

1.0 INTRODUCTION

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

2.0 RESPONSE TO TA COMMENTS

The LHA note that a Road Safety Audit (RSA) Brief has been submitted for the LHA to sign off on prior to the Applicant undertaking a Stage 1 RSA of the site access. The LHA have reviewed the brief and have the following comments.

The design standards should include the Leicestershire Highway Design Guide (LHDG) [...]. The brief should also include the most recently available five-year PIC data obtained from the LHA as mentioned below. CVs for the Audit team should also be submitted for review.

- 2.1 The RSA brief has been updated in line with the above comments. The CVs of the audit team will be provided to LCC separately to this note.

The LHA have reviewed the submitted drawings 27339-01 and 02 and make the following comments.

- Regarding the access design, the access width should be 7.3m to be in accordance with Part 3a and 3b, Table 4 - General geometry of employment and commercial roads of the LHDG, rather than the 7.0m proposed;*
- A 16m radii is shown, however this should be changed to 15m with 1 in 10 tapers as per Figure 9 of the LHDG;*
- A curve radius of 55m minimum on the centre line is also required as per Table 4, part 3 of the LHDG;*
- Vehicle visibility splays of 4.5m x 47m are shown on drawing 27339-02. These should however be in accordance with Table 4, part 3 of the LHDG meaning splays of 70m are required unless it can be demonstrated recorded speeds are lower; and*

- *A vehicle speed of 15kph should be used for the submitted swept path analysis drawing no. 27339-01. A note should be added to the drawing once this has been amended.*

- 2.2 Whilst the TA states a 7m width, this was a typo, and the drawings already show a 7.3m wide access.
- 2.3 Due to the location and angle of the access in relation to the existing highway, as well as the access into the car parking area within the site, it is not possible to achieve the required radii/ tapers and curve radii. It is also not considered that the access being considered is a major industrial access road given that it is only giving access to one unit of circa 8,825sqm.
- 2.4 The visibility splays have been updated to 70m and can be seen in **Drawing 27339-02a**.
- 2.5 The swept path analysis has been updated to be done at speeds of 15kph. These can be seen in **Drawing 27339-01a**.

The LHA understand that Personal Injury Collision (PIC) data appears to have been obtained from Crashmap for the most recently available five-year period for Hammonds Way and the A5, approximately 350m in each direction from the A5 / Hammond Way junction.

Notwithstanding the above, the LHA would request for the Applicant to obtain the most recently available data from the LHA's Network, Data and Intelligence team at ndi@leics.gov.uk as the data obtained does not have any details of the incident, date occurred etc.

- 2.6 Personal Injury Collision (PIC) data has been received from LCC for the five-year period of 01/01/2021 to 31/12/2025 for the study area requested. This shows that six PICs have occurred of which 4 were classified as 'slight' in severity and 2 were classified as 'serious' in severity. The full output can be seen attached at **Appendix B**.
- 2.7 Of the six PICs, none involved vulnerable road users, and one involved a goods vehicle.
- 2.8 It is considered that there is currently no significant accident issue within the study area that would require intervention and that the proposed development will not be detrimental to the safe operation of the local highway network.

The LHA have reviewed the submitted junction model and highlight the following corrections should be made.

- 1. Entry width for A5 east should be reduced to 7.4m (see screen shot overleaf).*
- 2. The A5 approach lanes are clearly marked with a dedicated left turn on A5 west and dedicated right turn on A5 east. These turning flows are significantly lower than the A5 flows, therefore capacity corrections should be made as per JCT/Barbra Chard "Arcady Health Warning" recommendations. Alternatively, lane simulation could be used.*

2.9 Despite the geometry being taken from the model approved within the Padge Hall Farm application (ref: 21/01191/HYB), the model has been updated with the requested entry width for the A5 E arm. This can be seen attached at **Appendix C**.

2.10 Whilst updating the model for the proposed development, it was also noticed that the intercept values entered as part of the Padge Hall Farm application had not been carried over. These were also entered into the updated model attached in this note.

2.11 A summary of the updated junction assessment can be seen in **Table 1** below.

Table 1 - Summary of A5/ Hammonds Way Roundabout Assessment

	AM Peak			PM Peak		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023 Base + All Committed (Sensitivity)						
A5 W	2.1	6.43	0.64	4.7	12.74	0.81
Hammonds Way	0.6	6.17	0.38	0.3	6.02	0.25
A5 E	79.0	163.60	1.09	53.7	116.75	1.05
2023 Base + All Committed + Proposed Development (Sensitivity)						
A5 W	2.7	7.43	0.70	5.4	14.13	0.83
Hammonds Way	0.6	6.55	0.38	0.4	6.27	0.27
A5 E	63.7	136.50	1.06	189.9	468.22	1.23
2031 Base + All Committed (Sensitivity)						
A5 W	2.3	6.69	0.66	4.9	13.25	0.82
Hammonds Way	0.6	6.37	0.39	0.4	6.34	0.29
A5 E	89.2	183.72	1.10	64.8	137.57	1.07
2031 Base + All Committed + Proposed Development (Sensitivity)						
A5 W	2.8	7.79	0.71	5.6	14.66	0.84
Hammonds Way	0.6	6.77	0.39	0.4	6.64	0.30
A5 E	73.3	154.05	1.08	210.8	517.14	1.25

2.11.1 As can be seen above, the A5/ Hammonds Way Roundabout will operate above capacity in the 2031 Future Year with all committed development with an RFC of 1.10 and queues of 89 PCUs on the A5 E arm in the AM peak period and an RFC of 1.07 and queues of 65 PCUs on the A5 E arm in the PM peak period. The proposed development lowers the RFC in the AM peak period and increases the RFC by 0.18 in the PM peak period.

2.11.2 Despite the junction operating over capacity following the proposals, it can be seen that the proposed development is not the cause of future capacity issues at this junction. For this reason, the proposed development does not have a significant impact at the A5/ Hammonds Way Roundabout.

There is an existing shared footway/ cycle provision on the A5 island. The LHA would request that the Applicant develop proposals extend the footway/cycleway into Hammond's way and to the development site, as the layout drawing 27339-01 shows a cycle provisions being made within the development.

2.12 It is proposed to provide a new 3m shared use facility from the site access along Hammonds Way and into Nutts Lane around the boundary of the site. This would connect into the signed walking and cycle route through to the A5. This is shown on **Drawing 27339-03**.

3.0 RESPONSE TO FTP COMMENTS

It is noted that the closest served bus stops to the proposed site entrance are approximately 800m walking distance away on Coventry Road. As this is double the DfT recommended walking distance of 400m, the LHA would request for the anticipated number of employees proposed at the development.

3.1 Based on standard employment density guidance it is expected that the development will have between 114 and 253 employees. Using the 2011 Census Journey to Work data summarised in the FTP for bus travel, this equates to around 2-4 employees using the bus stops.

The LHA are satisfied with the monitoring process proposed by the Applicant. Notwithstanding this, the LHA ask that initial travel surveys are undertaken within three months of first occupation. A suitable action plan has been provided.

3.2 The FTP has been updated to reflect this.

Whilst the FTP has some good initiatives, the LHA would advise for the following points to be addressed before it is considered acceptable.

- Please include information on what amenities and facilities are in the area, for this the Applicant can use CIHT's guidelines on acceptable walking and cycling distances.*
- Please provide more information on how journeys will be made by foot and cycle. I.e. how long would it take to walk/cycle from the train station or nearest bus stop.*
- The LHA requires the Applicant to provide a free six-month bus pass per employee. As this site has no current bus provision, estimates of fees for these passes can be given once an operator is in place.*
- The LHA requests that the Applicant completes the first travel survey within three months of first occupation of the site. Monitoring would then be completed annually for five years.*

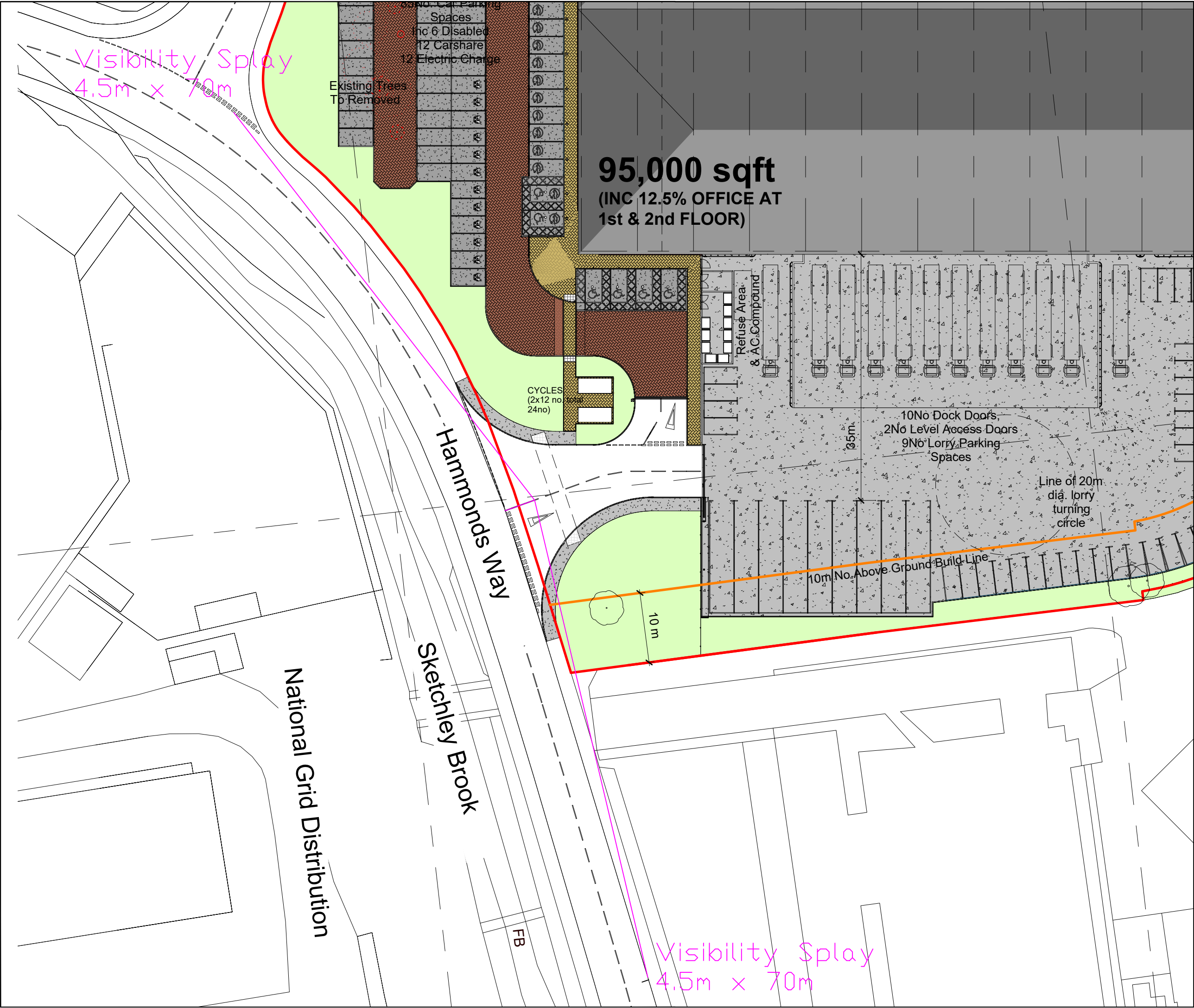
3.3 The FTP has been updated to reflect this.

4.0 SUMMARY

4.1 This note address highways and transportation comments raised by Leicestershire County Council (LCC) in respect of current planning application 25/01192/FUL.

4.2 Based on the details set out above, it is considered that the comments raised by LCC highways have now been satisfactorily addressed. As such, it is anticipated that LCC should now be able to confirm there are no objections to the application on highways grounds.

Drawings



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,
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REV	DATE	DESCRIPTION	INITIALS
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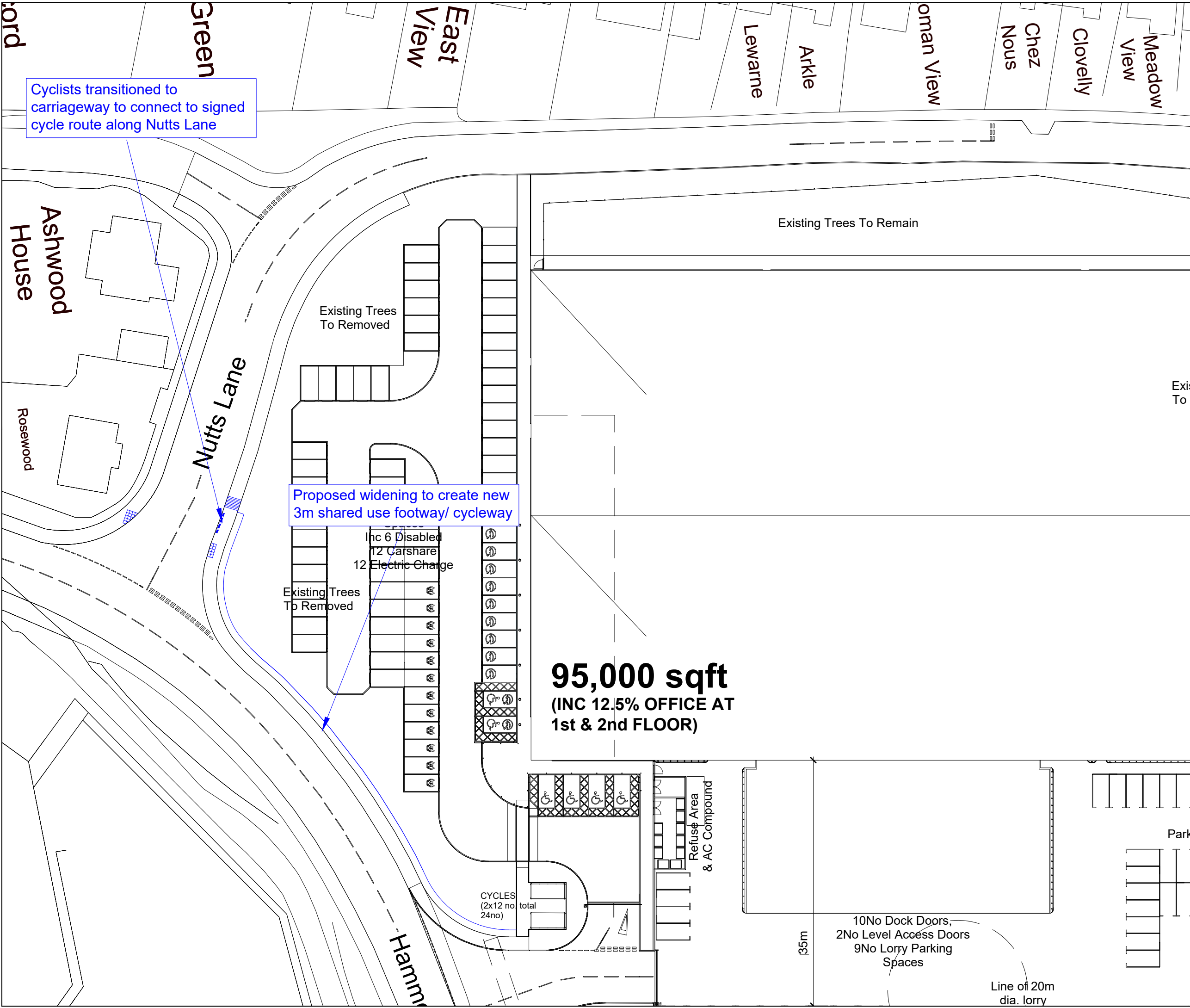
Transport Planning Consultants

Forester House, Doctors Lane
Hinckley in Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dta-transportation.co.uk

JOB TITLE	CLIENT
Land at Hammonds Lane, Hinckley	Hinckley Investment LLP

DRAWING TITLE
Visibility Splays

SCALE AT A3	DRAWN BY	DATE	DRAWING NO	REVISION
1/500	RT	Feb' 2026	27339-02	0



Cyclists transitioned to carriageway to connect to signed cycle route along Nutts Lane

Proposed widening to create new 3m shared use footway/ cycleway

95,000 sqft
(INC 12.5% OFFICE AT
1st & 2nd FLOOR)

CYCLES
(2x12 no
24no)

Refuse Area
& AC Compound

10No Dock Doors,
2No Level Access Doors
9No Lorry Parking
Spaces

Line of 20m
dia. lorry

Based upon the ORDNANCE SURVEY MAPS with the permission of THE
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REV	DATE	DESCRIPTION	INITIALS
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Forester House, Doctors Lane
Hinckley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dta-transportation.co.uk

JOB TITLE Land at Hammonds Lane, Hinckley	CLIENT Hinckley Investment LLP
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DRAWING TITLE Proposed Footywa/ Cycleway

SCALE AT A3 1:500	DRAWN BY RT	DATE Mar 26	DRAWING NO 27339-03	REVISION
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Appendix A

LCC Consultation Response

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/01192/FUL

Highway Reference Number: 2025/1192/04/H

Application Address: E M E B Sports And Social Club Nutts Lane Hinckley Leicestershire LE10 0NT

Application Type: Full

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

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: C/O Agent

County Councillor: Hollycroft ED - Ann Pendlebury CC

Road Classification: Adopted Unclassified

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on a full planning application for the Erection of an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) with associated landscaping, yard, parking, access and other supporting infrastructure. The proposed industrial unit has a gross internal area of 8825.79sqm and is located off Hammonds Way, Hinckley.

These highway comments are in response to the following documents which have been submitted to the Local Planning Authority (LPA) in this instance Hinckley and Bosworth Borough Council and are available to view on their planning website.

- Site Location Plan, drawing no. Ex 1001 Rev PL02;
- Existing Site Plan, drawing no. Rev PL02;
- Proposed Site Plan B2 Parking, drawing no. PL-3010, Rev PL04;
- Proposed Site Plan B8 Parking, drawing no. PL-3011, Rev PL04;

- Framework Travel Plan (FTP) prepared by DTA dated 30 October 2025; and
- Transport Assessment (TA) prepared by DTA dated 27 October 2025

Site Access

The proposed new vehicle site access is located off Hammonds Way is a C classified road, subject to a 30mph speed limit.

The LHA note that a Road Safety Audit (RSA) Brief has been submitted for the LHA to sign off on prior to the Applicant undertaking a Stage 1 RSA of the site access. The LHA have reviewed the brief and have the following comments.

The design standards should include the Leicestershire Highway Design Guide (LHDG) available at <https://www.leicestershirehighwaydesignguide.uk/using-design-guide/leicestershire-highway-design-guide-pdf-version>. The brief should also include the most recently available five-year PIC data obtained from the LHA as mentioned below. CVs for the Audit team should also be submitted for review.

The LHA have reviewed the submitted drawings 27339-01 and 02 and make the following comments.

- Regarding the access design, the access width should be 7.3m to be in accordance with Part 3a and 3b, Table 4 - General geometry of employment and commercial roads of the LHDG, rather than the 7.0m proposed;
- A 16m radii is shown, however this should be changed to 15m with 1 in 10 tapers as per Figure 9 of the LHDG;
- A curve radius of 55m minimum on the centre line is also required as per Table 4, part 3 of the LHDG;
- Vehicle visibility splays of 4.5m x 47m are shown on drawing 27339-02. These should however be in accordance with Table 4, part 3 of the LHDG meaning splays of 70m are required unless it can be demonstrated recorded speeds are lower; and
- A vehicle speed of 15kph should be used for the submitted swept path analysis drawing no. 27339-01. A note should be added to the drawing once this has been amended.

Comments which can be addressed during the S78 detailed design stage

- Adoption lines, the pedestrian crossing and give way lines are beyond the current adopted highway, these will need to be within the adopted highway and land may be required to be offered up for adoption;
- Existing street lighting may need upgrading / design;
- The existing carriageway on Hammonds Way will require resurfacing dependant on carriageway cores information; and
- The existing drainage on Hammonds Way will require investigations.

Highway Safety

The LHA understand that Personal Injury Collision (PIC) data appears to have been obtained from Crashmap for the most recently available five-year period for Hammonds Way and the A5, approximately 350m in each direction from the A5 / Hammond Way junction.

Notwithstanding the above, the LHA would request for the Applicant to obtain the most recently available data from the LHA's Network, Data and Intelligence team at ndi@leics.gov.uk as the data obtained does not have any details of the incident, date occurred etc.

Trip Generation

The proposed trip rates have been obtained from the TRICS database. The database was interrogated for multimodal vehicular surveys for 'Land Use 02 – Employment/D – Industrial Estate', with sites in London, Scotland, Ireland and Wales manually excluded.

The trip rates are summarised in Table 6 below which has been extracted from the TA.

Table 6 - TRICS Trip Rates (B2)

	Total Vehicles			OGVs		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.406	0.16	0.566	0.026	0.021	0.047
17:00-18:00	0.123	0.369	0.492	0.012	0.011	0.023
07:00-19:00	2.878	2.874	5.752	0.27	0.258	0.528

The proposed industrial unit has a GIA of 8825.79sqm, therefore the trip generation is shown in Table 7 below which has been extracted from the TA.

Table 7 - Proposed Traffic Generation

	Total Vehicles			OGVs		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	36	14	50	2	2	4
17:00-18:00	11	33	43	1	1	2
07:00-19:00	254	254	508	24	23	47

Table 7 demonstrates that the proposed development is forecast to generate 50 two-way vehicles movements in the AM peak and 43 two-way vehicle movements in the PM peak.

The LHA consider the trip rates and subsequent trip generation to be acceptable.

Trip Distribution and Assignment

Light Vehicles

Census Journey to Work data (2011) for the Hinckley and Bosworth 011 Middle Super Output Area (MSOA) has been used to distribute the forecast traffic. Table 8 below which has been extracted from the TA shows the journey to work data for each area and the percentage.

Table 8 - Journey to Work Data for Hinckley and Bosworth 011 MSOA

Residence	Proportion
Hinckley and Bosworth (Hinckley and Bosworth 011)	44.9% (8.8%)
Nuneaton and Bedworth	19.6%
Blaby	5.0%
Coventry	4.3%
North Warwickshire	3.3%
Leicester	2.2%
Harborough	2.2%
Rugby	2.1%
Tamworth	1.7%
North West Leicestershire	1.7%
Charnwood	1.5%
Birmingham	1.1%
Other	10.5%

The assignment of traffic onto the local highway network shows that around 80% of traffic will route towards the A5 from the site with approximately 39% routeing east along the A5 and 41% routeing west along the A5.

The LHA consider the distribution of light vehicles to be considered acceptable.

Heavy Vehicles

It has been assumed that the HGVs will split evenly east and west along the A5. Again, the LHA consider this acceptable due to the location of the site.

Junction Capacity Assessments

Table 9 below which has been extracted from the TA demonstrates the results of the A5 / Hammonds Way junction capacity assessment.

The LHA have reviewed the submitted junction model and highlight the following corrections should be made.

1. Entry width for A5 east should be reduced to 7.4m (see screen shot overleaf).
2. The A5 approach lanes are clearly marked with a dedicated left turn on A5 west and dedicated right turn on A5 east. These turning flows are significantly lower than the A5 flows, therefore capacity corrections should be made as per JCT/Barbra Chard "Arcady Health Warning" recommendations. Alternatively, lane simulation could be used.

The LHA note that National Highways (NH) should also review the model and provide any relevant comments where necessary as Watling Street/A5 is maintained by NH



Off-Site Implications

There is an existing shared footway/ cycle provision on the A5 island. The LHA would request that the Applicant develop proposals extend the footway/cycleway into Hammond's way and to the development site, as the layout drawing 27339-01 shows a cycle provisions being made within the development.

Internal Layout

The B2 plan shows a total of 150 car parking spaces, 21 HGV parking spaces and 24 spaces for cycle parking.

The B8 plan shows a total of 85 car parking spaces, 27 HGV parking spaces and 24 spaces for cycle parking.

The above parking proposals are in line with the LHDG. The Applicant has undertaken a vehicle accumulation exercise using their proposed trip rates to confirm if the proposed car parking spaces are appropriate for the development as per the parking standards in Table 29(a): Non-residential parking standards Class B and Table 30: Minimum Provision for Accessible Parking Spaces of the LHDG.

The accumulation exercise demonstrates that the parking for that sufficient parking will be provided for both the B2 and B8 proposals.

Transport Sustainability

The LHA have reviewed the submitted FTP and make the following comments.

It is noted that the closest served bus stops to the proposed site entrance are approximately 800m walking distance away on Coventry Road. As this is double the DfT recommended walking distance of 400m, the LHA would request for the anticipated number of employees proposed at the development.

2011 Census data from MSOA Hinckley & Bosworth 011 has been used to present expected modal share. From this, a 10% reduction in single occupancy car driver trips is proposed as a target. The baseline modal split will be updated once baseline travel surveys are undertaken. The Applicant plans to appoint a Travel Plan Coordinator prior to the opening of the site and conduct an initial travel survey within 12 months of first occupation, followed by annual surveys for a period of five years.

The Applicant will encourage cycling to work by providing showers, changing facilities, lockers, pool umbrellas and basic cycle-maintenance equipment. Staff Travel Information Packs will be produced and displayed within units where appropriate. LCC can supply employee Welcome Packs at £52.85 each, or the Applicant may commission their own for review by LCC's Sustainable Travel Team at a cost of £500. Additional measures include bicycle user groups, bike-buddy schemes and bikers' breakfasts. The Applicant will also offer cycle training and promote the Cycle to Work scheme. To support car sharing, the Applicant will join a car-share database and has allocated dedicated bays. Further initiatives include promoting home/remote working and delivering events and incentives to encourage sustainable travel behaviour.

The LHA are satisfied with the monitoring process proposed by the Applicant. Notwithstanding this, the LHA ask that initial travel surveys are undertaken within three months of first occupation. A suitable action plan has been provided.

Whilst the FTP has some good initiatives, the LHA would advise for the following points to be addressed before it is considered acceptable.

- Please include information on what amenities and facilities are in the area, for this the Applicant can use CIHT's guidelines on acceptable walking and cycling distances.
- Please provide more information on how journeys will be made by foot and cycle. I.e. how long would it take to walk/cycle from the train station or nearest bus stop.
- The LHA requires the Applicant to provide a free six-month bus pass per employee. As this site has no current bus provision, estimates of fees for these passes can be given once an operator is in place.
- The LHA requests that the Applicant completes the first travel survey within three months of first occupation of the site. Monitoring would then be completed annually for five years.

Once this travel plan has been resubmitted and approved, the LHA will require a monitoring fee of £11,377.00 for the site.

Date Received
22 December 2025

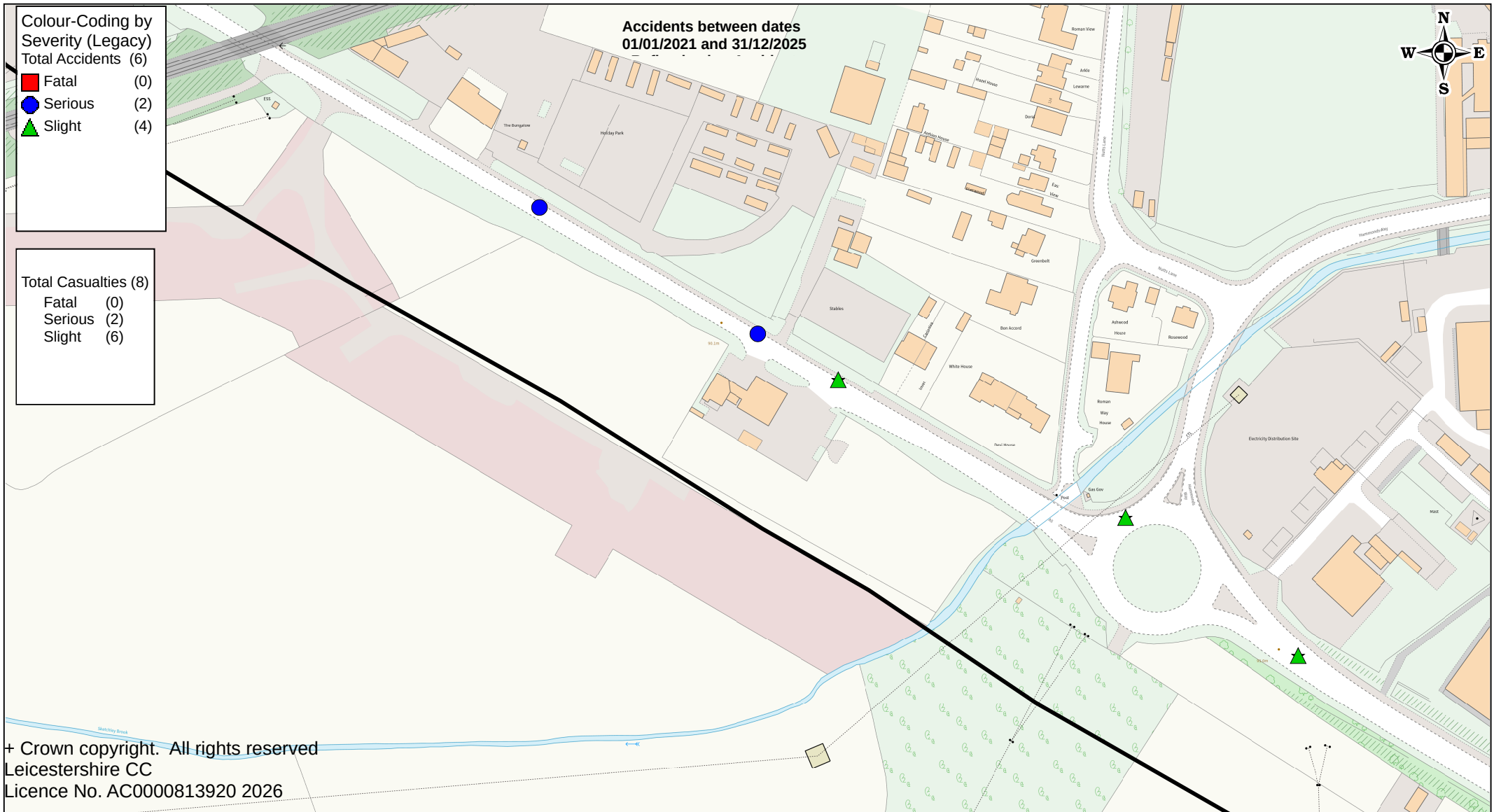
Case Officer
Suraj Dave

Reviewer
AW

Date issued
07 February 2026

Appendix B

PIC Output



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DTA Watling Street Hinckley

SCALE	1 : 2300
DATE	04/03/2026
DRAWING No.	
DRAWN BY	



Accidents between dates 01/01/2021 and 31/12/2025 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("DTA Watling Street Hinckley 03.03.2026")

Selected Polygon:DTA Watling Street Hinckley 03.03.2026

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200964	06/11/2022	440735	292620	Other	Wet/Damp	Daylight	Serious	1015
Location: A5 HINCKLEY APPROX 150M SE RAILWAY BRIDGE.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motorcycle over 500cc	Not at, or within 20M of Jct	Going ahead other	SE	NW
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300569	11/07/2023	441065	292425	Fine without high winds	Dry	Daylight	Slight	0942
Location: A5 SOUTHBOUND HINCKLEY AT EXIT FROM ROUNDABOUT WITH HAMMONDS WAY.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates01/01/2021 and 31/12/2025(60) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2026 ("DTA Watling Street Hinckley 03.03.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300849	13/09/2023	440830	292565	Fine without high winds	Dry	Darkness: street lights present but unlit	Serious	2015

Location: A5 WATLING STREET HINCKLEY OUTSIDE BP GARAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motorcycle - unknown cc	Mid Junction - on roundabout or main road	Waiting to turn right	NW	SW
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400024	11/01/2024	440865	292545	Fine without high winds	Dry	Daylight	Slight	1450

Location: A5 HINCKLEY OUTSIDE BP GARAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	NW	SE
Car	Not at, or within 20M of Jct	Going ahead but held up	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2021 and 31/12/2025 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2026 ("DTA Watling Street Hinckley 03.03.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400623	05/07/2024	441260	292305	Fine without high winds	Dry	Daylight	Slight	1434

Location: A5 NORTHBOUND BURBAGE APPROX 100M SE HYDES LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Going ahead	SE	NW
Car	Not at, or within 20M of Jct	Going ahead	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2021 and 31/12/2025 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2026 ("DTA Watling Street Hinckley 03.03.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202501137	21/11/2025	440990	292485	Fine without high winds	Unknown	Darkness: street lights present and lit	Slight	2115

Location: A5 HINCKLEY EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead	Unknown	Unknown
Car	Mid Junction - on roundabout or main road	Changing lane to left	Unknown	Unknown

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: 6

Appendix C

Modelling Output

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: A5-Hammonds Way Roundabout RevA.j11

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

Report generation date: 24/02/2026 10:41:55

- »D1 - 2023 | Base + All Committed (Sensitivity) | AM
- »D2 - 2023 | Base + All Committed (Sensitivity) | PM
- »D3 - 2031 | Base + All Committed (Sensitivity) | AM
- »D4 - 2031 | Base + All Committed (Sensitivity) | PM
- »D5 - 2023 | Base + All Committed + Proposed Development (Sensitivity) | AM
- »D6 - 2023 | Base + All Committed + Proposed Development (Sensitivity) | PM
- »D7 - 2031 | Base + All Committed + Proposed Development (Sensitivity) | AM
- »D8 - 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	2.1	6.43	0.64	4.7	12.74	0.81
2 - Hammonds Way	0.6	6.17	0.38	0.3	6.02	0.25
3 - A5 E	79.0	163.60	1.09	53.7	116.75	1.05
2031 - Base + All Committed (Sensitivity)						
1 - A5 W	2.7	7.43	0.70	5.4	14.13	0.83
2 - Hammonds Way	0.6	6.55	0.38	0.4	6.27	0.27
3 - A5 E	63.7	136.50	1.06	189.9	468.22	1.23
2023 - Base + All Committed + Proposed Development (Sensitivity)						
1 - A5 W	2.3	6.69	0.66	4.9	13.25	0.82
2 - Hammonds Way	0.6	6.37	0.39	0.4	6.34	0.29
3 - A5 E	89.2	183.72	1.10	64.8	137.57	1.07
2031 - Base + All Committed + Proposed Development (Sensitivity)						
1 - A5 W	2.8	7.79	0.71	5.6	14.66	0.84
2 - Hammonds Way	0.6	6.77	0.39	0.4	6.64	0.30
3 - A5 E	73.3	154.05	1.08	210.8	517.14	1.25

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

D1 - 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	85.42	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	85.42	F

Arms

Arms

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

Roundabout Geometry

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

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - A5 W	Direct	Unequal Lane Usage	-275
2 - Hammonds Way	None		
3 - A5 E	Direct	Unequal Lane Usage	-628

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A5 W	0.673	1930
2 - Hammonds Way	0.580	1601
3 - A5 E	0.653	1493

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	0.64	6.43	2.1	A	1013	1520
2 - Hammonds Way	0.38	6.17	0.6	A	295	442
3 - A5 E	1.09	163.60	79.0	F	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	1900	0.437	827	1065	0.0	0.9	4.026	A
2 - Hammonds Way	242	60	780	1149	0.210	241	91	0.0	0.3	3.960	A
3 - A5 E	1085	271	37	1469	0.738	1072	984	0.0	3.3	10.717	B

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	52	1894	0.524	991	1269	0.9	1.3	4.788	A
2 - Hammonds Way	289	72	934	1059	0.272	288	109	0.3	0.4	4.665	A
3 - A5 E	1295	324	44	1464	0.885	1277	1179	3.3	7.8	21.601	C

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	59	1890	0.643	1212	1430	1.3	2.1	6.363	A
2 - Hammonds Way	353	88	1143	938	0.377	353	128	0.4	0.6	6.135	A
3 - A5 E	1587	397	54	1458	1.088	1435	1442	7.8	45.6	79.065	F

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	59	1889	0.643	1215	1447	2.1	2.1	6.425	A
2 - Hammonds Way	353	88	1146	937	0.377	353	129	0.6	0.6	6.171	A
3 - A5 E	1587	397	54	1458	1.088	1453	1446	45.6	79.0	163.596	F

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	59	1890	0.525	996	1427	2.1	1.3	4.864	A
2 - Hammonds Way	289	72	939	1057	0.273	289	116	0.6	0.4	4.696	A
3 - A5 E	1295	324	44	1464	0.885	1442	1184	79.0	42.4	154.147	F

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	51	1895	0.439	833	1226	1.3	0.9	4.083	A
2 - Hammonds Way	242	60	785	1146	0.211	242	98	0.4	0.3	3.984	A
3 - A5 E	1085	271	37	1469	0.739	1240	990	42.4	3.7	31.669	D

D2 - 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	63.50	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	63.50	F

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	0.81	12.74	4.7	B	1150	1725
2 - Hammonds Way	0.25	6.02	0.3	A	171	256
3 - A5 E	1.05	116.75	53.7	F	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	251	1760	0.536	938	820	0.0	1.3	4.870	A
2 - Hammonds Way	140	35	922	1066	0.131	139	267	0.0	0.2	3.965	A
3 - A5 E	1050	263	31	1472	0.713	1039	1030	0.0	2.7	9.220	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	300	1728	0.652	1123	979	1.3	2.1	6.633	A
2 - Hammonds Way	167	42	1104	961	0.174	167	319	0.2	0.2	4.631	A
3 - A5 E	1254	314	38	1468	0.854	1241	1234	2.7	5.9	17.087	C

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	345	1697	0.813	1370	1129	2.1	4.5	11.946	B
2 - Hammonds Way	205	51	1347	820	0.250	204	368	0.2	0.3	5.963	A
3 - A5 E	1536	384	46	1463	1.050	1428	1505	5.9	32.8	60.546	F

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	351	1693	0.815	1379	1148	4.5	4.7	12.739	B
2 - Hammonds Way	205	51	1356	815	0.251	205	374	0.3	0.3	6.024	A
3 - A5 E	1536	384	46	1463	1.050	1453	1514	32.8	53.7	116.747	F

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	346	1697	0.664	1136	1123	4.7	2.3	7.309	A
2 - Hammonds Way	167	42	1117	953	0.175	168	365	0.3	0.2	4.683	A
3 - A5 E	1254	314	38	1468	0.854	1431	1247	53.7	9.5	83.642	F

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	260	1754	0.538	947	848	2.3	1.3	5.015	A
2 - Hammonds Way	140	35	931	1061	0.132	140	276	0.2	0.2	3.995	A
3 - A5 E	1050	263	32	1472	0.713	1077	1040	9.5	2.9	10.961	B

D3 - 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	70.01	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	70.01	F

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	0.70	7.43	2.7	A	1095	1642
2 - Hammonds Way	0.38	6.55	0.6	A	275	413
3 - A5 E	1.06	136.50	63.7	F	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	1900	0.473	894	1043	0.0	1.1	4.238	A
2 - Hammonds Way	226	56	847	1110	0.203	225	90	0.0	0.3	4.062	A
3 - A5 E	1061	265	37	1469	0.722	1048	1034	0.0	3.1	10.398	B

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	1895	0.566	1071	1245	1.1	1.5	5.186	A
2 - Hammonds Way	270	67	1014	1013	0.266	269	108	0.3	0.4	4.837	A
3 - A5 E	1267	317	45	1464	0.865	1251	1238	3.1	6.9	19.811	C

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	59	1890	0.695	1309	1423	1.5	2.6	7.316	A
2 - Hammonds Way	330	83	1240	882	0.374	329	128	0.4	0.6	6.500	A
3 - A5 E	1551	388	55	1457	1.065	1426	1514	6.9	38.1	69.280	F

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	60	1889	0.695	1313	1444	2.6	2.7	7.432	A
2 - Hammonds Way	330	83	1244	880	0.375	330	129	0.6	0.6	6.548	A
3 - A5 E	1551	388	55	1457	1.065	1449	1519	38.1	63.7	136.502	F

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	59	1890	0.568	1077	1422	2.7	1.6	5.299	A
2 - Hammonds Way	270	67	1020	1010	0.267	271	116	0.6	0.4	4.877	A
3 - A5 E	1267	317	45	1464	0.865	1436	1246	63.7	21.5	111.673	F

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	47	1898	0.473	900	1124	1.6	1.1	4.300	A
2 - Hammonds Way	226	56	853	1107	0.204	226	94	0.4	0.3	4.090	A
3 - A5 E	1061	265	38	1468	0.722	1133	1041	21.5	3.4	16.146	C

D4 - 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	252.16	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	252.16	F

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	0.83	14.13	5.4	B	1176	1765
2 - Hammonds Way	0.27	6.27	0.4	A	177	266
3 - A5 E	1.23	468.22	189.9	F	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	285	1738	0.555	960	955	0.0	1.4	5.209	A
2 - Hammonds Way	145	36	944	1054	0.138	145	301	0.0	0.2	4.029	A
3 - A5 E	1229	307	32	1472	0.835	1208	1056	0.0	5.2	14.521	B

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	332	1706	0.675	1149	1113	1.4	2.3	7.276	A
2 - Hammonds Way	174	43	1130	946	0.183	173	350	0.2	0.2	4.743	A
3 - A5 E	1467	367	39	1468	1.000	1406	1265	5.2	20.6	43.898	E

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	344	1698	0.831	1400	1162	2.3	5.2	13.224	B
2 - Hammonds Way	212	53	1377	803	0.265	212	367	0.2	0.4	6.200	A
3 - A5 E	1797	449	47	1462	1.229	1459	1542	20.6	105.1	164.070	F

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	345	1697	0.832	1411	1164	5.2	5.4	14.133	B
2 - Hammonds Way	212	53	1388	797	0.267	212	368	0.4	0.4	6.273	A
3 - A5 E	1797	449	47	1462	1.229	1462	1553	105.1	188.9	367.586	F

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	345	1697	0.679	1164	1157	5.4	2.5	7.817	A
2 - Hammonds Way	174	43	1145	937	0.185	174	364	0.4	0.2	4.805	A
3 - A5 E	1467	367	39	1468	1.000	1463	1280	188.9	189.9	468.223	F

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	345	1697	0.569	969	1150	2.5	1.5	5.634	A
2 - Hammonds Way	145	36	953	1049	0.139	146	361	0.2	0.2	4.061	A
3 - A5 E	1229	307	32	1472	0.835	1463	1066	189.9	131.3	395.975	F

D5 - 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	95.20	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	95.20	F

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	0.66	6.69	2.3	A	1028	1542
2 - Hammonds Way	0.39	6.37	0.6	A	307	461
3 - A5 E	1.10	183.72	89.2	F	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	1892	0.446	839	1069	0.0	1.0	4.094	A
2 - Hammonds Way	252	63	780	1149	0.220	251	114	0.0	0.3	4.024	A
3 - A5 E	1096	274	42	1466	0.748	1082	989	0.0	3.4	11.072	B

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	65	1885	0.534	1005	1274	1.0	1.4	4.907	A
2 - Hammonds Way	301	75	934	1059	0.284	301	136	0.3	0.4	4.764	A
3 - A5 E	1309	327	50	1460	0.896	1289	1185	3.4	8.5	23.160	C

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	73	1880	0.656	1230	1423	1.4	2.2	6.613	A
2 - Hammonds Way	369	92	1143	939	0.393	368	160	0.4	0.6	6.328	A
3 - A5 E	1603	401	61	1453	1.103	1434	1449	8.5	50.8	86.277	F

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	74	1880	0.656	1233	1437	2.2	2.3	6.686	A
2 - Hammonds Way	369	92	1146	937	0.394	369	161	0.6	0.6	6.369	A
3 - A5 E	1603	401	62	1453	1.103	1449	1453	50.8	89.2	182.627	F

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	73	1880	0.536	1010	1418	2.3	1.4	4.995	A
2 - Hammonds Way	301	75	939	1057	0.285	302	144	0.6	0.4	4.801	A
3 - A5 E	1309	327	51	1460	0.896	1440	1191	89.2	56.4	183.721	F

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	66	1885	0.447	845	1281	1.4	1.0	4.168	A
2 - Hammonds Way	252	63	785	1146	0.220	253	126	0.4	0.3	4.053	A
3 - A5 E	1096	274	42	1465	0.748	1306	996	56.4	4.0	53.275	F

D6 - 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	73.58	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	73.58	F

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	0.82	13.25	4.9	B	1154	1732
2 - Hammonds Way	0.29	6.34	0.4	A	195	293
3 - A5 E	1.07	137.57	64.8	F	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	262	1753	0.540	942	830	0.0	1.3	4.937	A
2 - Hammonds Way	160	40	922	1066	0.150	160	282	0.0	0.2	4.054	A
3 - A5 E	1062	265	42	1466	0.724	1050	1040	0.0	2.9	9.578	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	313	1719	0.658	1128	991	1.3	2.1	6.777	A
2 - Hammonds Way	191	48	1104	961	0.199	191	336	0.2	0.3	4.782	A
3 - A5 E	1268	317	50	1460	0.868	1253	1245	2.9	6.5	18.498	C

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	356	1690	0.820	1375	1131	2.1	4.7	12.379	B
2 - Hammonds Way	235	59	1346	821	0.286	234	384	0.3	0.4	6.267	A
3 - A5 E	1552	388	61	1453	1.069	1425	1519	6.5	38.2	68.240	F

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	361	1686	0.821	1384	1147	4.7	4.9	13.248	B
2 - Hammonds Way	235	59	1356	815	0.288	234	390	0.4	0.4	6.339	A
3 - A5 E	1552	388	62	1453	1.069	1446	1529	38.2	64.8	137.565	F

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	358	1688	0.670	1141	1127	4.9	2.3	7.501	A
2 - Hammonds Way	191	48	1118	953	0.201	192	382	0.4	0.3	4.841	A
3 - A5 E	1268	317	51	1460	0.868	1435	1259	64.8	23.0	114.336	F

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	285	1738	0.545	951	898	2.3	1.4	5.146	A
2 - Hammonds Way	160	40	931	1061	0.151	161	304	0.3	0.2	4.089	A
3 - A5 E	1062	265	42	1465	0.724	1141	1050	23.0	3.1	15.595	C

D7 - 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	78.35	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	78.35	F

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	0.71	7.79	2.8	A	1109	1664
2 - Hammonds Way	0.39	6.77	0.6	A	288	432
3 - A5 E	1.08	154.05	73.3	F	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	54	1893	0.481	906	1047	0.0	1.1	4.316	A
2 - Hammonds Way	236	59	847	1110	0.213	235	113	0.0	0.3	4.131	A
3 - A5 E	1072	268	43	1465	0.732	1059	1039	0.0	3.2	10.724	B

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	65	1886	0.576	1085	1250	1.1	1.6	5.327	A
2 - Hammonds Way	282	71	1014	1013	0.279	282	136	0.3	0.4	4.944	A
3 - A5 E	1280	320	51	1460	0.877	1263	1245	3.2	7.5	21.136	C

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	73	1880	0.708	1326	1416	1.6	2.8	7.657	A
2 - Hammonds Way	346	86	1240	882	0.392	345	160	0.4	0.6	6.717	A
3 - A5 E	1568	392	63	1452	1.080	1427	1522	7.5	42.8	75.839	F

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	74	1880	0.708	1331	1435	2.8	2.8	7.794	A
2 - Hammonds Way	346	86	1244	880	0.393	346	161	0.6	0.6	6.773	A
3 - A5 E	1568	392	63	1452	1.080	1446	1527	42.8	73.3	154.045	F

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	74	1880	0.578	1092	1413	2.8	1.7	5.459	A
2 - Hammonds Way	282	71	1020	1010	0.280	283	145	0.6	0.4	4.990	A
3 - A5 E	1280	320	51	1459	0.877	1435	1252	73.3	34.5	138.440	F

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	61	1888	0.482	912	1177	1.7	1.1	4.394	A
2 - Hammonds Way	236	59	853	1107	0.214	237	121	0.4	0.3	4.163	A
3 - A5 E	1072	268	43	1465	0.732	1196	1047	34.5	3.6	24.175	C

D8 - 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	276.49	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	276.49	F

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	0.84	14.66	5.6	B	1181	1771
2 - Hammonds Way	0.30	6.64	0.4	A	202	303
3 - A5 E	1.25	517.14	210.8	F	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	296	1730	0.560	963	965	0.0	1.4	5.283	A
2 - Hammonds Way	166	41	944	1054	0.157	165	315	0.0	0.2	4.137	A
3 - A5 E	1240	310	43	1465	0.846	1218	1066	0.0	5.6	15.356	C

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	342	1699	0.681	1153	1117	1.4	2.4	7.424	A
2 - Hammonds Way	198	49	1130	946	0.209	197	365	0.2	0.3	4.915	A
3 - A5 E	1481	370	51	1460	1.014	1408	1276	5.6	23.7	48.847	E

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	352	1692	0.837	1405	1160	2.4	5.3	13.658	B
2 - Hammonds Way	242	61	1377	803	0.302	242	380	0.3	0.4	6.548	A
3 - A5 E	1813	453	63	1452	1.249	1450	1556	23.7	114.7	180.586	F

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	353	1692	0.837	1416	1162	5.3	5.6	14.665	B
2 - Hammonds Way	242	61	1388	797	0.304	242	381	0.4	0.4	6.637	A
3 - A5 E	1813	453	63	1452	1.249	1452	1567	114.7	205.1	401.695	F

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	354	1691	0.684	1169	1155	5.6	2.5	7.996	A
2 - Hammonds Way	198	49	1146	937	0.211	198	378	0.4	0.3	4.988	A
3 - A5 E	1481	370	51	1459	1.014	1458	1293	205.1	210.8	517.136	F

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	354	1691	0.573	973	1146	2.5	1.5	5.712	A
2 - Hammonds Way	166	41	953	1049	0.158	166	374	0.3	0.2	4.172	A
3 - A5 E	1240	310	43	1465	0.846	1457	1076	210.8	156.5	454.528	F



Forester House
Doctor's Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: +44(0)1564 793598
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk