63    | 5.92          | 1.8             | A       | 942                     | 1414                          |
| 2 - Hammonds Way | 0.60    | 15.22         | 1.5             | C       | 310                     | 465                           |
| 3 - A5 E         | 0.75    | 8.16          | 3.3             | A       | 1221                    | 1832                          |

### Main Results for each time segment

#### 15:45 - 16:00

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 773                   | 193                     | 248                       | 1887              | 0.410 | 770                 | 808                             | 0.0               | 0.8             | 3.587     | A                             |
| 2 - Hammonds Way | 254                   | 64                      | 746                       | 819               | 0.311 | 253                 | 272                             | 0.0               | 0.5             | 6.552     | A                             |
| 3 - A5 E         | 1002                  | 251                     | 59                        | 1982              | 0.505 | 997                 | 940                             | 0.0               | 1.1             | 4.120     | A                             |

#### 16:00 - 16:15

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 923                   | 231                     | 297                       | 1855              | 0.498 | 922                 | 968                             | 0.8               | 1.1             | 4.301     | A                             |
| 2 - Hammonds Way | 304                   | 76                      | 893                       | 733               | 0.414 | 303                 | 326                             | 0.5               | 0.7             | 8.622     | A                             |
| 3 - A5 E         | 1197                  | 299                     | 71                        | 1975              | 0.606 | 1194                | 1125                            | 1.1               | 1.7             | 5.207     | A                             |

#### 16:15 - 16:30

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1131                  | 283                     | 363                       | 1810              | 0.625 | 1128                | 1183                            | 1.1               | 1.8             | 5.865     | A                             |
| 2 - Hammonds Way | 372                   | 93                      | 1093                      | 618               | 0.602 | 369                 | 398                             | 0.7               | 1.5             | 14.775    | B                             |
| 3 - A5 E         | 1465                  | 366                     | 86                        | 1965              | 0.746 | 1459                | 1375                            | 1.7               | 3.2             | 7.973     | A                             |

#### 16:30 - 16:45

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 1131                  | 283                     | 364                       | 1809              | 0.625 | 1131                | 1188                            | 1.8               | 1.8             | 5.921     | A                             |
| 2 - Hammonds Way | 372                   | 93                      | 1095                      | 616               | 0.604 | 372                 | 400                             | 1.5               | 1.5             | 15.220    | C                             |
| 3 - A5 E         | 1465                  | 366                     | 87                        | 1964              | 0.746 | 1465                | 1381                            | 3.2               | 3.3             | 8.160     | A                             |

#### 16:45 - 17:00

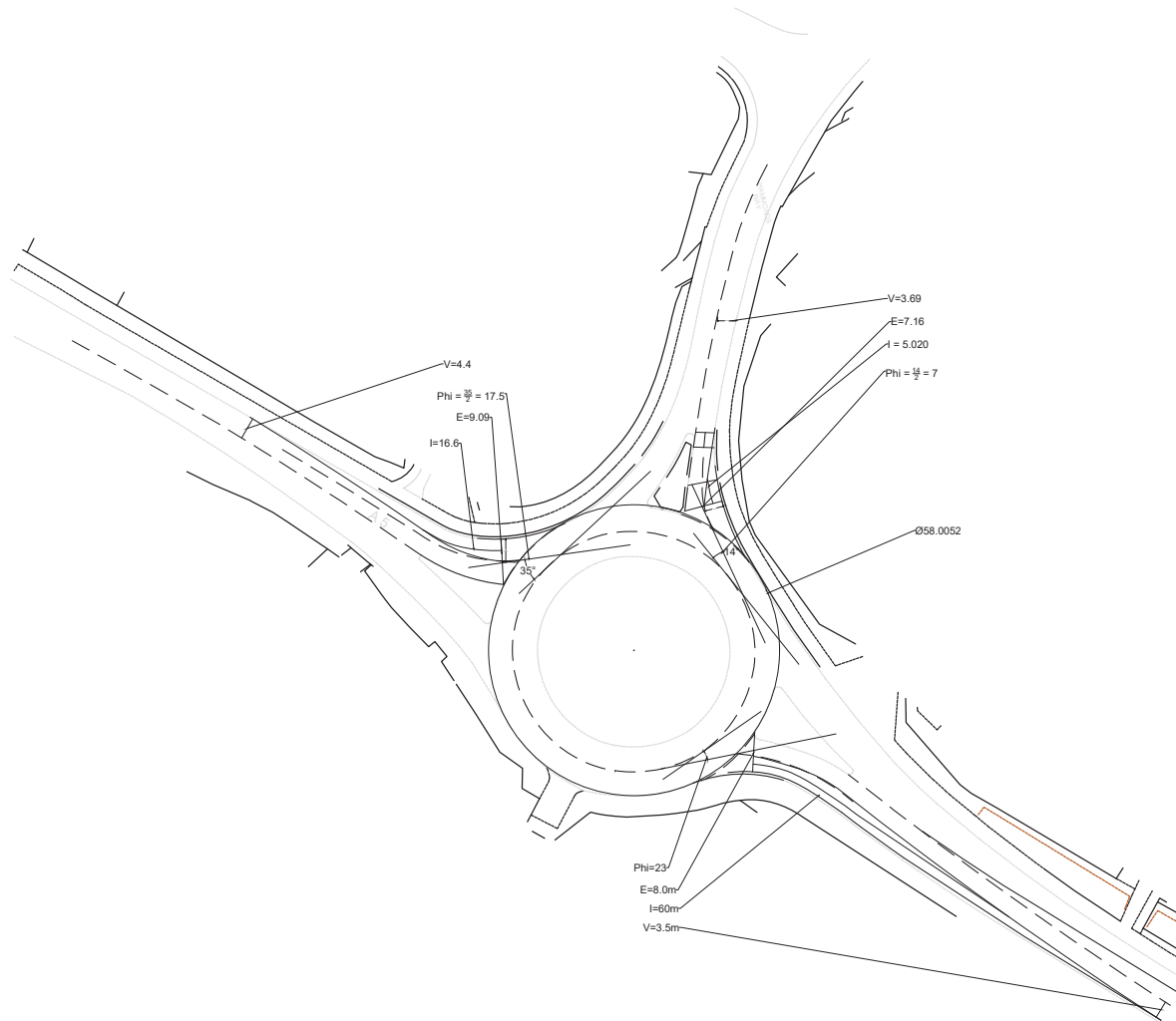
| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 923                   | 231                     | 299                       | 1853              | 0.498 | 926                 | 975                             | 1.8               | 1.1             | 4.346     | A                             |
| 2 - Hammonds Way | 304                   | 76                      | 897                       | 731               | 0.416 | 307                 | 328                             | 1.5               | 0.7             | 8.841     | A                             |
| 3 - A5 E         | 1197                  | 299                     | 72                        | 1974              | 0.606 | 1203                | 1133                            | 3.3               | 1.8             | 5.325     | A                             |

**17:00 - 17:15**

| Arm              | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A5 W         | 773                   | 193                     | 250                       | 1886              | 0.410 | 775                 | 814                             | 1.1               | 0.8             | 3.616     | A                             |
| 2 - Hammonds Way | 254                   | 64                      | 750                       | 816               | 0.312 | 256                 | 274                             | 0.7               | 0.5             | 6.651     | A                             |
| 3 - A5 E         | 1002                  | 251                     | 60                        | 1982              | 0.506 | 1004                | 946                             | 1.8               | 1.2             | 4.180     | A                             |

## **Appendix E**

### *A5/ Hammonds Way Roundabout Geometry*



Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432

# A5/Hammonds Way Roundabout Geometry