

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	394	0.059	23	0.1	9.712	A
C-AB	6	0.00	468	0.013	6	0.0	7.794	A
C-A	973	0.00			973			
A-B	2	0.00			2			
A-C	784	0.00			784			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	280	0.102	28	0.1	14.273	B
C-AB	8	0.00	422	0.018	8	0.0	8.687	A
C-A	1191	0.00			1191			
A-B	2	0.00			2			
A-C	960	0.00			960			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	280	0.102	29	0.1	14.306	B
C-AB	8	0.00	422	0.018	8	0.0	8.687	A
C-A	1191	0.00			1191			
A-B	2	0.00			2			
A-C	960	0.00			960			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	394	0.059	24	0.1	9.729	A
C-AB	6	0.00	468	0.013	6	0.0	7.796	A
C-A	973	0.00			973			
A-B	2	0.00			2			
A-C	784	0.00			784			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	462	0.042	20	0.0	8.135	A
C-AB	5	0.00	501	0.011	5	0.0	7.257	A
C-A	815	0.00			815			
A-B	2	0.00			2			
A-C	656	0.00			656			

D8 - | Furnessed Scenario 4 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A47/ Site Access	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A47 (West)		✓	983	100.000
B - Site Access		✓	15	100.000
C - A47 (East)		✓	934	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	6	977
	B - Site Access	4	0	11
	C - A47 (East)	915	19	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	0	2
	B - Site Access	0	0	0
	C - A47 (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	13.66	0.1	B
C-AB	0.05	9.73	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	461	0.025	11	0.0	8.002	A
C-AB	14	0.00	480	0.030	14	0.0	7.726	A
C-A	689	0.00			689			
A-B	5	0.00			5			
A-C	736	0.00			736			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	393	0.034	13	0.0	9.486	A
C-AB	17	0.00	443	0.039	17	0.0	8.459	A
C-A	823	0.00			823			
A-B	5	0.00			5			
A-C	878	0.00			878			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	280	0.059	16	0.1	13.644	B
C-AB	21	0.00	391	0.054	21	0.1	9.730	A
C-A	1007	0.00			1007			
A-B	7	0.00			7			
A-C	1076	0.00			1076			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	280	0.059	17	0.1	13.656	B
C-AB	21	0.00	391	0.054	21	0.1	9.732	A
C-A	1007	0.00			1007			
A-B	7	0.00			7			
A-C	1076	0.00			1076			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	393	0.034	14	0.0	9.496	A
C-AB	17	0.00	443	0.039	17	0.0	8.464	A
C-A	823	0.00			823			
A-B	5	0.00			5			
A-C	878	0.00			878			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	461	0.025	11	0.0	8.009	A
C-AB	14	0.00	480	0.030	14	0.0	7.731	A
C-A	689	0.00			689			
A-B	5	0.00			5			
A-C	736	0.00			736			

D17 - | Furnessed Scenario 9 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A47/ Site Access	T-Junction	Two-way	Two-way	Two-way		1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A47 (West)		✓	1089	100.000
B - Site Access		✓	26	100.000
C - A47 (East)		✓	1329	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	2	1087
	B - Site Access	7	0	19
	C - A47 (East)	1322	7	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	0	4
	B - Site Access	0	0	0
	C - A47 (East)	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.56	151.24	1.1	F
C-AB	0.02	10.21	0.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	392	0.050	19	0.1	9.649	A
C-AB	5	0.00	459	0.011	5	0.0	7.928	A
C-A	995	0.00			995			
A-B	2	0.00			2			
A-C	818	0.00			818			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	290	0.081	23	0.1	13.488	B
C-AB	6	0.00	418	0.015	6	0.0	8.749	A
C-A	1188	0.00			1188			
A-B	2	0.00			2			
A-C	977	0.00			977			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	51	0.562	25	1.0	127.944	F
C-AB	8	0.00	360	0.021	8	0.0	10.207	B
C-A	1456	0.00			1456			
A-B	2	0.00			2			
A-C	1197	0.00			1197			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	51	0.562	28	1.1	151.243	F
C-AB	8	0.00	360	0.021	8	0.0	10.207	B
C-A	1456	0.00			1456			
A-B	2	0.00			2			
A-C	1197	0.00			1197			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	290	0.081	27	0.1	13.904	B
C-AB	6	0.00	418	0.015	6	0.0	8.751	A
C-A	1188	0.00			1188			
A-B	2	0.00			2			
A-C	977	0.00			977			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	392	0.050	20	0.1	9.667	A
C-AB	5	0.00	459	0.011	5	0.0	7.930	A
C-A	995	0.00			995			
A-B	2	0.00			2			
A-C	818	0.00			818			

D18 - | Furnessed Scenario 9 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A47/ Site Access	T-Junction	Two-way	Two-way	Two-way		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A47 (West)		✓	1198	100.000
B - Site Access		✓	15	100.000
C - A47 (East)		✓	1160	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	5	1193
	B - Site Access	3	0	12
	C - A47 (East)	1140	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	0	2
	B - Site Access	0	0	0
	C - A47 (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	107.66	0.5	F
C-AB	0.07	11.72	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	407	0.028	11	0.0	9.090	A
C-AB	15	0.00	438	0.034	15	0.0	8.509	A
C-A	858	0.00			858			
A-B	4	0.00			4			
A-C	898	0.00			898			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	310	0.044	13	0.0	12.148	B
C-AB	18	0.00	392	0.046	18	0.0	9.617	A
C-A	1025	0.00			1025			
A-B	4	0.00			4			
A-C	1072	0.00			1072			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	50	0.332	15	0.4	100.324	F
C-AB	22	0.00	329	0.067	22	0.1	11.716	B
C-A	1255	0.00			1255			
A-B	6	0.00			6			
A-C	1314	0.00			1314			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	50	0.334	16	0.5	107.665	F
C-AB	22	0.00	329	0.067	22	0.1	11.723	B
C-A	1255	0.00			1255			
A-B	6	0.00			6			
A-C	1314	0.00			1314			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	310	0.044	15	0.0	12.292	B
C-AB	18	0.00	392	0.046	18	0.0	9.626	A
C-A	1025	0.00			1025			
A-B	4	0.00			4			
A-C	1072	0.00			1072			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	407	0.028	11	0.0	9.100	A
C-AB	15	0.00	438	0.034	15	0.0	8.516	A
C-A	858	0.00			858			
A-B	4	0.00			4			
A-C	898	0.00			898			

D21 - | Furnessed Scenario 11 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A47/ Site Access	T-Junction	Two-way	Two-way	Two-way		0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D21	Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A47 (West)		✓	1048	100.000
B - Site Access		✓	26	100.000
C - A47 (East)		✓	1143	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	2	1046
	B - Site Access	8	0	18
	C - A47 (East)	1136	7	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	0	4
	B - Site Access	0	0	0
	C - A47 (East)	9	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	26.02	0.2	D
C-AB	0.02	9.88	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	411	0.048	19	0.0	9.185	A
C-AB	5	0.00	467	0.011	5	0.0	7.791	A
C-A	855	0.00			855			
A-B	2	0.00			2			
A-C	787	0.00			787			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	326	0.072	23	0.1	11.899	B
C-AB	6	0.00	427	0.015	6	0.0	8.549	A
C-A	1021	0.00			1021			
A-B	2	0.00			2			
A-C	940	0.00			940			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	167	0.171	28	0.2	25.856	D
C-AB	8	0.00	372	0.021	8	0.0	9.877	A
C-A	1251	0.00			1251			
A-B	2	0.00			2			
A-C	1152	0.00			1152			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	167	0.172	29	0.2	26.024	D
C-AB	8	0.00	372	0.021	8	0.0	9.877	A
C-A	1251	0.00			1251			
A-B	2	0.00			2			
A-C	1152	0.00			1152			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	0.00	326	0.072	24	0.1	11.947	B
C-AB	6	0.00	427	0.015	6	0.0	8.550	A
C-A	1021	0.00			1021			
A-B	2	0.00			2			
A-C	940	0.00			940			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	411	0.048	20	0.1	9.199	A
C-AB	5	0.00	467	0.011	5	0.0	7.793	A
C-A	855	0.00			855			
A-B	2	0.00			2			
A-C	787	0.00			787			

D22 - | Furnessed Scenario 11 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A47/ Site Access	T-Junction	Two-way	Two-way	Two-way		0.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.24	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D22	Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A47 (West)		✓	1088	100.000
B - Site Access		✓	15	100.000
C - A47 (East)		✓	1136	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	6	1082
	B - Site Access	3	0	12
	C - A47 (East)	1116	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A47 (West)	B - Site Access	C - A47 (East)
From	A - A47 (West)	0	0	2
	B - Site Access	0	0	0
	C - A47 (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	21.99	0.1	C
C-AB	0.06	10.63	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	439	0.026	11	0.0	8.412	A
C-AB	15	0.00	459	0.033	15	0.0	8.096	A
C-A	840	0.00			840			
A-B	5	0.00			5			
A-C	815	0.00			815			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	356	0.038	13	0.0	10.515	B
C-AB	18	0.00	418	0.043	18	0.0	8.997	A
C-A	1003	0.00			1003			
A-B	5	0.00			5			
A-C	973	0.00			973			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	180	0.092	16	0.1	21.923	C
C-AB	22	0.00	361	0.061	22	0.1	10.626	B
C-A	1229	0.00			1229			
A-B	7	0.00			7			
A-C	1191	0.00			1191			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	180	0.092	17	0.1	21.993	C
C-AB	22	0.00	361	0.061	22	0.1	10.630	B
C-A	1229	0.00			1229			
A-B	7	0.00			7			
A-C	1191	0.00			1191			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	356	0.038	14	0.0	10.533	B
C-AB	18	0.00	418	0.043	18	0.0	9.003	A
C-A	1003	0.00			1003			
A-B	5	0.00			5			
A-C	973	0.00			973			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	439	0.026	11	0.0	8.418	A
C-AB	15	0.00	459	0.033	15	0.0	8.104	A
C-A	840	0.00			840			
A-B	5	0.00			5			
A-C	815	0.00			815			

Appendix K: Plot 2 Site Access Capacity Modelling Output

Junctions 11			
ARCADY 11 - Roundabout Module			
Version: 11.1.0.2307			
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Filename: 109523-PEF-ZZ-XX-T.M-H-000002_S2_P1.j11

Path: P:\Data\109523 - Normandy Way, Hinckley\01 - WIP\Design\Transport Planning\Models\J2 - Plot 2 - Site Access

Report generation date: 10/08/26 11:24:04

- »D7 - | Furnessed Scenario 4 | AM
- »D8 - | Furnessed Scenario 4 | PM
- »D17 - | Furnessed Scenario 9 | AM
- »D18 - | Furnessed Scenario 9 | PM
- »D21 - | Furnessed Scenario 11 | AM
- »D22 - | Furnessed Scenario 11 | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
- Furnessed Scenario 4								
1 - A447 Ashby Road (South)	1.0	5.56	0.48	A	1.2	5.83	0.53	A
2 - Site Access	0.3	5.03	0.21	A	0.1	4.44	0.12	A
3 - A447 Ashby Road (North)	1.1	5.62	0.50	A	0.9	4.76	0.47	A
- Furnessed Scenario 9								
1 - A447 Ashby Road (South)	2.0	8.11	0.64	A	2.4	9.07	0.70	A
2 - Site Access	0.3	5.97	0.24	A	0.2	5.16	0.13	A
3 - A447 Ashby Road (North)	0.8	4.78	0.42	A	0.6	4.08	0.38	A
- Furnessed Scenario 11								
1 - A447 Ashby Road (South)	1.5	8.01	0.58	A	1.6	7.77	0.61	A
2 - Site Access	0.7	6.83	0.40	A	0.5	6.10	0.34	A
3 - A447 Ashby Road (North)	1.4	5.96	0.56	A	0.9	4.65	0.47	A

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	Hinckley, Leicestershire
Site number	002
Date	03/03/25
Version	P1
Status	Proposed
Identifier	
Client	Miller Homes
Jobnumber	109523
Enumerator	PFGROUP\JFarrell
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	Furnished Scenario 4	AM	ONE HOUR	07:45	09:15	15
D8	Furnished Scenario 4	PM	ONE HOUR	16:45	18:15	15
D17	Furnished Scenario 9	AM	ONE HOUR	07:45	09:15	15
D18	Furnished Scenario 9	PM	ONE HOUR	16:45	18:15	15
D21	Furnished Scenario 11	AM	ONE HOUR	07:45	09:15	15
D22	Furnished Scenario 11	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D7 - | Furnessed Scenario 4 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A447 Ashby Road/ Site Access	Standard Roundabout		1, 2, 3	5.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.53	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A447 Ashby Road (South)		
2	Site Access		
3	A447 Ashby Road (North)		

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 - A447 Ashby Road (South)	3.65	6.78	6.5	25.0	50.0	52.0		
2 - Site Access	3.38	6.59	3.4	30.0	50.0	48.0		
3 - A447 Ashby Road (North)	3.65	6.84	10.1	25.0	50.0	44.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A447 Ashby Road (South)	0.529	1382
2 - Site Access	0.502	1206
3 - A447 Ashby Road (North)	0.564	1526

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	Furnessed Scenario 4	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A447 Ashby Road (South)		✓	595	100.000
2 - Site Access		✓	170	100.000
3 - A447 Ashby Road (North)		✓	658	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
1 - A447 Ashby Road (South)		0	45	550
2 - Site Access		139	0	31
3 - A447 Ashby Road (North)		644	14	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
1 - A447 Ashby Road (South)		0	0	12
2 - Site Access		0	0	0
3 - A447 Ashby Road (North)		12	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A447 Ashby Road (South)	0.48	5.56	1.0	A
2 - Site Access	0.21	5.03	0.3	A
3 - A447 Ashby Road (North)	0.50	5.62	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	448	10	1376	0.325	446	0.5	4.284	A
2 - Site Access	128	412	999	0.128	127	0.1	4.125	A
3 - A447 Ashby Road (North)	495	104	1467	0.338	493	0.6	4.120	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	535	13	1375	0.389	534	0.7	4.746	A
2 - Site Access	153	494	958	0.159	153	0.2	4.466	A
3 - A447 Ashby Road (North)	592	125	1456	0.406	591	0.8	4.647	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	655	15	1374	0.477	654	1.0	5.541	A
2 - Site Access	187	604	903	0.207	187	0.3	5.025	A
3 - A447 Ashby Road (North)	724	153	1440	0.503	723	1.1	5.600	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	655	15	1374	0.477	655	1.0	5.558	A
2 - Site Access	187	606	902	0.207	187	0.3	5.032	A
3 - A447 Ashby Road (North)	724	153	1440	0.503	724	1.1	5.623	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	535	13	1375	0.389	536	0.7	4.767	A
2 - Site Access	153	496	958	0.160	153	0.2	4.475	A
3 - A447 Ashby Road (North)	592	125	1455	0.406	593	0.8	4.672	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	448	11	1376	0.325	449	0.5	4.309	A
2 - Site Access	128	415	998	0.128	128	0.1	4.138	A
3 - A447 Ashby Road (North)	495	105	1467	0.338	496	0.6	4.147	A

D8 - | Furnessed Scenario 4 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A447 Ashby Road/ Site Access	Standard Roundabout		1, 2, 3	5.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.24	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Furnessed Scenario 4	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A447 Ashby Road (South)		✓	649	100.000
2 - Site Access		✓	98	100.000
3 - A447 Ashby Road (North)		✓	634	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	128	521
	2 - Site Access	82	0	16
	3 - A447 Ashby Road (North)	598	36	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	0	6
	2 - Site Access	0	0	0
	3 - A447 Ashby Road (North)	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A447 Ashby Road (South)	0.53	5.83	1.2	A
2 - Site Access	0.12	4.44	0.1	A
3 - A447 Ashby Road (North)	0.47	4.76	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	489	27	1368	0.357	486	0.6	4.267	A
2 - Site Access	74	390	1010	0.073	73	0.1	3.841	A
3 - A447 Ashby Road (North)	477	61	1491	0.320	475	0.5	3.638	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	583	32	1365	0.427	583	0.8	4.816	A
2 - Site Access	88	468	972	0.091	88	0.1	4.074	A
3 - A447 Ashby Road (North)	570	74	1484	0.384	569	0.6	4.042	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	715	40	1361	0.525	713	1.1	5.807	A
2 - Site Access	108	572	919	0.117	108	0.1	4.437	A
3 - A447 Ashby Road (North)	698	90	1475	0.473	697	0.9	4.750	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	715	40	1361	0.525	715	1.2	5.833	A
2 - Site Access	108	574	918	0.117	108	0.1	4.441	A
3 - A447 Ashby Road (North)	698	90	1475	0.473	698	0.9	4.763	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	583	32	1365	0.427	585	0.8	4.845	A
2 - Site Access	88	470	971	0.091	88	0.1	4.081	A
3 - A447 Ashby Road (North)	570	74	1484	0.384	571	0.6	4.059	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	489	27	1368	0.357	489	0.6	4.297	A
2 - Site Access	74	393	1009	0.073	74	0.1	3.849	A
3 - A447 Ashby Road (North)	477	62	1491	0.320	478	0.5	3.657	A

D17 - | Furnessed Scenario 9 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A447 Ashby Road/ Site Access	Standard Roundabout		1, 2, 3	6.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.67	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	Furnessed Scenario 9	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A447 Ashby Road (South)		✓	801	100.000
2 - Site Access		✓	170	100.000
3 - A447 Ashby Road (North)		✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	47	754
	2 - Site Access	129	0	41
	3 - A447 Ashby Road (North)	537	12	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	0	12
	2 - Site Access	0	0	0
	3 - A447 Ashby Road (North)	12	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A447 Ashby Road (South)	0.64	8.11	2.0	A
2 - Site Access	0.24	5.97	0.3	A
3 - A447 Ashby Road (North)	0.42	4.78	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	603	9	1377	0.438	600	0.9	5.126	A
2 - Site Access	128	564	923	0.139	127	0.2	4.520	A
3 - A447 Ashby Road (North)	413	97	1471	0.281	412	0.4	3.787	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	720	11	1376	0.523	719	1.2	6.076	A
2 - Site Access	153	677	867	0.176	153	0.2	5.039	A
3 - A447 Ashby Road (North)	494	116	1461	0.338	493	0.6	4.154	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	882	13	1375	0.641	879	1.9	8.022	A
2 - Site Access	187	827	791	0.237	187	0.3	5.953	A
3 - A447 Ashby Road (North)	604	142	1446	0.418	604	0.8	4.769	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	882	13	1375	0.641	882	2.0	8.114	A
2 - Site Access	187	830	790	0.237	187	0.3	5.973	A
3 - A447 Ashby Road (North)	604	142	1446	0.418	604	0.8	4.779	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	720	11	1376	0.523	723	1.2	6.154	A
2 - Site Access	153	681	865	0.177	153	0.2	5.063	A
3 - A447 Ashby Road (North)	494	116	1460	0.338	494	0.6	4.166	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	603	9	1377	0.438	604	0.9	5.190	A
2 - Site Access	128	569	921	0.139	128	0.2	4.544	A
3 - A447 Ashby Road (North)	413	97	1471	0.281	414	0.4	3.807	A

D18 - | Furnessed Scenario 9 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A447 Ashby Road/ Site Access	Standard Roundabout		1, 2, 3	7.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.07	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	Furnessed Scenario 9	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A447 Ashby Road (South)		✓	864	100.000
2 - Site Access		✓	98	100.000
3 - A447 Ashby Road (North)		✓	516	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	139	725
	2 - Site Access	80	0	18
	3 - A447 Ashby Road (North)	491	25	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	0	6
	2 - Site Access	0	0	0
	3 - A447 Ashby Road (North)	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A447 Ashby Road (South)	0.70	9.07	2.4	A
2 - Site Access	0.13	5.16	0.2	A
3 - A447 Ashby Road (North)	0.38	4.08	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	650	19	1372	0.474	647	0.9	5.182	A
2 - Site Access	74	543	934	0.079	73	0.1	4.180	A
3 - A447 Ashby Road (North)	388	60	1492	0.260	387	0.4	3.346	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	777	22	1370	0.567	775	1.4	6.333	A
2 - Site Access	88	650	880	0.100	88	0.1	4.546	A
3 - A447 Ashby Road (North)	464	72	1485	0.312	463	0.5	3.620	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	951	27	1367	0.696	947	2.3	8.914	A
2 - Site Access	108	795	807	0.134	108	0.2	5.144	A
3 - A447 Ashby Road (North)	568	88	1476	0.385	567	0.6	4.074	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	951	28	1367	0.696	951	2.4	9.070	A
2 - Site Access	108	798	806	0.134	108	0.2	5.158	A
3 - A447 Ashby Road (North)	568	88	1476	0.385	568	0.6	4.076	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	777	23	1370	0.567	781	1.4	6.454	A
2 - Site Access	88	655	878	0.100	88	0.1	4.563	A
3 - A447 Ashby Road (North)	464	72	1485	0.312	465	0.5	3.628	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	650	19	1372	0.474	652	1.0	5.264	A
2 - Site Access	74	547	932	0.079	74	0.1	4.198	A
3 - A447 Ashby Road (North)	388	60	1492	0.260	389	0.4	3.357	A

D21 - | Furnessed Scenario 11 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A447 Ashby Road/ Site Access	Standard Roundabout		1, 2, 3	6.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.89	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D21	Furnessed Scenario 11	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A447 Ashby Road (South)		✓	636	100.000
2 - Site Access		✓	316	100.000
3 - A447 Ashby Road (North)		✓	746	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	36	600
	2 - Site Access	98	0	218
	3 - A447 Ashby Road (North)	434	312	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	0	12
	2 - Site Access	0	0	0
	3 - A447 Ashby Road (North)	12	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A447 Ashby Road (South)	0.58	8.01	1.5	A
2 - Site Access	0.40	6.83	0.7	A
3 - A447 Ashby Road (North)	0.56	5.96	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	479	234	1258	0.381	476	0.7	5.103	A
2 - Site Access	238	449	981	0.243	237	0.3	4.829	A
3 - A447 Ashby Road (North)	562	73	1485	0.378	559	0.6	4.136	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	572	280	1234	0.463	571	0.9	6.029	A
2 - Site Access	284	538	936	0.303	284	0.4	5.514	A
3 - A447 Ashby Road (North)	671	88	1476	0.454	670	0.9	4.753	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	700	343	1201	0.583	698	1.5	7.929	A
2 - Site Access	348	658	876	0.397	347	0.7	6.796	A
3 - A447 Ashby Road (North)	821	108	1465	0.561	820	1.3	5.929	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	700	344	1200	0.583	700	1.5	8.006	A
2 - Site Access	348	661	875	0.398	348	0.7	6.831	A
3 - A447 Ashby Road (North)	821	108	1465	0.561	821	1.4	5.963	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	572	281	1233	0.464	574	1.0	6.095	A
2 - Site Access	284	542	935	0.304	285	0.4	5.550	A
3 - A447 Ashby Road (North)	671	88	1476	0.454	672	0.9	4.787	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	479	235	1257	0.381	480	0.7	5.159	A
2 - Site Access	238	453	979	0.243	238	0.3	4.862	A
3 - A447 Ashby Road (North)	562	74	1484	0.378	563	0.7	4.169	A

D22 - | Furnessed Scenario 11 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A447 Ashby Road/ Site Access	Standard Roundabout		1, 2, 3	6.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.24	A

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D22	Furnessed Scenario 11	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A447 Ashby Road (South)		✓	683	100.000
2 - Site Access		✓	273	100.000
3 - A447 Ashby Road (North)		✓	635	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	112	571
	2 - Site Access	63	0	210
	3 - A447 Ashby Road (North)	388	247	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A447 Ashby Road (South)	2 - Site Access	3 - A447 Ashby Road (North)
From	1 - A447 Ashby Road (South)	0	0	6
	2 - Site Access	0	0	0
	3 - A447 Ashby Road (North)	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A447 Ashby Road (South)	0.61	7.77	1.6	A
2 - Site Access	0.34	6.10	0.5	A
3 - A447 Ashby Road (North)	0.47	4.65	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	514	185	1284	0.400	511	0.7	4.873	A
2 - Site Access	206	428	992	0.207	204	0.3	4.567	A
3 - A447 Ashby Road (North)	478	47	1499	0.319	476	0.5	3.576	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	614	222	1265	0.486	613	1.0	5.786	A
2 - Site Access	245	512	949	0.259	245	0.3	5.110	A
3 - A447 Ashby Road (North)	571	57	1494	0.382	570	0.6	3.965	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	752	272	1238	0.607	750	1.6	7.692	A
2 - Site Access	301	627	892	0.337	300	0.5	6.076	A
3 - A447 Ashby Road (North)	699	69	1487	0.470	698	0.9	4.639	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	752	272	1238	0.607	752	1.6	7.770	A
2 - Site Access	301	629	891	0.337	301	0.5	6.098	A
3 - A447 Ashby Road (North)	699	69	1487	0.470	699	0.9	4.652	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	614	222	1264	0.486	616	1.0	5.855	A
2 - Site Access	245	515	948	0.259	246	0.4	5.134	A
3 - A447 Ashby Road (North)	571	57	1494	0.382	572	0.6	3.981	A

18:00 - 18:15

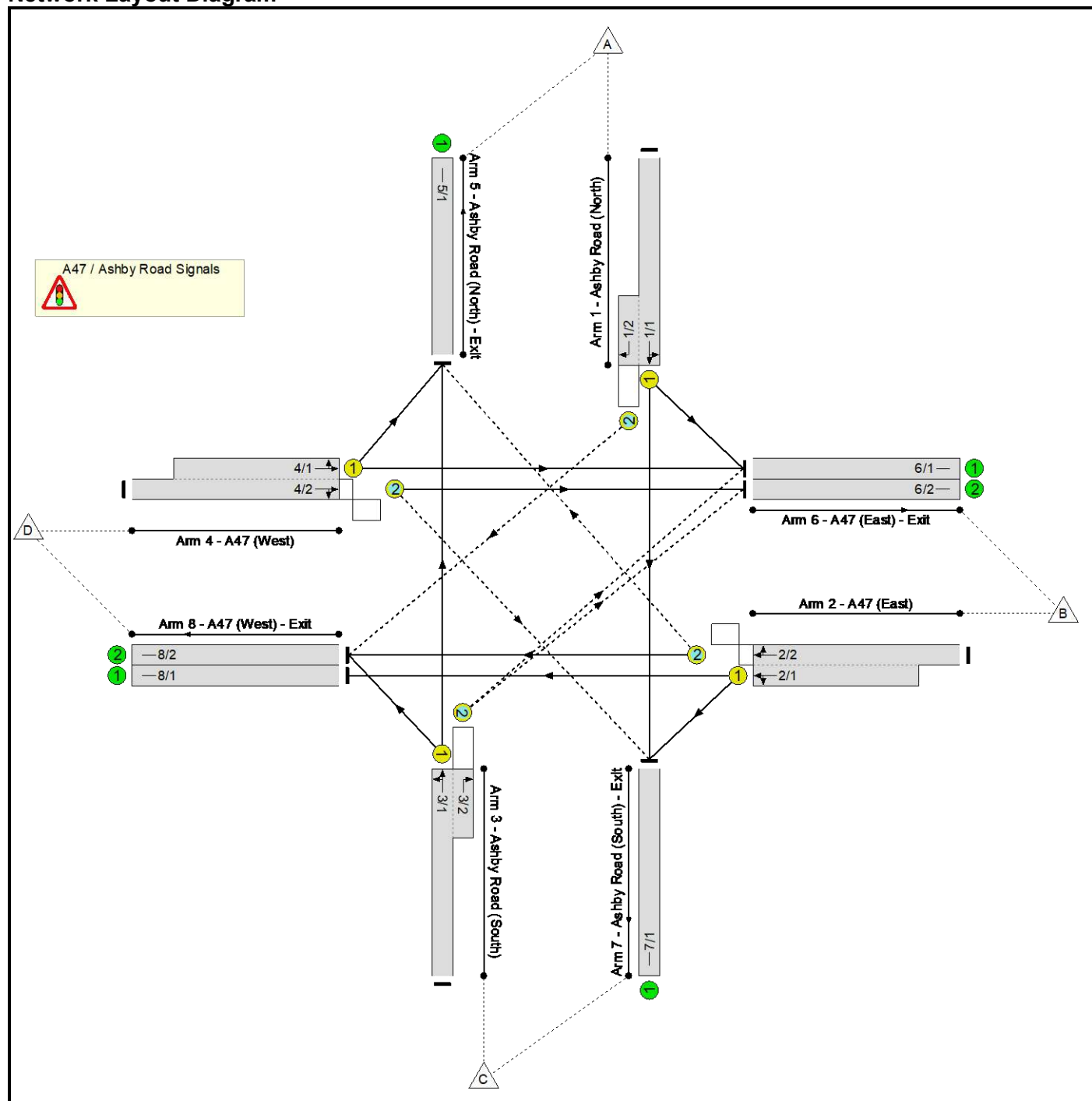
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A447 Ashby Road (South)	514	186	1283	0.401	515	0.7	4.926	A
2 - Site Access	206	431	990	0.208	206	0.3	4.592	A
3 - A447 Ashby Road (North)	478	48	1499	0.319	479	0.5	3.592	A

Appendix L: A47 Normandy Way / Ashby Road Signals Capacity Modelling Output

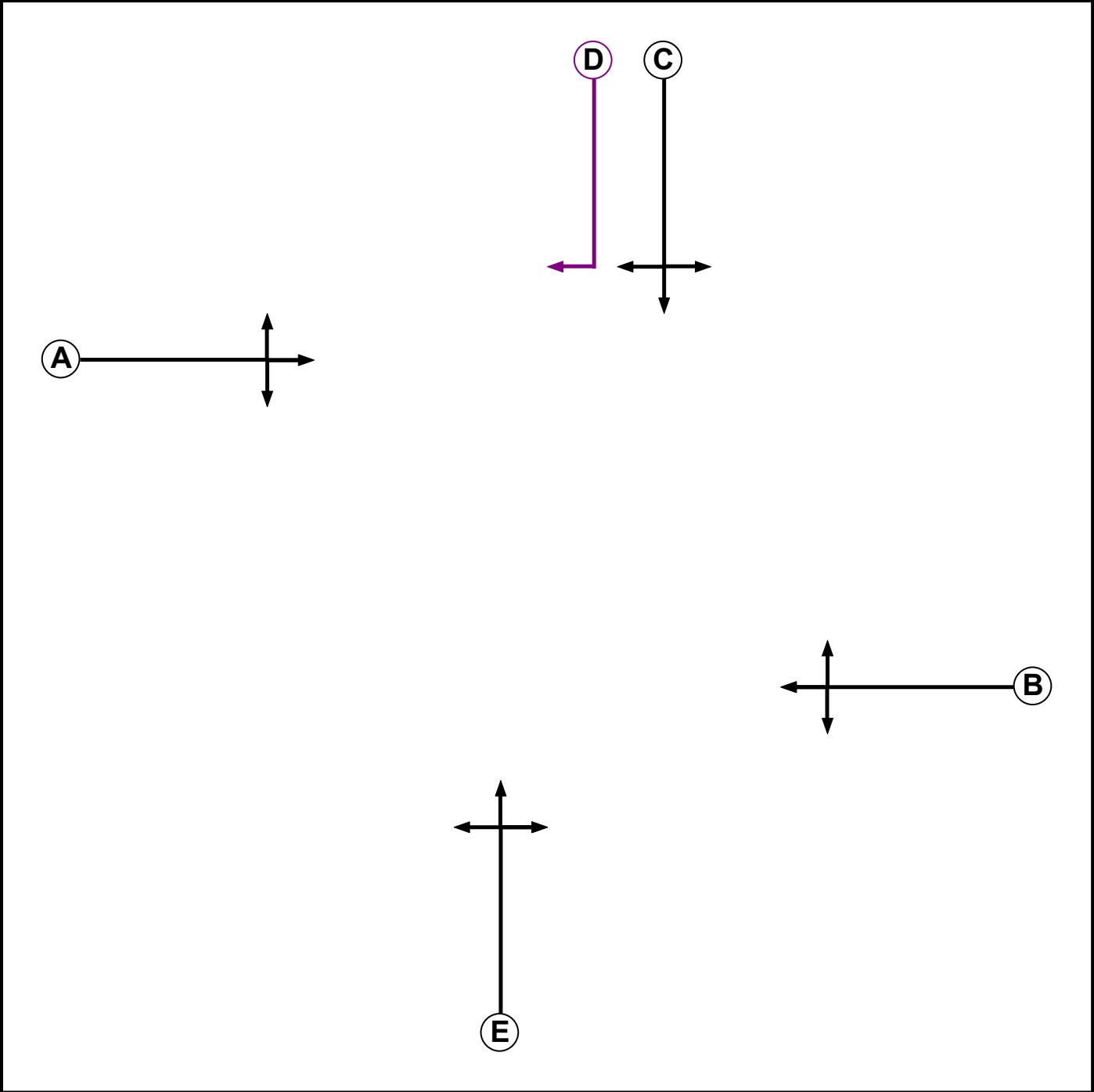
Full Input Data And Results**User and Project Details**

Project:	Normandy Way, Hinckley
Title:	A47/ Ashby Road Signals - Base Model
Location:	Hinckley, Leicestershire
Client:	Miller Homes
Site Ref(s):	3
Additional detail:	Model Built from the Approved Model from Application 23/00432/OUT - Appendix Q (page 654)
File name:	109523-PEF-ZZ-XX-T.M-H-000003_S2_P1 - Base.lsg3x
Author:	J FARRELL
Company:	Pell Frischmann
Address:	Suite 4.2-1, 4th Floor, The Poynt, Wollaton Street, Nottingham, NG1 5FW

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7

Full Input Data And Results

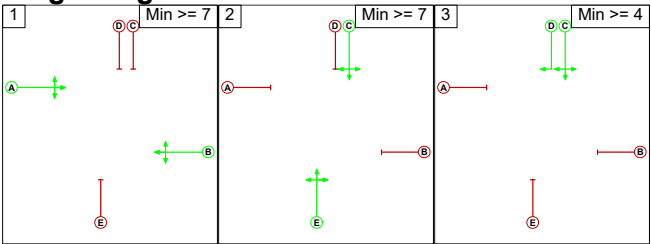
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	6	7
	B	-		5	5	5
	C	7	7		-	-
	D	7	7	-		5
	E	6	6	-	4	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C E
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	X
	2	7		4
	3	7	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A47 / Ashby Road Signals											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Ashby Road (North))	8/2 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
2/2 (A47 (East))	5/1 (Right)	1439	0	4/1	1.09	All	3.00	2.00	0.50	3	2.00
				4/2	1.09	To 6/2 (Ahead)					
	6/1 (Right)	1439	0	1/2	1.09	All	3.00	-	0.50	3	2.00
	6/2 (Right)	1439	0	1/2	1.09	All					
3/2 (Ashby Road (South))											
4/2 (A47 (West))	7/1 (Right)	1439	0	2/1	1.09	All	3.00	2.00	0.50	3	2.00
				2/2	1.09	To 8/2 (Ahead)					

Full Input Data And Results

Junction: A47 / Ashby Road Signals												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Ashby Road (North))	U	C	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
1/2 (Ashby Road (North))	O	C D	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 8 Right	20.00
2/1 (A47 (East))	U	B	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
2/2 (A47 (East))	O	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Right	20.00
											Arm 8 Ahead	Inf
3/1 (Ashby Road (South))	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.00
3/2 (Ashby Road (South))	O	E	2	3	5.0	Geom	-	3.00	0.00	N	Arm 6 Right	20.00
4/1 (A47 (West))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
4/2 (A47 (West))	O	A	2	3	15.0	Geom	-	4.00	0.00	N	Arm 6 Ahead	Inf
											Arm 7 Right	20.00
5/1 (Ashby Road (North) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A47 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A47 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Ashby Road (South) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A47 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

8/2 (A47 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
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Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: 'Furnessed Scenario 2 AM'	08:00	09:00	01:00	
4: 'Furnessed Scenario 2 PM'	17:00	18:00	01:00	
5: 'Furnessed Scenario 3 AM'	08:00	09:00	01:00	
6: 'Furnessed Scenario 3 PM'	17:00	18:00	01:00	
7: 'Furnessed Scenario 4 AM'	08:00	09:00	01:00	
8: 'Furnessed Scenario 4 PM'	17:00	18:00	01:00	
9: 'Furnessed Scenario 5 AM'	08:00	09:00	01:00	
10: 'Furnessed Scenario 5 PM'	17:00	18:00	01:00	
11: 'Furnessed Scenario 6 AM'	08:00	09:00	01:00	
12: 'Furnessed Scenario 6 PM'	17:00	18:00	01:00	
13: 'Furnessed Scenario 7 AM'	08:00	09:00	01:00	
14: 'Furnessed Scenario 7 PM'	17:00	18:00	01:00	
15: 'Furnessed Scenario 8 AM'	08:00	09:00	01:00	
16: 'Furnessed Scenario 8 PM'	17:00	18:00	01:00	
17: 'Furnessed Scenario 9 AM'	08:00	09:00	01:00	
18: 'Furnessed Scenario 9 PM'	17:00	18:00	01:00	
19: 'Furnessed Scenario 10 AM'	08:00	09:00	01:00	
20: 'Furnessed Scenario 10 PM'	17:00	18:00	01:00	
21: 'Furnessed Scenario 11 AM'	08:00	09:00	01:00	
22: 'Furnessed Scenario 11 PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	37	319	374	730
	B	42	0	120	565	727
	C	299	113	0	126	538
	D	214	573	57	0	844
	Tot.	555	723	496	1065	2839

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	730(In) 356(Out)
1/2 (short)	374
2/1 (short)	346
2/2 (with short)	727(In) 381(Out)
3/1 (with short)	538(In) 425(Out)
3/2 (short)	113
4/1 (short)	391
4/2 (with short)	844(In) 453(Out)
5/1	555
6/1	270
6/2	453
7/1	496
8/1	226
8/2	839

Junction: A47 / Ashby Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	10.4 %	1866	1866
				Arm 7 Ahead	Inf	89.6 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	34.7 %	1851	1851
				Arm 8 Ahead	Inf	65.3 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	11.0 %	2038	2038
				Arm 8 Ahead	Inf	89.0 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	70.4 %	1860	1860
				Arm 8 Left	15.00	29.6 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	54.7 %	1816	1816
				Arm 6 Ahead	Inf	45.3 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	87.4 %	2135	2135
				Arm 7 Right	20.00	12.6 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	41	229	320	590
	B	32	0	166	540	738
	C	284	166	0	79	529
	D	296	622	61	0	979
	Tot.	612	829	456	939	2836

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	590(In) 270(Out)
1/2 (short)	320
2/1 (short)	349
2/2 (with short)	738(In) 389(Out)
3/1 (with short)	529(In) 363(Out)
3/2 (short)	166
4/1 (short)	452
4/2 (with short)	979(In) 527(Out)
5/1	612
6/1	280
6/2	549
7/1	456
8/1	183
8/2	756

Junction: A47 / Ashby Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	15.2 %	1857	1857
				Arm 7 Ahead	Inf	84.8 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	47.6 %	1828	1828
				Arm 8 Ahead	Inf	52.4 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	8.2 %	2042	2042
				Arm 8 Ahead	Inf	91.8 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	78.2 %	1874	1874
				Arm 8 Left	15.00	21.8 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	65.5 %	1797	1797
				Arm 6 Ahead	Inf	34.5 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	88.4 %	2136	2136
				Arm 7 Right	20.00	11.6 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Furnished Scenario 2 AM' (FG3: 'Furnished Scenario 2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	46	360	403	809
	B	48	0	126	566	740
	C	313	118	0	113	544
	D	217	581	52	0	850
	Tot.	578	745	538	1082	2943

Traffic Lane Flows

Lane	Scenario 3: Furnished Scenario 2 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	809(In) 406(Out)
1/2 (short)	403
2/1 (short)	352
2/2 (with short)	740(In) 388(Out)
3/1 (with short)	544(In) 426(Out)
3/2 (short)	118
4/1 (short)	394
4/2 (with short)	850(In) 456(Out)
5/1	578
6/1	282
6/2	463
7/1	538
8/1	226
8/2	856

Junction: A47 / Ashby Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	11.3 %	1864	1864
				Arm 7 Ahead	Inf	88.7 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	35.8 %	1849	1849
				Arm 8 Ahead	Inf	64.2 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	12.4 %	2036	2036
				Arm 8 Ahead	Inf	87.6 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	73.5 %	1866	1866
				Arm 8 Left	15.00	26.5 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	55.1 %	1815	1815
				Arm 6 Ahead	Inf	44.9 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	88.6 %	2137	2137
				Arm 7 Right	20.00	11.4 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'Furnished Scenario 2 PM' (FG4: 'Furnished Scenario 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	51	254	341	646
	B	38	0	174	542	754
	C	290	168	0	68	526
	D	303	629	55	0	987
	Tot.	631	848	483	951	2913

Traffic Lane Flows

Lane	Scenario 4: Furnished Scenario 2 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	646(In) 305(Out)
1/2 (short)	341
2/1 (short)	356
2/2 (with short)	754(In) 398(Out)
3/1 (with short)	526(In) 358(Out)
3/2 (short)	168
4/1 (short)	456
4/2 (with short)	987(In) 531(Out)
5/1	631
6/1	288
6/2	560
7/1	483
8/1	182
8/2	769

Junction: A47 / Ashby Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	16.7 %	1854	1854
				Arm 7 Ahead	Inf	83.3 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	48.9 %	1826	1826
				Arm 8 Ahead	Inf	51.1 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	9.5 %	2040	2040
				Arm 8 Ahead	Inf	90.5 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	81.0 %	1879	1879
				Arm 8 Left	15.00	19.0 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	66.4 %	1796	1796
				Arm 6 Ahead	Inf	33.6 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	89.6 %	2138	2138
				Arm 7 Right	20.00	10.4 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'Furnished Scenario 4 AM' (FG7: 'Furnished Scenario 4 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	49	416	414	879
	B	48	0	140	559	747
	C	323	127	0	117	567
	D	220	611	59	0	890
	Tot.	591	787	615	1090	3083

Traffic Lane Flows

Lane	Scenario 5: Furnished Scenario 4 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	879(In) 465(Out)
1/2 (short)	414
2/1 (short)	355
2/2 (with short)	747(In) 392(Out)
3/1 (with short)	567(In) 440(Out)
3/2 (short)	127
4/1 (short)	413
4/2 (with short)	890(In) 477(Out)
5/1	591
6/1	305
6/2	482
7/1	615
8/1	215
8/2	875

Junction: A47 / Ashby Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	10.5 %	1865	1865
				Arm 7 Ahead	Inf	89.5 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	39.4 %	1842	1842
				Arm 8 Ahead	Inf	60.6 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	12.2 %	2036	2036
				Arm 8 Ahead	Inf	87.8 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	73.4 %	1865	1865
				Arm 8 Left	15.00	26.6 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	53.3 %	1818	1818
				Arm 6 Ahead	Inf	46.7 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	87.6 %	2135	2135
				Arm 7 Right	20.00	12.4 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'Furnished Scenario 4 PM' (FG8: 'Furnished Scenario 4 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	56	293	336	685
	B	40	0	198	528	766
	C	331	197	0	72	600
	D	296	634	58	0	988
	Tot.	667	887	549	936	3039

Traffic Lane Flows

Lane	Scenario 6: Furnished Scenario 4 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	685(In) 349(Out)
1/2 (short)	336
2/1 (short)	361
2/2 (with short)	766(In) 405(Out)
3/1 (with short)	600(In) 403(Out)
3/2 (short)	197
4/1 (short)	456
4/2 (with short)	988(In) 532(Out)
5/1	667
6/1	314
6/2	573
7/1	549
8/1	163
8/2	773

Junction: A47 / Ashby Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	16.0 %	1855	1855
				Arm 7 Ahead	Inf	84.0 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	54.8 %	1815	1815
				Arm 8 Ahead	Inf	45.2 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	9.9 %	2040	2040
				Arm 8 Ahead	Inf	90.1 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	82.1 %	1881	1881
				Arm 8 Left	15.00	17.9 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	64.9 %	1798	1798
				Arm 6 Ahead	Inf	35.1 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	89.1 %	2138	2138
				Arm 7 Right	20.00	10.9 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Furnished Scenario 8 AM' (FG15: 'Furnished Scenario 8 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	43	363	384	790
	B	71	0	191	809	1071
	C	309	110	0	108	527
	D	290	732	71	0	1093
	Tot.	670	885	625	1301	3481

Traffic Lane Flows

Lane	Scenario 7: Furnished Scenario 8 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	790(In) 406(Out)
1/2 (short)	384
2/1 (short)	509
2/2 (with short)	1071(In) 562(Out)
3/1 (with short)	527(In) 417(Out)
3/2 (short)	110
4/1 (short)	507
4/2 (with short)	1093(In) 586(Out)
5/1	670
6/1	315
6/2	570
7/1	625
8/1	318
8/2	983

Junction: A47 / Ashby Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	10.6 %	1865	1865
				Arm 7 Ahead	Inf	89.4 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	37.5 %	1846	1846
				Arm 8 Ahead	Inf	62.5 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	12.6 %	2036	2036
				Arm 8 Ahead	Inf	87.4 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	74.1 %	1867	1867
				Arm 8 Left	15.00	25.9 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	57.2 %	1811	1811
				Arm 6 Ahead	Inf	42.8 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	87.9 %	2136	2136
				Arm 7 Right	20.00	12.1 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Furnished Scenario 8 PM' (FG16: 'Furnished Scenario 8 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	65	186	315	566
	B	77	0	199	787	1063
	C	331	186	0	55	572
	D	377	762	39	0	1178
	Tot.	785	1013	424	1157	3379

Traffic Lane Flows

Lane	Scenario 8: Furnished Scenario 8 PM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	566(In) 251(Out)
1/2 (short)	315
2/1 (short)	505
2/2 (with short)	1063(In) 558(Out)
3/1 (with short)	572(In) 386(Out)
3/2 (short)	186
4/1 (short)	544
4/2 (with short)	1178(In) 634(Out)
5/1	785
6/1	325
6/2	688
7/1	424
8/1	306
8/2	851

Junction: A47 / Ashby Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ashby Road (North))	2.70	0.00	Y	Arm 6 Left	15.00	25.9 %	1837	1837
				Arm 7 Ahead	Inf	74.1 %		
1/2 (Ashby Road (North))	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
2/1 (A47 (East))	3.00	0.00	Y	Arm 7 Left	15.00	39.4 %	1842	1842
				Arm 8 Ahead	Inf	60.6 %		
2/2 (A47 (East))	3.00	0.00	N	Arm 5 Right	20.00	13.8 %	2034	2034
				Arm 8 Ahead	Inf	86.2 %		
3/1 (Ashby Road (South))	3.00	0.00	Y	Arm 5 Ahead	Inf	85.8 %	1888	1888
				Arm 8 Left	15.00	14.2 %		
3/2 (Ashby Road (South))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
4/1 (A47 (West))	3.00	0.00	Y	Arm 5 Left	15.00	69.3 %	1791	1791
				Arm 6 Ahead	Inf	30.7 %		
4/2 (A47 (West))	4.00	0.00	N	Arm 6 Ahead	Inf	93.8 %	2145	2145
				Arm 7 Right	20.00	6.2 %		
5/1 (Ashby Road (North) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A47 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A47 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Ashby Road (South) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A47 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A47 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Furnished Scenario 9 AM' (FG17: 'Furnished Scenario 9 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	39	383	398	820
	B	66	0	197	820	1083
	C	297	102	0	114	513
	D	299	725	82	0	1106
	Tot.	662	866	662	1332	3522

Traffic Lane Flows

Lane	Scenario 9: Furnished Scenario 9 AM
Junction: A47 / Ashby Road Signals	
1/1 (with short)	820(In) 422(Out)
1/2 (short)	398
2/1 (short)	515
2/2 (with short)	1083(In) 568(Out)
3/1 (with short)	513(In) 411(Out)
3/2 (short)	102
4/1 (short)	513
4/2 (with short)	1106(In) 593(Out)
5/1	662
6/1	304
6/2	562
7/1	662
8/1	318
8/2	1014