

DETAILED SCHEDULE OF
ACCOMMODATION:

UNIT GIA: 7,721 SQM (Including GF Reception)
OFFICE: 1,104 SQM
TOTAL: 8,825 SQM

UNIT GEA: 7,928 SQM (Including GF Reception)
OFFICE: 1,182 SQM
TOTAL: 9,110 SQM

HAUNCH
HEIGHT: 12.5M U/S HAUNCH

MAX YARD
DEPTH: 51.5M

LEVEL ACCESS
DOORS: 2 No.

DOCK ACCESS
DOORS: 10 No.

SCHEDULE OF PARKING:

CAR PARKING: 85 spaces
CYCLE PARKING: 24 spaces
LORRY PARKING: 27 spaces



NOTES:

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The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The Contractor is to comply in all respects with current Building Legislation, British Standard Specifications, Building Regulations, Construction Regulations, Party Wall Act, etc. This drawing must be read with and checked against any structural, geotechnical or other specialist documentation provided.

This drawing is not intended to show details of foundations, ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor. A suitable method of foundation should be provided allowing for existing ground conditions. Any suspect or fluid ground contaminants on or within the ground should be further investigated by a suitable expert. Any earthwork constructions shown indicate typical slopes for guidance only & should be further investigated by a suitable expert.

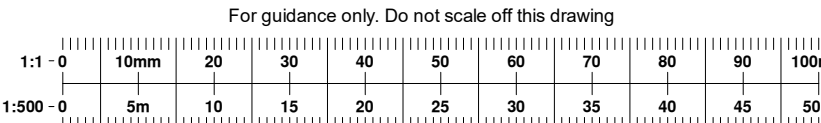
Where existing trees are to be retained they should be subject to a full Arboricultural inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drainage and services. A suitable method of foundation is to be provided to accommodate the proposed tree planting.

Sketch proposals are for illustrative purposes only & as such are subject to detailed site investigation including ground conditions / contaminants, drainage, design & planning / density negotiations. Sketch proposals may be based upon enlargements of OS sheets & visual estimations of existing site features, accuracy will therefore need to be verified by survey. Sketch proposals have not been considered in respect of CDM Regulations.

SCHEDULE OF MATERIALS

- MACADAM SURFACING (CAR PARKING SPACES)
THERMOPLASTIC PAINT LINING ETC.
COLOUR - BLACK/GREY SELF COLOUR
WHITE LINING TO DEMARCAT BAYS
- CONCRETE SURFACING
COLOUR - LIGHT GREY SELF COLOUR
- MACADAM SURFACING (ROADWAY)
THERMOPLASTIC PAINT LINING ETC.
COLOUR - BLACK/GREY SELF COLOUR
- CONCRETE BLOCK PAVING
MARSHALLS KEYBLOK PAVING
COLOUR - ????
- CONCRETE BLOCK PAVING
MARSHALLS KEYBLOK PAVING
COLOUR - ????
- CONCRETE PAVING
COLOUR - NATURAL
- STRUCTURED LANDSCAPING
SCHEME TO BE APPROVED BY LOCAL AUTHORITY
PRIOR TO IMPLEMENTATION
- PROPRIETARY FABRICATED STEEL CYCLE SHELTER
SURFACE COATED IN PROPRIETARY FINISH
SIZE 5000 (L) X 2140MM (W) X 2150 (H)
CAPACITY - 10X12 CYCLES PER SHELTER
COLOUR - ANTHRACITE GREY
- 2.4M HIGH PALADIN FENCE
SURFACE COATED IN PROPRIETARY FINISH
COLOUR - BLACK
- FABRICATED STEEL PEDESTRIAN/VEHICULAR GATES/CONTROL BARRIER
FULL SPECIFICATION PPC FINISH
COLOUR - BLACK
- 2.550M VERTICAL TRESPA FENCE WITH MAINTENANCE ACCESS GATES
COLOUR - CASTED GREY
- 1.750M VERTICAL TRESPA FENCE
COLOUR - CASTED GREY

PL04	RJF	30-10-2025	Service yard and Bin St Fence Details updated (Items 11 & 12).
PL03	RJF	27-10-2025	Updated to Quod Comments received 23-10-2025.
PL02	RJF	14-10-2025	Site Material Key and existing tree locations added.
PL01	RJF	06-10-2025	Planning Drawing Issue.
Rev:	By:	Date:	Description:



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RIBA

CLIENT: HINCKLEY INVESTMENT LLP

GRAFTONGATE

PROJECT: PROPOSED DEVELOPMENT
HAMMONDS WAY
LE10 3EJ
HINCKLEY

TITLE: Proposed Site Plan (B8 Parking)

Drawing Status:	PLANNING DRG		
Job No :	24-078	Drg No :	PL-3011
Scale @ A1:	1 : 500	Date :	Nov 2024
Rev No:	PL04		
Drawn By:	RJF	Checked By:	DB
Orig:	A1		

Appendix B

1. Project Summary	
Date	30 th October 2025
Document Reference	27339-03
Prepared by	DTA Transportation
On behalf of	Leicestershire County Council
Authorisation Sheet	
Project	Hammonds Way, Hinckley
Report Title	Stage 1 Road Safety Audit Brief
Prepared by	Rose Tinley
Signed	
Organisation	DTA Transportation
Date	30 th October 2025
I approve the RSA Brief and instruct the RSA to take place on behalf of the overseeing organisation	
Name	XXXX
Signed	
Organisation	Leicestershire County Council
Date	

2. General Details	
Scheme Name	Hammonds Way, Hinckley
Type of scheme	Creation of new vehicular access
Stage of Audit required  (please indicate one – further stages require another brief form)	Stage 1 ☒ Completion of Preliminary Design Combined Stage 1 / 2 ☐ No Prelim Design - progressed straight to Detailed Design Stage 2 ☐ Completion of Detailed Design Stage 3 ☐ Completion of construction Stage 4 ☐ Monitoring at 12 or 36 months
Design Team contact details (Name, Address, Email, and Tel No.)	<u>DTA Transportation</u> Rose Tinley – rt@dtatransportation.co.uk Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW Tel : 01564 793598
Client / Project Sponsor contact details (Name, Address, Email, and Tel No.)	
Maintaining Agent contact details (Name, Address, Email, and Tel No.)	
Police contact details (Required for Stage 3 Road Safety Audit)	N/A
Terms of Reference (please stipulate which RSA standard is being applied to this Highway Improvement Scheme)	The RSA is to be conducted in accordance with the requirements of DMRB GG119, the content of this RSA Audit Brief. The RSA Audit Team are to check the RSA Audit Brief and notify the Overseeing Organisations of any missing information prior to commencement of the RSA. When completing the RSA Report, safety problems are to be identified by the Overseeing Organisation affected.
Safety Audit Team Membership (CVs available on request)	
Team Leader	Jonathan Birkett
Team Member	Gillian Kidd
Team Member (2)	
Observer	
Specialist Advisor	

3. Scheme Description / Objective

General Description (include scheme purpose and construction start date)	Proposed industrial unit
Design Standards Applied to the Scheme Design (List any departures/relaxations from standard in Section 5)	Manual for Streets (1/2) CD123
Design Speeds (kph)	30mph 85 th percentile speeds
Speed Limits (State whether mandatory or advisory)	30mph
Existing Traffic Flows / Queues	
Forecast Traffic Flows	C43-50vph in the peaks
Pedestrian, cyclist and equestrian desire lines	Pedestrian and cycle access will be via the site access
Environmental Constraints	None known

4. Description of Locality (Please include an attached location plan)

General Description	The site is located to the north of Hammonds Way approximately 3km south-west of Hinckley Town Centre. Hammonds Way is a single lane carriageway and subject to a 30mph speed limit. Footway provision is provided on both sides of the carriageway Hammonds Way connects to the A5 via a three-arm roundabout. The A5 is subject to a 50mph speed limit and has a shared use footway/ cycleway on the northern side of the carriageway.
Factors Affecting Road Safety	Potential conflict between existing access, pedestrians, cyclists and motor vehicles.

5. Collision Data Analysis

PIC data details (analysis period, data range, area analysed etc)	No recorded collisions on Hammonds Way. 6 recorded collisions on the A5 in the study area. (Details presented in supporting transport statement.
Summary of Collisions (narrative record and PIC location plot to be included)	No vulnerable road users were involved in any of the PICs shown above. Two of the PICs involved goods vehicles, both were classed as 'slight' in severity.

6. Departures and Relaxations from Standards

General (Please state if there are none)	None
List of Departures/Relaxations	

7. Previous Road Safety Audits, Design Team Responses and Exception Reports

(Please provide details, including Report title, Document ref, Date completed)

None

8. Strategic Decisions: Items outside the scope of this Road Safety Audit

N/A

9. List of Documents and Drawings provided for Audit

Documents (Include Title, Document Ref and Revision)	27339-01b Transport Assessment
Drawings (Include Title, Drawing No., Revision and Status)	27339-01 Swept Path Analysis 27339-02 Site Access Visibility Splays

10. Checklist ☒ (provide reasons for those that have not been included/carried out)

Scale layout plans	☒	Site location plan	☒
Previous RSA reports	☐	Construction/typical details	☐
Traffic signal staging	☐	Previous Response Reports	☐
Road Traffic Collision Plot	☒	List of Departures and Relaxations	☐
Traffic Counts	☐	Items outside the scope of RSA	☐
Vehicle speed surveys	☐	Design Speeds/speed limits	☒
Walking, cycling and horse riding assessment and reviews	☐	Adjacent land uses	☐
Design standards used	☒	Other factors that may impact on safety	☒

Additional Comments:

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Appendix C

Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 day
	EX	ESSEX	3 days
03	SOUTH WEST		
	DV	DEVON	1 day
	NS	NORTH SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	5 days
	NM	WEST NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	4 days
	WO	WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	3 days
	AL	CALDERDALE	1 day
	KS	KIRKLEES	1 day
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	LC	LANCASHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	2 days

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

Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

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:	01/01/16 to 06/06/24

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	7 days
Monday	6 days
Thursday	6 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	30
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	30 days
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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	18 days
No Sub Category	6 days
Out of Town	2 days
Residential Zone	3 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 Excluded	19 days
Servicing vehicles Included	11 days

Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

Secondary Filtering Selection:

Use Class:

N/A	1 surveys
Not Known	29 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 - 2495

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	9 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	8 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	2 surveys
125,001 to 250,000	14 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	3 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	13 surveys
1.6 to 2.0	1 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.

Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

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 30 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 30 surveys

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.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
CARR WOOD ROAD CASTLEFORD Edge of Town Development Zone Site area: 0.5 hect Survey date: Monday 22/05/2017			
			Survey Type: Manual
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
PIONEER WAY CASTLEFORD Edge of Town Industrial Zone Site area: 2.2 hect Survey date: Tuesday 23/05/2017			
			Survey Type: Manual
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON Edge of Town No Sub Category Site area: 0.7 hect Survey date: Monday 15/05/2017			
			Survey Type: Manual
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
MILL LANE HALIFAX Edge of Town No Sub Category Site area: 1.8 hect Survey date: Wednesday 17/10/2018			
			Survey Type: Manual
5	BU-02-D-01	INDUSTRIAL ESTATE	BUCKINGHAMSHIRE
BEECH ROAD HIGH WYCOMBE Edge of Town Residential Zone Site area: 1.07 hect Survey date: Monday 06/11/2023			
			Survey Type: Manual
6	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Site area: 0.95 hect Survey date: Monday 03/07/2017			
			Survey Type: Manual
7	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Site area: 1.36 hect Survey date: Friday 18/05/2018			
			Survey Type: Manual
8	EX-02-D-04	INDUSTRIAL ESTATE	ESSEX
PASTURE ROAD WITHAM Edge of Town			

Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

Industrial Zone

Site area: 7.85 hect

Survey date: Thursday 10/05/2018

Survey Type: Manual

9 HECKWORTH CLOSE COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Site area: 1.63 hect Survey date: Friday 18/05/2018	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX	Survey Type: Manual
10 LAW STREET CLECKHEATON Edge of Town Industrial Zone Site area: 2.32 hect Survey date: Thursday 15/09/2016	KS-02-D-02	INDUSTRIAL ESTATE	KIRKLEES	Survey Type: Manual
11 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE Edge of Town Industrial Zone Site area: 0.799 hect Survey date: Friday 17/11/2017	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE	Survey Type: Manual
12 NOOK LANE BAMBER BRIDGE Edge of Town Industrial Zone Site area: 1.019 hect Survey date: Tuesday 06/11/2018	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE	Survey Type: Manual
13 DEACON ROAD LINCOLN Edge of Town Industrial Zone Site area: 3.25 hect Survey date: Friday 28/06/2019	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE	Survey Type: Manual
14 TATTERSHALL WAY LOUTH Edge of Town Industrial Zone Site area: 0.35 hect Survey date: Monday 22/04/2024	LN-02-D-04	INDUSTRIAL ESTATE	LINCOLNSHIRE	Survey Type: Manual
15 BELVOIR WAY LOUTH Edge of Town Industrial Zone Site area: 0.55 hect Survey date: Thursday 18/04/2024	LN-02-D-05	INDUSTRIAL ESTATE	LINCOLNSHIRE	Survey Type: Manual
16	LN-02-D-06	INDUSTRIAL ESTATE	LINCOLNSHIRE	

Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

RICHMOND ROAD
LOUTH

Edge of Town

Industrial Zone

Site area: 0.28 hect

Survey date: Tuesday 30/04/2024

Survey Type: Manual

17
TRENT ROAD
GRANTHAM

LN-02-D-07

INDUSTRIAL ESTATE

LINCOLNSHIRE

Edge of Town

Residential Zone

Site area: 1.9 hect

Survey date: Friday 26/04/2024

Survey Type: Manual

18
DRAYTON HIGH ROAD
NORWICH

NF-02-D-04

INDUSTRIAL ESTATE

NORFOLK

Edge of Town

No Sub Category

Site area: 2.41 hect

Survey date: Wednesday 14/09/2022

Survey Type: Manual

19
CORNHILL CLOSE
NORTHAMPTON
LODGE FARM IND. ESTATE

NM-02-D-01

INDUSTRIAL ESTATE

WEST NORTHAMPTONSHIRE

Edge of Town

Industrial Zone

Site area: 3 hect

Survey date: Wednesday 21/10/2020

Survey Type: Manual

20
WINTERSTOKE ROAD
WESTON-SUPER-MARE
OLDMIXON

NS-02-D-01

INDUSTRIAL ESTATE

NORTH SOMERSET

Edge of Town

Industrial Zone

Site area: 8.9 hect

Survey date: Thursday 15/09/2022

Survey Type: Manual

21
RACECOURSE ROAD
RICHMOND

NY-02-D-03

INDUSTRIAL ESTATE

NORTH YORKSHIRE

Edge of Town

Out of Town

Site area: 11.15 hect

Survey date: Thursday 05/05/2022

Survey Type: Manual

22
GRIMBALD CRAG CLOSE
KNARESBOROUGH

NY-02-D-04

INDUSTRIAL ESTATE

NORTH YORKSHIRE

Edge of Town

Industrial Zone

Site area: 0.84 hect

Survey date: Friday 30/06/2023

Survey Type: Manual

23
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY

TW-02-D-09

INDUSTRIAL ESTATE

TYNE & WEAR

Edge of Town

No Sub Category

Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

Site area: 1.6 hect

Survey date: Wednesday 18/05/2022

Survey Type: Manual

24 ELEVANTH AVENUE GATESHEAD TEAM VALLEY Edge of Town No Sub Category Site area: 3.74 hect Survey date: Wednesday 18/05/2022	TW-02-D-10	INDUSTRIAL ESTATE	TYNE & WEAR	Survey Type: Manual
25 CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Site area: 35.43 hect Survey date: Wednesday 27/06/2018	WK-02-D-01	INDUSTRIAL ESTATE	WARWICKSHIRE	Survey Type: Manual
26 OVERVIEW WAY RUGBY Edge of Town Industrial Zone Site area: 25 hect Survey date: Wednesday 27/06/2018	WK-02-D-02	INDUSTRIAL ESTATE	WARWICKSHIRE	Survey Type: Manual
27 EASTBORO WAY NUNEATON Edge of Town Industrial Zone Site area: 5.6 hect Survey date: Thursday 26/09/2019	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE	Survey Type: Manual
28 ABELES WAY ATHERSTONE Edge of Town No Sub Category Site area: 4.86 hect Survey date: Friday 27/09/2019	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE	Survey Type: Manual
29 WEIR LANE WORCESTER Edge of Town Residential Zone Site area: 3 hect Survey date: Monday 14/11/2016	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE	Survey Type: Manual
30 MILLENNIUM WAY EVESHAM Edge of Town Out of Town Site area: 27 hect Survey date: Tuesday 26/06/2018	WO-02-D-03	INDUSTRIAL ESTATE	WORCESTERSHIRE	Survey Type: Manual

DESELECTED SURVEYS

Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

Site Ref	Survey Date	Reason for Deselection
AG-02-D-02	25-04-2017	Location
AN-02-D-01	07-06-2024	Location
BE-02-D-01	19-09-2018	Location
CR-02-D-01	23-03-2018	Location
CR-02-D-02	14-10-2019	Location
CR-02-D-03	15-10-2019	Location
CR-02-D-04	18-06-2021	Location
CS-02-D-02	21-10-2022	Location
CS-02-D-03	06-09-2023	Location
HI-02-D-04	18-04-2023	Location
PK-02-D-01	10-09-2020	Location
RO-02-D-01	27-04-2018	Location
SW-02-D-01	09-10-2019	Location
SW-02-D-02	10-10-2019	Location
TI-02-D-01	27-05-2016	Location
TI-02-D-02	23-09-2020	Location
TY-02-D-01	13-10-2023	Location
VG-02-D-01	08-05-2017	Location
WC-02-D-01	04-10-2019	Location

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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	14	12521	0.062	0.022	0.084
06:00-07:00	15	12437	0.125	0.053	0.178
07:00-08:00	30	20905	0.311	0.089	0.400
08:00-09:00	30	20905	0.406	0.160	0.566
09:00-10:00	30	20905	0.305	0.205	0.510
10:00-11:00	30	20905	0.256	0.214	0.470
11:00-12:00	30	20905	0.249	0.238	0.487
12:00-13:00	30	20905	0.249	0.287	0.536
13:00-14:00	30	20905	0.290	0.269	0.559
14:00-15:00	30	20905	0.221	0.290	0.511
15:00-16:00	30	20905	0.193	0.261	0.454
16:00-17:00	30	20905	0.195	0.336	0.531
17:00-18:00	30	20905	0.123	0.369	0.492
18:00-19:00	30	20905	0.080	0.156	0.236
19:00-20:00	15	12437	0.077	0.114	0.191
20:00-21:00	15	12437	0.024	0.057	0.081
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.166	3.120	6.286

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.

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Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

Parameter Summary:

Trip rate parameter range selected:	552 - 470200 (units: sqm)
Survey date date range:	15/09/2016 - 30/04/2024
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	21
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: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

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	14	12521	0.005	0.005	0.010
06:00-07:00	15	12437	0.006	0.010	0.016
07:00-08:00	30	20905	0.016	0.013	0.029
08:00-09:00	30	20905	0.026	0.021	0.047
09:00-10:00	30	20905	0.032	0.026	0.058
10:00-11:00	30	20905	0.029	0.026	0.055
11:00-12:00	30	20905	0.027	0.026	0.053
12:00-13:00	30	20905	0.029	0.027	0.056
13:00-14:00	30	20905	0.025	0.026	0.051
14:00-15:00	30	20905	0.025	0.025	0.050
15:00-16:00	30	20905	0.023	0.026	0.049
16:00-17:00	30	20905	0.017	0.020	0.037
17:00-18:00	30	20905	0.012	0.011	0.023
18:00-19:00	30	20905	0.009	0.011	0.020
19:00-20:00	15	12437	0.003	0.003	0.006
20:00-21:00	15	12437	0.002	0.001	0.003
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.286	0.277	0.563

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.

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Audit Code: 540d23d1-5afd-4ee1-a6ad-8ab7c43371ed

Parameter Summary:

Trip rate parameter range selected:	552 - 470200 (units: sqm)
Survey date date range:	15/09/2016 - 30/04/2024
Number of weekdays (Monday-Friday):	30
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	21
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: 94327f84-756e-4273-bfb3-6e755ca8ff6b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 day
	EX	ESSEX	1 day
	HC	HAMPSHIRE	1 day
	MW	MEDWAY	1 day
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
	TB	TORBAY	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
	NT	NOTTINGHAMSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BD	BRADFORD	1 day
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day

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

Audit Code: 94327f84-756e-4273-bfb3-6e755ca8ff6b

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:	190 to 105335 (units:sqm)
Range Selected by User:	190 to 105335 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 18/06/24

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	3 days
Monday	2 days
Thursday	3 days
Wednesday	4 days

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

Selected survey types:

Manual count	12
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	12 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:

Commercial Zone	1 days
Development Zone	1 days
Industrial Zone	10 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 Excluded	9 days
Servicing vehicles Included	3 days

Audit Code: 94327f84-756e-4273-bfb3-6e755ca8ff6b

Secondary Filtering Selection:

Use Class:

B8	10 surveys
N/A	2 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 - 0

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys
10,001 to 15,000	4 surveys
15,001 to 20,000	2 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

125,001 to 250,000	6 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 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	2 surveys
1.1 to 1.5	10 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	11 surveys
Yes	1 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	12 surveys
-----------------	------------

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.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 94327f84-756e-4273-bfb3-6e755ca8ff6b

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Gross floor area: 10446 sqm Survey date: Thursday 14/03/2019			
			Survey Type: Manual
2	BO-02-F-01	DRINKS WHOLESALER	BEDFORD
CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Gross floor area: 3500 sqm Survey date: Thursday 15/10/2020			
			Survey Type: Manual
3	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024			
			Survey Type: Manual
4	DS-02-F-01	LOGISTICS DEPOT	DERBYSHIRE
PARK ROAD HOLMEWOOD Edge of Town Industrial Zone Gross floor area: 7000 sqm Survey date: Wednesday 04/10/2023			
			Survey Type: Manual
5	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 6560 sqm Survey date: Friday 18/05/2018			
			Survey Type: Manual
6	GS-02-F-01	LOGISTICS WAREHOUSE	GLOUCESTERSHIRE
GOLF CLUB LANE NEAR GLOUCESTER BROCKWORTH Edge of Town Commercial Zone Gross floor area: 24500 sqm Survey date: Wednesday 03/05/2023			
			Survey Type: Manual
7	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
WARSASH ROAD PARK GATE Edge of Town Industrial Zone Gross floor area: 3665 sqm Survey date: Monday 27/09/2021			
			Survey Type: Manual
8	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
MILLS ROAD AYLESFORD			

Audit Code: 94327f84-756e-4273-bfb3-6e755ca8ff6b

QUARRY WOOD

Edge of Town

Industrial Zone

Gross floor area: 11200 sqm

Survey date: Friday 22/09/2017

Survey Type: Manual

9

NN-02-F-01

WAREHOUSING &
DISTRIBUTION CENTRE

NORTH NORTHAMPTONSHIRE

HALLEY ROAD

CORBY

Edge of Town

Industrial Zone

Gross floor area: 18790 sqm

Survey date: Thursday 19/10/2023

Survey Type: Manual

10

NT-02-F-01

LOGISTICS WAREHOUSING
PARK

NOTTINGHAMSHIRE

NOOK FLATT ROAD

NEAR WORKSOP

BLYTH

Edge of Town

Development Zone

Gross floor area: 105335 sqm

Survey date: Wednesday 18/10/2023

Survey Type: Manual

11

NY-02-F-01

REMOVALS SERVICE

NORTH YORKSHIRE

GRIMBALD CRAG CLOSE

KNARESBOROUGH

Edge of Town

Industrial Zone

Gross floor area: 1750 sqm

Survey date: Monday 19/06/2023

Survey Type: Manual

12

TB-02-F-01

OPTICS WAREHOUSE

TORBAY

ALDERS WAY

PAIGNTON

Edge of Town

Industrial Zone

Gross floor area: 190 sqm

Survey date: Friday 29/03/2019

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BE-02-F-01	20-09-2018	Location
CC-02-F-01	25-05-2016	Location
CR-02-F-03	15-10-2019	Location
DL-02-F-04	19-05-2021	Location
DL-02-F-05	30-05-2023	Location
HD-02-F-01	27-09-2018	Location
LO-02-F-01	08-06-2021	Location
WX-02-F-01	20-04-2023	Location

Audit Code: 94327f84-756e-4273-bfb3-6e755ca8ff6b

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	8	21721	0.067	0.043	0.110
06:00-07:00	8	21721	0.074	0.044	0.118
07:00-08:00	12	16412	0.133	0.072	0.205
08:00-09:00	12	16412	0.094	0.061	0.155
09:00-10:00	12	16412	0.077	0.053	0.130
10:00-11:00	12	16412	0.054	0.050	0.104
11:00-12:00	12	16412	0.055	0.057	0.112
12:00-13:00	12	16412	0.059	0.053	0.112
13:00-14:00	12	16412	0.079	0.064	0.143
14:00-15:00	12	16412	0.061	0.093	0.154
15:00-16:00	12	16412	0.059	0.089	0.148
16:00-17:00	12	16412	0.065	0.117	0.182
17:00-18:00	12	16412	0.060	0.104	0.164
18:00-19:00	11	17268	0.029	0.057	0.086
19:00-20:00	7	23824	0.023	0.034	0.057
20:00-21:00	7	23824	0.016	0.017	0.033
21:00-22:00	1	18790	0.016	0.059	0.075
22:00-23:00	1	18790	0.005	0.043	0.048
23:00-00:00	1	18790	0.005	0.005	0.010
Total Rates:			1.031	1.115	2.146

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Audit Code: 94327f84-756e-4273-bfb3-6e755ca8ff6b

Parameter Summary:

Trip rate parameter range selected:	190 - 105335 (units: sqm)
Survey date date range:	22/09/2017 - 19/06/2024
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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01:00-02:00					
02:00-03:00					
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07:00-08:00	12	16412	0.019	0.037	0.056
08:00-09:00	12	16412	0.019	0.034	0.053
09:00-10:00	12	16412	0.020	0.025	0.045
10:00-11:00	12	16412	0.023	0.019	0.042
11:00-12:00	12	16412	0.020	0.023	0.043
12:00-13:00	12	16412	0.023	0.018	0.041
13:00-14:00	12	16412	0.020	0.020	0.040
14:00-15:00	12	16412	0.026	0.020	0.046
15:00-16:00	12	16412	0.027	0.021	0.048
16:00-17:00	12	16412	0.032	0.022	0.054
17:00-18:00	12	16412	0.034	0.013	0.047
18:00-19:00	11	17268	0.016	0.009	0.025
19:00-20:00	7	23824	0.005	0.008	0.013
20:00-21:00	7	23824	0.003	0.005	0.008
21:00-22:00	1	18790	0.000	0.000	0.000
22:00-23:00	1	18790	0.000	0.000	0.000
23:00-00:00	1	18790	0.000	0.000	0.000
Total Rates:			0.313	0.319	0.632

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Appendix D

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
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Filename: A5-Hammonds Way Roundabout.j11

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

Report generation date: 22/10/2025 09:34:02

- »2023 | Base + All Committed (Sensitivity) | AM
- »2023 | Base + All Committed (Sensitivity) | PM
- »2031 | Base + All Committed (Sensitivity) | AM
- »2031 | Base + All Committed (Sensitivity) | PM
- »2023 | Base + All Committed + Proposed Development (Sensitivity) | AM
- »2023 | Base + All Committed + Proposed Development (Sensitivity) | PM
- »2031 | Base + All Committed + Proposed Development (Sensitivity) | AM
- »2031 | Base + All Committed + Proposed Development (Sensitivity) | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2023 - Base + All Committed (Sensitivity)						
1 - A5 W	1.5	4.58	0.56	2.6	7.00	0.71
2 - Hammonds Way	0.6	6.17	0.38	0.3	6.03	0.25
3 - A5 E	3.1	7.07	0.72	2.6	6.05	0.69
2023 - Base + All Committed + Proposed Development (Sensitivity)						
1 - A5 W	1.6	4.72	0.57	2.7	7.21	0.71
2 - Hammonds Way	0.6	6.37	0.39	0.4	6.34	0.29
3 - A5 E	3.2	7.32	0.73	2.7	6.29	0.71
2031 - Base + All Committed (Sensitivity)						
1 - A5 W	1.8	5.05	0.61	3.1	8.03	0.74
2 - Hammonds Way	0.6	6.55	0.38	0.4	6.28	0.27
3 - A5 E	2.9	6.86	0.70	4.8	9.84	0.81
2031 - Base + All Committed + Proposed Development (Sensitivity)						
1 - A5 W	1.9	5.22	0.62	3.2	8.30	0.74
2 - Hammonds Way	0.6	6.77	0.39	0.4	6.64	0.30
3 - A5 E	3.0	7.08	0.71	5.2	10.50	0.82

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	2023	Base + All Committed (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	Base + All Committed (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Base + All Committed (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + All Committed (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D5	2023	Base + All Committed + Proposed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023	Base + All Committed + Proposed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	Base + All Committed + Proposed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Base + All Committed + Proposed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 | Base + All Committed (Sensitivity) | 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.01	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	8.00	60.0	28.0	58.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A5 W	0.673	2205
2 - Hammonds Way	0.580	1601
3 - A5 E	0.674	2243

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	2023	Base + All Committed (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A5 W		ONE HOUR	✓	1104	100.000
2 - Hammonds Way		ONE HOUR	✓	321	100.000
3 - A5 E		ONE HOUR	✓	1441	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A5 W	2 - Hammonds Way	3 - A5 E
From	1 - A5 W	0	63	1041
	2 - Hammonds Way	49	0	272
	3 - A5 E	1382	59	0

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	7	14
	2 - Hammonds Way	0	0	0
	3 - A5 E	15	6	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	0.56	4.58	1.5	A	1013	1520
2 - Hammonds Way	0.38	6.17	0.6	A	295	442
3 - A5 E	0.72	7.07	3.1	A	1322	1983

Main Results for each time segment

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	831	208	44	2175	0.382	828	1073	0.0	0.7	3.211	A
2 - Hammonds Way	242	60	781	1148	0.210	241	91	0.0	0.3	3.962	A
3 - A5 E	1085	271	37	2218	0.489	1080	985	0.0	1.2	3.841	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	992	248	53	2169	0.458	991	1284	0.7	1.0	3.676	A
2 - Hammonds Way	289	72	935	1059	0.272	288	110	0.3	0.4	4.667	A
3 - A5 E	1295	324	44	2213	0.585	1293	1179	1.2	1.7	4.758	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	1216	304	65	2161	0.563	1213	1570	1.0	1.5	4.562	A
2 - Hammonds Way	353	88	1144	938	0.377	353	134	0.4	0.6	6.142	A
3 - A5 E	1587	397	54	2206	0.719	1581	1443	1.7	3.0	6.958	A

08:30 - 08:45

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	1216	304	65	2161	0.563	1215	1575	1.5	1.5	4.583	A
2 - Hammonds Way	353	88	1146	937	0.377	353	134	0.6	0.6	6.171	A
3 - A5 E	1587	397	54	2206	0.719	1586	1446	3.0	3.1	7.072	A

08:45 - 09:00

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	992	248	53	2169	0.458	995	1292	1.5	1.0	3.695	A
2 - Hammonds Way	289	72	938	1057	0.273	289	110	0.6	0.4	4.692	A
3 - A5 E	1295	324	44	2213	0.585	1301	1183	3.1	1.7	4.837	A

09:00 - 09:15

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	831	208	45	2175	0.382	832	1080	1.0	0.7	3.232	A
2 - Hammonds Way	242	60	785	1146	0.211	242	92	0.4	0.3	3.983	A
3 - A5 E	1085	271	37	2218	0.489	1087	990	1.7	1.2	3.888	A

2023 | Base + All Committed (Sensitivity) | 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.47	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	2023	Base + All Committed (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A5 W		ONE HOUR	✓	1253	100.000
2 - Hammonds Way		ONE HOUR	✓	186	100.000
3 - A5 E		ONE HOUR	✓	1395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A5 W	2 - Hammonds Way	3 - A5 E
From	1 - A5 W	0	21	1232
	2 - Hammonds Way	42	0	144
	3 - A5 E	1058	337	0

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	5	8
	2 - Hammonds Way	3	0	1
	3 - A5 E	12	1	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	0.71	7.00	2.6	A	1150	1725
2 - Hammonds Way	0.25	6.03	0.3	A	171	256
3 - A5 E	0.69	6.05	2.6	A	1280	1920

Main Results for each time segment

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	943	236	253	2034	0.464	939	825	0.0	1.0	3.669	A
2 - Hammonds Way	140	35	924	1066	0.131	139	268	0.0	0.2	3.968	A
3 - A5 E	1050	263	31	2222	0.473	1046	1032	0.0	1.0	3.467	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	1126	282	303	2001	0.563	1125	987	1.0	1.4	4.589	A
2 - Hammonds Way	167	42	1106	960	0.174	167	321	0.2	0.2	4.636	A
3 - A5 E	1254	314	38	2217	0.566	1252	1235	1.0	1.5	4.228	A

17:15 - 17:30

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	1380	345	370	1955	0.706	1375	1208	1.4	2.6	6.884	A
2 - Hammonds Way	205	51	1352	817	0.251	204	393	0.2	0.3	5.992	A
3 - A5 E	1536	384	46	2212	0.694	1532	1510	1.5	2.5	5.972	A

17:30 - 17:45

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	1380	345	371	1955	0.706	1379	1211	2.6	2.6	6.999	A
2 - Hammonds Way	205	51	1356	815	0.251	205	394	0.3	0.3	6.027	A
3 - A5 E	1536	384	46	2212	0.695	1536	1515	2.5	2.6	6.046	A

17:45 - 18:00

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	1126	282	304	2000	0.563	1131	992	2.6	1.5	4.664	A
2 - Hammonds Way	167	42	1112	956	0.175	168	323	0.3	0.2	4.665	A
3 - A5 E	1254	314	38	2217	0.566	1258	1242	2.6	1.5	4.282	A

18:00 - 18:15

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	943	236	254	2033	0.464	945	830	1.5	1.0	3.708	A
2 - Hammonds Way	140	35	929	1062	0.132	140	270	0.2	0.2	3.991	A
3 - A5 E	1050	263	32	2221	0.473	1052	1038	1.5	1.0	3.500	A

2031 | Base + All Committed (Sensitivity) | 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.08	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	2031	Base + All Committed (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A5 W		ONE HOUR	✓	1193	100.000
2 - Hammonds Way		ONE HOUR	✓	300	100.000
3 - A5 E		ONE HOUR	✓	1409	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A5 W	2 - Hammonds Way	3 - A5 E
From	1 - A5 W	0	63	1130
	2 - Hammonds Way	50	0	250
	3 - A5 E	1351	58	0

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	7	13
	2 - Hammonds Way	0	0	0
	3 - A5 E	17	6	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	0.61	5.05	1.8	A	1095	1642
2 - Hammonds Way	0.38	6.55	0.6	A	275	413
3 - A5 E	0.70	6.86	2.9	A	1293	1939

Main Results for each time segment

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	898	225	43	2175	0.413	895	1050	0.0	0.8	3.337	A
2 - Hammonds Way	226	56	848	1110	0.204	225	91	0.0	0.3	4.064	A
3 - A5 E	1061	265	37	2217	0.478	1056	1035	0.0	1.1	3.852	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	1072	268	52	2169	0.494	1071	1257	0.8	1.2	3.895	A
2 - Hammonds Way	270	67	1015	1013	0.266	269	109	0.3	0.4	4.839	A
3 - A5 E	1267	317	45	2212	0.573	1265	1239	1.1	1.7	4.726	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	1314	328	64	2162	0.608	1311	1538	1.2	1.8	5.018	A
2 - Hammonds Way	330	83	1242	881	0.375	329	133	0.4	0.6	6.512	A
3 - A5 E	1551	388	55	2206	0.703	1546	1516	1.7	2.9	6.758	A

08:30 - 08:45

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	1314	328	64	2162	0.608	1313	1542	1.8	1.8	5.050	A
2 - Hammonds Way	330	83	1244	880	0.375	330	133	0.6	0.6	6.549	A
3 - A5 E	1551	388	55	2206	0.703	1551	1519	2.9	2.9	6.856	A

08:45 - 09:00

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	1072	268	52	2169	0.494	1075	1264	1.8	1.2	3.925	A
2 - Hammonds Way	270	67	1018	1011	0.267	271	109	0.6	0.4	4.869	A
3 - A5 E	1267	317	45	2212	0.573	1272	1244	2.9	1.7	4.797	A

09:00 - 09:15

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	898	225	44	2175	0.413	899	1057	1.2	0.8	3.360	A
2 - Hammonds Way	226	56	852	1107	0.204	226	91	0.4	0.3	4.088	A
3 - A5 E	1061	265	38	2217	0.478	1063	1041	1.7	1.2	3.898	A

2031 | Base + All Committed (Sensitivity) | 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.87	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	2031	Base + All Committed (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A5 W		ONE HOUR	✓	1282	100.000
2 - Hammonds Way		ONE HOUR	✓	193	100.000
3 - A5 E		ONE HOUR	✓	1632	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A5 W	2 - Hammonds Way	3 - A5 E
From	1 - A5 W	0	21	1261
	2 - Hammonds Way	43	0	150
	3 - A5 E	1247	385	0

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	5	9
	2 - Hammonds Way	2	0	1
	3 - A5 E	12	1	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	0.74	8.03	3.1	A	1176	1765
2 - Hammonds Way	0.27	6.28	0.4	A	177	266
3 - A5 E	0.81	9.84	4.8	A	1498	2246

Main Results for each time segment

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	965	241	289	2010	0.480	961	967	0.0	1.0	3.875	A
2 - Hammonds Way	145	36	945	1053	0.138	145	304	0.0	0.2	4.032	A
3 - A5 E	1229	307	32	2221	0.553	1223	1058	0.0	1.4	4.077	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	1152	288	345	1972	0.584	1150	1157	1.0	1.6	4.955	A
2 - Hammonds Way	174	43	1132	945	0.184	173	364	0.2	0.2	4.748	A
3 - A5 E	1467	367	39	2217	0.662	1464	1266	1.4	2.2	5.412	A

17:15 - 17:30

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	1412	353	422	1921	0.735	1406	1413	1.6	3.0	7.837	A
2 - Hammonds Way	212	53	1383	800	0.266	212	445	0.2	0.4	6.233	A
3 - A5 E	1797	449	47	2211	0.813	1787	1547	2.2	4.7	9.430	A

17:30 - 17:45

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	1412	353	424	1919	0.735	1411	1420	3.0	3.1	8.028	A
2 - Hammonds Way	212	53	1388	796	0.267	212	447	0.4	0.4	6.277	A
3 - A5 E	1797	449	47	2211	0.813	1796	1553	4.7	4.8	9.840	A

17:45 - 18:00

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	1152	288	348	1970	0.585	1158	1168	3.1	1.6	5.066	A
2 - Hammonds Way	174	43	1139	941	0.184	174	367	0.4	0.2	4.787	A
3 - A5 E	1467	367	39	2217	0.662	1477	1275	4.8	2.3	5.606	A

18:00 - 18:15

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	965	241	291	2009	0.480	967	974	1.6	1.1	3.928	A
2 - Hammonds Way	145	36	952	1049	0.138	146	306	0.2	0.2	4.058	A
3 - A5 E	1229	307	32	2221	0.553	1232	1065	2.3	1.4	4.152	A

2023 | Base + All Committed + Proposed Development (Sensitivity) | 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.21	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	2023	Base + All Committed + Proposed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A5 W		ONE HOUR	✓	1120	100.000
2 - Hammonds Way		ONE HOUR	✓	335	100.000
3 - A5 E		ONE HOUR	✓	1456	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A5 W	2 - Hammonds Way	3 - A5 E
	From			
	1 - A5 W	0	79	1041
	2 - Hammonds Way	56	0	279
	3 - A5 E	1382	74	0

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	7	14
	2 - Hammonds Way	2	0	0
	3 - A5 E	15	6	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	4.72	1.6	A	1028	1542
2 - Hammonds Way	0.39	6.37	0.6	A	307	461
3 - A5 E	0.73	7.32	3.2	A	1336	2004

Main Results for each time segment

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	843	211	55	2167	0.389	840	1078	0.0	0.8	3.254	A
2 - Hammonds Way	252	63	781	1148	0.220	251	115	0.0	0.3	4.026	A
3 - A5 E	1096	274	42	2214	0.495	1091	990	0.0	1.2	3.886	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	1007	252	66	2160	0.466	1006	1291	0.8	1.0	3.746	A
2 - Hammonds Way	301	75	935	1059	0.284	301	137	0.3	0.4	4.766	A
3 - A5 E	1309	327	50	2209	0.593	1307	1185	1.2	1.7	4.846	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	1233	308	81	2150	0.574	1231	1578	1.0	1.6	4.697	A
2 - Hammonds Way	369	92	1144	938	0.393	368	168	0.4	0.6	6.336	A
3 - A5 E	1603	401	61	2201	0.728	1597	1450	1.7	3.2	7.187	A

08:30 - 08:45

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	1233	308	81	2150	0.574	1233	1583	1.6	1.6	4.720	A
2 - Hammonds Way	369	92	1146	937	0.394	369	168	0.6	0.6	6.369	A
3 - A5 E	1603	401	62	2201	0.728	1603	1453	3.2	3.2	7.320	A

08:45 - 09:00

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	1007	252	67	2160	0.466	1009	1298	1.6	1.1	3.767	A
2 - Hammonds Way	301	75	938	1057	0.285	302	138	0.6	0.4	4.797	A
3 - A5 E	1309	327	51	2209	0.593	1315	1190	3.2	1.8	4.933	A

09:00 - 09:15

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	843	211	56	2167	0.389	844	1085	1.1	0.8	3.276	A
2 - Hammonds Way	252	63	785	1146	0.220	253	115	0.4	0.3	4.050	A
3 - A5 E	1096	274	42	2214	0.495	1099	995	1.8	1.2	3.935	A

2023 | Base + All Committed + Proposed Development (Sensitivity) | 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.69	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	2023	Base + All Committed + Proposed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A5 W		ONE HOUR	✓	1258	100.000
2 - Hammonds Way		ONE HOUR	✓	213	100.000
3 - A5 E		ONE HOUR	✓	1410	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A5 W	2 - Hammonds Way	3 - A5 E
From	1 - A5 W	0	26	1232
	2 - Hammonds Way	56	0	157
	3 - A5 E	1058	352	0

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	6	8
	2 - Hammonds Way	3	0	1
	3 - A5 E	12	1	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	0.71	7.21	2.7	A	1154	1732
2 - Hammonds Way	0.29	6.34	0.4	A	195	293
3 - A5 E	0.71	6.29	2.7	A	1294	1941

Main Results for each time segment

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	947	237	264	2027	0.467	943	835	0.0	1.0	3.705	A
2 - Hammonds Way	160	40	924	1066	0.150	160	283	0.0	0.2	4.060	A
3 - A5 E	1062	265	42	2214	0.479	1057	1041	0.0	1.0	3.515	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	1131	283	316	1992	0.568	1129	1000	1.0	1.5	4.660	A
2 - Hammonds Way	191	48	1106	960	0.199	191	339	0.2	0.3	4.788	A
3 - A5 E	1268	317	50	2209	0.574	1266	1247	1.0	1.5	4.319	A

17:15 - 17:30

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	1385	346	386	1944	0.712	1380	1223	1.5	2.7	7.080	A
2 - Hammonds Way	235	59	1352	818	0.287	234	415	0.3	0.4	6.301	A
3 - A5 E	1552	388	61	2201	0.705	1548	1524	1.5	2.7	6.204	A

17:30 - 17:45

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	1385	346	388	1944	0.713	1385	1226	2.7	2.7	7.208	A
2 - Hammonds Way	235	59	1356	815	0.288	235	416	0.4	0.4	6.343	A
3 - A5 E	1552	388	62	2201	0.705	1552	1529	2.7	2.7	6.289	A

17:45 - 18:00

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	318	1991	0.568	1136	1005	2.7	1.5	4.741	A
2 - Hammonds Way	191	48	1112	956	0.200	192	341	0.4	0.3	4.823	A
3 - A5 E	1268	317	51	2209	0.574	1272	1254	2.7	1.5	4.381	A

18:00 - 18:15

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	947	237	265	2026	0.468	949	840	1.5	1.0	3.748	A
2 - Hammonds Way	160	40	929	1062	0.151	161	285	0.3	0.2	4.084	A
3 - A5 E	1062	265	42	2214	0.479	1063	1048	1.5	1.1	3.555	A

2031 | Base + All Committed + Proposed Development (Sensitivity) | 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.29	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
D7	2031	Base + All Committed + Proposed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A5 W		ONE HOUR	✓	1209	100.000
2 - Hammonds Way		ONE HOUR	✓	314	100.000
3 - A5 E		ONE HOUR	✓	1424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A5 W	2 - Hammonds Way	3 - A5 E
	From			
	1 - A5 W	0	79	1130
	2 - Hammonds Way	57	0	257
	3 - A5 E	1351	73	0

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	7	13
	2 - Hammonds Way	2	0	0
	3 - A5 E	17	6	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	5.22	1.9	A	1109	1664
2 - Hammonds Way	0.39	6.77	0.6	A	288	432
3 - A5 E	0.71	7.08	3.0	A	1307	1960

Main Results for each time segment

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	910	228	55	2168	0.420	907	1055	0.0	0.9	3.386	A
2 - Hammonds Way	236	59	848	1110	0.213	235	114	0.0	0.3	4.133	A
3 - A5 E	1072	268	43	2214	0.484	1067	1040	0.0	1.2	3.895	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	1087	272	66	2160	0.503	1086	1264	0.9	1.2	3.976	A
2 - Hammonds Way	282	71	1015	1013	0.279	282	136	0.3	0.4	4.946	A
3 - A5 E	1280	320	51	2208	0.580	1278	1245	1.2	1.7	4.809	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	1331	333	80	2151	0.619	1328	1545	1.2	1.9	5.186	A
2 - Hammonds Way	346	86	1241	881	0.392	345	167	0.4	0.6	6.731	A
3 - A5 E	1568	392	63	2201	0.712	1563	1524	1.7	3.0	6.971	A

08:30 - 08:45

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	1331	333	80	2150	0.619	1331	1550	1.9	1.9	5.222	A
2 - Hammonds Way	346	86	1244	880	0.393	346	167	0.6	0.6	6.774	A
3 - A5 E	1568	392	63	2200	0.713	1568	1527	3.0	3.0	7.080	A

08:45 - 09:00

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	1087	272	66	2160	0.503	1090	1271	1.9	1.2	4.009	A
2 - Hammonds Way	282	71	1018	1011	0.279	283	137	0.6	0.4	4.983	A
3 - A5 E	1280	320	51	2208	0.580	1285	1250	3.0	1.7	4.887	A

09:00 - 09:15

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	910	228	55	2167	0.420	912	1062	1.2	0.9	3.410	A
2 - Hammonds Way	236	59	852	1107	0.214	237	115	0.4	0.3	4.161	A
3 - A5 E	1072	268	43	2214	0.484	1074	1046	1.7	1.2	3.942	A

2031 | Base + All Committed + Proposed Development (Sensitivity) | 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.33	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 + All Committed + Proposed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A5 W		ONE HOUR	✓	1287	100.000
2 - Hammonds Way		ONE HOUR	✓	220	100.000
3 - A5 E		ONE HOUR	✓	1647	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A5 W	2 - Hammonds Way	3 - A5 E
	From			
	1 - A5 W	0	26	1261
	2 - Hammonds Way	57	0	163
	3 - A5 E	1247	400	0

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	6	9
	2 - Hammonds Way	3	0	1
	3 - A5 E	12	1	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	0.74	8.30	3.2	A	1181	1771
2 - Hammonds Way	0.30	6.64	0.4	A	202	303
3 - A5 E	0.82	10.50	5.2	B	1511	2267

Main Results for each time segment

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	969	242	300	2003	0.484	965	977	0.0	1.1	3.918	A
2 - Hammonds Way	166	41	945	1053	0.157	165	319	0.0	0.2	4.141	A
3 - A5 E	1240	310	43	2214	0.560	1234	1067	0.0	1.4	4.147	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	1157	289	359	1963	0.589	1155	1170	1.1	1.6	5.037	A
2 - Hammonds Way	198	49	1131	945	0.209	197	382	0.2	0.3	4.921	A
3 - A5 E	1481	370	51	2208	0.671	1477	1278	1.4	2.3	5.565	A

17:15 - 17:30

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	1417	354	438	1910	0.742	1411	1427	1.6	3.2	8.082	A
2 - Hammonds Way	242	61	1382	800	0.303	242	466	0.3	0.4	6.586	A
3 - A5 E	1813	453	63	2201	0.824	1802	1561	2.3	5.0	9.996	A

17:30 - 17:45

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	1417	354	440	1908	0.743	1417	1435	3.2	3.2	8.298	A
2 - Hammonds Way	242	61	1388	796	0.304	242	469	0.4	0.4	6.642	A
3 - A5 E	1813	453	63	2200	0.824	1813	1568	5.0	5.2	10.500	B

17:45 - 18:00

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	1157	289	362	1961	0.590	1163	1181	3.2	1.7	5.161	A
2 - Hammonds Way	198	49	1140	940	0.210	198	386	0.4	0.3	4.965	A
3 - A5 E	1481	370	51	2208	0.671	1492	1287	5.2	2.4	5.791	A

18:00 - 18:15

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	969	242	302	2001	0.484	971	985	1.7	1.1	3.972	A
2 - Hammonds Way	166	41	952	1049	0.158	166	322	0.3	0.2	4.169	A
3 - A5 E	1240	310	43	2214	0.560	1244	1075	2.4	1.5	4.227	A



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