

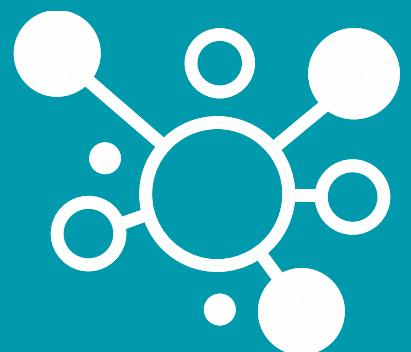
Client:
Richborough

Project:
**Land North of A47 Normandy Way and West of A447 Ashby Road
Hinckley**

Project No:
T23548
Report Title:
Transport Assessment

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**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**

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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development on Land North of A47 Normandy Way and West of A447 Ashby Road, Hinckley; this forms part of a wider development, linking with another proposed residential development on land east of Stoke Road.
- 1.2 This Transport Assessment (TA) is supporting an 'outline planning application with all matters reserved except for access, for the erection of up to 415 dwellings, associated open space, drainage, landscaping and infrastructure' at Land North of A47 Normandy Way and West of A447 Ashby Road, Hinckley.
- 1.3 It is intended that the site will provide up to 415 residential dwellings; the site location is shown on **Figure 1.1**.

Structure of the Report

- 1.4 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site.
- 1.5 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review;
 - Section 3.0 – Background Information;
 - Section 4.0 – Sustainable Travel;
 - Section 5.0 – Development Proposals;
 - Section 6.0 – Active Travel Strategy;
 - Section 7.0 – Traffic Generation, Distribution and Assignment;
 - Section 8.0 – Traffic Impact and Assessment;
 - Section 9.0 – Summary and Conclusion.

Limitations of the Report

- 1.6 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.7 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Review

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional, and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (December 2023)
- Leicestershire Country Council Local Transport Plan 3 (2011-2026)
- Hinckley & Bosworth Local Plan 2006 to 2026: Core Strategy (December 2009)

National Policy

2.2 The latest National Planning Policy Framework (NPPF) was published in December 2023 and sets out the Government's planning policies and how these are expected to be applied.

2.3 In relation to transport, the NPPF states at paragraph 109 that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.4 When considering the effects the development may have on the local transport network, the NPPF states that:

'In assessing sites that may be allocated for development plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.5 The NPPF further advises that:

'Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.6 In relation to parking policy the NPPF states that:

'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'*

Leicestershire Local Transport Plan

2.7 Leicestershire County Council (LCC) have produced their Local Transport Plan (LTP) outlining the strategic transport goals for the county:

- *'A transport system that supports a prosperous economy and provides successfully for population growth.*
- *An efficient, resilient, and sustainable transport system that is well managed and maintained.*
- *A transport system that helps to reduce the carbon footprint of Leicestershire.*
- *An accessible and integrated transport system that helps promote equality of opportunity for all our residents.*

- *A transport system that improves the safety, health, and security of our residents.*
- *A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work, and visit.'*

2.8 In terms of new developments, the LTP3 sets out a range of objectives that aim to ensure that new developments are sustainable and help to facilitate the above goals:

- *'Encourage more people to walk, cycle and use public transport will help to reduce congestion and achieve a transport system that provides for the effective and efficient movement of people, materials, and goods.*
- *Continuing to support bus services/alternative forms of public transport and seeking to ensure that new developments can access a range of facilities by means other than the private car, should help to promote equality of opportunity.*
- *Efforts to improve information about existing sustainable transport services and facilities should help to improve satisfaction with our transport system.'*

Hinckley & Bosworth Borough Council's Policy

2.9 Hinckley & Bosworth Borough Council's Core Strategy for the Local Plan sets out the overarching strategy and policies to guide the future development of the borough up to 2026. It builds on policy at a national and regional level.

2.10 The Core Strategy identifies Hinckley as a Sub-Regional Centre. Policy 1 focuses on development in Hinckley:

'To support Hinckley's role as a sub-regional centre the council will:

- *Allocate land for the development of a minimum of 1120 new residential dwellings. In particular, the council will seek to diversify the existing housing stock in the town centre to cater for a range of house types and sizes supported by Policy 15 and Policy 16.'*

'To ensure development contributes to Hinckley's character and sense of place and that the town's infrastructure can accommodate the new development, the council will:

- *Expect development to respect Hinckley's industrial heritage through sympathetic reuse of existing buildings unless it can be demonstrated that this is not achievable.*
- *Require new development to respect the character and appearance of the Hinckley Conservation Areas by incorporating locally distinctive features of the conservation area into the development.*
- *Require new development to enhance the poor public realm within the town centre.'*

3.0 Background Information

Site Location

- 3.1 The site is located to the north of Hinckley, on land north of the A47 Normandy Way.
- 3.2 The site is bounded by agricultural land to the north, west and southeast, Hinckley and Bosworth Community Hospital to the northeast, residential dwellings to the east, and the A47 Normandy Way to the south.

Local Highway Network

- 3.3 Stoke Road which runs along the western frontage of the site takes the form of a single carriageway road and is subject to the national speed limit. To the north, Stoke Road provides access towards Stoke Golding and Market Bosworth.
- 3.4 To the south of the site, Stoke Road forms a five-arm roundabout junction with the A47 and Sword Drive. All approach arms have two lane entries with the exception of A47 Eastern arm which has three lane entries. To the south of the roundabout Stoke Road provides access to residential areas and Hinckley Town Centre. Sword Drive gives access to a residential estate and Halfords and Wickes retail outlets.
- 3.5 The A47 is a wide single-carriageway road subject to a 40mph speed limit. To the west the A47 meets the A5 at a four-arm signalled roundabout to the southwest of Hinckley. The A47 then continues southwards towards Nuneaton via the signalled Longshoot junction. To the northeast, the A47 provides a route towards Barwell and Earl Shilton (effectively bypassing both settlements) and onwards to Leicester.
- 3.6 The Ashby Road junction with the A47 takes the form of a four-arm traffic signal junction. Each arm of this junction has two-lane entries.
- 3.7 A footway/cycleway runs alongside the A47 from the A5 past the site and continues northwards past Earl Shilton where it continues as an on-road advisory cycle lane.

Traffic Data

- 3.8 Traffic data has been taken from the surveys conducted as part of the TA report for Phase 1 of the development (planning ref. 23/00432/OUT), and from the subsequent PRTM outputs.
- 3.9 In addition, an ATC speed survey has been conducted at the location of the proposed site access junction, along the A47 Normandy Way; this was conducted over a 7-day period, between Saturday 23rd and Friday 29th September 2023.
- 3.10 The ATC data is included as **Appendix A**.

Accident Data

- 3.11 Personal Injury Accident (PIA) data has been obtained from LCC for the latest 5-year, 7-month period available, covering the period from 01/01/2018 to 31/07/2023.
- 3.12 A summary of the accident data is shown in **Table 1**, with full data provided in **Appendix B**.

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Table 1 - Accident Data Summary

Location	Severity				Type	
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist
Junctions						
Hollycroft/Westray Drive	1					
A47 Normandy Way/Ashby Road	7	1				
Shakespeare Drive/Hollycroft		1			1	
A47 Dodwells Road/Watling Street	1					
Upper Bond Street/Hollycroft Crossroads	1					
A47/Stoke Road Roundabout	2	1				2
Coventry Road/Watling Street Roundabout	1					
Stoke Road/Wykin Road Mini-Roundabout	1					1
A47 Normandy Way/Wykin Road	3					
Dodwells Roundabout*	2	2				
A47 Normandy Way/Cornfield	4					
A47 Dodwells Road/Jacknell Road	1					
A47 Normandy Way/Cornwall Way	1					
Outlands Drive/Normandy Way	1					
Hollycroft/Lismore Drive	1					
A47/Roston Drive Roundabout	1					
Hollycroft/Upper Bond Street	1					
Hollycroft/Lower Bond Street	1					
Links						
Nuffield Road	1					
A5 Watling Street	4					
Stoke Road	3				2	
Hollycroft	1	1				
Shakespeare Drive		1				
A47 Normandy Way	1	1				1
Harrowbrook Road		1				1
Total						
All Accidents	40	9	-	49	3	5

- 3.13 At the signalled crossroads junction between the A47 and Ashby Road, there have been 8 PIAs, with 7 of these being classed as slight and 1 as serious. Given the volume of traffic that passes through this junction, the number and severity of PIAs do not suggest that there is a specific highway safety issue at this junction.
- 3.14 At all remaining junctions and links across the surrounding highway network, there has been less than 1 PIA per year on average, which does not suggest there are any specific highway safety issues across the network.
- 3.15 Whilst all PIAs are regrettable, the quantity and severity of PIAs recorded in the vicinity of the site does not give any undue cause for concern.

4.0 Sustainable Travel

Introduction

- 4.1 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 2** below.

Table 2 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 4.2 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 4.3 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 4.4 Table NTS0303 of the 2022 National Travel Survey (released August 2023) indicates that the average walk trip distance in 2022 was 0.7 miles or 1.12km.
- 4.5 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 4.6 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 4.7 The CIHT Planning for Cycling document (2014) states that “The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)”.
- 4.8 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that “Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking”.
- 4.9 In terms of the 2022 National Travel Survey, Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km; therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.

Local Facilities

- 4.10 The surrounding local facilities in the area are shown in **Figure 4.1** and are listed in **Table 3**; distances have been taken from the centre of the proposed development site via available walking routes.

Table 3 - Distance to Local Services

Amenity	Distance
Fields Health and Fitness Club	600m
McDonald's	700m
Barleyfield/Maizefield Industrial Estate	750m
Bright Horizons Hinckley Day Nursery	950m
Morrisons Supermarket and Petrol Station	1.0km
Milestone Hinckley Public House	1.2km
Play Park	1.2km
Green Towers Hinckley Club 4 Young People	1.2km
Halfords and Wickes	1.3km
Dorothy Goodman School (Primary Site)	1.3km
St Francis Community Centre	1.3km
Hinckley and Bosworth Community Hospital	1.3km
Tudor Road Fish and Chip Bar	1.4km
Redmoor Academy	1.5km
Richmond Primary School	1.5km
Dovetree Primary School	2.0km
Battling Brook Community Primary School	2.1km
Hinckley Town Centre	2.5km
Hollycroft Medical Centre and Chemist	2.8km

- 4.11 **Table 3** demonstrates that the site is well located to make use of a wide range of local facilities in the area within a comfortable walking distance.

Walk

- 4.12 A segregated off-road footway/cycleway is located on the southern side of the A47 in the vicinity of the site. The footway/cycleway routes around the outside of the A47/Stoke Road roundabout junction with informal crossings located on all arms of the junction apart from Stoke Road.
- 4.13 Informal crossing points will be provided across the site access junction, in order to allow pedestrians and cyclists to access the footway/cycleway along the A47 from the development; in addition, a toucan crossing will be provided along the A47 to the west of the site access junction, providing a further crossing point for pedestrians and cyclists in the direction of key local facilities.
- 4.14 There are various Public Rights of Way (PROWs) throughout Hinckley which residents will be able to use as traffic-free walking routes, as well as throughout the surrounding countryside which will allow residents to go for leisure walks.

4.15 A plan showing the 800m, 1.2km and 2.0km walk distances from the site can be seen in **Figure 4.2**.

Cycle

- 4.16 An off-road segregated footway/cycleway is located to the south of the A47 carriageway, the track is clearly marked and dropped kerbs are provided at crossing points along the route. This route continues northeast to Earl Shilton and southwest to Harrowbrook Industrial Estate.
- 4.17 Recommended cycle routes are referred to on LCC's Hinckley Cycle Map, which is included as **Appendix C**. A shared use footway/cycleway is provided along Stoke Road and Hollycroft which provides a link towards the centre of Hinckley. South of the Hollycroft/Lismore Drive junction cyclists are directed along Hollycroft Crescent which provides links to routes which run through Hollycroft Park.
- 4.18 There is a National Cycle Network (NCN) route c.6.5km to the west of the site; NCN Route 52 provides a cycle route towards Coalville and Market Bosworth to the north, and Nuneaton and Coventry to the south.
- 4.19 A plan showing the 5.0km and 8.0km cycle distances from the site, as well as NCN Route 52, is provided as **Figure 4.3**.

Bus

- 4.20 The nearest bus stop is located along Ashby Road, c.750m from the centre of the site.
- 4.21 Each bus stop along Ashby Road consists of a flagpole stop, with service and timetable information provided, and are served by the 148 and 158 services.
- 4.22 In addition, there are bus stops along Stoke Road, c.1.3km from the centre of the site; each of these bus stops consist of a flagpole stop, with service and timetable information along with sheltered seating, and are served by the 6 service.
- 4.23 A summary of each bus service can be seen in **Table 4**.

Table 4 - Local Bus Services

Service No.	Bus Stop Location	Route	Frequency (approx.)		
			Mon - Fri	Sat	Sun
6	Stoke Road	Burbage – Hinckley – Stoke Golding – Higham-on-the-Hill – Nuneaton	Hourly (07:14-18:13)	Hourly (09:11-17:13)	N/A
148	Ashby Road	Nuneaton – Hinckley – Barwell – Earl Shilton - Leicester	Half Hourly (05:42-23:57)	Half Hourly (06:37-23:57)	Hourly (08:12-18:57)
158	Ashby Road	Nuneaton – Hinckley – Barwell – Earl Shilton - Leicester	20 Minutes (05:29-22:54)	Half Hourly (06:17-22:54)	Hourly (08:46-18:46)

- 4.24 **Table 4** demonstrates that there are frequent bus services in close proximity to the site for residents to use for work, education and/or leisure purposes, towards key urban destinations including Hinckley Town Centre, Nuneaton and Leicester.

Rail

- 4.25 The nearest station is Hinckley Railway Station, located c.4.0km from the centre of the site.

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- 4.26 Residents would be able to access Hinckley Railway Station via cycle (c.10-15 minute journey time), bus (c.25-30 minute journey time via the 6 bus service), and car (c.10 minute journey time).
- 4.27 The station benefits from 63 car parking spaces, 2 of which are accessible, and 16 cycle storage spaces.
- 4.28 Services from Hinckley Railway Station run towards:
- Birmingham New Street (via Nuneaton, Coleshill Parkway and Water Orton)
 - Cambridge (via Narborough, Leicester, Melton Mowbray, Oakham, Stamford, Peterborough, March and Ely)
 - Leicester (via Narborough)
- 4.29 Overall, there are viable rail services which residents will be able to utilise towards key regional and national destinations, particularly via multi-modal forms of travel (e.g. cycle/rail).

5.0 Development Proposals

Proposed Development

- 5.1 The proposed development will consist of up to 415 residential dwellings.

Site Access

- 5.2 Site access will be provided via a 3-arm roundabout along the A47 Normandy Way, with shared footway/cycleway provision along the northern arm, connecting to the existing footway/cycleway provision via informal crossing points.
- 5.3 The roundabout has been designed in accordance with DMRB CD 116.
- 5.4 The proposed site access junction can be seen in **Drawing T23548.001 rev D** and provides a 6.75m carriageway width at the site access arm, which is in accordance with the Major Residential Access Road category set out in LCC's Highway Design Guide (HDG).
- 5.5 It is noted that the HDC states that major residential access roads can serve up to 1000 dwellings but '*normally no more than 400 from a single point of access*'; although access to the site from the existing highway network will consist of a single roundabout junction, the site will also feature connectivity to Phase 1, with the internal link road through to Stoke Road serving as an additional access point.
- 5.6 At the request of LCC, **Drawing T23548.004 rev B** demonstrates that two large articulated vehicles can travel through the roundabout together, along the A47, in both directions if needed; in reality, the likelihood of two large articulated HGVs undertaking this manoeuvre at the same time is very low, given that the ATC data for the A47 shows that articulated vehicle flows represent just one vehicle movement every 6 to 10 minutes in either direction throughout the week.
- 5.7 Therefore, the likelihood of two arriving at the junction give-way line at the exact same time is very small.
- 5.8 **Drawing T23548.005 rev A** demonstrates that a large refuse vehicle can enter and exit the junction through the site access arm without any issues.

Internal Proposals

- 5.9 The internal layout of the proposed development will be designed in accordance with the guidelines of Manual for Streets (MfS), MfS2 and the Leicestershire HDG.
- 5.10 Sufficient car parking for the site will be provided through on-plot parking for each dwelling in line with relevant local authority standards.
- 5.11 On-plot cycle parking will also be provided for each dwelling of the development, which will be sheltered and secure, and in the form of private garages or sheds where appropriate.

6.0 Active Travel Strategy

Phase 1 Active Travel Strategy

- 6.1 Given the proximity of the Phase 1 site, it is anticipated that the proposed development will benefit from a wide range of active travel measures being implemented through the delivery of Phase 1.
- 6.2 This includes the provision of toucan crossings, and the provision of pedestrian and cycle routes through Phase 1, connecting with the proposed Phase 2 development and therefore providing routes away from the A47 Normandy Way, through a much quieter highway network in terms of traffic levels.

Pedestrian & Cycle Provision

- 6.3 The site access junction will benefit from shared use footway/cycleway provision, which will link into the development.
- 6.4 Uncontrolled crossing points will be present across all arms of the site access junction, providing access to existing footway/cycleway provision along the southern side of the A47 Normandy Way.
- 6.5 Furthermore, a toucan crossing will be implemented along the A47 Normandy Way to the west of the site access roundabout, providing a controlled crossing point to existing footway/cycleway provision; this is being provided as part of the planning application for Phase 1 of the development, with internal footway/cycleway provision extended from within the Phase 2 site access to the toucan crossing along the northern edge of the A47.
- 6.6 In terms of connectivity, residents will then be able to use existing footway/cycleway provision along the A47 Normandy Way to access key local facilities, such as the Morrisons supermarket.

School Travel

- 6.7 There is a PRoW which runs through Richmond Park, providing a direct route from the A47 Normandy Way via Clover Field towards Richmond Primary School; residents will be able to access the school directly via the PRoW, with a path leading directly to the school site.
- 6.8 The PRoW is fully paved and lit, ensuring it is safe for use by residents with varying degrees of mobility at all times of day and weather conditions.
- 6.9 Footway/cycleway provision extends along Stoke Road to the south, including a toucan crossing adjacent to Dorothy Goodman School; the route is of good quality, being fully lit and paved, ensuring this is a viable route towards Dorothy Goodman School in all weather conditions.
- 6.10 Directly to the south of Dorothy Goodman School, there is a pedestrian link towards Redmoor Academy, which is accessible during school hours only, ensuring residents will be easily able to access both primary and secondary educational facilities via foot or cycle, especially considering each of the schools mentioned are within an acceptable walking distance as per the IHT guidance set out in **Section 4.0**.

7.0 Traffic Generation, Distribution and Assignment

Traffic Generation

- 7.1 The trip rates for the proposed development have been derived from those used as part of the assessment in the planning application for Phase 1 (planning ref. 23/00432/OUT), in order to provide consistency across the wider development scheme.
- 7.2 The trip rates and resulting trips for the development are set out in **Table 5**.

Table 5 – Development Trip Generation – 415 Dwellings

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.148	0.425	61	176	237
PM	0.409	0.244	169	101	270

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

- 7.3 **Table 5** demonstrates that the proposed development is forecast to generate 237 two-way vehicle movements in the AM peak and 270 two-way vehicle movements in the PM peak; this equates to approximately 4 to 5 movements per minute in each peak hour.

Traffic Distribution and Assignment

- 7.4 Traffic has been distributed using the PRTM model outputs used in the planning application for Phase 1 (planning ref. 23/00432/OUT); the assignment report provided for Phase 1 is included as **Appendix D**.
- 7.5 Given the proximity of both the proposed development and Phase 1, and that both sites would be interlinked, it is anticipated that both would have very similar distributions of traffic across the highway network, with the exception of traffic using the individual site access junctions.
- 7.6 Traffic flow diagrams showing the distribution and assignment of traffic based on the above, applied to the proposed development, can be seen in **Figures 7.1 to 7.4**.

8.0 Traffic Impact and Assessment

Introduction

- 8.1 This section sets out the results of the junction modelling undertaken to assess the capacity at key junctions on the local highway network. The following junctions have been assessed:
- Proposed Site Access roundabout;
 - Phase 1 Site Access roundabout;
 - A47/Stoke Road roundabout;
 - A47/Ashby Road traffic signal junction;
 - A47/Wykin Road roundabout;
 - A47/Roston Drive/Triumph Access roundabout;
 - A47/The Common/B4668 roundabout; and
 - Stoke Road/Tudor Road priority junction.
- 8.2 In addition, development traffic impacts have also been considered on the strategic highway network, including Dodwells Roundabout and the A47/A5 Longshoot signal junction.
- 8.3 Capacity assessments have been carried out with the following scenarios, in line with the application for Phase 1:
- 2022 Base
 - 2026 Base + Committed Development (including Phase 1)
 - 2026 Base + Committed Development (including Phase 1) + Development Traffic
 - 2032 Base + Committed Development (including Phase 1)
 - 2032 Base + Committed Development (including Phase 1) + Development Traffic
- 8.4 It should be noted that this report provides an initial assessment of the junctions across the surrounding highway network using the traffic flow data as described in **Section 7.0**.
- 8.5 It is understood that the Phase 2 development site will be tested using the PRTM, the scope of which will be discussed with LCC and National Highways (NH) in due course; and the results of which will be provided within a supplementary transport report at the appropriate time.

Traffic Flows

- 8.6 As set out above, traffic flows for each scenario have been taken from the TA report for Phase 1 of the wider development (planning ref. 23/00432/OUT), with additional development traffic from Phase 2 added to these to form the relevant development traffic scenarios.
- 8.7 The PRTM forecasting report from Plot 1, which shows turning flows at each junction assessed, is shown in **Appendix E**.

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Proposed Site Access Roundabout

- 8.8 The proposed site access roundabout has been modelled using the ARCADY module of Junctions 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix F**.
- 8.9 **Table 6** indicates how the junction is predicted to operate in the 2026 and 2032 future year scenarios, with committed and development traffic added to the network.

Table 6 – Site Access Assessment

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2026 Base + Committed + Development						
Site Access	0.24	0	6	0.13	0	5
A47 East	0.63	2	5	0.56	1	4
A47 West	0.51	1	4	0.51	1	4
2032 Base + Committed + Development						
Site Access	0.25	0	6	0.19	0	8
A47 East	0.80	4	10	0.58	1	5
A47 West	0.55	1	4	0.75	3	7

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

- 8.10 **Table 6** shows that the proposed site access junction will perform within capacity, with minimal queues or delays.

Phase 1 Site Access Roundabout

- 8.11 The proposed Phase 1 site access roundabout has been modelled using the ARCADY module of Junctions 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix G**.
- 8.12 **Table 7** indicates how the junction is predicted to operate in the 2026 and 2032 future year scenarios, including with sensitivity testing, with committed and development traffic added to the network.

Table 7 – Phase 1 Site Access Assessment

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2026 Base + Committed						
Ph1 Site Access	0.27	0	5	0.12	0	4
Stoke Road (S)	0.47	1	5	0.49	1	6
Stoke Road (N)	0.57	1	7	0.35	1	5
2026 Base + Committed + Development						
Ph1 Site Access	0.28	0	5	0.12	0	4
Stoke Road (S)	0.52	1	6	0.54	1	6
Stoke Road (N)	0.62	2	8	0.38	1	5
2032 Base + Committed						
Ph1 Site Access	0.27	0	5	0.12	0	4
Stoke Road (S)	0.49	1	6	0.51	1	6
Stoke Road (N)	0.57	1	7	0.36	1	5
2032 Base + Committed + Development						
Ph1 Site Access	0.29	0	6	0.12	0	4
Stoke Road (S)	0.56	1	6	0.53	1	6
Stoke Road (N)	0.65	2	9	0.37	1	5

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

- 8.13 **Table 7** indicates that development traffic from Phase 2 will have minimal impact on the Phase 1 site access junction, with negligible changes in queues and delays.

A47/Stoke Road Roundabout

- 8.14 The A47/Stoke Road Roundabout, with mitigation features provided as part of committed development, has been modelled using the ARCADY module of Junctions 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix H**.
- 8.15 **Table 8** indicates how the junction is predicted to operate in the 2026 and 2032 future year scenarios.

Table 8 – A47/Stoke Road Roundabout

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2026 Base + Committed						
Stoke Road North	0.68	2	9	0.45	1	6
A47 East	0.75	3	8	0.83	5	11
Stoke Road South	0.52	1	7	0.45	1	6
Sword Drive	0.17	0	7	0.16	0	6
A47 West	0.46	1	4	0.68	2	7
2026 Base + Committed + Development						
Stoke Road North	0.70	2	9	0.50	1	7
A47 East	0.81	5	11	0.87	6	14
Stoke Road South	0.54	1	8	0.50	1	7
Sword Drive	0.18	0	7	0.18	0	7
A47 West	0.48	1	4	0.72	3	8
2032 Base + Committed						
Stoke Road North	0.72	3	10	0.51	1	7
A47 East	0.78	4	10	0.85	5	13
Stoke Road South	0.54	1	8	0.48	1	7
Sword Drive	0.19	0	8	0.17	0	7
A47 West	0.48	1	4	0.76	3	10
2032 Base + Committed + Development						
Stoke Road North	0.74	3	10	0.57	1	9
A47 East	0.85	6	14	0.89	7	17
Stoke Road South	0.57	1	9	0.53	1	8
Sword Drive	0.19	0	8	0.18	0	7
A47 West	0.49	1	4	0.80	4	12

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

- 8.16 In terms of queues and delays, the impact in each development traffic scenario is minimal, with a maximum increase of 2 PCUs in terms of queue lengths, and 4 seconds in terms of delay across any future year scenario.
- 8.17 The results in Table 8 demonstrate that the queues and delays are low across all the scenarios tested, including those where development traffic is included; therefore, it is clear that the proposed development is forecast to have a minimal impact on the operation of the junction in both peak hours.

A47/Ashby Road Signal Junction

- 8.18 The A47/Ashby Road traffic signal junction has been modelled using LinSig V3. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix I**.

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-
- 8.19 The layout of the junction is based on a proposed mitigation scheme produced by LCC (drawing ref. A1-4332.000/H1/**/**), which involves widening each arm, and an additional lane on both the western and southern arms of the junction.
- 8.20 Traffic has been manually assigned through the A47 West approach, in order to replicate a realistic situation where traffic approaching this arm of the junction will balance out as much as possible between each of the ahead lanes; this is due to the fact that the downstream link from the junction heading eastbound is not affected by any additional junctions or turning movements that would influence the lane choice behaviour at the upstream approach to the junction.
- 8.21 The splits used are 55/45 nearside and offside in the AM peak, with a 50/50 split in the PM peak; it should be noted that these have been applied to both the without and with development scenarios.
- 8.22 **Table 9** indicates how the junction is predicted to operate in the future year scenarios with no pedestrians, whilst **Table 10** indicates how the junction would perform with pedestrians crossing once every two cycles.

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Table 9 – A47/Ashby Road Signals – No Pedestrians – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2026 + Committed						
A47 West (L&A)	54.3	8	15	61.9	11	20
A47 West (R&A)	70.7	4	27	53.9	9	19
Ashby Road North (All)	61.9	7	26	56.3	7	28
A47 East (All)	60.3	8	14	50.7	7	15
Ashby Road South (L&A)	61.2	5	30	65.7	8	33
Ashby Road (R)	62.4	3	59	64.0	5	57
Cycle Time (s)	75			90		
PRC (%)	27.2			37.1		
Delay (PCU/Hr)	19.12			19.96		
2026 + Committed + Development						
A47 West (L&A)	57.8	9	16	62.1	11	19
A47 West (R&A)	77.8	5	30	54.4	9	18
Ashby Road North (All)	61.9	7	26	57.9	7	29
A47 East (All)	61.5	8	14	53.1	7	15
Ashby Road South (L&A)	61.3	5	30	68.0	8	34
Ashby Road (R)	62.4	3	59	67.2	5	61
Cycle Time (s)	75			90		
PRC (%)	15.7			32.4		
Delay (PCU/Hr)	20.29			20.71		
2032 Base + Committed						
A47 West (L&A)	58.8	9	18	70.0	13	23
A47 West (R&A)	77.5	5	33	60.5	11	21
Ashby Road North (All)	71.1	9	26	61.9	9	28
A47 East (All)	66.2	9	17	54.5	7	18
Ashby Road South (L&A)	59.1	5	27	71.4	10	33
Ashby Road (R)	62.4	3	60	66.8	4	60
Cycle Time (s)	75			90		
PRC (%)	16.2			26.1		
Delay (PCU/Hr)	21.94			23.43		
2032 Base + Committed + Development						
A47 West (L&A)	62.5	10	19	71.6	14	24
A47 West (R&A)	86.4	6	42	62.1	11	22
Ashby Road North (All)	71.1	9	26	62.1	9	28
A47 East (All)	67.4	9	17	57.4	8	19
Ashby Road South (L&A)	59.2	5	27	71.7	10	33
Ashby Road (R)	62.4	3	60	66.8	4	60
Cycle Time (s)	75			90		
PRC (%)	4.1			25.5		
Delay (PCU/Hr)	24.02			24.34		

Sat – Degree of Saturation %, Queue – Max mean queue (PCUs), Delay – seconds per PCU

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Table 10 – A47/Ashby Road Signals – Pedestrians Every Other – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2026 + Committed						
A47 West (L&A)	62.9	14	25	86.8	19	41
A47 West (R&A)	91.2	10	62	60.8	10	29
Ashby Road North (All)	63.1	9	30	51.6	7	25
A47 East (All)	70.9	13	24	58.7	9	24
Ashby Road South (L&A)	85.5	9	58	82.9	11	50
Ashby Road (R)	72.8	4	84	77.5	6	77
Cycle Time (s)	180			180		
PRC (%)	-1.3			3.7		
Delay (PCU/Hr)	32.64			30.04		
2026 + Committed + Development						
A47 West (L&A)	65.3	12	23	83.4	15	39
A47 West (R&A)	97.4	13	87	71.7	13	33
Ashby Road North (All)	64.6	9	32	50.6	7	24
A47 East (All)	71.2	11	22	63.3	10	25
Ashby Road South (L&A)	94.6	16	96	80.2	11	46
Ashby Road (R)	79.9	5	101	71.9	5	68
Cycle Time (s)	180			180		
PRC (%)	-8.2			7.9		
Delay (PCU/Hr)	41.51			30.15		
2032 Base + Committed						
A47 West (L&A)	63.1	13	24	90.7	21	50
A47 West (R&A)	93.3	11	68	77.3	16	36
Ashby Road North (All)	77.9	12	36	56.8	8	24
A47 East (All)	74.4	13	24	69.7	10	28
Ashby Road South (L&A)	91.6	12	71	89.4	14	57
Ashby Road (R)	100.0	8	217	80.3	6	84
Cycle Time (s)	180			180		
PRC (%)	-11.1			-0.8		
Delay (PCU/Hr)	41.88			37.29		
2032 Base + Committed + Development						
A47 West (L&A)	66.3	15	25	92.8	23	56
A47 West (R&A)	95.5	14	79	79.3	17	37
Ashby Road North (All)	78.9	15	38	57.0	8	24
A47 East (All)	78.3	16	26	72.8	11	29
Ashby Road South (L&A)	93.7	16	84	89.7	14	58
Ashby Road (R)	100.0	9	227	80.3	6	84
Cycle Time (s)	180			180		
PRC (%)	-11.1			-3.1		
Delay (PCU/Hr)	47.58			39.67		

Sat – Degree of Saturation %, Queue – Max mean queue (PCUs), Delay – seconds per PCU

- 8.23 **Table 10** indicates in the 2032 future year scenarios that at most, it is anticipated that there will be a maximum increase of 13 seconds in terms of delay across any approach, with the majority of the increases being below 10 seconds.
- 8.24 It should be noted that in reality, the operation of the junction will fall somewhere in between the two scenarios tested, with pedestrians likely to be called once every other cycle.
- 8.25 As such, it is expected that the development traffic impact will be minimal.

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A47/Wykin Road Roundabout

8.26 The A47/Wykin Road roundabout has been modelled using the ARCADY module of Junctions 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix J**.

8.27 **Table 11** indicates how the junction is predicted to operate in the 2026 and 2032 future year scenarios.

Table 11 – A47/Wykin Road Roundabout

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
Wykin Road (E)	0.25	0	5	0.14	0	4
A47 (S)	0.42	1	4	0.53	1	4
Wykin Road (W)	0.20	0	4	0.20	0	5
A47 (N)	0.50	1	4	0.40	1	3
2026 Base + Committed						
Wykin Road (E)	0.27	0	6	0.17	0	4
A47 (S)	0.38	1	3	0.55	1	4
Wykin Road (W)	0.28	0	4	0.30	0	5
A47 (N)	0.60	2	5	0.46	1	4
2026 Base + Committed + Development						
Wykin Road (E)	0.28	0	6	0.18	0	4
A47 (S)	0.39	1	3	0.57	1	5
Wykin Road (W)	0.28	0	4	0.31	1	6
A47 (N)	0.62	2	6	0.48	1	4
2032 Base + Committed						
Wykin Road (E)	0.29	0	6	0.18	0	4
A47 (S)	0.41	1	3	0.60	2	5
Wykin Road (W)	0.28	0	4	0.41	1	7
A47 (N)	0.64	2	6	0.48	1	4
2032 Base + Committed + Development						
Wykin Road (E)	0.30	0	6	0.19	0	4
A47 (S)	0.42	1	3	0.63	2	5
Wykin Road (W)	0.28	0	4	0.42	1	7
A47 (N)	0.66	2	6	0.50	1	4

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – seconds per PCU

8.28 **Table 11** demonstrates that the A47/Wykin Road roundabout junction operates within capacity under current traffic conditions and will continue to operate within capacity when development traffic is added to the network, with a minimal impact on queues and delays.

A47/Roston Drive/Triumph Access Roundabout

8.29 The A47/Wykin Road roundabout has been modelled using the ARCADY module of Junctions 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix K**.

8.30 **Table 12** indicates how the junction is predicted to operate in the 2026 and 2032 future year scenarios.

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Table 12 – A47/Roston Drive/Triumph Access Roundabout

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
Roston Drive	0.36	1	6	0.27	0	4
A47 (S)	0.34	1	4	0.53	1	5
Triumph Access	0.02	0	4	0.22	0	5
A47 (N)	0.53	1	4	0.39	1	3
2026 Base + Committed						
Roston Drive	0.32	1	6	0.32	1	5
A47 (S)	0.30	1	3	0.52	1	5
Triumph Access	0.02	0	4	0.23	0	5
A47 (N)	0.66	2	6	0.41	1	4
2026 Base + Committed + Development						
Roston Drive	0.33	1	6	0.34	1	5
A47 (S)	0.31	1	3	0.53	1	5
Triumph Access	0.02	0	4	0.24	0	5
A47 (N)	0.67	2	6	0.42	1	4
2032 Base + Committed						
Roston Drive	0.35	1	6	0.35	1	5
A47 (S)	0.32	1	3	0.56	1	5
Triumph Access	0.02	0	4	0.24	0	5
A47 (N)	0.67	2	6	0.42	1	4
2032 Base + Committed + Development						
Roston Drive	0.37	1	6	0.37	1	5
A47 (S)	0.32	1	3	0.57	1	5
Triumph Access	0.02	0	4	0.25	0	5
A47 (N)	0.69	2	6	0.44	1	4

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

- 8.31 **Table 12** demonstrates that the A47/Roston Drive/Triumph Access roundabout junction operates within capacity under current traffic conditions and will continue to operate within capacity when development traffic is added to the network, with a minimal impact on queues and delays.

A47/The Common/B4668 Roundabout

- 8.32 The A47/The Common/B4668 roundabout has been modelled using the ARCADY module of Junctions 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix L**.
- 8.33 **Table 13** indicates how the junction is predicted to operate in the 2026 and 2032 future year scenarios.

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Table 13 – A47/The Common/B4668 Roundabout

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
A47 (E)	0.62	2	4	0.52	1	3
B4668	0.38	1	4	0.55	1	5
A47 (W)	0.42	1	4	0.62	2	6
The Common	0.27	0	4	0.18	0	4
2026 Base + Committed						
A47 (E)	0.68	2	4	0.60	2	3
B4668	0.42	1	5	0.61	2	7
A47 (W)	0.44	1	4	0.65	2	7
The Common	0.31	1	4	0.17	0	4
2026 Base + Committed + Development						
A47 (E)	0.69	2	5	0.62	2	3
B4668	0.42	1	5	0.62	2	7
A47 (W)	0.47	1	4	0.66	2	7
The Common	0.32	1	4	0.17	0	4
2032 Base + Committed						
A47 (E)	0.70	3	5	0.61	2	3
B4668	0.42	1	5	0.46	2	7
A47 (W)	0.43	1	4	0.67	2	7
The Common	0.34	1	4	0.19	0	4
2032 Base + Committed + Development						
A47 (E)	0.71	3	5	0.63	2	4
B4668	0.42	1	5	0.65	2	8
A47 (W)	0.46	1	4	0.69	2	8
The Common	0.35	1	4	0.19	0	4

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

- 8.34 **Table 13** demonstrates that the A47/The Common/B4668 roundabout junction operates within capacity under current traffic conditions and will continue to operate within capacity when development traffic is added to the network, with a minimal impact on queues and delays.

Stoke Road/Tudor Road Priority Junction

- 8.35 The Stoke Road/Tudor Road priority junction has been modelled using the PICADY module of Junctions 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendices M & N**.
- 8.36 The junction has been modelled with the northern and southern sections separately, in order to undertake an accurate and representative assessment.
- 8.37 **Tables 14 & 15** indicates how the junction is predicted to operate in the 2026 and 2032 future year scenarios.

T23548**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley****Table 14 – Stoke Road/Tudor Road - North**

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
Tudor Road	0.61	2	27	0.41	1	18
Stoke Road	0.00	0	0	0.00	0	0
2026 Base + Committed						
Tudor Road	0.68	2	33	0.44	1	19
Stoke Road	0.00	0	0	0.00	0	0
2026 Base + Committed + Development						
Tudor Road	0.71	2	38	0.51	1	22
Stoke Road	0.00	0	0	0.00	0	0
2032 Base + Committed						
Tudor Road	0.70	2	35	0.47	1	20
Stoke Road	0.00	0	0	0.00	0	0
2032 Base + Committed + Development						
Tudor Road	0.73	3	40	0.54	1	24
Stoke Road	0.00	0	0	0.00	0	0

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

Table 15 – Stoke Road/Tudor Road - South

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
Tudor Road	0.26	0	9	0.21	0	8
Stoke Road	0.27	1	6	0.27	1	6
2026 Base + Committed						
Tudor Road	0.21	0	9	0.21	0	8
Stoke Road	0.28	1	6	0.28	1	6
2026 Base + Committed + Development						
Tudor Road	0.21	0	9	0.21	0	7
Stoke Road	0.29	1	6	0.28	1	6
2032 Base + Committed						
Tudor Road	0.20	0	9	0.20	0	8
Stoke Road	0.28	1	6	0.28	1	6
2032 Base + Committed + Development						
Tudor Road	0.20	0	9	0.21	0	8
Stoke Road	0.28	1	6	0.28	1	6

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

- 8.38 **Tables 14 & 15** show that the junction performs within capacity in all scenarios, with minimal increases in queue and delay as a result of the proposed development traffic.

Strategic Highway Network Impact

- 8.39 In order to provide an indication of the likely impacts at Dodwells Roundabout, **Table 16** sets out the anticipated traffic increases through the junction during the AM and PM peak periods, based on the distribution set out through the PRTM for Phase 1.

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Table 16 – Strategic Highway Network – Development Traffic

Approach Arm	AM Peak 08:00-09:00	PM Peak 17:00-18:00
Dodwells Roundabout		
A47 North	15	25
B4666	1	2
A5 Southeast	6	11
A5 Northwest	1	2

- 8.40 The proposed development is predicted to result in a total increase of 23 PCUs during the AM peak, and 40 during the PM peak; the A47 north arm sees the largest increase across any approach, with 15 PCUs during the AM peak, and 25 during the PM peak.
- 8.41 As Dodwells Roundabout is signalised, this is likely to result in less than one additional vehicle per minute across any approach arm; given the large volumes of traffic which pass through Dodwells Roundabout, the impact of the proposed development is expected to be minimal.
- 8.42 The A47/A5 Longshoot traffic signal junction could only see a maximum of 1 vehicle passing through during the AM peak period and 2 during the PM peak; therefore, the impact of the proposed development is expected to be minimal.
- 8.43 Notwithstanding the above, we expect the impact of the development traffic to be formally tested within the PRTM and subsequent detailed junction modelling, following appropriate scoping discussions with LCC and NH.

9.0 Summary and Conclusion

Summary

- 9.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development of up to 415 dwellings on Land North of A47 Normandy Way and West of A447 Ashby Road, Hinckley; this forms part of a wider development, linking with another proposed residential development on land east of Stoke Road.
- 9.2 Access to the site will be taken from the A47 Normandy Way via a new three arm roundabout junction, with provision for shared use footways/cycleways which will connect to the existing network via crossing points at the junction and, internally, to the toucan crossing to the west of the site; the proposed site access roundabout junction is predicted to operate within capacity, at a point between the base future year scenarios and sensitivity testing scenarios.
- 9.3 A review of PIA data has not identified any accident clusters or highway safety issues in the vicinity of the site, and therefore the proposed development is not predicted to result in an unacceptable impact on highway safety.
- 9.4 The site is well located to make use of existing facilities, with a wide range of amenities accessible within walking distance.
- 9.5 Cycle routes surrounding the site provide direct access towards Hinckley Town Centre and a range of amenities and employment sites.
- 9.6 Regular bus services stop within walking distance of the site, with frequent services towards Hinckley, Nuneaton and Leicester both during the week and throughout weekends; furthermore, Hinckley Railway Station is located c4.0km from the site and provides rail services towards a range of key regional and national destinations.
- 9.7 The cumulative impact of the development on the local highway network has been assessed using standalone junction models, with traffic flows being derived via the PRTM outputs from the Phase 1 planning application; the modelling undertaken has demonstrated that the proposed development will not have a material impact on the local highway network or can be mitigated through schemes proposed by LCC with regards to the A47/Ashby Road signal junction.
- 9.8 Further traffic modelling will be undertaken using LCC's PRTM and this will be presented in due course.

Conclusion

- 9.9 The development is extremely well located to make use of existing and planned infrastructure and services and is suitable in transport terms. The development will promote the use of sustainable modes of transport and the site provides safe and suitable access for all users.
- 9.10 Bearing the above in mind, the NPPF states that:
- 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*
- 9.11 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will not have a material impact on the operation of the local highway network and will not have an unacceptable impact on highway safety.

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



-
- 9.12 It is concluded that the proposals accord with national and local transport related policies and, as such, it is considered that there are no reasons why the proposals should be resisted on transportation grounds.

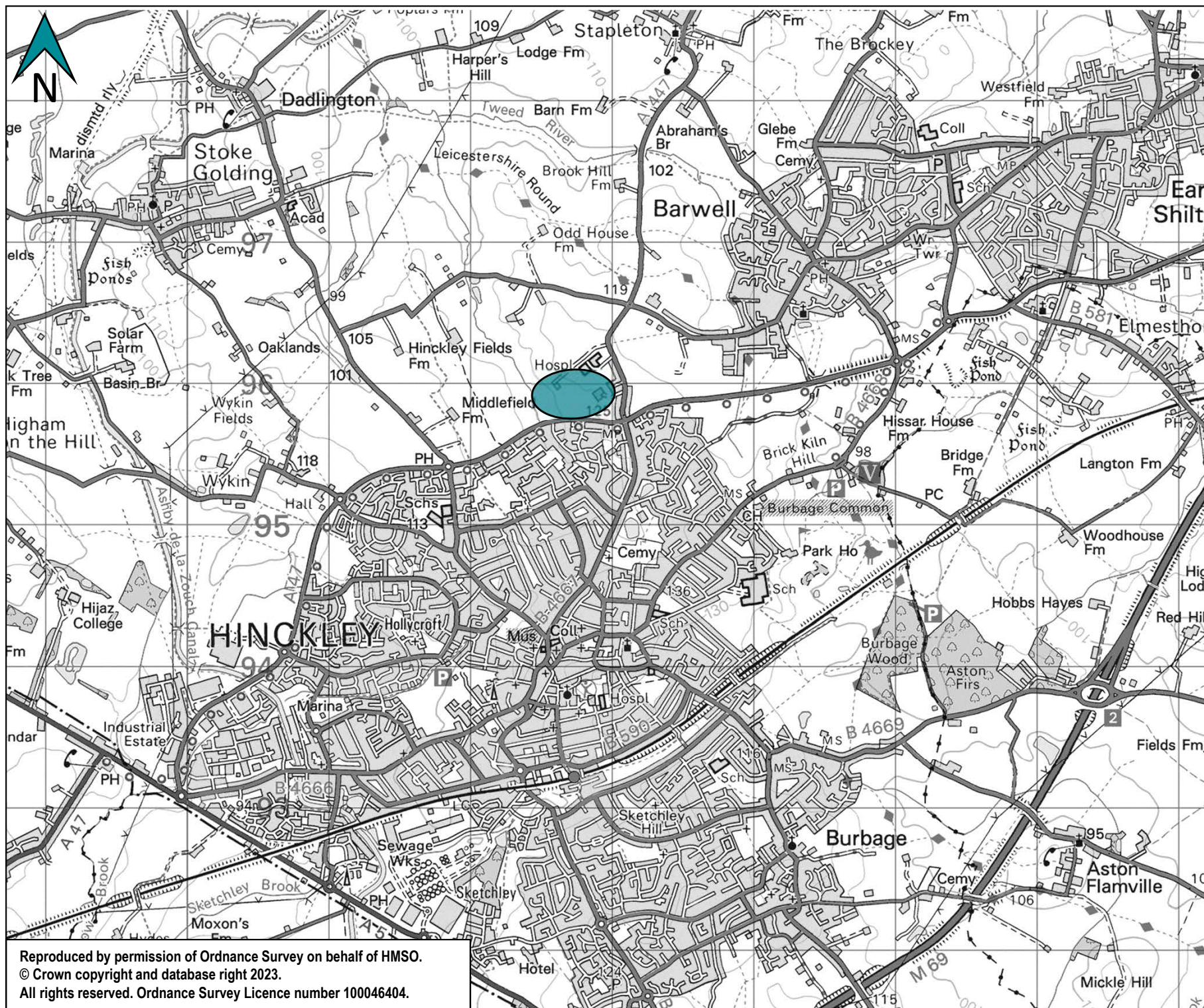
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T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Figures



Legend

● Site



hub
TRANSPORT PLANNING LTD

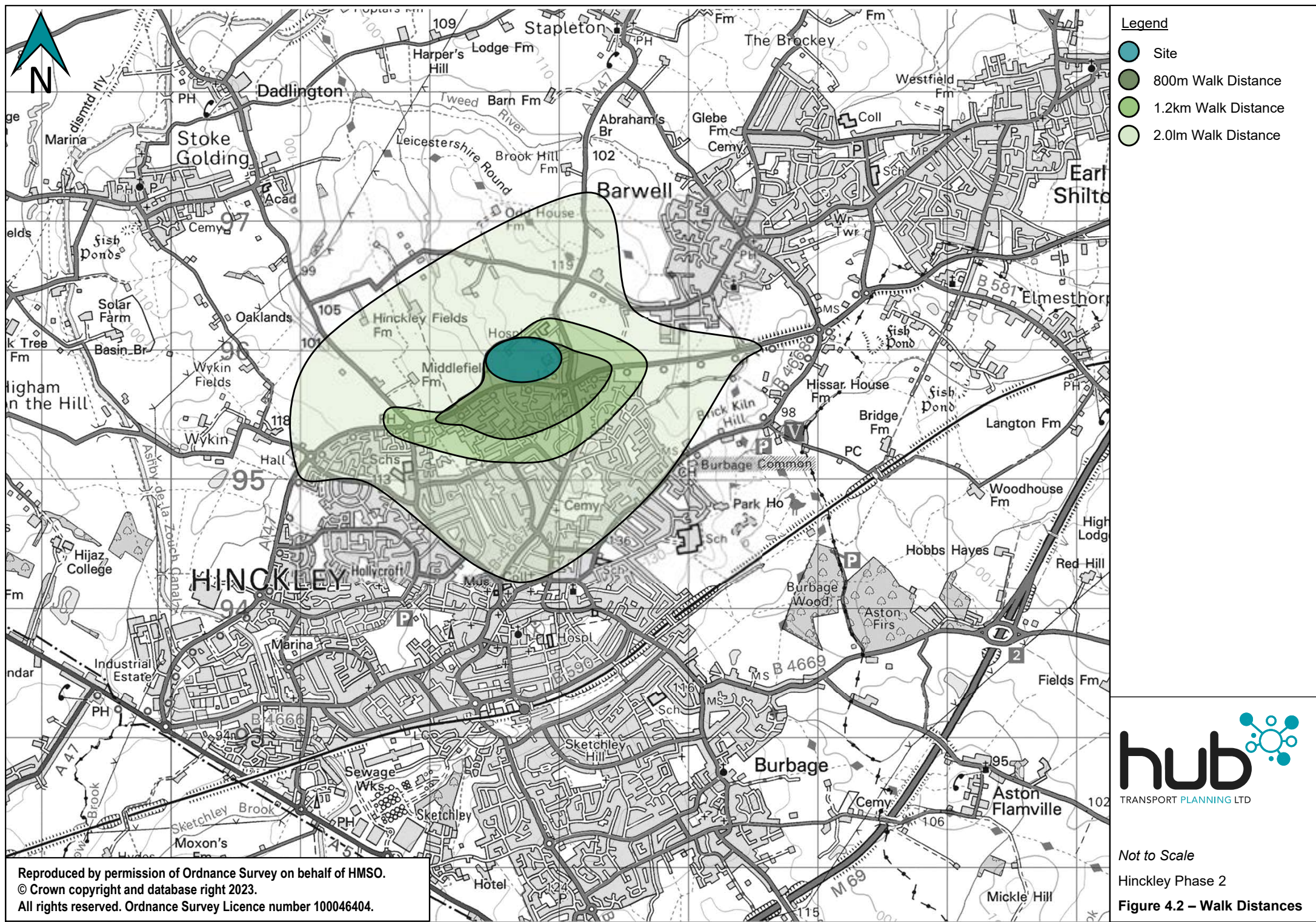
Not to Scale

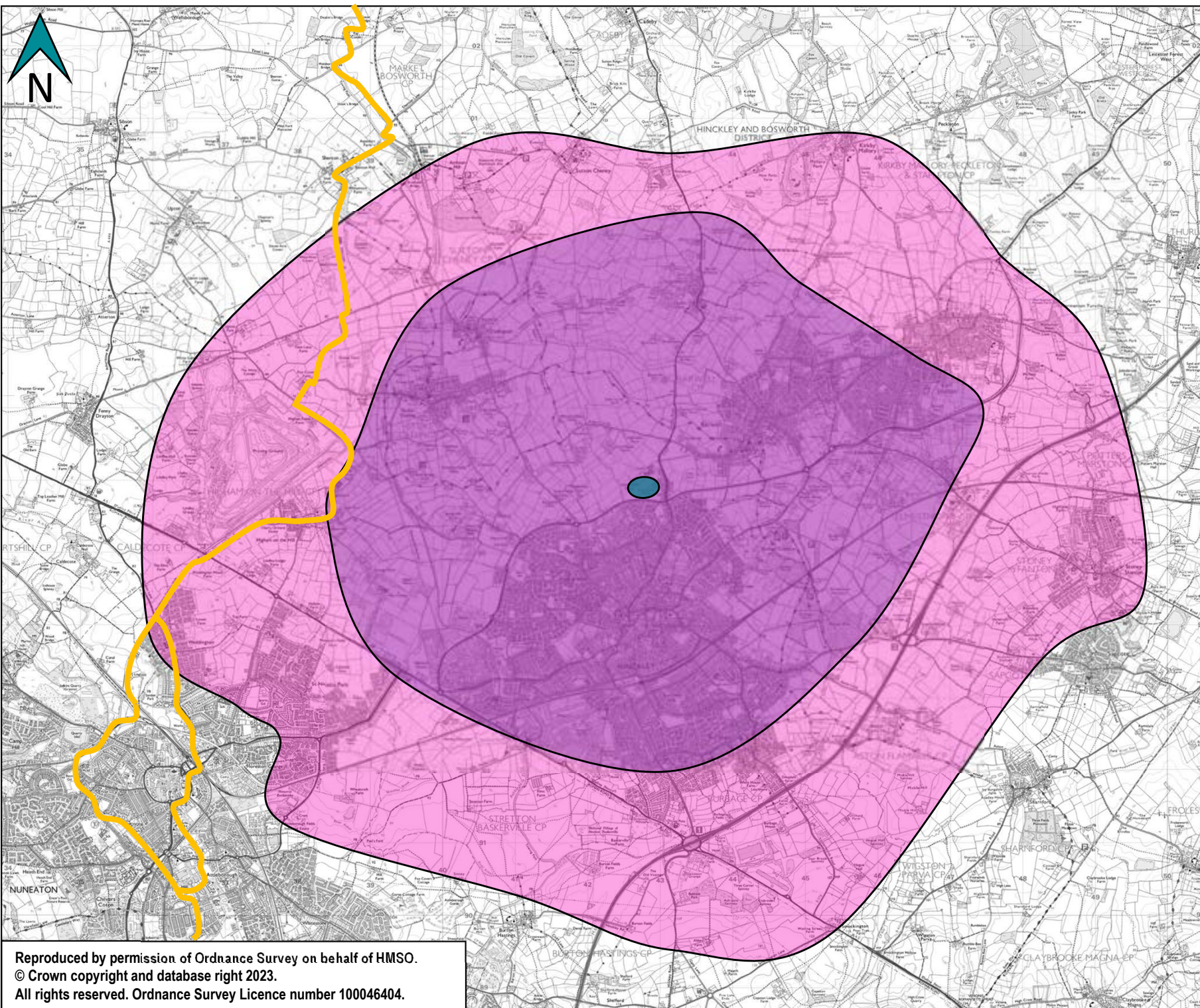
North Hinckley

Figure 1.1 – Site Location Plan

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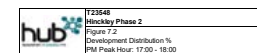


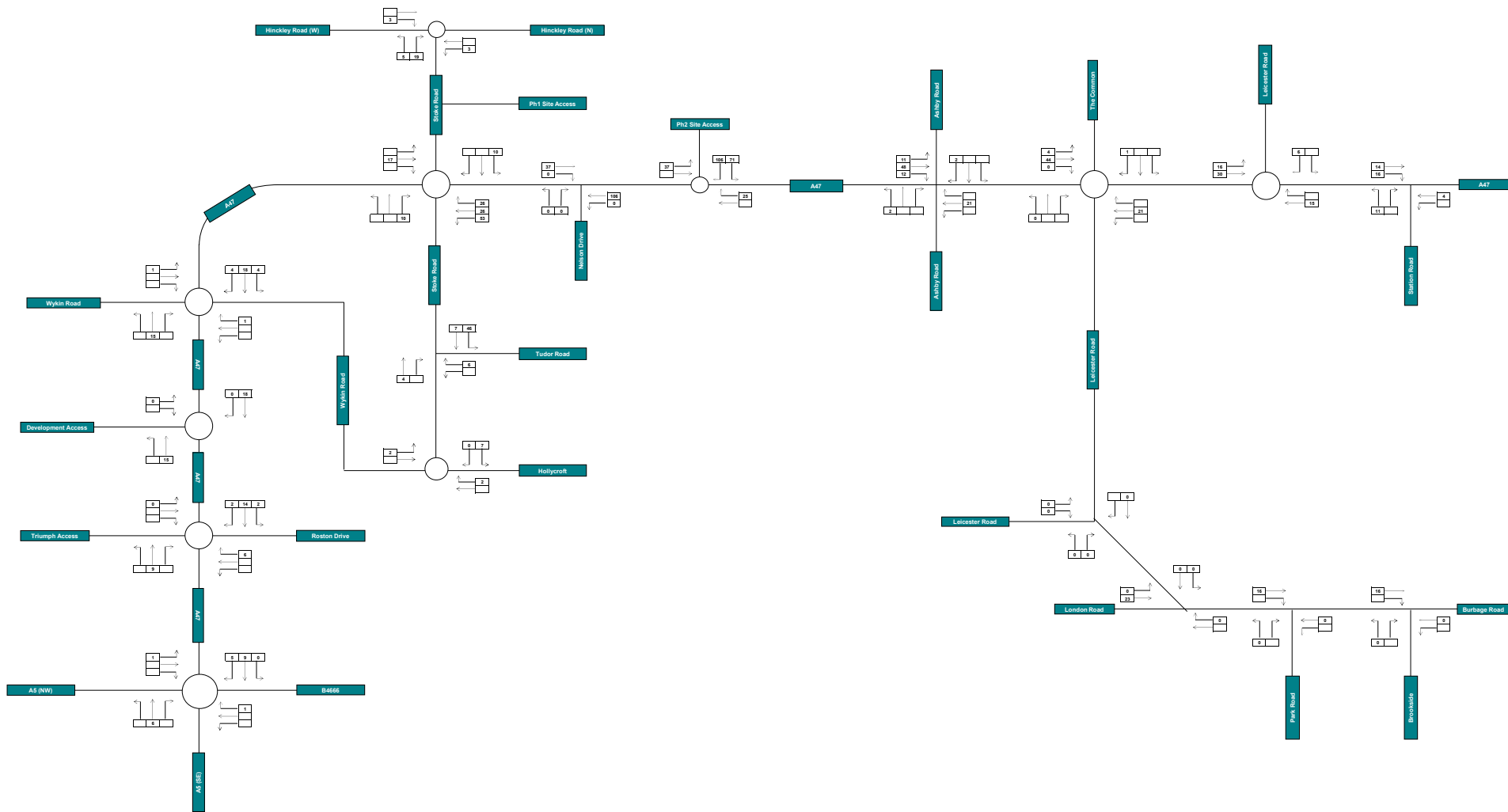
- Legend**
- Site
 - 5.0km Cycle Distance
 - 8.0km Cycle Distance
 - NCN Route 52

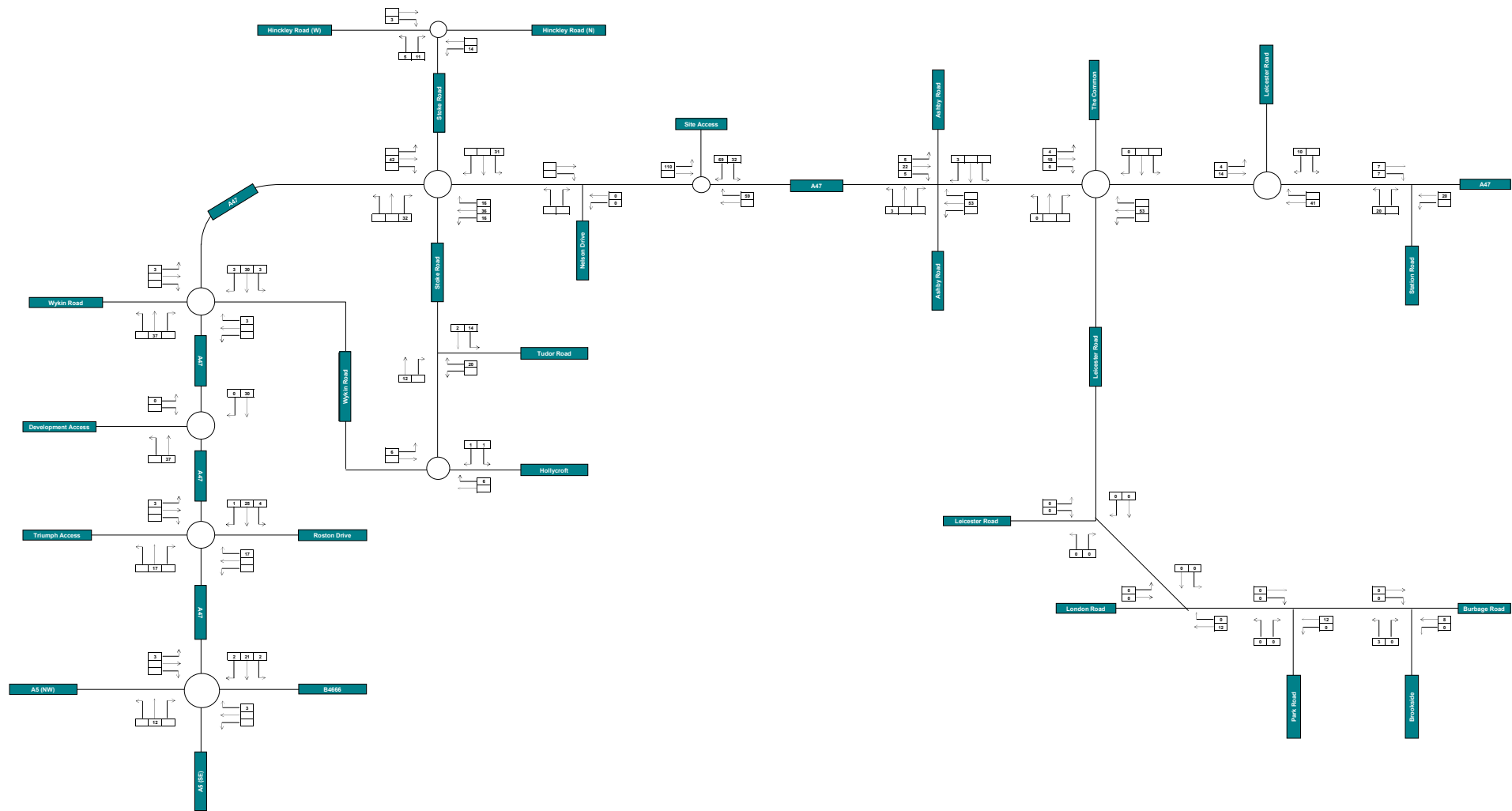


Not to Scale
Hinckley Phase 2
Figure 4.3 – Cycle Distances

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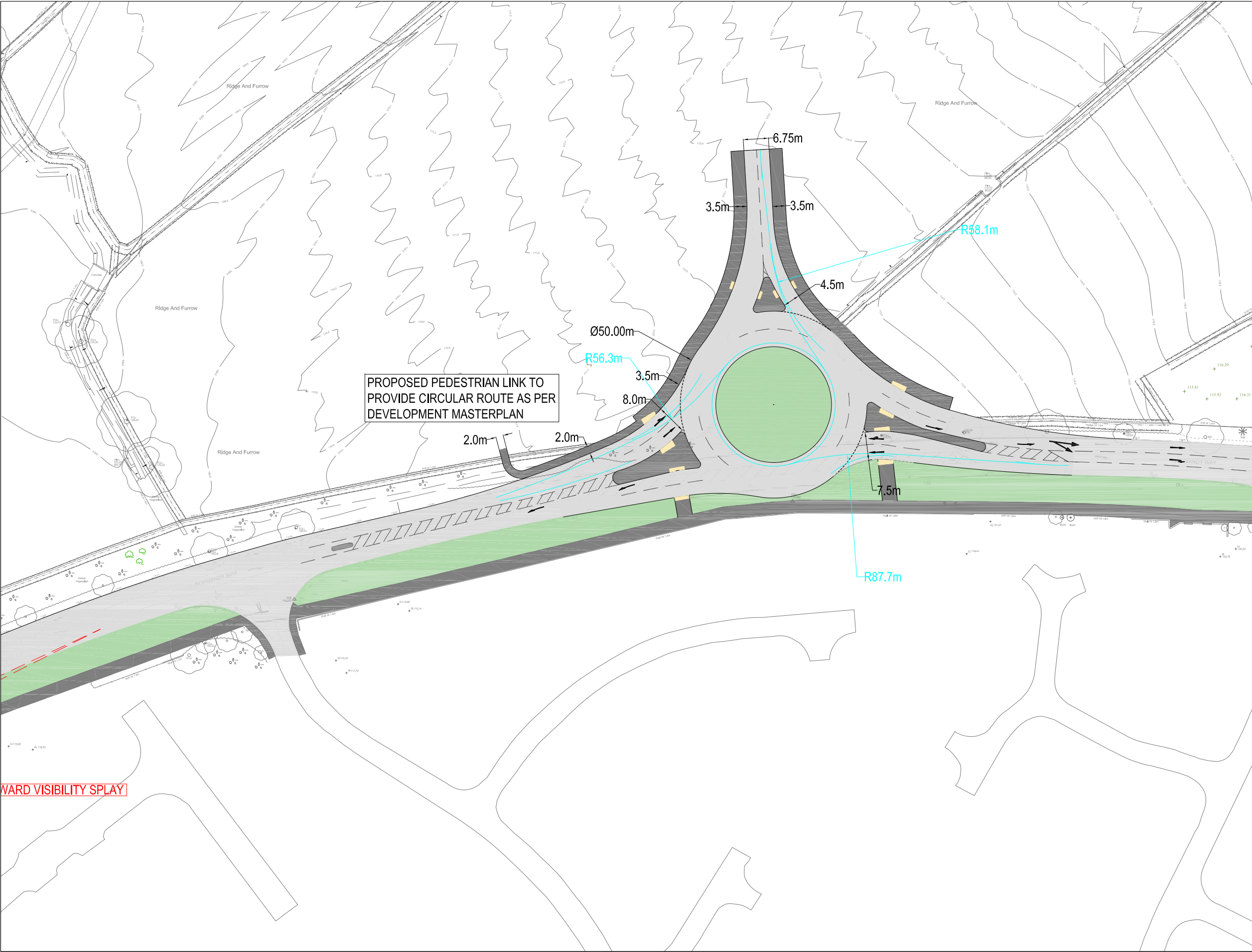


T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Drawings



- 1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
- 2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

D	DESIGN UPDATED TO ACCOMMODATE CLIENT REQUIREMENTS	21.02.24	JP	GM
C	MINOR CHANGES TO LAYOUT	18.10.23	CR	JP
B	MINOR CHANGES TO LAYOUT	16.10.23	CR	JP
A	MINOR CHANGES TO LAYOUT	13.07.23	JC	GM

REV	DESCRIPTION	DATE	BY	AUTH
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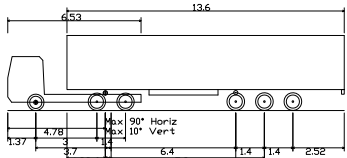
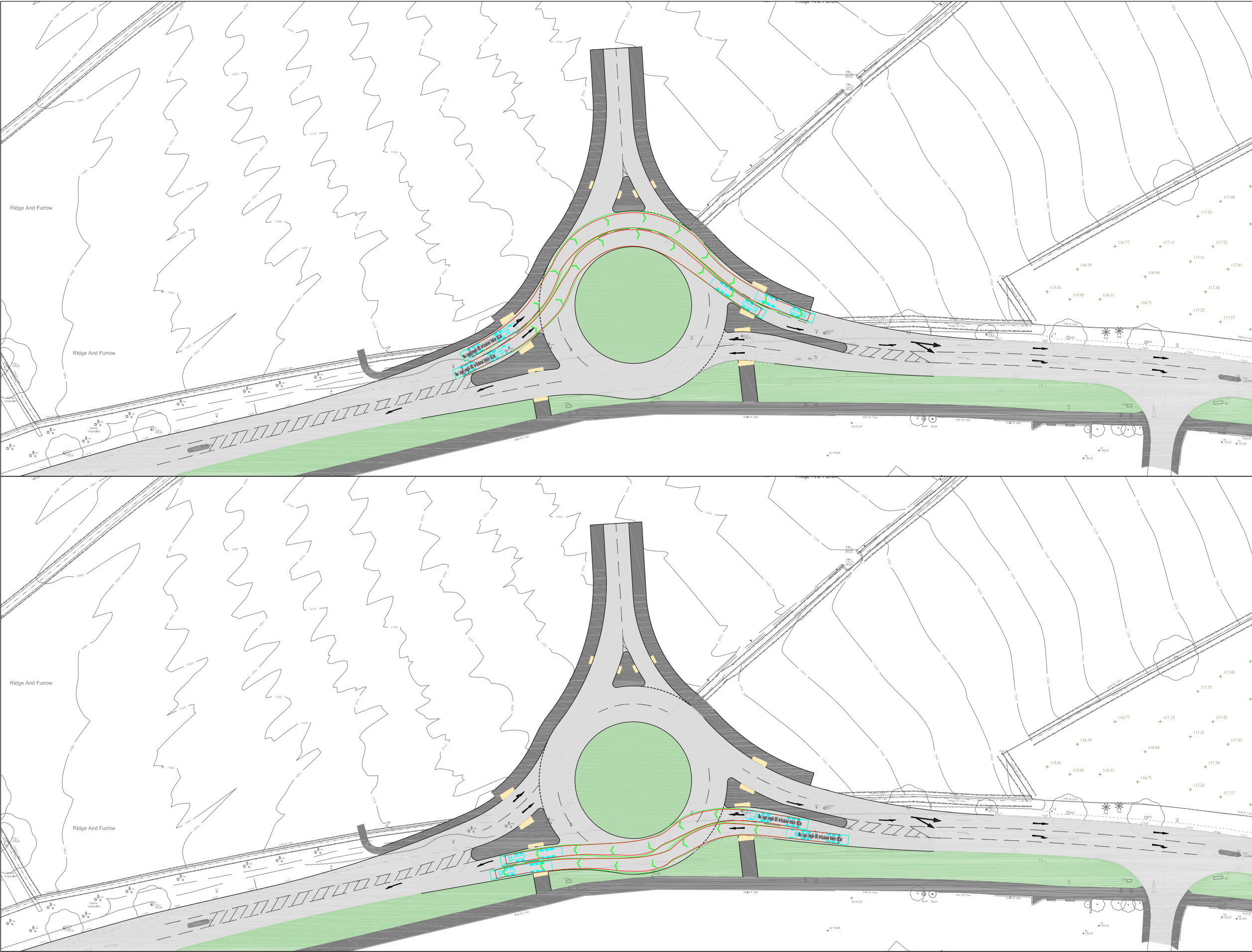
Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
**NORTH HINCKLEY
PHASE 2**

TITLE
PROPOSED SITE ACCESS LAYOUT

DRAWN ML	AUTHORISED JC	SCALE 1:1000	SHEET SIZE A3	DATE 12.06.23
PROJECT NO. T23548		DRAWING NO. 001		REV D



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.41m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

B	DESIGN UPDATED TO ACCOMMODATE CLIENT REQUIREMENTS	21.02.24	JP	GM
A	MINOR CHANGES TO LAYOUT	18.10.23	CR	JP

REV	DESCRIPTION	DATE	BY	AUTH
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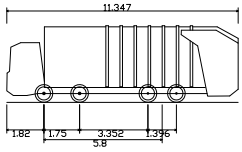
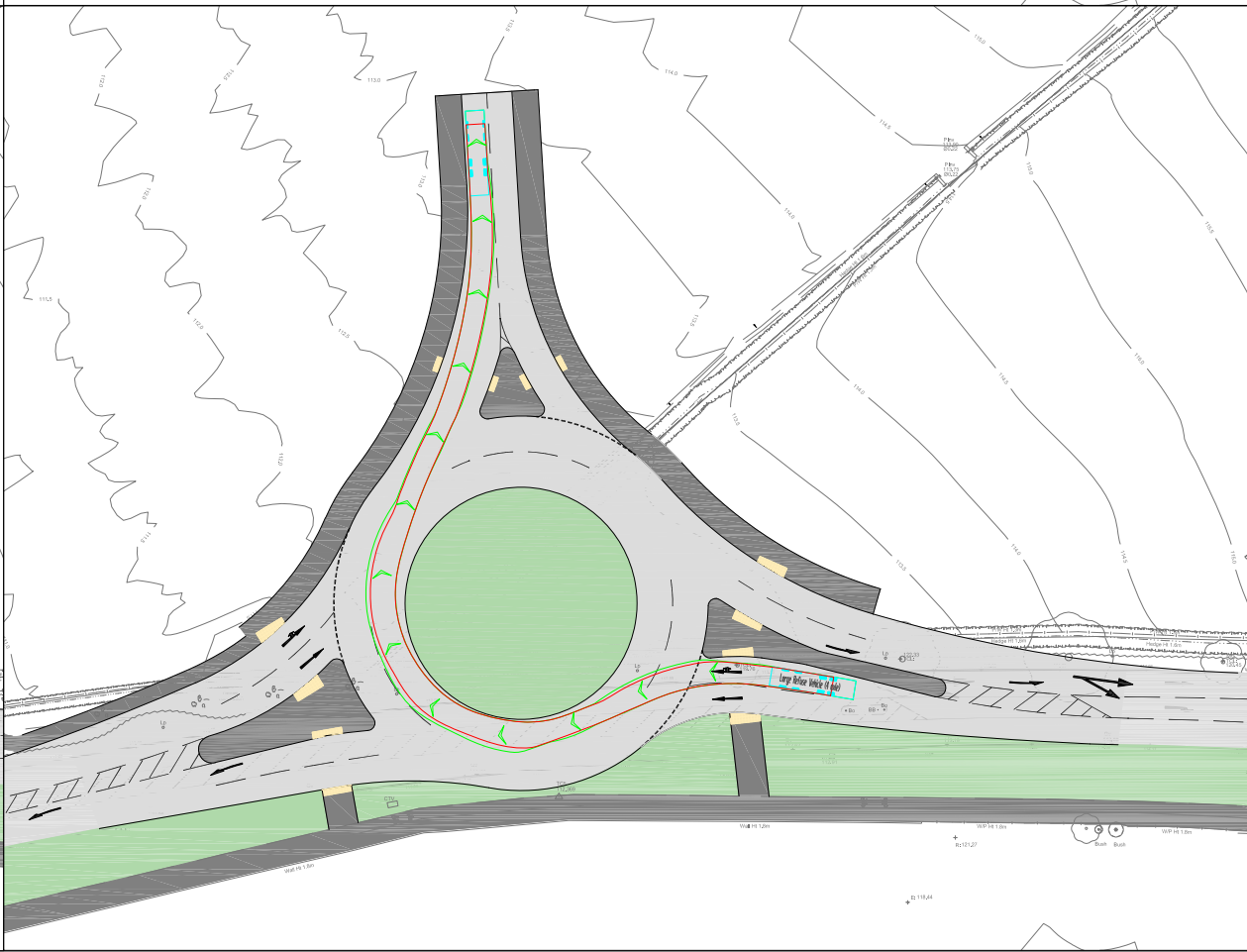
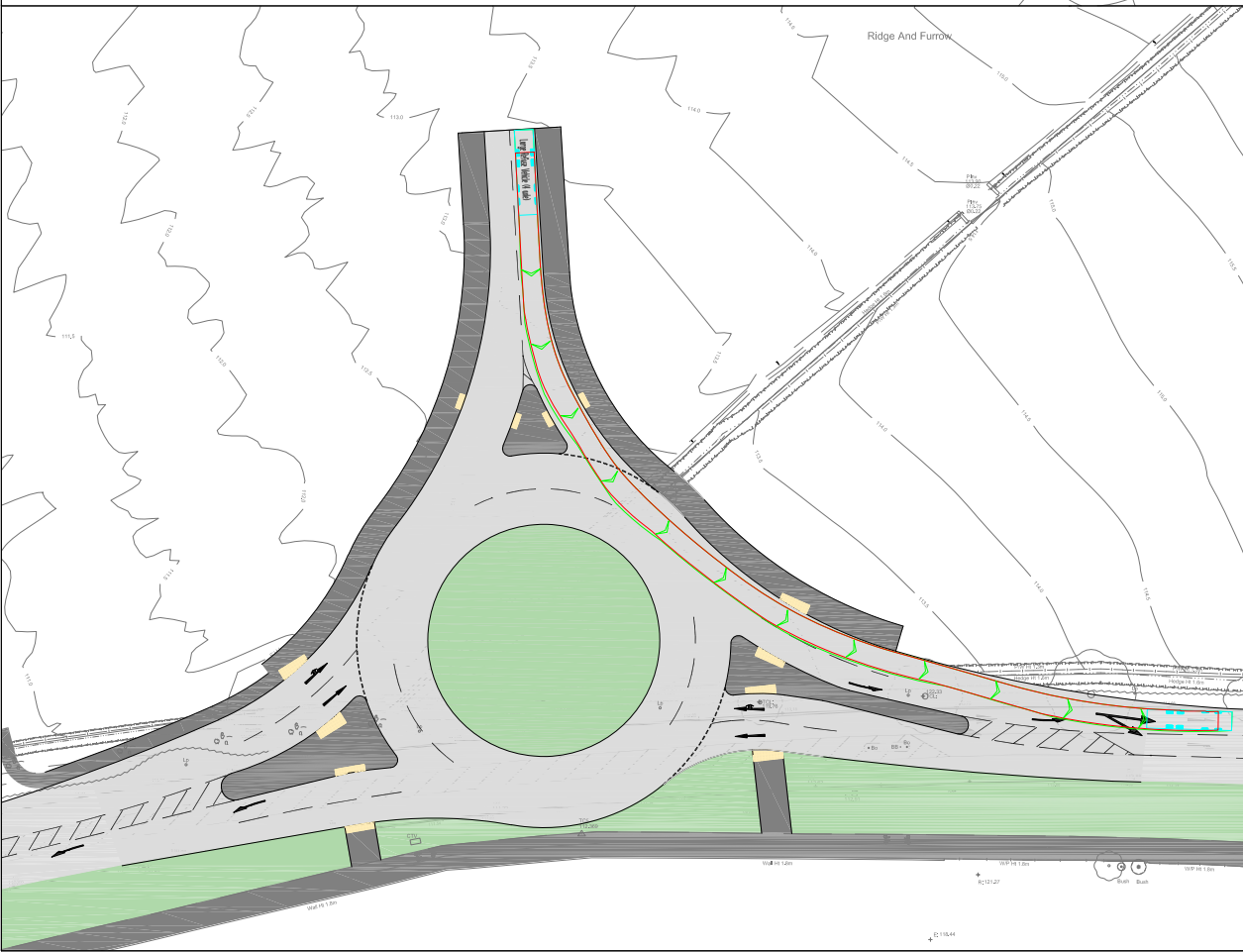
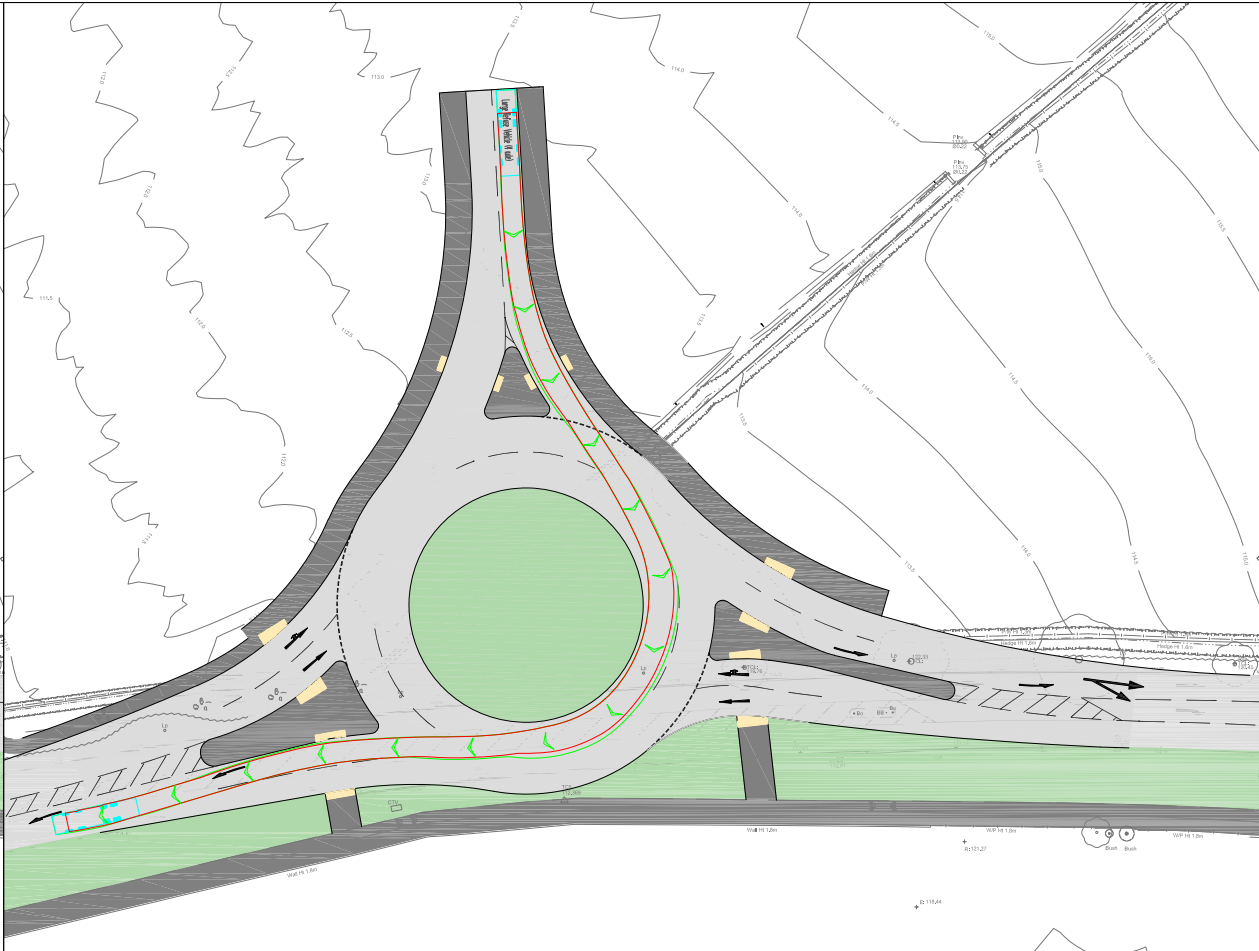
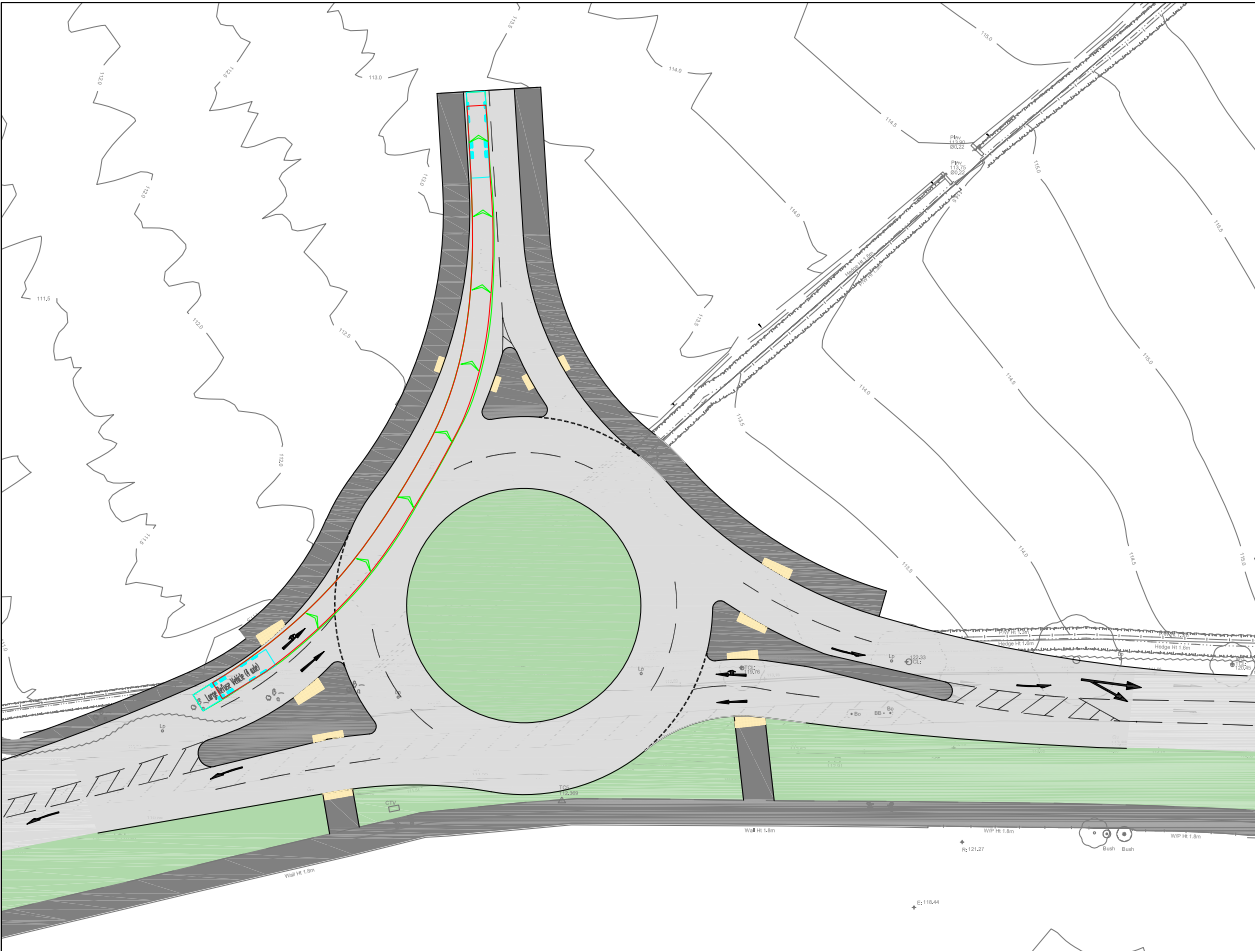
Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
NORTH HINCKLEY
PHASE 2

TITLE
PROPOSED SITE ACCESS LAYOUT
SWEEP PATHS 01

DRAWN CR	AUTHORISED JP	SCALE 1:1000	SHEET SIZE A3	DATE 16.10.23
PROJECT NO. T23548			DRAWING NO. 004	REV B



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

A	DESIGN UPDATED TO ACCOMMODATE CLIENT REQUIREMENTS	21.02.24	JP	GM
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REV	DESCRIPTION	DATE	BY	AUTH
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Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
**NORTH HINCKLEY
PHASE 2**

TITLE
**PROPOSED SITE ACCESS LAYOUT
SWEEP PATHS 02**

DRAWN CR	AUTHORISED JP	SCALE 1:1000	SHEET SIZE A3	DATE 15.11.23
PROJECT NO. T23548			DRAWING NO. 005	REV A

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix A

Traffic Count Data

12700		HINCKLEY								
SEPTEMBER 2023					Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12700001	Normandy Way, Hinckley (1/c 83 E of Nelson Dr) 52.55772, -1.37258	Channel: Eastbound	Sat 23-Sep-23	Fri 29-Sep-23	40	64748	10028	9250	45.2	39.6
		Channel: Westbound	Sat 23-Sep-23	Fri 29-Sep-23		70238	10887	10034	45.3	41.0

12700			HINCKLEY			Site No: 12700001			Location Normandy Way, Hinckley (l/c 83 E of Nelson Dr)						
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Sat 23-Sep-23															
00:00	69	0	66	1	0	0	0	0	0	0	1	1	0	0	
01:00	29	0	25	3	0	0	0	0	0	0	1	0	0	0	
02:00	22	0	15	3	0	0	0	0	0	0	2	2	0	0	
03:00	30	1	26	2	0	0	0	0	1	0	0	0	0	0	
04:00	20	0	16	1	0	0	0	0	1	0	0	2	0	0	
05:00	45	0	41	2	0	0	0	0	1	0	0	1	0	0	
06:00	99	1	88	5	1	3	0	0	0	0	1	0	0	0	
07:00	198	3	164	25	0	0	0	0	2	0	1	3	0	0	
08:00	397	3	347	40	0	0	2	0	4	0	0	1	0	0	
09:00	516	11	462	38	1	0	0	0	1	1	1	0	1	0	
10:00	701	5	661	24	2	0	4	0	0	0	2	3	0	0	
11:00	739	12	691	29	0	0	3	0	4	0	0	0	0	0	
12:00	804	11	759	29	0	1	1	0	3	0	0	0	0	0	
13:00	729	14	674	29	1	1	0	0	6	0	1	3	0	0	
14:00	699	16	653	19	0	1	3	1	2	0	3	1	0	0	
15:00	598	13	562	20	0	0	1	0	2	0	0	0	0	0	
16:00	550	18	508	21	0	0	0	0	3	0	0	0	0	0	
17:00	499	6	467	24	0	2	0	0	0	0	0	0	0	0	
18:00	467	3	441	19	0	1	1	0	2	0	0	0	0	0	
19:00	344	1	321	20	0	1	0	0	1	0	0	0	0	0	
20:00	246	2	232	10	0	1	0	0	1	0	0	0	0	0	
21:00	169	2	161	5	0	0	0	0	1	0	0	0	0	0	
22:00	161	0	156	4	0	0	0	0	0	0	0	1	0	0	
23:00	89	0	86	1	0	0	1	0	0	0	1	0	0	0	
12H,7-19	6897	115	6389	317	4	6	15	1	29	1	8	11	1	0	
16H,6-22	7755	121	7191	357	5	11	15	1	32	1	9	11	1	0	
18H,6-24	8005	121	7433	362	5	11	16	1	32	1	10	12	1	0	
24H,0-24	8220	122	7622	374	5	11	16	1	35	1	14	18	1	0	
Sun 24-Sep-23															
00:00	76	0	74	0	0	0	0	0	0	0	0	2	0	0	
01:00	39	0	37	1	0	0	0	0	0	0	1	0	0	0	
02:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0	

12700		HINCKLEY				Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)					
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
03:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
04:00	29	0	28	0	0	0	0	0	0	0	0	1	0	0	
05:00	41	0	37	2	0	1	0	0	1	0	0	0	0	0	
06:00	65	1	62	1	0	0	0	0	0	0	0	1	0	0	
07:00	113	1	104	6	0	0	0	0	1	0	0	1	0	0	
08:00	165	0	148	16	0	0	0	0	0	0	1	0	0	0	
09:00	408	2	382	20	0	0	2	0	0	0	1	1	0	0	
10:00	532	1	506	20	1	1	0	0	1	1	1	0	0	0	
11:00	572	1	544	18	0	0	1	0	3	2	0	3	0	0	
12:00	668	4	633	26	0	0	4	0	1	0	0	0	0	0	
13:00	652	8	617	23	0	1	0	0	2	1	0	0	0	0	
14:00	613	6	574	28	0	0	2	0	2	0	0	1	0	0	
15:00	528	3	506	16	0	0	3	0	0	0	0	0	0	0	
16:00	479	0	450	27	0	0	1	0	0	0	0	1	0	0	
17:00	363	1	340	21	0	0	0	0	0	0	0	1	0	0	
18:00	312	5	295	10	0	1	0	0	1	0	0	0	0	0	
19:00	234	2	213	18	0	0	0	0	1	0	0	0	0	0	
20:00	202	1	194	6	0	0	0	0	0	0	0	1	0	0	
21:00	116	0	108	7	0	0	0	0	0	0	1	0	0	0	
22:00	97	0	94	3	0	0	0	0	0	0	0	0	0	0	
23:00	47	0	44	1	0	0	0	0	0	0	2	0	0	0	
12H,7-19	5405	32	5099	231	1	3	13	0	11	4	3	8	0	0	
16H,6-22	6022	36	5676	263	1	3	13	0	12	4	4	10	0	0	
18H,6-24	6166	36	5814	267	1	3	13	0	12	4	6	10	0	0	
24H,0-24	6386	36	6024	271	1	4	13	0	13	4	7	13	0	0	
Mon 25-Sep-23															
00:00	15	0	11	2	0	0	0	0	0	0	1	1	0	0	
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
02:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
03:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	
04:00	32	0	27	5	0	0	0	0	0	0	0	0	0	0	
05:00	143	1	124	9	1	3	0	0	1	0	1	3	0	0	

12700		HINCKLEY				Site No: 12700001		Location Normandy Way, Hinckley (l/c 83 E of Nelson Dr)							
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
06:00	274	4	233	23	2	0	1	0	3	0	1	7	0	0	
07:00	579	1	497	54	4	5	4	0	6	0	3	5	0	0	
08:00	736	1	642	62	2	5	6	0	8	0	3	7	0	0	
09:00	589	2	464	83	8	4	3	0	12	1	3	9	0	0	
10:00	488	6	401	61	2	3	1	0	7	0	4	3	0	0	
11:00	512	2	449	38	3	3	2	0	6	0	2	7	0	0	
12:00	595	4	496	65	3	3	1	0	11	0	3	9	0	0	
13:00	570	3	491	50	2	1	5	0	7	0	3	8	0	0	
14:00	686	15	584	63	0	3	5	0	8	0	4	4	0	0	
15:00	802	4	706	67	2	3	3	0	8	1	1	7	0	0	
16:00	937	15	837	56	1	6	2	0	8	1	4	7	0	0	
17:00	895	13	819	49	1	3	2	0	5	0	1	1	1	0	
18:00	619	4	574	33	0	1	2	0	2	0	1	2	0	0	
19:00	435	2	400	26	1	1	2	0	1	0	0	2	0	0	
20:00	297	1	284	9	0	2	0	0	0	0	0	1	0	0	
21:00	223	1	204	12	0	0	2	1	1	0	0	2	0	0	
22:00	173	3	159	5	1	0	0	0	0	0	2	3	0	0	
23:00	65	0	56	4	1	0	0	0	0	0	2	2	0	0	
12H,7-19	8008	70	6960	681	28	40	36	0	88	3	32	69	1	0	
16H,6-22	9237	78	8081	751	31	43	41	1	93	3	33	81	1	0	
18H,6-24	9475	81	8296	760	33	43	41	1	93	3	37	86	1	0	
24H,0-24	9704	82	8497	776	34	46	41	1	94	3	39	90	1	0	
Tue 26-Sep-23															
00:00	34	0	30	1	0	0	0	0	1	0	1	1	0	0	
01:00	26	0	20	1	0	0	0	0	0	0	2	3	0	0	
02:00	30	0	26	1	1	0	0	0	0	0	1	1	0	0	
03:00	34	0	25	2	0	1	0	0	2	0	1	3	0	0	
04:00	44	1	33	1	0	0	2	0	1	0	1	5	0	0	
05:00	135	2	113	9	1	2	0	0	1	0	1	6	0	0	
06:00	314	3	257	25	4	5	4	0	6	0	3	7	0	0	
07:00	560	2	484	42	1	2	5	0	7	0	4	13	0	0	
08:00	749	4	663	52	3	8	3	0	7	0	1	8	0	0	

12700		HINCKLEY				Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)					
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
09:00	616	2	513	61	4	5	6	0	10	0	3	12	0	0	
10:00	527	1	428	62	4	2	2	0	13	0	4	11	0	0	
11:00	497	2	418	44	5	6	5	0	8	0	3	6	0	0	
12:00	595	2	506	46	4	7	7	0	10	0	5	8	0	0	
13:00	572	2	495	48	1	4	2	0	11	0	8	1	0	0	
14:00	691	6	594	63	1	4	5	0	7	0	4	7	0	0	
15:00	839	13	733	68	1	4	5	0	7	0	3	5	0	0	
16:00	982	8	883	66	7	1	7	0	6	0	1	3	0	0	
17:00	951	11	881	43	2	1	2	0	8	0	1	2	0	0	
18:00	595	3	557	30	0	0	1	0	2	0	0	2	0	0	
19:00	422	4	380	34	0	1	1	0	1	0	0	1	0	0	
20:00	257	1	237	13	0	2	0	0	1	0	2	1	0	0	
21:00	176	0	168	5	0	0	0	0	0	0	0	3	0	0	
22:00	150	4	137	5	1	0	0	0	0	0	1	2	0	0	
23:00	72	1	65	4	1	0	0	0	0	0	1	0	0	0	
12H,7-19	8174	56	7155	625	33	44	50	0	96	0	37	78	0	0	
16H,6-22	9343	64	8197	702	37	52	55	0	104	0	42	90	0	0	
18H,6-24	9565	69	8399	711	39	52	55	0	104	0	44	92	0	0	
24H,0-24	9868	72	8646	726	41	55	57	0	109	0	51	111	0	0	
Wed 27-Sep-23															
00:00	36	0	30	2	0	0	0	0	0	0	2	2	0	0	
01:00	33	0	27	2	0	0	0	0	1	0	2	1	0	0	
02:00	28	0	24	1	1	0	0	0	0	0	2	0	0	0	
03:00	25	0	17	2	0	1	0	0	1	0	1	3	0	0	
04:00	45	1	35	3	0	0	0	0	0	0	0	6	0	0	
05:00	118	1	100	9	1	1	0	0	0	1	1	4	0	0	
06:00	327	6	264	26	5	3	4	0	8	0	4	7	0	0	
07:00	567	1	495	49	2	4	2	0	6	1	2	5	0	0	
08:00	708	4	603	78	1	4	1	0	9	0	4	4	0	0	
09:00	537	5	461	52	0	2	3	0	8	0	2	4	0	0	
10:00	495	4	413	55	3	3	1	0	3	1	4	8	0	0	
11:00	540	6	448	65	2	4	2	0	8	0	2	3	0	0	

12700		HINCKLEY				Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)					
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
12:00	601	7	507	57	1	6	2	0	8	1	4	8	0	0	
13:00	572	4	488	56	3	3	3	0	7	1	2	5	0	0	
14:00	662	5	563	66	3	3	4	0	6	1	3	8	0	0	
15:00	813	3	739	49	1	2	4	0	9	0	3	3	0	0	
16:00	982	11	883	66	2	1	7	0	7	0	0	5	0	0	
17:00	937	4	875	40	0	2	1	0	9	0	3	3	0	0	
18:00	627	8	582	22	1	1	4	0	4	0	1	4	0	0	
19:00	431	3	402	21	0	1	0	0	2	0	1	1	0	0	
20:00	338	0	314	20	0	1	0	1	0	0	1	1	0	0	
21:00	185	2	174	6	0	1	1	0	0	0	0	1	0	0	
22:00	151	1	141	2	1	1	1	0	1	0	1	2	0	0	
23:00	58	0	52	4	0	0	1	0	0	0	0	1	0	0	
12H,7-19	8041	62	7057	655	19	35	34	0	84	5	30	60	0	0	
16H,6-22	9322	73	8211	728	24	41	39	1	94	5	36	70	0	0	
18H,6-24	9531	74	8404	734	25	42	41	1	95	5	37	73	0	0	
24H,0-24	9816	76	8637	753	27	44	41	1	97	6	45	89	0	0	
Thu 28-Sep-23															
00:00	45	0	38	3	0	0	0	0	0	0	2	2	0	0	
01:00	28	0	23	2	0	0	0	0	0	0	1	2	0	0	
02:00	24	0	18	1	0	0	0	0	0	0	4	1	0	0	
03:00	31	0	26	0	0	0	0	0	0	0	0	5	0	0	
04:00	50	0	40	3	0	1	0	0	1	0	0	5	0	0	
05:00	149	2	132	8	1	1	0	0	2	0	2	1	0	0	
06:00	324	2	263	32	3	2	1	0	6	0	6	9	0	0	
07:00	603	6	530	46	1	4	4	0	3	0	1	8	0	0	
08:00	823	3	721	68	7	5	7	3	4	1	0	4	0	0	
09:00	675	1	557	90	2	4	2	0	9	0	2	8	0	0	
10:00	579	4	482	60	4	4	3	0	5	0	11	6	0	0	
11:00	621	2	513	67	1	4	4	0	11	1	8	10	0	0	
12:00	621	4	538	47	2	6	3	0	4	0	8	9	0	0	
13:00	596	4	512	51	4	5	5	0	5	1	4	5	0	0	
14:00	655	7	556	64	2	4	3	0	7	2	4	6	0	0	

12700		HINCKLEY				Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)					
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
15:00	798	3	711	62	4	5	1	0	6	0	2	4	0	0	
16:00	988	9	874	62	5	3	9	1	16	0	5	4	0	0	
17:00	934	9	866	29	4	5	4	1	11	0	4	1	0	0	
18:00	664	6	607	35	0	2	3	0	4	0	1	6	0	0	
19:00	449	2	420	25	0	0	2	0	0	0	0	0	0	0	
20:00	279	0	258	18	0	1	1	0	0	0	0	1	0	0	
21:00	191	1	180	6	1	0	1	0	0	0	0	2	0	0	
22:00	186	2	173	4	0	1	0	0	1	1	2	2	0	0	
23:00	89	0	80	7	0	0	0	0	0	0	1	1	0	0	
12H,7-19	8557	58	7467	681	36	51	48	5	85	5	50	71	0	0	
16H,6-22	9800	63	8588	762	40	54	53	5	91	5	56	83	0	0	
18H,6-24	10075	65	8841	773	40	55	53	5	92	6	59	86	0	0	
24H,0-24	10402	67	9118	790	41	57	53	5	95	6	68	102	0	0	
Fri 29-Sep-23															
00:00	34	0	30	3	0	0	0	0	0	0	0	1	0	0	
01:00	29	0	22	3	0	0	1	0	0	0	1	2	0	0	
02:00	26	0	17	3	0	1	1	0	0	0	3	1	0	0	
03:00	36	0	30	1	0	0	0	0	0	0	1	4	0	0	
04:00	46	4	33	2	0	0	0	0	1	0	0	6	0	0	
05:00	128	2	109	10	1	0	0	0	2	1	0	3	0	0	
06:00	270	3	220	20	2	6	2	0	5	0	5	7	0	0	
07:00	530	4	457	48	2	0	8	0	3	3	0	5	0	0	
08:00	688	4	595	57	4	5	3	0	10	0	1	9	0	0	
09:00	613	3	526	51	4	5	2	0	10	0	4	8	0	0	
10:00	598	18	486	68	2	4	2	0	8	0	2	8	0	0	
11:00	617	9	508	70	1	4	3	0	12	1	2	7	0	0	
12:00	733	20	627	67	0	1	1	0	12	0	1	4	0	0	
13:00	735	10	646	52	3	3	4	0	4	1	4	8	0	0	
14:00	756	8	656	63	4	0	7	0	10	0	2	6	0	0	
15:00	911	9	815	58	2	1	3	0	9	1	6	5	2	0	
16:00	927	15	843	40	3	2	5	3	9	0	2	5	0	0	
17:00	836	8	762	41	1	3	4	0	8	0	6	3	0	0	

12700 HINCKLEY Site No: 12700001 Location Normandy Way, Hinckley (l/c 83 E of Nelson Dr)
Sat 23-Sep-23 to Fri 29-Sep-23 Channel: Eastbound

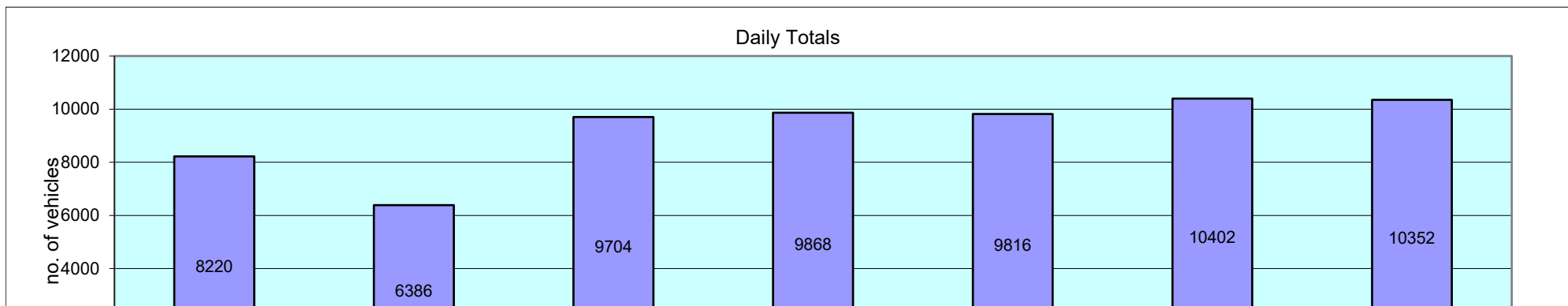
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18:00	581	9	538	21	0	0	7	0	1	0	4	1	0	0
19:00	429	3	395	23	0	0	0	0	2	0	3	3	0	0
20:00	285	2	264	15	0	1	0	0	0	0	3	0	0	0
21:00	214	0	201	8	1	0	1	0	1	0	0	2	0	0
22:00	192	1	186	2	0	0	0	0	0	0	1	2	0	0
23:00	138	0	125	8	0	3	1	0	0	0	1	0	0	0
12H,7-19	8525	117	7459	636	26	28	49	3	96	6	34	69	2	0
16H,6-22	9723	125	8539	702	29	35	52	3	104	6	45	81	2	0
18H,6-24	10053	126	8850	712	29	38	53	3	104	6	47	83	2	0
24H,0-24	10352	132	9091	734	30	39	55	3	107	7	52	100	2	0

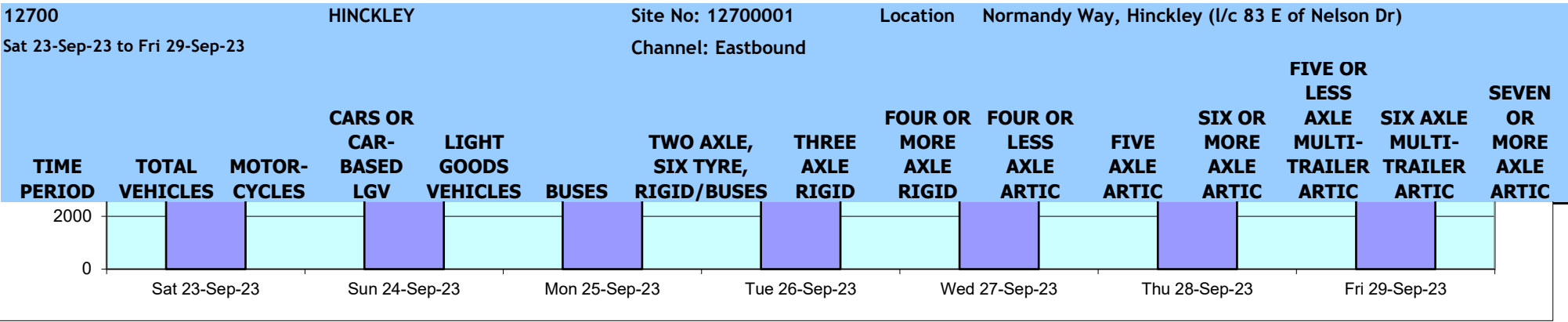
Daily Totals

Sat 23-Sep-23	8220	122	7622	374	5	11	16	1	35	1	14	18	1	0
Sun 24-Sep-23	6386	36	6024	271	1	4	13	0	13	4	7	13	0	0
Mon 25-Sep-23	9704	82	8497	776	34	46	41	1	94	3	39	90	1	0
Tue 26-Sep-23	9868	72	8646	726	41	55	57	0	109	0	51	111	0	0
Wed 27-Sep-23	9816	76	8637	753	27	44	41	1	97	6	45	89	0	0
Thu 28-Sep-23	10402	67	9118	790	41	57	53	5	95	6	68	102	0	0
Fri 29-Sep-23	10352	132	9091	734	30	39	55	3	107	7	52	100	2	0

Total Vehicles

[--]	64748	587	57635	4424	179	256	276	11	550	27	276	523	4	0
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12700	HINCKLEY			Site No: 12700001		Location	Normandy Way, Hinckley (l/c 83 E of Nelson Dr)				
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 23-Sep-23											
00:00	69	0	0.0	66	95.7	1	1.5	2	2.9	0	0.0
01:00	29	0	0.0	25	86.2	3	10.3	1	3.5	0	0.0
02:00	22	0	0.0	15	68.2	3	13.6	4	18.2	0	0.0
03:00	30	1	3.3	26	86.7	2	6.7	1	3.3	0	0.0
04:00	20	0	0.0	16	80.0	1	5.0	3	15.0	0	0.0
05:00	45	0	0.0	41	91.1	2	4.4	2	4.4	0	0.0
06:00	99	1	1.0	88	88.9	5	5.1	4	4.0	1	1.0
07:00	198	3	1.5	164	82.8	25	12.6	6	3.0	0	0.0
08:00	397	3	0.8	347	87.4	40	10.1	7	1.8	0	0.0
09:00	516	11	2.1	462	89.5	38	7.4	4	0.8	1	0.2
10:00	701	5	0.7	661	94.3	24	3.4	9	1.3	2	0.3
11:00	739	12	1.6	691	93.5	29	3.9	7	1.0	0	0.0
12:00	804	11	1.4	759	94.4	29	3.6	5	0.6	0	0.0
13:00	729	14	1.9	674	92.5	29	4.0	11	1.5	1	0.1
14:00	699	16	2.3	653	93.4	19	2.7	11	1.6	0	0.0
15:00	598	13	2.2	562	94.0	20	3.3	3	0.5	0	0.0
16:00	550	18	3.3	508	92.4	21	3.8	3	0.6	0	0.0
17:00	499	6	1.2	467	93.6	24	4.8	2	0.4	0	0.0
18:00	467	3	0.6	441	94.4	19	4.1	4	0.9	0	0.0
19:00	344	1	0.3	321	93.3	20	5.8	2	0.6	0	0.0
20:00	246	2	0.8	232	94.3	10	4.1	2	0.8	0	0.0
21:00	169	2	1.2	161	95.3	5	3.0	1	0.6	0	0.0
22:00	161	0	0.0	156	96.9	4	2.5	1	0.6	0	0.0
23:00	89	0	0.0	86	96.6	1	1.1	2	2.3	0	0.0
12H,7-19	6897	115	1.7	6389	92.6	317	4.6	72	1.0	4	0.1
16H,6-22	7755	121	1.6	7191	92.7	357	4.6	81	1.0	5	0.1
18H,6-24	8005	121	1.5	7433	92.9	362	4.5	84	1.1	5	0.1
24H,0-24	8220	122	1.5	7622	92.7	374	4.6	97	1.2	5	0.1
Sun 24-Sep-23											
00:00	76	0	0.0	74	97.4	0	0.0	2	2.6	0	0.0
01:00	39	0	0.0	37	94.9	1	2.6	1	2.6	0	0.0
02:00	23	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0

12700		HINCKLEY		Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)			
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
03:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
04:00	29	0	0.0	28	96.6	0	0.0	1	3.5	0	0.0
05:00	41	0	0.0	37	90.2	2	4.9	2	4.9	0	0.0
06:00	65	1	1.5	62	95.4	1	1.5	1	1.5	0	0.0
07:00	113	1	0.9	104	92.0	6	5.3	2	1.8	0	0.0
08:00	165	0	0.0	148	89.7	16	9.7	1	0.6	0	0.0
09:00	408	2	0.5	382	93.6	20	4.9	4	1.0	0	0.0
10:00	532	1	0.2	506	95.1	20	3.8	4	0.8	1	0.2
11:00	572	1	0.2	544	95.1	18	3.2	9	1.6	0	0.0
12:00	668	4	0.6	633	94.8	26	3.9	5	0.8	0	0.0
13:00	652	8	1.2	617	94.6	23	3.5	4	0.6	0	0.0
14:00	613	6	1.0	574	93.6	28	4.6	5	0.8	0	0.0
15:00	528	3	0.6	506	95.8	16	3.0	3	0.6	0	0.0
16:00	479	0	0.0	450	94.0	27	5.6	2	0.4	0	0.0
17:00	363	1	0.3	340	93.7	21	5.8	1	0.3	0	0.0
18:00	312	5	1.6	295	94.6	10	3.2	2	0.6	0	0.0
19:00	234	2	0.9	213	91.0	18	7.7	1	0.4	0	0.0
20:00	202	1	0.5	194	96.0	6	3.0	1	0.5	0	0.0
21:00	116	0	0.0	108	93.1	7	6.0	1	0.9	0	0.0
22:00	97	0	0.0	94	96.9	3	3.1	0	0.0	0	0.0
23:00	47	0	0.0	44	93.6	1	2.1	2	4.3	0	0.0
12H,7-19	5405	32	0.6	5099	94.3	231	4.3	42	0.8	1	0.0
16H,6-22	6022	36	0.6	5676	94.3	263	4.4	46	0.8	1	0.0
18H,6-24	6166	36	0.6	5814	94.3	267	4.3	48	0.8	1	0.0
24H,0-24	6386	36	0.6	6024	94.3	271	4.2	54	0.9	1	0.0
Mon 25-Sep-23											
00:00	15	0	0.0	11	73.3	2	13.3	2	13.3	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
03:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
04:00	32	0	0.0	27	84.4	5	15.6	0	0.0	0	0.0
05:00	143	1	0.7	124	86.7	9	6.3	8	5.6	1	0.7

12700	HINCKLEY			Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)			
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	274	4	1.5	233	85.0	23	8.4	12	4.4	2	0.7
07:00	579	1	0.2	497	85.8	54	9.3	23	4.0	4	0.7
08:00	736	1	0.1	642	87.2	62	8.4	29	3.9	2	0.3
09:00	589	2	0.3	464	78.8	83	14.1	32	5.4	8	1.4
10:00	488	6	1.2	401	82.2	61	12.5	18	3.7	2	0.4
11:00	512	2	0.4	449	87.7	38	7.4	20	3.9	3	0.6
12:00	595	4	0.7	496	83.4	65	10.9	27	4.5	3	0.5
13:00	570	3	0.5	491	86.1	50	8.8	24	4.2	2	0.4
14:00	686	15	2.2	584	85.1	63	9.2	24	3.5	0	0.0
15:00	802	4	0.5	706	88.0	67	8.4	23	2.9	2	0.3
16:00	937	15	1.6	837	89.3	56	6.0	28	3.0	1	0.1
17:00	895	13	1.5	819	91.5	49	5.5	13	1.5	1	0.1
18:00	619	4	0.7	574	92.7	33	5.3	8	1.3	0	0.0
19:00	435	2	0.5	400	92.0	26	6.0	6	1.4	1	0.2
20:00	297	1	0.3	284	95.6	9	3.0	3	1.0	0	0.0
21:00	223	1	0.5	204	91.5	12	5.4	6	2.7	0	0.0
22:00	173	3	1.7	159	91.9	5	2.9	5	2.9	1	0.6
23:00	65	0	0.0	56	86.2	4	6.2	4	6.2	1	1.5
12H,7-19	8008	70	0.9	6960	86.9	681	8.5	269	3.4	28	0.4
16H,6-22	9237	78	0.8	8081	87.5	751	8.1	296	3.2	31	0.3
18H,6-24	9475	81	0.9	8296	87.6	760	8.0	305	3.2	33	0.4
24H,0-24	9704	82	0.9	8497	87.6	776	8.0	315	3.3	34	0.4
Tue 26-Sep-23											
00:00	34	0	0.0	30	88.2	1	2.9	3	8.8	0	0.0
01:00	26	0	0.0	20	76.9	1	3.9	5	19.2	0	0.0
02:00	30	0	0.0	26	86.7	1	3.3	2	6.7	1	3.3
03:00	34	0	0.0	25	73.5	2	5.9	7	20.6	0	0.0
04:00	44	1	2.3	33	75.0	1	2.3	9	20.5	0	0.0
05:00	135	2	1.5	113	83.7	9	6.7	10	7.4	1	0.7
06:00	314	3	1.0	257	81.9	25	8.0	25	8.0	4	1.3
07:00	560	2	0.4	484	86.4	42	7.5	31	5.5	1	0.2
08:00	749	4	0.5	663	88.5	52	6.9	27	3.6	3	0.4

12700		HINCKLEY		Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)			
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
09:00	616	2	0.3	513	83.3	61	9.9	36	5.8	4	0.7
10:00	527	1	0.2	428	81.2	62	11.8	32	6.1	4	0.8
11:00	497	2	0.4	418	84.1	44	8.9	28	5.6	5	1.0
12:00	595	2	0.3	506	85.0	46	7.7	37	6.2	4	0.7
13:00	572	2	0.4	495	86.5	48	8.4	26	4.6	1	0.2
14:00	691	6	0.9	594	86.0	63	9.1	27	3.9	1	0.1
15:00	839	13	1.6	733	87.4	68	8.1	24	2.9	1	0.1
16:00	982	8	0.8	883	89.9	66	6.7	18	1.8	7	0.7
17:00	951	11	1.2	881	92.6	43	4.5	14	1.5	2	0.2
18:00	595	3	0.5	557	93.6	30	5.0	5	0.8	0	0.0
19:00	422	4	1.0	380	90.1	34	8.1	4	1.0	0	0.0
20:00	257	1	0.4	237	92.2	13	5.1	6	2.3	0	0.0
21:00	176	0	0.0	168	95.5	5	2.8	3	1.7	0	0.0
22:00	150	4	2.7	137	91.3	5	3.3	3	2.0	1	0.7
23:00	72	1	1.4	65	90.3	4	5.6	1	1.4	1	1.4
12H,7-19	8174	56	0.7	7155	87.5	625	7.7	305	3.7	33	0.4
16H,6-22	9343	64	0.7	8197	87.7	702	7.5	343	3.7	37	0.4
18H,6-24	9565	69	0.7	8399	87.8	711	7.4	347	3.6	39	0.4
24H,0-24	9868	72	0.7	8646	87.6	726	7.4	383	3.9	41	0.4
Wed 27-Sep-23											
00:00	36	0	0.0	30	83.3	2	5.6	4	11.1	0	0.0
01:00	33	0	0.0	27	81.8	2	6.1	4	12.1	0	0.0
02:00	28	0	0.0	24	85.7	1	3.6	2	7.1	1	3.6
03:00	25	0	0.0	17	68.0	2	8.0	6	24.0	0	0.0
04:00	45	1	2.2	35	77.8	3	6.7	6	13.3	0	0.0
05:00	118	1	0.9	100	84.8	9	7.6	7	5.9	1	0.9
06:00	327	6	1.8	264	80.7	26	8.0	26	8.0	5	1.5
07:00	567	1	0.2	495	87.3	49	8.6	20	3.5	2	0.4
08:00	708	4	0.6	603	85.2	78	11.0	22	3.1	1	0.1
09:00	537	5	0.9	461	85.9	52	9.7	19	3.5	0	0.0
10:00	495	4	0.8	413	83.4	55	11.1	20	4.0	3	0.6
11:00	540	6	1.1	448	83.0	65	12.0	19	3.5	2	0.4

12700	HINCKLEY			Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)			
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12:00	601	7	1.2	507	84.4	57	9.5	29	4.8	1	0.2
13:00	572	4	0.7	488	85.3	56	9.8	21	3.7	3	0.5
14:00	662	5	0.8	563	85.1	66	10.0	25	3.8	3	0.5
15:00	813	3	0.4	739	90.9	49	6.0	21	2.6	1	0.1
16:00	982	11	1.1	883	89.9	66	6.7	20	2.0	2	0.2
17:00	937	4	0.4	875	93.4	40	4.3	18	1.9	0	0.0
18:00	627	8	1.3	582	92.8	22	3.5	14	2.2	1	0.2
19:00	431	3	0.7	402	93.3	21	4.9	5	1.2	0	0.0
20:00	338	0	0.0	314	92.9	20	5.9	4	1.2	0	0.0
21:00	185	2	1.1	174	94.1	6	3.2	3	1.6	0	0.0
22:00	151	1	0.7	141	93.4	2	1.3	6	4.0	1	0.7
23:00	58	0	0.0	52	89.7	4	6.9	2	3.5	0	0.0
12H,7-19	8041	62	0.8	7057	87.8	655	8.2	248	3.1	19	0.2
16H,6-22	9322	73	0.8	8211	88.1	728	7.8	286	3.1	24	0.3
18H,6-24	9531	74	0.8	8404	88.2	734	7.7	294	3.1	25	0.3
24H,0-24	9816	76	0.8	8637	88.0	753	7.7	323	3.3	27	0.3
Thu 28-Sep-23											
00:00	45	0	0.0	38	84.4	3	6.7	4	8.9	0	0.0
01:00	28	0	0.0	23	82.1	2	7.1	3	10.7	0	0.0
02:00	24	0	0.0	18	75.0	1	4.2	5	20.8	0	0.0
03:00	31	0	0.0	26	83.9	0	0.0	5	16.1	0	0.0
04:00	50	0	0.0	40	80.0	3	6.0	7	14.0	0	0.0
05:00	149	2	1.3	132	88.6	8	5.4	6	4.0	1	0.7
06:00	324	2	0.6	263	81.2	32	9.9	24	7.4	3	0.9
07:00	603	6	1.0	530	87.9	46	7.6	20	3.3	1	0.2
08:00	823	3	0.4	721	87.6	68	8.3	24	2.9	7	0.9
09:00	675	1	0.2	557	82.5	90	13.3	25	3.7	2	0.3
10:00	579	4	0.7	482	83.3	60	10.4	29	5.0	4	0.7
11:00	621	2	0.3	513	82.6	67	10.8	38	6.1	1	0.2
12:00	621	4	0.6	538	86.6	47	7.6	30	4.8	2	0.3
13:00	596	4	0.7	512	85.9	51	8.6	25	4.2	4	0.7
14:00	655	7	1.1	556	84.9	64	9.8	26	4.0	2	0.3

12700				HINCKLEY		Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)	
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15:00	798	3	0.4	711	89.1	62	7.8	18	2.3	4	0.5
16:00	988	9	0.9	874	88.5	62	6.3	38	3.9	5	0.5
17:00	934	9	1.0	866	92.7	29	3.1	26	2.8	4	0.4
18:00	664	6	0.9	607	91.4	35	5.3	16	2.4	0	0.0
19:00	449	2	0.5	420	93.5	25	5.6	2	0.5	0	0.0
20:00	279	0	0.0	258	92.5	18	6.5	3	1.1	0	0.0
21:00	191	1	0.5	180	94.2	6	3.1	3	1.6	1	0.5
22:00	186	2	1.1	173	93.0	4	2.2	7	3.8	0	0.0
23:00	89	0	0.0	80	89.9	7	7.9	2	2.3	0	0.0
12H,7-19	8557	58	0.7	7467	87.3	681	8.0	315	3.7	36	0.4
16H,6-22	9800	63	0.6	8588	87.6	762	7.8	347	3.5	40	0.4
18H,6-24	10075	65	0.7	8841	87.8	773	7.7	356	3.5	40	0.4
24H,0-24	10402	67	0.6	9118	87.7	790	7.6	386	3.7	41	0.4
Fri 29-Sep-23											
00:00	34	0	0.0	30	88.2	3	8.8	1	2.9	0	0.0
01:00	29	0	0.0	22	75.9	3	10.3	4	13.8	0	0.0
02:00	26	0	0.0	17	65.4	3	11.5	6	23.1	0	0.0
03:00	36	0	0.0	30	83.3	1	2.8	5	13.9	0	0.0
04:00	46	4	8.7	33	71.7	2	4.4	7	15.2	0	0.0
05:00	128	2	1.6	109	85.2	10	7.8	6	4.7	1	0.8
06:00	270	3	1.1	220	81.5	20	7.4	25	9.3	2	0.7
07:00	530	4	0.8	457	86.2	48	9.1	19	3.6	2	0.4
08:00	688	4	0.6	595	86.5	57	8.3	28	4.1	4	0.6
09:00	613	3	0.5	526	85.8	51	8.3	29	4.7	4	0.7
10:00	598	18	3.0	486	81.3	68	11.4	24	4.0	2	0.3
11:00	617	9	1.5	508	82.3	70	11.4	29	4.7	1	0.2
12:00	733	20	2.7	627	85.5	67	9.1	19	2.6	0	0.0
13:00	735	10	1.4	646	87.9	52	7.1	24	3.3	3	0.4
14:00	756	8	1.1	656	86.8	63	8.3	25	3.3	4	0.5
15:00	911	9	1.0	815	89.5	58	6.4	27	3.0	2	0.2
16:00	927	15	1.6	843	90.9	40	4.3	26	2.8	3	0.3
17:00	836	8	1.0	762	91.2	41	4.9	24	2.9	1	0.1

12700	HINCKLEY	Site No: 12700001	Location	Normandy Way, Hinckley (l/c 83 E of Nelson Dr)
Sat 23-Sep-23 to Fri 29-Sep-23		Channel: Eastbound		

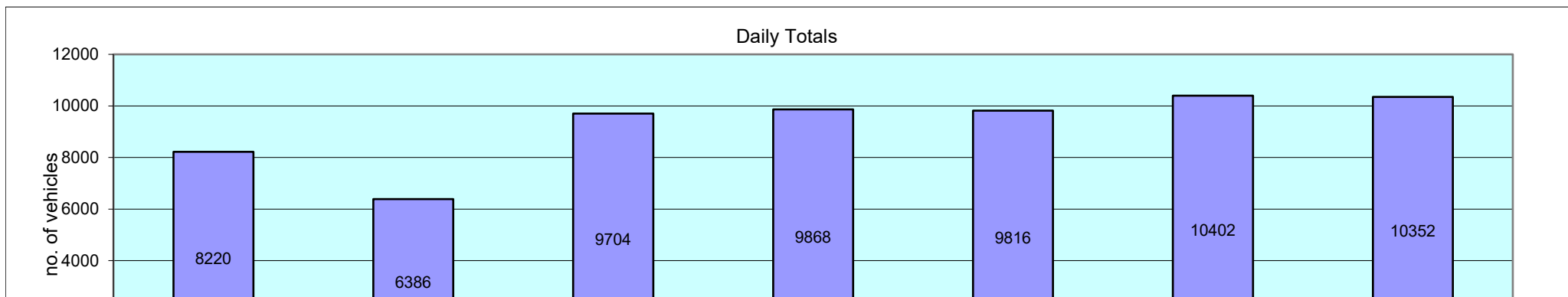
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18:00	581	9	1.6	538	92.6	21	3.6	13	2.2	0	0.0
19:00	429	3	0.7	395	92.1	23	5.4	8	1.9	0	0.0
20:00	285	2	0.7	264	92.6	15	5.3	4	1.4	0	0.0
21:00	214	0	0.0	201	93.9	8	3.7	4	1.9	1	0.5
22:00	192	1	0.5	186	96.9	2	1.0	3	1.6	0	0.0
23:00	138	0	0.0	125	90.6	8	5.8	5	3.6	0	0.0
12H,7-19	8525	117	1.4	7459	87.5	636	7.5	287	3.4	26	0.3
16H,6-22	9723	125	1.3	8539	87.8	702	7.2	328	3.4	29	0.3
18H,6-24	10053	126	1.3	8850	88.0	712	7.1	336	3.3	29	0.3
24H,0-24	10352	132	1.3	9091	87.8	734	7.1	365	3.5	30	0.3

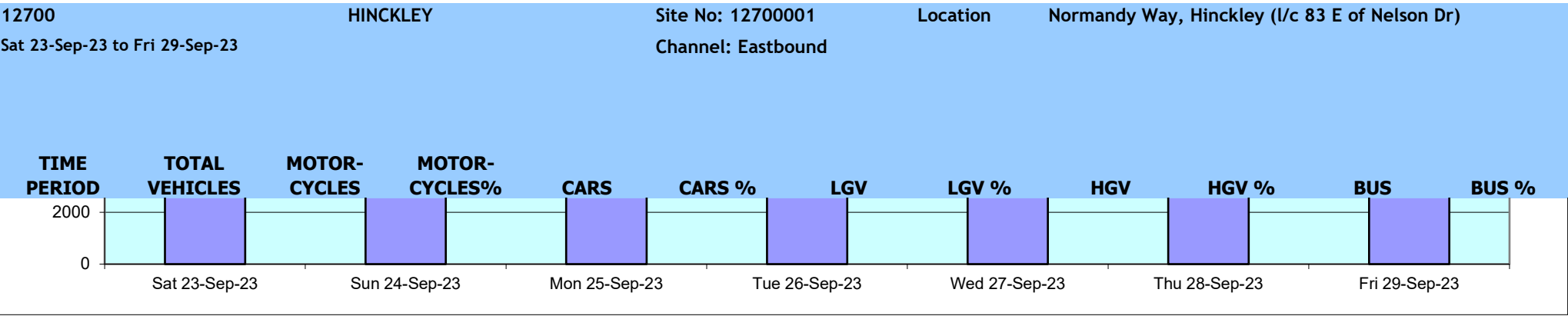
Daily Totals

Sat 23-Sep-23	8220	122	1.5	7622	92.7	374	4.6	97	1.2	5	0.1
Sun 24-Sep-23	6386	36	0.6	6024	94.3	271	4.2	54	0.9	1	0.0
Mon 25-Sep-23	9704	82	0.9	8497	87.6	776	8.0	315	3.3	34	0.4
Tue 26-Sep-23	9868	72	0.7	8646	87.6	726	7.4	383	3.9	41	0.4
Wed 27-Sep-23	9816	76	0.8	8637	88.0	753	7.7	323	3.3	27	0.3
Thu 28-Sep-23	10402	67	0.6	9118	87.7	790	7.6	386	3.7	41	0.4
Fri 29-Sep-23	10352	132	1.3	9091	87.8	734	7.1	365	3.5	30	0.3

Total Vehicles

[--]	64748	587	0.9	57635	89.4	4424	6.6	1923	2.8	179	0.3
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12700 HINCKLEY					Site No: 12700001												Location	Normandy Way, Hinckley (I/c 83 E of Nelson Dr)
Sat 23-Sep-23 to Fri 29-Sep-23					Channel: Eastbound													
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61		
Sat 23-Sep-23																		
00:00	69	50.4	43.1	7	0	0	0	0	0	6	27	19	7	5	4	1		
01:00	29	53.9	44.5	8	0	0	0	0	1	1	9	8	4	2	4	0		
02:00	22	50	43	6.7	0	0	0	0	0	1	11	3	4	2	1	0		
03:00	30	53.5	45.3	8.5	0	0	0	0	0	1	11	7	5	2	1	3		
04:00	20	-	47.3	9	0	0	0	0	0	0	6	5	4	1	1	3		
05:00	45	49.8	43.9	6.8	0	0	0	1	0	0	16	11	13	2	1	1		
06:00	99	50.2	43.7	6.5	0	0	0	0	1	6	30	30	20	7	5	0		
07:00	198	49	42.9	6	0	0	1	0	0	10	71	65	35	10	5	1		
08:00	397	48.5	43.1	5	0	0	0	0	0	11	133	152	81	15	4	1		
09:00	516	47.5	42.6	4.8	0	0	0	0	0	22	172	219	83	17	3	0		
10:00	701	45.4	41.4	4.4	1	0	0	1	0	28	321	277	58	14	1	0		
11:00	739	45.4	41.3	4.3	0	0	0	0	2	34	345	279	66	11	1	1		
12:00	804	45.2	40.9	4.2	0	0	0	0	1	62	370	300	67	4	0	0		
13:00	729	44.9	40.7	4.2	0	0	1	1	1	43	377	251	47	6	2	0		
14:00	699	45.6	41.5	4.4	0	0	0	0	1	31	324	257	70	15	1	0		
15:00	598	46.8	42.4	4.3	0	0	0	0	0	5	244	243	93	12	1	0		
16:00	550	47	42.3	5.2	0	0	0	0	12	21	183	237	73	18	4	2		
17:00	499	47.6	42.7	4.7	0	0	0	0	0	12	184	198	90	13	0	2		
18:00	467	45.6	40.9	5.2	0	0	0	0	4	57	196	153	41	13	2	1		
19:00	344	45.2	40.7	4.5	0	0	0	0	4	26	171	108	32	2	1	0		
20:00	246	45.1	40.9	5.3	0	0	0	0	1	26	114	82	13	6	1	3		
21:00	169	44.7	40	5.2	0	0	0	0	2	24	87	41	9	3	3	0		
22:00	161	45.6	40.9	4.8	0	0	0	0	0	15	81	44	15	6	0	0		
23:00	89	46.5	41.4	5.2	0	0	0	0	0	6	46	22	12	1	2	0		
12H,7-19	6897	45.9	41.7	4.7	1	0	2	2	21	336	2920	2631	804	148	24	8		
16H,6-22	7755	45.9	41.6	4.7	1	0	2	2	29	418	3322	2892	878	166	34	11		
18H,6-24	8005	45.9	41.6	4.7	1	0	2	2	29	439	3449	2958	905	173	36	11		
24H,0-24	8220	45.9	41.7	4.9	1	0	2	3	30	448	3529	3011	942	187	48	19		
Sun 24-Sep-23																		
00:00	76	47.7	42.1	6.6	0	0	0	0	0	3	43	15	9	2	1	3		
01:00	39	48.9	42.6	7.1	0	0	0	0	0	7	10	11	8	1	1	1		
02:00	23	45.5	42	6.9	0	0	0	0	1	1	9	9	1	1	0	1		
03:00	12	49.5	44.3	7.1	0	0	0	0	0	1	3	4	2	1	1	0		

127000 Sat 23-Sep-23 to Fri 29-Sep-23					Site No: 12700001 Channel: Eastbound												Location	Normandy Way, Hinckley (I/c 83 E of Nelson Dr)									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61											
04:00	29	48.7	42.8	6.2	0	0	0	0	0	3	9	10	4	2	1	0											
05:00	41	50	42.8	7.6	0	0	0	1	1	3	13	10	8	4	0	1											
06:00	65	50.3	43.9	6.9	0	0	0	0	0	4	24	13	16	5	1	2											
07:00	113	48.5	42.3	5.5	0	0	0	0	1	9	40	34	23	6	0	0											
08:00	165	49.5	43.9	5.4	0	0	0	0	0	8	39	69	34	13	1	1											
09:00	408	47.3	42.4	4.7	0	0	0	0	0	15	153	161	68	8	2	1											
10:00	532	45.2	40.8	4.5	0	0	1	0	3	49	232	199	41	7	0	0											
11:00	572	45.5	41.5	4.3	0	0	1	0	2	16	260	230	52	10	1	0											
12:00	668	45.3	41.2	4.3	0	0	1	0	1	31	309	261	53	12	0	0											
13:00	652	45.6	41.9	4.4	0	0	0	0	7	22	233	315	61	13	0	1											
14:00	613	45.8	41.9	4.4	0	0	0	0	5	24	232	269	72	10	1	0											
15:00	528	45.8	42	4.5	0	0	0	0	1	24	193	241	53	14	1	1											
16:00	479	45.9	42.1	4.5	0	0	0	0	1	15	190	203	52	17	1	0											
17:00	363	48.1	42.6	5.3	0	0	0	0	0	26	120	141	50	23	3	0											
18:00	312	48.1	42.9	5.4	0	0	0	0	5	2	112	128	43	14	8	0											
19:00	234	46.1	41.5	5.7	0	0	0	0	5	18	96	79	21	12	2	1											
20:00	202	46.7	41.5	5.5	0	0	0	0	2	21	80	65	23	9	2	0											
21:00	116	49.9	41.8	8.8	0	0	5	0	0	13	44	26	13	7	4	4											
22:00	97	48.1	42.3	5.3	0	0	0	0	0	7	38	29	19	3	1	0											
23:00	47	48.5	42.1	5.8	0	0	0	0	0	5	18	13	7	4	0	0											
12H,7-19	5405	45.9	41.9	4.7	0	0	3	0	26	241	2113	2251	602	147	18	4											
16H,6-22	6022	46	41.9	4.9	0	0	8	0	33	297	2357	2434	675	180	27	11											
18H,6-24	6166	46	41.9	4.9	0	0	8	0	33	309	2413	2476	701	187	28	11											
24H,0-24	6386	46.1	41.9	5	0	0	8	1	35	327	2500	2535	733	198	32	17											
Mon 25-Sep-23																											
00:00	15	49.8	44.2	7.9	0	0	0	0	0	2	3	5	3	1	0	1											
01:00	8	-	44.1	4.4	0	0	0	0	0	0	2	3	3	0	0	0											
02:00	10	54.8	51	4.4	0	0	0	0	0	0	0	1	4	4	1	0											
03:00	21	56.9	47.3	8	0	0	0	0	0	1	2	8	6	0	2	2											
04:00	32	56.6	47.6	8.1	0	0	0	0	0	3	4	7	6	6	6	0											
05:00	143	49.6	43.8	5.4	0	0	0	0	1	2	40	63	21	14	2	0											
06:00	274	46.5	41.4	5.8	0	0	0	1	3	32	102	91	32	9	2	2											
07:00	579	45.5	41.2	4.5	0	0	0	0	2	52	234	228	57	4	1	1											
08:00	736	45.1	41	4	0	0	0	0	0	38	351	290	51	5	1	0											

12700		HINCKLEY			Site No: 12700001		Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)									
Sat 23-Sep-23 to Fri 29-Sep-23					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
09:00	589	44.8	40.2	5	0	0	0	1	16	55	296	175	32	10	3	1
10:00	488	45.9	41.7	4.7	0	0	0	1	5	18	202	192	58	11	1	0
11:00	512	45.6	41.1	4.3	0	0	0	0	0	31	250	168	59	4	0	0
12:00	595	45.6	41.3	4.8	0	0	0	0	9	48	227	241	58	11	0	1
13:00	570	45.6	41.3	4.2	0	0	0	0	0	22	287	192	62	6	1	0
14:00	686	45.5	41.1	4.8	0	0	0	1	10	53	276	271	63	9	1	2
15:00	802	45.4	41.6	4	0	0	0	0	0	21	359	344	70	6	0	2
16:00	937	44.1	38.8	5.8	1	0	10	26	39	97	457	265	32	7	3	0
17:00	895	44.7	40.2	4.4	0	0	1	0	14	88	436	301	47	7	1	0
18:00	619	45.6	41.1	4.6	0	0	0	0	5	43	282	212	67	9	1	0
19:00	435	45	40.6	4.6	0	0	0	0	8	23	235	130	29	9	0	1
20:00	297	45.3	41.3	4.3	0	0	0	0	1	18	128	121	24	4	1	0
21:00	223	45.4	40.9	5.2	0	0	0	0	1	19	118	58	17	7	2	1
22:00	173	47.4	42.6	4.8	0	0	0	0	0	6	62	70	30	3	1	1
23:00	65	49.2	42.9	6.4	0	0	0	0	0	3	29	17	9	4	2	1
12H,7-19	8008	45.2	40.8	4.7	1	0	11	29	100	566	3657	2879	656	89	13	7
16H,6-22	9237	45.3	40.8	4.8	1	0	11	30	113	658	4240	3279	758	118	18	11
18H,6-24	9475	45.3	40.8	4.8	1	0	11	30	113	667	4331	3366	797	125	21	13
24H,0-24	9704	45.4	40.9	4.9	1	0	11	30	114	675	4382	3453	840	150	32	16
Tue 26-Sep-23																
00:00	34	52.4	45.6	7	0	0	0	0	0	0	10	11	6	5	0	2
01:00	26	49	43.7	7.3	0	0	0	0	0	2	9	8	3	1	3	0
02:00	30	48.1	43.3	5.7	0	0	0	0	0	0	12	10	7	0	0	1
03:00	34	54.1	47.2	7.3	0	0	0	0	1	0	6	7	10	7	2	1
04:00	44	54	45.2	7.8	0	0	0	0	0	4	14	5	8	10	3	0
05:00	135	49.5	43.8	6.2	0	0	0	0	3	1	41	52	25	8	2	3
06:00	314	48.3	42.7	5.3	0	0	0	0	0	13	124	103	58	11	3	2
07:00	560	44.6	39.7	4.9	0	0	0	14	1	64	275	170	33	2	1	0
08:00	749	42.1	36.2	7.4	8	16	24	24	28	155	352	128	14	0	0	0
09:00	616	43.6	39.2	4.2	0	0	0	0	7	99	345	139	22	4	0	0
10:00	527	44.4	40	4.1	0	0	0	0	6	50	280	166	24	0	0	1
11:00	497	45.4	40.9	4.4	0	0	0	0	6	27	242	168	48	6	0	0
12:00	595	45.4	41.1	4.6	0	1	0	0	2	36	278	215	53	9	0	1
13:00	572	45.8	41	6	0	0	6	16	5	28	223	215	62	15	2	0

12700		HINCKLEY			Site No: 12700001		Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)									
Sat 23-Sep-23 to Fri 29-Sep-23					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
14:00	691	44.9	40.6	4	0	0	0	0	4	36	373	222	52	4	0	0
15:00	839	44.5	40.5	3.8	0	0	0	0	0	50	454	300	28	5	2	0
16:00	982	40.7	26.3	13.2	128	211	125	44	24	69	246	109	21	4	1	0
17:00	951	42.5	29.2	12.9	83	167	96	41	41	76	256	156	32	3	0	0
18:00	595	45.3	41.2	4.3	0	0	0	0	0	32	286	216	52	7	2	0
19:00	422	44.6	40.2	4.3	0	0	0	0	7	25	245	112	27	6	0	0
20:00	257	43.9	39.3	4.9	0	0	0	0	0	53	136	50	12	4	1	1
21:00	176	44.5	40.1	4.7	0	0	0	0	1	19	99	43	10	3	0	1
22:00	150	45.2	40.5	5.5	0	0	0	0	1	21	73	38	8	7	2	0
23:00	72	45.3	41.1	5.4	0	0	0	0	0	8	32	24	5	2	0	1
12H,7-19	8174	44.4	37.1	9.4	219	395	251	139	124	722	3610	2204	441	59	8	2
16H,6-22	9343	44.5	37.5	9	219	395	251	139	132	832	4214	2512	548	83	12	6
18H,6-24	9565	44.5	37.6	9	219	395	251	139	133	861	4319	2574	561	92	14	7
24H,0-24	9868	44.7	37.8	9	219	395	251	139	137	868	4411	2667	620	123	24	14
Wed 27-Sep-23																
00:00	36	51.1	43.5	6.8	0	0	0	0	0	2	14	10	4	5	0	1
01:00	33	53.6	45.5	7.5	0	0	0	0	0	1	10	9	6	3	3	1
02:00	28	50.1	45.5	6.3	0	0	0	0	0	0	7	9	9	1	1	1
03:00	25	55.4	46.3	9	0	0	0	0	0	3	5	5	5	3	2	2
04:00	45	53.6	46.6	6.6	0	0	0	0	0	2	8	10	12	11	2	0
05:00	118	47.9	42.4	6.1	0	0	0	0	0	9	47	40	10	8	3	1
06:00	327	46.1	41.3	5.3	0	0	0	0	0	47	114	116	37	10	3	0
07:00	567	44.9	39.9	6.2	3	8	5	2	5	38	268	196	36	5	1	0
08:00	708	44.6	40.1	4.2	0	0	0	0	3	85	360	213	43	4	0	0
09:00	537	44.3	39.6	4.7	0	0	0	6	4	68	286	139	30	2	1	1
10:00	495	44.6	40.4	4.2	0	0	0	0	0	38	281	140	29	4	3	0
11:00	540	44.8	40.6	4.1	0	0	0	1	0	48	250	208	29	4	0	0
12:00	601	44.6	40.3	4.1	0	0	0	0	0	53	321	190	31	4	2	0
13:00	572	44.9	40.2	5.5	0	1	8	7	3	36	273	202	32	7	3	0
14:00	662	44.3	39.9	4.2	0	0	0	0	1	73	372	178	30	4	4	0
15:00	813	44.1	39.9	4	0	0	0	1	7	70	457	247	27	3	1	0
16:00	982	41.8	30.5	11.9	76	111	87	41	66	158	273	143	22	4	0	1
17:00	937	43.6	33.2	11.6	42	102	42	70	43	66	328	201	38	3	2	0
18:00	627	45.1	40.8	4.6	0	0	0	0	1	51	312	205	46	8	2	2

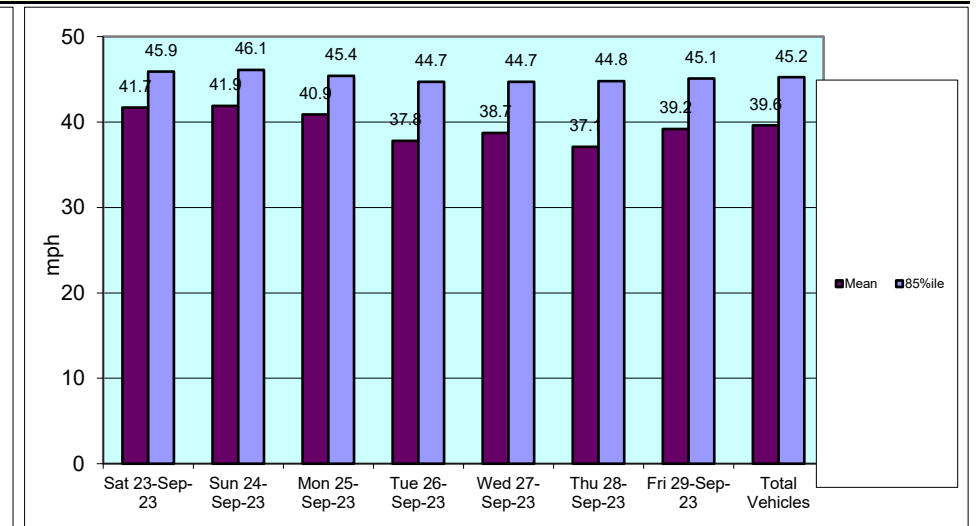
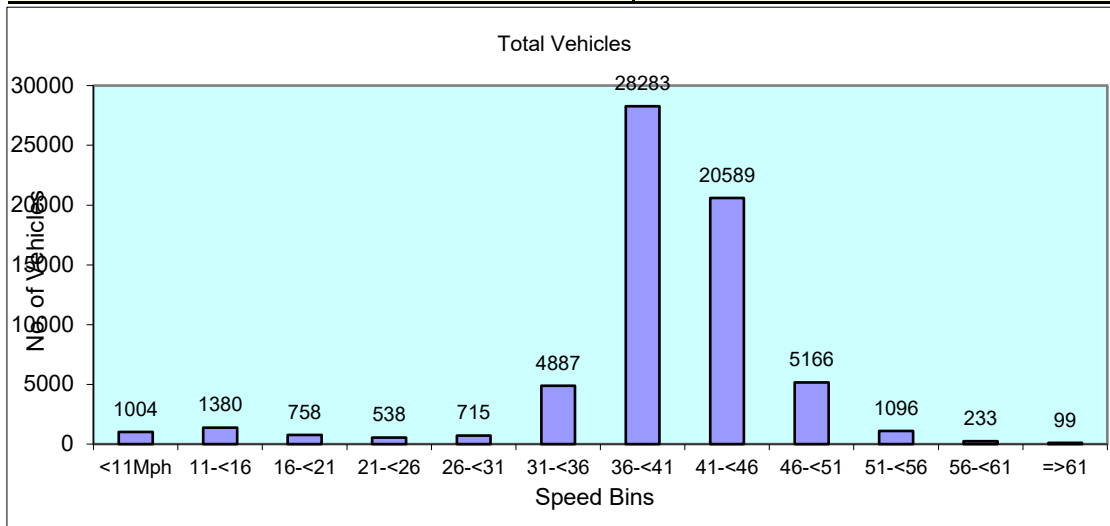
12700		HINCKLEY			Site No: 12700001		Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)									
Sat 23-Sep-23 to Fri 29-Sep-23					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
19:00	431	44.9	39.6	6.1	3	1	3	10	2	38	218	116	33	6	1	0
20:00	338	45	40.5	4.7	0	0	0	0	0	41	162	104	22	8	1	0
21:00	185	45.8	41.1	4.8	0	0	0	0	0	16	88	55	22	3	1	0
22:00	151	45.3	40.9	5.8	1	0	0	0	1	11	74	47	9	6	1	1
23:00	58	47.5	42.5	5.8	0	0	0	0	0	3	24	20	6	4	0	1
12H,7-19	8041	44.4	38.2	7.9	121	222	142	128	133	784	3781	2262	393	52	19	4
16H,6-22	9322	44.5	38.5	7.6	124	223	145	138	135	926	4363	2653	507	79	25	4
18H,6-24	9531	44.6	38.6	7.6	125	223	145	138	136	940	4461	2720	522	89	26	6
24H,0-24	9816	44.7	38.7	7.6	125	223	145	138	136	957	4552	2803	568	120	37	12
Thu 28-Sep-23																
00:00	45	50.8	43.9	7	0	0	0	1	0	3	11	13	10	6	1	0
01:00	28	45.8	42.8	4.3	0	0	0	0	0	1	7	16	3	1	0	0
02:00	24	53.4	45.6	7.5	0	0	0	0	0	1	6	8	3	4	1	1
03:00	31	55.8	47.7	7.4	0	0	0	0	0	1	4	10	6	5	4	1
04:00	50	52.1	45	6.3	0	0	0	0	0	2	14	12	12	9	1	0
05:00	149	50.4	44.5	6.3	0	0	0	0	1	4	39	55	31	11	6	2
06:00	324	45.5	41.5	5	0	0	0	1	0	21	142	122	22	13	3	0
07:00	603	44.9	40.6	4.3	0	0	0	0	3	42	322	185	39	11	1	0
08:00	823	41.9	26.1	14.1	197	138	22	24	63	63	171	120	20	5	0	0
09:00	675	44.9	40.6	4.2	0	0	1	1	2	48	330	246	41	6	0	0
10:00	579	44.6	40.3	4.1	0	0	0	0	2	45	321	174	33	2	2	0
11:00	621	44.9	40.5	4.2	0	0	0	0	1	46	337	185	46	5	1	0
12:00	621	45.2	40.9	4.4	0	0	0	0	0	42	320	196	52	8	3	0
13:00	596	45.1	40.6	4.4	0	0	0	0	3	57	290	190	50	6	0	0
14:00	655	45	40.8	4.2	0	0	0	0	1	52	299	256	38	8	1	0
15:00	798	44.6	40.4	3.9	0	0	0	1	0	46	459	236	50	6	0	0
16:00	988	40.8	26.9	12.8	137	178	61	96	64	92	218	124	17	1	0	0
17:00	934	43	26.7	14.1	122	217	134	33	4	16	208	147	45	7	1	0
18:00	664	45.3	40.8	4.6	0	0	0	1	6	53	309	229	56	8	1	1
19:00	449	45.1	40.4	4.7	0	0	1	0	0	49	224	132	38	2	1	2
20:00	279	45.2	40.8	4.5	0	0	0	0	2	24	129	97	25	1	0	1
21:00	191	45.3	40.8	4.7	0	0	0	0	3	16	86	66	17	3	0	0
22:00	186	45.8	41.5	4.7	0	0	0	0	1	11	79	69	22	3	1	0
23:00	89	50.1	42.9	7	0	0	0	0	1	8	31	27	10	8	2	2

127000					HINCKLEY					Site No: 12700001					Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)						
Sat 23-Sep-23 to Fri 29-Sep-23					Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
12H,7-19	8557	44.4	36.1	10.7	456	533	218	156	149	602	3584	2288	487	73	10	1					
16H,6-22	9800	44.6	36.7	10.3	456	533	219	157	154	712	4165	2705	589	92	14	4					
18H,6-24	10075	44.6	36.9	10.2	456	533	219	157	156	731	4275	2801	621	103	17	6					
24H,0-24	10402	44.8	37.1	10.2	456	533	219	158	157	743	4356	2915	686	139	30	10					
Fri 29-Sep-23																					
00:00	34	49.7	43.9	6.6	0	0	0	0	0	1	12	11	6	2	1	1					
01:00	29	48.6	43	5.4	0	0	0	0	0	2	9	10	6	2	0	0					
02:00	26	47.6	42.7	5	0	0	0	0	0	2	7	11	5	1	0	0					
03:00	36	55.3	47.8	8.1	0	0	0	0	0	1	9	3	12	6	2	3					
04:00	46	50	43.9	5.5	0	0	0	0	0	1	16	12	12	5	0	0					
05:00	128	49.8	43.8	5.9	0	0	0	0	1	4	36	53	19	11	3	1					
06:00	270	46.8	41.6	5.4	0	0	0	0	1	31	102	90	32	12	2	0					
07:00	530	45.6	41.1	4.4	0	0	0	0	0	34	259	172	57	7	1	0					
08:00	688	44.8	40.2	4.4	1	0	0	0	5	71	341	221	44	5	0	0					
09:00	613	45.1	40.8	4.3	0	0	0	1	4	35	301	219	45	7	1	0					
10:00	598	45.2	40.7	4.8	0	0	0	0	8	53	278	199	46	12	2	0					
11:00	617	45.3	41.1	4.6	0	0	0	1	3	42	272	238	47	13	0	1					
12:00	733	45	41	4	0	0	1	0	0	37	339	306	44	6	0	0					
13:00	735	44.9	40.7	4.4	0	0	0	0	2	54	373	248	43	13	1	1					
14:00	756	44.9	40.8	4	0	0	0	0	3	36	392	270	47	8	0	0					
15:00	911	44.6	38.1	8.2	15	20	20	33	14	80	408	255	57	8	1	0					
16:00	927	41.8	26.2	14	173	186	87	15	27	87	194	117	37	3	1	0					
17:00	836	45.1	38.6	8.2	13	23	14	14	16	90	340	246	69	8	2	1					
18:00	581	45.3	40.8	5	0	0	0	1	7	53	263	195	45	12	3	2					
19:00	429	45	39.7	5.4	0	0	0	4	12	69	191	110	34	8	0	1					
20:00	285	45	40.3	4.4	0	0	0	0	0	28	158	70	24	5	0	0					
21:00	214	45	40.5	5.1	0	0	0	0	2	22	109	60	13	5	3	0					
22:00	192	45.9	41.1	5.3	0	0	0	0	1	16	100	46	16	12	1	0					
23:00	138	48.9	42.3	6.5	0	0	0	0	0	20	44	43	17	8	6	0					
12H,7-19	8525	44.9	38.7	8.3	202	229	122	65	89	672	3760	2686	581	102	12	5					
16H,6-22	9723	45	38.9	8	202	229	122	69	104	822	4320	3016	684	132	17	6					
18H,6-24	10053	45	39	7.9	202	229	122	69	105	858	4464	3105	717	152	24	6					
24H,0-24	10352	45.1	39.2	7.9	202	229	122	69	106	869	4553	3205	777	179	30	11					
Daily Totals																					

12700 HINCKLEY Site No: 12700001 Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)
Sat 23-Sep-23 to Fri 29-Sep-23 Channel: Eastbound

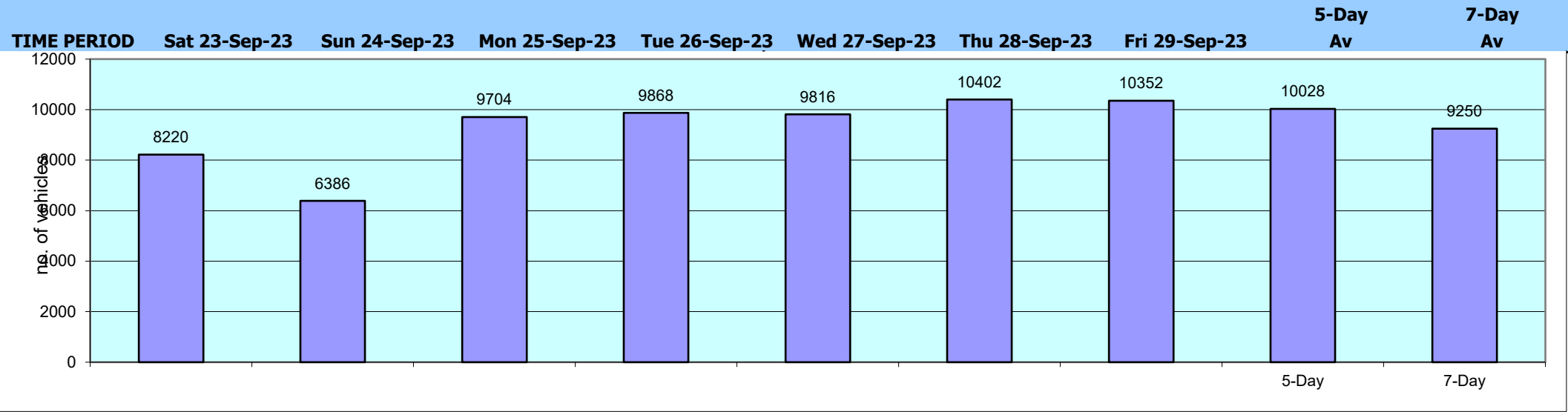
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 23-Sep-23	8220	45.9	41.7	4.9	1	0	2	3	30	448	3529	3011	942	187	48	19
Sun 24-Sep-23	6386	46.1	41.9	5	0	0	8	1	35	327	2500	2535	733	198	32	17
Mon 25-Sep-23	9704	45.4	40.9	4.9	1	0	11	30	114	675	4382	3453	840	150	32	16
Tue 26-Sep-23	9868	44.7	37.8	9	219	395	251	139	137	868	4411	2667	620	123	24	14
Wed 27-Sep-23	9816	44.7	38.7	7.6	125	223	145	138	136	957	4552	2803	568	120	37	12
Thu 28-Sep-23	10402	44.8	37.1	10.2	456	533	219	158	157	743	4356	2915	686	139	30	10
Fri 29-Sep-23	10352	45.1	39.2	7.9	202	229	122	69	106	869	4553	3205	777	179	30	11

Total Vehicles																
[--]	64748	45.2	39.6	7.1	1004	1380	758	538	715	4887	28283	20589	5166	1096	233	99



12700	HINCKLEY		Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)		
			Channel: Eastbound						
TIME PERIOD	Sat 23-Sep-23	Sun 24-Sep-23	Mon 25-Sep-23	Tue 26-Sep-23	Wed 27-Sep-23	Thu 28-Sep-23	Fri 29-Sep-23	5-Day Av	7-Day Av
Week Begin: 23-Sep-23									
00:00	69	76	15	34	36	45	34	33	44
01:00	29	39	8	26	33	28	29	25	27
02:00	22	23	10	30	28	24	26	24	23
03:00	30	12	21	34	25	31	36	29	27
04:00	20	29	32	44	45	50	46	43	38
05:00	45	41	143	135	118	149	128	135	108
06:00	99	65	274	314	327	324	270	302	239
07:00	198	113	579	560	567	603	530	568	450
08:00	397	165	736	749	708	823	688	741	609
09:00	516	408	589	616	537	675	613	606	565
10:00	701	532	488	527	495	579	598	537	560
11:00	739	572	512	497	540	621	617	557	585
12:00	804	668	595	595	601	621	733	629	660
13:00	729	652	570	572	572	596	735	609	632
14:00	699	613	686	691	662	655	756	690	680
15:00	598	528	802	839	813	798	911	833	756
16:00	550	479	937	982	982	988	927	963	835
17:00	499	363	895	951	937	934	836	911	774
18:00	467	312	619	595	627	664	581	617	552
19:00	344	234	435	422	431	449	429	433	392
20:00	246	202	297	257	338	279	285	291	272
21:00	169	116	223	176	185	191	214	198	182
22:00	161	97	173	150	151	186	192	170	159
23:00	89	47	65	72	58	89	138	84	80
12H,7-19	6897	5405	8008	8174	8041	8557	8525	8261	7658
16H,6-22	7755	6022	9237	9343	9322	9800	9723	9485	8743
18H,6-24	8005	6166	9475	9565	9531	10075	10053	9740	8981
24H,0-24	8220	6386	9704	9868	9816	10402	10352	10028	9250
Am	11:00	11:00	08:00	08:00	08:00	08:00	08:00		
Peak	739	572	736	749	708	823	688		
Pm	12:00	12:00	16:00	16:00	16:00	16:00	16:00		
Peak	804	668	937	982	982	988	927		

Daily Totals



12700			HINCKLEY			Site No: 12700001			Location Normandy Way, Hinckley (l/c 83 E of Nelson Dr)						
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Sat 23-Sep-23															
00:00	55	0	51	1	0	0	1	0	0	0	1	1	0	0	
01:00	34	0	30	4	0	0	0	0	0	0	0	0	0	0	
02:00	27	0	25	0	0	0	1	0	0	0	0	1	0	0	
03:00	27	0	24	0	0	0	2	0	0	0	0	1	0	0	
04:00	38	0	37	1	0	0	0	0	0	0	0	0	0	0	
05:00	73	1	70	2	0	0	0	0	0	0	0	0	0	0	
06:00	130	1	109	17	0	0	1	0	2	0	0	0	0	0	
07:00	264	2	233	19	1	0	9	0	0	0	0	0	0	0	
08:00	580	4	537	23	0	0	14	0	1	0	1	0	0	0	
09:00	687	10	634	34	0	1	4	0	4	0	0	0	0	0	
10:00	768	13	706	41	0	0	4	0	2	1	0	1	0	0	
11:00	742	13	692	29	2	0	2	0	2	1	0	1	0	0	
12:00	753	7	700	38	1	0	2	1	2	0	1	1	0	0	
13:00	757	13	709	28	0	0	3	1	3	0	0	0	0	0	
14:00	665	13	628	20	0	1	2	0	0	0	1	0	0	0	
15:00	570	9	525	29	0	0	4	0	2	0	0	1	0	0	
16:00	597	6	561	23	0	0	1	0	6	0	0	0	0	0	
17:00	592	5	552	29	0	0	2	0	3	0	0	1	0	0	
18:00	494	4	464	16	0	0	9	1	0	0	0	0	0	0	
19:00	353	4	328	5	0	0	15	0	1	0	0	0	0	0	
20:00	240	1	223	5	0	0	9	0	2	0	0	0	0	0	
21:00	212	0	200	5	0	0	7	0	0	0	0	0	0	0	
22:00	143	0	135	6	0	0	1	0	0	0	0	1	0	0	
23:00	89	1	86	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	7469	99	6941	329	4	2	56	3	25	2	3	5	0	0	
16H,6-22	8404	105	7801	361	4	2	88	3	30	2	3	5	0	0	
18H,6-24	8636	106	8022	369	4	2	89	3	30	2	3	6	0	0	
24H,0-24	8890	107	8259	377	4	2	93	3	30	2	4	9	0	0	
Sun 24-Sep-23															
00:00	47	0	45	2	0	0	0	0	0	0	0	0	0	0	
01:00	23	0	22	0	0	0	1	0	0	0	0	0	0	0	
02:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0	

12700		HINCKLEY				Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)					
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
03:00	16	0	15	0	0	0	1	0	0	0	0	0	0	0	
04:00	30	0	26	2	2	0	0	0	0	0	0	0	0	0	
05:00	50	0	47	1	0	0	1	0	0	0	0	1	0	0	
06:00	82	1	79	0	0	0	1	0	1	0	0	0	0	0	
07:00	122	0	111	10	0	0	1	0	0	0	0	0	0	0	
08:00	233	2	217	9	1	0	2	1	1	0	0	0	0	0	
09:00	422	0	402	14	0	0	6	0	0	0	0	0	0	0	
10:00	631	6	592	20	1	0	10	0	1	0	0	1	0	0	
11:00	701	5	659	23	0	0	8	0	3	0	1	2	0	0	
12:00	839	4	787	32	0	0	11	2	1	0	1	1	0	0	
13:00	681	1	645	30	0	0	3	0	0	0	2	0	0	0	
14:00	632	2	591	37	0	0	2	0	0	0	0	0	0	0	
15:00	491	4	465	19	0	0	0	2	1	0	0	0	0	0	
16:00	484	3	457	21	0	0	3	0	0	0	0	0	0	0	
17:00	417	3	391	16	0	0	3	0	2	0	0	2	0	0	
18:00	290	2	272	11	0	0	4	0	0	0	1	0	0	0	
19:00	272	4	251	13	0	0	3	0	1	0	0	0	0	0	
20:00	178	0	166	7	0	0	5	0	0	0	0	0	0	0	
21:00	138	1	127	5	0	0	5	0	0	0	0	0	0	0	
22:00	65	0	62	2	0	0	1	0	0	0	0	0	0	0	
23:00	47	1	42	1	0	0	3	0	0	0	0	0	0	0	
12H,7-19	5943	32	5589	242	2	0	53	5	9	0	5	6	0	0	
16H,6-22	6613	38	6212	267	2	0	67	5	11	0	5	6	0	0	
18H,6-24	6725	39	6316	270	2	0	71	5	11	0	5	6	0	0	
24H,0-24	6914	39	6491	278	4	0	74	5	11	0	5	7	0	0	
Mon 25-Sep-23															
00:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
01:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0	
02:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
03:00	28	0	27	0	0	0	1	0	0	0	0	0	0	0	
04:00	67	1	52	5	0	0	4	0	1	0	2	2	0	0	
05:00	195	4	174	8	0	0	8	0	0	1	0	0	0	0	

12700		HINCKLEY				Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)					
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
06:00	468	9	407	17	0	1	23	1	2	3	2	3	0	0	
07:00	1021	11	903	54	0	0	43	1	3	2	2	2	0	0	
08:00	1093	2	1002	47	2	0	33	0	2	0	3	2	0	0	
09:00	712	0	616	70	3	3	9	0	4	1	1	5	0	0	
10:00	626	4	534	68	4	2	1	0	4	1	0	8	0	0	
11:00	638	5	545	74	2	2	1	0	3	1	1	4	0	0	
12:00	606	3	501	84	0	6	1	0	3	0	2	6	0	0	
13:00	666	10	545	80	6	7	3	0	5	0	2	8	0	0	
14:00	693	11	589	67	4	10	4	0	6	0	0	2	0	0	
15:00	720	3	610	86	2	1	2	0	6	0	5	5	0	0	
16:00	772	11	700	51	2	0	1	1	2	0	2	1	1	0	
17:00	883	6	809	59	0	0	2	1	3	0	1	2	0	0	
18:00	574	4	539	23	1	0	0	0	2	1	2	2	0	0	
19:00	415	5	390	16	0	0	3	0	0	0	1	0	0	0	
20:00	238	0	222	14	2	0	0	0	0	0	0	0	0	0	
21:00	195	1	183	3	0	0	7	0	0	0	0	1	0	0	
22:00	142	1	132	3	0	0	4	0	1	0	1	0	0	0	
23:00	59	0	58	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	9004	70	7893	763	26	31	100	3	43	6	21	47	1	0	
16H,6-22	10320	85	9095	813	28	32	133	4	45	9	24	51	1	0	
18H,6-24	10521	86	9285	817	28	32	137	4	46	9	25	51	1	0	
24H,0-24	10853	91	9577	833	28	32	150	4	47	10	27	53	1	0	
Tue 26-Sep-23															
00:00	32	0	28	2	0	0	1	0	0	0	0	1	0	0	
01:00	28	0	24	0	0	0	1	0	0	0	1	2	0	0	
02:00	33	0	30	0	0	0	0	0	0	0	2	1	0	0	
03:00	50	1	46	0	0	0	1	0	0	0	0	2	0	0	
04:00	99	1	88	6	0	0	1	0	1	0	1	1	0	0	
05:00	211	4	194	6	0	0	4	0	1	1	1	0	0	0	
06:00	485	13	431	27	0	1	10	0	0	2	1	0	0	0	
07:00	941	9	842	54	1	0	23	0	6	1	3	2	0	0	
08:00	1006	4	915	43	3	0	26	1	6	1	4	3	0	0	

12700		HINCKLEY				Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)					
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
09:00	687	3	612	41	2	1	17	1	3	3	3	1	0	0	
10:00	627	2	537	46	2	8	12	1	6	0	4	9	0	0	
11:00	621	1	560	42	1	2	6	0	3	0	3	3	0	0	
12:00	654	0	561	66	2	4	3	0	6	1	4	7	0	0	
13:00	643	5	529	71	1	10	5	0	5	1	4	12	0	0	
14:00	699	6	586	75	2	8	6	1	3	1	3	8	0	0	
15:00	799	2	702	77	6	2	1	0	5	2	1	1	0	0	
16:00	670	2	609	49	1	0	4	0	2	0	1	2	0	0	
17:00	759	6	693	51	1	0	2	0	2	0	2	2	0	0	
18:00	568	5	530	27	0	0	1	0	1	0	0	4	0	0	
19:00	422	2	390	23	0	0	3	0	1	0	1	2	0	0	
20:00	260	2	242	12	0	0	4	0	0	0	0	0	0	0	
21:00	206	3	188	11	0	0	4	0	0	0	0	0	0	0	
22:00	113	2	105	2	0	0	2	0	0	0	1	1	0	0	
23:00	72	1	63	4	0	0	1	0	0	0	1	2	0	0	
12H,7-19	8674	45	7676	642	22	35	106	4	48	10	32	54	0	0	
16H,6-22	10047	65	8927	715	22	36	127	4	49	12	34	56	0	0	
18H,6-24	10232	68	9095	721	22	36	130	4	49	12	36	59	0	0	
24H,0-24	10685	74	9505	735	22	36	138	4	51	13	41	66	0	0	
Wed 27-Sep-23															
00:00	33	0	29	3	0	0	0	0	0	0	1	0	0	0	
01:00	30	0	25	0	1	0	2	0	0	0	0	2	0	0	
02:00	19	0	14	1	0	0	0	0	1	0	3	0	0	0	
03:00	45	1	39	1	0	0	2	0	0	0	2	0	0	0	
04:00	73	1	63	5	0	0	3	0	0	0	1	0	0	0	
05:00	193	3	175	7	0	0	7	0	1	0	0	0	0	0	
06:00	481	9	423	17	1	1	20	0	4	2	2	2	0	0	
07:00	1026	7	917	66	0	1	23	0	5	3	1	3	0	0	
08:00	1069	6	978	48	3	1	15	0	4	3	3	8	0	0	
09:00	731	2	626	73	5	2	5	0	7	1	5	5	0	0	
10:00	661	6	560	72	3	7	5	0	2	1	0	5	0	0	
11:00	661	4	560	74	1	2	9	1	3	2	2	3	0	0	

12700		HINCKLEY				Site No: 12700001		Location Normandy Way, Hinckley (l/c 83 E of Nelson Dr)						
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	
12:00	647	5	553	69	2	7	3	0	3	1	2	2	0	0
13:00	679	8	566	76	3	6	12	0	4	0	3	1	0	0
14:00	633	4	542	63	3	1	5	0	3	1	4	7	0	0
15:00	794	1	708	71	0	3	7	0	0	1	2	1	0	0
16:00	739	6	666	57	1	0	3	0	3	0	1	2	0	0
17:00	786	6	714	55	1	0	2	0	3	1	1	3	0	0
18:00	618	4	576	35	0	0	2	0	0	0	0	1	0	0
19:00	444	2	418	19	1	0	3	0	0	0	1	0	0	0
20:00	264	4	240	11	0	0	9	0	0	0	0	0	0	0
21:00	207	0	197	7	0	0	3	0	0	0	0	0	0	0
22:00	107	1	100	5	0	0	1	0	0	0	0	0	0	0
23:00	53	0	46	4	0	0	0	0	0	0	3	0	0	0
12H,7-19	9044	59	7966	759	22	30	91	1	37	14	24	41	0	0
16H,6-22	10440	74	9244	813	24	31	126	1	41	16	27	43	0	0
18H,6-24	10600	75	9390	822	24	31	127	1	41	16	30	43	0	0
24H,0-24	10993	80	9735	839	25	31	141	1	43	16	37	45	0	0
Thu 28-Sep-23														
00:00	34	0	31	1	0	0	0	0	0	0	0	2	0	0
01:00	20	0	16	2	0	0	1	0	0	0	0	1	0	0
02:00	24	1	17	1	0	0	0	0	1	0	0	4	0	0
03:00	42	0	40	0	0	0	1	0	0	0	0	1	0	0
04:00	68	0	63	1	0	0	2	0	0	0	1	1	0	0
05:00	183	6	157	13	0	1	4	0	0	0	0	2	0	0
06:00	497	14	436	27	0	1	10	1	2	1	3	2	0	0
07:00	928	10	831	60	1	1	16	2	2	2	2	1	0	0
08:00	940	1	862	51	1	1	15	0	5	0	3	1	0	0
09:00	714	4	630	55	0	2	14	0	3	2	1	3	0	0
10:00	605	3	530	48	2	1	9	1	4	1	4	2	0	0
11:00	643	9	545	59	1	9	3	0	7	2	5	3	0	0
12:00	662	8	573	62	2	5	3	0	3	1	2	3	0	0
13:00	670	7	578	58	2	2	9	1	4	1	4	4	0	0
14:00	649	1	565	60	4	2	4	0	4	0	3	6	0	0

12700		HINCKLEY				Site No: 12700001		Location Normandy Way, Hinckley (l/c 83 E of Nelson Dr)						
Sat 23-Sep-23 to Fri 29-Sep-23						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES							AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	
15:00	837	5	741	72	1	2	3	2	8	1	1	1	0	0
16:00	693	3	638	40	1	1	2	1	1	0	3	2	1	0
17:00	789	5	739	36	0	0	3	0	2	0	1	3	0	0
18:00	588	5	554	25	0	0	3	0	0	0	0	1	0	0
19:00	463	8	426	19	1	2	4	0	3	0	0	0	0	0
20:00	274	0	260	7	0	0	5	0	2	0	0	0	0	0
21:00	252	2	232	13	0	0	4	0	0	0	1	0	0	0
22:00	151	0	141	3	0	0	4	0	0	0	1	2	0	0
23:00	80	0	74	2	0	0	1	0	0	0	0	3	0	0
12H,7-19	8718	61	7786	626	15	26	84	7	43	10	29	30	1	0
16H,6-22	10204	85	9140	692	16	29	107	8	50	11	33	32	1	0
18H,6-24	10435	85	9355	697	16	29	112	8	50	11	34	37	1	0
24H,0-24	10806	92	9679	715	16	30	120	8	51	11	35	48	1	0
Fri 29-Sep-23														
00:00	45	0	38	3	0	0	2	0	0	0	1	1	0	0
01:00	25	0	25	0	0	0	0	0	0	0	0	0	0	0
02:00	31	0	26	2	0	0	1	0	0	0	0	2	0	0
03:00	41	1	36	0	0	0	1	0	0	0	0	3	0	0
04:00	78	0	71	4	0	0	2	0	0	0	1	0	0	0
05:00	182	6	158	4	0	0	9	0	4	0	1	0	0	0
06:00	480	8	419	18	1	1	25	0	3	0	1	4	0	0
07:00	905	9	808	39	1	4	37	1	2	0	2	2	0	0
08:00	1047	8	949	54	2	1	23	0	4	3	2	1	0	0
09:00	746	5	651	68	0	2	6	0	4	1	2	7	0	0
10:00	588	5	495	64	0	2	3	1	6	2	4	6	0	0
11:00	653	2	557	76	5	2	0	1	3	1	1	5	0	0
12:00	715	10	617	62	3	2	2	0	9	1	3	6	0	0
13:00	704	11	590	72	3	7	6	0	5	1	2	7	0	0
14:00	684	9	576	80	3	4	1	0	8	0	1	2	0	0
15:00	861	7	770	70	1	3	2	0	4	0	1	3	0	0
16:00	706	10	624	62	0	1	0	0	4	0	2	3	0	0
17:00	764	8	696	53	0	0	0	0	3	0	2	2	0	0

12700 HINCKLEY Site No: 12700001 Location Normandy Way, Hinckley (l/c 83 E of Nelson Dr)
Sat 23-Sep-23 to Fri 29-Sep-23 Channel: Westbound

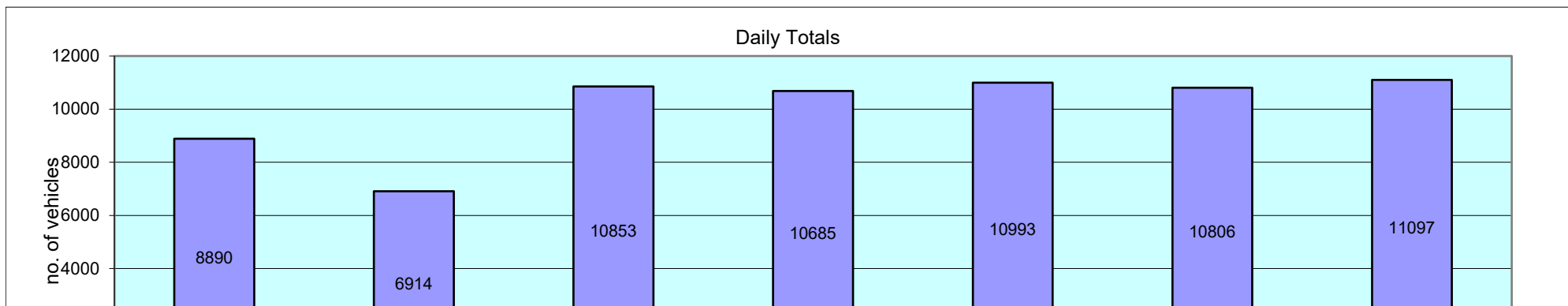
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18:00	562	5	520	28	0	0	2	1	2	1	0	3	0	0
19:00	504	5	470	18	0	0	8	0	1	0	2	0	0	0
20:00	268	1	257	6	0	0	4	0	0	0	0	0	0	0
21:00	235	2	216	7	0	0	6	0	1	0	1	2	0	0
22:00	157	0	144	6	0	0	7	0	0	0	0	0	0	0
23:00	116	0	111	1	0	0	3	0	0	0	1	0	0	0
12H,7-19	8935	89	7853	728	18	28	82	4	54	10	22	47	0	0
16H,6-22	10422	105	9215	777	19	29	125	4	59	10	26	53	0	0
18H,6-24	10695	105	9470	784	19	29	135	4	59	10	27	53	0	0
24H,0-24	11097	112	9824	797	19	29	150	4	63	10	30	59	0	0

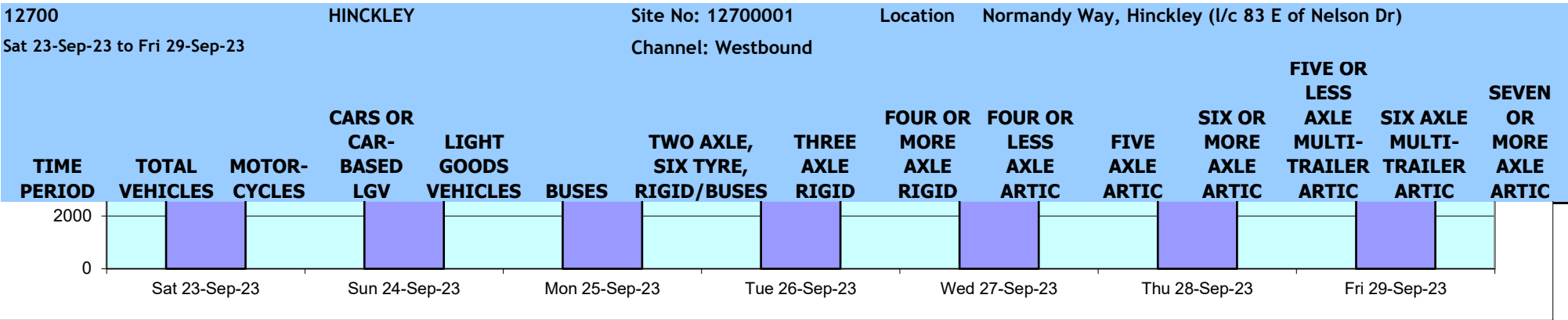
Daily Totals

Sat 23-Sep-23	8890	107	8259	377	4	2	93	3	30	2	4	9	0	0
Sun 24-Sep-23	6914	39	6491	278	4	0	74	5	11	0	5	7	0	0
Mon 25-Sep-23	10853	91	9577	833	28	32	150	4	47	10	27	53	1	0
Tue 26-Sep-23	10685	74	9505	735	22	36	138	4	51	13	41	66	0	0
Wed 27-Sep-23	10993	80	9735	839	25	31	141	1	43	16	37	45	0	0
Thu 28-Sep-23	10806	92	9679	715	16	30	120	8	51	11	35	48	1	0
Fri 29-Sep-23	11097	112	9824	797	19	29	150	4	63	10	30	59	0	0

Total Vehicles

[--]	70238	595	63070	4574	118	160	866	29	296	62	179	287	2	0
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12700	HINCKLEY			Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)			
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 23-Sep-23											
00:00	55	0	0.0	51	92.7	1	1.8	3	5.5	0	0.0
01:00	34	0	0.0	30	88.2	4	11.8	0	0.0	0	0.0
02:00	27	0	0.0	25	92.6	0	0.0	2	7.4	0	0.0
03:00	27	0	0.0	24	88.9	0	0.0	3	11.1	0	0.0
04:00	38	0	0.0	37	97.4	1	2.6	0	0.0	0	0.0
05:00	73	1	1.4	70	95.9	2	2.7	0	0.0	0	0.0
06:00	130	1	0.8	109	83.9	17	13.1	3	2.3	0	0.0
07:00	264	2	0.8	233	88.3	19	7.2	9	3.4	1	0.4
08:00	580	4	0.7	537	92.6	23	4.0	16	2.8	0	0.0
09:00	687	10	1.5	634	92.3	34	5.0	9	1.3	0	0.0
10:00	768	13	1.7	706	91.9	41	5.3	8	1.0	0	0.0
11:00	742	13	1.8	692	93.3	29	3.9	6	0.8	2	0.3
12:00	753	7	0.9	700	93.0	38	5.1	7	0.9	1	0.1
13:00	757	13	1.7	709	93.7	28	3.7	7	0.9	0	0.0
14:00	665	13	2.0	628	94.4	20	3.0	4	0.6	0	0.0
15:00	570	9	1.6	525	92.1	29	5.1	7	1.2	0	0.0
16:00	597	6	1.0	561	94.0	23	3.9	7	1.2	0	0.0
17:00	592	5	0.8	552	93.2	29	4.9	6	1.0	0	0.0
18:00	494	4	0.8	464	93.9	16	3.2	10	2.0	0	0.0
19:00	353	4	1.1	328	92.9	5	1.4	16	4.5	0	0.0
20:00	240	1	0.4	223	92.9	5	2.1	11	4.6	0	0.0
21:00	212	0	0.0	200	94.3	5	2.4	7	3.3	0	0.0
22:00	143	0	0.0	135	94.4	6	4.2	2	1.4	0	0.0
23:00	89	1	1.1	86	96.6	2	2.3	0	0.0	0	0.0
12H,7-19	7469	99	1.3	6941	92.9	329	4.4	96	1.3	4	0.1
16H,6-22	8404	105	1.3	7801	92.8	361	4.3	133	1.6	4	0.1
18H,6-24	8636	106	1.2	8022	92.9	369	4.3	135	1.6	4	0.1
24H,0-24	8890	107	1.2	8259	92.9	377	4.2	143	1.6	4	0.0
Sun 24-Sep-23											
00:00	47	0	0.0	45	95.7	2	4.3	0	0.0	0	0.0
01:00	23	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
02:00	23	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0

12700		HINCKLEY		Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)			
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
03:00	16	0	0.0	15	93.8	0	0.0	1	6.3	0	0.0
04:00	30	0	0.0	26	86.7	2	6.7	0	0.0	2	6.7
05:00	50	0	0.0	47	94.0	1	2.0	2	4.0	0	0.0
06:00	82	1	1.2	79	96.3	0	0.0	2	2.4	0	0.0
07:00	122	0	0.0	111	91.0	10	8.2	1	0.8	0	0.0
08:00	233	2	0.9	217	93.1	9	3.9	4	1.7	1	0.4
09:00	422	0	0.0	402	95.3	14	3.3	6	1.4	0	0.0
10:00	631	6	1.0	592	93.8	20	3.2	12	1.9	1	0.2
11:00	701	5	0.7	659	94.0	23	3.3	14	2.0	0	0.0
12:00	839	4	0.5	787	93.8	32	3.8	16	1.9	0	0.0
13:00	681	1	0.2	645	94.7	30	4.4	5	0.7	0	0.0
14:00	632	2	0.3	591	93.5	37	5.9	2	0.3	0	0.0
15:00	491	4	0.8	465	94.7	19	3.9	3	0.6	0	0.0
16:00	484	3	0.6	457	94.4	21	4.3	3	0.6	0	0.0
17:00	417	3	0.7	391	93.8	16	3.8	7	1.7	0	0.0
18:00	290	2	0.7	272	93.8	11	3.8	5	1.7	0	0.0
19:00	272	4	1.5	251	92.3	13	4.8	4	1.5	0	0.0
20:00	178	0	0.0	166	93.3	7	3.9	5	2.8	0	0.0
21:00	138	1	0.7	127	92.0	5	3.6	5	3.6	0	0.0
22:00	65	0	0.0	62	95.4	2	3.1	1	1.5	0	0.0
23:00	47	1	2.1	42	89.4	1	2.1	3	6.4	0	0.0
12H,7-19	5943	32	0.5	5589	94.0	242	4.1	78	1.3	2	0.0
16H,6-22	6613	38	0.6	6212	93.9	267	4.0	94	1.4	2	0.0
18H,6-24	6725	39	0.6	6316	93.9	270	4.0	98	1.5	2	0.0
24H,0-24	6914	39	0.6	6491	93.9	278	4.0	102	1.5	4	0.1
Mon 25-Sep-23											
00:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
01:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
02:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
03:00	28	0	0.0	27	96.4	0	0.0	1	3.6	0	0.0
04:00	67	1	1.5	52	77.6	5	7.5	9	13.4	0	0.0
05:00	195	4	2.1	174	89.2	8	4.1	9	4.6	0	0.0

12700		HINCKLEY		Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)			
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06:00	468	9	1.9	407	87.0	17	3.6	35	7.5	0	0.0
07:00	1021	11	1.1	903	88.4	54	5.3	53	5.2	0	0.0
08:00	1093	2	0.2	1002	91.7	47	4.3	40	3.7	2	0.2
09:00	712	0	0.0	616	86.5	70	9.8	23	3.2	3	0.4
10:00	626	4	0.6	534	85.3	68	10.9	16	2.6	4	0.6
11:00	638	5	0.8	545	85.4	74	11.6	12	1.9	2	0.3
12:00	606	3	0.5	501	82.7	84	13.9	18	3.0	0	0.0
13:00	666	10	1.5	545	81.8	80	12.0	25	3.8	6	0.9
14:00	693	11	1.6	589	85.0	67	9.7	22	3.2	4	0.6
15:00	720	3	0.4	610	84.7	86	11.9	19	2.6	2	0.3
16:00	772	11	1.4	700	90.7	51	6.6	8	1.0	2	0.3
17:00	883	6	0.7	809	91.6	59	6.7	9	1.0	0	0.0
18:00	574	4	0.7	539	93.9	23	4.0	7	1.2	1	0.2
19:00	415	5	1.2	390	94.0	16	3.9	4	1.0	0	0.0
20:00	238	0	0.0	222	93.3	14	5.9	0	0.0	2	0.8
21:00	195	1	0.5	183	93.9	3	1.5	8	4.1	0	0.0
22:00	142	1	0.7	132	93.0	3	2.1	6	4.2	0	0.0
23:00	59	0	0.0	58	98.3	1	1.7	0	0.0	0	0.0
12H,7-19	9004	70	0.8	7893	87.7	763	8.5	252	2.8	26	0.3
16H,6-22	10320	85	0.8	9095	88.1	813	7.9	299	2.9	28	0.3
18H,6-24	10521	86	0.8	9285	88.3	817	7.8	305	2.9	28	0.3
24H,0-24	10853	91	0.8	9577	88.2	833	7.7	324	3.0	28	0.3
Tue 26-Sep-23											
00:00	32	0	0.0	28	87.5	2	6.3	2	6.3	0	0.0
01:00	28	0	0.0	24	85.7	0	0.0	4	14.3	0	0.0
02:00	33	0	0.0	30	90.9	0	0.0	3	9.1	0	0.0
03:00	50	1	2.0	46	92.0	0	0.0	3	6.0	0	0.0
04:00	99	1	1.0	88	88.9	6	6.1	4	4.0	0	0.0
05:00	211	4	1.9	194	91.9	6	2.8	7	3.3	0	0.0
06:00	485	13	2.7	431	88.9	27	5.6	14	2.9	0	0.0
07:00	941	9	1.0	842	89.5	54	5.7	35	3.7	1	0.1
08:00	1006	4	0.4	915	91.0	43	4.3	41	4.1	3	0.3

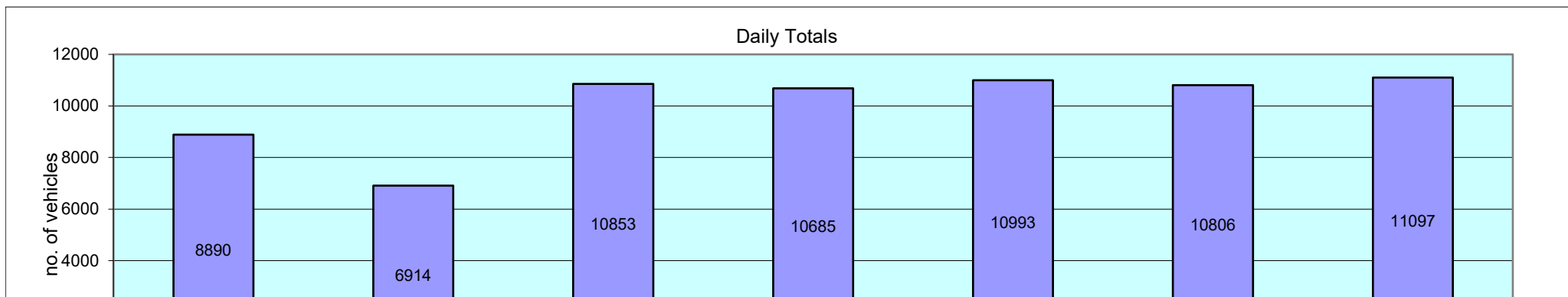
12700	HINCKLEY			Site No: 12700001		Location	Normandy Way, Hinckley (l/c 83 E of Nelson Dr)				
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
09:00	687	3	0.4	612	89.1	41	6.0	29	4.2	2	0.3
10:00	627	2	0.3	537	85.7	46	7.3	40	6.4	2	0.3
11:00	621	1	0.2	560	90.2	42	6.8	17	2.7	1	0.2
12:00	654	0	0.0	561	85.8	66	10.1	25	3.8	2	0.3
13:00	643	5	0.8	529	82.3	71	11.0	37	5.8	1	0.2
14:00	699	6	0.9	586	83.8	75	10.7	30	4.3	2	0.3
15:00	799	2	0.3	702	87.9	77	9.6	12	1.5	6	0.8
16:00	670	2	0.3	609	90.9	49	7.3	9	1.3	1	0.2
17:00	759	6	0.8	693	91.3	51	6.7	8	1.1	1	0.1
18:00	568	5	0.9	530	93.3	27	4.8	6	1.1	0	0.0
19:00	422	2	0.5	390	92.4	23	5.5	7	1.7	0	0.0
20:00	260	2	0.8	242	93.1	12	4.6	4	1.5	0	0.0
21:00	206	3	1.5	188	91.3	11	5.3	4	1.9	0	0.0
22:00	113	2	1.8	105	92.9	2	1.8	4	3.5	0	0.0
23:00	72	1	1.4	63	87.5	4	5.6	4	5.6	0	0.0
12H,7-19	8674	45	0.5	7676	88.5	642	7.4	289	3.3	22	0.3
16H,6-22	10047	65	0.7	8927	88.9	715	7.1	318	3.2	22	0.2
18H,6-24	10232	68	0.7	9095	88.9	721	7.1	326	3.2	22	0.2
24H,0-24	10685	74	0.7	9505	89.0	735	6.9	349	3.3	22	0.2
Wed 27-Sep-23											
00:00	33	0	0.0	29	87.9	3	9.1	1	3.0	0	0.0
01:00	30	0	0.0	25	83.3	0	0.0	4	13.3	1	3.3
02:00	19	0	0.0	14	73.7	1	5.3	4	21.1	0	0.0
03:00	45	1	2.2	39	86.7	1	2.2	4	8.9	0	0.0
04:00	73	1	1.4	63	86.3	5	6.9	4	5.5	0	0.0
05:00	193	3	1.6	175	90.7	7	3.6	8	4.2	0	0.0
06:00	481	9	1.9	423	87.9	17	3.5	31	6.4	1	0.2
07:00	1026	7	0.7	917	89.4	66	6.4	36	3.5	0	0.0
08:00	1069	6	0.6	978	91.5	48	4.5	34	3.2	3	0.3
09:00	731	2	0.3	626	85.6	73	10.0	25	3.4	5	0.7
10:00	661	6	0.9	560	84.7	72	10.9	20	3.0	3	0.5
11:00	661	4	0.6	560	84.7	74	11.2	22	3.3	1	0.2

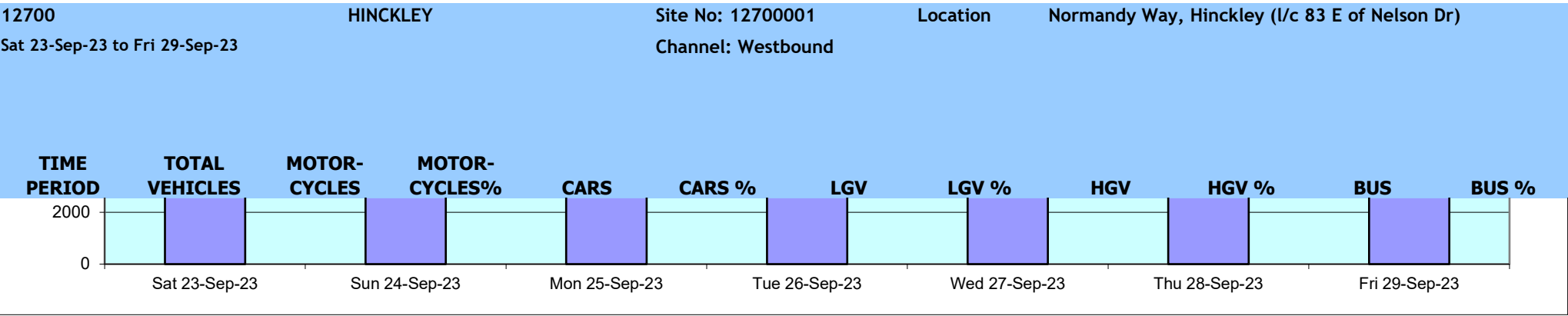
12700		HINCKLEY		Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)			
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
12:00	647	5	0.8	553	85.5	69	10.7	18	2.8	2	0.3
13:00	679	8	1.2	566	83.4	76	11.2	26	3.8	3	0.4
14:00	633	4	0.6	542	85.6	63	10.0	21	3.3	3	0.5
15:00	794	1	0.1	708	89.2	71	8.9	14	1.8	0	0.0
16:00	739	6	0.8	666	90.1	57	7.7	9	1.2	1	0.1
17:00	786	6	0.8	714	90.8	55	7.0	10	1.3	1	0.1
18:00	618	4	0.7	576	93.2	35	5.7	3	0.5	0	0.0
19:00	444	2	0.5	418	94.1	19	4.3	4	0.9	1	0.2
20:00	264	4	1.5	240	90.9	11	4.2	9	3.4	0	0.0
21:00	207	0	0.0	197	95.2	7	3.4	3	1.5	0	0.0
22:00	107	1	0.9	100	93.5	5	4.7	1	0.9	0	0.0
23:00	53	0	0.0	46	86.8	4	7.6	3	5.7	0	0.0
12H,7-19	9044	59	0.7	7966	88.1	759	8.4	238	2.6	22	0.2
16H,6-22	10440	74	0.7	9244	88.5	813	7.8	285	2.7	24	0.2
18H,6-24	10600	75	0.7	9390	88.6	822	7.8	289	2.7	24	0.2
24H,0-24	10993	80	0.7	9735	88.6	839	7.6	314	2.9	25	0.2
Thu 28-Sep-23											
00:00	34	0	0.0	31	91.2	1	2.9	2	5.9	0	0.0
01:00	20	0	0.0	16	80.0	2	10.0	2	10.0	0	0.0
02:00	24	1	4.2	17	70.8	1	4.2	5	20.8	0	0.0
03:00	42	0	0.0	40	95.2	0	0.0	2	4.8	0	0.0
04:00	68	0	0.0	63	92.7	1	1.5	4	5.9	0	0.0
05:00	183	6	3.3	157	85.8	13	7.1	7	3.8	0	0.0
06:00	497	14	2.8	436	87.7	27	5.4	20	4.0	0	0.0
07:00	928	10	1.1	831	89.6	60	6.5	26	2.8	1	0.1
08:00	940	1	0.1	862	91.7	51	5.4	25	2.7	1	0.1
09:00	714	4	0.6	630	88.2	55	7.7	25	3.5	0	0.0
10:00	605	3	0.5	530	87.6	48	7.9	22	3.6	2	0.3
11:00	643	9	1.4	545	84.8	59	9.2	29	4.5	1	0.2
12:00	662	8	1.2	573	86.6	62	9.4	17	2.6	2	0.3
13:00	670	7	1.0	578	86.3	58	8.7	25	3.7	2	0.3
14:00	649	1	0.2	565	87.1	60	9.2	19	2.9	4	0.6

12700	HINCKLEY			Site No: 12700001		Location	Normandy Way, Hinckley (l/c 83 E of Nelson Dr)				
Sat 23-Sep-23 to Fri 29-Sep-23				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
15:00	837	5	0.6	741	88.5	72	8.6	18	2.2	1	0.1
16:00	693	3	0.4	638	92.1	40	5.8	11	1.6	1	0.1
17:00	789	5	0.6	739	93.7	36	4.6	9	1.1	0	0.0
18:00	588	5	0.9	554	94.2	25	4.3	4	0.7	0	0.0
19:00	463	8	1.7	426	92.0	19	4.1	9	1.9	1	0.2
20:00	274	0	0.0	260	94.9	7	2.6	7	2.6	0	0.0
21:00	252	2	0.8	232	92.1	13	5.2	5	2.0	0	0.0
22:00	151	0	0.0	141	93.4	3	2.0	7	4.6	0	0.0
23:00	80	0	0.0	74	92.5	2	2.5	4	5.0	0	0.0
12H,7-19	8718	61	0.7	7786	89.3	626	7.2	230	2.6	15	0.2
16H,6-22	10204	85	0.8	9140	89.6	692	6.8	271	2.7	16	0.2
18H,6-24	10435	85	0.8	9355	89.7	697	6.7	282	2.7	16	0.2
24H,0-24	10806	92	0.9	9679	89.6	715	6.6	304	2.8	16	0.2
Fri 29-Sep-23											
00:00	45	0	0.0	38	84.4	3	6.7	4	8.9	0	0.0
01:00	25	0	0.0	25	100.0	0	0.0	0	0.0	0	0.0
02:00	31	0	0.0	26	83.9	2	6.5	3	9.7	0	0.0
03:00	41	1	2.4	36	87.8	0	0.0	4	9.8	0	0.0
04:00	78	0	0.0	71	91.0	4	5.1	3	3.9	0	0.0
05:00	182	6	3.3	158	86.8	4	2.2	14	7.7	0	0.0
06:00	480	8	1.7	419	87.3	18	3.8	34	7.1	1	0.2
07:00	905	9	1.0	808	89.3	39	4.3	48	5.3	1	0.1
08:00	1047	8	0.8	949	90.6	54	5.2	34	3.3	2	0.2
09:00	746	5	0.7	651	87.3	68	9.1	22	3.0	0	0.0
10:00	588	5	0.9	495	84.2	64	10.9	24	4.1	0	0.0
11:00	653	2	0.3	557	85.3	76	11.6	13	2.0	5	0.8
12:00	715	10	1.4	617	86.3	62	8.7	23	3.2	3	0.4
13:00	704	11	1.6	590	83.8	72	10.2	28	4.0	3	0.4
14:00	684	9	1.3	576	84.2	80	11.7	16	2.3	3	0.4
15:00	861	7	0.8	770	89.4	70	8.1	13	1.5	1	0.1
16:00	706	10	1.4	624	88.4	62	8.8	10	1.4	0	0.0
17:00	764	8	1.1	696	91.1	53	6.9	7	0.9	0	0.0

12700	HINCKLEY	Site No: 12700001	Location	Normandy Way, Hinckley (l/c 83 E of Nelson Dr)
Sat 23-Sep-23 to Fri 29-Sep-23		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
18:00	562	5	0.9	520	92.5	28	5.0	9	1.6	0	0.0
19:00	504	5	1.0	470	93.3	18	3.6	11	2.2	0	0.0
20:00	268	1	0.4	257	95.9	6	2.2	4	1.5	0	0.0
21:00	235	2	0.9	216	91.9	7	3.0	10	4.3	0	0.0
22:00	157	0	0.0	144	91.7	6	3.8	7	4.5	0	0.0
23:00	116	0	0.0	111	95.7	1	0.9	4	3.5	0	0.0
12H,7-19	8935	89	1.0	7853	87.9	728	8.2	247	2.8	18	0.2
16H,6-22	10422	105	1.0	9215	88.4	777	7.5	306	2.9	19	0.2
18H,6-24	10695	105	1.0	9470	88.6	784	7.3	317	3.0	19	0.2
24H,0-24	11097	112	1.0	9824	88.5	797	7.2	345	3.1	19	0.2
Daily Totals											
Sat 23-Sep-23	8890	107	1.2	8259	92.9	377	4.2	143	1.6	4	0.0
Sun 24-Sep-23	6914	39	0.6	6491	93.9	278	4.0	102	1.5	4	0.1
Mon 25-Sep-23	10853	91	0.8	9577	88.2	833	7.7	324	3.0	28	0.3
Tue 26-Sep-23	10685	74	0.7	9505	89.0	735	6.9	349	3.3	22	0.2
Wed 27-Sep-23	10993	80	0.7	9735	88.6	839	7.6	314	2.9	25	0.2
Thu 28-Sep-23	10806	92	0.9	9679	89.6	715	6.6	304	2.8	16	0.2
Fri 29-Sep-23	11097	112	1.0	9824	88.5	797	7.2	345	3.1	19	0.2
Total Vehicles											
[--]	70238	595	0.8	63070	90.1	4574	6.3	1881	2.6	118	0.2





127000 Sat 23-Sep-23 to Fri 29-Sep-23					Site No: 12700001 Channel: Westbound												Location	Normandy Way, Hinckley (I/c 83 E of Nelson Dr)									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61											
Sat 23-Sep-23																											
00:00	55	48.7	44.1	6.5	0	0	0	0	0	0	18	25	6	2	1	3											
01:00	34	53	44.5	6.8	0	0	0	0	0	1	11	12	2	6	2	0											
02:00	27	50.1	45.7	7	0	0	0	0	0	2	3	10	9	0	2	1											
03:00	27	49.9	42.9	7.1	0	0	0	1	0	2	8	6	7	3	0	0											
04:00	38	53.3	46.3	7.1	0	0	0	0	0	0	10	11	8	6	1	2											
05:00	73	49.6	44.3	6.2	0	0	0	0	0	3	18	29	16	3	2	2											
06:00	130	48.7	42.9	5.5	0	0	0	0	0	5	50	43	22	8	1	1											
07:00	264	49.2	44.4	4.8	0	0	0	0	0	3	49	136	56	14	6	0											
08:00	580	47.6	42.8	4.6	0	0	0	0	0	20	182	260	96	20	2	0											
09:00	687	45.4	41.5	4.4	0	0	0	0	1	35	293	289	57	7	3	2											
10:00	768	45.2	41.1	4.5	0	0	0	5	1	49	335	309	58	7	3	1											
11:00	742	44.8	40.6	4.1	0	0	0	0	2	59	368	262	46	3	2	0											
12:00	753	44.6	40.2	4.2	0	0	0	0	7	59	417	218	45	5	2	0											
13:00	757	44.6	40.3	4.1	0	0	0	0	2	61	413	229	44	8	0	0											
14:00	665	45.1	40.7	4.4	0	0	0	0	7	43	329	226	51	8	1	0											
15:00	570	45.6	41.5	4.6	0	0	0	0	0	30	259	212	51	15	3	0											
16:00	597	45.6	41.5	4.6	0	0	0	0	5	34	234	256	58	8	0	2											
17:00	592	47.1	42.5	5	0	0	0	0	1	18	220	245	83	17	4	4											
18:00	494	46.1	42.1	4.7	0	0	0	0	2	19	190	207	60	10	6	0											
19:00	353	45.2	41.2	4.1	0	0	0	0	0	21	156	145	27	4	0	0											
20:00	240	47.4	42.8	5.6	0	0	0	0	2	9	83	102	27	10	4	3											
21:00	212	45.9	42.2	5	0	0	0	0	3	7	75	96	24	4	1	2											
22:00	143	48	42.7	6.5	0	0	0	0	0	7	63	43	20	2	2	6											
23:00	89	50.2	44.8	6.2	0	0	0	0	1	2	18	35	23	7	0	3											
12H,7-19	7469	45.6	41.4	4.6	0	0	0	5	28	430	3289	2849	705	122	32	9											
16H,6-22	8404	45.6	41.5	4.6	0	0	0	5	33	472	3653	3235	805	148	38	15											
18H,6-24	8636	45.7	41.5	4.7	0	0	0	5	34	481	3734	3313	848	157	40	24											
24H,0-24	8890	45.7	41.6	4.8	0	0	0	6	34	489	3802	3406	896	177	48	32											
Sun 24-Sep-23																											
00:00	47	46.8	43	6.2	0	0	0	0	0	3	15	21	3	3	1	1											
01:00	23	54.9	48.5	8	0	0	0	0	0	1	3	6	2	9	0	2											
02:00	23	46.1	42.4	5.6	0	0	0	0	1	0	8	10	2	2	0	0											
03:00	16	49.9	45.1	5.2	0	0	0	0	0	1	1	8	4	2	0	0											

127000 Sat 23-Sep-23 to Fri 29-Sep-23					HINCKLEY		Site No: 12700001		Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)								
					Channel: Westbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
04:00	30	52.3	45	7	0	0	0	0	0	1	11	4	8	4	2	0	
05:00	50	50.2	44.7	5.8	0	0	0	0	0	1	12	19	12	5	0	1	
06:00	82	49.1	43.4	5.5	0	0	0	0	0	6	22	28	21	4	1	0	
07:00	122	50.6	45.6	5.5	0	0	0	0	0	2	20	45	39	12	3	1	
08:00	233	47.1	42.6	4.7	0	0	0	1	1	5	78	105	34	9	0	0	
09:00	422	45.4	41.7	4.2	0	0	0	0	0	19	167	194	34	7	1	0	
10:00	631	45.3	41.3	4.2	0	0	0	0	1	24	299	249	45	11	1	1	
11:00	701	45.2	41.1	4	0	0	0	0	0	31	350	254	62	4	0	0	
12:00	839	44.8	40.4	4.2	0	0	0	0	4	74	433	265	56	7	0	0	
13:00	681	45.3	41.1	4.2	0	0	0	1	2	38	309	267	57	6	1	0	
14:00	632	45.2	41.1	4.6	0	0	0	3	1	34	298	238	44	11	1	2	
15:00	491	47	42.5	4.7	0	0	0	0	0	18	174	210	71	14	3	1	
16:00	484	46.6	42.6	4.4	0	0	0	0	0	19	147	236	69	12	1	0	
17:00	417	47.4	42.8	4.9	0	0	0	0	2	19	118	197	64	14	1	2	
18:00	290	48.1	43.2	4.7	0	0	0	0	0	6	86	132	52	12	1	1	
19:00	272	48.5	42.9	5.8	0	0	0	0	2	13	94	100	44	11	4	4	
20:00	178	48.7	43.4	5.5	0	0	0	0	0	4	61	67	35	5	4	2	
21:00	138	50.7	44.3	6.5	0	0	0	0	1	6	33	58	20	14	2	4	
22:00	65	50.5	44.3	6.1	0	0	0	0	0	3	16	25	12	7	1	1	
23:00	47	45.8	41.5	7.5	0	0	0	0	0	8	20	12	3	1	0	3	
12H,7-19	5943	45.7	41.7	4.5	0	0	0	5	11	289	2479	2392	627	119	13	8	
16H,6-22	6613	45.9	41.8	4.7	0	0	0	5	14	318	2689	2645	747	153	24	18	
18H,6-24	6725	45.9	41.9	4.8	0	0	0	5	14	329	2725	2682	762	161	25	22	
24H,0-24	6914	46	41.9	4.8	0	0	0	5	15	336	2775	2750	793	186	28	26	
Mon 25-Sep-23																	
00:00	19	50.1	43	7.7	0	0	0	0	0	3	5	7	1	2	0	1	
01:00	14	54.5	48.5	7.2	0	0	0	0	0	0	2	3	5	2	1	1	
02:00	9	-	44.1	4.2	0	0	0	0	0	0	2	4	3	0	0	0	
03:00	28	47.3	43.1	4.3	0	0	0	0	0	0	9	13	5	1	0	0	
04:00	67	50.7	45.1	5.4	0	0	0	0	0	1	10	36	10	7	3	0	
05:00	195	48.9	44	4.9	0	0	0	0	0	5	39	103	32	12	4	0	
06:00	468	46.2	42.3	4.5	0	0	0	1	1	18	155	220	61	11	1	0	
07:00	1021	44.7	39.8	5.3	1	7	3	12	6	96	510	316	62	7	1	0	
08:00	1093	43.5	39.4	4	0	0	0	0	2	138	664	248	34	2	5	0	

12700 HINCKLEY					Site No: 12700001	Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)											
Sat 23-Sep-23 to Fri 29-Sep-23					Channel: Westbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
09:00	712	45.2	41.3	4	0	0	0	0	5	32	291	333	46	4	1	0	
10:00	626	45.1	40.7	4.5	0	0	0	0	8	61	255	256	38	6	2	0	
11:00	638	44.8	40.2	4.4	0	0	0	0	3	82	305	198	46	3	1	0	
12:00	606	45.1	40.8	4.6	0	0	0	0	8	48	271	227	39	10	3	0	
13:00	666	44.7	40.6	3.9	0	0	0	0	0	36	357	234	32	6	1	0	
14:00	693	45.1	41	4.3	0	0	0	0	2	36	347	249	50	4	3	2	
15:00	720	45.1	40.6	4.4	0	0	0	0	0	75	350	230	53	12	0	0	
16:00	772	45.2	40.8	4.8	1	0	0	2	5	75	331	287	60	6	5	0	
17:00	883	44.8	40.6	4	0	0	0	0	0	61	462	302	50	7	1	0	
18:00	574	46.5	42.4	4.6	0	0	0	0	2	17	203	258	81	8	3	2	
19:00	415	45.1	40.9	4.2	0	0	0	0	0	32	196	152	30	4	1	0	
20:00	238	46.2	42	5.3	0	0	0	0	0	15	97	89	25	6	5	1	
21:00	195	48.4	43.3	5.4	0	0	0	0	0	12	49	89	32	8	4	1	
22:00	142	48.4	43.5	5.4	0	0	0	0	0	3	44	63	21	6	4	1	
23:00	59	57.2	48.7	7.6	0	0	0	0	0	2	7	11	21	7	7	4	
12H,7-19	9004	45	40.6	4.5	2	7	3	14	41	757	4346	3138	591	75	26	4	
16H,6-22	10320	45.1	40.7	4.5	2	7	3	15	42	834	4843	3688	739	104	37	6	
18H,6-24	10521	45.2	40.8	4.6	2	7	3	15	42	839	4894	3762	781	117	48	11	
24H,0-24	10853	45.3	40.9	4.7	2	7	3	15	42	848	4961	3928	837	141	56	13	
Tue 26-Sep-23																	
00:00	32	56.9	47.9	7.7	0	0	0	0	0	0	6	10	6	4	4	2	
01:00	28	51.5	45.8	5.5	0	0	0	0	0	0	3	16	4	3	2	0	
02:00	33	-	49.7	8.3	0	0	0	0	0	0	3	12	5	6	1	6	
03:00	50	52	46.5	6.1	0	0	0	0	0	0	9	16	16	5	3	1	
04:00	99	49.7	44.4	5.2	0	0	0	0	0	2	24	37	28	6	2	0	
05:00	211	50.8	44.8	5.5	0	0	0	0	0	3	46	94	37	26	4	1	
06:00	485	45.9	42.1	4.7	0	0	0	0	1	27	167	222	52	12	3	1	
07:00	941	44.2	39.7	4.4	0	0	0	1	7	122	513	243	45	8	1	1	
08:00	1006	40.9	36.9	4.2	0	0	0	0	40	401	423	130	12	0	0	0	
09:00	687	43.9	39.4	4.1	0	0	0	0	8	90	386	172	29	2	0	0	
10:00	627	44	39.9	3.6	0	0	0	0	2	50	373	180	22	0	0	0	
11:00	621	44.9	40.3	4.9	0	0	1	12	7	41	292	225	37	6	0	0	
12:00	654	44.6	40.4	4.1	0	0	0	0	4	47	350	212	35	5	0	1	
13:00	643	45.1	41.1	4.3	0	0	0	0	6	32	294	260	43	6	0	2	

12700 HINCKLEY					Site No: 12700001												Location	Normandy Way, Hinckley (I/c 83 E of Nelson Dr)									
Sat 23-Sep-23 to Fri 29-Sep-23					Channel: Westbound																						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61											
14:00	699	44.4	39.6	4.6	0	0	0	0	14	103	341	199	34	8	0	0											
15:00	799	44.6	40.1	4.4	0	0	0	1	14	81	388	267	43	4	0	1											
16:00	670	44.8	40.3	4.8	1	0	0	0	4	77	326	211	38	9	4	0											
17:00	759	45	40.6	4.3	0	0	0	0	1	79	348	274	51	5	1	0											
18:00	568	45.6	41.4	4.7	0	0	0	0	3	29	259	210	50	13	2	2											
19:00	422	45.3	41.1	4.4	0	0	0	0	2	21	208	149	33	8	1	0											
20:00	260	45.6	41.8	4.3	0	0	0	0	0	11	102	116	25	6	0	0											
21:00	206	46.3	42.4	5.1	0	0	0	0	0	13	68	92	25	3	4	1											
22:00	113	47.7	42.7	5.7	0	0	0	0	0	6	42	42	16	3	3	1											
23:00	72	49.5	44.5	5.6	0	0	0	0	0	3	15	25	25	2	1	1											
12H,7-19	8674	44.5	39.8	4.5	1	0	1	14	110	1152	4293	2583	439	66	8	7											
16H,6-22	10047	44.7	40.1	4.6	1	0	1	14	113	1224	4838	3162	574	95	16	9											
18H,6-24	10232	44.8	40.2	4.6	1	0	1	14	113	1233	4895	3229	615	100	20	11											
24H,0-24	10685	45	40.4	4.8	1	0	1	14	113	1238	4986	3414	711	150	36	21											
Wed 27-Sep-23																											
00:00	33	49.5	43	7.8	0	0	0	0	1	6	5	10	8	1	1	1											
01:00	30	50	44.8	6	0	0	0	0	0	2	3	16	5	2	2	0											
02:00	19	45.1	43	5.4	0	0	0	0	0	1	5	10	2	0	1	0											
03:00	45	53.3	47.5	5.8	0	0	0	0	0	2	1	15	16	8	3	0											
04:00	73	50	45.6	5.6	0	0	0	0	0	2	7	35	22	2	4	1											
05:00	193	48.9	43.7	5.1	0	0	0	0	1	2	54	83	40	9	4	0											
06:00	481	47.3	42.6	4.6	0	0	0	0	1	11	175	202	77	12	2	1											
07:00	1026	44.6	40.2	4.2	0	0	0	0	4	110	501	361	40	6	3	1											
08:00	1069	44.1	39.2	4.6	0	0	0	0	20	215	497	285	43	6	3	0											
09:00	731	44.2	39.7	4.4	0	0	0	0	8	102	376	210	28	4	2	1											
10:00	661	44.1	39.3	4.8	0	0	1	9	11	89	333	192	21	2	3	0											
11:00	661	44.4	39.9	4.4	0	0	2	2	6	66	352	195	32	6	0	0											
12:00	647	45	40.7	4.2	0	0	0	0	0	49	320	227	42	9	0	0											
13:00	679	45	40.4	4.6	0	0	0	0	3	87	309	222	48	8	1	1											
14:00	633	44.6	39.9	4.7	0	0	0	1	18	75	302	196	36	4	0	1											
15:00	794	44.3	39.7	4.5	0	0	0	6	5	103	418	217	36	7	2	0											
16:00	739	45.2	40.7	4.7	1	0	0	0	2	70	340	258	56	8	4	0											
17:00	786	44.9	40.8	4.2	0	0	0	0	1	59	382	286	50	4	3	1											
18:00	618	45.7	41.4	4.7	0	0	0	0	4	38	269	226	70	7	3	1											

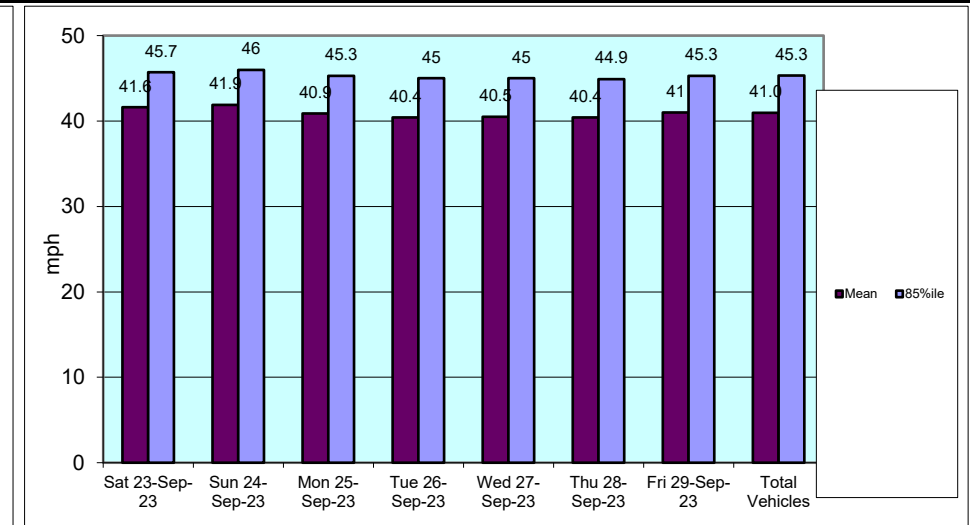
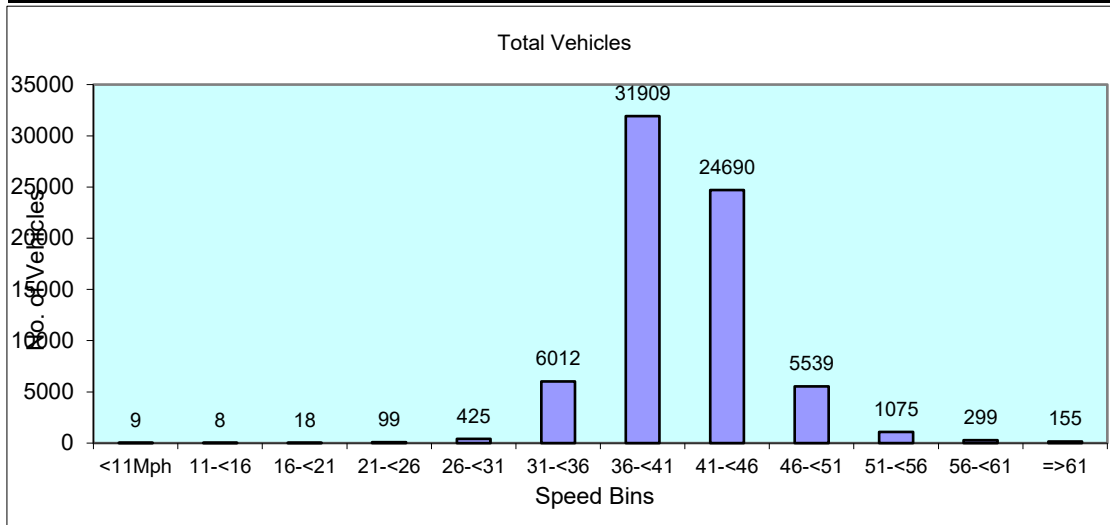
12700		HINCKLEY			Site No: 12700001		Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)									
Sat 23-Sep-23 to Fri 29-Sep-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
19:00	444	44.6	40.3	4.2	0	0	0	0	0	47	219	153	21	3	1	0
20:00	264	45.6	41.5	4.4	0	0	0	0	0	14	114	105	25	5	1	0
21:00	207	45.7	41.8	4.7	0	0	0	0	0	10	88	83	18	7	0	1
22:00	107	47.7	42.6	5.5	0	0	0	0	1	4	39	41	16	4	1	1
23:00	53	48.8	44	5.8	0	0	0	0	0	3	10	27	8	3	1	1
12H,7-19	9044	44.7	40.1	4.6	1	0	3	18	82	1063	4399	2875	502	71	24	6
16H,6-22	10440	44.8	40.3	4.6	1	0	3	18	83	1145	4995	3418	643	98	28	8
18H,6-24	10600	44.9	40.3	4.6	1	0	3	18	84	1152	5044	3486	667	105	30	10
24H,0-24	10993	45	40.5	4.7	1	0	3	18	86	1167	5119	3655	760	127	45	12
Thu 28-Sep-23																
00:00	34	45.4	41.7	6.3	0	0	0	0	1	2	14	13	1	1	2	0
01:00	20	48.5	43.3	7.1	0	0	0	0	0	0	12	2	3	1	2	0
02:00	24	49.9	45	6	0	0	0	0	0	0	6	10	5	1	2	0
03:00	42	50.6	45.5	6	0	0	0	0	0	1	7	17	11	4	1	1
04:00	68	50.3	45.7	5.6	0	0	0	0	0	1	8	32	19	5	1	2
05:00	183	50.7	44.6	6.1	0	0	0	0	0	4	46	79	28	15	9	2
06:00	497	45.6	41.9	5	0	0	0	0	0	17	217	203	40	12	1	7
07:00	928	44.5	40.2	4.1	0	0	0	0	6	69	514	284	49	5	0	1
08:00	940	42.9	38.8	4	0	0	0	0	7	180	537	192	20	3	1	0
09:00	714	44.5	39.9	4.2	0	0	0	0	0	91	377	200	40	6	0	0
10:00	605	44.5	40.1	4.4	0	0	0	0	7	64	311	187	30	3	3	0
11:00	643	44.7	40.1	4.4	0	0	0	0	7	75	318	200	37	5	1	0
12:00	662	44.4	39.9	4.4	0	0	0	2	7	78	331	210	28	5	0	1
13:00	670	44.7	39.7	5.1	0	0	2	9	23	65	304	227	37	3	0	0
14:00	649	44.8	40.6	4.2	0	0	0	0	1	49	329	229	32	7	0	2
15:00	837	44.7	39.9	4.8	0	0	3	1	13	99	435	216	62	6	2	0
16:00	693	44.5	39.6	5.2	2	0	0	15	8	84	321	224	35	2	2	0
17:00	789	44.1	39.6	4.3	1	0	0	0	7	96	438	209	35	2	1	0
18:00	588	45.4	41.3	4.1	0	0	0	0	0	30	263	234	55	6	0	0
19:00	463	45.1	40.7	4.8	0	0	0	0	1	48	217	154	34	4	2	3
20:00	274	45.9	41.7	4.9	0	0	0	0	0	14	124	97	28	6	5	0
21:00	252	48.5	43.7	5.7	0	0	0	0	1	2	77	117	34	10	5	6
22:00	151	47.4	42.2	5.4	0	0	0	0	2	14	42	63	24	4	2	0
23:00	80	49.9	44.6	5.6	0	0	0	0	0	3	16	33	20	6	1	1

127000 Sat 23-Sep-23 to Fri 29-Sep-23					Site No: 12700001 Channel: Westbound												Location	Normandy Way, Hinckley (I/c 83 E of Nelson Dr)
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61		
12H,7-19	8718	44.5	39.9	4.5	3	0	5	27	86	980	4478	2612	460	53	10	4		
16H,6-22	10204	44.7	40.2	4.6	3	0	5	27	88	1061	5113	3183	596	85	23	20		
18H,6-24	10435	44.8	40.3	4.7	3	0	5	27	90	1078	5171	3279	640	95	26	21		
24H,0-24	10806	44.9	40.4	4.8	3	0	5	27	91	1086	5264	3432	707	122	43	26		
Fri 29-Sep-23																		
00:00	45	45.7	43.1	4.8	0	0	0	0	0	1	13	24	4	2	1	0		
01:00	25	45.2	43.1	2.5	0	0	0	0	0	0	3	21	1	0	0	0		
02:00	31	49.5	44.1	5.5	0	0	0	0	0	0	10	11	7	2	1	0		
03:00	41	50.1	44	6.8	0	0	0	1	0	1	11	14	9	4	0	1		
04:00	78	49.1	44.7	5.8	0	0	0	0	0	1	15	41	14	3	1	3		
05:00	182	50.4	45.1	5.4	0	0	0	0	1	0	34	84	40	16	6	1		
06:00	480	46.3	42.2	4.8	0	0	0	0	0	29	161	214	58	15	2	1		
07:00	905	44.6	40.5	3.9	0	0	0	0	0	60	477	321	40	4	2	1		
08:00	1047	44.1	39.7	4.1	0	0	0	3	11	116	571	308	34	4	0	0		
09:00	746	45	40.8	4.5	0	0	0	0	2	63	348	273	49	6	3	2		
10:00	588	45.5	41.3	4.5	0	0	0	0	1	40	262	218	55	10	1	1		
11:00	653	44.8	40.6	4.1	0	0	0	0	1	52	326	229	39	5	1	0		
12:00	715	44.8	40.4	4.7	0	0	0	9	5	50	349	258	34	7	2	1		
13:00	704	44.7	40.4	4.7	0	0	5	1	3	53	349	252	31	5	4	1		
14:00	684	45	40.9	4.1	0	0	0	0	0	39	347	244	45	9	0	0		
15:00	861	44.5	39.9	4.5	2	0	1	0	4	106	420	282	42	4	0	0		
16:00	706	45.3	40.8	4.9	0	1	0	0	4	85	286	259	56	14	1	0		
17:00	764	45.4	41.4	4.4	0	0	0	0	6	48	291	348	59	11	1	0		
18:00	562	46.7	42.2	4.9	0	0	0	0	0	31	209	227	71	19	3	2		
19:00	504	44.7	40.4	4	0	0	0	0	0	40	268	163	29	3	1	0		
20:00	268	48.1	42.7	5.7	0	0	0	0	2	17	85	106	41	11	3	3		
21:00	235	47.2	42.4	5.5	0	0	0	0	4	8	87	93	31	5	6	1		
22:00	157	49.6	44.2	5.7	0	0	0	0	0	3	45	59	36	9	2	3		
23:00	116	47.1	43.3	6.1	0	0	0	0	0	5	35	56	10	4	2	4		
12H,7-19	8935	45	40.6	4.5	2	1	6	13	37	743	4235	3219	555	98	18	8		
16H,6-22	10422	45.1	40.8	4.5	2	1	6	13	43	837	4836	3795	714	132	30	13		
18H,6-24	10695	45.2	40.9	4.6	2	1	6	13	43	845	4916	3910	760	145	34	20		
24H,0-24	11097	45.3	41	4.7	2	1	6	14	44	848	5002	4105	835	172	43	25		
Daily Totals																		

12700 HINCKLEY Site No: 12700001 Location Normandy Way, Hinckley (I/c 83 E of Nelson Dr)
Sat 23-Sep-23 to Fri 29-Sep-23 Channel: Westbound

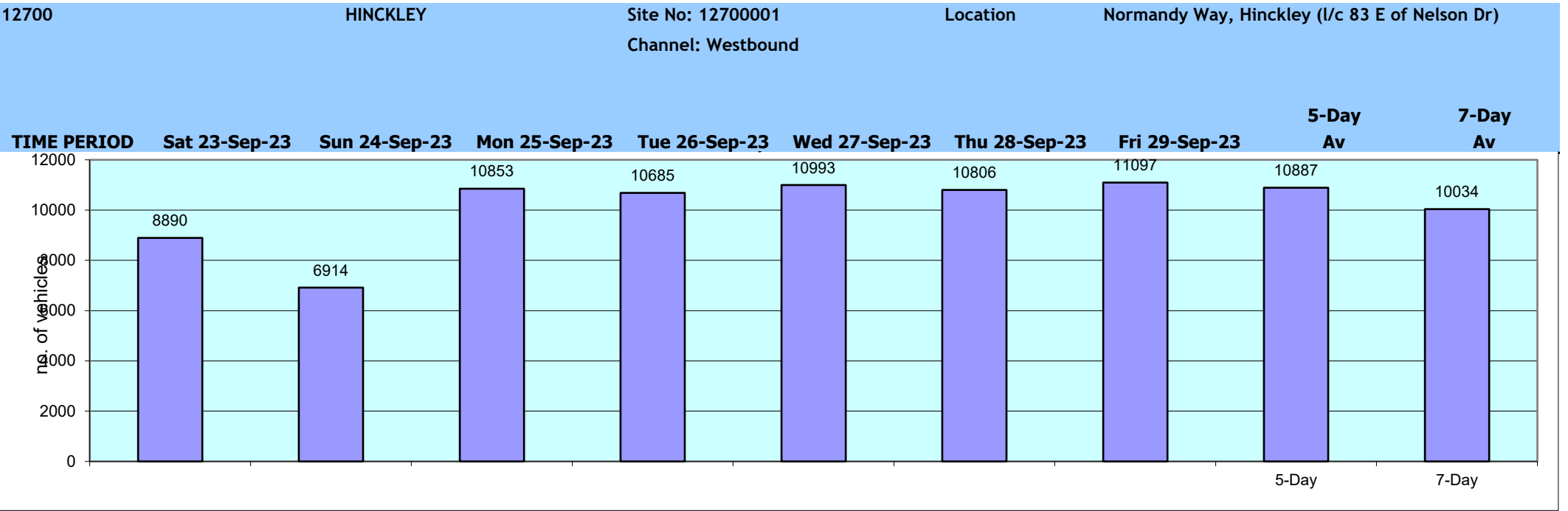
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 23-Sep-23	8890	45.7	41.6	4.8	0	0	0	6	34	489	3802	3406	896	177	48	32
Sun 24-Sep-23	6914	46	41.9	4.8	0	0	0	5	15	336	2775	2750	793	186	28	26
Mon 25-Sep-23	10853	45.3	40.9	4.7	2	7	3	15	42	848	4961	3928	837	141	56	13
Tue 26-Sep-23	10685	45	40.4	4.8	1	0	1	14	113	1238	4986	3414	711	150	36	21
Wed 27-Sep-23	10993	45	40.5	4.7	1	0	3	18	86	1167	5119	3655	760	127	45	12
Thu 28-Sep-23	10806	44.9	40.4	4.8	3	0	5	27	91	1086	5264	3432	707	122	43	26
Fri 29-Sep-23	11097	45.3	41	4.7	2	1	6	14	44	848	5002	4105	835	172	43	25

Total Vehicles																
[--]	70238	45.3	41.0	4.8	9	8	18	99	425	6012	31909	24690	5539	1075	299	155



12700	HINCKLEY		Site No: 12700001		Location		Normandy Way, Hinckley (l/c 83 E of Nelson Dr)		
			Channel: Westbound						
TIME PERIOD	Sat 23-Sep-23	Sun 24-Sep-23	Mon 25-Sep-23	Tue 26-Sep-23	Wed 27-Sep-23	Thu 28-Sep-23	Fri 29-Sep-23	5-Day Av	7-Day Av
Week Begin: 23-Sep-23									
00:00	55	47	19	32	33	34	45	33	38
01:00	34	23	14	28	30	20	25	23	25
02:00	27	23	9	33	19	24	31	23	24
03:00	27	16	28	50	45	42	41	41	36
04:00	38	30	67	99	73	68	78	77	65
05:00	73	50	195	211	193	183	182	193	155
06:00	130	82	468	485	481	497	480	482	375
07:00	264	122	1021	941	1026	928	905	964	744
08:00	580	233	1093	1006	1069	940	1047	1031	853
09:00	687	422	712	687	731	714	746	718	671
10:00	768	631	626	627	661	605	588	621	644
11:00	742	701	638	621	661	643	653	643	666
12:00	753	839	606	654	647	662	715	657	697
13:00	757	681	666	643	679	670	704	672	686
14:00	665	632	693	699	633	649	684	672	665
15:00	570	491	720	799	794	837	861	802	725
16:00	597	484	772	670	739	693	706	716	666
17:00	592	417	883	759	786	789	764	796	713
18:00	494	290	574	568	618	588	562	582	528
19:00	353	272	415	422	444	463	504	450	410
20:00	240	178	238	260	264	274	268	261	246
21:00	212	138	195	206	207	252	235	219	206
22:00	143	65	142	113	107	151	157	134	125
23:00	89	47	59	72	53	80	116	76	74
12H,7-19	7469	5943	9004	8674	9044	8718	8935	8875	8255
16H,6-22	8404	6613	10320	10047	10440	10204	10422	10287	9493
18H,6-24	8636	6725	10521	10232	10600	10435	10695	10497	9692
24H,0-24	8890	6914	10853	10685	10993	10806	11097	10887	10034
Am	10:00	11:00	08:00	08:00	08:00	08:00	08:00		
Peak	768	701	1093	1006	1069	940	1047		
Pm	13:00	12:00	17:00	15:00	15:00	15:00	15:00		
Peak	757	839	883	799	794	837	861		

Daily Totals



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

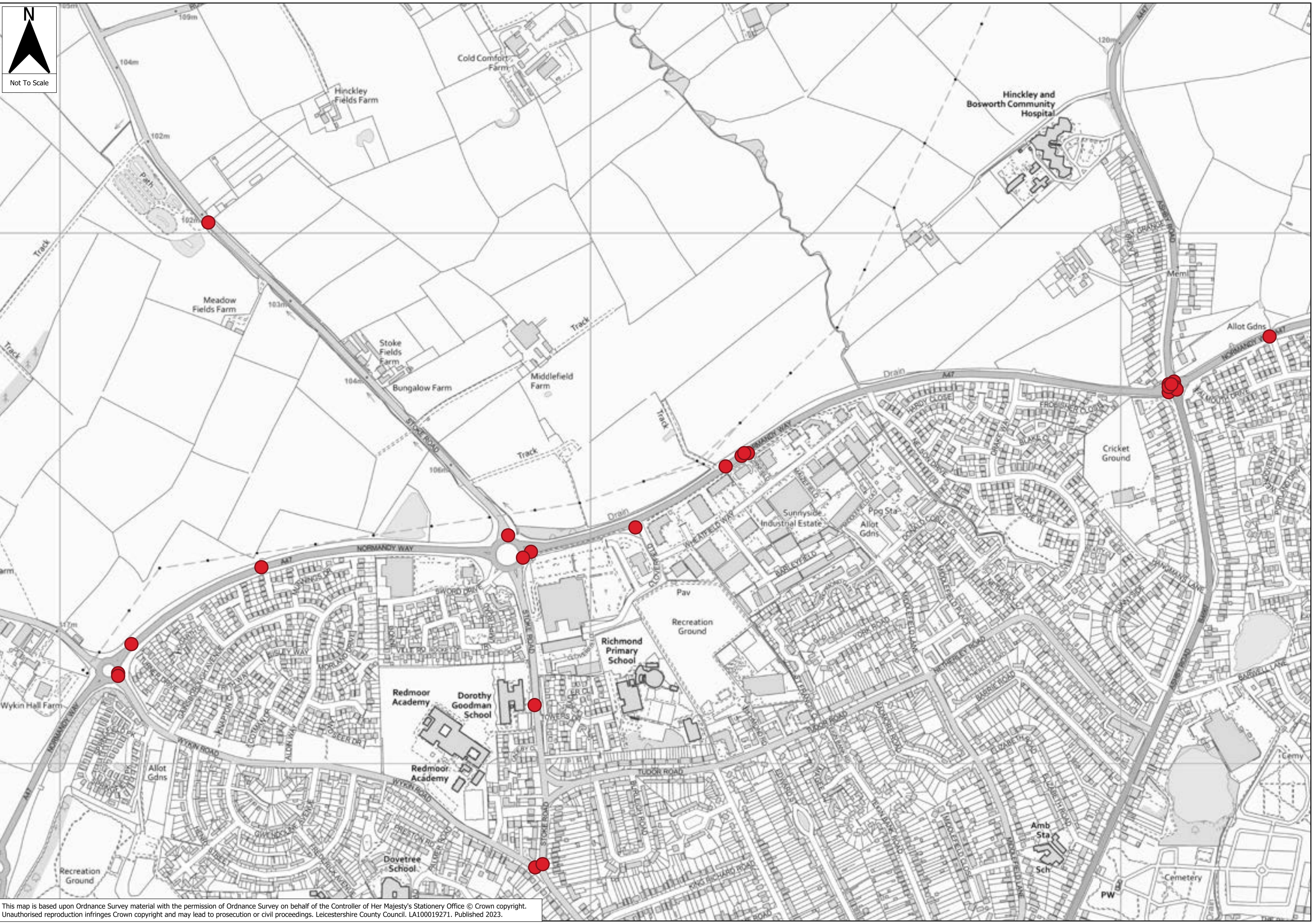
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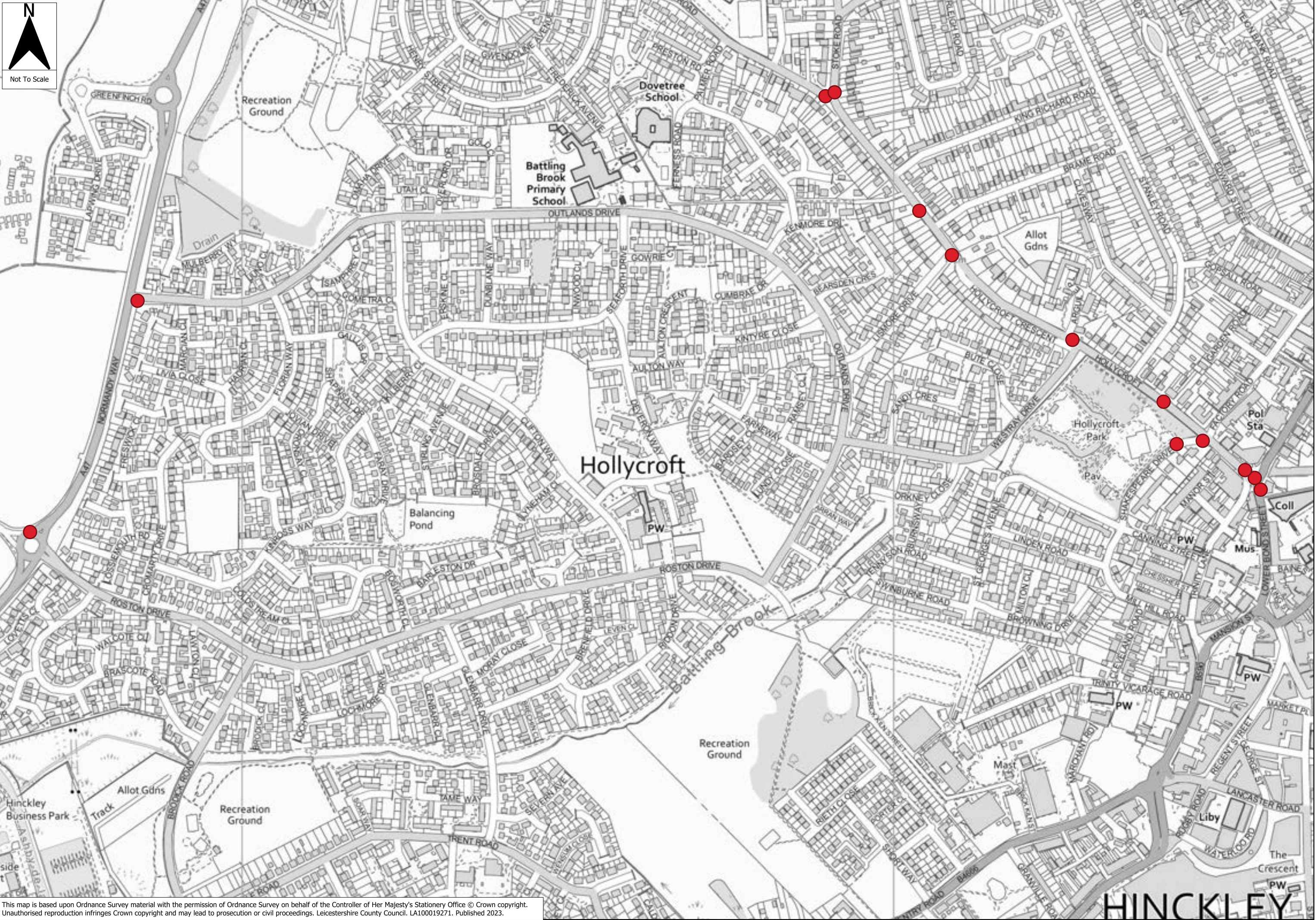
**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**

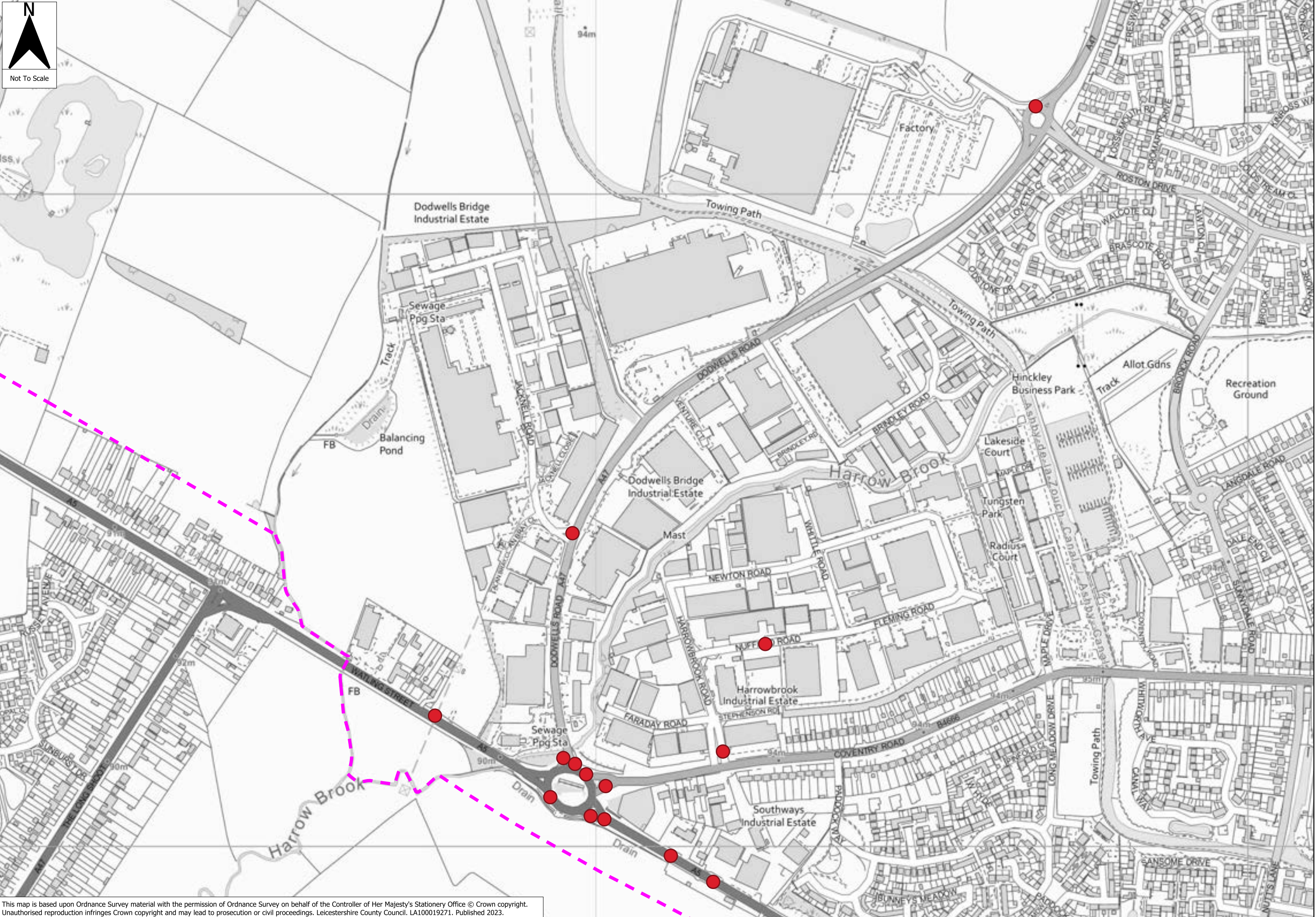


Appendix B

PIA Data







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Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Selected Polygon:Hub Transport Hinckley 21.09.23

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800212	14/03/2018	439753	293200	Fine without high winds	Dry	Daylight	Slight

Location: A5 WATLING STREET HINCKLEY. EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Changing lane to left	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801197	27/10/2018	443100	295720	Fine without high winds	Wet/Damp	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Other vehicle - specify	Mid Junction - on roundabout or main road	Going ahead other	W	E
Car	Mid Junction - on roundabout or main road	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801259	13/11/2018	442475	294275	Fine without high winds	Wet/Damp	Daylight	Serious

Location: SHAKESPEARE DRIVE HINCKLEY JW HOLLYCROFT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Entering main road	Turning right	NW	SW

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801467	07/09/2018	442275	294430	Fine without high winds	Dry	Daylight	Slight

Location: C6103 HOLLYCROFT HINCKLEY JW WESTRAY DRIVE.

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802007	13/02/2018	440260	293310	Fine without high winds	Dry	Darkness: street lighting unknown	Slight
Location: NUFFIELD ROAD HINCKLEY EXACT LOCATION UNKNOWN,							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods vehicle - unknown weight	Not at, or within 20M of Jct	Going ahead other	E	W
Car	Not at, or within 20M of Jct	Going ahead other	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802058	19/12/2018	441895	295110	Raining without high winds	Wet/Damp	Daylight	Slight
Location: C6103 STOKE ROAD HINCKLEY OUTSIDE DOROTHY GOODMAN SCHOOL.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	S	N

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900005	07/01/2019	439968	293126	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A47 DODWELLS ROAD HINCKLEY JW WATLING STREET

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Turning left	N	SE
Van / Goods 3.5 tonnes mgw and under	Entering roundabout	Turning left	N	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900033	17/01/2019	442555	294218	Fine without high winds	Dry	Darkness: street lights present and lit	Slight
Location: B4667 UPPER BOND STREET HINCKLEY CROSSROADS JW HOLLYCROFT ROAD							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead right bend	S	NE
Car	Mid Junction - on roundabout or main road	Turning right	NW	S

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900121	20/02/2019	440015	293092	Fine without high winds	Dry	Daylight	Slight
Location: B4666 COVENTRY ROAD HINCKLEY ROUNDABOUT JW WATLING STREET							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Stopping	NE	SW
Car	Jct Approach	Going ahead but held up	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900227	28/03/2019	441896	294804	Fine without high winds	Dry	Daylight	Slight
Location: WYKIN ROAD HINCKLEY MINI ROUNABOUT JW STOKE ROAD							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	NW	SE
Pedal Cycle	Jct Approach	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900255	10/02/2019	441888	295399	Fine without high winds	Dry	Daylight	Slight
Location: A47 NORMANDY WAY HINCKLEY ROUNDABOUT JW STOKE ROAD							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Going ahead but held up	NE	SW
Taxi/Private hire car	Entering roundabout	Stopping	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900288	30/03/2019	441110	295170	Fine without high winds	Dry	Daylight	Slight
Location: A47 NORMANDY WAY HINCKLEY JW WYKIN ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Stopping	NE	SW
Car	Entering roundabout	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900366	10/04/2019	441873	295388	Fine without high winds	Dry	Daylight	Slight
Location: A47 NORMANDAY HINCKLEY ROUNDABOUT JW STOKE ROAD							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	E	W
Pedal Cycle	Mid Junction - on roundabout or main road	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900478	31/05/2019	439992	293046	Fine without high winds	Dry	Daylight	Slight
Location: A5 DODWELL ISLAND HINCKLEY.							

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900578	04/06/2019	442297	295585	Raining without high winds	Wet/Damp	Daylight	Slight
Location: A47 NORMANDY WAY HINCKLEY JUNCTION WITH CORNFIELD							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	SW	SE
Motorcycle over 500cc	Mid Junction - on roundabout or main road	Overtaking moving vehicle O/S	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900601	05/07/2019	439930	293075	Fine without high winds	Dry	Daylight	Serious

Location: A5 HINCKLEY AT DODWELLS ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900701	02/07/2019	443090	295700	Fine without high winds	Dry	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	N	W
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900793	16/07/2019	440013	293041	Fine without high winds	Dry	Daylight	Slight

Location: A5 WATLING STREET HINCKLEY SE OF COVENTRY ROAD ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Taxi/Private hire car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901040	15/11/2019	439964	293480	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight
Location: A47 DODWELLS ROAD HINCKLEY AT JUNCTION WITH JACKNELL ROAD							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	NW	S
Agricultural vehicle	Jct Approach	Going ahead other	S	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901233	26/11/2019	441910	294810	Raining without high winds	Wet/Damp	Daylight	Slight
Location: C6103 STOKE ROAD HINCKLEY OUTSIDE NUMBER 6.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Reversing	E	W

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901533	17/03/2019	440115	292985	Fine without high winds	Dry	Darkness: street lighting unknown	Slight
Location: S5 WATLING STREET HINCKLEY OUTSIDE PAYNES FORD GARAGE.							

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000052	15/01/2020	443102	295710	Fine without high winds	Dry	Darkness: street lights present and lit	Slight
Location: A47 NORMANDY WAY, HINCKLEY JUNCTION WITH B4667 ASHBY ROAD							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	W
Car	Mid Junction - on roundabout or main road	Turning right	W	S

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000056	24/01/2020	443280	295805	Other	Wet/Damp	Darkness: street lights present and lit	Slight
Location: A47 NORMANDY WAY HINCKLEY JW CORNWALL WAY.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	SW
Car	Jct Approach	Going ahead other	NE	SW
Car	Entering main road	Turning right	SE	NE
Van / Goods 3.5 tonnes mgw and under	Cleared junction or waiting/parked at junction exit	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000328	13/06/2020	441110	295165	Fine without high winds	Dry	Daylight	Slight
Location: A47 NORMANDY WAY HINCKLEY JW WYKIN ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Going ahead other	SW	NE
Motorcycle over 500cc	Mid Junction - on roundabout or main road	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000748	28/09/2020	441380	295370	Fine without high winds	Dry	Daylight	Serious
Location: A47 NORMANDY WAY HINCKLEY BETWEEN WYKIN ROAD & STOKE ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	U-turn	E	E
Motorcycle over 500cc	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	E	W

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000904	20/11/2020	443095	295710	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight
Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	E	N
Car	Mid Junction - on roundabout or main road	Going ahead other	W	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000927	30/11/2020	443090	295715	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight
Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Car	Entering main road	Turning right	N	W

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000985	16/12/2020	443105	295705	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movet	Movet
Car	Leaving main road	Turning right	W	S
Car	Mid Junction - on roundabout or main road	Going ahead other	E	W

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202001124	21/05/2020	442040	294628	Fine without high winds	Dry	Daylight	Slight
Location: C6103 HOLLYCROFT HINCKLEY EXACT LOCATION & DIRECTION UNKNOWN.							

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100127	14/03/2021	442285	295580	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW CORNFIELD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	SE	NW
Van / Goods 3.5 tonnes mgw and under	Cleared junction or waiting/parked at junction exit	Changing lane to right	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100184	10/04/2021	442290	295585	Fine without high winds	Dry	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW CORNFIELD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100253	27/04/2021	440840	294490	Fine without high winds	Dry	Daylight	Slight

Location: OUTLANDS DRIVE HINCKLEY JW NORMANDY WAY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Other vehicle - specify	Entering main road	Going ahead other	S	N
Car	Jct Approach	Stopping	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100323	18/05/2021	442085	295445	Fine without high winds	Dry	Daylight	Slight

Location: CORNFIELD HINCKLEY JW NORMANY WAY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Waiting to turn left	S	W
Car	Jct Approach	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100666	24/08/2021	439950	293135	Fine without high winds	Dry	Darkness: street lights present and lit	Serious

Location: A47 DODWELLS ROAD HINCKLEY AT EXIT FROM A5 ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Going ahead left bend	W	N

Casualties:

Class	Severity
Vehicle Passenger	Serious
Vehicle Passenger	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** and **31/07/2023** (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100841	19/10/2021	442415	294335	Other	Wet/Damp	Daylight	Serious
Location:	C6103 HOLLYCROFT HINCKLEY BETWEEN STANLEY ROAD & SHAKESPEARE DRIVE.						

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	NW	SE

Casualties:

Class	Severity
Vehicle Passenger	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202101519	15/03/2021	441845	295430	Fine without high winds	Dry	Darkness: street lighting unknown	Serious
Location:	C6103 STOKE ROAD HINCKLEY JW NORMANDY WAY.						

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	N	S
Pedal Cycle	Jct Approach	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200088	29/01/2022	443090	295710	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Serious
Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200194	05/03/2022	442090	294560	Fine without high winds	Dry	Daylight	Serious
Location: C6103 HOLLYCROFT HINCKLEY JW LISMORE DRIVE.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	NW	SW
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200441	01/06/2022	441280	296020	Fine without high winds	Dry	Daylight	Slight
Location: C6103 STOKE ROAD HINCKLEY OUTSIDE MAYNES LAKES.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200493	16/06/2022	442435	294270	Unknown	Dry	Daylight	Serious
Location:	SHAKESPEARE DRIVE HINCKLEY OUTSIDE NUMBER 3.						

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead right bend	SW	E
Car	Not at, or within 20M of Jct	Parked	Parked	Parked
Car	Not at, or within 20M of Jct	Parked	Parked	Parked

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200543	08/07/2022	441135	295225	Fine without high winds	Dry	Daylight	Slight
Location: A47 NORMANDY WAY HINCKLEY NR WYKIN ROAD ROUNDABOUT. EXACT LOCATION NOT GIVEN.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle	Not at, or within 20M of Jct	Stopping	SW	NE
Car	Not at, or within 20M of Jct	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200690	21/08/2022	442255	295560	Fine without high winds	Dry	Daylight	Slight
Location: A47 NORMANDY WAY HINCKLEY APPROX 50M SW CORNFIELD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200944	03/11/2022	443095	295715	Fine without high winds	Dry	Darkness: street lights present and lit	Slight
Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	E	N
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202201036	29/11/2022	439985	293110	Fine without high winds	Wet/Damp	Daylight	Slight
Location: A5 HINCKLEY ON DODWELLS ROUNDABOUT.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Mid Junction - on roundabout or main road	Changing lane to right	W	S
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300073	24/01/2023	442540	294230	Fine without high winds	Wet/Damp	Daylight	Slight
Location: C6103 HOLLYCROFT HINCKLEY JW UPPER BOND STREET.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead but held up	NW	SE
Car	Jct Approach	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300094	29/01/2023	440180	292945	Fine without high winds	Dry	Daylight	Slight
Location: A5 HINCKLEY NR PAYNES GARAGE,							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300591	27/03/2023	442564	294200	Fine without high winds	Dry	Darkness: street lights present and lit	Slight
Location: B4667 LOWER BOND STREET HINCKLEY JW HOLLYCROFT.							

Vehicles:

Type	Junct_Locn	Manvres	Movet	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	S

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300655	31/07/2023	440675	294135	Raining without high winds	Wet/Damp	Daylight	Slight
Location: A47 NORMANDY WAY HINCKLEY AT ROUNDABOUT WITH ROSTON DRIVE.							

Vehicles:

Type	Junct_Locn	Manvres	Movet	Movet
Motorcycle over 500cc	Entering roundabout	Starting	NW	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300801	22/05/2023	440195	293145	Fine without high winds	Dry	Daylight	Serious

Location: HARROWBROOK ROAD HINCKLEY OUTSIDE TRIUMPH.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle	Not at, or within 20M of Jct	Going ahead other	N	S
Car	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Serious

Number of records in selection: 49

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Notes:

Table 1 - Accidents by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	2	2	-	1	2	7
February	1	2	-	-	-	-	3
March	1	3	-	2	1	1	8
April	-	1	-	2	-	-	3
May	-	1	1	1	-	1	4
June	-	1	1	-	2	-	4
July	-	3	-	-	1	1	5
August	-	-	-	1	1	-	2
September	1	-	1	-	-	-	2
October	1	-	-	1	-	-	2
November	1	2	2	-	2	-	7
December	1	-	1	-	-	-	2
TOTAL	6	15	8	7	8	5	49

Table 2 - Casualties by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	3	3	-	1	2	9
February	1	3	-	-	-	-	4
March	1	4	-	3	1	1	10
April	-	1	-	3	-	-	4
May	-	1	1	1	-	1	4
June	-	1	1	-	2	-	4
July	-	3	-	-	1	1	5
August	-	-	-	3	1	-	4
September	2	-	1	-	-	-	3
October	3	-	-	1	-	-	4
November	1	2	3	-	2	-	8
December	1	-	1	-	-	-	2
TOTAL	9	18	10	11	8	5	61

Table 3 - All Accidents by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	1	1	1	3	3	1	10
Slight	5	14	7	4	5	4	39
TOTAL	6	15	8	7	8	5	49

Table 4 - Casualties by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	1	1	1	3	3	1	10
Slight	8	17	9	8	5	4	51
TOTAL	9	18	10	11	8	5	61

Accidents between dates 01/01/2018 and 31/07/2023 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
Selected Polygon:Hub Transport Hinckley 21.09.23													
201802007	13/02/2018	1	Slight	0	0	0	0	0	Dark	No turn	Dry	1732	NUFFIELD ROAD HINCKLEY EXACT LOCATION UNKNOWN,
201800212	14/03/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1350	A5 WATLING STREET HINCKLEY. EXACT LOCATION UNKNOWN.
201801467	07/09/2018	2	Slight	0	0	0	0	1	Light	Right	Dry	1854	C6103 HOLLYCROFT HINCKLEY JW WESTRAY DRIVE.
201801197	27/10/2018	3	Slight	0	0	0	0	1	Light	No turn	Wet/Damp	1456	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
201801259	13/11/2018	1	Serious	0	0	1	0	0	Light	Right	Wet/Damp	1500	SHAKESPEARE DRIVE HINCKLEY JW HOLLYCROFT.
201802058	19/12/2018	1	Slight	0	0	1	1	0	Light	No turn	Wet/Damp	0840	C6103 STOKE ROAD HINCKLEY OUTSIDE DOROTHY GOODMAN SCHC
201900005	07/01/2019	2	Slight	0	0	0	0	1	Dark	Left	Dry	1735	A47 DODWELLS ROAD HINCKLEY JW WATLING STREET
201900033	17/01/2019	1	Slight	0	0	0	0	0	Dark	Right	Dry	1950	B4667 UPPER BOND STREET HINCKLEY CROSSROADS JW HOLLYCRC
201900255	10/02/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1420	A47 NORMANDY WAY HINCKLEY ROUNDABOUT JW STOKE ROAD
201900121	20/02/2019	2	Slight	0	0	0	0	0	Light	No turn	Dry	0800	B4666 COVENTRY ROAD HINCKLEY ROUNDABOUT JW WATLING ST
201901533	17/03/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2010	S5 WATLING STREET HINCKLEY OUTSIDE PAYNES FORD GARAGE.
201900227	28/03/2019	1	Slight	0	1	0	1	0	Light	No turn	Dry	1510	WYKIN ROAD HINCKLEY MINI ROUNABOUT JW STOKE ROAD
201900288	30/03/2019	2	Slight	0	0	0	0	0	Light	No turn	Dry	1555	A47 NORMANDY WAY HINCKLEY JW WYKIN ROAD.
201900366	10/04/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	1917	A47 NORMANDAY HINCKLEY ROUNDABOUT JW STOKE ROAD
201900478	31/05/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1615	A5 DODWELL ISLAND HINCKLEY.
201900578	04/06/2019	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	1653	A47 NORMANDY WAY HINCKLEY JUNCTION WITH CORNFIELD
201900701	02/07/2019	1	Slight	0	0	0	0	0	Light	Right	Dry	1920	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
201900601	05/07/2019	1	Serious	0	0	0	0	0	Light	No turn	Dry	1116	A5 HINCKLEY AT DODWELLS ROUNDABOUT.
201900793	16/07/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0831	A5 WATLING STREET HINCKLEY SE OF COVENTRY ROAD ROUNDAB
201901040	15/11/2019	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	0300	A47 DODWELLS ROAD HINCKLEY AT JUNCTION WITH JACKNELL RC
201901233	26/11/2019	1	Slight	0	0	1	0	1	Light	No turn	Wet/Damp	1105	C6103 STOKE ROAD HINCKLEY OUTSIDE NUMBER 6.
202000052	15/01/2020	2	Slight	0	0	0	0	0	Dark	Right	Dry	1850	A47 NORMANDY WAY, HINCKLEY JUNCTION WITH B4667 ASHBY RO
202000056	24/01/2020	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1700	A47 NORMANDY WAY HINCKLEY JW CORNWALL WAY.
202001124	21/05/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1155	C6103 HOLLYCROFT HINCKLEY EXACT LOCATION & DIRECTION UN
202000328	13/06/2020	1	Slight	1	0	0	0	0	Light	No turn	Dry	1550	A47 NORMANDY WAY HINCKLEY JW WYKIN ROAD.
202000748	28/09/2020	1	Serious	1	0	0	0	0	Light	Right	Dry	0745	A47 NORMANDY WAY HINCKLEY BETWEEN WYKIN ROAD & STOKE
202000904	20/11/2020	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1630	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202000927	30/11/2020	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	0705	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202000985	16/12/2020	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1825	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202100127	14/03/2021	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2300	A47 NORMANDY WAY HINCKLEY JW CORNFIELD.
202101519	15/03/2021	1	Serious	0	1	0	0	0	Dark	No turn	Dry	2148	C6103 STOKE ROAD HINCKLEY JW NORMANDY WAY.
202100184	10/04/2021	2	Slight	0	0	0	0	0	Light	Right	Dry	1245	A47 NORMANDY WAY HINCKLEY JW CORNFIELD.
202100253	27/04/2021	1	Slight	0	0	0	0	0	Light	No turn	Dry	0608	OUTLANDS DRIVE HINCKLEY JW NORMANDY WAY.

Accidents between dates **01/01/2018 and 31/07/2023** (67) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data
 Requests 2023 ("Hub Transport Hinckley 21.09.23")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
202100323	18/05/2021	1	Slight	0	0	0	0	0	Light	Left	Dry	1108	CORNFIELD HINCKLEY JW NORMANY WAY.
202100666	24/08/2021	3	Serious	0	0	0	0	0	Dark	No turn	Dry	0307	A47 DODWELLS ROAD HINCKLEY AT EXIT FROM A5 ROUNDABOUT.
202100841	19/10/2021	1	Serious	0	0	0	0	0	Light	No turn	Wet/Damp	1047	C6103 HOLLYCROFT HINCKLEY BETWEEN STANLEY ROAD & SHAKE
202200088	29/01/2022	1	Serious	0	0	0	0	0	Dark	No turn	Wet/Damp	0320	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202200194	05/03/2022	1	Serious	1	0	0	0	0	Light	Right	Dry	1640	C6103 HOLLYCROFT HINCKLEY JW LISMORE DRIVE.
202200441	01/06/2022	1	Slight	0	0	0	0	0	Light	No turn	Dry	1734	C6103 STOKE ROAD HINCKLEY OUTSIDE MAYNES LAKES.
202200493	16/06/2022	1	Serious	0	0	0	0	0	Light	No turn	Dry	2100	SHAKESPEARE DRIVE HINCKLEY OUTSIDE NUMBER 3.
202200543	08/07/2022	1	Slight	0	1	0	1	0	Light	No turn	Dry	1257	A47 NORMANDY WAY HINCKLEY NR WYKIN ROAD ROUNDABOUT. I
202200690	21/08/2022	1	Slight	0	0	0	0	0	Light	No turn	Dry	1800	A47 NORMANDY WAY HINCKLEY APPROX 50M SW CORNFIELD.
202200944	03/11/2022	1	Slight	0	0	0	0	0	Dark	Right	Dry	1720	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202201036	29/11/2022	1	Slight	1	0	0	0	0	Light	No turn	Wet/Damp	0804	A5 HINCKLEY ON DODWELLS ROUNDABOUT.
202300073	24/01/2023	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1200	C6103 HOLLYCROFT HINCKLEY JW UPPER BOND STREET.
202300094	29/01/2023	1	Slight	0	0	0	0	0	Light	No turn	Dry	1020	A5 HINCKLEY NR PAYNES GARAGE,
202300591	27/03/2023	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0600	B4667 LOWER BOND STREET HINCKLEY JW HOLLYCROFT.
202300801	22/05/2023	1	Serious	0	1	0	0	0	Light	No turn	Dry	1600	HARROWBROOK ROAD HINCKLEY OUTSIDE TRIUMPH.
202300655	31/07/2023	1	Slight	1	0	0	0	0	Light	No turn	Wet/Damp	1730	A47 NORMANDY WAY HINCKLEY AT ROUNDABOUT WITH ROSTON I
Column Totals		61		6	5	3	3	4					
No. of Accidents				6	5	3	3	4					

Total number of accidents listed: 49

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**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix C

Hinckley Cycle Map

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix D

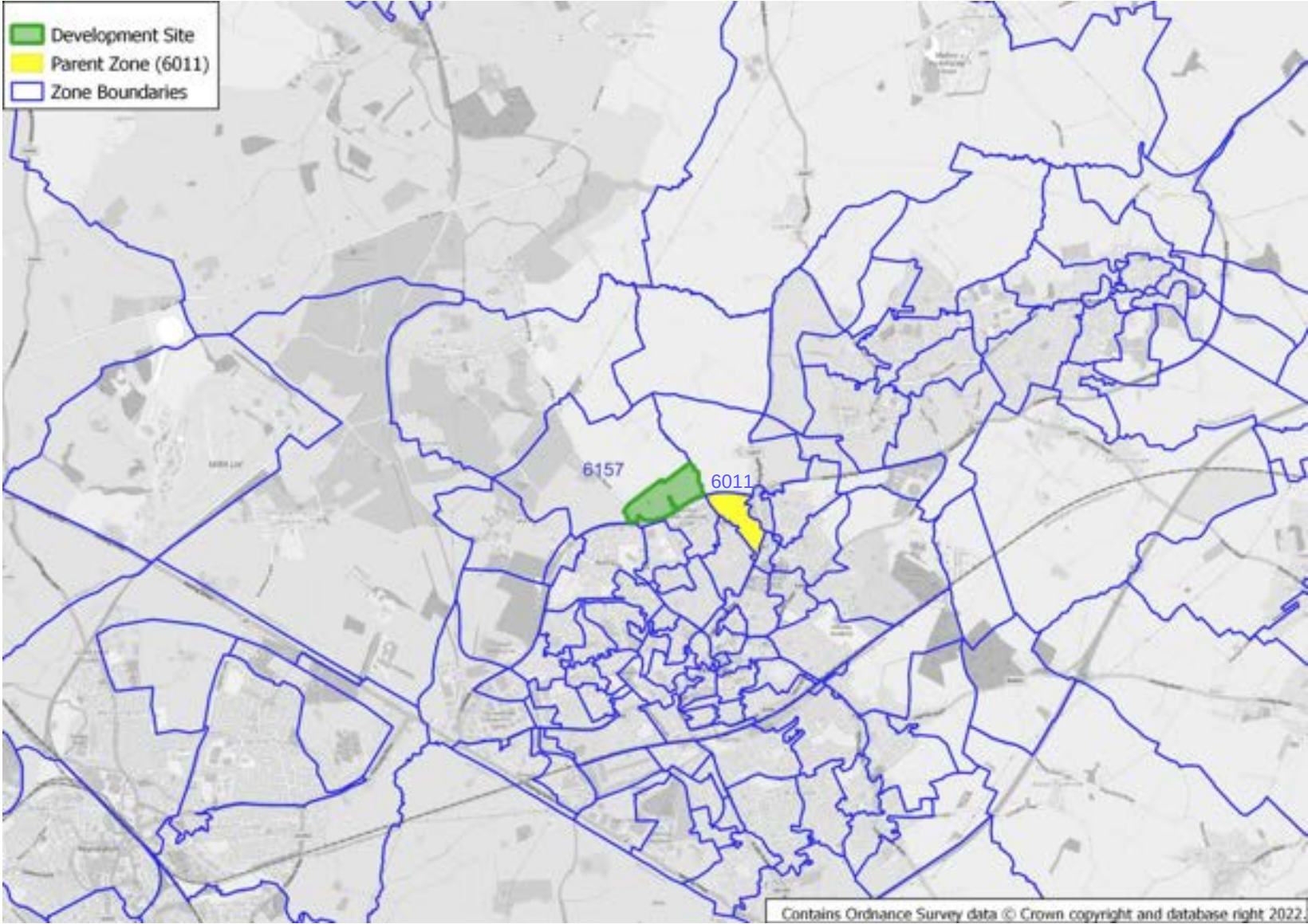
Phase 1 PRTM Assignment

PRTM

East of Stoke Road, Hinckley Development Trip Distribution Plots

November 2022

East of Stoke Road
Parent Zone – Zone 6011



East of Stoke Road Development Trip Generation / Attraction

Table 1 – Trip Generation Residential Application Site – 500 Units

Peak Period	Trip Rate (per unit)		Trips (500 units)		Total
	In	Out	In	Out	
AM	0.148	0.425	74	213	287
PM	0.409	0.244	205	122	327

Table 2 – Primary School Trip Rates and Trips Application site – 210 pupils

Peak Period	Trip Rate (per pupil)		Total Trips (210 pupils)		50% External Trips	
	In	Out	In	Out	In	Out
AM	0.294	0.228	62	48	31	24
PM	0.016	0.034	3	7	2	4

Table 3 – Trip Generation Residential Wider Site – 1,450 Units

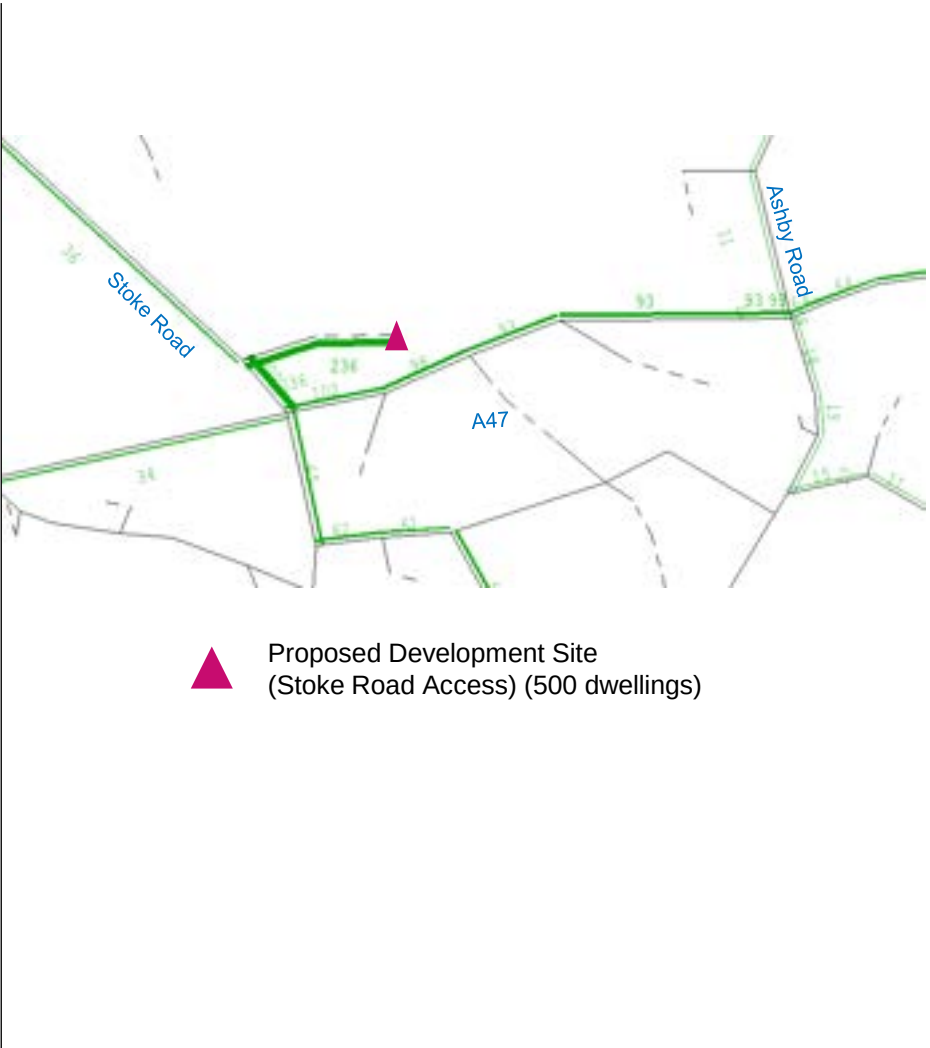
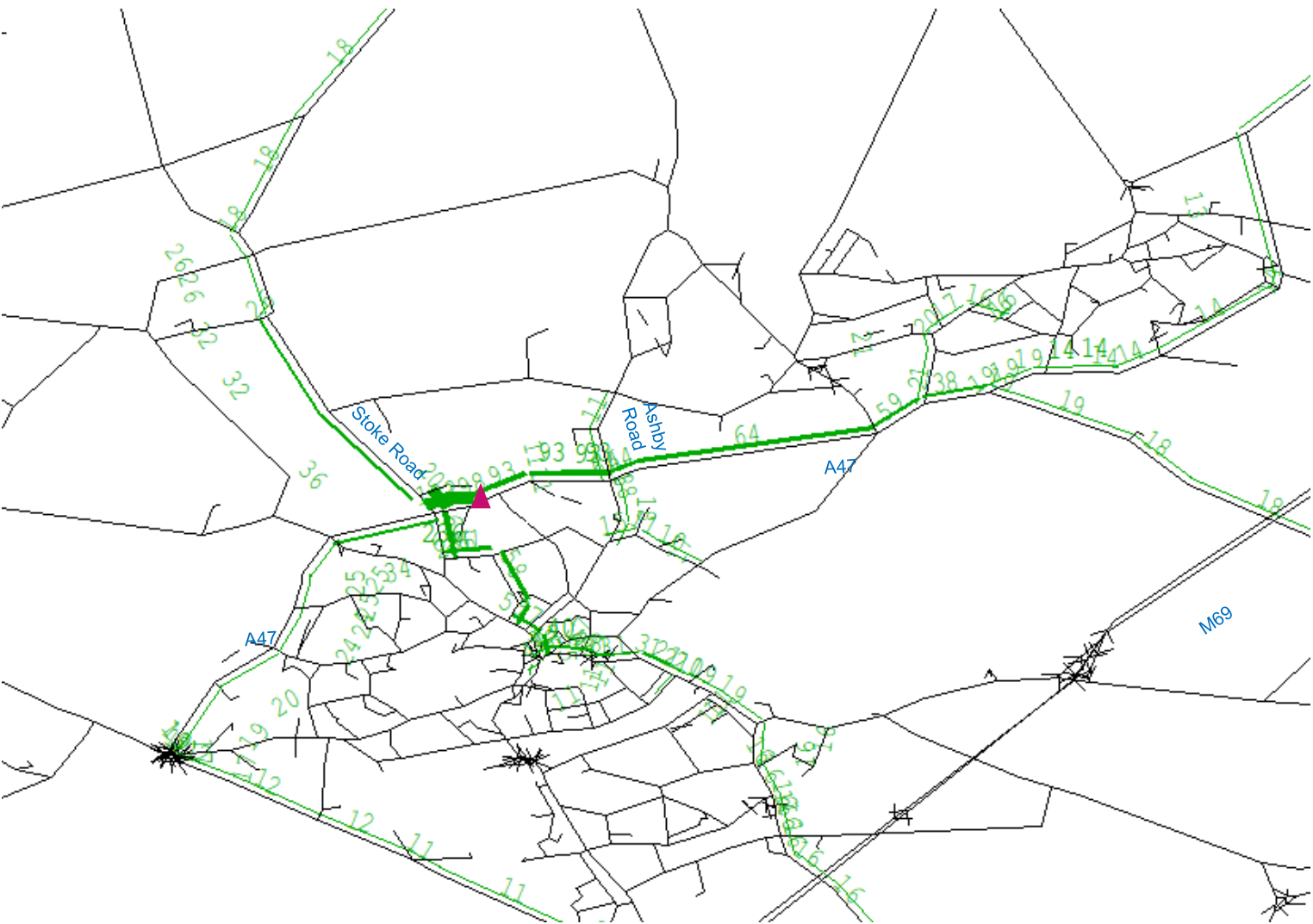
Peak Period	Trip Rate (per unit)		Trips (1450 units)		Total
	In	Out	In	Out	
AM	0.148	0.425	215	616	831
PM	0.409	0.244	593	354	947

Table 4 – Primary School Trip Rates and Trips Wider site – 420 pupils

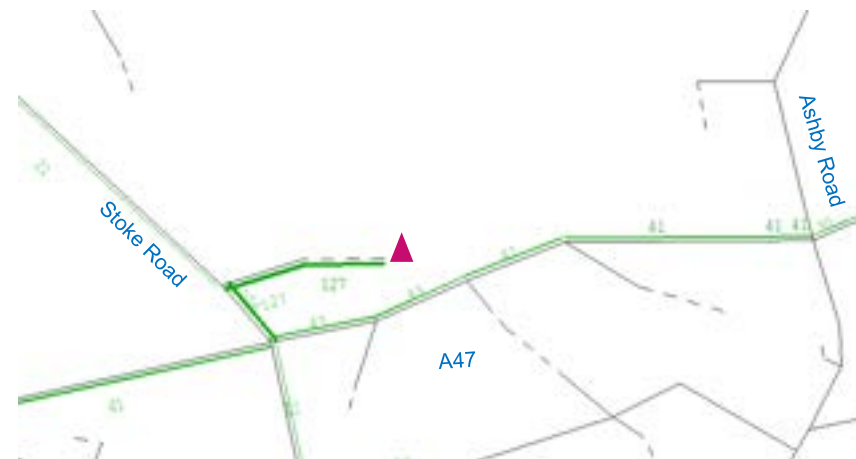
Peak Period	Trip Rate (per pupil)		Total Trips (420 pupils)		50% External Trips	
	In	Out	In	Out	In	Out
AM	0.294	0.228	123	96	62	48
PM	0.016	0.034	7	14	4	7

East of Stoke Road – 2026 With Development

East of Stoke Road – 2026 AM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Stoke Road Access) (PCUs)

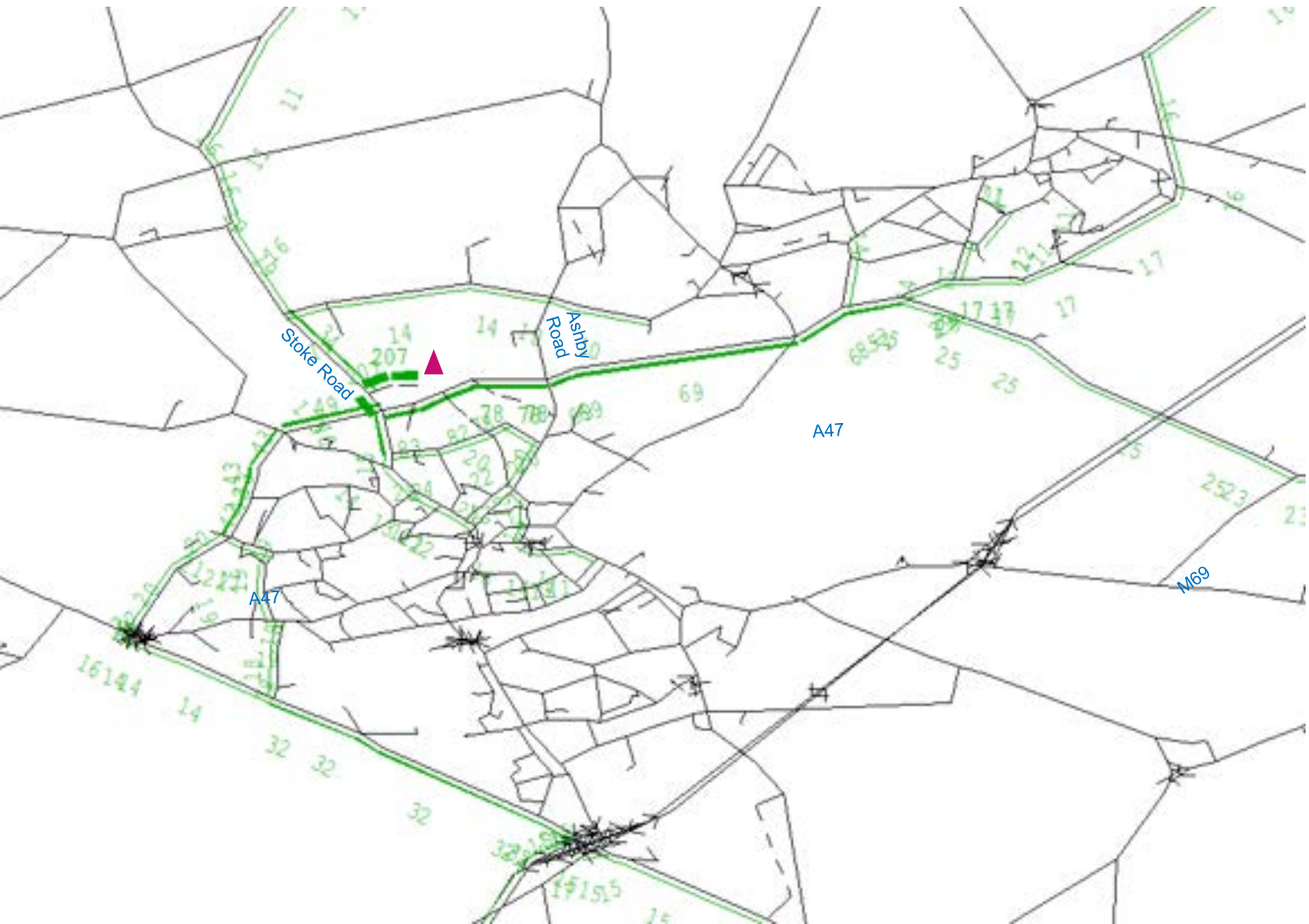


Development Trip Distribution – Originating from Proposed Development Site (Stoke Road Access) (PCUs)



 Proposed Development Site
(Stoke Road Access) (500 dwellings)

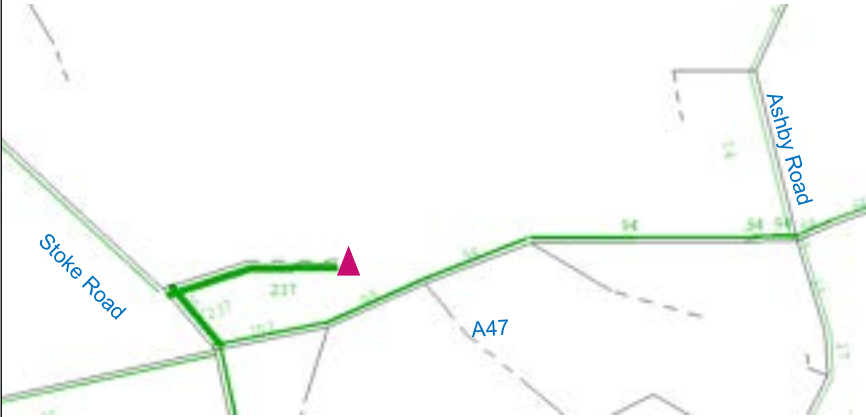
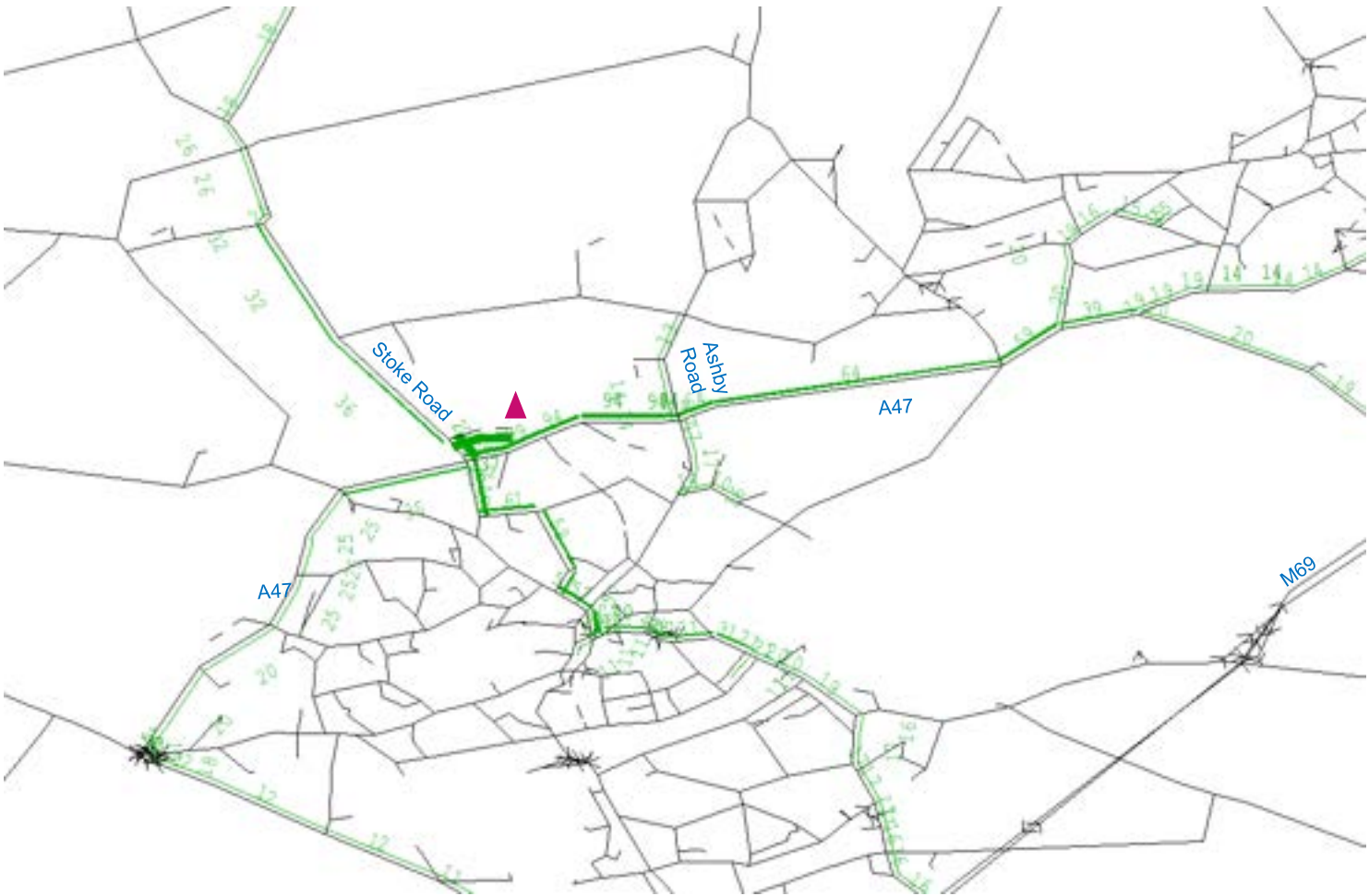
East of Stoke Road – 2026 PM Peak hour
Development Trip Distribution – Destination to Proposed Development Site (Stoke Road Access) (PCUs)



▲ Proposed Development Site
(Stoke Road Access) (500 dwellings)

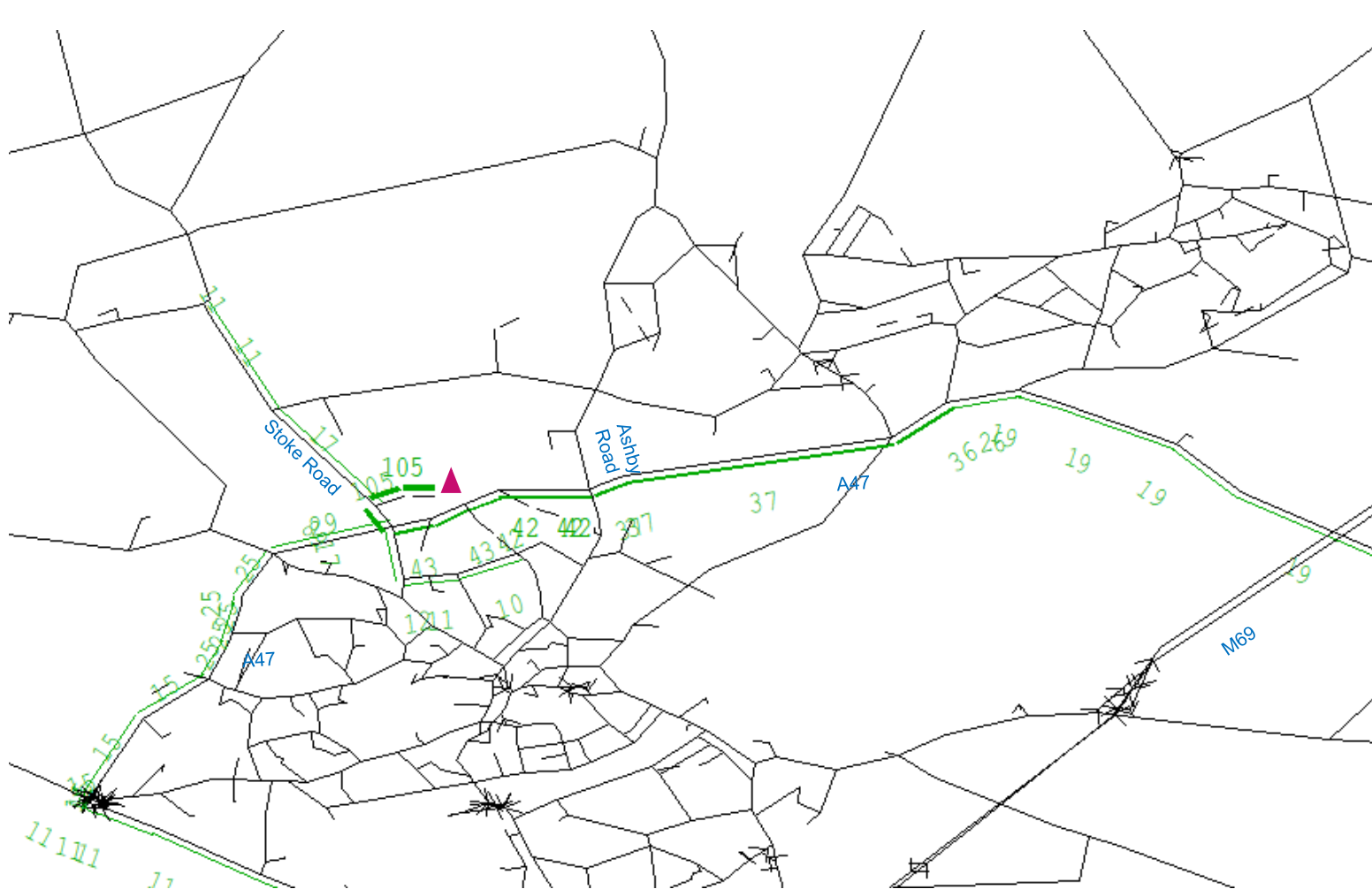
East of Stoke Road – 2032 With Development

East of Stoke Road – 2032 AM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Stoke Road Access) (PCUs)



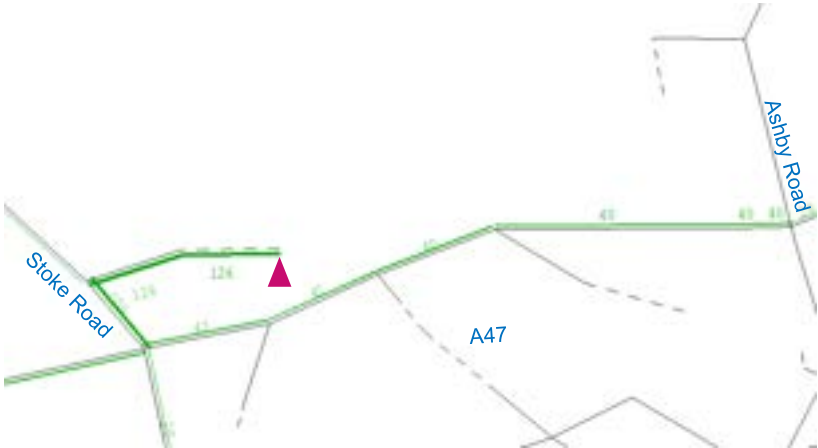
▲ Proposed Development Site
(Stoke Road Access) (500 dwellings)

Development Trip Distribution – Destination to Proposed Development Site (Stoke Road Access) (PCUs)



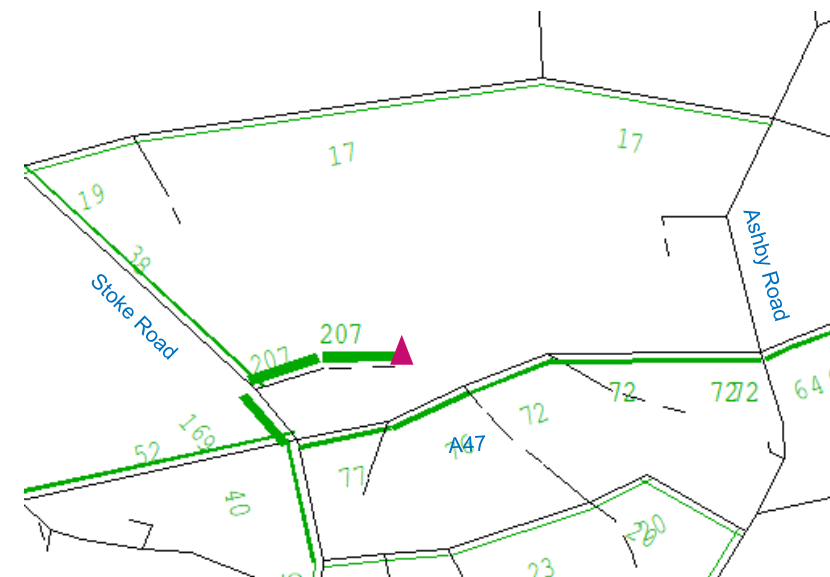
 Proposed Development Site
(Stoke Road Access) (500 dwellings)

East of Stoke Road – 2032 PM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Stoke Road Access) (PCUs)



▲ Proposed Development Site
(Stoke Road Access) (500 dwellings)

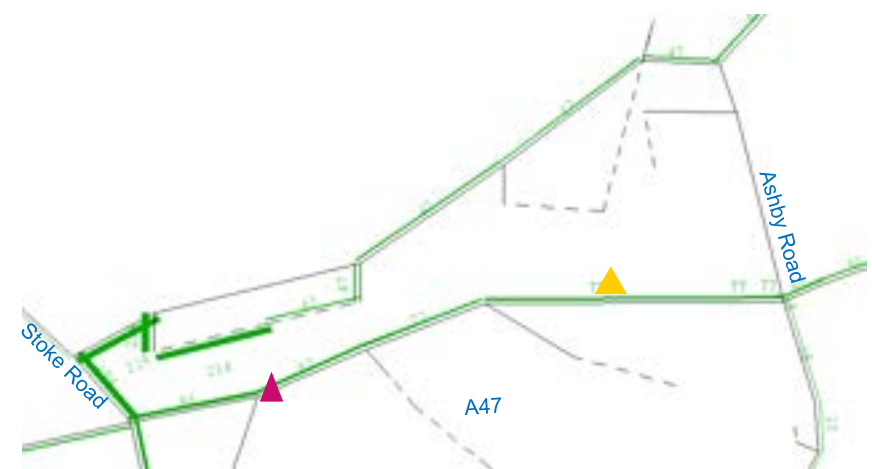
Development Trip Distribution – Destination to Proposed Development Site (Stoke Road Access) (PCUs)



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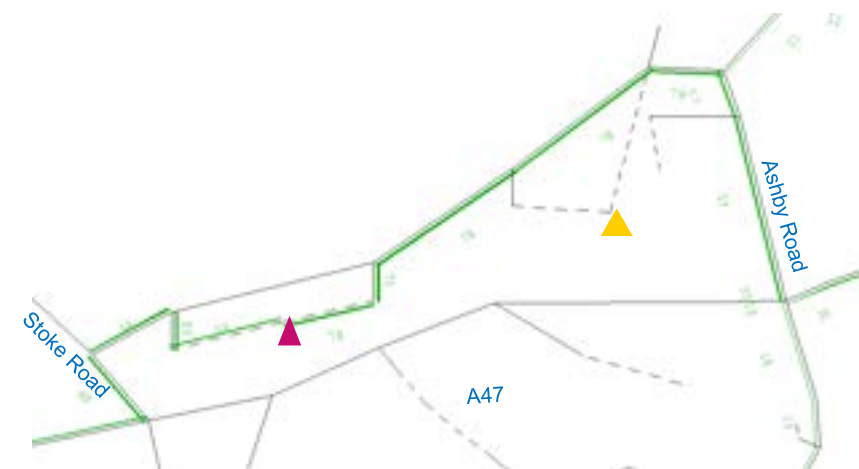
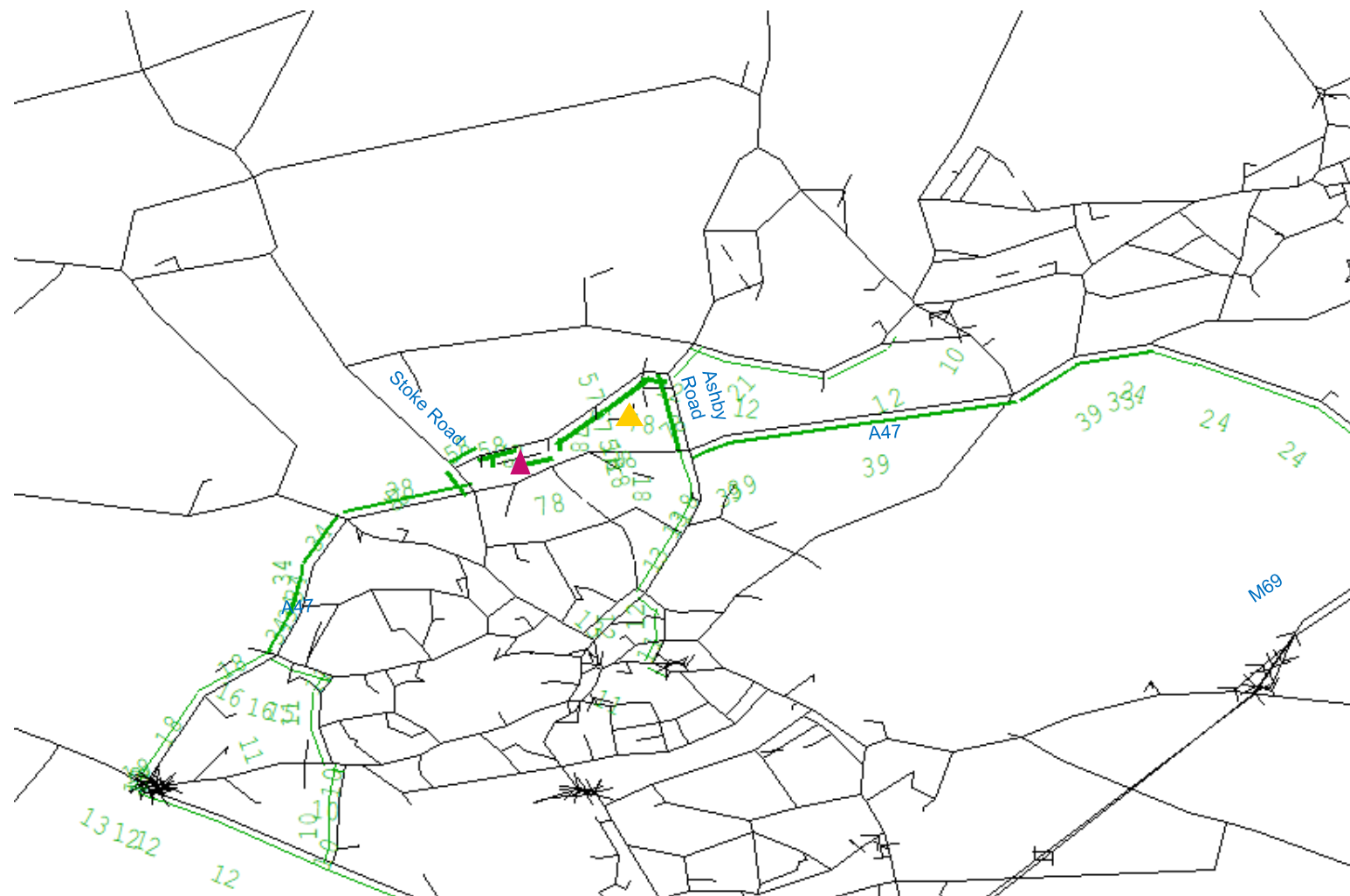
East of Stoke Road – 2036 With Development

East of Stoke Road – 2036 AM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Stoke Road Access) (PCUs)



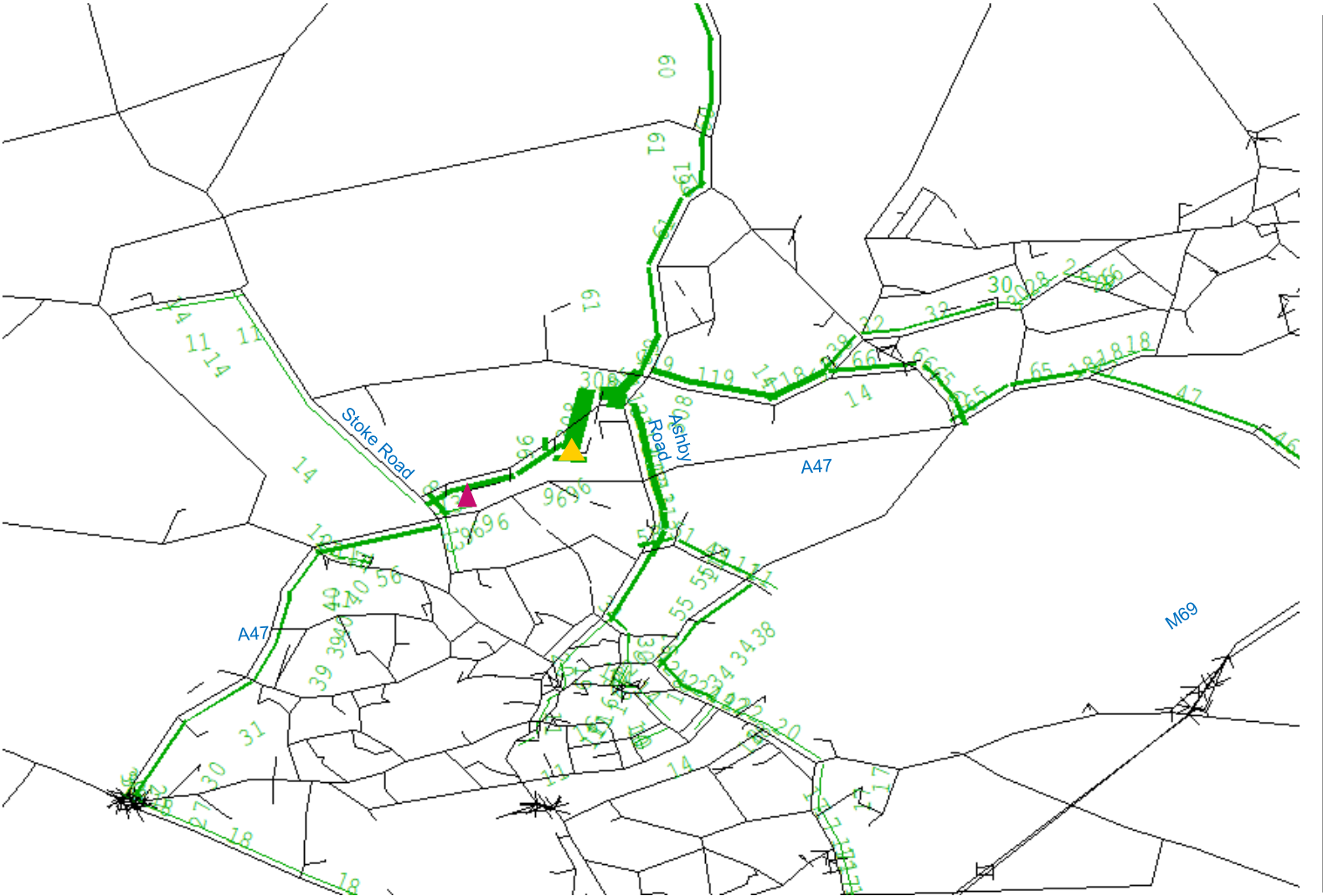
- ▲ Proposed Development Site (Stoke Road Access) (500 dwellings)
- ▲ Proposed Development Site (Ashby Road Access) (950 dwellings)

Development Trip Distribution – Destination to Proposed Development Site (Stoke Road Access) (PCUs)



-  Proposed Development Site
(Stoke Road Access) (500 dwellings)
-  Proposed Development Site
(Ashby Road Access) (950 dwellings)

East of Stoke Road – 2036 AM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Ashby Road Access) (PCUs)



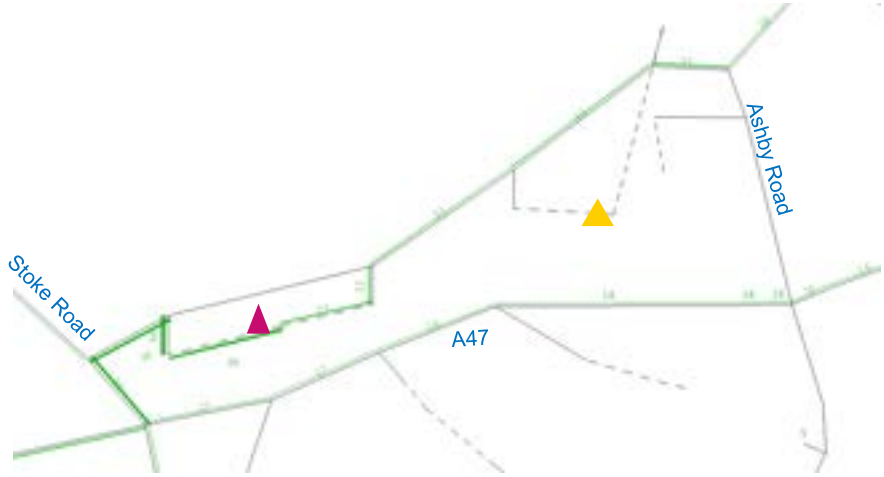
- Proposed Development Site
(Stoke Road Access) (500 dwellings)
- Proposed Development Site
(Ashby Road Access) (950 dwellings)

Development Trip Distribution – Destination to Proposed Development Site (Ashby Road Access) (PCUs)



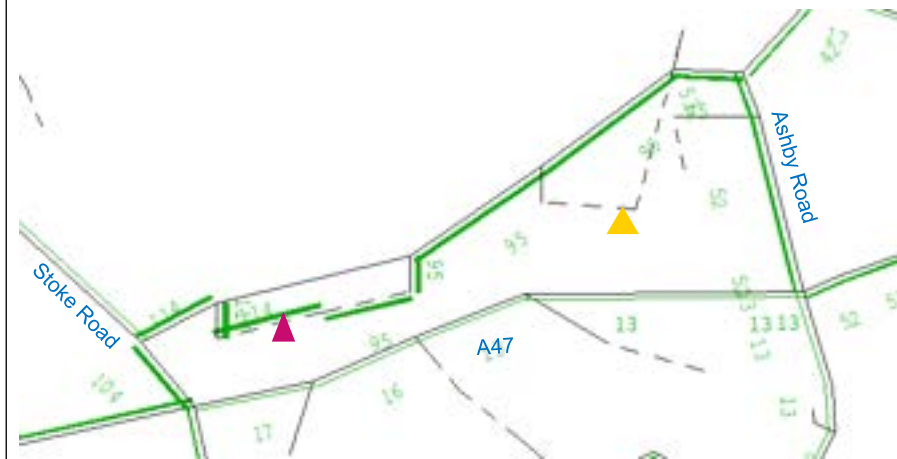
-  Proposed Development Site (Stoke Road Access) (500 dwellings)
-  Proposed Development Site (Ashby Road Access) (950 dwellings)

East of Stoke Road – 2036 PM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Stoke Road Access) (PCUs)



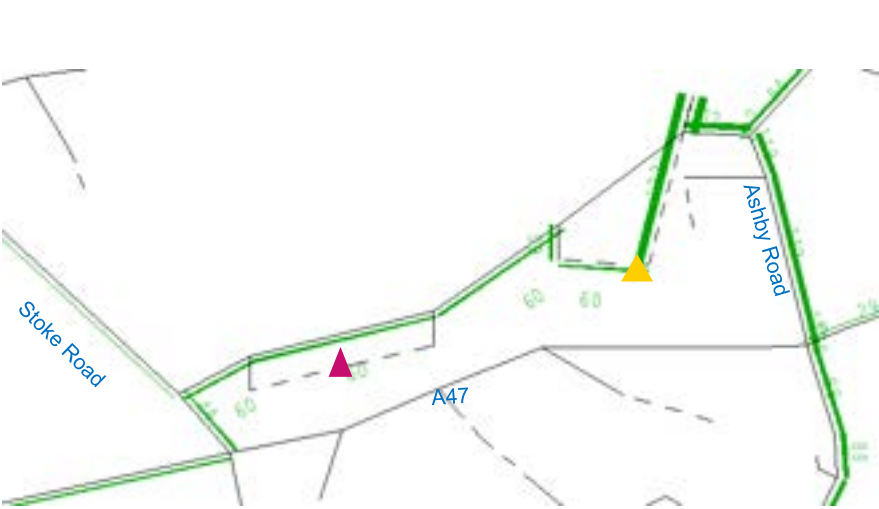
- ▲ Proposed Development Site (Stoke Road Access) (500 dwellings)
- ▲ Proposed Development Site (Ashby Road Access) (950 dwellings)

East of Stoke Road – 2036 PM Peak hour
Development Trip Distribution – Destination to Proposed Development Site (Stoke Road Access) (PCUs)



- ▲ Proposed Development Site
(Stoke Road Access) (500 dwellings)
- ▲ Proposed Development Site
(Ashby Road Access) (950 dwellings)

East of Stoke Road – 2036 PM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Ashby Road Access) (PCUs)



- ▲ Proposed Development Site
(Stoke Road Access) (500 dwellings)
- ▲ Proposed Development Site
(Ashby Road Access) (950 dwellings)

Development Trip Distribution – Destination to Proposed Development Site (Ashby Road Access) (PCUs)



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**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix E

Phase 1 PRTM Forecasting Report

PRTM

Transport Modelling

Land East of Stoke Road, Hinckley

Forecasting Report

Quality Information

Prepared by

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Checked by

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Mark Dazeley

Regional Director

Revision History

Revision	Revision date	Details	Authorised	Name	Position
v1.0	2023-01-25	For Issue	Yes	Mark Dazeley	Regional Director
v1.1	2023-02-07	Typo corrections for Para. 3.3.1 and Appendix C	Yes	Kit Tang	Associate Director

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Section 1 – Introduction

1.1 Background

- 1.1.1 The Land East of Stoke Road development is a proposed residential development comprising 475 dwellings and a one-form entry primary school (although testing for 500 dwellings has been requested for robustness). The development site is located to the east of Stoke Road, north of the A47, in Hinckley, Leicestershire.
- 1.1.2 Figure 1.1 shows the masterplan of the proposed development. The proposed development will have one point of highway access via a proposed three-arm roundabout on the existing Stoke Road between the A47 and the farm access north of the development as shown in Figure 1.1. The development access road is a 6.75m single carriageway.
- 1.1.3 It is noted that there are wider plans for up to 1,450 dwellings (including the proposed 500 dwellings) on the land north of the A47 between Stoke Road and Ashby Road (A447). Figure 1.3 shows the development framework plan for the wider development, which includes a development access at Ashby Road as well as Stoke Road. An assessment for the wider development of 1,450 dwellings will also be required.
- 1.1.4 AECOM has been commissioned to undertake strategic modelling to assess the potential traffic impacts of the proposed development using the Pan-Regional Transport Model (PRTM v2.3) for the AM Peak and PM Peak hours.

Figure 1.1: Development Masterplan¹



¹ Drawing no. P18-1531_011-1, provided as part of the information pack with the PRTM Development Form for Land East of Stoke Road (PRTM Development Form v1.3 To Issue_20220509.docx)

[illegible]

³ Drawing no. P18-1531_002-1A, provided as part of the information pack with the PRTM Development Form for Land East of Stoke Road (*PRTM Development Form v1.3 To Issue_20220509.docx*)

- 1.1.5 Within this assessment of the proposed development at Land East of Stoke Road, eight forecast scenarios have been produced as shown in Table 1.1.

Table 1.1: Forecast Model Scenarios

Forecast Year	Scenario	Proposed Development (500 dwellings)	Proposed Development (1,450 dwellings)	Stoke Road Access	Ashby Road Access (and Link Road)
2021	Without Development	x	x	x	x
2022	Without Development	x	x	x	x
2026	Without Development	x	x	x	x
	With Development	✓	x	✓	x
2032	Without Development	x	x	x	x
	With Development	✓	x	✓	x
2036	Without Development	x	x	x	x
	With Development	x	✓	✓	✓

- 1.1.6 This report is the Forecasting Report which documents the forecast model results for the PRTM strategic modelling assessment of the proposed development at Land East of Stoke Road. This report follows the Land East of Stoke Road Base Year Model Review and Refinements Report⁴ which details the calibrated 2014 base year model review performance in the vicinity of the proposed development site.

1.2 Structure of the Report

- 1.2.1 Following the introduction, this report contains the following sections:

- Section 2 – Forecast Approach and Assumptions: this section details the forecast assumptions adopted within this assessment of the proposed development, including the assumed development trip generation and trip distribution.
- Section 3 – Forecast Model Results: this section details the forecast results requested as part of the brief.
- Section 4 – Summary of the PRTM Assessment: this section provides a summary of the assessment of the proposed development.

⁴ PRTM – Land East of Stoke Road, Hinckley - Base Year Model Review v1.0 (2022-08-18)

Section 2 – Forecast Approach and Assumptions

2.1 Introduction

- 2.1.1 This section sets out the forecast assumptions applied for this application for the PRTM, and the methodology adopted to create the required model forecasts.
- 2.1.2 In addition to the calibrated 2014 base year model, the following forecast model scenarios have been produced:
- 2021 'Without Development';
 - 2022 'Without Development';
 - 2026 'Without Development';
 - 2026 'With Development';
 - 2032 'Without Development';
 - 2032 'With Development';
 - 2036 'Without Development'; and
 - 2036 'With Development'.
- 2.1.3 The 'Without Development' forecasts have made use of the highway, public transport, and variable demand model components of the PRTM. The forecasts therefore include the response of travel demand to forecast changes in the costs of travel (including congestion, fuel prices and public transport fares) and changes in assumed highway and public transport infrastructure over time. Section 2.2 provides the 'Without Development' assumptions applied.
- 2.1.4 To produce the 'With Development' forecasts, the highway demand for the proposed development has been added to the 2026 'Without Development', 2032 'Without Development', and 2036 'Without Development' highway demand matrices and assigned in the PRTM highway model. Sections 2.3 to 2.5 provide the highway network and demand assumptions for the proposed development.
- 2.1.5 As documented in the Land East of Stoke Road Base Year Model Review and Refinements Report⁵, the PRTM v2.3 uses the May 2020 TAG databook which was the latest TAG databook available at the time of the last model calibration. As part of the local refinements / calibration for the Land East of Stoke Road application, the economic parameters for the PRTM highway assignment model and variable demand model have been updated to the latest available May 2022 TAG databook. For forecast modelling, the May 2022 TAG databook has been used.

2.2 'Without Development' Assumptions

- 2.2.1 The forecast planning data and infrastructure schemes, in the format of an uncertainty log, used to produce the forecast 'Without Development' scenarios, were reviewed by the client.
- 2.2.2 Appendix A presents the planning data assumptions (residential and employment) within Hinckley and Bosworth that have been incorporated in the PRTM forecast year models. Given the number of developments in the uncertainty log, the reporting of the planning data has been limited to residential sites with more than 500 dwellings and employment sites with more than 750 jobs. All available data that should be used in the modelling, irrespective of size, have been used in the model forecasts. The complete list of the planning assumptions is included in the Land East of Stoke Road Uncertainty Log v1.0⁶.
- 2.2.3 Appendix B presents the forecast assumptions for highway and public transport networks for this application.
- 2.2.4 The trip forecasting process contained within the PRTM uses forecasts of population, households, and jobs to generate estimates of future travel demand. Planning forecasts (containing measures of housing and development) were unconstrained (NTEM minimum⁷) for this application as noted in the proposal⁸.

⁵ PRTM – Land East of Stoke Road, Hinckley - Base Year Model Review v1.0 (2022-08-18)

⁶ Land East of Stoke Road Uncertainty Log v1.0.xlsx

⁷ In the event that the planning data lead to below NTEM / TEMPro growth, the model reverts to NTEM / TEMPro as minimum.

⁸ PRTM Fee Proposal – Land East of Stoke Road v1 (2022-05-24)

2.3 Proposed Development Access Assumptions

- 2.3.1 To produce 'With Development' network for 2026, 2032 and 2036, the assumed site accesses for the proposed development, as shown in Figure 1.2 and Figure 1.3, were added in the relevant 'Without Development' networks. It should be noted that for 2036 'With Development' scenario, the Link Road through the development site has been coded as a through route.
- 2.3.2 One development zone has been used to represent the proposed East of Stoke Road development (i.e. 500 dwellings). For the 2036 'With Development' scenario, an additional development zone has been used to represent the remaining part of the wider site (i.e. 950 dwellings).

2.4 Proposed Development Trip Generation Assumptions

- 2.4.1 Development trip generation data for the proposed development were provided by the client which have been reproduced in Table 2.1 and Table 2.2. These have been added to the relevant 'Without Development' highway demand matrices to form the 'With Development' highway demand matrices for 2026, 2032 and 2036 and assigned in the PRTM highway model.

Table 2.1: Development Trip Generation (2026 and 2032)⁹

	Car Trips (in veh)		
	Departing (Out)	Arriving (In)	Total
Residential Application site (500 dwellings)			
AM Peak hour (08:00 to 09:00)	213	74	287
PM Peak hour (17:00 to 18:00)	122	205	327
Primary School (210 Pupils)			
AM Peak hour (08:00 to 09:00)	48	62	110
PM Peak hour (17:00 to 18:00)	7	3	10
Primary School (50% External Trips)¹⁰			
AM Peak hour (08:00 to 09:00)	24	31	55
PM Peak hour (17:00 to 18:00)	4	2	6

⁹ Development Trip Generation provided via email, dated 2022-10-19)

¹⁰ Only external primary school trips have been distributed for the modelling (as instructed in email date 2022-10-19)

Table 2.2: Development Trip Generation (2036)¹¹

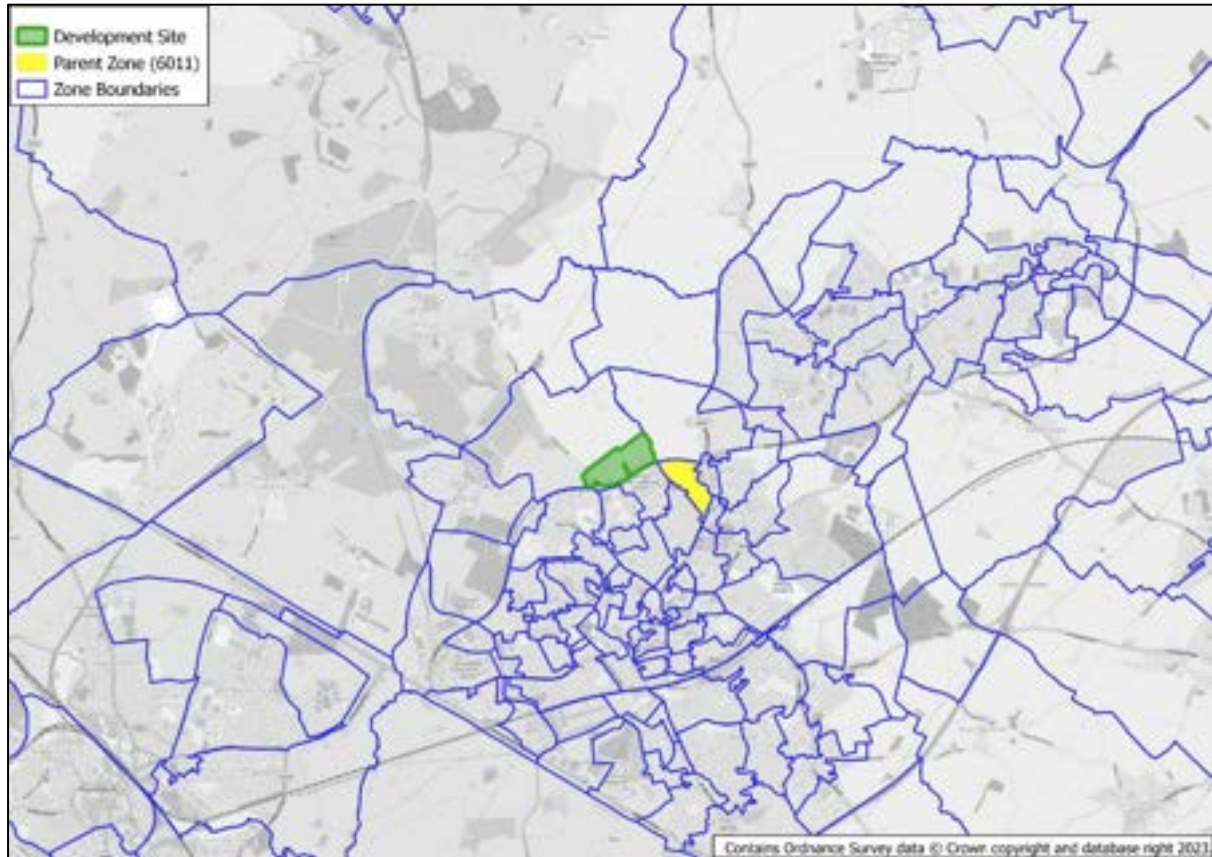
		Car Trips (in veh)	
	Departing (Out)	Arriving (In)	Total
Residential Wider Site (1,450 dwellings)			
AM Peak hour (08:00 to 09:00)	616	215	831
PM Peak hour (17:00 to 18:00)	354	593	947
Primary School (420 Pupils)			
AM Peak hour (08:00 to 09:00)	96	123	219
PM Peak hour (17:00 to 18:00)	14	7	21
Primary School (50% External Trips) ¹²			
AM Peak hour (08:00 to 09:00)	48	62	110
PM Peak hour (17:00 to 18:00)	7	4	11

¹¹ Development Trip Generation provided via email, dated 2022-10-19)¹² Only external trips have been distributed for the modelling (as instructed in email date 2022-10-19)

2.5 Proposed Development Trip Distribution Assumptions

- 2.5.1 It was agreed that the development trip distributions are to be based on an existing PRTM 'parent zone' taken from the 2026, 2032 and 2036 'Without Development' scenarios. Zone 6011, as shown in Figure 2.1, has been selected as the parent zone as it contains primarily residential.

Figure 2.1: Parent Zone



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- 2.5.2 Figure 2.2 to Figure 2.7 show the forecast development trip distribution on the highway network for the 2026, 2032 and 2036 'With Development' scenarios. These figures show that most of the development traffic in the 2026 and 2032 scenarios use the A47 to access the B581 and the A5 at Dodwells Roundabout in the AM Peak hour and showing the reverse in the PM Peak hour, with development traffic using the A47 from the B581 and the A5 at both Dodwells roundabout and Hammonds Way roundabout / Nutts Lane / Brodick Road to join the A47 at Roston Drive. Stoke Road is used for trips to / from areas North of Hinckley and to / from centre of Hinckley.
- 2.5.3 In the 2036 scenarios, the A47 is used to access both the B581 and the A5, consistent with the 2026 and the 2032 scenarios, however the number of development trips using the A47 between Stoke Road and Ashby Road are low (fewer than 25) as trips to / from the east can access the development via the proposed development site access on Ashby Road. The exception to this is shown in the AM Peak hour where approximately 90 trips from the development use the proposed Stoke Road development access to join the A47 travelling eastbound.
- 2.5.4 The 2036 scenarios show the use of A447 / Ashby Road for most trips to / from areas to the North of Hinckley and most trips to / from the centre of Hinckley. Stoke Road is also used to access areas North of Hinckley and the centre of Hinckley for a similar quantum of trips as in the 2026 and 2032 scenarios.

Figure 2.2: Trip Distribution to and from the Proposed Development for 2026 (AM)**2026 'With Development' (AM) – From the Development**

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2026 'With Development' (AM) – To the Development

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Figure 2.3: Trip Distribution to and from the Proposed Development for 2026 (PM)**2026 'With Development' (PM) – From the Development**

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2026 'With Development' (PM) – To the Development

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Figure 2.4: Trip Distribution to and from the Proposed Development for 2032 (AM)**2032 'With Development' (AM) – From the Development**

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2032 'With Development' (AM) – To the Development

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Figure 2.5: Trip Distribution to and from the Proposed Development for 2032 (PM)**2032 'With Development' (PM) – From the Development**

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2032 'With Development' (PM) – To the Development

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Figure 2.6: Trip Distribution to and from the Proposed Development for 2036 (AM)**2036 'With Development' (AM) – From the Development**

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2036 'With Development' (AM) – To the Development

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Figure 2.7: Trip Distribution to and from the Proposed Development for 2036 (PM)**2036 'With Development' (PM) – From the Development**

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2036 'With Development' (PM) – To the Development

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Section 3 – Forecast Model Results

3.1 Introduction

3.1.1 This section details the forecast model results for the proposed development at Land East of Stoke Road for the AM7 Peak (08:00 to 09:00) and PM Peak (17:00 to 18:00) hours. The analysis includes:

- the routing of the forecast development traffic in the 2026, 2032, and 2036 'With Development' forecasts (Section 2.5 and Section 3.2);
- the forecast flow changes in 2026, 2032, and 2036 between the 'With Development' and 'Without Development' scenarios (Section 3.3);
- an assessment of the Area of Influence (AoI) (Section 3.4);
- the forecast delay changes in 2026, 2032, and 2036 between the 'With Development' and 'Without Development' scenarios (Section 3.5); and
- the forecast turning flows and volume-capacity ratios at selected junctions (Section 3.6).

3.2 Forecast Development Traffic

3.2.1 Figure 2.2 to Figure 2.7 in Section 2 illustrate the assigned forecast trip distribution to and from the proposed development in 2026, 2032, and 2036 for both AM and PM Peak hours. The figures show that traffic generated by the proposed development is forecast to:

- route to and from the M69 via Ashby Road and Rugby Road or the A5;
- route east towards the B581 via the A47;
- route west towards the A5 via the A47 or the B578 / Hinckley Road / Lutterworth Road; and
- route to / from the centre of Hinckley and Burbage via Stoke Road, Ashby Road and the B578 / Hinckley Road.

3.3 Forecast Flow Change

3.3.1 Figure 3.1 to Figure 3.3 show the forecast flow changes in 2026, 2032 and 2036 between the 'With Development' and 'Without Development' scenarios for the AM Peak and PM Peak hours. Red bandwidth represents an increase in traffic flow in the 'With Development' scenario and green bandwidth represents a decrease. It should be noted that the symbology used for forecast flow change plots for 2036 is different to the 2026 and 2032 plots. The quantum of the development assessed for 2036 is significantly greater (i.e. 1,450 dwellings) than 2026 / 2032 (i.e. 500 dwelling) and the symbology was updated so the bandwidths are legible.

3.3.2 As expected, the largest increases in flows are forecast along the road links in the immediate vicinity of the proposed development, such as Stoke Road and the A47. In the 2026 'With Development' scenario, the A47 has a forecast increase in two-way traffic of approximately 110 passenger car units (PCUs) and 90 PCUs for the AM Peak hour and PM Peak hour respectively. For the southbound trips from the north to Hinckley, the introduction of the development access roundabout is forecast to increase the delay for Stoke Road slightly (by approximately 10 seconds) for the AM Peak hour and local route choice change is forecast that approximately 50 PCUs are switching from travelling southbound via Stoke Road to the parallel Stoke Lane.

3.3.3 In the 2032 'With Development' scenario, the forecast increase in two-way traffic on the A47 is approximately 120 PCUs and 90 PCUs in the AM Peak hour and PM Peak hour respectively. Similar to 2026, local route choice change is forecast that approximately 50 PCUs are switching from travelling southbound via Stoke Road to the parallel Stoke Lane.

3.3.4 For 2036, the introduction of the Link Road through the proposed development site provides an alternative parallel route to the A47 that the two-way traffic on the A47 between Stoke Road and Ashby Road is forecast to reduce by 110 PCUs and 190 PCUs for the AM Peak hour and PM Peak hour respectively. Rogue's Lane to the north of the proposed development site also has a forecast reduction in two-way traffic of approximately 100 PCUs for both the AM Peak hour and PM Peak hour.

- 3.3.5 For the sections of the A47 to the east of the Ashby Road and west of Stoke Road, the forecast flows increase in the 2036 'With Development' when compared with 2036 'Without Development' by approximately 150 PCUs to 180 PCUs for the AM Peak hour and 130 PCUs to 220 PCUs for the PM Peak hour.

Figure 3.1: Forecast Flow Change for 2026 'With Development' minus 'Without Development' Scenarios

AM Peak hour



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PM Peak hour



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Figure 3.2: Forecast Flow Change for 2032 'With Development' minus 'Without Development' Scenarios

AM Peak hour



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PM Peak hour



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Figure 3.3: Forecast Flow Change for 2036 'With Development' minus 'Without Development' Scenarios

AM Peak hour



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PM Peak hour

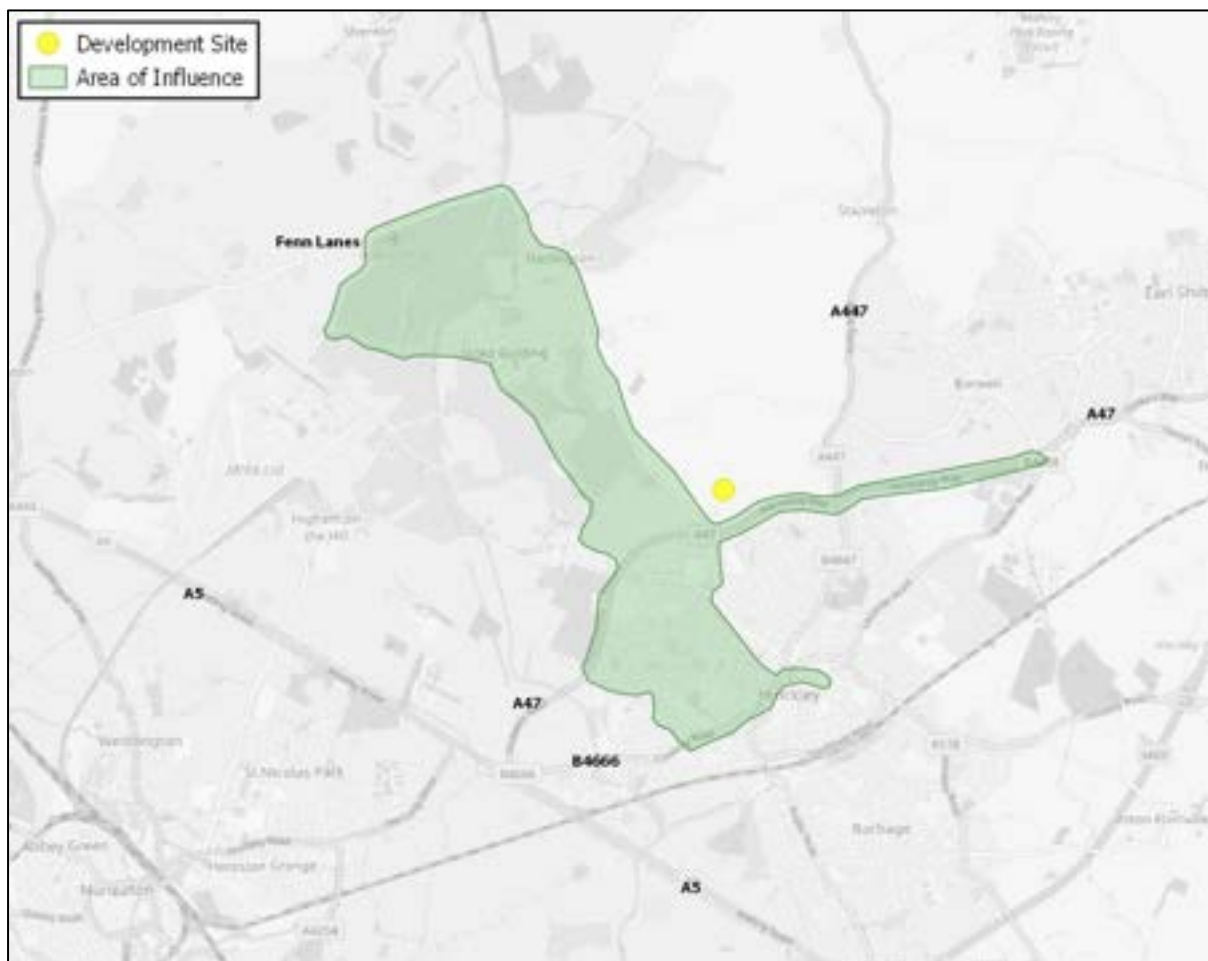


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3.4 Area of Influence

- 3.4.1 Using the forecast flow changes between the 'With Development' and 'Without Development' scenarios, an indication of the Area of Influence has been defined. Figure 3.4 shows the Area of Influence for the proposed development (i.e. 500 dwellings) and Figure 3.5 shows the Area of Influence for the wider development (i.e. 1,450 dwellings).
- 3.4.2 For the proposed development (i.e. 500 dwellings), the Area of Influence has been defined by considering the links which are forecast to change by more than $\pm 5\%$ and ± 30 PCUs between the 2026 and 2032 'With Development' and 'Without Development' scenarios in either the AM Peak or PM Peak hours. The links which are forecast to meet these criteria are included in the Area of Influence, as shown in Figure 3.4, and contains the following areas / links:
- the A47 between Roston Drive and B4668 Leicester Road;
 - Stoke Road, Wykin Road and Stoke Lane between the A47 and Fenn Lanes; and
 - the northern and central part of Hinckley including Stoke Road and Roston Drive.

Figure 3.4: Area of Influence (500 dwellings)

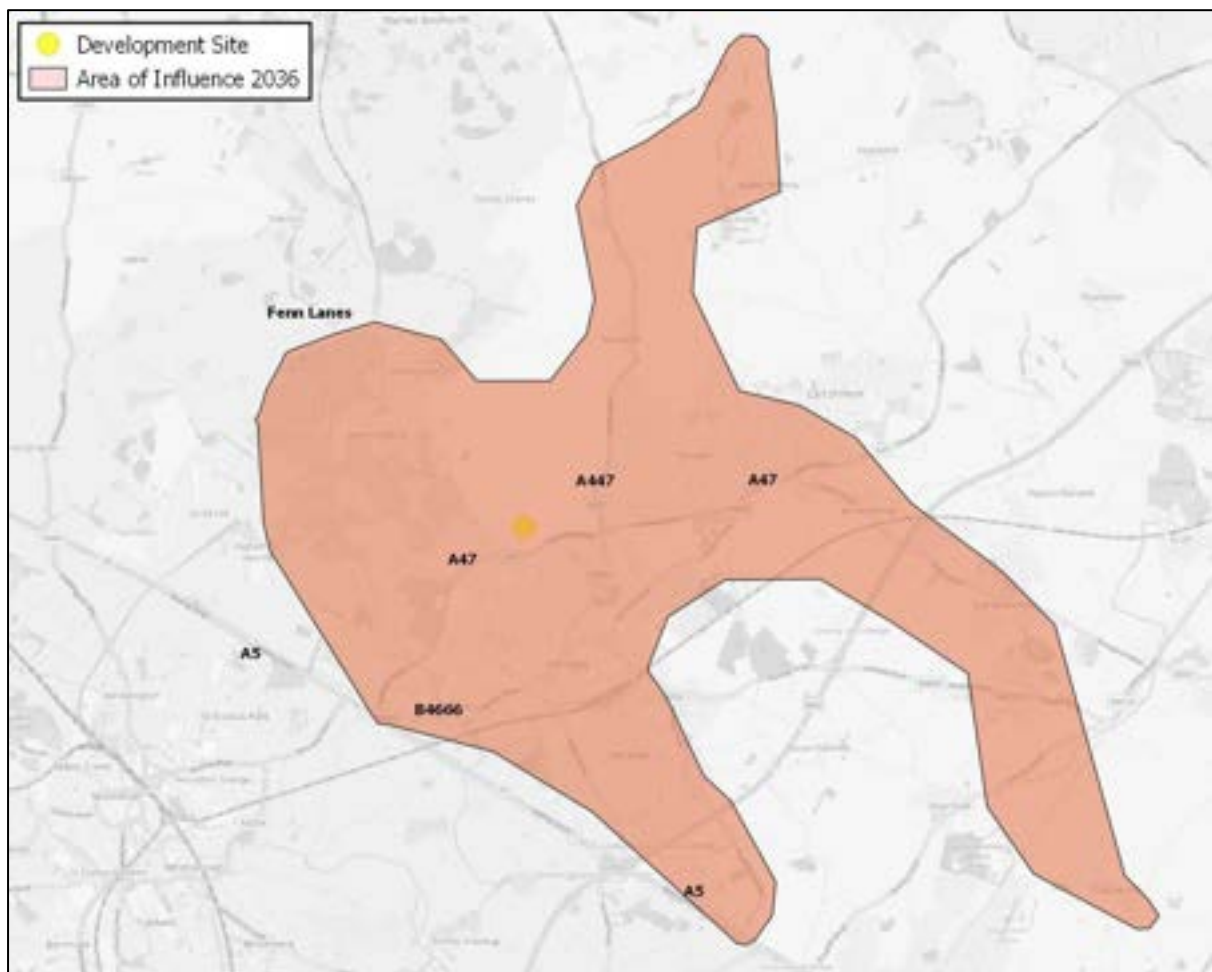


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3.4.3 For the wider development (i.e. 1,450 dwellings), the Area of Influence has been defined by considering the links which are forecast to change by more than $\pm 5\%$ and ± 30 PCUs between the 2036 'With Development' and 'Without Development' scenarios in either the AM Peak or PM Peak hours. The links which are forecast to meet these criteria are included in the Area of Influence, as shown in Figure 3.5, and contains the following areas / links:

- the A47 between the A5 and Earl Shilton;
- Stoke Road and Wykin Road / Stoke Lane between the A47 and Fenn Lanes;
- the A447 between the A47 and Bosworth Road;
- the B581 and Frolesworth Road between the A47 and Frolesworth; and
- most of the urban areas of Hinckley and Burbage.

Figure 3.5: Area of Influence – Wider Development (1,450 dwellings)



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3.5 Forecast Delay Change

- 3.5.1 As a result of forecast flow changes in the 'With Development' scenario, there are also changes to the forecast delays on the highway network. These changes in delay can be generated from two sources: link delay based on the speed-flow curve applied to the link; and junction delay due to capacity constraints for individual turning movements. The analysis in this section combines the link and junction delays (taking a flow-weighted average of junction delays) to assess the changes in forecast delays with the proposed development traffic.
- 3.5.2 Figure 3.6 and Figure 3.7 show the forecast delay changes in 2026 and 2032 between the 'With Development' and 'Without Development' scenarios for the AM Peak and PM Peak hours. For the A47 in the vicinity of the proposed development, the forecast delays increase by up to 5 seconds on several sections along the A47 due to increases in forecast flows for the A47 in the 'With Development' scenarios.
- 3.5.3 Figure 3.8 shows the forecast delay changes in 2036 between the 'With Development' and 'Without Development' scenarios for the AM Peak and PM Peak hours. Similar to 2026 and 2032, the forecast delays increase by up to 10 seconds on several sections along the A47 in the vicinity of the proposed development due to increases in the forecast flows in the 'With Development' scenarios. For the A47 between Stoke Road and Ashby Road, the forecast delays reduce by up to 5 seconds as the Link Road through the development site provides an alternative parallel route and reduces the forecast flows for this section of the A47. There are also modest increases in forecast delays (up to 5 seconds) for the A5 between the A47 and M69 and links within the centre of Hinckley due to increases in forecast flows.

Figure 3.6: Forecast Delay Change for 2026 'With Development' minus 'Without Development' Scenarios

AM Peak hour



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PM Peak hour



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Figure 3.7: Forecast Delay Change for 2032 'With Development' minus 'Without Development' Scenarios

AM Peak hour



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PM Peak hour



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Figure 3.8: Forecast Delay Change for 2036 'With Development' minus 'Without Development' Scenarios

AM Peak hour



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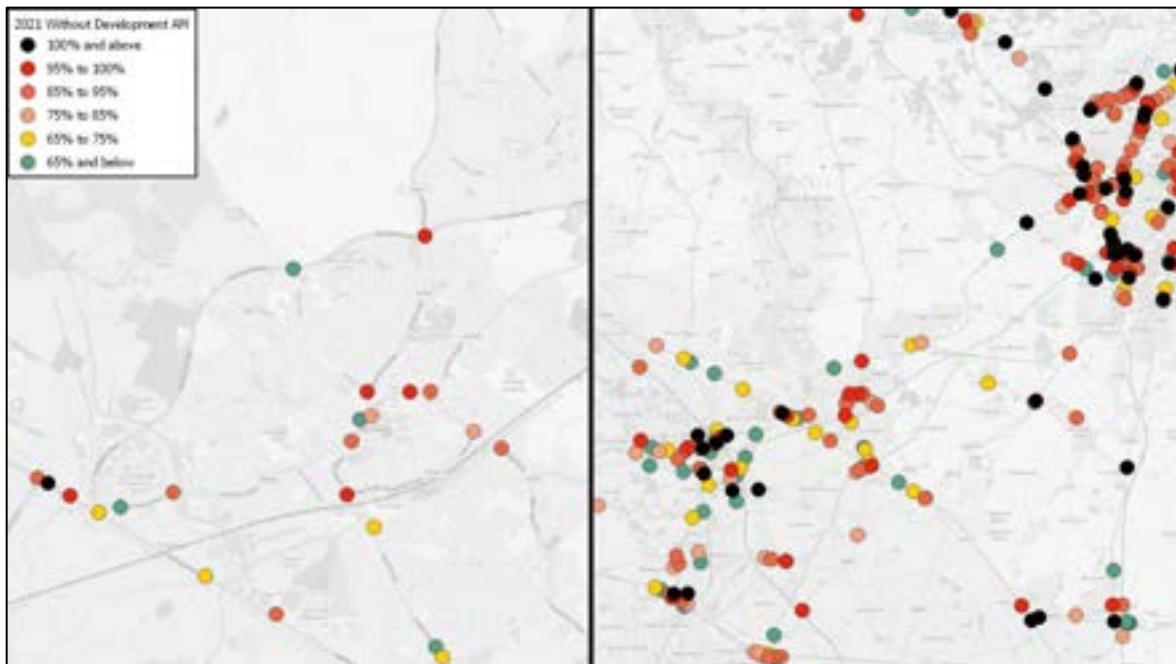
PM Peak hour



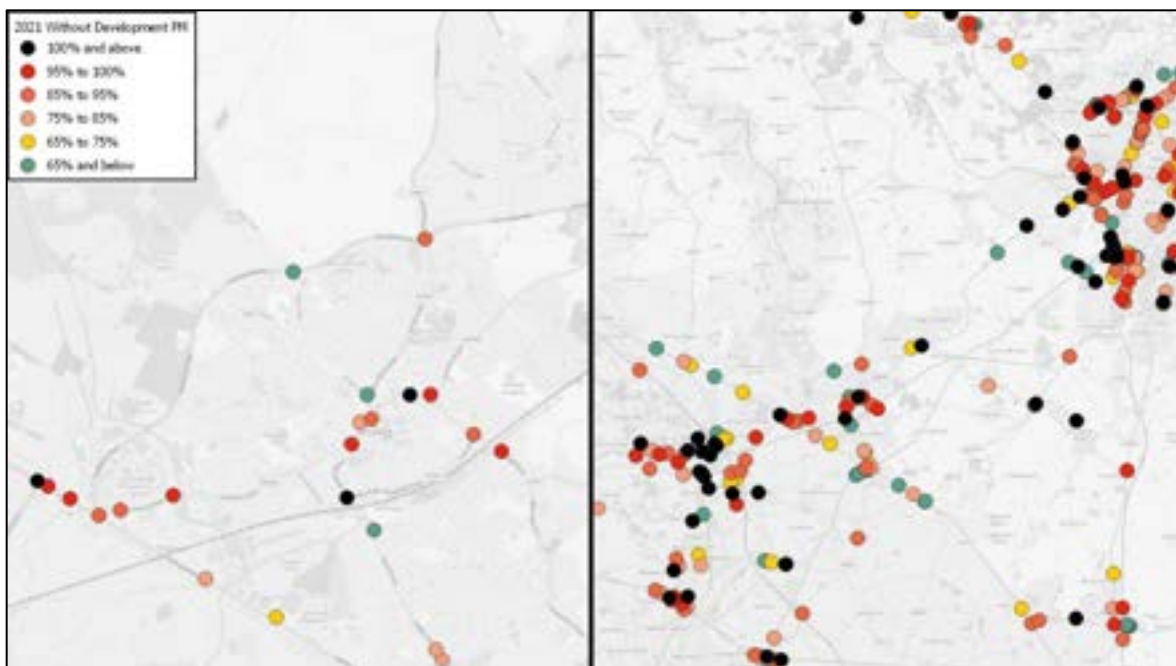
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3.6 Forecast Node Volume-Capacity Ratios

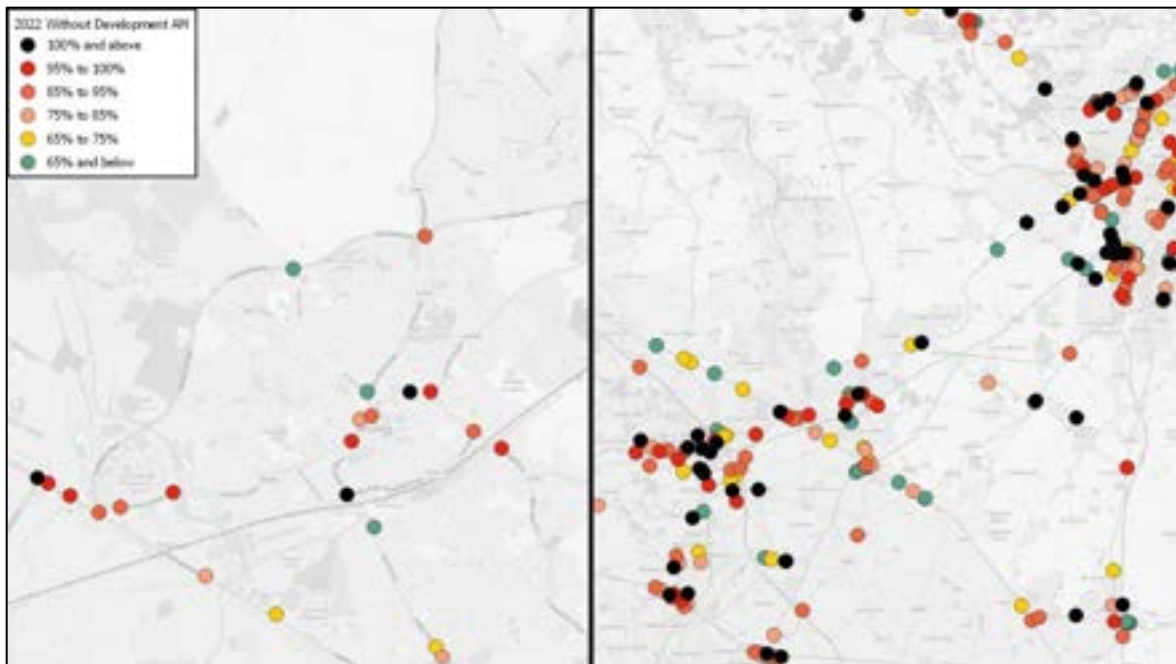
- 3.6.1 As part of the forecast modelling, node / junction capacities are estimated for individual turning movements based on a number of factors including the priority of the turn (for example, give-way or merge), the level of green-time at signalised junctions, and the amount of opposing traffic at the junction. Using these calculated capacities and the forecast traffic volumes, node volume-capacity ratios are estimated to identify locations where the forecast flows are approaching or exceeding the forecast capacity.
- 3.6.2 To summarise the forecast volume-capacity ratios for the individual turning movements at a node, there are two approaches. These are to calculate the flow-weighted average volume-capacity of the node, or to calculate the maximum volume-capacity ratio for all turns within a node. The average volume-capacity ratio provides an overview of how the individual node is performing but may not highlight locations where a limited number of movements at a node are approaching or exceeding capacity. To highlight these locations, the maximum volume-capacity ratio at each node has been used. Node volume-capacity ratios exceeding 85% indicate that the highway network is under stress, and there is likely to be a reduction in speed and an increase in delay.
- 3.6.3 Figure 3.9 and Figure 3.10 show the forecast maximum junction volume-capacity ratios for 2021 and 2022 'Without Development' scenarios.
- 3.6.4 Figure 3.11 to Figure 3.13 show the forecast maximum junction volume-capacity ratios for 2026, and 2032 and 2036 'Without Development' and 'With Development' scenarios. For ease of comparison, the symbology has been designed to show the data for 'Without Development' and 'With Development' scenarios on the same plot.
- 3.6.5 The reader should note that Figure 3.9 to Figure 3.13 show a subset of all nodes within the PRTM to reduce the number of data points within the plots. The nodes with maximum volume-capacity ratios below 85% in all forecast scenarios are not shown.
- 3.6.6 The maximum node volume-capacity ratio plots show that the A47 / Stoke Road roundabout and A47 / Ashby Road junction are most affected by the proposed development. For 2026 and 2032, the proposed development increases the node volume-capacity ratios at these junctions, and it should be noted that the A47 / Ashby Road junction is already operation at above 85% in 2032 AM Peak and PM Peak hours.
- 3.6.7 For 2036, the quantum of the development is significantly higher, and the maximum node volume-capacity ratio for the A47 / Stoke Road roundabout is above 85% in the 'With Development' scenario for both AM Peak and PM Peak hours. For the A47 / Ashby Road junction, the maximum node volume-capacity ratio for the A47 / Ashby Road junction is above 100% for the AM Peak hour; and above 85% for the PM Peak hour.

Figure 3.9: Forecast Node Volume-Capacity Ratio for 2021 'Without Development' Scenario**AM Peak hour**

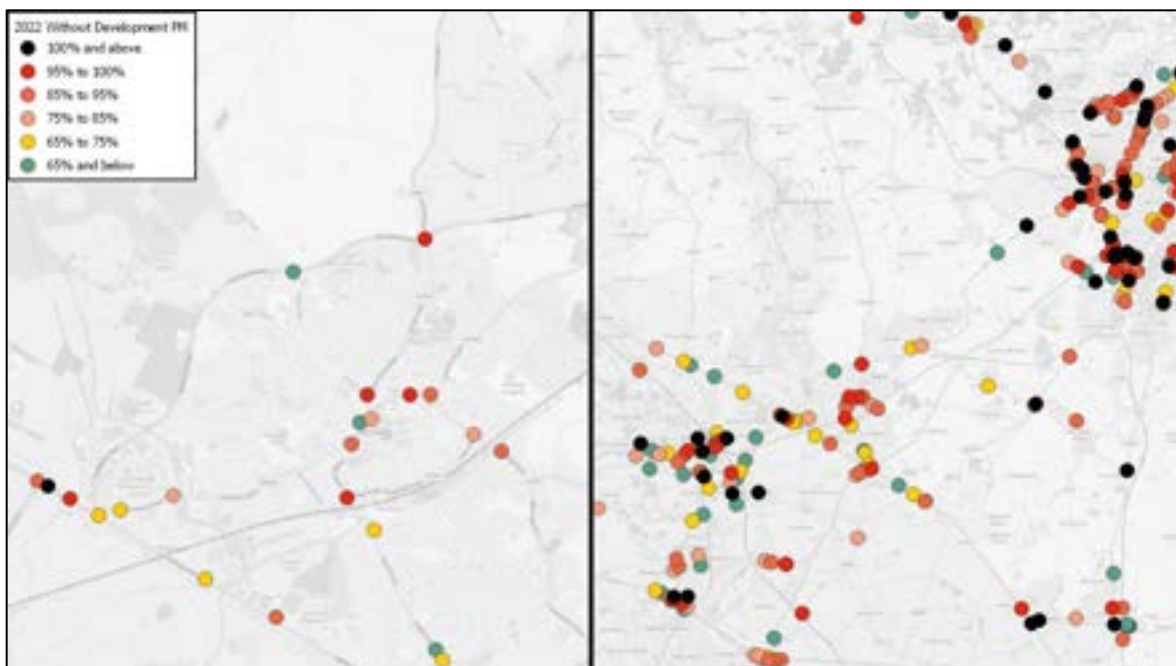
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PM Peak hour

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Figure 3.10: Forecast Node Volume-Capacity Ratio for 2022 'Without Development' Scenario**AM Peak hour**

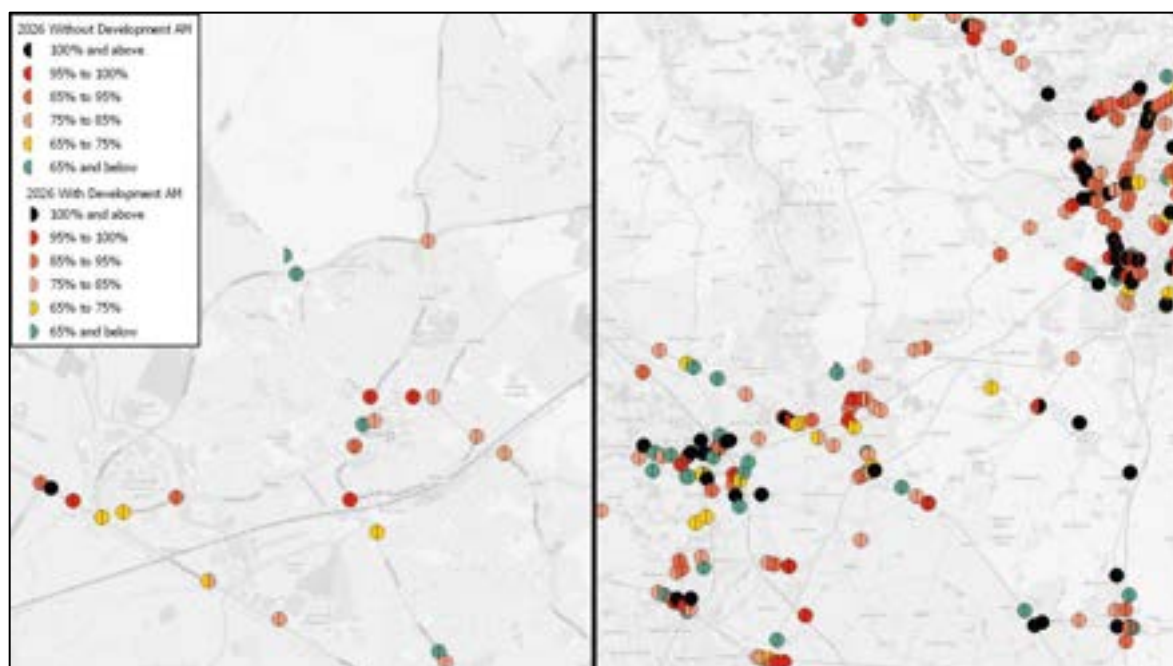
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PM Peak hour

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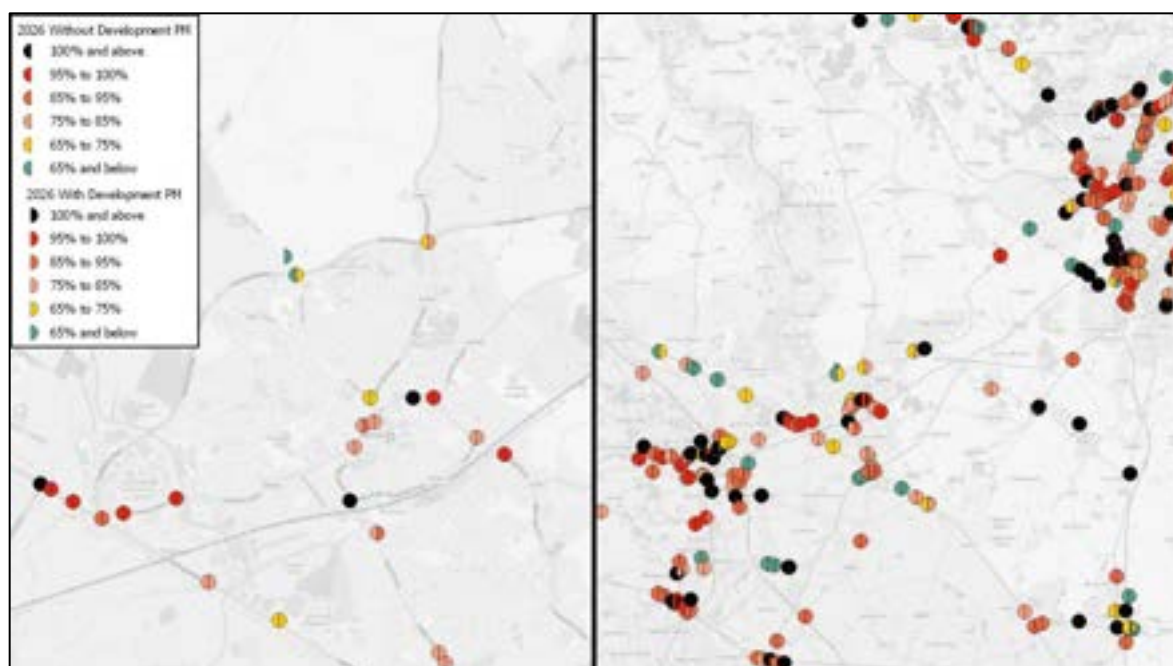
Figure 3.11: Forecast Node Volume-Capacity Ratio for 2026 'Without Development' and 'With Development' Scenarios

AM Peak hour



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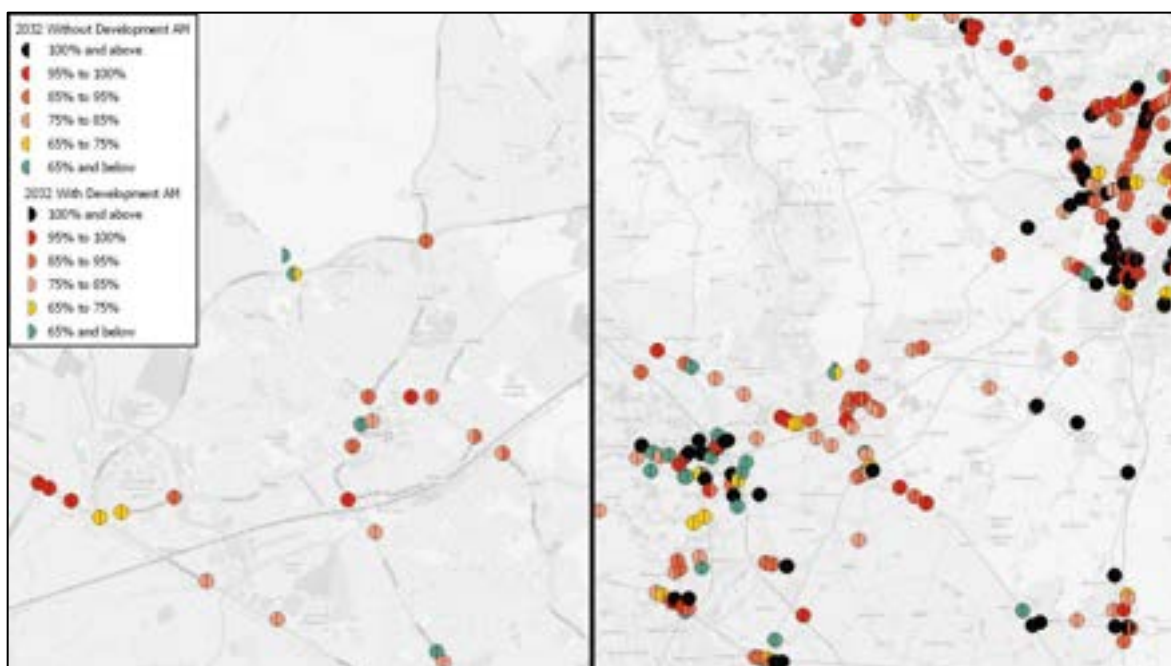
PM Peak hour



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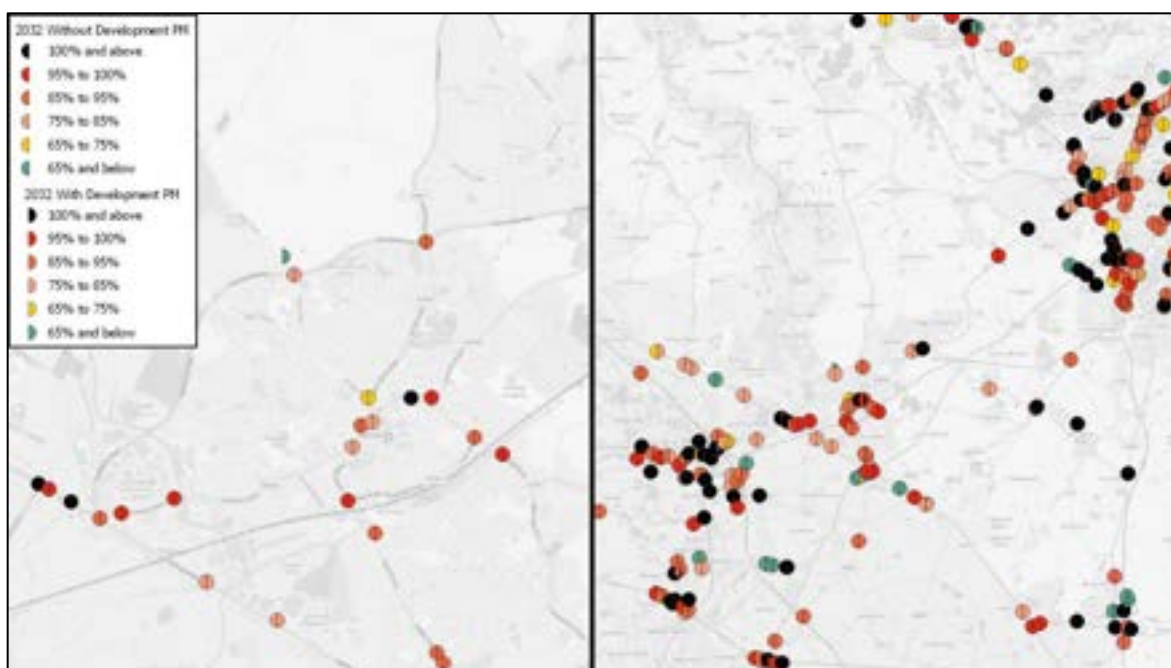
Figure 3.12: Forecast Node Volume-Capacity Ratio for 2032 'Without Development' and 'With Development' Scenarios

AM Peak hour



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PM Peak hour



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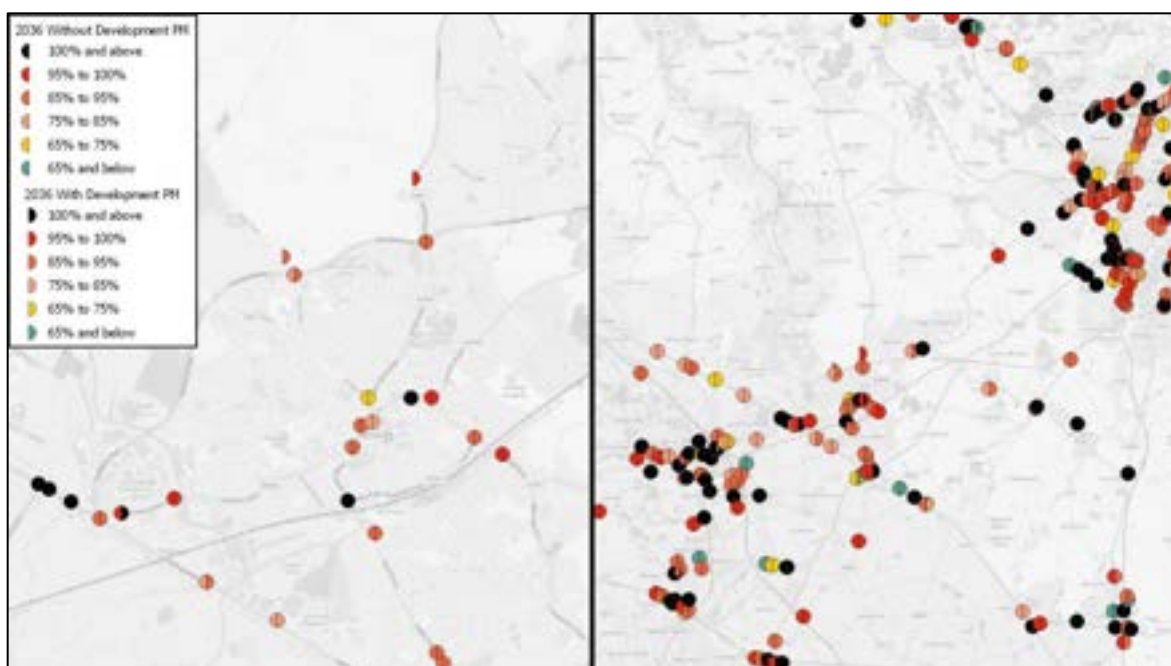
Figure 3.13: Forecast Node Volume-Capacity Ratio for 2036 'Without Development' and 'With Development' Scenarios

AM Peak hour



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PM Peak hour



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3.7 Forecast Junction Turning Flows

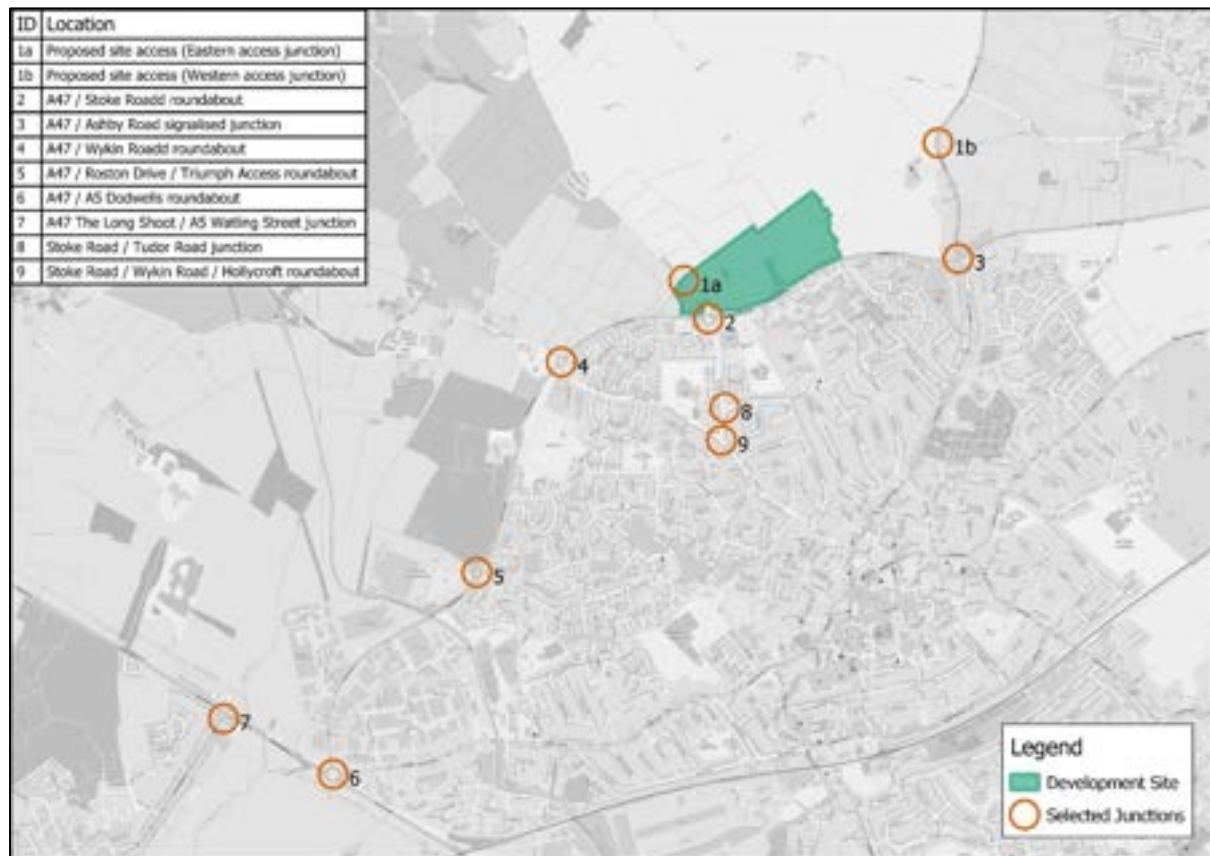
3.7.1 Forecast turning flows have been extracted for the following 10 junctions (also shown in Figure 3.14) in the vicinity of the proposed development:

- two proposed site access junctions (Junction 1a and Junction 1b);
- A47 / Stoke Road roundabout (Junction 2);
- A47 / Ashby Road signalised junction (Junction 3);
- A47 / Wykin Road roundabout (Junction 4);
- A47 / Roston Drive / Triumph Access roundabout (Junction 5);
- A47 / A5 Dodwells roundabout (Junction 6);
- A47 The Long Shoot / A5 Watling Street junction (Junction 7);
- Stoke Road / Tudor Road junction (Junction 8); and
- Stoke Road / Wykin Road / Hollycroft roundabout (Junction 9).

3.7.2 Appendix C provides the forecast turning flows for AM Peak and PM Peak hours for light and heavy vehicles. Data are provided for the 2014 'Base Year', 2021 / 2022 / 2026 / 2032 / 2036 'Without Development' and 2026 / 2032 / 2036 'With Development' scenarios. In addition to the turning flows, turn volume-capacity ratios have also been provided where available.

3.7.3 It should be noted that there are some local route choice changes at Junction 8 between the 2014 'Base Year' and the forecast scenarios. In the 2014 'Base Year', in both AM Peak and PM Peak hours, most vehicles from Stoke Road (N) continue to Stoke Road (S). In the forecast scenarios, vehicles use Tudor Road and then Stanley Road, missing Junction 9, to join Hollycroft at a later point. This routeing change affects Junction 9, as fewer vehicles pass through this junction in the forecast scenarios. These routeing changes are reflected in the turning flows in Appendix C.

3.7.4 By design, the PRTM highway model has not been calibrated or validated for individual turning movements, so care should be taken when using forecasts of flows and volume-capacity ratios at this level.

Figure 3.14: Location of Forecast Turning Flow Data

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Section 4 – Summary of the PRTM Assessment

4.1 Summary of Assessment

- 4.1.1 Using the PRTM, forecasts have been undertaken to produce the 2021, 2022, 2026, 2032 and 2036 'Without Development', and the 2026, 2032 and 2036 'With Development' scenarios for both AM Peak and PM Peak hours.
- 4.1.2 Based on these model forecasts, the following is a summary of the key findings for the assessment of the proposed development:
- Development traffic has been forecast to route via the following roads:
 - route to and from the M69 via Ashby Road and Rugby Road or the A5;
 - route east towards the B581 via the A47;
 - route west towards the A5 via the A47 or the B578 / Hinckley Road / Lutterworth Road; and
 - route to / from the centre of Hinckley and Burbage via Stoke Road, Ashby Road and the B578 / Hinckley Road.
 - The forecast flow changes in 2026 and 2032 between the 'With Development' and 'Without Development' scenarios show that the largest increases in flows are forecast along the A47 in the immediate vicinity of the proposed development. For the southbound trips from the north to Hinckley, the introduction of the proposed access roundabout is forecast to increase the delay for Stoke Road slightly for the AM Peak hour, and local route choice change is forecast that approximately 50 PCUs are switching from travelling southbound via Stoke Road to the parallel Stoke Lane.
 - For 2036, the introduction of the Link Road through the proposed development site provides an alternative parallel route to the A47 which reduces the forecast flow on the A47 between Stoke Road and Ashby Road by 110 PCUs and 190 PCUs for the AM Peak hour and PM Peak hour respectively. For the sections of the A47 to the east of the Ashby Road and west of Stoke Road, the forecast flows increase in the 2036 'With Development' when compared with 2036 'Without Development' by approximately 150 PCUs to 180 PCUs for the AM Peak hour and 130 PCUs to 220 PCUs for the PM Peak hour.
 - An area of Influence (AoI) for the proposed development (i.e. 500 dwellings) has been defined by identifying links which are forecast to change by more than $\pm 5\%$ and ± 30 PCUs between the 'With Development' and 'Without Development' scenarios for 2026 and 2032 in either the AM Peak or PM Peak hours. The forecast AoI includes:
 - the A47 between Roston Drive and B4668 Leicester Road;
 - Stoke Road, Wykin Road and Stoke Lane between the A47 and Fenn Lanes; and
 - the northern and central part of Hinckley including Stoke Road and Roston Drive.
 - For the wider development (i.e. 1,450 dwellings), the Area of Influence has been defined by identifying links which are forecast to change by more than $\pm 5\%$ and ± 30 PCUs between the 2036 'With Development' and 2036 'Without Development' scenarios in either the AM Peak or PM Peak hours. The forecast AoI includes:
 - the A47 between the A5 and Earl Shilton;
 - Stoke Road and Wykin Road / Stoke Lane between the A47 and Fenn Lanes;
 - the A447 between the A47 and Bosworth Road;
 - the B581 and Frolesworth Road between the A47 and Frolesworth; and
 - most of the urban areas of Hinckley and Burbage.
 - The forecast delay changes in 2026 and 2032 between the 'With Development' and 'Without Development' scenarios show the proposed development is forecast to increase the delays by up to 5 seconds on several sections along the A47.

- For 2036, the number of development trips is greater, and the forecast delays increase by up to 10 seconds on several sections along the A47 in the 'With Development' scenario when compared with the 'Without Development' scenario. For the A47 between Stoke Road and Ashby Road, the forecast delays reduce by up to 5 seconds as the Link Road through the development site provides an alternative parallel route, reducing the forecast flows for this section of the A47. There are also modest increases in forecast delays (up to 5 seconds) for the A5 between the A47 and M69 and links within centre of Hinckley due to increases in forecast flows in the 'With Development' scenario.

4.1.3 The forecasts undertaken reflect the forecast impact of the proposed development at Land East of Stoke Road, Hinckley. It should be noted that the results provided in this report are at a high-level. Due to the strategic nature of the PRTM, not all roads are modelled, and the results should be interpreted with that in mind.

4.1.4 Although the PRTM modelling provides the strategic impact and form part of the proposed Land East of Stoke Road development assessment evidence packs, the overall assessment should be complemented by local operational assessment and analysis.

Appendix A Planning Data Assumptions

Residential Development Assumptions (Sites with more than 500 dwellings) (Hinckley and Bosworth)

District	Location	Quantum	Timescale	Include
Hinckley & Bosworth	Land North East of Triumph Motorcycles	850	2021-2035	Y
Hinckley & Bosworth	Earl Shilton SUE	1,500	2029-2045	Y
Hinckley & Bosworth	Barwell SUE	2,500	2028-2051	Y

Employment Development Assumptions (Sites with more than 750 jobs) (Hinckley and Bosworth)

District	Location	Quantum	Timescale	Include
Hinckley & Bosworth	Land East of Hinckley Island Hotel Watling Street	121,032 sqm	2019-2023	Y
Hinckley & Bosworth	Nailstone Colliery, Wood Road	121,520 sqm	2022	Y
Hinckley & Bosworth	MIRA	1,788 jobs	2026-2035	Y

Appendix B Network Assumptions

Highway Network Scheme Assumptions

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
Hinckley & Bosworth	RGF/MIRA, A5 Redgate Junction at A444 to Higham Lane Junction	Complete	Jan-15	2015	Y
Catthorpe	M1 J19	Complete	2016-2017	2017	Y
Nottingham	A453 upgrade - including removal of temporary 40mph speed limit	Complete	Sep-15	2016	Y
Kegworth	M1 J24	Complete	Oct-14	2015	Y
Hinckley & Bosworth	A5 Dodwells and Longshoot junctions	Complete	2016	2016	Y
Nottingham	M1 J23a-J25 SMART motorway	Complete	2018	2019	Y
Warwickshire	M6 J2-J4 SMART motorway	Complete	2017-2020	2021	Y
Various	M1 J16-J19	Complete	2019	2019	Y
Leicestershire	A5 widening to dual carriageway near Hinckley	Hypothetical	2020-2023	2026	N
Daventry	DIRFT III - Daventry International Rail Freight Terminal	Complete	2016	2016	Y
Loughborough	Loughborough Integrated Transport Scheme – not including LIRR	Complete	2013	2014	Y
Cotes	A60 Nottingham Road/Loughborough reduction of speed limit traffic calming features	Complete	2016	2016	Y
Earl Shilton	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2023-2035	2026	Y
Barwell	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2023-2035	2026	Y
Lubbesthorpe	Access arrangements for SUE including strategic traffic link to the A563 Lubbesthorpe Way	Near Certain	2017-2026	2021	Y
SRFI	Southern access for new development	Complete	2016-2018	2019	Y
Loughborough	A512 widening B591 to M1 J23, improvements to J23 and completion of dualling thereafter to either Snell's Nook Lane or Epinal Way junction	Complete	2017-2020	2021	Y
Castle Donington	Western Link Road from Back lane to Tops Hill, NWLDC package of measures to help mitigate planned growth	Complete	2020	2021	Y
Lubbesthorpe	Link across M69 to join north and south of the Lubbesthorpe development	More than Likely	2026-2031	2031	Y
Earl Shilton & Barwell	Highway improvements for SUE (Ashby Road/ Normandy Way)	More than Likely	2023-2035	2026	Y
Lubbesthorpe	Highway improvements for SUE (Mill Hill/ Warren Park, Meridian South/ A563, A47/A563)	Near Certain	2017-2023	2026	Y
Kegworth	Kegworth Bypass	Complete	2017-2019	2019	Y
SRFI	Highway improvements for new development	Complete	2016-2019	2021	Y
Loughborough	West of Loughborough SUE (access from the north via the A6 roundabout)	More than Likely	2022	2022	Y
Loughborough	Access connection for the Science Park via the A512 roundabout	Near Certain	2031	2031	Y
Loughborough	West of Loughborough SUE (connection to the northern arm of the A512 roundabout)	More than Likely	2036	2036	Y
North West Leicestershire	M1 J22	Complete	2016	2016	Y
North West Leicestershire	A42 J13	Complete	2017	2018	Y
Blaby	Leicester North West Project Phase 1	Complete	2015-2016	2016	Y
Blaby	Desford Crossroads	Reasonably Foreseeable	2026	2026	N
Harborough	Harborough Strategic Development Area	Near Certain	up to 2021	2021	Y
Charnwood	North of Birstall SUE (Broadnook SUE)	Near Certain	2021-2026	2026	Y
Charnwood	Mountsorrel Lane, Rothley Link Road	Complete	up to 2021	2021	Y
Charnwood	A512 junction improvements	Complete	2016-2021	2021	Y

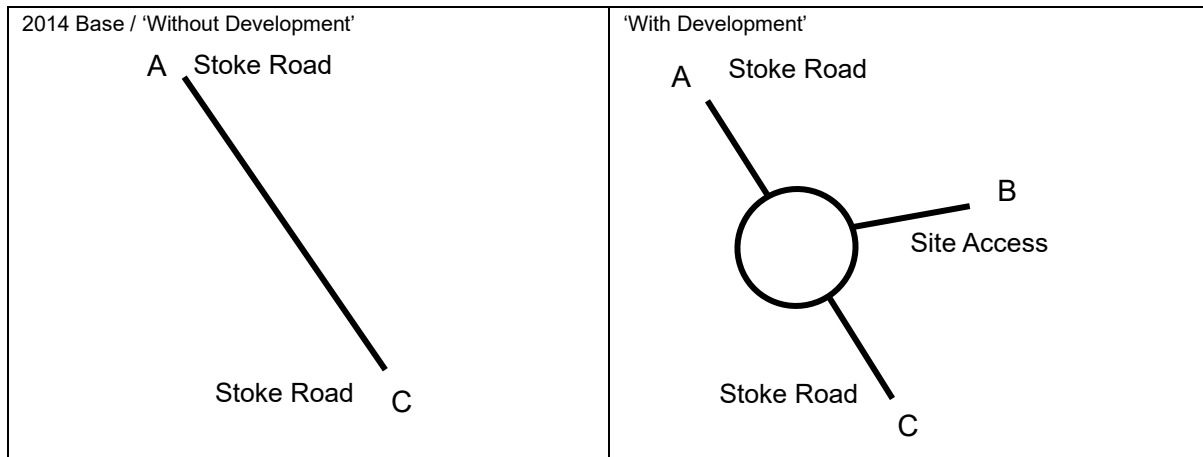
Hinckley	Hinckley Area Project Phase 1-3	Complete	2014-2017	2018	Y
Blaby	Glenfield Park/Optimus Point S278 works	Complete	2014-2016	2016	Y
North of East Leicester	North of East Leicester Development Network – Thorpebury SUE	Near Certain	2025	2026	Y
Charnwood	A6 Loughborough Road Bus Lane and Parking Controls	Complete	2016	2016	Y
Leicester City	Removal of Belgrave Flyover	Complete	2014-2015	2016	Y
Leicester City	Saffron Lane - Old Velodrome Improvements	Complete	2016	2016	Y
Leicester City	Traffic Calming Schemes	Complete	2016-2021	2016	Y
Leicester City	East of Hamilton Development Improvements	Complete	2016	2017	Y
Leicester City	Pedestrianisation of Hotel Street, Pedestrianisation of St Martins	Complete	2016	2016	Y
Leicester City	Haymarket/Charles Street Bus Station development	Complete	2016	2016	Y
Leicester City	Existing & proposed 20mph zones	Complete	2012-2016	2016	Y
Leicester City	St Nicholas Circle	Complete	2015	2016	Y
Leicester City	Welford Road	Complete	2018	2021	Y
Leicester City	Waterside Development	More than Likely	mid-2020s	2026	Y
Leicester City	Belgrave Gate South	Complete	2019	2020	Y
Leicester City	Belvoir Street	Complete	2017	2018	Y
Leicester City	York Road/Bonnars Lane/Grange Road	Complete	2019	2019	Y
Leicester City	King St	Complete	2018	2018	Y
Leicester City	Lancaster Road	Complete	2019	2020	Y
Leicester City	Mansfield Street & Church Gate	Complete	2020	2021	Y
Leicester City	SMBS Access to Burleys Way	Complete	2019	2021	Y
Leicester City	Vaughan Way	Complete	2019	2020	Y
Leicester City	Ashton Green	Near Certain	2021-2031	2021	Y
Leicester City	London Road	Complete	2019	2020	Y
Leicester City	LNW2 Ravensbridge Drive / Blackbird Road	Complete	2019	2020	Y
Melton	Melton Mowbray Distributor Road (Northern Section) (Nottingham Road to A607)	Near Certain	2024-2026	2026	Y
Melton	Melton Mowbray Distributor Road (Eastern Section) (A607 to Burton Road)	Near Certain	2024-2026	2026	Y
Melton	Melton Mowbray Southern Link Road (Burton Road to Leicester Road)	More than Likely	2025	2026	Y
Melton	Gladman's Site Access (Leicester Road and Kirby Lane)	Complete	2018-2020	2021	Y
Leicester City	Beaumont Leys Anstey Lane Improvements	Complete	2019	2021	Y
Hinckley	Rugby Road Corridor Improvements – Phase 4	Near Certain	2022	2023	Y
Leicester City	Putney Road West Improvements	Near Certain	2021-2022	2022	Y
Lutterworth	Frank Whittle Roundabout approaches (Magna Park)	Complete	2018-2020	2021	Y
Lutterworth	Lutterworth East Development (Development Access (A4304, Gilmorton Road and A426))	More than Likely	2021-2026	2026	Y
Lutterworth	Lutterworth East Development Associated Mitigations	Reasonably Foreseeable	2031	2031	N
Lutterworth	Lutterworth East Development (Link Road between A4304 and A426)	More than Likely	2021-2026	2031	Y
Lutterworth	Lutterworth East Development (Gilmorton Road bridge bus restriction)	More than Likely	2021-2026	2026	Y
Bardon Hill	Interlink Way East junction	Complete	2016	2016	Y
Bardon Hill	Bardon Hill Link Road North Section	More than Likely	2021-2026	2026	Y
Coalville	Hoo Ash Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Thornborough Road Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Dual Carriageway from Thornborough Rd to Whitwick Road	More than Likely	2021-2026	2025	Y
Coalville	Whitwick Road Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Broom Leys Road Junction	More than Likely	2021-2026	2025	Y
Coalville	Bardon Link Road Junction	More than Likely	2021-2026	2025	Y
Coalville	Bardon Link Road Southern Section	Near Certain	2024-2026	2026	Y
Coalville	Birch Tree Roundabout	More than Likely	2019-2024	2025	Y
Coalville	Flying Horse Roundabout	More than Likely	2021-2026	2025	Y

Coalville	Fieldhead Roundabout	More than Likely	2021-2026	2025	Y
Granby Street	Granby Street/Halford Street Improvements	Complete	2017	2018	Y
Loughborough	Alan Moss Road	Complete	2017	2018	Y
Hinckley	DPD A5 Access	Complete	2017	2021	Y
Leicester Forest East	Ratby Lane/Wembley Road junction	Complete	2017/18	2019	Y
Leicester City	Abbey Park Road Cycle Provision	Complete	2020	2021	Y
Blaby	A47/Kirby Lane Tesco Express	Complete	2020	2021	Y
Leicester City	Abbey Street	Complete	2021	2021	Y
Leicester City	A50 Groby Road Bus Lane	Near Certain	2022	2022	Y
Harborough	Magna Park Extension Access - Mere Lane, Lutterworth	Complete	2021	2021	Y
Harborough	Magna Park Extension Access - A5, Lutterworth	Near Certain	2026	2026	Y
Blaby	Highway improvements for Lubbesthorpe SUE (A47/Braunstone Lane/Ratby Lane, A5460/M1 J21)	Complete	2017-2021	2021	Y
Blaby	Foxhunter Roundabout Eastbound Approach	Complete	2019	2021	Y
Harborough	B4114/B581 Signalisation Improvement, Broughton Astley	Near Certain	2023	2026	Y
Blaby	Everards Meadow Access	Complete	2018	2021	Y
Blaby	Hastings Fields Blaby DPD Site Access	More than likely	2022	2026	Y
Blaby	West of St Johns (Blaby DPD) Site Access	More than likely	2027	2031	Y
Harborough	Wigston Direction for Growth Site Access	Near certain	2026	2026	Y
Blaby	Everard Way Closure, Fosse Park	Near certain	2020	2020	Y
NWL	Money Hill Site Access A511	More than likely	2025	2026	Y
Derbyshire	Wragley Way (South Derbyshire) SUE Access A50	More than likely	2030	2031	Y
Derbyshire	Boulton Moor (South Derbyshire) SUE Access	Complete	2014	2014	Y
Derbyshire	Clifton (Rushcliffe) SUE Access	Near Certain	2022	2022	Y
Derbyshire	EMIP A50 (Freeport)	Reasonably Foreseeable	2030	2030	N
Derbyshire	West Derbyshire SUE Access A38	Complete	2014	2014	Y
Derbyshire	Toton Innovation Hub (HS2)	More than likely	2030	2031	Y
Nottinghamshire	Ratcliffe Power Station A453 (Freeport)	Reasonably foreseeable	2030	2030	N
Rugby	Rugby Radio Station - A5 Access	Near Certain	2022	2022	Y
Rugby	Rugby Radio Station - A423 Access	Complete	2016-2019	2016	Y
Leicester City	Buckminster Rd/Brading Rd Safer Streets	Complete	2022	2022	Y
Blaby	A50 Groby Road bus gate	Complete	2015	2015	Y
North West Leicestershire	Mercia Park	Complete	2020	2020	Y
Leicester City	Western Park Golf Course	More than Likely	2029	2029	Y
Harborough	Kettering Road Signalisation	Complete	2020	2021	Y
M6 J10-13	M6 J10-13, M54-Stafford ALR	Near Certain	2021	2021	Y
M54-M6 Toll	M54-M6 Toll, link road min 2 lane motorway	More than Likely	2024	2024	Y
M1 J28-31	M1 J28-31, Mansfield to Sheffield ALR	Complete	2016	2016	Y
M6 J13-J15	M6 J13-15, Stafford South to Stoke South ALR	Near Certain	2022	2022	Y
M1 J13-16	M1 J13-16, Milton Keynes South to J16 ALR	Near Certain	2022	2022	Y
M40 M42	M40-M42, M40 J16-M42 J3 ALR	More than Likely	2026	2026	Y
A46 Coventry	A46 Coventry, remove Binley and Walsgrove roundabouts & upgrade	More than Likely	2026	2026	Y
M6 J10-13	Walsall M6 Junction 10 issues	Complete	2014	2014	Y
A46 Toll Bar End	A46 Toll Bar End, grade separated junction and 3 lane highway	More than Likely	2021	2021	Y
Newark N	A46 Newark, dualling Newark North bypass	More than Likely	2026	2031	Y
Newark S	South of Newark, A1-A46 link S of Newark; part completed	More than Likely	2031	2031	Y
Lincoln E	East of Lincoln, A15-A158 link; part completed	Complete	2020	2021	Y
Lincoln S	South of Lincoln, A158-A46 link	More than Likely	2027	2031	Y
Grantham S	South of Grantham, A1-A52 link; part completed	Near Certain	2016-2023	2023	Y
Nottingham	Dualling A453	Complete	2016	2016	Y

Nuneaton and Bedworth Borough	Coton Arches	More than Likely	2021	2021	Y
Nuneaton and Bedworth Borough	A4254b Eastboro Way P1	Near Certain	2024	2024	Y
Nuneaton and Bedworth Borough	College Street / A444	Near Certain	2023	2023	Y
Nuneaton and Bedworth Borough	Transforming Nuneaton	More than Likely	2026	2026	Y
Nuneaton and Bedworth Borough	Croft Road/Greenmoor Road Priority	More than Likely	2031	2031	Y
Nuneaton and Bedworth Borough	A47 Old Hinckley Road	Near Certain	2023-2024	2024	Y
Nuneaton and Bedworth Borough	Coventry Road / Gipsy Lane	More than Likely	2026	2026	Y
Nuneaton and Bedworth Borough	A4254 / B4114/Eastboro Way	Near Certain	2026	2026	Y
Nuneaton and Bedworth Borough	Nuneaton Northern Sites Link Road	Near Certain	2026	2026	Y
North Warwickshire	B5000 Market Street/Bridge St Signals	More than Likely	2026	2026	Y
North Warwickshire	A5 Dualling between Grendon and Dordon and Dordon junction	More than Likely	2026	2033	Y
North Warwickshire	A5 Dualling, Grendon to Atherstone	More than Likely	2031	2031	Y
Rugby Borough	A426/A4071 Avon Mill Roundabout/Newbold Road/Hunters Lane Priority Junction	Near Certain	2026	2026	Y
Rugby Borough	Ashlawn Road/Hillmorton Road	Near Certain	2021	2021	Y
Rugby Borough	A5 Northern Access to DIRFT III	More than Likely	2021	2021	Y
Rugby Borough	A5/A428 Halfway House Roundabout	More than Likely	2026	2026	Y
Rugby Borough	M1 Junction 18	More than Likely	2031	2031	Y
Rugby Borough	M6 to Coton House	Complete	2021	2021	Y
Rugby Borough	A5 Southern Access to DIRFT III	Complete	2021	2021	Y
M6 J2	Update coding of M6 J2 Ansty interchange to include signalised roundabout	Complete	2020	2021	Y
Nuneaton and Bedworth Borough	Callendar Farm Phase 2	Near Certain	2031	2031	Y
Nuneaton and Bedworth Borough	Bermuda Connectivity Project	More than Likely	2022	2026	Y
Charnwood	Shuttle signals at the old railway bridge on Tickow Lane	Near Certain	2022	2022	Y
Charnwood	Buttercup Lane	Complete	2021-2022	2022	Y
Hinckley & Bosworth	A47 roundabout between Wykin Road and Outlands Drive	Complete	2020-2021	2021	Y
Hinckley & Bosworth	A47/Dan's Lane	Near Certain	2023	2023	Y
Hinckley & Bosworth	A47 speed limit reduction	Complete	2020	2020	Y
Newbold Verdon	B582 Barlestone Road / B585 Bosworth Lane signalisation	Near Certain	2023	2023	Y

Appendix C Forecast Junction Turning Flows

Turning Flows (veh) – Proposed site access junctions (Western access junction) (Junction 1a)



2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-C	382	2	384	24%	187	1	187	12%
C-A	231	2	233	14%	298	1	299	18%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-C	375	2	377	23%	242	1	243	15%
C-A	301	2	304	19%	407	1	408	25%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-C	378	2	380	23%	240	1	240	15%
C-A	298	2	300	19%	405	1	406	25%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-C	519	2	521	32%	357	1	358	22%
C-A	382	2	384	24%	488	1	489	30%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	16	0	16	45%	34	0	34	37%
A-C	437	4	442	45%	323	2	325	37%
B-C	200	0	200	30%	106	0	106	15%
B-A	36	0	36	30%	21	0	21	15%
C-A	356	3	359	42%	448	2	449	58%
C-B	89	0	89	42%	172	0	172	58%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-C	604	2	606	37%	416	1	417	26%
C-A	424	2	426	26%	554	1	555	34%

2032 'With Development'

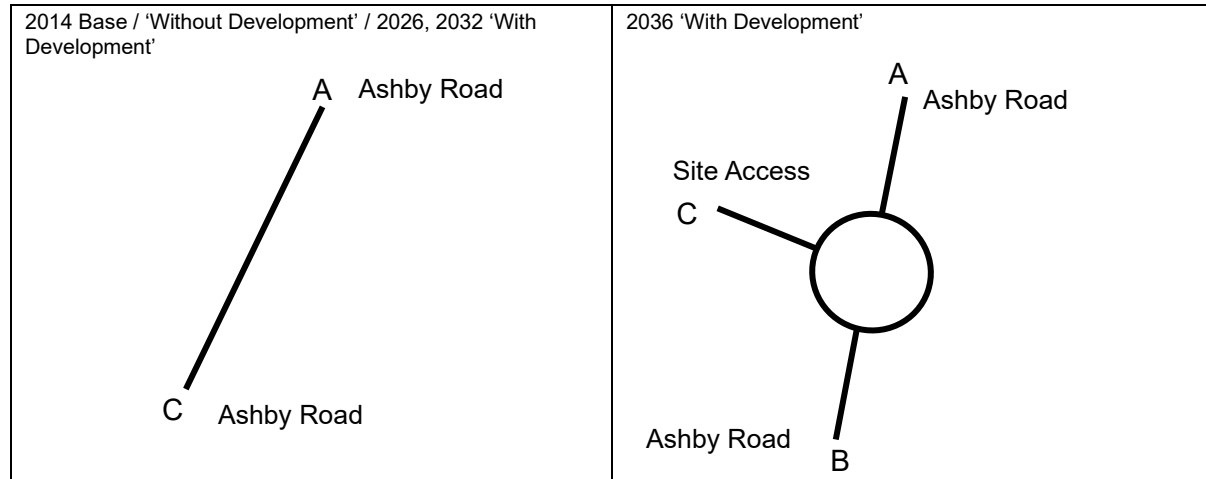
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	17	0	17	50%	37	0	37	41%
A-C	496	4	500	50%	357	2	359	41%
B-C	201	0	201	32%	106	0	106	15%
B-A	37	0	37	32%	20	0	20	15%
C-A	415	3	418	48%	503	2	505	63%
C-B	88	0	88	48%	169	0	169	63%

2036 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-C	634	2	636	39%	463	1	464	29%
C-A	444	2	446	27%	583	1	584	36%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	17	2	19	53%	22	1	23	49%
A-C	465	2	467	53%	371	1	372	49%
B-C	455	43	498	75%	282	13	295	40%
B-A	35	1	36	75%	28	0	29	40%
C-A	442	2	444	64%	515	1	517	86%
C-B	165	38	203	64%	374	15	389	86%

Turning Flows (veh) – Proposed site access junctions (Eastern access junction) (Junction 1b)**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	594	42	636	41%	526	10	536	33%
B-A	387	30	417	27%	594	17	610	38%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	705	45	750	48%	683	12	696	43%
B-A	498	39	536	35%	614	21	634	39%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	703	45	749	48%	682	13	695	43%
B-A	499	38	537	35%	615	21	635	39%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	516	43	559	36%	486	12	497	31%
B-A	438	36	474	31%	583	21	604	37%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	525	43	569	37%	507	12	519	32%
B-A	465	37	503	33%	593	21	614	38%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	587	48	635	41%	521	17	537	34%
B-A	506	48	554	36%	756	26	782	48%

2032 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	611	48	659	43%	545	17	562	35%
B-A	522	49	572	38%	773	26	799	49%

2036 'Without Development'

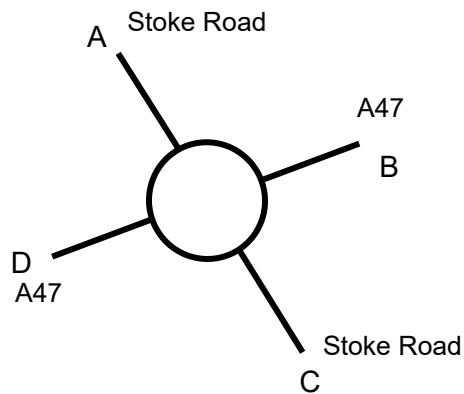
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	601	50	651	42%	533	19	552	35%
B-A	536	51	587	38%	804	28	832	51%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	478	6	485	80%	416	5	422	75%
A-C	195	44	239	80%	272	13	285	75%
B-C	147	0	147	68%	289	0	289	97%
B-A	430	11	441	68%	534	12	546	97%
C-A	261	41	301	66%	257	16	273	64%
C-B	164	0	164	66%	155	0	155	64%

Turning Flows (veh) – A47 / Stoke Road roundabout (Junction 2)

2014 Base / 'Without Development' / 'With Development'

**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	87	1	89	32%	23	1	24	17%
A-C	216	0	216	32%	101	0	101	17%
A-D	79	0	79	32%	62	0	62	17%
B-C	35	0	35	43%	124	0	124	50%
B-D	604	30	634	43%	618	19	637	50%
B-A	27	2	29	43%	63	1	64	50%
C-D	28	0	28	20%	21	0	21	24%
C-A	109	0	109	20%	172	0	172	24%
C-B	81	0	81	20%	65	0	65	24%
D-A	94	0	95	41%	64	0	64	51%
D-B	458	19	477	41%	589	17	605	51%
D-C	12	0	12	41%	39	0	39	51%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	63	1	64	37%	38	1	39	23%
A-C	223	0	223	37%	100	0	100	23%
A-D	89	1	89	37%	104	0	104	23%
B-C	35	0	35	44%	97	0	97	52%
B-D	563	50	613	44%	632	23	656	52%
B-A	46	2	47	44%	103	1	104	52%
C-D	34	0	35	22%	43	0	43	31%
C-A	114	0	114	22%	199	0	199	31%
C-B	84	0	84	22%	64	0	64	31%
D-A	142	1	142	62%	105	0	105	59%
D-B	614	52	666	62%	616	26	642	59%
D-C	44	0	44	62%	27	0	27	59%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	63	1	64	37%	38	1	39	23%
A-C	225	0	225	37%	100	0	100	23%
A-D	90	1	90	37%	102	0	102	23%
B-C	35	0	35	45%	97	0	97	52%
B-D	572	51	622	45%	633	23	657	52%
B-A	45	2	47	45%	103	1	104	52%
C-D	35	0	35	22%	45	0	45	31%
C-A	114	0	114	22%	198	0	198	31%
C-B	84	0	84	22%	64	0	64	31%
D-A	139	1	139	61%	104	0	104	59%
D-B	613	51	664	61%	617	26	643	59%
D-C	43	0	43	61%	27	0	27	59%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	121	1	123	49%	57	1	57	34%
A-C	216	0	216	49%	122	0	122	34%
A-D	182	1	183	49%	178	0	178	34%
B-C	65	0	65	49%	85	0	85	50%
B-D	564	53	618	49%	562	23	585	50%
B-A	87	2	88	49%	157	1	157	50%
C-D	27	0	27	27%	33	0	33	33%
C-A	130	0	130	27%	199	0	199	33%
C-B	101	0	101	27%	77	0	77	33%
D-A	165	1	166	60%	132	0	132	65%
D-B	576	42	618	60%	646	25	671	65%
D-C	15	0	15	60%	22	0	22	65%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	208	3	211	60%	88	1	90	41%
A-C	220	0	220	60%	133	0	133	41%
A-D	210	2	212	60%	208	1	209	41%
B-C	65	0	65	51%	86	0	86	54%
B-D	558	53	611	51%	565	22	588	54%
B-A	124	2	126	51%	215	1	217	54%
C-D	27	0	27	29%	31	0	31	39%
C-A	140	0	140	29%	231	0	231	39%
C-B	94	0	94	29%	77	0	77	39%
D-A	180	1	181	62%	173	1	174	71%
D-B	567	41	608	62%	642	25	667	71%
D-C	18	0	18	62%	22	0	22	71%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	126	2	128	57%	62	1	63	43%
A-C	223	0	223	57%	137	0	137	43%
A-D	255	1	256	57%	217	0	217	43%
B-C	59	0	59	51%	80	0	80	51%
B-D	564	54	617	51%	528	27	555	51%
B-A	101	2	103	51%	195	1	196	51%
C-D	30	0	30	30%	35	0	35	35%
C-A	137	0	137	30%	206	0	206	35%
C-B	90	0	90	30%	78	0	78	35%
D-A	186	1	187	62%	152	0	153	75%
D-B	553	51	604	62%	725	32	758	75%
D-C	14	0	14	62%	23	0	23	75%

2032 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	213	3	216	65%	89	1	90	47%
A-C	228	0	228	65%	141	0	141	47%
A-D	255	2	257	65%	234	1	235	47%
B-C	62	0	62	54%	82	0	82	55%
B-D	574	53	628	54%	547	27	574	55%
B-A	141	2	143	54%	244	1	245	55%
C-D	30	0	30	32%	34	0	34	42%
C-A	150	0	150	32%	238	0	238	42%
C-B	83	0	83	32%	79	0	79	42%
D-A	213	1	214	64%	190	1	190	81%
D-B	536	51	586	64%	712	32	743	81%
D-C	17	0	17	64%	27	0	27	81%

2036 'Without Development'

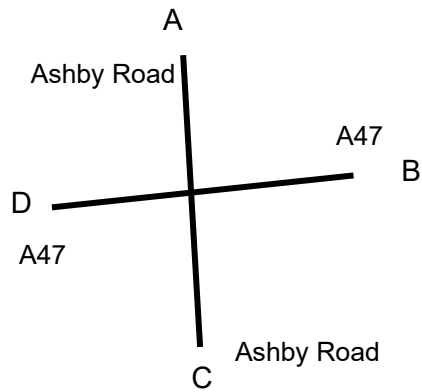
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	136	2	137	61%	79	1	79	48%
A-C	228	0	228	61%	140	0	140	48%
A-D	270	1	271	61%	245	0	245	48%
B-C	58	0	58	53%	79	0	79	51%
B-D	584	57	641	53%	505	29	534	51%
B-A	103	2	105	53%	213	1	214	51%
C-D	31	0	32	32%	38	0	38	38%
C-A	145	0	145	32%	209	0	209	38%
C-B	85	0	85	32%	85	0	85	38%
D-A	196	1	197	64%	160	0	161	78%
D-B	559	54	613	64%	721	35	756	78%
D-C	13	0	13	64%	22	0	22	78%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	223	1	224	87%	64	1	65	65%
A-C	273	0	273	87%	185	0	185	65%
A-D	423	45	468	87%	404	14	417	65%
B-C	56	0	56	56%	79	0	79	57%
B-D	549	15	563	56%	473	15	488	57%
B-A	118	1	119	56%	236	1	237	57%
C-D	30	0	30	38%	30	0	30	50%
C-A	159	0	159	38%	263	0	263	50%
C-B	82	0	82	38%	70	0	70	50%
D-A	330	39	369	70%	391	15	406	93%
D-B	492	17	509	70%	605	20	625	93%
D-C	14	0	14	70%	16	0	16	93%

Turning Flows (veh) – A47 / Ashby Road signalised junction (Junction 3)

2014 Base / 'Without Development' / 'With Development'

**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	17	4	21	6%	18	3	21	6%
A-C	424	14	438	47%	309	2	311	32%
A-D	239	25	264	43%	207	4	211	39%
B-C	253	0	253	48%	139	0	139	27%
B-D	548	7	555	100%	491	17	509	94%
B-A	2	4	6	100%	11	10	20	49%
C-D	57	1	58	18%	96	0	97	33%
C-A	250	9	260	49%	431	3	435	69%
C-B	122	0	122	32%	186	0	186	34%
D-A	127	17	143	57%	201	4	205	73%
D-B	377	4	382	69%	613	14	628	77%
D-C	75	1	75	75%	22	1	23	23%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	18	3	21	8%	20	4	24	11%
A-C	533	1	534	58%	439	0	439	47%
A-D	241	41	282	56%	233	8	242	55%
B-C	187	2	189	37%	154	1	155	30%
B-D	539	10	550	99%	499	17	516	95%
B-A	2	6	9	97%	19	11	30	55%
C-D	65	1	67	39%	93	1	94	47%
C-A	355	1	356	65%	542	0	543	83%
C-B	182	4	186	58%	271	1	273	59%
D-A	132	31	163	65%	103	9	112	49%
D-B	435	22	457	70%	531	18	550	72%
D-C	58	1	58	57%	57	1	57	53%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	18	3	21	8%	20	4	24	11%
A-C	528	1	529	57%	437	0	437	47%
A-D	243	41	284	56%	234	9	243	55%
B-C	194	2	196	38%	153	1	154	30%
B-D	539	10	549	99%	498	17	515	95%
B-A	2	6	9	97%	21	11	31	53%
C-D	66	1	67	36%	92	1	93	46%
C-A	354	1	354	65%	542	0	542	83%
C-B	182	4	185	58%	271	1	272	58%
D-A	135	31	166	66%	103	9	112	49%
D-B	432	21	454	70%	532	18	550	72%
D-C	58	1	59	57%	56	0	57	52%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	14	3	17	12%	10	3	13	6%
A-C	455	1	457	76%	382	0	383	58%
A-D	133	39	172	56%	104	8	112	49%
B-C	115	2	117	24%	145	1	145	28%
B-D	750	15	765	49%	588	17	605	42%
B-A	17	6	23	6%	24	11	35	10%
C-D	66	1	67	11%	119	1	120	18%
C-A	320	1	321	52%	515	1	516	75%
C-B	132	4	136	58%	237	1	239	66%
D-A	95	29	123	16%	97	9	106	13%
D-B	488	15	502	25%	594	17	611	32%
D-C	120	1	121	27%	90	0	91	20%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	14	3	17	13%	19	3	22	10%
A-C	466	1	468	77%	395	0	395	61%
A-D	131	39	171	57%	105	8	113	50%
B-C	115	2	117	25%	139	1	139	28%
B-D	781	15	796	51%	637	17	654	46%
B-A	17	6	23	6%	24	11	35	10%
C-D	69	1	70	12%	127	1	128	20%
C-A	325	1	326	53%	518	1	519	75%
C-B	131	4	135	61%	233	1	234	69%
D-A	118	30	148	19%	104	10	114	14%
D-B	540	14	555	28%	612	17	629	33%
D-C	125	1	126	30%	91	0	92	21%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	30	5	35	46%	30	4	35	16%
A-C	534	1	536	91%	423	0	424	67%
A-D	105	42	147	58%	75	12	87	53%
B-C	113	2	115	25%	133	1	134	26%
B-D	787	13	800	51%	584	17	601	42%
B-A	36	9	45	10%	50	12	61	17%
C-D	68	1	69	12%	118	1	119	18%
C-A	373	1	374	60%	587	1	588	85%
C-B	87	4	90	64%	221	1	223	74%
D-A	89	37	127	17%	168	14	182	22%
D-B	500	15	515	26%	613	20	633	34%
D-C	113	1	114	27%	88	0	89	19%

2032 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	28	5	33	44%	39	4	44	20%
A-C	536	1	538	91%	432	0	433	69%
A-D	129	42	171	66%	82	12	94	61%
B-C	113	2	115	26%	131	1	132	27%
B-D	815	12	827	52%	652	17	669	46%
B-A	36	9	45	11%	47	11	59	16%
C-D	71	1	72	12%	124	1	125	19%
C-A	375	1	376	61%	602	1	602	87%
C-B	88	3	92	65%	218	1	219	78%
D-A	104	39	142	19%	174	14	188	22%
D-B	546	15	561	28%	621	20	641	34%
D-C	119	1	119	29%	88	0	88	20%

2036 'Without Development'

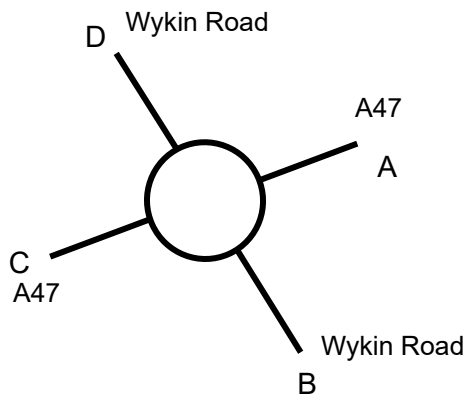
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	10	5	16	37%	39	5	44	22%
A-C	564	1	565	93%	449	0	450	72%
A-D	107	44	151	62%	52	13	65	50%
B-C	116	2	118	26%	133	1	133	27%
B-D	802	14	816	52%	599	18	617	43%
B-A	44	11	54	12%	60	12	72	19%
C-D	71	1	73	12%	118	1	119	18%
C-A	385	1	386	62%	620	1	621	90%
C-B	79	3	82	63%	206	1	207	78%
D-A	97	39	136	18%	173	15	188	23%
D-B	505	17	522	26%	633	21	654	35%
D-C	106	1	107	26%	91	0	91	20%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	62	5	66	106%	71	5	75	40%
A-C	558	1	560	101%	468	0	468	79%
A-D	91	1	92	31%	36	0	37	24%
B-C	136	2	138	30%	130	1	131	29%
B-D	790	14	803	52%	556	16	572	41%
B-A	125	10	135	26%	213	11	224	54%
C-D	81	1	82	14%	125	1	125	19%
C-A	404	1	405	65%	618	1	619	90%
C-B	42	3	45	50%	149	1	150	69%
D-A	27	0	27	3%	36	0	36	4%
D-B	559	17	576	29%	686	21	707	38%
D-C	132	1	133	32%	95	0	96	20%

Turning Flows (veh) – A47 / Wykin Road roundabout (Junction 4)

2014 Base / 'Without Development' / 'With Development'

**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	82	0	82	50%	86	0	86	48%
A-C	533	30	563	50%	530	19	549	48%
A-D	96	0	96	50%	85	0	85	48%
B-C	64	0	64	18%	48	0	48	14%
B-D	30	0	30	18%	35	0	35	14%
B-A	88	0	88	18%	60	0	60	14%
C-D	21	1	21	35%	43	0	43	44%
C-A	403	19	423	35%	527	16	543	44%
C-B	45	0	45	35%	53	0	53	44%
D-A	73	0	73	12%	104	0	104	15%
D-B	35	0	35	12%	40	0	40	15%
D-C	24	1	25	12%	10	1	11	15%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	85	0	85	52%	103	0	104	54%
A-C	472	51	522	52%	510	23	533	54%
A-D	130	0	130	52%	166	0	166	54%
B-C	66	0	66	22%	44	0	44	15%
B-D	36	0	36	22%	38	0	38	15%
B-A	108	0	108	22%	65	0	66	15%
C-D	24	1	25	54%	67	0	67	53%
C-A	573	52	625	54%	555	26	581	53%
C-B	56	0	56	54%	58	0	58	53%
D-A	118	0	118	25%	127	0	128	21%
D-B	50	0	50	25%	57	0	57	21%
D-C	50	1	50	25%	14	1	14	21%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	85	0	85	53%	103	0	103	54%
A-C	494	51	545	53%	515	23	538	54%
A-D	117	0	117	53%	161	0	161	54%
B-C	66	0	67	22%	45	0	45	15%
B-D	34	0	34	22%	37	0	37	15%
B-A	108	0	108	22%	65	0	65	15%
C-D	24	1	24	53%	66	0	66	53%
C-A	568	51	620	53%	558	26	584	53%
C-B	56	0	56	53%	58	0	58	53%
D-A	118	0	118	24%	125	0	125	20%
D-B	48	0	48	24%	55	0	55	20%
D-C	46	1	47	24%	13	1	14	20%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	85	0	86	59%	102	0	103	54%
A-C	613	54	667	59%	481	22	503	54%
A-D	75	0	75	59%	189	0	190	54%
B-C	65	0	65	24%	39	0	39	16%
B-D	36	0	36	24%	44	0	44	16%
B-A	108	0	108	24%	66	0	66	16%
C-D	35	1	35	46%	78	0	78	53%
C-A	492	42	534	46%	538	25	563	53%
C-B	52	0	52	46%	58	0	58	53%
D-A	156	0	156	27%	195	0	196	28%
D-B	45	0	45	27%	52	0	52	28%
D-C	56	1	57	27%	27	1	28	28%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	93	0	93	62%	104	0	104	56%
A-C	622	55	677	62%	500	23	523	56%
A-D	80	0	80	62%	201	0	201	56%
B-C	65	0	65	26%	39	0	39	17%
B-D	37	0	37	26%	45	0	45	17%
B-A	110	0	110	26%	70	0	70	17%
C-D	36	0	36	47%	78	0	78	56%
C-A	499	42	541	47%	568	25	593	56%
C-B	52	0	52	47%	58	0	58	56%
D-A	156	0	156	32%	199	0	199	30%
D-B	46	0	46	32%	53	0	53	30%
D-C	110	0	110	32%	31	0	31	30%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	93	0	93	64%	100	0	100	57%
A-C	642	54	696	64%	480	27	507	57%
A-D	114	0	114	64%	200	0	200	57%
B-C	62	0	62	27%	38	0	38	17%
B-D	48	0	48	27%	46	0	46	17%
B-A	103	0	103	27%	70	0	71	17%
C-D	53	1	54	51%	86	0	87	59%
C-A	503	51	554	51%	591	32	623	59%
C-B	51	0	51	51%	58	0	58	59%
D-A	147	0	147	27%	239	0	239	40%
D-B	42	0	42	27%	84	0	84	40%
D-C	66	1	66	27%	39	1	39	40%

2032 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	99	0	100	67%	101	0	101	59%
A-C	645	55	700	67%	509	27	536	59%
A-D	115	0	115	67%	205	0	205	59%
B-C	62	0	62	29%	38	0	38	18%
B-D	49	0	49	29%	47	0	47	18%
B-A	104	0	105	29%	74	0	74	18%
C-D	54	0	54	52%	86	0	87	62%
C-A	515	51	566	52%	628	32	660	62%
C-B	51	0	51	52%	58	0	58	62%
D-A	146	0	146	33%	227	0	227	40%
D-B	43	0	43	33%	86	0	86	40%
D-C	119	0	119	33%	43	0	43	40%

2036 'Without Development'

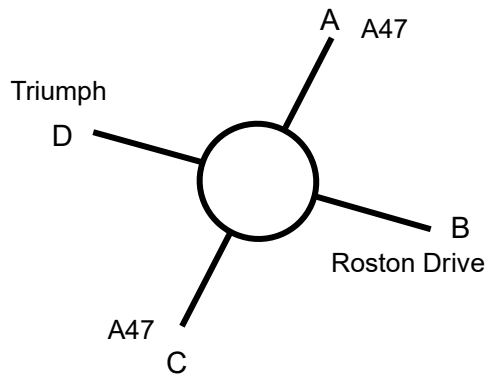
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	96	0	96	67%	100	0	100	59%
A-C	656	57	713	67%	487	29	516	59%
A-D	133	0	133	67%	202	0	202	59%
B-C	60	0	60	28%	39	0	39	17%
B-D	54	0	54	28%	49	0	49	17%
B-A	101	0	101	28%	72	0	72	17%
C-D	72	1	73	56%	90	0	90	61%
C-A	537	55	592	56%	607	35	641	61%
C-B	52	0	52	56%	58	0	58	61%
D-A	129	0	130	26%	225	0	226	43%
D-B	40	0	40	26%	116	0	116	43%
D-C	66	1	67	26%	47	1	48	43%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	115	0	115	77%	105	0	106	67%
A-C	732	59	791	77%	551	28	579	67%
A-D	155	0	156	77%	250	0	250	67%
B-C	60	0	60	36%	38	0	39	22%
B-D	56	0	56	36%	61	0	61	22%
B-A	105	0	105	36%	82	0	82	22%
C-D	74	0	74	61%	97	0	97	71%
C-A	589	55	645	61%	680	35	715	71%
C-B	48	0	48	61%	56	0	56	71%
D-A	141	0	141	35%	250	0	250	51%
D-B	42	0	42	35%	118	0	118	51%
D-C	118	0	118	35%	50	0	50	51%

Turning Flows (veh) – A47 / Roston Drive / Triumph Access junction (Junction 5)

2014 Base / 'Without Development' / 'With Development'

**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	77	0	77	46%	115	0	115	41%
A-C	579	31	610	46%	462	19	481	41%
A-D	3	0	3	46%	1	0	1	41%
B-C	112	0	113	22%	125	0	126	20%
B-D	3	0	3	22%	2	0	2	20%
B-A	112	0	113	22%	108	1	108	20%
C-D	4	0	4	31%	1	0	1	49%
C-A	347	20	366	31%	554	16	570	49%
C-B	83	0	83	31%	160	0	161	49%
D-A	1	0	1	0%	3	0	3	1%
D-B	2	0	2	0%	4	0	4	1%
D-C	2	0	2	0%	4	0	4	1%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	93	0	93	50%	152	0	152	42%
A-C	523	51	574	50%	361	23	384	42%
A-D	16	0	16	50%	48	0	48	42%
B-C	84	0	84	36%	122	0	122	31%
B-D	12	0	12	36%	46	0	46	31%
B-A	266	0	267	36%	206	1	207	31%
C-D	5	0	5	37%	40	0	40	55%
C-A	304	52	356	37%	471	25	497	55%
C-B	96	0	96	37%	181	0	181	55%
D-A	82	0	83	19%	23	0	23	7%
D-B	50	0	50	19%	21	0	21	7%
D-C	45	0	45	19%	12	0	12	7%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	85	0	85	52%	146	0	147	42%
A-C	569	52	620	52%	373	23	396	42%
A-D	16	0	16	52%	47	0	47	42%
B-C	85	0	85	36%	126	0	127	31%
B-D	12	0	12	36%	46	0	46	31%
B-A	256	0	256	36%	205	1	206	31%
C-D	5	0	5	37%	40	0	40	55%
C-A	309	51	360	37%	476	25	501	55%
C-B	94	0	94	37%	181	0	181	55%
D-A	82	0	82	19%	22	0	23	7%
D-B	49	0	49	19%	21	0	21	7%
D-C	45	0	46	19%	13	0	13	7%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	136	0	136	61%	162	0	162	40%
A-C	640	55	694	61%	330	23	353	40%
A-D	16	0	16	61%	47	0	47	40%
B-C	87	0	87	34%	107	0	108	32%
B-D	12	0	12	34%	49	0	49	32%
B-A	208	0	208	34%	237	1	238	32%
C-D	6	0	6	32%	36	0	36	53%
C-A	281	42	323	32%	433	24	457	53%
C-B	89	0	89	32%	184	0	184	53%
D-A	83	0	83	17%	24	0	24	7%
D-B	49	0	49	17%	21	0	21	7%
D-C	43	0	43	17%	11	0	11	7%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	184	0	184	65%	164	0	164	42%
A-C	654	55	708	65%	350	22	373	42%
A-D	16	0	16	65%	47	0	47	42%
B-C	87	0	87	35%	113	0	113	34%
B-D	12	0	12	35%	50	0	50	34%
B-A	213	0	213	35%	255	1	255	34%
C-D	6	0	6	32%	35	0	35	54%
C-A	284	41	326	32%	445	24	469	54%
C-B	89	0	89	32%	184	0	184	54%
D-A	83	0	83	17%	25	0	25	7%
D-B	50	0	50	17%	21	0	21	7%
D-C	43	0	43	17%	11	0	11	7%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	151	0	151	63%	167	0	168	41%
A-C	656	55	710	63%	333	27	360	41%
A-D	16	0	16	63%	45	0	45	41%
B-C	88	0	88	37%	111	0	111	35%
B-D	11	0	11	37%	49	0	49	35%
B-A	231	0	231	37%	268	1	269	35%
C-D	5	0	5	34%	36	0	36	57%
C-A	287	51	338	34%	471	32	503	57%
C-B	85	0	85	34%	173	0	173	57%
D-A	80	0	80	17%	25	0	26	7%
D-B	48	0	48	17%	19	0	19	7%
D-C	45	0	45	17%	11	0	11	7%

2032 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	205	0	205	67%	174	0	174	43%
A-C	658	55	713	67%	357	27	384	43%
A-D	16	0	16	67%	46	0	46	43%
B-C	87	0	87	38%	110	0	110	37%
B-D	11	0	11	38%	49	0	49	37%
B-A	239	0	239	38%	290	1	291	37%
C-D	5	0	5	34%	35	0	35	59%
C-A	291	51	342	34%	485	31	516	59%
C-B	85	0	85	34%	173	0	173	59%
D-A	80	0	80	18%	26	0	26	8%
D-B	46	0	46	18%	19	0	19	8%
D-C	47	0	48	18%	11	0	11	8%

2036 'Without Development'

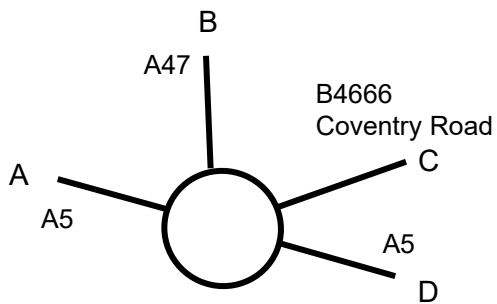
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	156	0	156	64%	174	0	174	42%
A-C	662	58	720	64%	340	29	370	42%
A-D	16	0	16	64%	45	0	46	42%
B-C	86	0	86	41%	108	0	108	36%
B-D	11	0	11	41%	47	0	47	36%
B-A	262	0	262	41%	280	1	281	36%
C-D	5	0	5	36%	36	0	36	58%
C-A	301	55	355	36%	474	34	508	58%
C-B	86	0	86	36%	170	0	170	58%
D-A	88	0	88	18%	26	0	26	8%
D-B	44	0	44	18%	19	0	19	8%
D-C	39	0	39	18%	11	0	11	8%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	228	0	228	72%	200	0	200	47%
A-C	715	59	774	72%	377	28	405	47%
A-D	17	0	17	72%	47	0	47	47%
B-C	83	0	83	47%	110	0	110	41%
B-D	11	0	11	47%	46	0	46	41%
B-A	293	0	293	47%	327	1	328	41%
C-D	5	0	5	39%	36	0	36	62%
C-A	321	55	376	39%	504	34	538	62%
C-B	85	0	86	39%	172	0	172	62%
D-A	89	0	89	19%	27	0	28	9%
D-B	44	0	44	19%	19	0	19	9%
D-C	39	0	39	19%	11	0	11	9%

Turning Flows (veh) – A47 / A5 Dodwells roundabout (Junction 6)

2014 Base / 'Without Development' / 'With Development'

**2014 Base**

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	245	18	264	352	14	366
A-C	496	24	520	471	9	480
A-D	468	119	587	457	57	514
B-C	184	2	186	112	1	113
B-D	141	1	142	90	1	91
B-A	349	30	379	377	20	398
C-D	152	6	158	253	5	258
C-A	512	23	536	514	17	530
C-B	63	1	64	187	1	188
D-A	432	84	516	469	54	523
D-B	155	0	156	144	1	144
D-C	167	9	175	63	2	65

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	91%	93%	87%	92%
B	44%	30%	37%	42%
C	47%	55%	60%	41%
D	57%	62%	48%	57%

2021 'Without Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	316	43	360	362	19	382
A-C	560	26	586	507	10	517
A-D	487	91	579	437	61	498
B-C	221	5	226	119	1	120
B-D	172	10	182	98	3	100
B-A	236	38	274	263	22	284
C-D	170	7	177	291	6	297
C-A	528	21	549	565	17	582
C-B	44	2	46	175	2	177
D-A	382	105	486	619	70	690
D-B	78	7	85	114	4	118
D-C	156	13	169	67	3	70

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	57%	44%	51%	50%
B	59%	32%	43%	42%
C	66%	61%	88%	44%
D	65%	31%	72%	29%

2022 'Without Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	312	43	355	362	19	382
A-C	564	26	589	509	10	519
A-D	490	91	581	441	61	501
B-C	240	5	245	120	1	121
B-D	184	10	195	103	3	106
B-A	252	39	291	273	22	295
C-D	169	7	177	289	6	295
C-A	528	21	549	562	17	579
C-B	44	2	46	176	2	178
D-A	384	105	488	619	70	688
D-B	86	7	92	116	4	120
D-C	156	13	169	68	2	70

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	57%	44%	51%	50%
B	63%	32%	44%	42%
C	66%	31%	88%	22%
D	66%	31%	72%	29%

2026 'Without Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	259	34	293	335	19	354
A-C	566	25	591	529	10	539
A-D	537	102	639	482	66	548
B-C	248	9	256	123	1	124
B-D	200	10	210	101	3	104
B-A	300	38	338	212	21	233
C-D	159	7	166	280	5	285
C-A	554	21	575	571	17	588
C-B	42	2	44	202	2	204
D-A	387	109	496	659	72	732
D-B	109	6	115	79	4	83
D-C	144	9	152	68	2	70

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	57%	47%	52%	49%
B	69%	29%	39%	39%
C	67%	31%	90%	23%
D	67%	33%	73%	30%

2026 'With Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	261	34	295	339	19	357
A-C	567	25	592	533	10	543
A-D	534	102	636	478	66	545
B-C	247	9	256	119	1	120
B-D	210	10	220	121	3	124
B-A	303	38	341	220	21	240
C-D	159	7	166	280	5	285
C-A	555	21	576	567	17	584
C-B	41	2	43	203	2	204
D-A	386	109	495	657	72	729
D-B	110	6	116	88	4	92
D-C	145	9	154	68	2	70

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	57%	47%	52%	50%
B	71%	29%	41%	40%
C	67%	31%	90%	23%
D	67%	34%	73%	30%

2032 'Without Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	263	41	305	340	24	364
A-C	555	24	580	558	9	567
A-D	527	100	627	555	70	625
B-C	256	5	262	120	1	121
B-D	193	11	204	108	4	112
B-A	316	41	356	211	24	235
C-D	168	7	176	263	6	269
C-A	582	21	603	566	16	582
C-B	38	2	40	232	2	234
D-A	413	113	526	677	76	753
D-B	103	9	112	73	5	78
D-C	149	12	161	71	2	73

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	56%	49%	56%	50%
B	71%	30%	40%	42%
C	70%	31%	91%	23%
D	71%	33%	75%	32%

2032 'With Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	265	41	305	341	24	365
A-C	555	24	579	558	9	567
A-D	526	100	626	554	69	623
B-C	255	5	260	119	1	120
B-D	204	11	215	133	4	137
B-A	311	40	352	211	24	235
C-D	168	7	176	259	6	265
C-A	584	21	605	571	16	587
C-B	38	2	40	233	2	235
D-A	411	113	524	675	75	750
D-B	109	9	118	85	5	90
D-C	150	12	161	71	2	73

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	56%	49%	56%	50%
B	71%	31%	42%	43%
C	70%	31%	91%	23%
D	71%	34%	75%	33%

2036 'Without Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	272	43	315	333	25	358
A-C	554	24	578	550	9	559
A-D	524	94	619	582	68	650
B-C	265	6	271	120	1	121
B-D	193	11	204	116	5	120
B-A	308	43	351	207	26	233
C-D	169	7	176	257	6	263
C-A	597	21	619	567	15	582
C-B	39	2	40	236	2	238
D-A	440	110	550	684	78	762
D-B	104	10	114	75	7	82
D-C	149	11	160	72	3	75

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	56%	50%	57%	50%
B	71%	32%	41%	42%
C	71%	31%	91%	23%
D	73%	33%	76%	33%

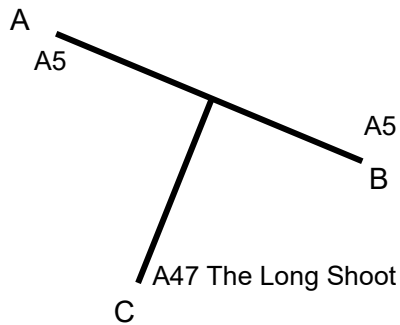
2036 'With Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	276	43	318	332	25	357
A-C	554	24	578	558	9	567
A-D	522	94	616	575	67	642
B-C	269	6	275	120	1	121
B-D	227	12	239	144	5	148
B-A	318	43	361	216	25	240
C-D	170	7	177	258	6	264
C-A	599	21	621	572	15	587
C-B	38	2	40	240	2	242
D-A	433	110	542	678	77	755
D-B	125	11	135	102	7	109
D-C	143	11	154	71	3	74

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	56%	50%	57%	51%
B	75%	33%	44%	44%
C	71%	31%	91%	24%
D	73%	34%	77%	34%

Turning Flows (veh) – A47 The Long Shoot / A5 Watling Street (Junction 7)

2014 Base / 'Without Development' / 'With Development'

**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	547	132	679	66%	462	65	527	49%
A-C	0	2	2	1%	0	1	1	0%
B-C	906	32	938	53%	819	17	836	47%
B-A	388	104	492	78%	541	74	615	90%
C-A	0	3	3	2%	0	2	2	8%
C-B	663	29	692	84%	819	14	833	100%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	640	132	772	38%	493	76	569	27%
A-C	0	2	2	1%	0	1	1	1%
B-C	741	34	775	44%	856	20	876	49%
B-A	401	130	530	86%	589	89	677	100%
C-A	0	2	2	1%	0	2	2	7%
C-B	724	29	753	91%	818	14	832	100%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	646	131	777	38%	503	76	580	28%
A-C	0	2	2	1%	0	1	1	1%
B-C	754	34	788	45%	862	20	883	50%
B-A	405	130	535	87%	589	89	678	100%
C-A	0	2	2	1%	0	2	2	8%
C-B	722	29	751	91%	817	14	831	100%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	723	136	859	41%	523	81	603	29%
A-C	0	2	2	1%	0	1	1	1%
B-C	829	36	865	49%	851	19	870	49%
B-A	408	132	539	87%	586	92	678	101%
C-A	0	2	2	1%	0	2	2	2%
C-B	643	26	669	81%	826	14	840	101%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	724	136	860	41%	527	80	607	29%
A-C	0	2	2	1%	0	1	1	1%
B-C	833	35	868	50%	854	19	873	49%
B-A	407	132	538	87%	587	91	679	101%
C-A	0	2	2	1%	0	2	2	2%
C-B	643	26	669	81%	826	14	840	101%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	711	139	850	40%	629	90	719	33%
A-C	0	0	0	0%	0	0	0	0%
B-C	845	35	880	50%	870	18	888	50%
B-A	461	139	601	97%	576	98	673	101%
C-A	0	2	2	1%	0	0	0	0%
C-B	634	26	660	81%	827	13	840	101%

2032 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	710	139	848	40%	629	90	718	33%
A-C	0	0	0	0%	0	0	0	0%
B-C	840	35	875	50%	870	18	888	50%
B-A	461	139	600	96%	577	97	674	101%
C-A	0	2	2	1%	0	0	0	0%
C-B	637	26	663	81%	826	14	840	101%

2036 'Without Development'

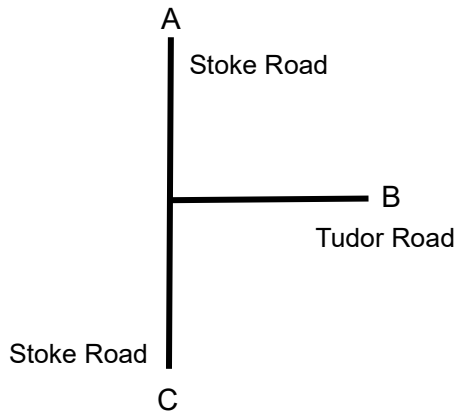
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	710	138	849	40%	660	92	751	35%
A-C	0	0	0	0%	0	0	0	0%
B-C	851	33	884	50%	874	18	892	50%
B-A	484	140	624	100%	564	101	665	100%
C-A	0	2	2	1%	0	2	2	2%
C-B	639	24	664	81%	824	12	835	100%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	707	138	845	40%	661	90	751	35%
A-C	0	0	0	0%	0	0	0	0%
B-C	856	34	889	50%	875	18	893	50%
B-A	480	140	619	99%	568	98	667	100%
C-A	0	2	2	1%	0	2	2	2%
C-B	644	24	668	81%	822	12	834	100%

Turning Flows (veh) – Stoke Road / Tudor Road (Junction 8)

2014 Base / 'Without Development' / 'With Development'

**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	31	0	31	2%	73	0	73	5%
A-C	233	0	233	14%	191	0	191	12%
B-C	60	0	60	5%	28	0	28	2%
B-A	83	0	83	7%	73	0	73	6%
C-A	135	0	135	8%	184	0	184	11%
C-B	27	0	27	2%	20	0	20	2%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	269	0	269	18%	135	0	135	9%
A-C	33	0	33	2%	89	0	89	6%
B-C	59	0	59	4%	29	0	29	2%
B-A	102	0	102	8%	144	0	144	11%
C-A	131	0	131	8%	163	0	163	10%
C-B	29	0	29	2%	24	0	24	2%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	258	0	258	17%	135	0	135	9%
A-C	45	0	45	3%	89	0	89	6%
B-C	59	0	59	4%	29	0	29	2%
B-A	102	0	102	8%	144	0	144	11%
C-A	131	0	131	8%	163	0	163	10%
C-B	29	0	29	2%	23	0	23	2%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	226	0	226	15%	134	0	134	9%
A-C	69	0	69	5%	96	0	96	6%
B-C	30	0	30	2%	27	0	27	2%
B-A	114	0	114	8%	131	0	131	10%
C-A	144	0	144	9%	178	0	178	11%
C-B	27	0	27	2%	22	0	22	2%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	235	0	235	16%	142	0	142	10%
A-C	68	0	68	5%	99	0	99	7%
B-C	30	0	30	2%	27	0	27	2%
B-A	120	0	120	9%	151	0	151	12%
C-A	142	0	142	9%	188	0	188	11%
C-B	33	0	33	3%	22	0	22	2%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	221	0	221	15%	137	0	137	9%
A-C	75	0	75	5%	103	0	103	7%
B-C	28	0	28	2%	25	0	25	2%
B-A	117	0	117	9%	142	0	142	11%
C-A	140	0	140	9%	178	0	178	11%
C-B	25	0	25	2%	21	0	21	2%

2032 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	230	0	230	16%	153	0	153	11%
A-C	78	0	78	6%	97	0	97	6%
B-C	28	0	28	2%	26	0	26	2%
B-A	125	0	125	9%	159	0	159	12%
C-A	138	0	138	8%	192	0	192	12%
C-B	30	0	30	3%	22	0	22	2%

2036 'Without Development'

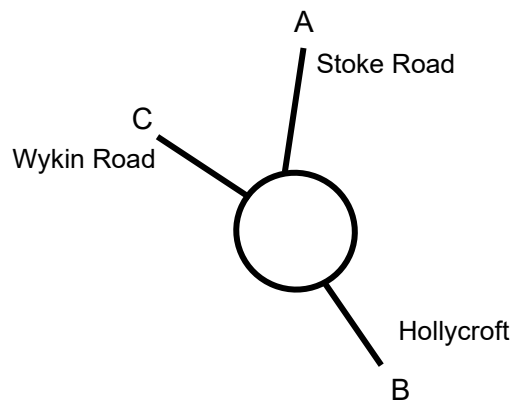
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	223	0	223	15%	137	0	137	9%
A-C	76	0	76	5%	105	0	105	7%
B-C	28	0	28	2%	24	0	24	2%
B-A	127	0	127	9%	168	0	168	13%
C-A	134	0	134	8%	165	0	165	10%
C-B	29	0	29	2%	22	0	22	2%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	252	0	252	17%	154	0	154	11%
A-C	91	0	91	7%	127	0	127	8%
B-C	28	0	28	2%	24	0	24	2%
B-A	122	0	122	9%	181	0	182	14%
C-A	149	0	150	9%	181	0	181	11%
C-B	24	0	24	2%	23	0	23	2%

Turning Flows (veh) – Stoke Road / Wykin Road / Hollycroft (Junction 9)

2014 Base / 'Without Development' / 'With Development'

**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	225	0	225	28%	121	0	121	21%
A-C	67	0	67	28%	98	0	98	21%
B-C	67	0	67	15%	126	0	126	28%
B-A	86	0	86	15%	156	0	156	28%
C-A	76	0	76	16%	48	0	48	13%
C-B	86	0	86	16%	73	0	73	13%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	25	0	25	9%	21	0	21	12%
A-C	68	0	68	9%	97	0	97	12%
B-C	58	0	58	13%	113	0	113	25%
B-A	77	0	77	13%	136	0	136	25%
C-A	84	0	84	16%	51	0	51	13%
C-B	85	0	85	16%	79	0	79	13%

2022 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	37	0	37	10%	21	0	21	12%
A-C	67	0	67	10%	97	0	97	12%
B-C	57	0	57	13%	112	0	112	24%
B-A	77	0	77	13%	136	0	136	24%
C-A	84	0	84	16%	51	0	51	13%
C-B	84	0	84	16%	77	0	77	13%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	32	0	32	10%	29	0	29	12%
A-C	67	0	67	10%	94	0	94	12%
B-C	55	0	55	14%	110	0	110	26%
B-A	90	0	90	14%	150	0	150	26%
C-A	81	0	81	15%	50	0	50	13%
C-B	78	0	78	15%	71	0	71	13%

2026 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	30	0	30	10%	30	0	30	12%
A-C	68	0	68	10%	96	0	96	12%
B-C	56	0	56	14%	111	0	111	26%
B-A	93	0	93	14%	158	0	158	26%
C-A	81	0	81	16%	51	0	51	13%
C-B	80	0	80	16%	72	0	72	13%

2032 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	36	0	36	10%	36	0	36	13%
A-C	67	0	67	10%	92	0	92	13%
B-C	49	0	49	13%	103	0	103	25%
B-A	88	0	88	13%	148	0	148	25%
C-A	76	0	76	15%	51	0	51	15%
C-B	76	0	76	15%	94	0	94	15%

2032 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	38	0	38	10%	29	0	29	12%
A-C	68	0	68	10%	94	0	94	12%
B-C	50	0	50	14%	104	0	104	26%
B-A	91	0	91	14%	162	0	162	26%
C-A	77	0	77	15%	52	0	52	15%
C-B	79	0	79	15%	95	0	95	15%

2036 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	36	0	36	10%	36	0	36	13%
A-C	68	0	68	10%	93	0	93	13%
B-C	50	0	50	13%	101	0	101	23%
B-A	88	0	88	13%	136	0	136	23%
C-A	75	0	75	15%	51	0	51	18%
C-B	76	0	76	15%	123	0	123	18%

2036 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	49	0	49	12%	53	0	53	15%
A-C	70	0	70	12%	98	0	98	15%
B-C	51	0	51	14%	113	0	113	26%
B-A	96	0	96	14%	149	0	149	26%
C-A	77	0	77	15%	55	0	55	18%
C-B	76	0	76	15%	123	0	123	18%

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T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix F

Junctions 10 ARCADY Output – Proposed Site Access Roundabout Junction

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: T23548 A47 Site Access RBT 415.j10

Path: C:\Users\JamesParker\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T23548 Hinckley Phase 2\Modelling\Arcady

Report generation date: 04/03/2024 14:26:22

- »2026 + Com Dev + PHF + Ph1 Dev + Dev, AM
- »2026 + Com Dev + PHF + Ph1 Dev + Dev, PM
- »2032 + Com Dev + PHF + Ph1 Dev + A47 Dev, AM
- »2032 + Com Dev + PHF + Ph1 Dev + A47 Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 + Com Dev + PHF + Ph1 Dev + Dev									
Arm 1	D1	0.3	5.70	0.24	A	D2	0.1	4.70	0.13	A
Arm 2		1.7	5.27	0.63	A		1.3	4.35	0.56	A
Arm 3		1.0	3.51	0.51	A		1.0	3.58	0.51	A
	2032 + Com Dev + PHF + Ph1 Dev + A47 Dev									
Arm 1	D3	0.3	6.18	0.25	A	D4	0.2	7.52	0.19	A
Arm 2		4.0	10.02	0.80	B		1.4	4.65	0.58	A
Arm 3		1.3	4.09	0.55	A		3.0	7.19	0.75	A

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	A47 Site Access
Location	Hinckley
Site number	
Date	09/01/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T23548
Enumerator	AzureAD\ConnorRead
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 name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 + Com Dev + PHF + Ph1 Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2026 + Com Dev + PHF + Ph1 Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2032 + Com Dev + PHF + Ph1 Dev + A47 Dev	AM	ONE HOUR	07:45	09:15	15
D4	2032 + Com Dev + PHF + Ph1 Dev + A47 Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 + Com Dev + PHF + Ph1 Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access		
2	A47 East		
3	A47 West		

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	3.37	4.50	14.4	40.0	50.0	12.0		
2	3.60	7.50	26.0	20.0	50.0	24.0		
3	3.50	8.00	43.0	40.0	50.0	36.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.578	1407
2	0.658	1929
3	0.683	2089

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 + Com Dev + PHF + Ph1 Dev + Dev	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		✓	177	100.000
2		✓	1062	100.000
3		✓	950	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	71	106
	2	25	0	1037
	3	37	913	0

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	133	133
	2	800	800
	3	715	715
08:00-08:15	1	159	159
	2	955	955
	3	854	854
08:15-08:30	1	195	195
	2	1169	1169
	3	1046	1046
08:30-08:45	1	195	195
	2	1169	1169
	3	1046	1046
08:45-09:00	1	159	159
	2	955	955
	3	854	854
09:00-09:15	1	133	133
	2	800	800
	3	715	715

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	5.70	0.3	A
2	0.63	5.27	1.7	A
3	0.51	3.51	1.0	A

2026 + Com Dev + PHF + Ph1 Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 + Com Dev + PHF + Ph1 Dev + Dev	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		✓	101	100.000
2		✓	954	100.000
3		✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	32	69
	2	59	0	895
	3	110	834	0

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
	1	0	0	0
	2	0	0	0
	3	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	76	76
	2	718	718
	3	711	711
17:00-17:15	1	91	91
	2	858	858
	3	849	849
17:15-17:30	1	111	111
	2	1050	1050
	3	1039	1039
17:30-17:45	1	111	111
	2	1050	1050
	3	1039	1039
17:45-18:00	1	91	91
	2	858	858
	3	849	849
18:00-18:15	1	76	76
	2	718	718
	3	711	711

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	4.70	0.1	A
2	0.56	4.35	1.3	A
3	0.51	3.58	1.0	A

2032 + Com Dev + PHF + Ph1 Dev + A47 Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - 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	7.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032 + Com Dev + PHF + Ph1 Dev + A47 Dev	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		✓	177	100.000
2		✓	1344	100.000
3		✓	1027	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	71	106
	2	25	0	1319
	3	37	990	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1	2	3
	1	0	0	0
	2	0	0	4
	3	0	7	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	133	133
	2	1012	1012
	3	773	773
08:00-08:15	1	159	159
	2	1208	1208
	3	923	923
08:15-08:30	1	195	195
	2	1480	1480
	3	1131	1131
08:30-08:45	1	195	195
	2	1480	1480
	3	1131	1131
08:45-09:00	1	159	159
	2	1208	1208
	3	923	923
09:00-09:15	1	133	133
	2	1012	1012
	3	773	773

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	6.18	0.3	A
2	0.80	10.02	4.0	B
3	0.55	4.09	1.3	A

2032 + Com Dev + PHF + Ph1 Dev + A47 Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032 + Com Dev + PHF + Ph1 Dev + A47 Dev	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		✓	101	100.000
2		✓	984	100.000
3		✓	1395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	32	69
	2	59	0	925
	3	110	1285	0

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
	1	0	0	0
	2	0	0	3
	3	0	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	76	76
	2	741	741
	3	1050	1050
17:00-17:15	1	91	91
	2	885	885
	3	1254	1254
17:15-17:30	1	111	111
	2	1083	1083
	3	1536	1536
17:30-17:45	1	111	111
	2	1083	1083
	3	1536	1536
17:45-18:00	1	91	91
	2	885	885
	3	1254	1254
18:00-18:15	1	76	76
	2	741	741
	3	1050	1050

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	7.52	0.2	A
2	0.58	4.65	1.4	A
3	0.75	7.19	3.0	A

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix G

Junctions 10 ARCADY Output – Proposed Phase 1 Site Access Roundabout Junction

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: T23548 Phase 1 Site Access 415.j10
Path: C:\Users\JamesParker\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T23548
Hinckley Phase 2\Modelling\Arcady
Report generation date: 04/03/2024 14:51:22

- »2026 + Committed, AM
- »2026 + Committed, PM
- »2032 + Committed, AM
- »2032 + Committed, PM
- »2026 + Committed + Development, AM
- »2026 + Committed + Development, PM
- »2032 + Committed + Development, AM
- »2032 + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 + Committed									
Arm 1	D1	0.4	5.02	0.27	A	D2	0.1	3.54	0.12	A
Arm 2		0.9	5.39	0.47	A		1.0	5.51	0.49	A
Arm 3		1.3	6.81	0.57	A		0.5	4.66	0.35	A
	2032 + Committed									
Arm 1	D3	0.4	5.32	0.28	A	D4	0.1	3.61	0.12	A
Arm 2		1.1	5.96	0.52	A		1.2	6.04	0.54	A
Arm 3		1.6	7.73	0.62	A		0.6	4.91	0.38	A
	2026 + Committed + Development									
Arm 1	D5	0.4	5.05	0.27	A	D6	0.1	3.57	0.12	A
Arm 2		1.0	5.61	0.49	A		1.0	5.66	0.51	A
Arm 3		1.3	6.89	0.57	A		0.6	4.78	0.36	A
	2032 + Committed + Development									
Arm 1	D7	0.4	5.52	0.29	A	D8	0.1	3.60	0.12	A
Arm 2		1.3	6.45	0.56	A		1.1	5.99	0.53	A
Arm 3		1.9	8.50	0.65	A		0.6	4.87	0.37	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	Phase 1 Site Access
Location	Hinckley
Site number	
Date	09/01/2024
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T23548
Enumerator	AzureAD\ConnorRead
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 name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 + Committed	AM	ONE HOUR	07:45	09:15	15
D2	2026 + Committed	PM	ONE HOUR	16:45	18:15	15
D3	2032 + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2032 + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2026 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026 + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2032 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D8	2032 + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 + Committed, 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	untitled	Standard Roundabout		1, 2, 3	5.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.97	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access		
2	Stoke Road South		
3	Stoke 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	3.38	4.50	20.0	40.0	44.0	23.0		
2	3.10	4.50	12.0	40.0	44.0	23.0		
3	3.00	4.50	12.0	40.0	44.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.582	1375
2	0.569	1309
3	0.568	1298

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 + Committed	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		✓	236	100.000
2		✓	552	100.000
3		✓	639	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1	2	3
	1	0	200	36
	2	89	0	463
	3	16	623	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1	2	3
	1	0	0	0
	2	0	0	2
	3	0	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	178	178
	2	416	416
	3	481	481
08:00-08:15	1	212	212
	2	496	496
	3	574	574
08:15-08:30	1	260	260
	2	608	608
	3	704	704
08:30-08:45	1	260	260
	2	608	608
	3	704	704
08:45-09:00	1	212	212
	2	496	496
	3	574	574
09:00-09:15	1	178	178
	2	416	416
	3	481	481

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	5.02	0.4	A
2	0.47	5.39	0.9	A
3	0.57	6.81	1.3	A

2026 + Committed, 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	untitled	Standard Roundabout		1, 2, 3	4.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 + Committed	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		✓	127	100.000
2		✓	579	100.000
3		✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	106	21
	2	172	0	407
	3	34	340	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1	2	3
	1	0	0	0
	2	0	0	1
	3	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	96	96
	2	436	436
	3	282	282
17:00-17:15	1	114	114
	2	521	521
	3	336	336
17:15-17:30	1	140	140
	2	637	637
	3	412	412
17:30-17:45	1	140	140
	2	637	637
	3	412	412
17:45-18:00	1	114	114
	2	521	521
	3	336	336
18:00-18:15	1	96	96
	2	436	436
	3	282	282

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	3.54	0.1	A
2	0.49	5.51	1.0	A
3	0.35	4.66	0.5	A

2032 + Committed, 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	untitled	Standard Roundabout		1, 2, 3	6.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032 + Committed	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		✓	238	100.000
2		✓	610	100.000
3		✓	698	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	201	37
	2	88	0	522
	3	17	681	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1	2	3
	1	0	0	0
	2	0	0	2
	3	0	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	179	179
	2	459	459
	3	525	525
08:00-08:15	1	214	214
	2	548	548
	3	627	627
08:15-08:30	1	262	262
	2	672	672
	3	769	769
08:30-08:45	1	262	262
	2	672	672
	3	769	769
08:45-09:00	1	214	214
	2	548	548
	3	627	627
09:00-09:15	1	179	179
	2	459	459
	3	525	525

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	5.32	0.4	A
2	0.52	5.96	1.1	A
3	0.62	7.73	1.6	A

2032 + Committed, 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	untitled	Standard Roundabout		1, 2, 3	5.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032 + Committed	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		✓	126	100.000
2		✓	632	100.000
3		✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	106	20
	2	169	0	463
	3	37	374	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1	2	3
	1	0	0	0
	2	0	0	1
	3	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	95	95
	2	476	476
	3	309	309
17:00-17:15	1	113	113
	2	568	568
	3	369	369
17:15-17:30	1	139	139
	2	696	696
	3	453	453
17:30-17:45	1	139	139
	2	696	696
	3	453	453
17:45-18:00	1	113	113
	2	568	568
	3	369	369
18:00-18:15	1	95	95
	2	476	476
	3	309	309

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	3.61	0.1	A
2	0.54	6.04	1.2	A
3	0.38	4.91	0.6	A

2026 + Committed + Development, 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	untitled	Standard Roundabout		1, 2, 3	6.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 + Committed + Development	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		✓	236	100.000
2		✓	576	100.000
3		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	200	36
	2	89	0	487
	3	16	629	0

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
	1	0	0	0
	2	0	0	2
	3	0	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	178	178
	2	434	434
	3	486	486
08:00-08:15	1	212	212
	2	518	518
	3	580	580
08:15-08:30	1	260	260
	2	634	634
	3	710	710
08:30-08:45	1	260	260
	2	634	634
	3	710	710
08:45-09:00	1	212	212
	2	518	518
	3	580	580
09:00-09:15	1	178	178
	2	434	434
	3	486	486

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	5.05	0.4	A
2	0.49	5.61	1.0	A
3	0.57	6.89	1.3	A

2026 + Committed + Development, 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	untitled	Standard Roundabout		1, 2, 3	5.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 + Committed + Development	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		✓	127	100.000
2		✓	595	100.000
3		✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	106	21
	2	172	0	423
	3	34	357	0

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
	1	0	0	0
	2	0	0	1
	3	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	96	96
	2	448	448
	3	294	294
17:00-17:15	1	114	114
	2	535	535
	3	352	352
17:15-17:30	1	140	140
	2	655	655
	3	430	430
17:30-17:45	1	140	140
	2	655	655
	3	430	430
17:45-18:00	1	114	114
	2	535	535
	3	352	352
18:00-18:15	1	96	96
	2	448	448
	3	294	294

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	3.57	0.1	A
2	0.51	5.66	1.0	A
3	0.36	4.78	0.6	A

2032 + Committed + Development, 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	untitled	Standard Roundabout		1, 2, 3	7.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032 + Committed + Development	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		✓	238	100.000
2		✓	652	100.000
3		✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	201	37
	2	88	0	564
	3	17	720	0

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
	1	0	0	0
	2	0	0	2
	3	0	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	179	179
	2	491	491
	3	555	555
08:00-08:15	1	214	214
	2	586	586
	3	663	663
08:15-08:30	1	262	262
	2	718	718
	3	811	811
08:30-08:45	1	262	262
	2	718	718
	3	811	811
08:45-09:00	1	214	214
	2	586	586
	3	663	663
09:00-09:15	1	179	179
	2	491	491
	3	555	555

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	5.52	0.4	A
2	0.56	6.45	1.3	A
3	0.65	8.50	1.9	A

2032 + Committed + Development, 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	untitled	Standard Roundabout		1, 2, 3	5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 + Committed + Development	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		✓	126	100.000
2		✓	628	100.000
3		✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	1	0	106	20
	2	169	0	459
	3	37	369	0

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
	1	0	0	0
	2	0	0	1
	3	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	95	95
	2	473	473
	3	306	306
17:00-17:15	1	113	113
	2	565	565
	3	365	365
17:15-17:30	1	139	139
	2	691	691
	3	447	447
17:30-17:45	1	139	139
	2	691	691
	3	447	447
17:45-18:00	1	113	113
	2	565	565
	3	365	365
18:00-18:15	1	95	95
	2	473	473
	3	306	306

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	3.60	0.1	A
2	0.53	5.99	1.1	A
3	0.37	4.87	0.6	A

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix H

Junctions 10 ARCADY Output – A47/Stoke Road Roundabout Junction

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.1.1.1905	
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Filename: T23548 - Jcn2 - A47-Stoke Rd Mitigation 400.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T23548 Hinckley Phase 2 Modelling\Arcady

Report generation date: 09/01/2024 14:45:34

- » 2026 Base + Committed, AM
- » 2026 Base + Committed, PM
- » 2032 Base + Committed, AM
- » 2032 Base + Committed, PM
- » 2026 Base + Committed + Development, AM
- » 2026 Base + Committed + Development, PM
- » 2032 Base + Committed + Development, AM
- » 2032 Base + Committed + Development, PM

Summary of junction performance

AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS		Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2026 Base + Committed											
Arm 1	D1	2.1	8.53	0.68	A	D2	0.8	6.10	0.45	A	
Arm 2		3.1	8.34	0.75	A		4.6	11.17	0.83	B	
Arm 3		1.1	7.11	0.52	A		0.8	6.43	0.45	A	
Arm 4		0.2	7.03	0.17	A		0.2	6.44	0.16	A	
Arm 5		0.9	4.13	0.40	A		2.1	7.05	0.68	A	
2032 Base + Committed											
Arm 1	D3	2.8	9.62	0.72	A	D4	1.1	7.21	0.51	A	
Arm 2		3.7	9.76	0.78	A		5.3	12.73	0.85	B	
Arm 3		1.2	7.83	0.54	A		0.9	6.91	0.48	A	
Arm 4		0.2	7.60	0.19	A		0.2	6.78	0.17	A	
Arm 5		1.0	4.27	0.48	A		3.2	9.55	0.76	A	
2026 Base + Committed + Development											
Arm 1	D5	2.3	9.11	0.70	A	D6	1.0	7.00	0.50	A	
Arm 2		4.4	10.98	0.81	B		6.2	14.31	0.87	B	
Arm 3		1.2	7.71	0.54	A		1.0	7.24	0.50	A	
Arm 4		0.2	7.44	0.18	A		0.2	6.94	0.18	A	
Arm 5		1.0	4.32	0.48	A		2.6	8.23	0.72	A	
2032 Base + Committed + Development											
Arm 1	D7	2.8	10.36	0.74	B	D8	1.3	8.60	0.57	A	
Arm 2		5.5	13.54	0.85	B		7.3	16.68	0.89	C	
Arm 3		1.3	8.55	0.57	A		1.1	7.84	0.53	A	
Arm 4		0.3	8.08	0.19	A		0.2	7.33	0.18	A	
Arm 5		1.0	4.48	0.49	A		4.1	11.84	0.80	B	

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	A47/Stoke Road
Location	Hinckley
Site number	
Date	09/01/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T23548
Enumerator	AzureAD/ConnorRead
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

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Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICAQY 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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2032 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2032 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2032 Base + Committed + Development	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

2026 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - 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, 4, 5	7.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.28	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Stoke Road North		
2	A47 East		
3	Stoke Road South		
4	Sword Drive		
5	A47		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.00	7.40	37.0	35.0	70.0	24.0		
2	3.40	10.00	30.0	34.0	70.0	43.0		
3	3.40	7.40	24.0	20.0	70.0	34.0		
4	3.50	7.30	13.0	16.0	70.0	57.0		
5	4.70	8.00	50.0	60.0	70.0	34.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.555	1953
2	0.570	2149
3	0.517	1795
4	0.445	1480
5	0.603	2292

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Committed	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		ONE HOUR	✓	825	100.000
2		ONE HOUR	✓	1252	100.000
3		ONE HOUR	✓	496	100.000
4		ONE HOUR	✓	102	100.000
5		ONE HOUR	✓	732	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	404	181	12	229
	2	251	87	220	34	560
	3	173	241	0	24	60
	4	4	32	34	0	32
	5	121	564	30	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		1	2	3	4	5
From	1	0	2	1	22	1
	2	3	4	2	3	8
	3	1	2	0	0	0
	4	0	3	7	0	3
	5	4	9	2	7	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	0.68	8.53	2.1	A	758	1137
2	0.75	8.34	3.1	A	1149	1723
3	0.52	7.11	1.1	A	457	555
4	0.17	7.03	0.2	A	94	140
5	0.46	4.13	0.9	A	672	1006

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	622	155	754	1534	0.405	619	412	0.0	0.7	3.969	A
2	943	235	377	1934	0.487	939	996	0.0	1.0	3.759	A
3	375	94	907	1295	0.269	373	349	0.0	0.4	3.949	A
4	77	19	1275	912	0.084	76	66	0.0	0.1	4.487	A
5	551	138	616	1920	0.287	549	735	0.0	0.4	2.827	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	743	188	902	1452	0.511	741	493	0.7	1.1	5.142	A
2	1126	281	451	1891	0.595	1123	1192	1.0	1.5	4.929	A
3	448	112	1157	1197	0.374	447	417	0.4	0.6	4.859	A
4	92	23	1526	800	0.115	92	76	0.1	0.1	5.294	A
5	658	165	738	1847	0.356	657	880	0.4	0.6	3.260	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	909	227	1104	1340	0.679	905	802	1.1	2.1	8.345	A
2	1378	345	552	1834	0.752	1372	1455	1.5	3.1	8.109	A
3	548	137	1414	1094	0.515	545	510	0.6	1.1	7.022	A
4	112	28	1885	849	0.173	112	95	0.1	0.2	6.981	A
5	806	201	902	1748	0.461	805	1075	0.6	0.9	4.107	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	909	227	1106	1339	0.679	909	804	2.1	2.1	8.526	A
2	1378	345	554	1833	0.752	1378	1462	3.1	3.1	8.337	A
3	548	137	1420	1081	0.517	548	512	1.1	1.1	7.116	A
4	112	28	1873	845	0.174	112	95	0.2	0.2	7.034	A
5	806	201	905	1746	0.462	806	1080	0.9	0.9	4.127	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	743	188	906	1450	0.512	747	496	2.1	1.1	5.240	A
2	1126	281	455	1890	0.596	1132	1198	3.1	1.6	5.050	A
3	448	112	1166	1192	0.376	450	420	1.1	0.6	4.922	A
4	92	23	1537	795	0.115	92	79	0.2	0.1	5.339	A
5	658	165	742	1844	0.357	659	887	0.9	0.6	3.280	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	622	155	758	1532	0.406	623	414	1.1	0.7	4.036	A
2	943	235	380	1932	0.488	945	1002	1.6	1.0	3.654	A
3	375	94	973	1292	0.290	376	351	0.6	0.4	3.984	A
4	77	19	1284	908	0.085	77	66	0.1	0.1	4.515	A
5	551	138	620	1918	0.287	552	740	0.6	0.4	2.841	A



2026 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - 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, 4, 5	8.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base + Committed	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		ONE HOUR	✓	447	100.000
2		ONE HOUR	✓	1386	100.000
3		ONE HOUR	✓	423	100.000
4		ONE HOUR	✓	100	100.000
5		ONE HOUR	✓	1007	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	152	127	8	160
	2	300	262	249	33	551
	3	132	213	0	42	36
	4	9	37	35	0	19
	5	140	738	94	35	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
	1	2	3	4	5
From	1	0	0	4	0
	2	1	0	0	0
	3	1	0	0	0
	4	0	0	0	0
	5	2	4	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	0.45	5.10	0.8	A	410	515
2	0.83	11.17	4.6	B	1260	1920
3	0.45	5.43	0.8	A	388	582
4	0.16	5.44	0.2	A	92	138
5	0.68	7.05	2.1	A	924	1388

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	337	84	1060	1364	0.247	335	438	0.0	0.3	3.532	A
2	1050	283	344	1952	0.538	1046	1051	0.0	1.2	4.002	A
3	318	80	1011	1272	0.250	317	379	0.0	0.3	3.775	A
4	75	19	1240	927	0.061	75	88	0.0	0.1	4.220	A
5	758	190	741	1845	0.411	755	574	0.0	0.7	3.403	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	402	100	1269	1248	0.322	401	521	0.3	0.5	4.294	A
2	1254	314	412	1914	0.655	1251	1258	1.2	1.9	5.483	A
3	380	95	1210	1169	0.325	380	453	0.3	0.5	4.570	A
4	90	22	1484	819	0.110	90	106	0.1	0.1	4.939	A
5	905	226	888	1757	0.515	904	667	0.7	1.1	4.350	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	492	123	1550	1092	0.451	491	635	0.5	0.8	6.040	A
2	1536	384	504	1861	0.825	1526	1537	1.9	4.5	10.551	B
3	466	116	1476	1032	0.451	464	553	0.5	0.8	6.348	A
4	110	28	1811	673	0.164	110	129	0.1	0.2	6.382	A
5	1109	277	1082	1639	0.676	1105	839	1.1	2.1	6.906	A

16:45 - 17:30

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	492	123	1557	1089	0.452	492	840	0.8	0.8	6.101	A
2	1538	384	505	1881	0.826	1535	1543	4.5	4.6	11.167	B
3	488	116	1465	1027	0.453	488	556	0.8	0.8	6.429	A
4	110	28	1821	889	0.185	110	130	0.2	0.2	6.445	A
5	1109	277	1088	1638	0.678	1109	843	2.1	2.1	7.047	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	100	1278	1244	0.323	403	528	0.8	0.5	4.338	A
2	1254	314	414	1913	0.858	1265	1267	4.6	2.0	6.725	A
3	380	95	1222	1183	0.327	382	457	0.8	0.5	4.829	A
4	90	22	1497	813	0.111	90	107	0.2	0.1	4.985	A
5	905	228	894	1753	0.517	909	893	2.1	1.1	4.431	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337	84	1067	1381	0.247	337	438	0.5	0.3	3.557	A
2	1050	283	345	1951	0.538	1055	1058	2.0	1.2	4.077	A
3	318	80	1018	1289	0.251	319	381	0.5	0.3	3.804	A
4	75	19	1248	824	0.082	75	89	0.1	0.1	4.245	A
5	758	190	745	1842	0.412	780	578	1.1	0.7	3.442	A

2032 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - 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, 4, 5	8.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2032 Base + Committed	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		ONE HOUR	✓	884	100.000
2		ONE HOUR	✓	1283	100.000
3		ONE HOUR	✓	500	100.000
4		ONE HOUR	✓	102	100.000
5		ONE HOUR	✓	752	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	409	189	12	274
	2	268	87	217	34	677
	3	183	230	0	24	63
	4	4	32	34	0	32
	5	154	552	29	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

2032 Base + Committed

Heavy Vehicle %

	To				
	1	2	3	4	5
From	1	0	2	1	22
	2	3	4	2	3
	3	1	2	0	0
	4	0	3	7	0
	5	4	9	2	7

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	0.72	9.62	2.6	A	811	1217
2	0.76	9.76	3.7	A	1177	1766
3	0.54	7.83	1.2	A	459	688
4	0.19	7.60	0.2	A	94	140
5	0.48	4.27	1.0	A	690	1035

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	666	166	736	1544	0.431	662	457	0.0	0.8	4.137	A
2	966	241	416	1912	0.505	962	662	0.0	1.1	3.960	A
3	376	94	1026	1266	0.298	375	352	0.0	0.4	4.090	A
4	77	19	1336	886	0.067	76	66	0.0	0.1	4.637	A
5	666	142	626	1913	0.296	664	784	0.0	0.5	2.666	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	795	199	681	1464	0.543	793	547	0.8	1.2	5.442	A
2	1153	288	496	1866	0.618	1151	1176	1.1	1.7	6.300	A
3	449	112	1226	1160	0.387	449	421	0.4	0.6	5.118	A
4	92	23	1599	767	0.119	92	76	0.1	0.1	5.546	A
5	676	169	752	1838	0.368	675	938	0.5	0.6	3.329	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	973	243	1077	1366	0.718	968	666	1.2	2.6	9.340	A
2	1413	353	606	1802	0.784	1406	1437	1.7	3.7	9.374	A
3	651	138	1499	1020	0.540	648	514	0.6	1.2	7.696	A
4	112	28	1962	610	0.184	112	96	0.1	0.2	7.526	A
5	826	207	916	1738	0.476	827	1146	0.6	1.0	4.245	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	973	243	1080	1353	0.719	973	870	2.6	2.6	9.615	A
2	1413	353	611	1800	0.785	1412	1442	3.7	3.7	9.756	A
3	551	138	1507	1016	0.542	550	516	1.2	1.2	7.831	A
4	112	28	1982	808	0.185	112	96	0.2	0.2	7.599	A
5	828	207	922	1735	0.477	828	1151	1.0	1.0	4.268	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	795	199	885	1462	0.544	800	550	2.6	1.2	5.575	A
2	1153	288	502	1883	0.619	1161	1183	3.7	1.7	5.475	A
3	449	112	1239	1154	0.389	452	424	1.2	0.7	5.205	A
4	92	23	1912	781	0.120	92	79	0.2	0.1	5.604	A
5	676	169	756	1835	0.368	677	947	1.0	0.6	3.350	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	686	166	740	1542	0.432	667	450	1.2	0.8	4.192	A
2	966	241	419	1910	0.508	969	968	1.7	1.1	4.045	A
3	376	94	1033	1261	0.299	377	354	0.7	0.4	4.130	A
4	77	19	1345	881	0.087	77	66	0.1	0.1	4.667	A
5	566	142	632	1910	0.296	567	790	0.6	0.5	2.896	A

2032 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - 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, 4, 5	10.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.10	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2032 Base + Committed	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		ONE HOUR	✓	461	100.000
2		ONE HOUR	✓	1410	100.000
3		ONE HOUR	✓	435	100.000
4		ONE HOUR	✓	100	100.000
5		ONE HOUR	✓	1111	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	152	135	8	188
	2	328	262	245	33	542
	3	139	215	0	42	39
	4	9	37	35	0	19
	5	156	821	89	36	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		1	2	3	4	5
From	1	0	0	4	0	0
	2	1	0	0	0	3
	3	1	0	0	0	0
	4	0	0	0	0	0
	5	2	4	1	0	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	0.51	7.21	1.1	A	441	882
2	0.85	12.73	5.3	B	1294	1941
3	0.48	8.91	0.9	A	399	599
4	0.17	8.78	0.2	A	92	138
5	0.76	9.55	3.2	A	1019	1529

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	302	91	1127	1327	0.273	391	474	0.0	0.4	3.762	A
2	1062	265	373	1936	0.548	1057	1115	0.0	1.2	4.129	A
3	327	82	1045	1255	0.261	326	385	0.0	0.4	3.882	A
4	75	19	1282	908	0.083	75	88	0.0	0.1	4.317	A
5	838	209	768	1828	0.457	833	589	0.0	0.9	3.724	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	432	108	1348	1204	0.359	432	567	0.4	0.6	4.710	A
2	1268	317	447	1894	0.609	1264	1334	1.2	2.0	5.788	A
3	391	98	1250	1149	0.340	390	461	0.4	0.5	4.758	A
4	90	22	1535	796	0.113	90	106	0.1	0.1	5.096	A
5	999	250	919	1737	0.575	997	705	0.9	1.4	5.008	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	530	132	1647	1039	0.510	528	691	0.6	1.0	7.099	A
2	1552	388	546	1837	0.845	1549	1626	2.0	5.1	11.813	B
3	479	120	1524	1007	0.476	477	563	0.5	0.9	6.797	A
4	110	28	1872	846	0.171	110	129	0.1	0.2	6.715	A
5	1223	306	1122	1615	0.757	1218	860	1.4	3.1	9.172	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	530	132	1655	1034	0.512	530	696	1.0	1.1	7.214	A
2	1552	368	548	1636	0.845	1552	1637	5.1	5.3	12.725	B
3	479	120	1534	1002	0.478	479	566	0.9	0.9	6.905	A
4	110	28	1883	841	0.172	110	130	0.2	0.2	6.784	A
5	1223	306	1128	1611	0.709	1223	865	3.1	3.2	9.553	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	106	1361	1197	0.361	434	573	1.1	0.6	4.784	A
2	1268	317	450	1892	0.670	1280	1346	5.3	2.1	6.084	A
3	391	98	1265	1141	0.343	393	466	0.9	0.5	4.835	A
4	90	22	1551	789	0.114	90	107	0.2	0.1	5.156	A
5	999	250	928	1732	0.577	1006	712	3.2	1.4	5.168	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	362	91	1135	1323	0.274	363	477	0.6	0.4	3.794	A
2	1062	265	376	1934	0.549	1065	1122	2.1	1.2	4.212	A
3	327	82	1053	1251	0.262	328	388	0.5	0.4	3.916	A
4	75	19	1292	904	0.083	75	89	0.1	0.1	4.343	A
5	836	209	774	1825	0.458	839	593	1.4	0.9	3.780	A

2026 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - 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, 4, 5	8.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
DS	2026 Base + Committed + Development	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		ONE HOUR	✓	836	100.000
2		ONE HOUR	✓	1353	100.000
3		ONE HOUR	✓	508	100.000
4		ONE HOUR	✓	102	100.000
5		ONE HOUR	✓	749	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	414	181	12	229
	2	276	87	271	34	665
	3	173	251	0	24	60
	4	4	32	34	0	32
	5	121	551	30	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
	1	2	3	4	5
From	1	0	2	1	22
	2	3	4	2	3
	3	1	2	0	0
	4	0	3	7	0
	5	4	9	2	7

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	0.70	9.11	2.3	A	767	1151
2	0.61	10.96	4.4	B	1242	1862
3	0.54	7.71	1.2	A	466	699
4	0.18	7.44	0.2	A	94	140
5	0.48	4.32	1.0	A	687	1031

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	629	157	774	1523	0.413	627	430	0.0	0.7	4.072	A
2	1019	255	377	1904	0.527	1014	1024	0.0	1.2	4.102	A
3	382	96	1004	1278	0.300	381	387	0.0	0.4	4.067	A
4	77	19	1320	892	0.086	76	65	0.0	0.1	4.597	A
5	564	141	642	1904	0.296	562	754	0.0	0.5	2.886	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	752	188	926	1439	0.522	750	515	0.7	1.1	5.308	A
2	1216	304	451	1891	0.643	1213	1225	1.2	1.9	6.569	A
3	457	114	1202	1174	0.389	456	483	0.4	0.8	5.074	A
4	92	23	1580	776	0.118	92	78	0.1	0.1	6.478	A
5	673	166	769	1828	0.368	673	902	0.5	0.6	3.357	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	920	230	1133	1324	0.695	916	629	1.1	2.3	6.881	A
2	1490	372	551	1634	0.812	1480	1496	1.9	4.3	10.420	B
3	569	140	1466	1037	0.539	567	566	0.6	1.2	7.570	A
4	112	28	1928	621	0.181	112	95	0.1	0.2	7.968	A
5	825	200	939	1725	0.476	823	1101	0.6	1.0	4.296	A

20/07/2024 10:00:00

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	920	230	1138	1322	0.856	920	832	2.3	2.3	9.106	A
2	1490	372	554	1833	0.813	1489	1503	4.3	4.4	10.960	B
3	559	140	1475	1032	0.542	559	568	1.2	1.2	7.706	A
4	112	28	1938	916	0.182	112	96	0.2	0.2	7.443	A
5	825	206	943	1723	0.479	825	1107	1.0	1.0	4.321	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	752	188	931	1436	0.523	750	519	2.3	1.1	5.422	A
2	1216	304	455	1889	0.544	1225	1232	4.4	1.9	5.800	A
3	457	114	1214	1167	0.391	459	467	1.2	0.7	5.162	A
4	92	23	1594	770	0.119	92	79	0.2	0.1	5.538	A
5	673	168	775	1824	0.369	675	911	1.0	0.6	3.379	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	629	157	776	1521	0.414	631	433	1.1	0.7	4.125	A
2	1019	255	390	1932	0.527	1022	1030	1.9	1.2	4.178	A
3	382	96	1012	1272	0.301	383	390	0.7	0.4	4.109	A
4	77	19	1329	888	0.067	77	66	0.1	0.1	4.829	A
5	564	141	647	1902	0.297	565	759	0.6	0.5	2.906	A

2026 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - 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, 4, 5	10.41	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.41	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + Committed + Development	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		ONE HOUR	✓	477	100.000
2		ONE HOUR	✓	1452	100.000
3		ONE HOUR	✓	454	100.000
4		ONE HOUR	✓	100	100.000
5		ONE HOUR	✓	1048	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	182	127	8	160
	2	316	262	265	33	598
	3	132	244	0	42	38
	4	9	37	35	0	19
	5	140	779	94	35	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
	1	2	3	4	5
From	1	0	0	4	0
	2	1	0	0	0
	3	1	0	0	0
	4	0	0	0	0
	5	2	4	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	0.50	7.00	1.0	A	435	557
2	0.87	14.31	5.2	B	1342	2012
3	0.50	7.24	1.0	A	417	525
4	0.18	5.94	0.2	A	92	138
5	0.72	8.23	2.5	A	952	1442

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	359	90	1114	1334	0.269	358	447	0.0	0.4	3.719	A
2	1101	275	344	1553	0.554	1095	1125	0.0	1.3	4.234	A
3	342	85	1049	1253	0.273	340	390	0.0	0.4	3.950	A
4	75	19	1301	900	0.084	75	88	0.0	0.1	4.350	A
5	789	197	776	1824	0.433	785	600	0.0	0.8	3.573	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	429	107	1333	1213	0.354	428	535	0.4	0.5	4.532	A
2	1314	329	412	1914	0.687	1311	1349	1.3	2.2	5.015	A
3	408	102	1255	1145	0.356	407	467	0.4	0.5	4.884	A
4	90	22	1557	785	0.114	90	105	0.1	0.1	5.188	A
5	942	238	529	1732	0.544	940	716	0.8	1.2	4.688	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	525	131	1628	1049	0.501	523	653	0.5	1.0	5.595	A
2	1510	452	503	1852	0.885	1505	1548	2.2	5.9	13.023	B
3	500	125	1529	1005	0.498	498	570	0.5	1.0	7.103	A
4	110	28	1898	834	0.174	110	129	0.1	0.2	5.859	A
5	1154	283	1132	1809	0.717	1149	875	1.2	2.5	7.987	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	525	131	1636	1045	0.503	525	657	1.0	1.0	7.000	A
2	1810	402	505	1881	0.885	1609	1655	5.9	6.2	14.307	B
3	500	125	1540	999	0.501	500	573	1.0	1.0	7.235	A
4	110	28	1910	629	0.175	110	130	0.2	0.2	8.942	A
5	1154	288	1139	1805	0.719	1154	881	2.5	2.6	8.234	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	107	1344	1208	0.355	431	541	1.0	0.6	4.698	A
2	1314	329	415	1912	0.687	1330	1381	6.2	2.3	6.425	A
3	408	102	1272	1137	0.359	410	472	1.0	0.8	4.975	A
4	90	22	1575	778	0.116	90	107	0.2	0.1	5.238	A
5	942	238	938	1728	0.545	947	727	2.6	1.3	4.811	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	90	1122	1330	0.270	360	451	0.6	0.4	3.750	A
2	1101	275	345	1951	0.564	1104	1135	2.3	1.3	4.331	A
3	342	85	1057	1248	0.274	343	393	0.6	0.4	3.990	A
4	75	19	1311	896	0.084	75	89	0.1	0.1	4.390	A
5	789	197	781	1820	0.433	791	605	1.3	0.8	3.617	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - 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, 4, 5	10.01	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.01	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2032 Base + Committed + Development	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		ONE HOUR	✓	894	100.000
2		ONE HOUR	✓	1384	100.000
3		ONE HOUR	✓	510	100.000
4		ONE HOUR	✓	102	100.000
5		ONE HOUR	✓	769	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	418	189	12	274
	2	293	87	268	34	702
	3	183	240	0	24	63
	4	4	32	34	0	32
	5	154	569	29	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
	1	2	3	4	5
From	1	0	2	1	22
	2	3	4	2	3
	3	1	2	0	0
	4	0	3	7	0
	5	4	9	2	7

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	0.74	10.30	2.8	B	820	1231
2	0.85	13.54	5.5	B	1270	1905
3	0.57	8.55	1.3	A	458	702
4	0.19	6.08	0.3	A	94	140
5	0.49	4.48	1.0	A	708	1058

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	873	168	758	1533	0.439	870	475	0.0	0.8	4.228	A
2	1042	280	418	1912	0.545	1037	1010	0.0	1.2	4.312	A
3	384	96	1063	1245	0.308	382	390	0.0	0.4	4.218	A
4	77	19	1380	885	0.089	76	85	0.0	0.1	4.754	A
5	579	145	654	1897	0.305	577	802	0.0	0.5	2.931	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	804	201	905	1451	0.554	802	589	0.8	1.2	5.828	A
2	1244	311	498	1805	0.607	1241	1208	1.2	2.1	6.044	A
3	458	115	1272	1137	0.403	458	468	0.4	0.7	5.359	A
4	92	23	1552	744	0.123	92	78	0.1	0.1	5.748	A
5	691	173	783	1820	0.380	691	980	0.5	0.7	3.431	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	984	246	1108	1339	0.735	978	694	1.2	2.7	10.003	B
2	1524	381	608	1802	0.846	1511	1477	2.1	5.3	12.498	B
3	552	140	1550	994	0.555	559	589	0.7	1.3	3.345	A
4	112	28	2014	582	0.193	112	95	0.1	0.2	7.984	A
5	847	212	955	1718	0.494	845	1170	0.7	1.0	4.443	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	984	246	1110	1337	0.736	984	698	2.7	2.8	10.359	B
2	1524	381	611	1800	0.846	1523	1483	5.3	5.5	13.543	B
3	562	140	1561	988	0.569	561	572	1.3	1.3	8.550	A
4	112	28	2027	576	0.195	112	96	0.2	0.3	8.079	A
5	847	212	961	1712	0.494	847	1179	1.0	1.0	4.478	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	804	201	910	1448	0.555	810	574	2.8	1.3	5.788	A
2	1244	311	502	1882	0.668	1258	1217	5.5	2.2	6.405	A
3	458	115	1288	1129	0.406	481	472	1.3	0.7	5.478	A
4	92	23	1871	735	0.125	92	79	0.3	0.1	5.835	A
5	691	173	791	1815	0.381	693	872	1.0	0.7	3.480	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	873	168	780	1531	0.440	875	479	1.3	0.8	4.288	A
2	1042	260	419	1910	0.546	1045	1016	2.2	1.3	4.404	A
3	384	96	1072	1241	0.309	385	393	0.7	0.5	4.264	A
4	77	19	1391	800	0.089	77	66	0.1	0.1	4.791	A
5	579	145	609	1894	0.306	580	809	0.7	0.5	2.948	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - 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, 4, 5	12.76	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.76	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2032 Base + Committed + Development	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		ONE HOUR	✓	511	100.000
2		ONE HOUR	✓	1477	100.000
3		ONE HOUR	✓	466	100.000
4		ONE HOUR	✓	100	100.000
5		ONE HOUR	✓	1152	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	152	135	8	186
	2	344	262	261	33	577
	3	138	246	0	42	39
	4	9	37	35	0	19
	5	156	862	99	35	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	From	To				
		1	2	3	4	5
	1	0	0	4	0	0
	2	1	0	0	0	3
	3	1	0	0	0	0
	4	0	0	0	0	0
	5	2	4	1	0	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	0.57	8.50	1.3	A	409	703
2	0.89	10.88	7.3	C	1355	2033
3	0.83	7.84	1.1	A	428	841
4	0.18	7.33	0.2	A	92	138
5	0.80	11.84	4.1	B	1057	1586

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	385	96	1181	1297	0.297	383	486	0.0	0.4	3.971	A
2	1112	278	373	1998	0.574	1107	1191	0.0	1.4	4.374	A
3	351	88	1083	1235	0.284	349	397	0.0	0.4	4.087	A
4	75	19	1343	881	0.085	75	88	0.0	0.1	4.482	A
5	887	217	803	1807	0.480	884	815	0.0	0.9	3.926	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	459	115	1413	1198	0.393	458	581	0.4	0.8	5.119	A
2	1328	332	447	1894	0.701	1324	1425	1.4	2.3	8.359	A
3	419	105	1295	1125	0.372	418	475	0.4	0.8	5.101	A
4	90	22	1808	783	0.118	90	106	0.1	0.1	6.342	A
5	1038	259	951	1712	0.605	1033	736	0.9	1.8	5.480	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	141	1723	996	0.585	580	707	0.6	1.3	8.287	A
2	1626	407	545	1838	0.885	1608	1737	2.3	6.8	14.885	B
3	513	128	1575	981	0.523	511	579	0.6	1.1	7.857	A
4	110	28	1957	608	0.181	110	129	0.1	0.2	7.224	A
5	1268	317	1171	1588	0.800	1259	896	1.6	3.9	11.089	B

PCU = Passenger Car Unit

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	563	141	1734	990	0.566	563	713	1.3	1.3	3.503	A
2	1625	407	548	1836	0.885	1624	1749	6.8	7.3	16.878	C
3	513	128	1589	973	0.527	513	563	1.1	1.1	7.841	A
4	110	28	1973	601	0.183	110	130	0.2	0.2	7.335	A
5	1268	317	1179	1580	0.803	1268	903	3.9	4.1	11.838	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	459	115	1430	1159	0.396	462	589	1.3	0.7	5.238	A
2	1328	332	451	1892	0.702	1347	1441	7.3	2.4	6.926	A
3	419	105	1316	1115	0.376	421	482	1.1	0.6	5.219	A
4	90	22	1630	793	0.119	90	107	0.2	0.1	5.432	A
5	1038	259	974	1705	0.608	1045	747	4.1	1.6	5.722	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	365	96	1190	1292	0.298	366	489	0.7	0.4	4.017	A
2	1112	278	376	1954	0.575	1116	1200	2.4	1.4	4.483	A
3	351	88	1092	1231	0.295	352	400	0.6	0.4	4.113	A
4	75	19	1354	876	0.096	75	89	0.1	0.1	4.495	A
5	867	217	610	1803	0.481	870	520	1.6	1.0	3.995	A

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



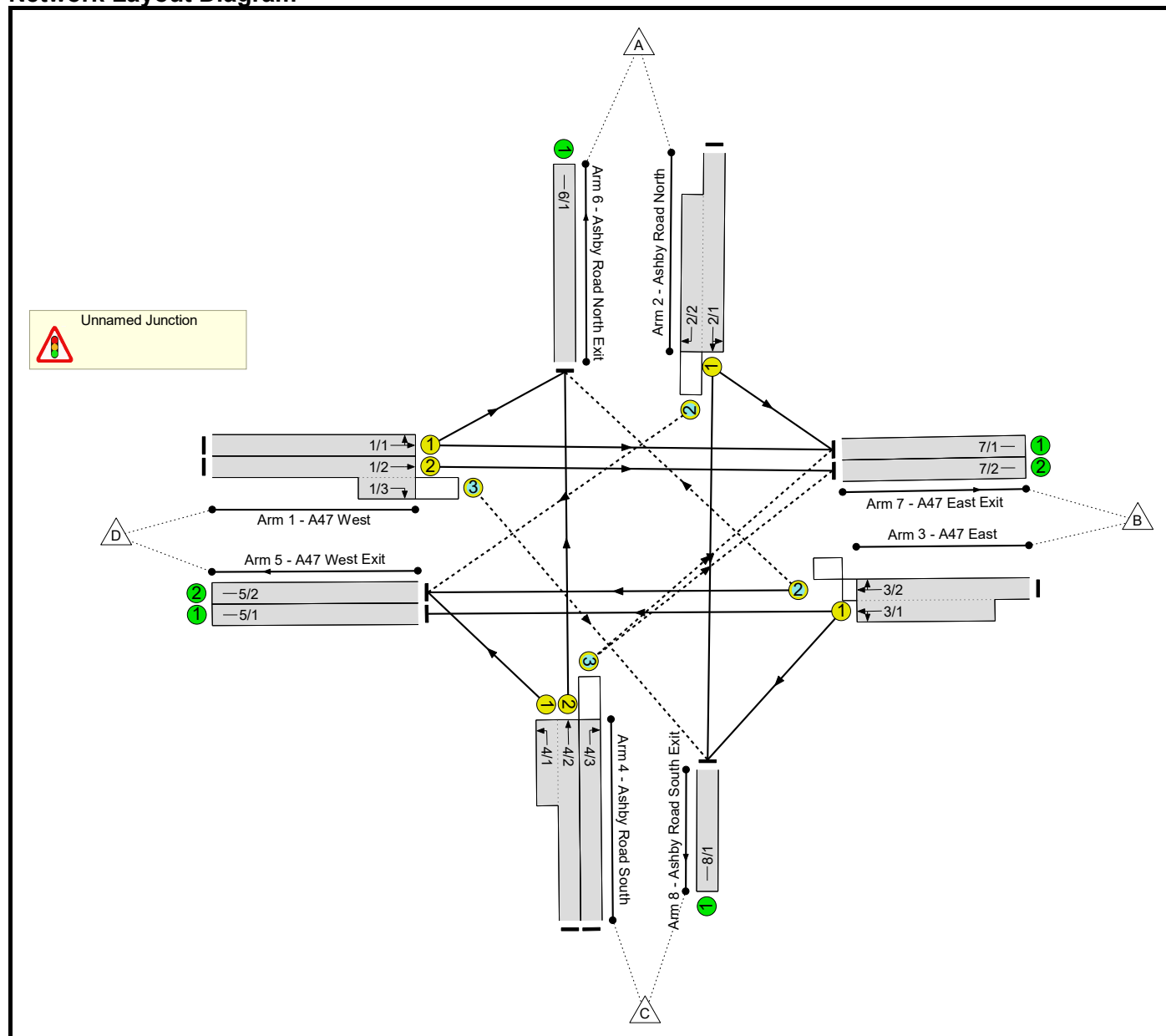
Appendix I

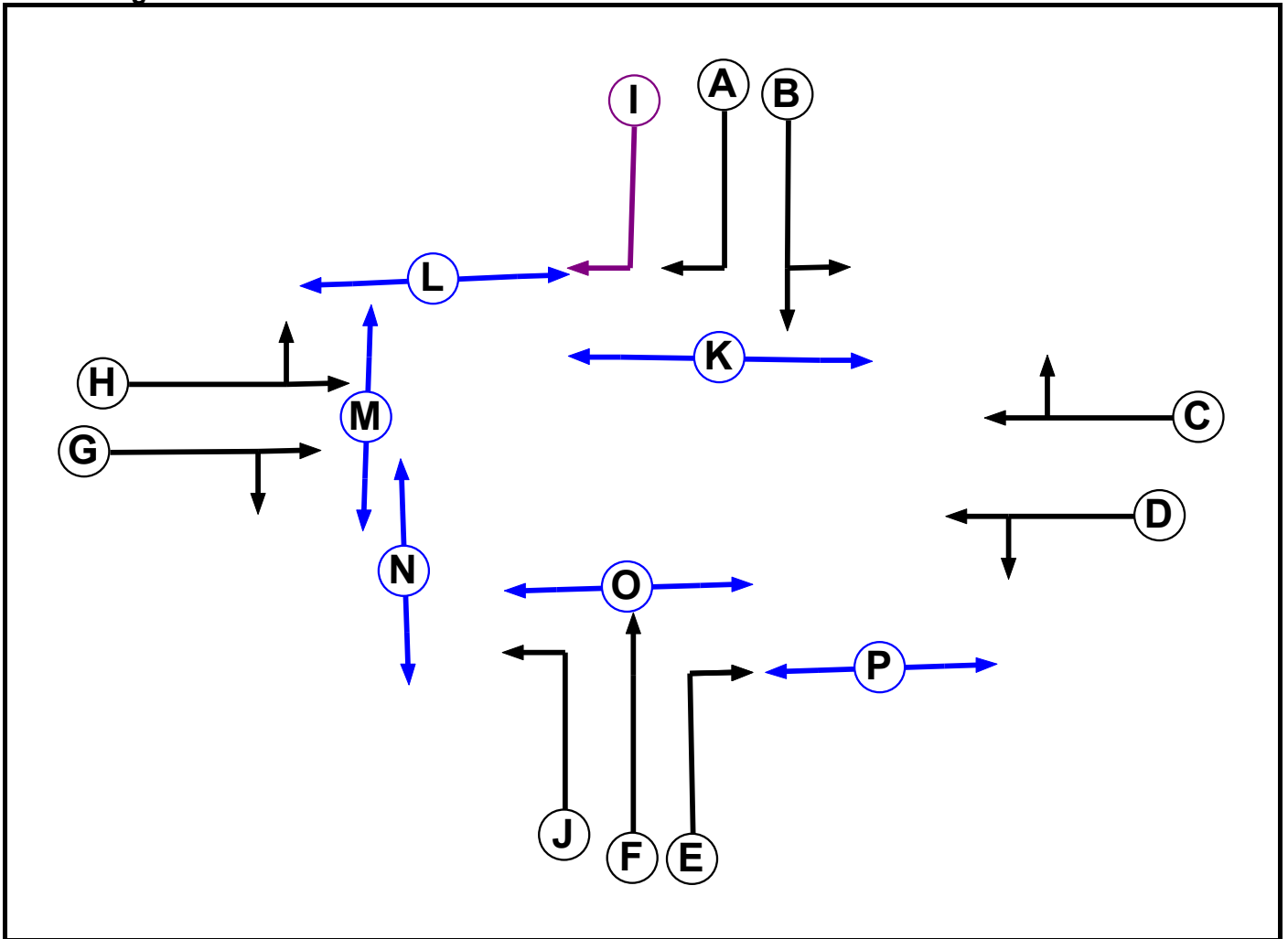
LinSig Output – A47/Ashby Road Signal Crossroad Junction

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

Project:	Hinckley Phase 2
Title:	A47/Ashby Road LCC Mitigation Scheme
Location:	
Client:	Richborough
Site Ref(s):	T23548
Date Completed:	13/11/2023
Additional detail:	
File name:	T23548 - Ashby Road-A47 Signals - LCC Mitigation Ph2 2016 PRTM v3.lsg3x
Author:	Connor Read
Company:	Hub Transport Planning Ltd
Address:	Floor 1B, 4 Temple Row, Birmingham, B2 5HG

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	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic	A	7	7
I	Ind. Arrow		0	0
J	Traffic		7	7
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		8	8
N	Pedestrian		4	4
O	Pedestrian		8	8
P	Pedestrian		5	5

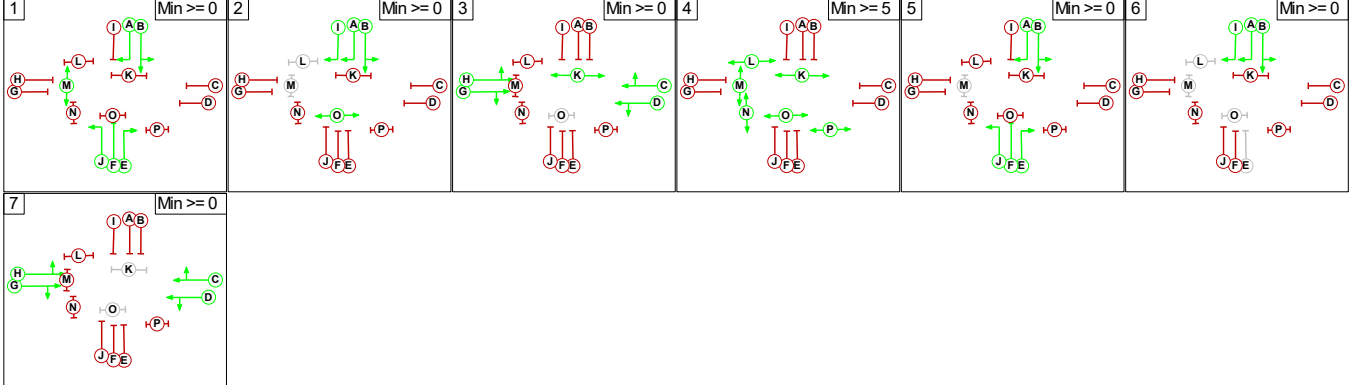
Phase Intergreens Matrix

	Starting Phase																	
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
Terminating Phase	A			-	5	-	-	-	5	5	-	-	5	-	-	9	-	-
	B		-		6	6	-	-	6	6	-	-	5	-	-	-	-	9
	C		5	5		-	5	5	-	-	5	6	-	9	-	9	-	-
	D		-	5	-		-	-	-	-	-	-	-	-	-	-	-	7
	E		-	-	5	-		-	5	5	-	-	-	-	-	-	5	-
	F		-	-	5	-	-		5	5	5	-	-	9	-	-	5	-
	G		5	7	-	-	5	5		-	5	-	-	-	5	-	-	9
	H		5	7	-	-	5	5	-		5	-	-	8	5	-	-	-
	I		-	-	5	-	-	6	5	5		6	5	-	-	-	-	-
	J		-	-	5	-	-	-	-	-	5			-	-	7	5	-
	K		7	7	-	-	-	-	-	-	7	-		-	-	-	-	-
	L		-	-	6	-	-	6	-	6	-	-	-		-	-	-	-
	M		-	-	-	-	-	-	10	10	-	-	-	-		-	-	-
	N		6	-	6	-	-	-	-	-	-	6	-	-	-		-	-
	O		-	-	-	-	10	10	-	-	-	10	-	-	-	-		-
	P		-	7	-	7	-	-	7	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B E F J M
2	A B I O
3	C D G H K
4	K L M N O P
5	A B E F J
6	A B I
7	C D G H

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	4	5	6	7
	1		5	10	9	0	5	10
	2	10		6	9	10	0	6
	3	7	7		9	7	7	0
	4	10	7	10		10	7	10
	5	0	5	6	9		5	6
	6	6	0	6	9	6		6
	7	7	7	0	9	7	7	

Give-Way Lane Input Data

Junction: Unnamed Junction											
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)
1/3 (A47 West)	8/1 (Right)	1439	0	3/2	1.09	To 5/2 (Ahead)	3.00	-	0.50	3	3.00
				3/1	1.09	All					
2/2 (Ashby Road North)	5/2 (Right)	1439	0	4/3	1.09	All	3.00	-	0.50	3	2.00
3/2 (A47 East)	6/1 (Right)	1439	0	1/2	1.09	To 7/2 (Ahead)	3.00	2.00	0.50	3	2.00
				1/1	1.09	All					
4/3 (Ashby Road South)	7/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	2.00
	7/2 (Right)	1439	0	2/1	1.09	All					

Lane Input Data

Junction: Unnamed Junction												
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 (A47 West)	U	H	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 6 Left Arm 7 Ahead	13.00 Inf
1/2 (A47 West)	U	G	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
1/3 (A47 West)	O	G	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 8 Right	15.00
2/1 (Ashby Road North)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf
2/2 (Ashby Road North)	O	A I	2	3	11.0	Geom	-	3.00	0.00	Y	Arm 5 Right	20.00
3/1 (A47 East)	U	D	2	3	15.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.00
3/2 (A47 East)	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	20.00
4/1 (Ashby Road South)	U	J	2	3	6.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
4/2 (Ashby Road South)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
4/3 (Ashby Road South)	O	E	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 7 Right	25.00
5/1 (A47 West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A47 West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Ashby Road North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A47 East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A47 East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

8/1 (Ashby Road South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
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Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base AM'	08:00	09:00	01:00	
2: '2022 Base PM'	17:00	18:00	01:00	
3: '2026 Base AM'	08:00	09:00	01:00	
4: '2026 Base PM'	17:00	18:00	01:00	
5: '2026 + Committed AM'	08:00	09:00	01:00	
6: '2026 + Committed PM'	17:00	18:00	01:00	
7: '2026 + Committed + Development AM'	08:00	09:00	01:00	
8: '2026 + Committed + Development PM'	17:00	18:00	01:00	
9: '2032 Base AM'	08:00	09:00	01:00	
10: '2032 Base PM'	17:00	18:00	01:00	
11: '2032 + Committed (inc Ph1) AM'	08:00	09:00	01:00	
12: '2032 + Committed (inc Ph1) PM'	17:00	18:00	01:00	
13: '2032 + Committed (inc Ph1) + Development AM'	08:00	09:00	01:00	
14: '2032 + Committed (inc Ph1) + Development PM'	17:00	18:00	01:00	

Scenario 1: '2026 + Committed (inc Ph1) AM No Peds' (FG5: '2026 + Committed AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired**Desired Flow :**

Desired Flow:						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	31	315	211	557
	B	73	0	73	906	1052
	C	258	120	0	169	547
	D	223	578	186	0	987
	Tot.	554	729	574	1286	3143

Traffic Lane Flows

Lane	Scenario 1: 2026 + Committed (inc Ph1) AM No Peds
Junction: Unnamed Junction	
1/1	543
1/2 (with short)	444(In) 258(Out)
1/3 (short)	186
2/1 (with short)	557(In) 346(Out)
2/2 (short)	211
3/1 (short)	525
3/2 (with short)	1052(In) 527(Out)
4/1 (short)	169
4/2 (with short)	427(In) 258(Out)
4/3	120
5/1	452
5/2	834
6/1	554
7/1	411
7/2	318
8/1	574

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	41.1 %	1828	1828
				Arm 7 Ahead	Inf	58.9 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	9.0 %	1898	1898
				Arm 8 Ahead	Inf	91.0 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.1 %	1889	1889
				Arm 8 Left	15.00	13.9 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.1 %	1895	1895
				Arm 6 Right	20.00	13.9 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 + Committed (inc Ph1) PM No Peds' (FG6: '2026 + Committed PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	293	116	450
	B	39	0	103	673	815
	C	318	161	0	139	618
	D	297	750	149	0	1196
	Tot.	654	952	545	928	3079

Traffic Lane Flows

Lane	Scenario 2: 2026 + Committed (inc Ph1) PM No Peds
Junction: Unnamed Junction	
1/1	598
1/2 (with short)	598(In) 449(Out)
1/3 (short)	149
2/1 (with short)	450(In) 334(Out)
2/2 (short)	116
3/1 (short)	404
3/2 (with short)	815(In) 411(Out)
4/1 (short)	139
4/2 (with short)	457(In) 318(Out)
4/3	161
5/1	301
5/2	627
6/1	654
7/1	423
7/2	529
8/1	545

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	49.7 %	1811	1811
				Arm 7 Ahead	Inf	50.3 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	12.3 %	1892	1892
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	74.5 %	1867	1867
				Arm 8 Left	15.00	25.5 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	90.5 %	1901	1901
				Arm 6 Right	20.00	9.5 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 + Committed (inc Ph1) + Development AM No Peds' (FG7: '2026 + Committed + Development AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	31	315	213	559
	B	73	0	73	927	1073
	C	258	120	0	171	549
	D	233	624	198	0	1055
	Tot.	564	775	586	1311	3236

Traffic Lane Flows

Lane	Scenario 3: 2026 + Committed (inc Ph1) + Development AM No Peds
Junction: Unnamed Junction	
1/1	578
1/2 (with short)	477(In) 279(Out)
1/3 (short)	198
2/1 (with short)	559(In) 346(Out)
2/2 (short)	213
3/1 (short)	536
3/2 (with short)	1073(In) 537(Out)
4/1 (short)	171
4/2 (with short)	429(In) 258(Out)
4/3	120
5/1	463
5/2	848
6/1	564
7/1	436
7/2	339
8/1	586

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left Arm 7 Ahead	13.00 Inf	40.3 % 59.7 %	1830	1830
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	9.0 % 91.0 %	1898	1898
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 15.00	86.4 % 13.6 %	1889	1889
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	86.4 % 13.6 %	1896	1896
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 + Committed (inc Ph1) + Development PM No Peds' (FG8: '2026 + Committed + Development PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	293	120	454
	B	39	0	103	723	865
	C	318	161	0	143	622
	D	302	772	154	0	1228
	Tot.	659	974	550	986	3169

Traffic Lane Flows

Lane	Scenario 4: 2026 + Committed (inc Ph1) + Development PM No Peds
Junction: Unnamed Junction	
1/1	613
1/2 (with short)	615(In) 461(Out)
1/3 (short)	154
2/1 (with short)	454(In) 334(Out)
2/2 (short)	120
3/1 (short)	429
3/2 (with short)	865(In) 436(Out)
4/1 (short)	143
4/2 (with short)	461(In) 318(Out)
4/3	161
5/1	326
5/2	660
6/1	659
7/1	433
7/2	541
8/1	550

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left Arm 7 Ahead	13.00 Inf	49.3 % 50.7 %	1812	1812
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	12.3 % 87.7 %	1892	1892
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 15.00	76.0 % 24.0 %	1870	1870
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	91.1 % 8.9 %	1902	1902
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2032 + Committed (inc Ph1) AM No Peds' (FG11: '2032 + Committed (inc Ph1) AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	49	385	214	648
	B	98	0	71	934	1103
	C	278	120	0	171	569
	D	226	585	179	0	990
	Tot.	602	754	635	1319	3310

Traffic Lane Flows

Lane	Scenario 5: 2032 + Committed (inc Ph1) AM No Peds
Junction: Unnamed Junction	
1/1	544
1/2 (with short)	446(In) 267(Out)
1/3 (short)	179
2/1 (with short)	648(In) 434(Out)
2/2 (short)	214
3/1 (short)	552
3/2 (with short)	1103(In) 551(Out)
4/1 (short)	171
4/2 (with short)	449(In) 278(Out)
4/3	120
5/1	481
5/2	838
6/1	602
7/1	427
7/2	327
8/1	635

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	41.5 %	1827	1827
				Arm 7 Ahead	Inf	58.5 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	11.3 %	1894	1894
				Arm 8 Ahead	Inf	88.7 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.1 %	1891	1891
				Arm 8 Left	15.00	12.9 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.2 %	1890	1890
				Arm 6 Right	20.00	17.8 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2032 + Committed (inc Ph1) PM No Peds' (FG12: '2032 + Committed (inc Ph1) PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	64	331	101	496
	B	63	0	96	688	847
	C	378	161	0	136	675
	D	375	765	145	0	1285
	Tot.	816	990	572	925	3303

Traffic Lane Flows

Lane	Scenario 6: 2032 + Committed (inc Ph1) PM No Peds
Junction: Unnamed Junction	
1/1	642
1/2 (with short)	643(In) 498(Out)
1/3 (short)	145
2/1 (with short)	496(In) 395(Out)
2/2 (short)	101
3/1 (short)	421
3/2 (with short)	847(In) 426(Out)
4/1 (short)	136
4/2 (with short)	514(In) 378(Out)
4/3	161
5/1	325
5/2	600
6/1	816
7/1	412
7/2	578
8/1	572

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	58.4 %	1794	1794
				Arm 7 Ahead	Inf	41.6 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	16.2 %	1884	1884
				Arm 8 Ahead	Inf	83.8 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	77.2 %	1872	1872
				Arm 8 Left	15.00	22.8 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	85.2 %	1894	1894
				Arm 6 Right	20.00	14.8 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2032 + Committed (inc Ph1) + Development AM No Peds' (FG13: '2032 + Committed (inc Ph1) + Development AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	49	385	216	650
	B	98	0	71	955	1124
	C	278	120	0	173	571
	D	236	631	191	0	1058
	Tot.	612	800	647	1344	3403

Traffic Lane Flows

Lane	Scenario 7: 2032 + Committed (inc Ph1) + Development AM No Peds
Junction: Unnamed Junction	
1/1	579
1/2 (with short)	479(In) 288(Out)
1/3 (short)	191
2/1 (with short)	650(In) 434(Out)
2/2 (short)	216
3/1 (short)	562
3/2 (with short)	1124(In) 562(Out)
4/1 (short)	173
4/2 (with short)	451(In) 278(Out)
4/3	120
5/1	491
5/2	853
6/1	612
7/1	452
7/2	348
8/1	647

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	40.8 %	1829	1829
				Arm 7 Ahead	Inf	59.2 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	11.3 %	1894	1894
				Arm 8 Ahead	Inf	88.7 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.4 %	1891	1891
				Arm 8 Left	15.00	12.6 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.6 %	1890	1890
				Arm 6 Right	20.00	17.4 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2032 + Committed (inc Ph1) + Development PM No Peds' (FG14: '2032 + Committed (inc Ph1) + Development PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	64	331	105	500
	B	63	0	96	738	897
	C	378	161	0	140	679
	D	380	787	150	0	1317
	Tot.	821	1012	577	983	3393

Traffic Lane Flows

Lane	Scenario 8: 2032 + Committed (inc Ph1) + Development PM No Peds
Junction: Unnamed Junction	
1/1	657
1/2 (with short)	660(In) 510(Out)
1/3 (short)	150
2/1 (with short)	500(In) 395(Out)
2/2 (short)	105
3/1 (short)	446
3/2 (with short)	897(In) 451(Out)
4/1 (short)	140
4/2 (with short)	518(In) 378(Out)
4/3	161
5/1	350
5/2	633
6/1	821
7/1	422
7/2	590
8/1	577

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	57.8 %	1795	1795
				Arm 7 Ahead	Inf	42.2 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	16.2 %	1884	1884
				Arm 8 Ahead	Inf	83.8 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	78.5 %	1875	1875
				Arm 8 Left	15.00	21.5 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.0 %	1895	1895
				Arm 6 Right	20.00	14.0 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2026 + Committed (inc Ph1) AM Peds Every Other' (FG5: '2026 + Committed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	31	315	211	557
	B	73	0	73	906	1052
	C	258	120	0	169	547
	D	223	578	186	0	987
	Tot.	554	729	574	1286	3143

Traffic Lane Flows

Lane	Scenario 9: 2026 + Committed (inc Ph1) AM Peds Every Other
Junction: Unnamed Junction	
1/1	543
1/2 (with short)	444(In) 258(Out)
1/3 (short)	186
2/1 (with short)	557(In) 346(Out)
2/2 (short)	211
3/1 (short)	525
3/2 (with short)	1052(In) 527(Out)
4/1 (short)	169
4/2 (with short)	427(In) 258(Out)
4/3	120
5/1	452
5/2	834
6/1	554
7/1	411
7/2	318
8/1	574

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left Arm 7 Ahead	13.00 Inf	41.1 % 58.9 %	1828	1828
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	9.0 % 91.0 %	1898	1898
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 15.00	86.1 % 13.9 %	1889	1889
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	86.1 % 13.9 %	1895	1895
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2026 + Committed (inc Ph1) PM Peds Every Other' (FG6: '2026 + Committed PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	293	116	450
	B	39	0	103	673	815
	C	318	161	0	139	618
	D	297	750	149	0	1196
	Tot.	654	952	545	928	3079

Traffic Lane Flows

Lane	Scenario 10: 2026 + Committed (inc Ph1) PM Peds Every Other
Junction: Unnamed Junction	
1/1	658
1/2 (with short)	538(In) 389(Out)
1/3 (short)	149
2/1 (with short)	450(In) 334(Out)
2/2 (short)	116
3/1 (short)	404
3/2 (with short)	815(In) 411(Out)
4/1 (short)	139
4/2 (with short)	457(In) 318(Out)
4/3	161
5/1	301
5/2	627
6/1	654
7/1	483
7/2	469
8/1	545

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	45.1 %	1820	1820
				Arm 7 Ahead	Inf	54.9 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	12.3 %	1892	1892
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	74.5 %	1867	1867
				Arm 8 Left	15.00	25.5 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	90.5 %	1901	1901
				Arm 6 Right	20.00	9.5 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2026 + Committed (inc Ph1) + Development AM Peds Every Other' (FG7: '2026 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	31	315	213	559
	B	73	0	73	927	1073
	C	258	120	0	171	549
	D	233	624	198	0	1055
	Tot.	564	775	586	1311	3236

Traffic Lane Flows

Lane	Scenario 11: 2026 + Committed (inc Ph1) + Development AM Peds Every Other
Junction: Unnamed Junction	
1/1	578
1/2 (with short)	477(In) 279(Out)
1/3 (short)	198
2/1 (with short)	559(In) 346(Out)
2/2 (short)	213
3/1 (short)	536
3/2 (with short)	1073(In) 537(Out)
4/1 (short)	171
4/2 (with short)	429(In) 258(Out)
4/3	120
5/1	463
5/2	848
6/1	564
7/1	436
7/2	339
8/1	586

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	40.3 %	1830	1830
				Arm 7 Ahead	Inf	59.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	9.0 %	1898	1898
				Arm 8 Ahead	Inf	91.0 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.4 %	1889	1889
				Arm 8 Left	15.00	13.6 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.4 %	1896	1896
				Arm 6 Right	20.00	13.6 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2026 + Committed (inc Ph1) + Development PM Peds Every Other' (FG8: '2026 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	41	293	120	454
	B	39	0	103	723	865
	C	318	161	0	143	622
	D	302	772	154	0	1228
	Tot.	659	974	550	986	3169

Traffic Lane Flows

Lane	Scenario 12: 2026 + Committed (inc Ph1) + Development PM Peds Every Other
Junction: Unnamed Junction	
1/1	613
1/2 (with short)	615(In) 461(Out)
1/3 (short)	154
2/1 (with short)	454(In) 334(Out)
2/2 (short)	120
3/1 (short)	429
3/2 (with short)	865(In) 436(Out)
4/1 (short)	143
4/2 (with short)	461(In) 318(Out)
4/3	161
5/1	326
5/2	660
6/1	659
7/1	433
7/2	541
8/1	550

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	49.3 %	1812	1812
				Arm 7 Ahead	Inf	50.7 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	12.3 %	1892	1892
				Arm 8 Ahead	Inf	87.7 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	76.0 %	1870	1870
				Arm 8 Left	15.00	24.0 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	91.1 %	1902	1902
				Arm 6 Right	20.00	8.9 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2032 + Committed (inc Ph1) AM Peds Every Other' (FG11: '2032 + Committed (inc Ph1) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	49	385	214	648
	B	98	0	71	934	1103
	C	278	120	0	171	569
	D	226	585	179	0	990
	Tot.	602	754	635	1319	3310

Traffic Lane Flows

Lane	Scenario 13: 2032 + Committed (inc Ph1) AM Peds Every Other
Junction: Unnamed Junction	
1/1	544
1/2 (with short)	446(In) 267(Out)
1/3 (short)	179
2/1 (with short)	648(In) 434(Out)
2/2 (short)	214
3/1 (short)	550
3/2 (with short)	1103(In) 553(Out)
4/1 (short)	171
4/2 (with short)	449(In) 278(Out)
4/3	120
5/1	479
5/2	840
6/1	602
7/1	427
7/2	327
8/1	635

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left	13.00	41.5 %	1827	1827
				Arm 7 Ahead	Inf	58.5 %		
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left	15.00	11.3 %	1894	1894
				Arm 8 Ahead	Inf	88.7 %		
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.1 %	1891	1891
				Arm 8 Left	15.00	12.9 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.3 %	1890	1890
				Arm 6 Right	20.00	17.7 %		
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2032 + Committed (inc Ph1) PM Peds Every Other' (FG12: '2032 + Committed (inc Ph1) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	64	331	101	496
	B	63	0	96	688	847
	C	378	161	0	136	675
	D	375	765	145	0	1285
	Tot.	816	990	572	925	3303

Traffic Lane Flows

Lane	Scenario 14: 2032 + Committed (inc Ph1) PM Peds Every Other
Junction: Unnamed Junction	
1/1	642
1/2 (with short)	643(In) 498(Out)
1/3 (short)	145
2/1 (with short)	496(In) 395(Out)
2/2 (short)	101
3/1 (short)	421
3/2 (with short)	847(In) 426(Out)
4/1 (short)	136
4/2 (with short)	514(In) 378(Out)
4/3	161
5/1	325
5/2	600
6/1	816
7/1	412
7/2	578
8/1	572

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left Arm 7 Ahead	13.00 Inf	58.4 % 41.6 %	1794	1794
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	16.2 % 83.8 %	1884	1884
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 15.00	77.2 % 22.8 %	1872	1872
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	85.2 % 14.8 %	1894	1894
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2032 + Committed (inc Ph1) + Development AM Peds Every Other' (FG13: '2032 + Committed (inc Ph1) + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	49	385	216	650
	B	98	0	71	955	1124
	C	278	120	0	173	571
	D	236	631	191	0	1058
	Tot.	612	800	647	1344	3403

Traffic Lane Flows

Lane	Scenario 15: 2032 + Committed (inc Ph1) + Development AM Peds Every Other
Junction: Unnamed Junction	
1/1	579
1/2 (with short)	479(In) 288(Out)
1/3 (short)	191
2/1 (with short)	650(In) 434(Out)
2/2 (short)	216
3/1 (short)	585
3/2 (with short)	1124(In) 539(Out)
4/1 (short)	173
4/2 (with short)	451(In) 278(Out)
4/3	120
5/1	514
5/2	830
6/1	612
7/1	452
7/2	348
8/1	647

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left Arm 7 Ahead	13.00 Inf	40.8 % 59.2 %	1829	1829
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	11.3 % 88.7 %	1894	1894
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 15.00	87.9 % 12.1 %	1892	1892
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	81.8 % 18.2 %	1889	1889
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2032 + Committed (inc Ph1) + Development PM Peds Every Other' (FG14: '2032 + Committed (inc Ph1) + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	64	331	105	500
	B	63	0	96	738	897
	C	378	161	0	140	679
	D	380	787	150	0	1317
	Tot.	821	1012	577	983	3393

Traffic Lane Flows

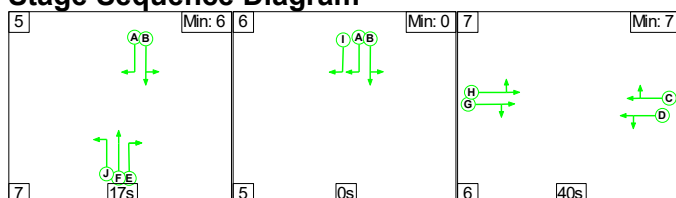
Lane	Scenario 16: 2032 + Committed (inc Ph1) + Development PM Peds Every Other
Junction: Unnamed Junction	
1/1	657
1/2 (with short)	660(In) 510(Out)
1/3 (short)	150
2/1 (with short)	500(In) 395(Out)
2/2 (short)	105
3/1 (short)	446
3/2 (with short)	897(In) 451(Out)
4/1 (short)	140
4/2 (with short)	518(In) 378(Out)
4/3	161
5/1	350
5/2	633
6/1	821
7/1	422
7/2	590
8/1	577

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A47 West)	3.00	0.00	Y	Arm 6 Left Arm 7 Ahead	13.00 Inf	57.8 % 42.2 %	1795	1795
1/2 (A47 West)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
1/3 (A47 West)	3.00	0.00	Y	Arm 8 Right	15.00	100.0 %	1741	1741
2/1 (Ashby Road North)	3.00	0.00	Y	Arm 7 Left Arm 8 Ahead	15.00 Inf	16.2 % 83.8 %	1884	1884
2/2 (Ashby Road North)	3.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1781	1781
3/1 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 15.00	78.5 % 21.5 %	1875	1875
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	86.0 % 14.0 %	1895	1895
4/1 (Ashby Road South)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Ashby Road South)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashby Road South)	3.00	0.00	Y	Arm 7 Right	25.00	100.0 %	1807	1807
5/1 (A47 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A47 West Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Ashby Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A47 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A47 East Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Ashby Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2026 + Committed (inc Ph1) AM No Peds' (FG5: '2026 + Committed AM', Plan 2: 'Network Control Plan 2')

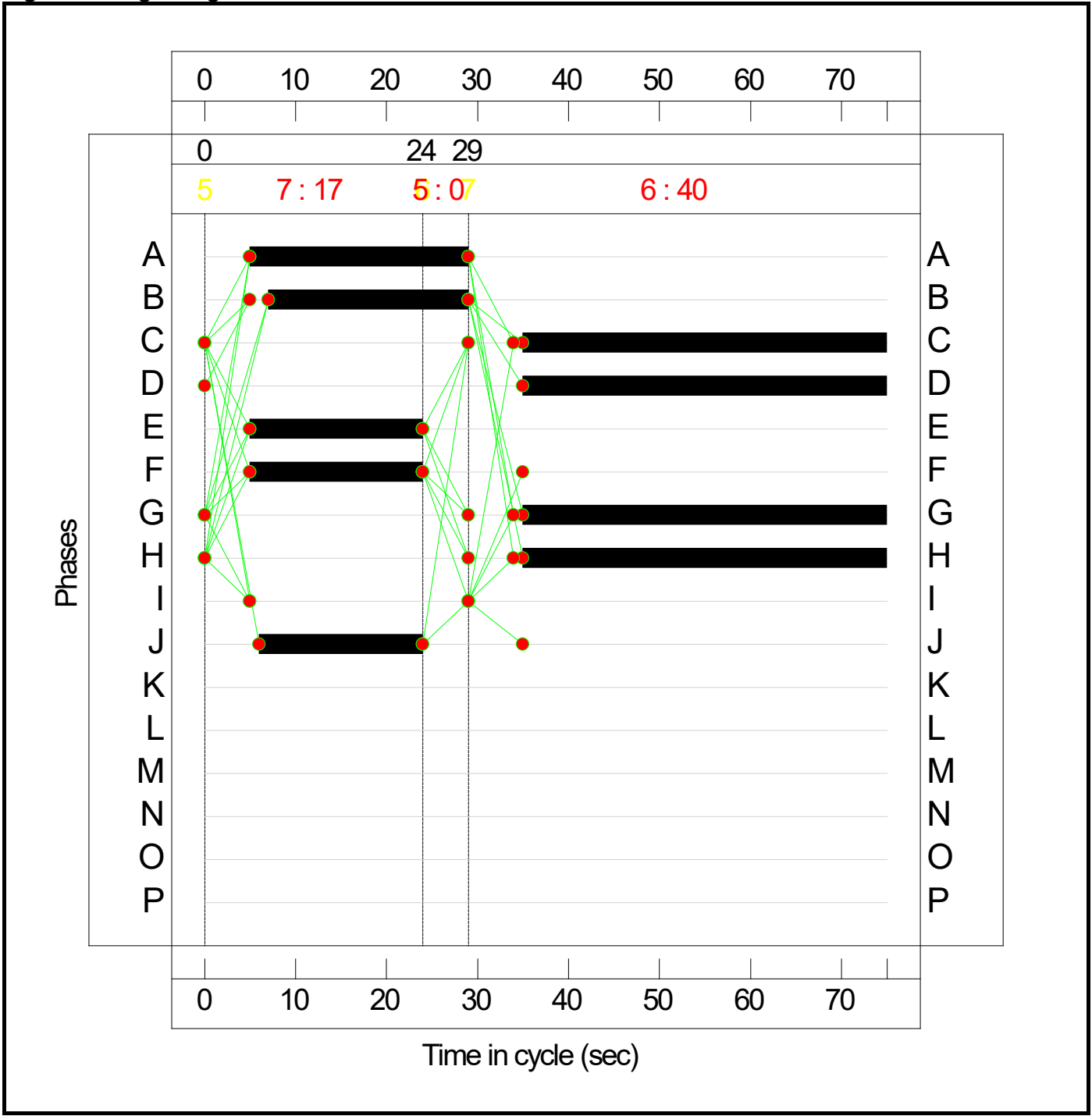
Stage Sequence Diagram



Stage Timings

Stage	5	6	7
Duration	17	0	40
Change Point	0	24	29

Signal Timings Diagram



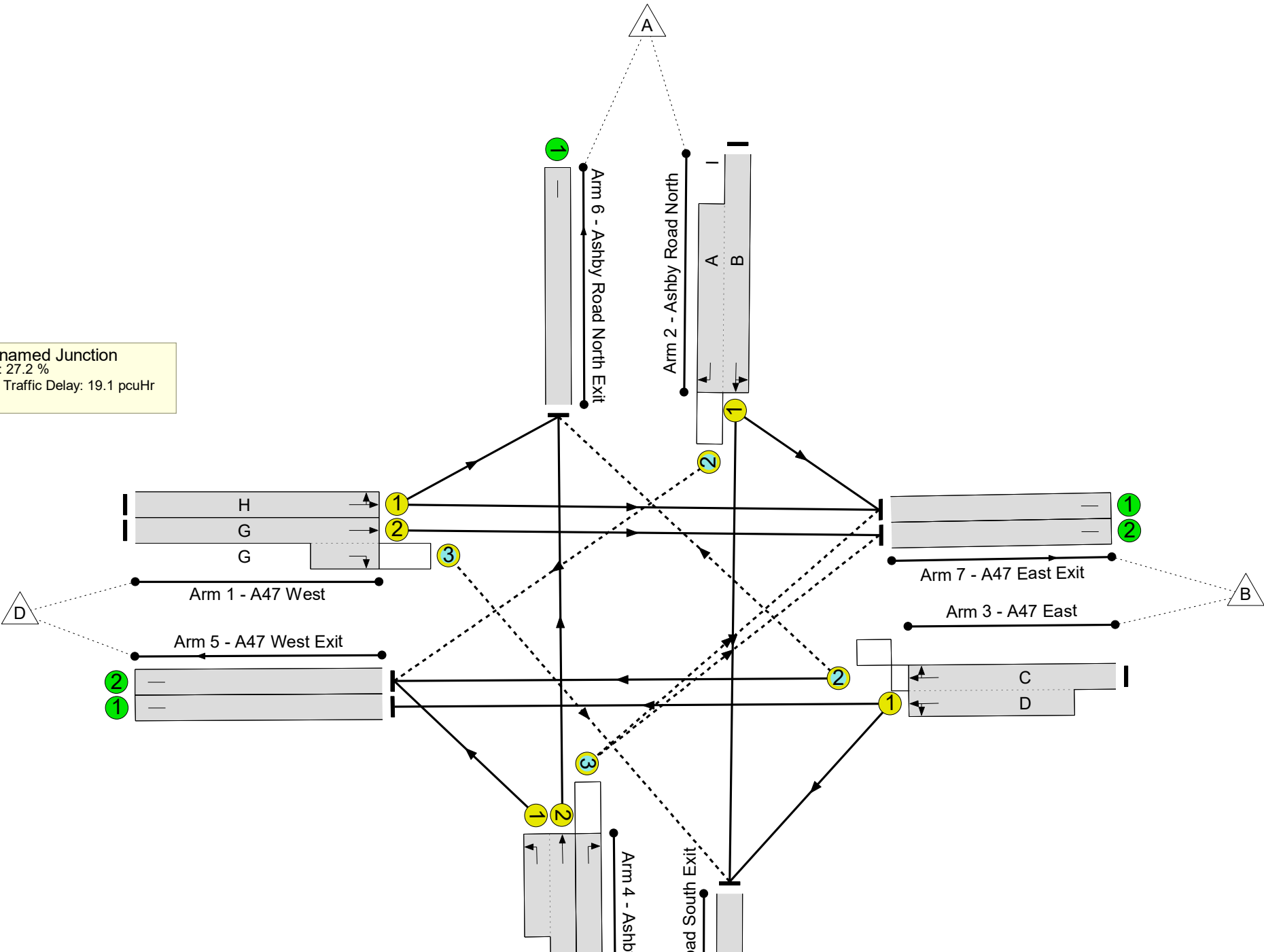
Network Layout Diagram



Unnamed Junction

PRC: 27.2 %

Total Traffic Delay: 19.1 pcuHr



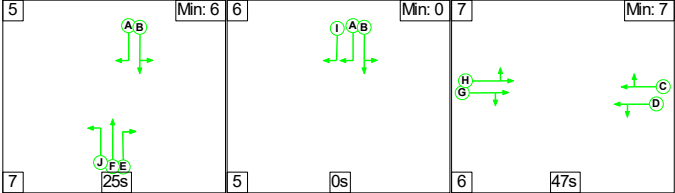
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	40	-	543	1828	999	54.3%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	40	-	444	2055:1741	365+263	70.7 : 70.7%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	22:24	0	557	1898:1781	559+341	61.9 : 61.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	40	-	1052	1895:1889	874+871	60.3 : 60.3%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	19:18	-	427	1915:1741	422+276	61.2 : 61.2%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	19	-	120	1807	192	62.4%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	515	8	67	12.6	4.9	1.6	19.1	-	-	-	-
Unnamed Junction	-	-	515	8	67	12.6	4.9	1.6	19.1	-	-	-	-
1/1	543	543	-	-	-	1.7	0.6	-	2.2	14.9	7.2	0.6	7.8
1/2+1/3	444	444	129	0	57	1.1	1.2	1.0	3.3	26.5	2.7	1.2	3.9
2/1+2/2	557	557	194	8	8	3.2	0.8	0.0	4.1	26.3	6.1	0.8	6.9
3/2+3/1	1052	1052	72	0	1	3.1	0.8	0.1	4.0	13.7	6.9	0.8	7.6
4/2+4/1	427	427	-	-	-	2.8	0.8	-	3.5	29.9	4.5	0.8	5.3
4/3	120	120	120	0	0	0.7	0.8	0.4	2.0	59.1	1.9	0.8	2.7
5/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 27.2 Total Delay for Signalled Lanes (pcuHr): 19.12 Cycle Time (s): 75 PRC Over All Lanes (%): 27.2 Total Delay Over All Lanes(pcuHr): 19.12													

Scenario 2: '2026 + Committed (inc Ph1) PM No Peds' (FG6: '2026 + Committed PM', Plan 2: 'Network Control Plan 2')

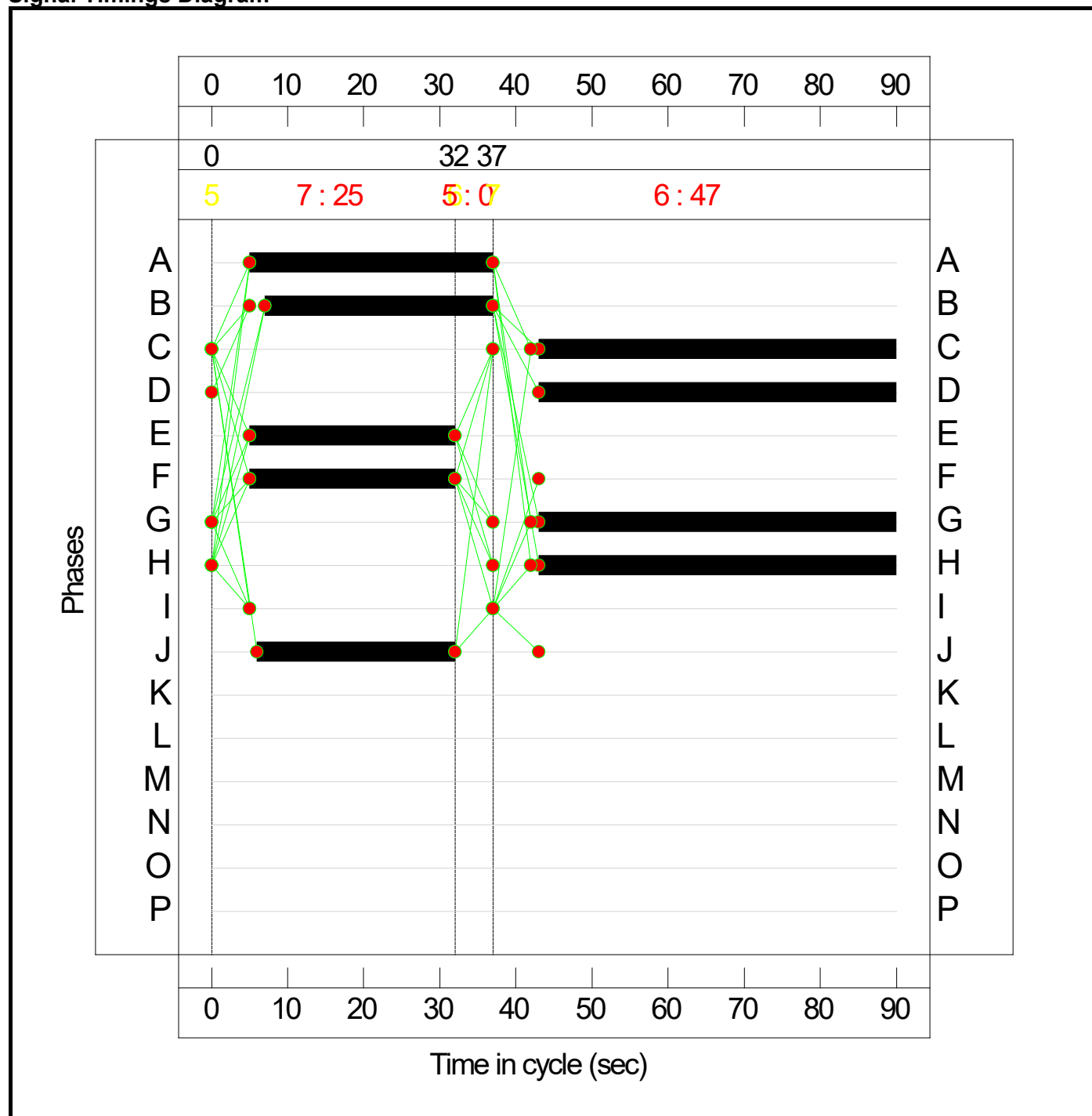
Stage Sequence Diagram



Stage Timings

Stage	5	6	7
Duration	25	0	47
Change Point	0	32	37

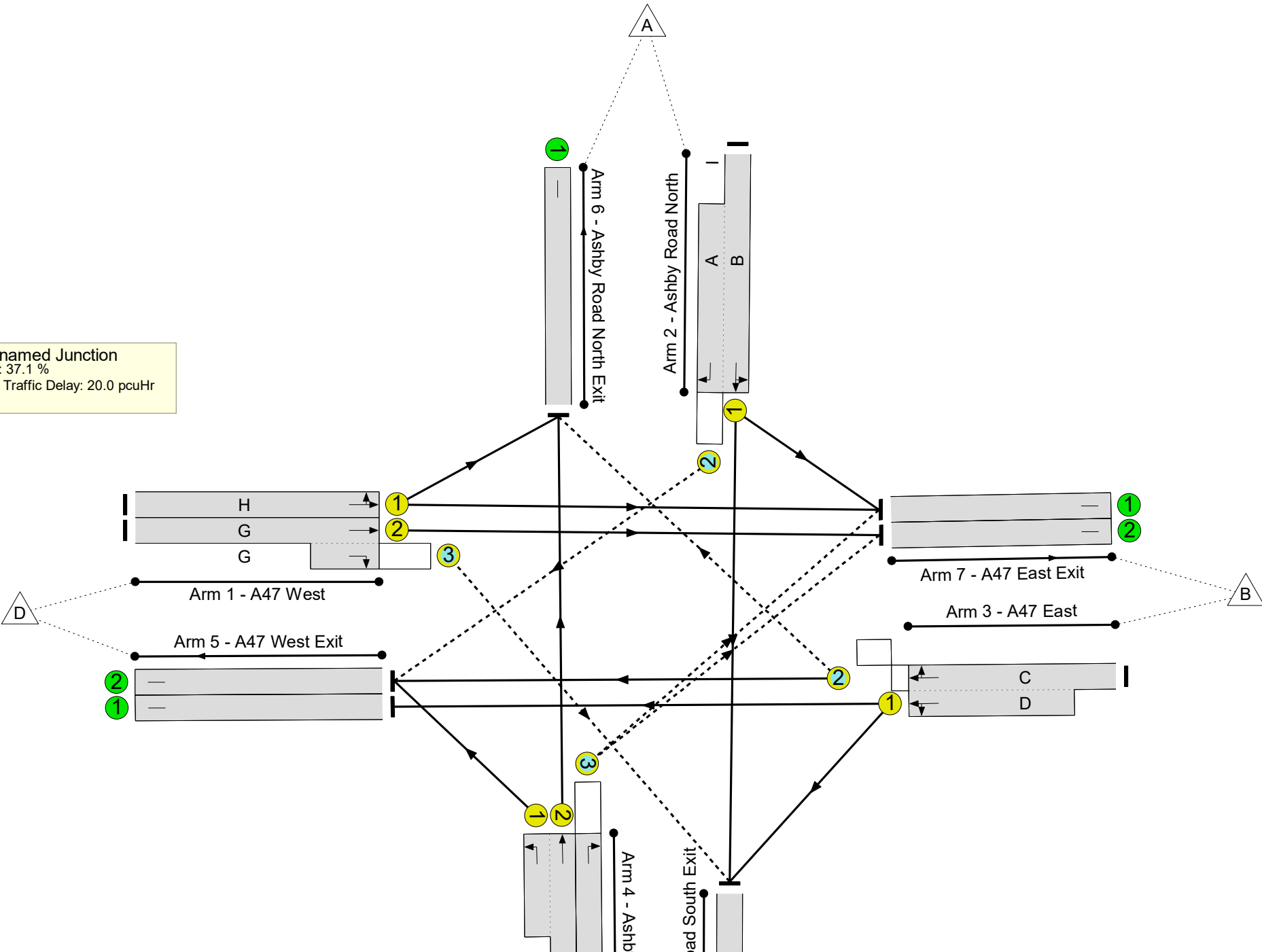
Signal Timings Diagram



Network Layout Diagram



Unnamed Junction
PRC: 37.1 %
Total Traffic Delay: 20.0 pcuHr



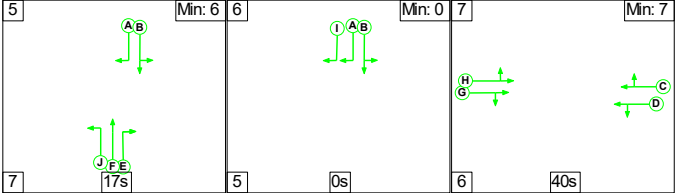
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	65.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.7%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	47	-	598	1811	966	61.9%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	47	-	598	2055:1741	833+276	53.9 : 53.9%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	30:32	0	450	1892:1781	594+206	56.3 : 56.3%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	47	-	815	1901:1867	811+797	50.7 : 50.7%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	27:26	-	457	1915:1741	484+212	65.7 : 65.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	27	-	161	1807	251	64.0%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	455	4	6	14.5	4.4	1.1	20.0	-	-	-	-
Unnamed Junction	-	-	455	4	6	14.5	4.4	1.1	20.0	-	-	-	-
1/1	598	598	-	-	-	2.4	0.8	-	3.2	19.5	10.3	0.8	11.1
1/2+1/3	598	598	147	0	2	2.1	0.6	0.4	3.1	18.6	8.0	0.6	8.6
2/1+2/2	450	450	108	4	4	2.8	0.6	0.0	3.5	27.6	6.6	0.6	7.2
3/2+3/1	815	815	39	0	0	2.8	0.5	0.1	3.5	15.4	6.1	0.5	6.6
4/2+4/1	457	457	-	-	-	3.2	0.9	-	4.1	32.7	6.9	0.9	7.8
4/3	161	161	161	0	0	1.1	0.9	0.6	2.6	57.3	3.7	0.9	4.6
5/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 37.1 Total Delay for Signalled Lanes (pcuHr): 19.96 Cycle Time (s): 90 PRC Over All Lanes (%): 37.1 Total Delay Over All Lanes(pcuHr): 19.96													

Scenario 3: '2026 + Committed (inc Ph1) + Development AM No Peds' (FG7: '2026 + Committed + Development AM', Plan 2: 'Network Control Plan 2')

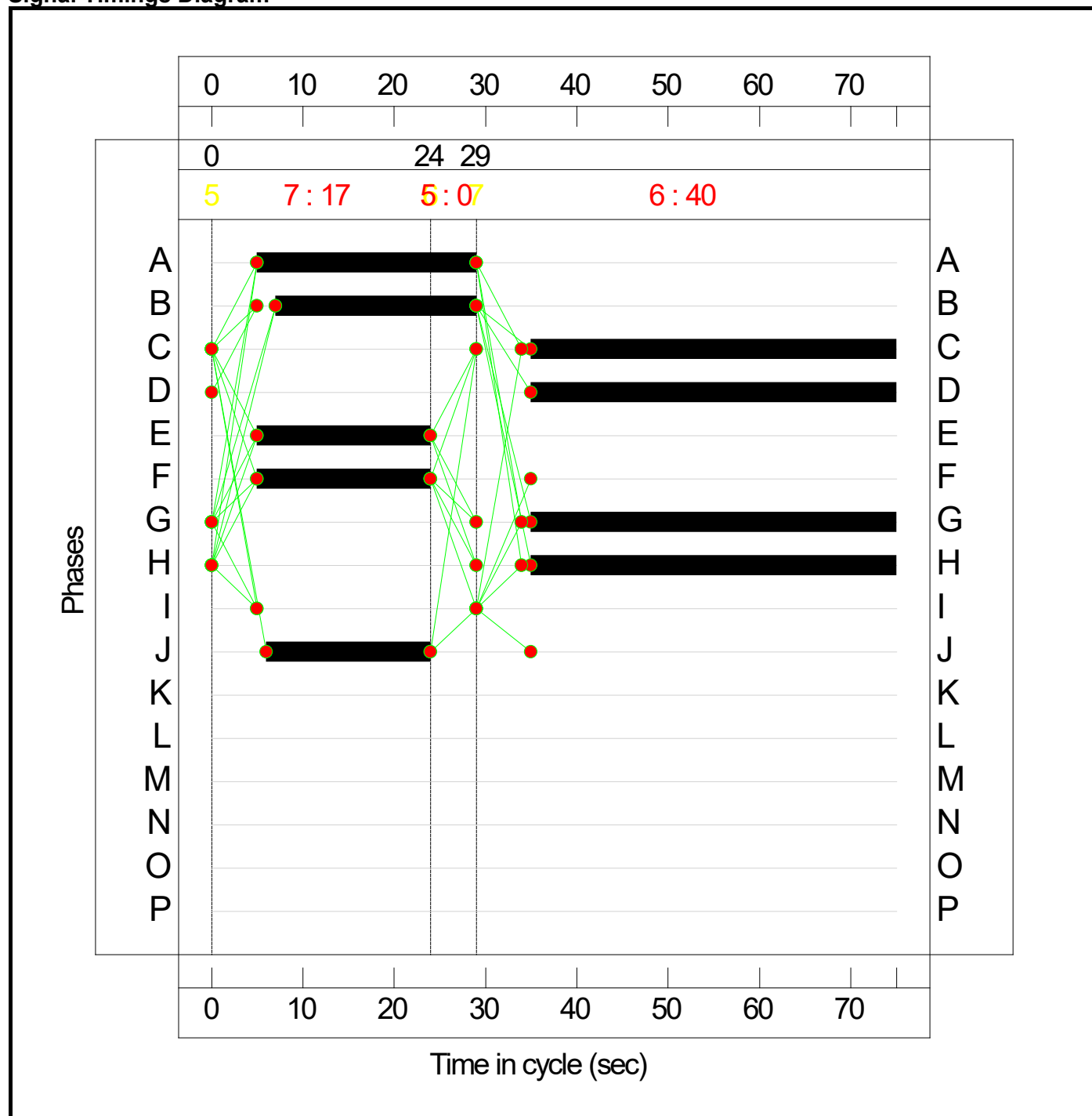
Stage Sequence Diagram



Stage Timings

Stage	5	6	7
Duration	17	0	40
Change Point	0	24	29

Signal Timings Diagram



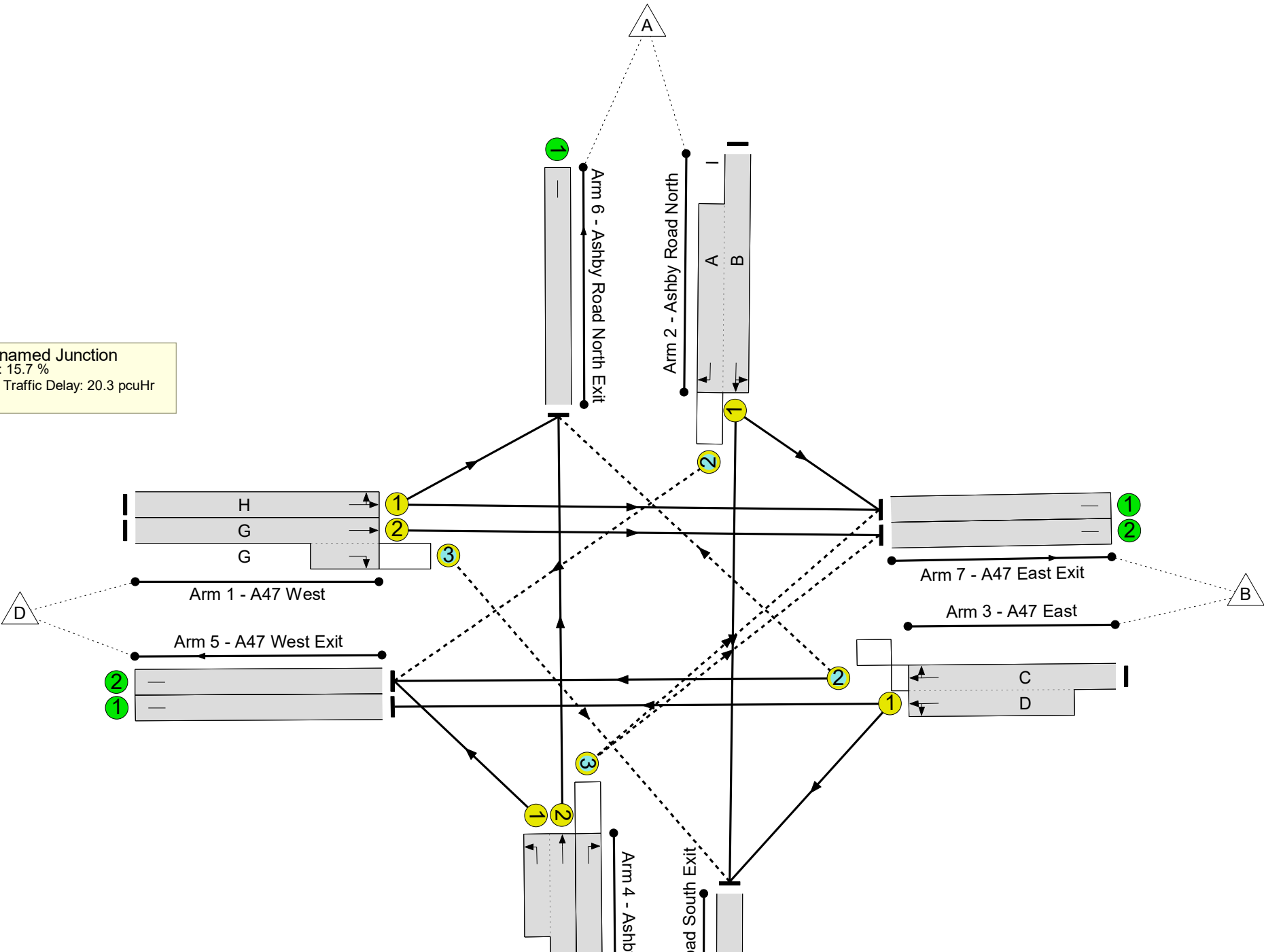
Network Layout Diagram



Unnamed Junction

PRC: 15.7 %

Total Traffic Delay: 20.3 pcuHr



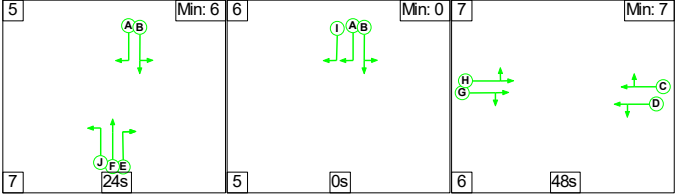
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	40	-	578	1830	1000	57.8%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	40	-	477	2055:1741	359+255	77.8 : 77.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	22:24	0	559	1898:1781	559+344	61.9 : 61.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	40	-	1073	1896:1889	873+872	61.5 : 61.5%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	19:18	-	429	1915:1741	421+279	61.3 : 61.3%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	19	-	120	1807	192	62.4%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	508	9	88	12.9	5.6	1.8	20.3	-	-	-	-
Unnamed Junction	-	-	508	9	88	12.9	5.6	1.8	20.3	-	-	-	-
1/1	578	578	-	-	-	1.8	0.7	-	2.5	15.5	7.9	0.7	8.5
1/2+1/3	477	477	120	0	78	1.2	1.7	1.1	4.0	30.3	3.0	1.7	4.7
2/1+2/2	559	559	196	9	9	3.2	0.8	0.0	4.1	26.3	6.1	0.8	6.9
3/2+3/1	1073	1073	72	0	1	3.2	0.8	0.2	4.2	14.0	7.0	0.8	7.8
4/2+4/1	429	429	-	-	-	2.8	0.8	-	3.6	29.9	4.5	0.8	5.3
4/3	120	120	120	0	0	0.7	0.8	0.4	2.0	59.1	1.9	0.8	2.7
5/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 15.7 Total Delay for Signalled Lanes (pcuHr): 20.29 Cycle Time (s): 75 PRC Over All Lanes (%): 15.7 Total Delay Over All Lanes(pcuHr): 20.29													

Scenario 4: '2026 + Committed (inc Ph1) + Development PM No Peds' (FG8: '2026 + Committed + Development PM', Plan 2: 'Network Control Plan 2')

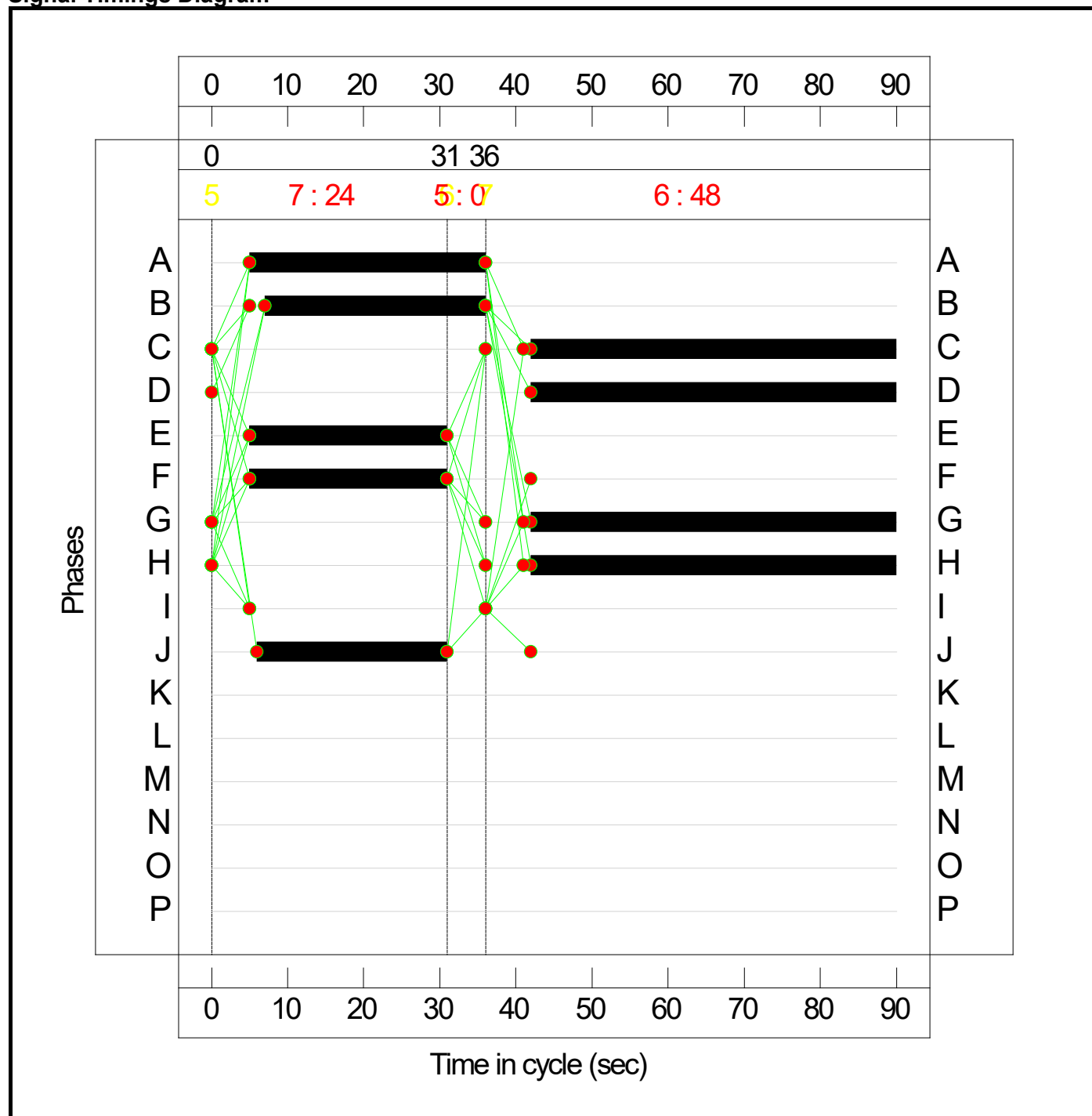
Stage Sequence Diagram



Stage Timings

Stage	5	6	7
Duration	24	0	48
Change Point	0	31	36

Signal Timings Diagram



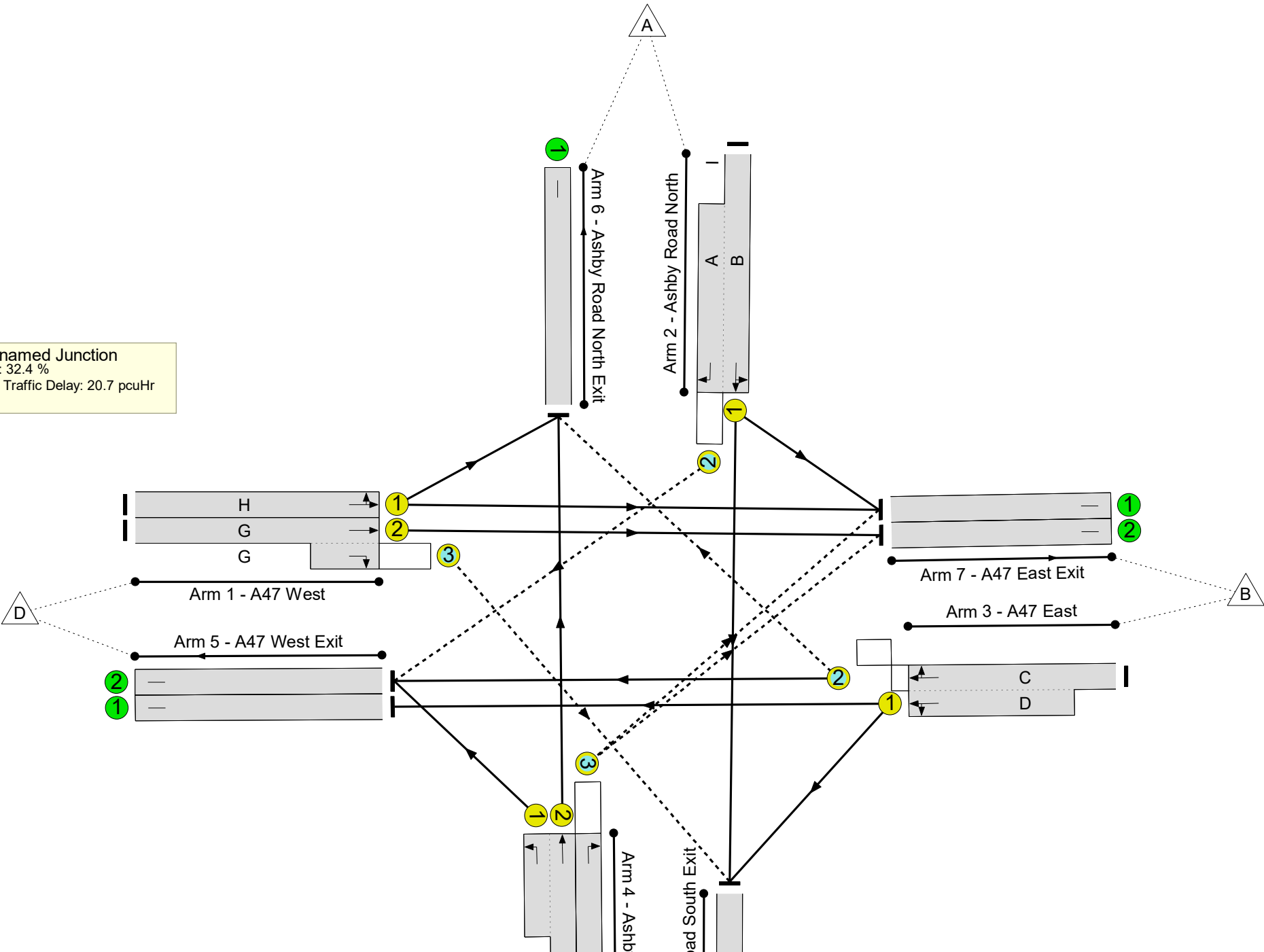
Network Layout Diagram



Unnamed Junction

PRC: 32.4 %

Total Traffic Delay: 20.7 pcuHr



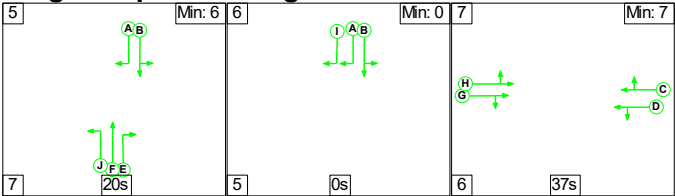
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	68.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.0%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	48	-	613	1812	987	62.1%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	48	-	615	2055:1741	848+283	54.4 : 54.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	29:31	0	454	1892:1781	577+207	57.9 : 57.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	48	-	865	1902:1870	821+808	53.1 : 53.1%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	26:25	-	461	1915:1741	468+210	68.0 : 68.0%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	26	-	161	1807	239	67.2%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	464	4	6	14.8	4.7	1.2	20.7	-	-	-	-
Unnamed Junction	-	-	464	4	6	14.8	4.7	1.2	20.7	-	-	-	-
1/1	613	613	-	-	-	2.4	0.8	-	3.2	18.9	10.4	0.8	11.2
1/2+1/3	615	615	152	0	2	2.1	0.6	0.5	3.1	18.4	8.1	0.6	8.7
2/1+2/2	454	454	112	4	4	2.9	0.7	0.0	3.6	28.7	6.7	0.7	7.4
3/2+3/1	865	865	39	0	0	2.9	0.6	0.1	3.6	15.0	6.4	0.6	7.0
4/2+4/1	461	461	-	-	-	3.3	1.1	-	4.4	34.2	7.0	1.1	8.1
4/3	161	161	161	0	0	1.2	1.0	0.6	2.7	61.1	3.8	1.0	4.8
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 32.4 Total Delay for Signalled Lanes (pcuHr): 20.71 Cycle Time (s): 90 PRC Over All Lanes (%): 32.4 Total Delay Over All Lanes(pcuHr): 20.71													

Scenario 5: '2032 + Committed (inc Ph1) AM No Peds' (FG11: '2032 + Committed (inc Ph1) AM', Plan 2: 'Network Control Plan 2')

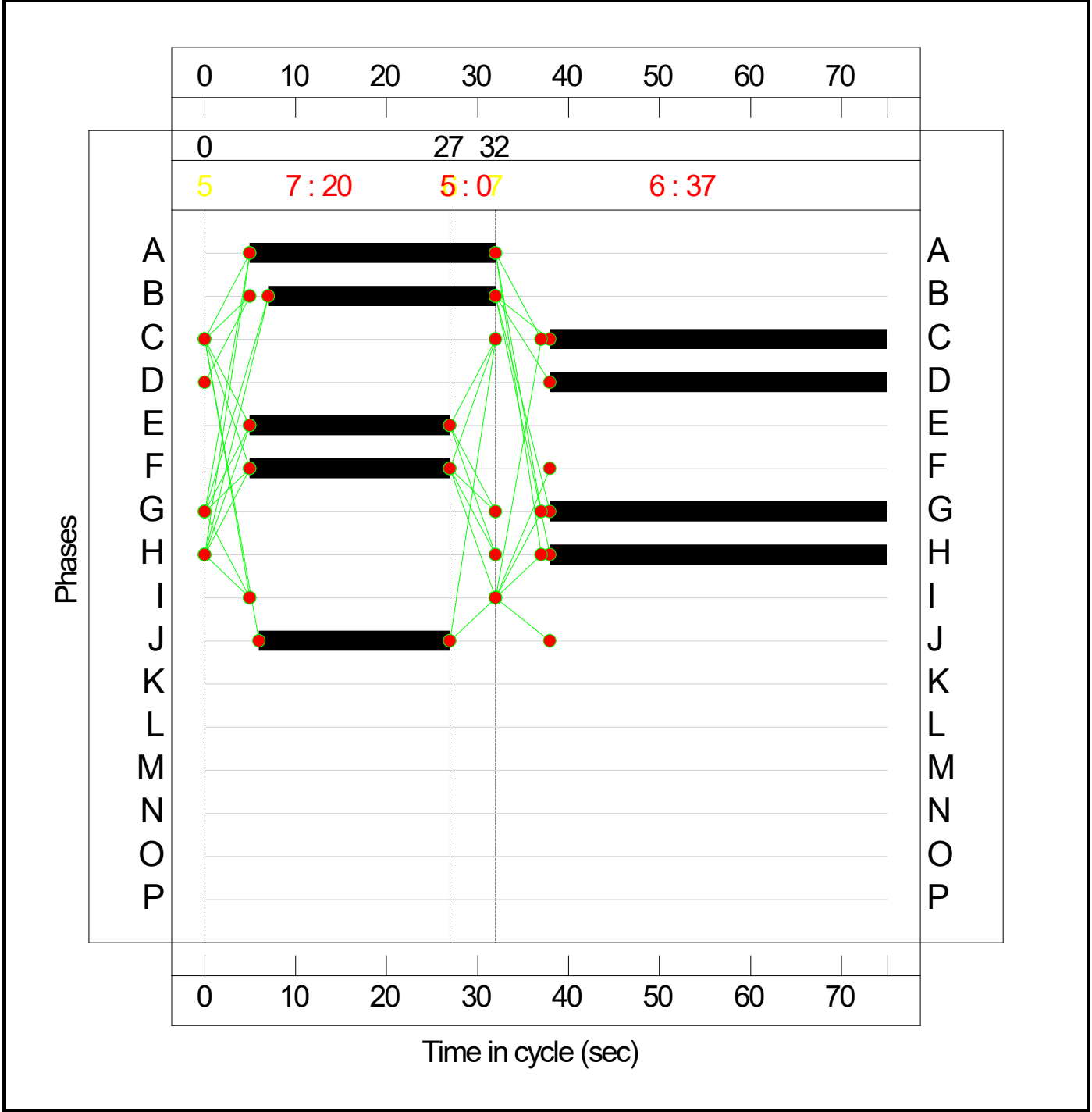
Stage Sequence Diagram



Stage Timings

Stage	5	6	7
Duration	20	0	37
Change Point	0	27	32

Signal Timings Diagram



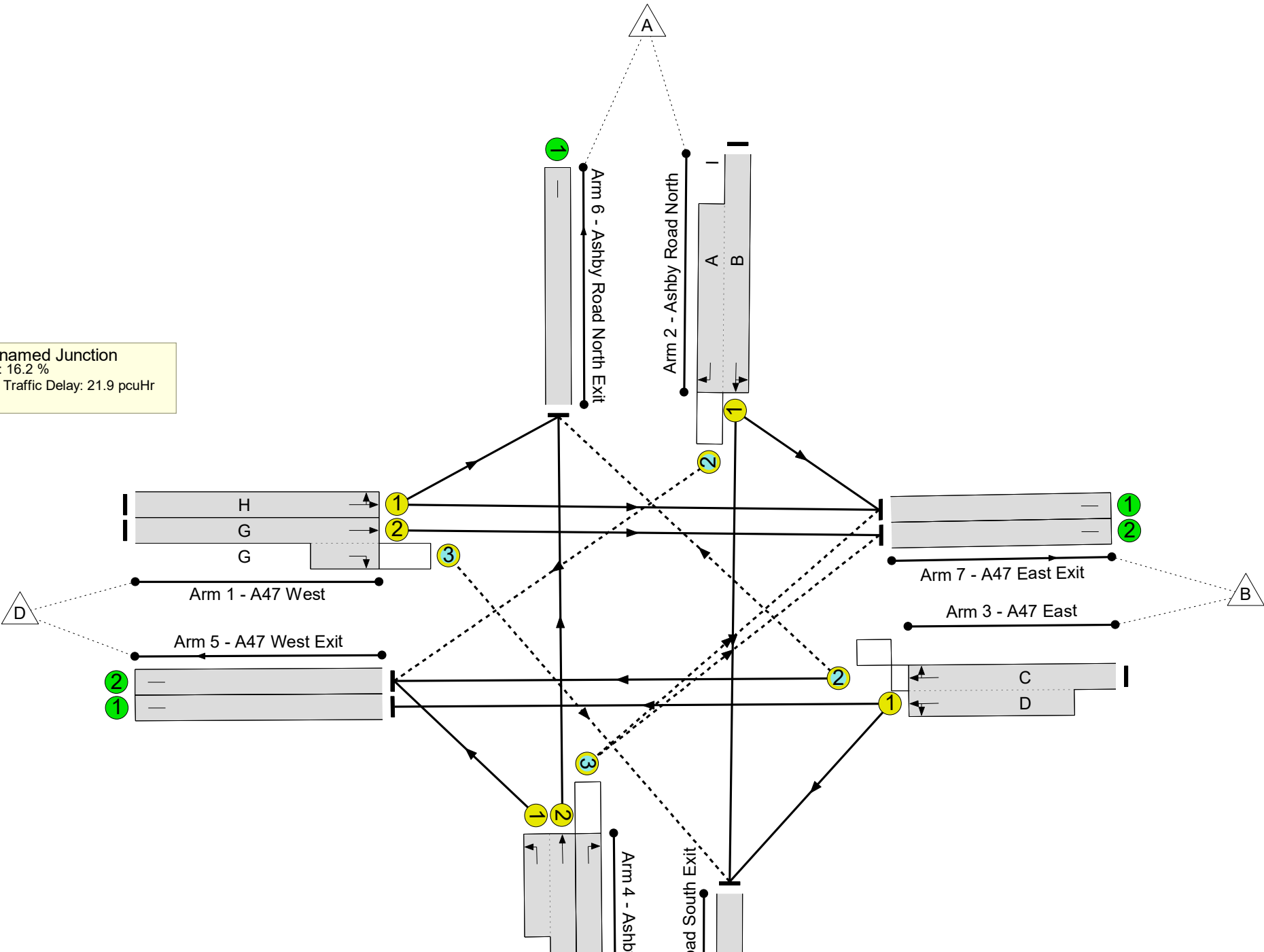
Network Layout Diagram



Unnamed Junction

PRC: 16.2 %

Total Traffic Delay: 21.9 pcuHr



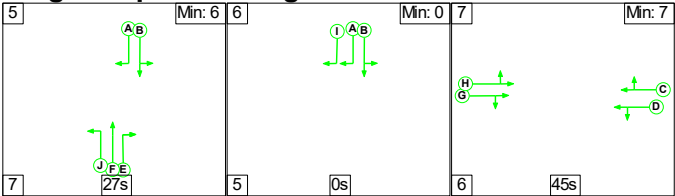
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	544	1827	926	58.8%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	446	2055:1741	345+231	77.5 : 77.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	25:27	0	648	1894:1781	611+301	71.1 : 71.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	1103	1890:1891	832+834	66.2 : 66.2%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	22:21	-	449	1915:1741	471+290	59.1 : 59.1%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	22	-	120	1807	192	62.4%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	510	9	93	14.0	6.1	1.9	21.9	-	-	-	-
Unnamed Junction	-	-	510	9	93	14.0	6.1	1.9	21.9	-	-	-	-
1/1	544	544	-	-	-	2.0	0.7	-	2.7	17.7	7.9	0.7	8.6
1/2+1/3	446	446	96	0	83	1.3	1.7	1.1	4.0	32.5	3.1	1.7	4.8
2/1+2/2	648	648	197	9	9	3.5	1.2	0.0	4.7	26.4	7.6	1.2	8.8
3/2+3/1	1103	1103	97	0	1	3.9	1.0	0.2	5.2	16.9	8.0	1.0	9.0
4/2+4/1	449	449	-	-	-	2.6	0.7	-	3.3	26.7	4.6	0.7	5.4
4/3	120	120	120	0	0	0.6	0.8	0.5	2.0	59.5	1.8	0.8	2.6
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 16.2 Total Delay for Signalled Lanes (pcuHr): 21.94 Cycle Time (s): 75 PRC Over All Lanes (%): 16.2 Total Delay Over All Lanes(pcuHr): 21.94													

Scenario 6: '2032 + Committed (inc Ph1) PM No Peds' (FG12: '2032 + Committed (inc Ph1) PM', Plan 2: 'Network Control Plan 2')

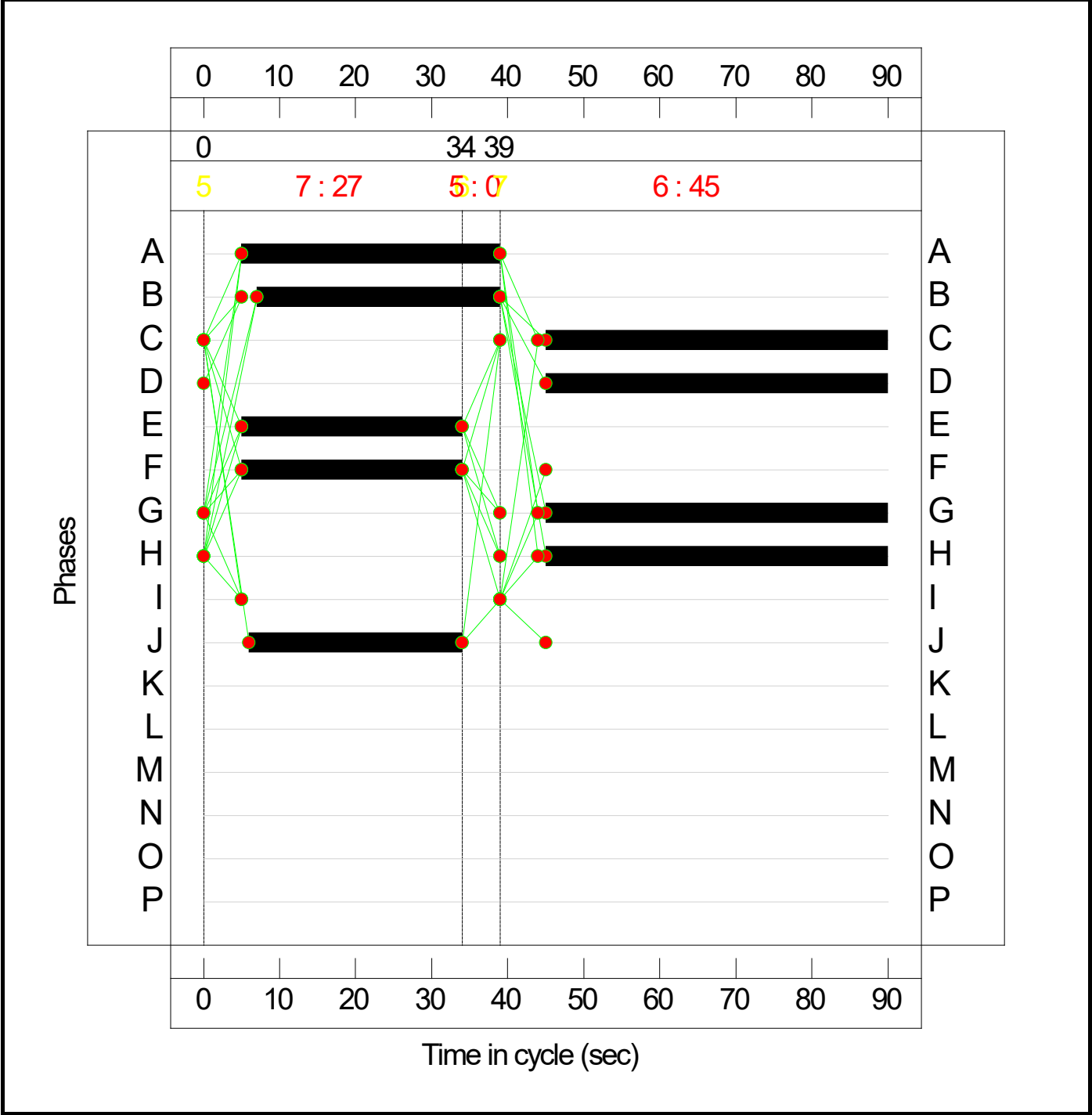
Stage Sequence Diagram



Stage Timings

Stage	5	6	7
Duration	27	0	45
Change Point	0	34	39

Signal Timings Diagram



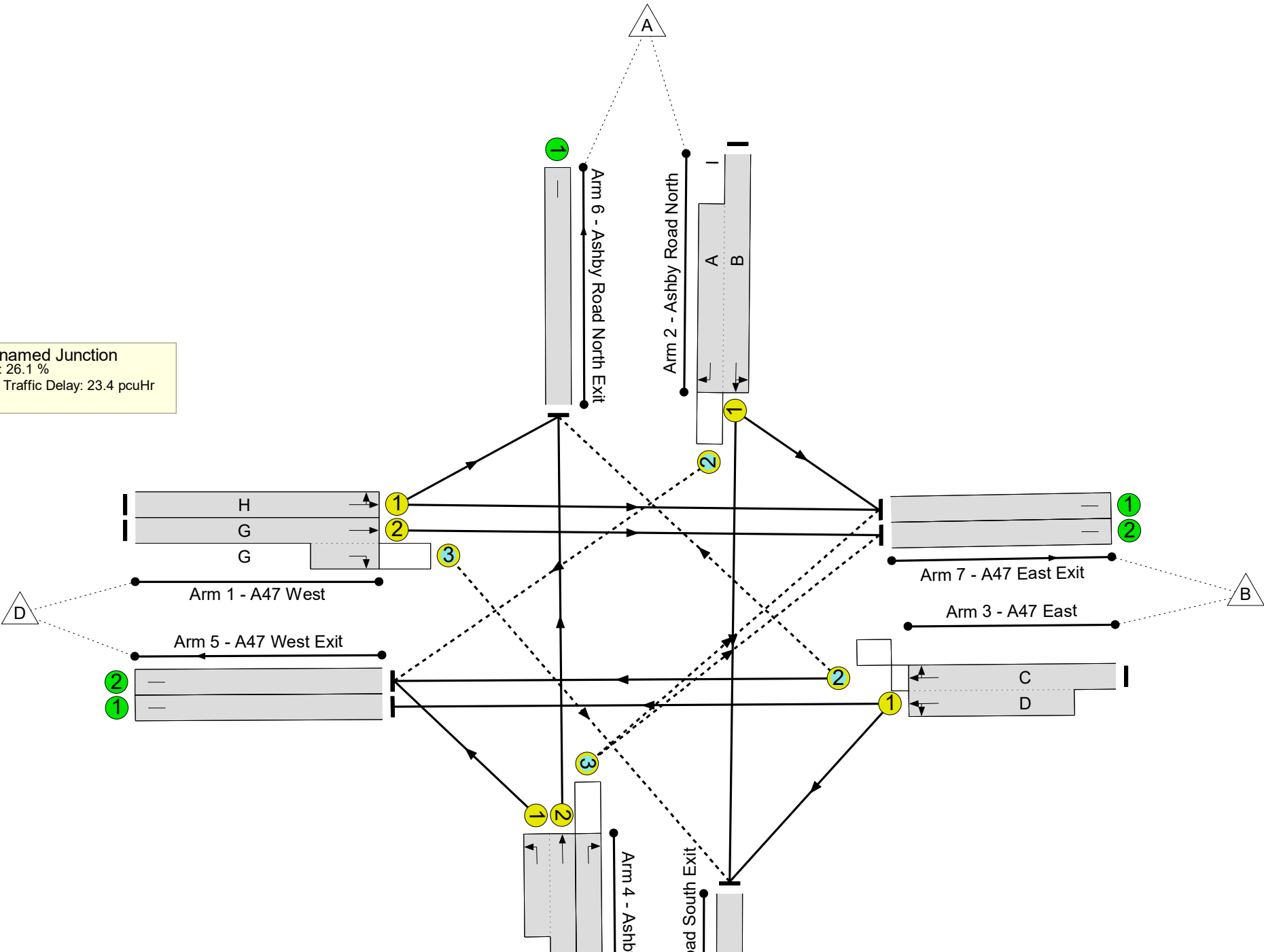
Network Layout Diagram



Unnamed Junction

PRC: 26.1 %

Total Traffic Delay: 23.4 pcuHr

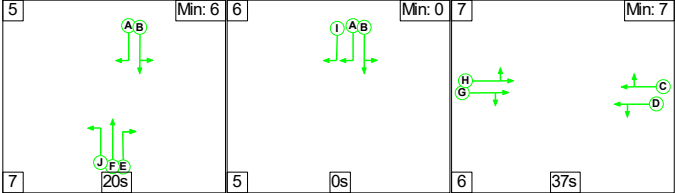


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	45	-	642	1794	917	70.0%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	45	-	643	2055:1741	823+240	60.5 : 60.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	32:34	0	496	1884:1781	638+163	61.9 : 61.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	45	-	847	1894:1872	779+770	54.7 : 54.7%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	29:28	-	514	1915:1741	530+191	71.4 : 71.4%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	29	-	161	1807	241	66.8%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%

Scenario 7: '2032 + Committed (inc Ph1) + Development AM No Peds' (FG13: '2032 + Committed (inc Ph1) + Development AM', Plan 2: 'Network Control Plan 2')

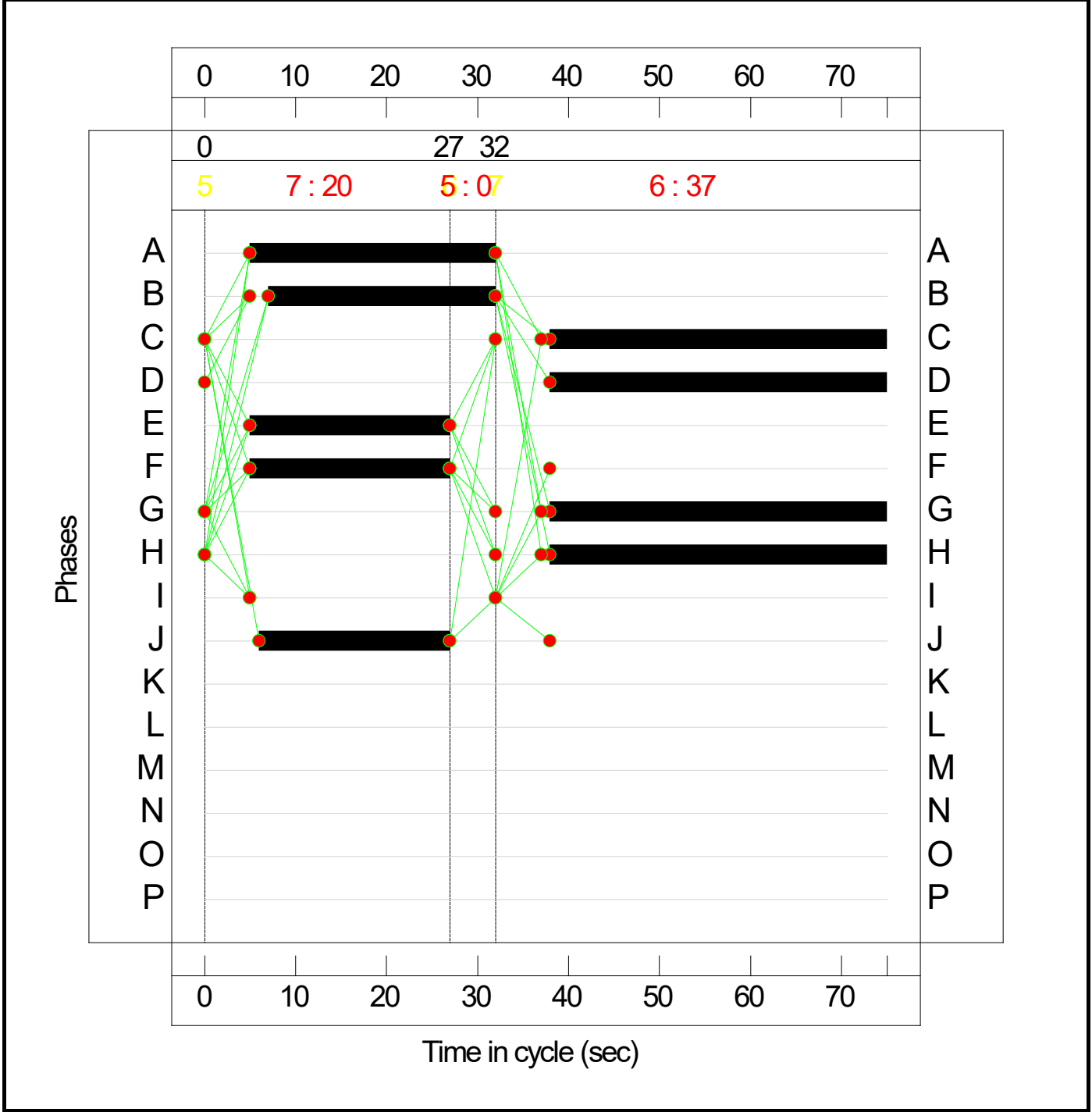
Stage Sequence Diagram



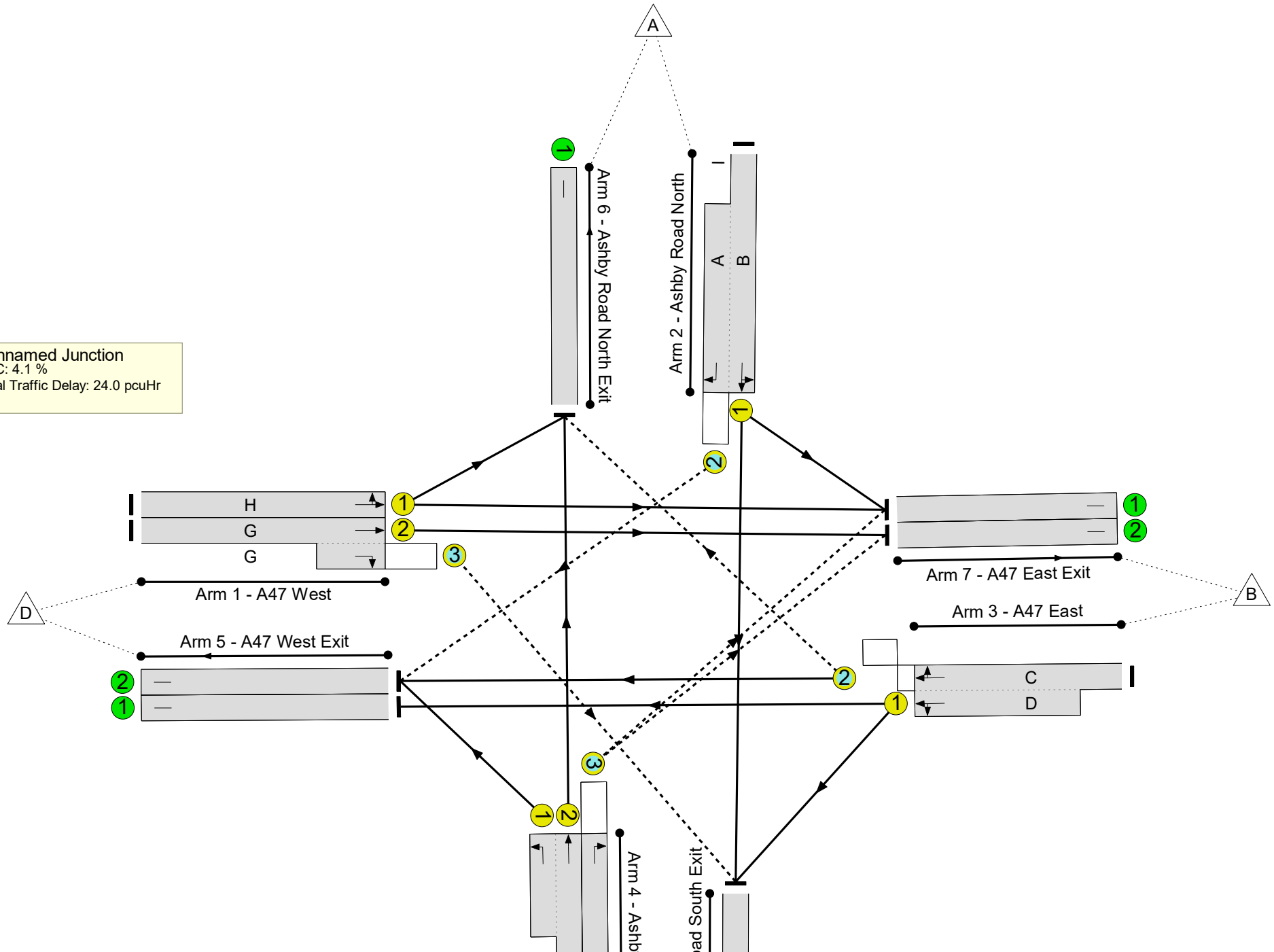
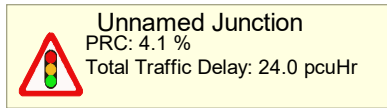
Stage Timings

Stage	5	6	7
Duration	20	0	37
Change Point	0	27	32

Signal Timings Diagram



Network Layout Diagram



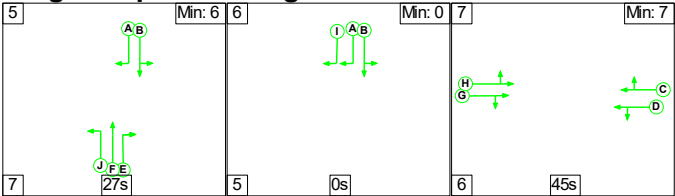
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	86.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	579	1829	927	62.5%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	479	2055:1741	333+221	86.4 : 86.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	25:27	0	650	1894:1781	611+304	71.1 : 71.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	1124	1890:1891	833+833	67.4 : 67.4%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	22:21	-	451	1915:1741	470+292	59.2 : 59.2%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	22	-	120	1807	192	62.4%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%

C1	PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	24.02	Cycle Time (s): 75
	PRC Over All Lanes (%):	4.1	Total Delay Over All Lanes(pcuHr):	24.02	

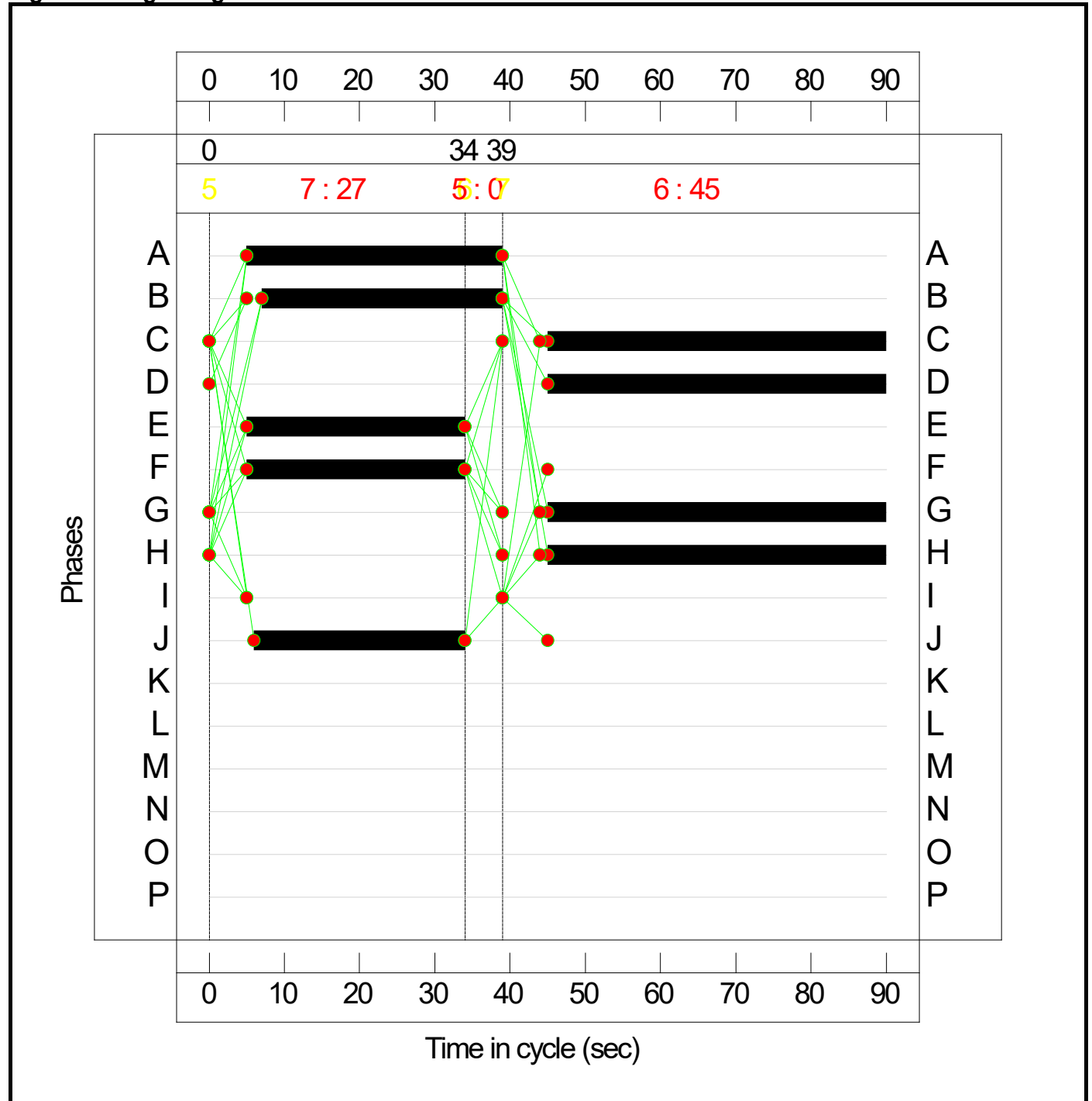
Scenario 8: '2032 + Committed (inc Ph1) + Development PM No Peds' (FG14: '2032 + Committed (inc Ph1) + Development PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram



Stage Timings

Stage	5	6	7
Duration	27	0	45
Change Point	0	34	39



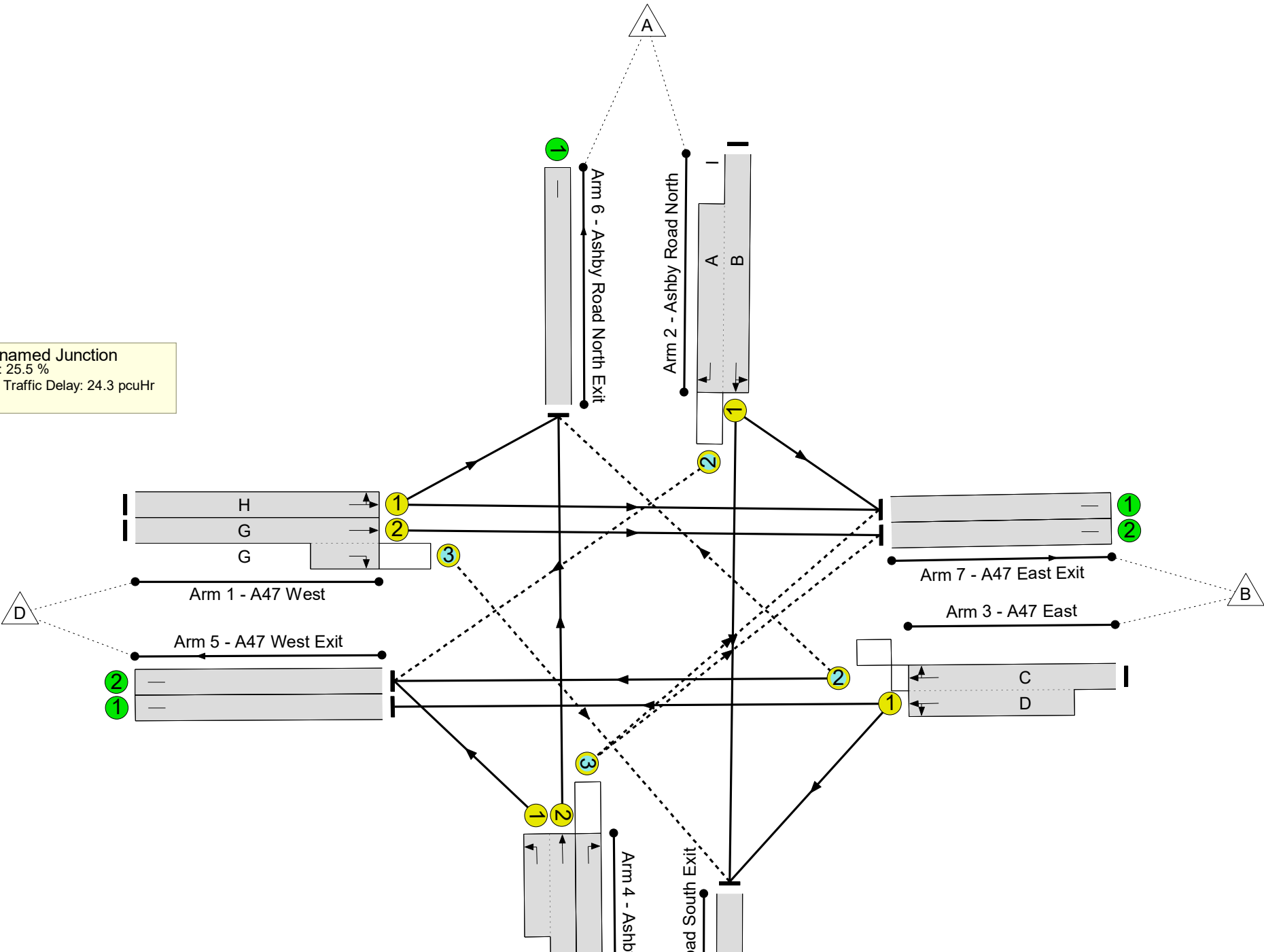
Network Layout Diagram



Unnamed Junction

PRC: 25.5 %

Total Traffic Delay: 24.3 pcuHr



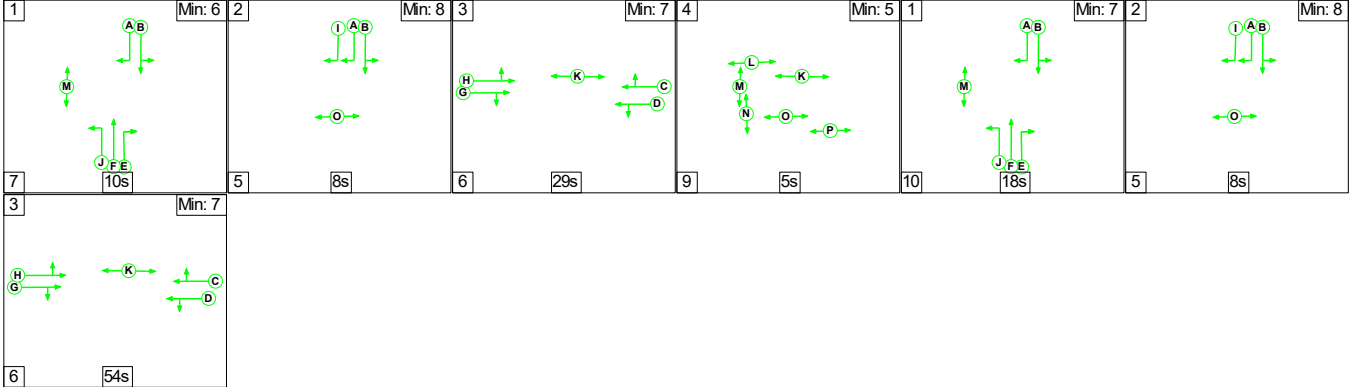
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	71.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.7%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	45	-	657	1795	917	71.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	45	-	660	2055:1741	821+241	62.1 : 62.1%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	32:34	0	500	1884:1781	636+169	62.1 : 62.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	45	-	897	1895:1875	786+777	57.4 : 57.4%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	29:28	-	518	1915:1741	527+195	71.7 : 71.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	29	-	161	1807	241	66.8%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	444	4	31	16.9	5.8	1.6	24.3	-	-	-	-
Unnamed Junction	-	-	444	4	31	16.9	5.8	1.6	24.3	-	-	-	-
1/1	657	657	-	-	-	3.1	1.2	-	4.3	23.8	12.6	1.2	13.8
1/2+1/3	660	660	148	0	2	2.7	0.8	0.5	4.0	22.0	10.2	0.8	11.0
2/1+2/2	500	500	98	4	4	3.0	0.8	0.0	3.9	27.7	7.9	0.8	8.7
3/2+3/1	897	897	37	0	26	3.5	0.7	0.4	4.6	18.5	7.1	0.7	7.8
4/2+4/1	518	518	-	-	-	3.5	1.3	-	4.8	33.3	8.7	1.3	10.0
4/3	161	161	161	0	0	1.0	1.0	0.7	2.7	60.3	2.9	1.0	3.9
5/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 25.5 Total Delay for Signalled Lanes (pcuHr): 24.34 Cycle Time (s): 90 PRC Over All Lanes (%): 25.5 Total Delay Over All Lanes(pcuHr): 24.34													

Scenario 9: '2026 + Committed (inc Ph1) AM Peds Every Other' (FG5: '2026 + Committed AM', Plan 1: 'Network Control Plan 1')

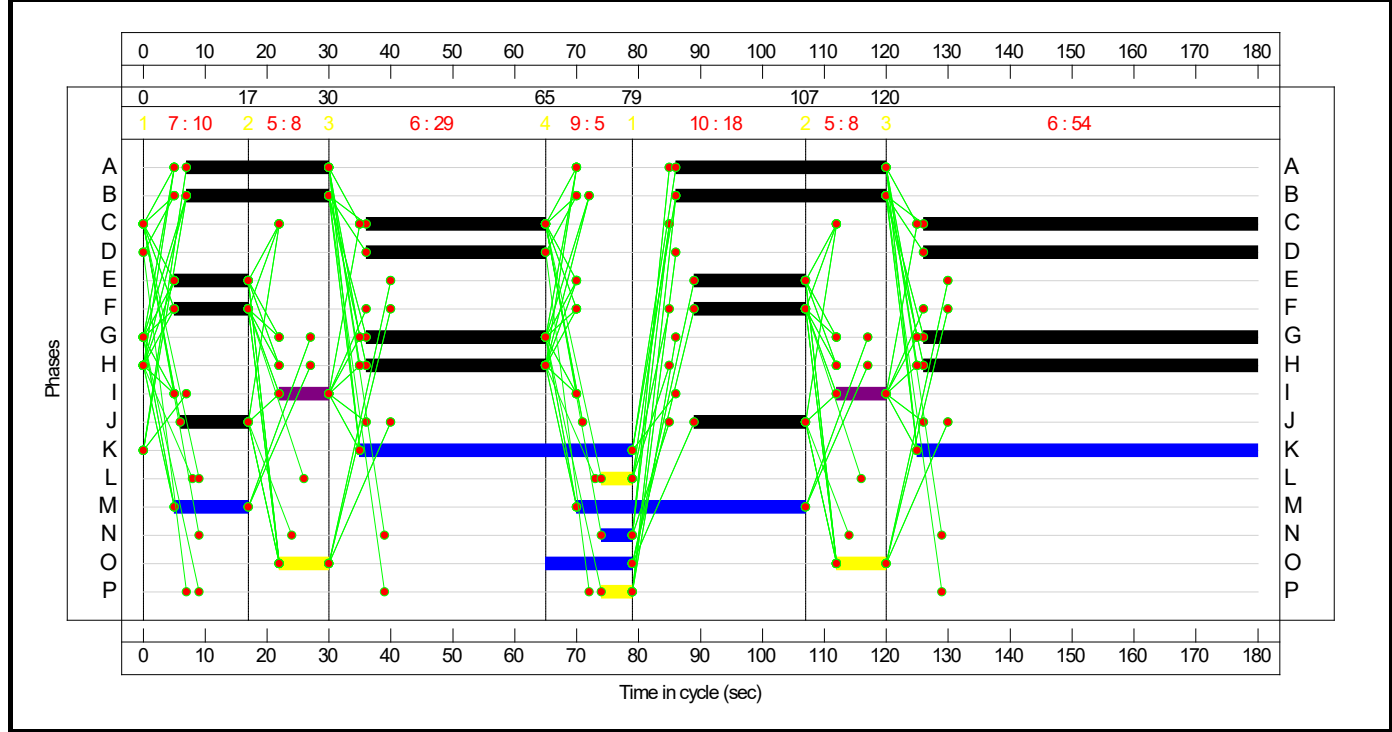
Stage Sequence Diagram



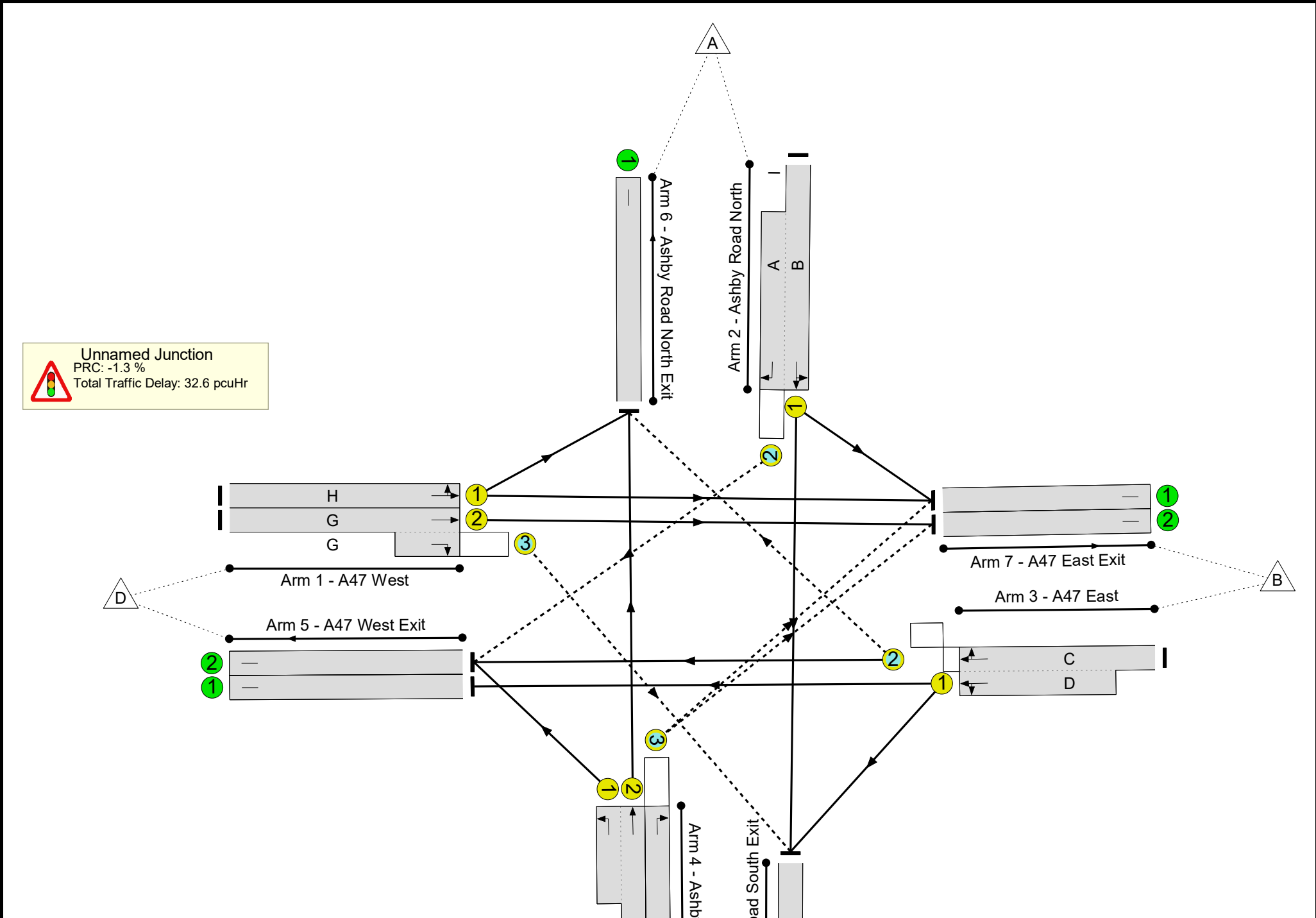
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	10	8	29	5	18	8	54
Change Point	0	17	30	65	79	107	120

Signal Timings Diagram



Network Layout Diagram

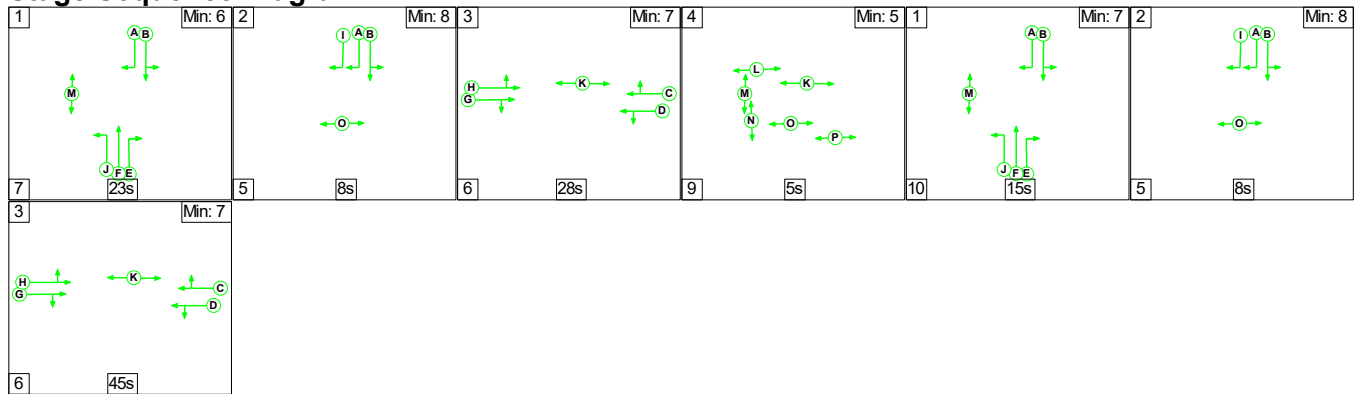


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	83	-	543	1828	863	62.9%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	83	-	444	2055:1741	283+204	91.2 : 91.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	57	16	557	1898:1781	549+335	63.1 : 63.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	83	-	1052	1895:1889	743+740	70.9 : 70.9%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	30:29	-	427	1915:1741	302+198	85.5 : 85.5%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	30	-	120	1807	165	72.8%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%

Scenario 10: '2026 + Committed (inc Ph1) PM Peds Every Other' (FG6: '2026 + Committed PM', Plan 1: 'Network Control Plan 1')

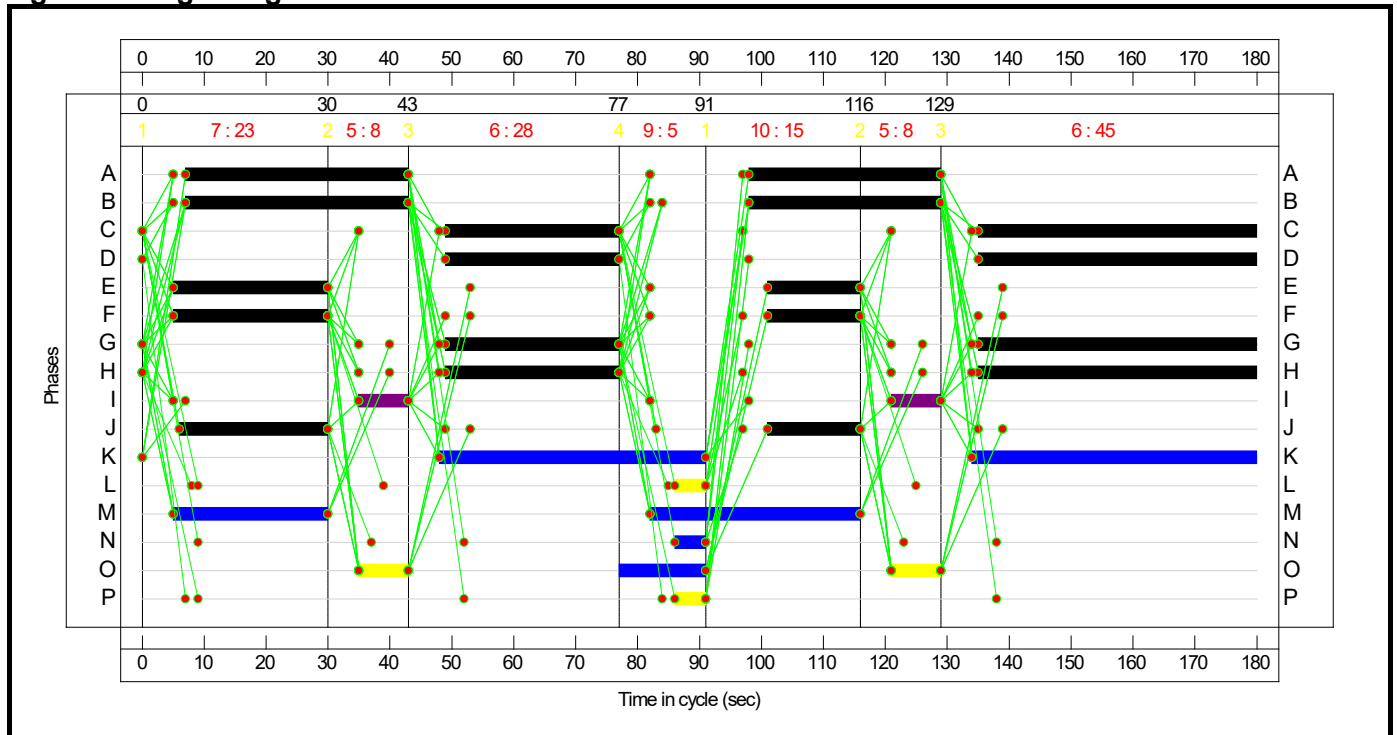
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	23	8	28	5	15	8	45
Change Point	0	30	43	77	91	116	129

Signal Timings Diagram



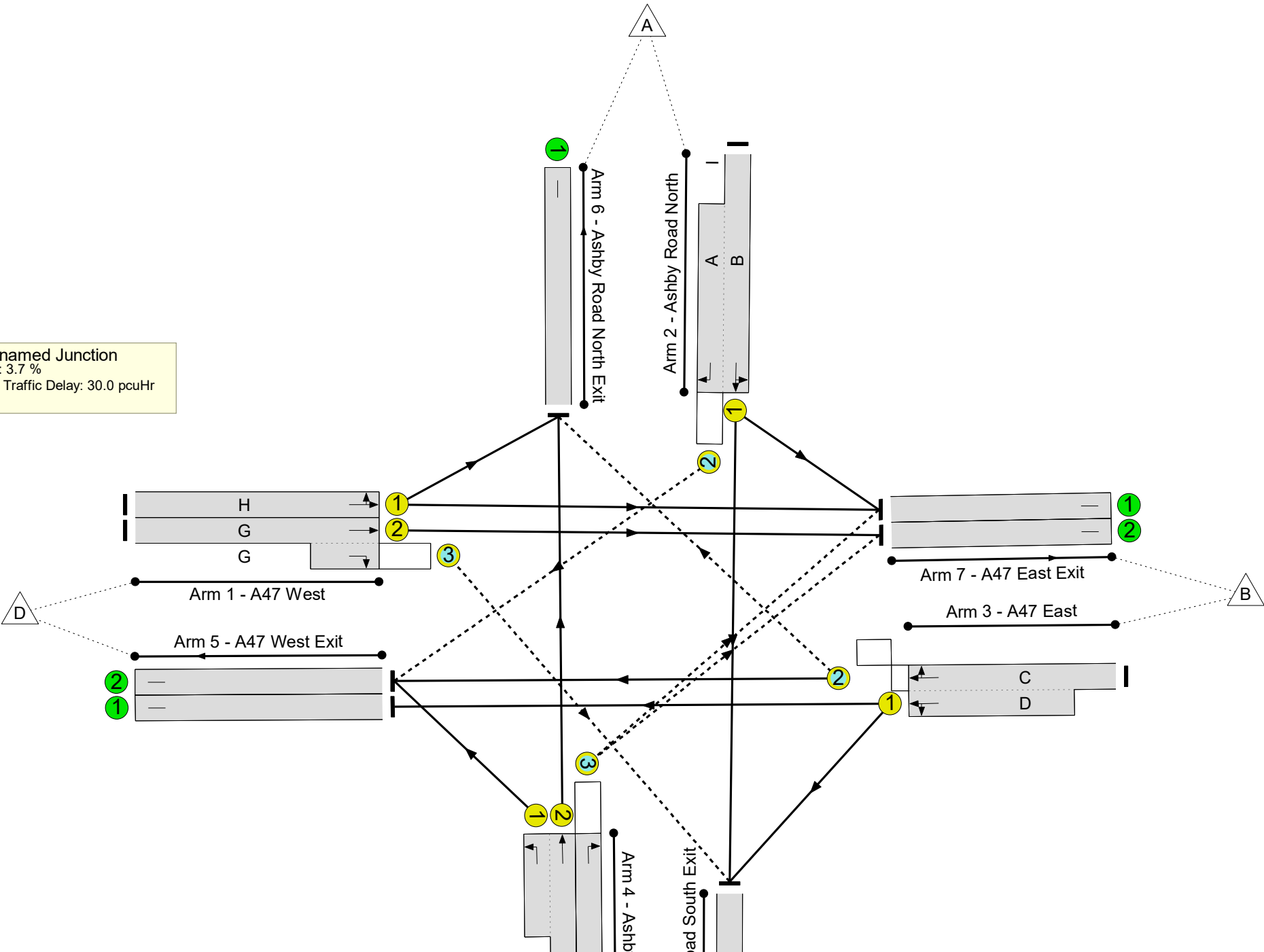
Network Layout Diagram



Unnamed Junction

PRC: 3.7 %

Total Traffic Delay: 30.0 pcuHr



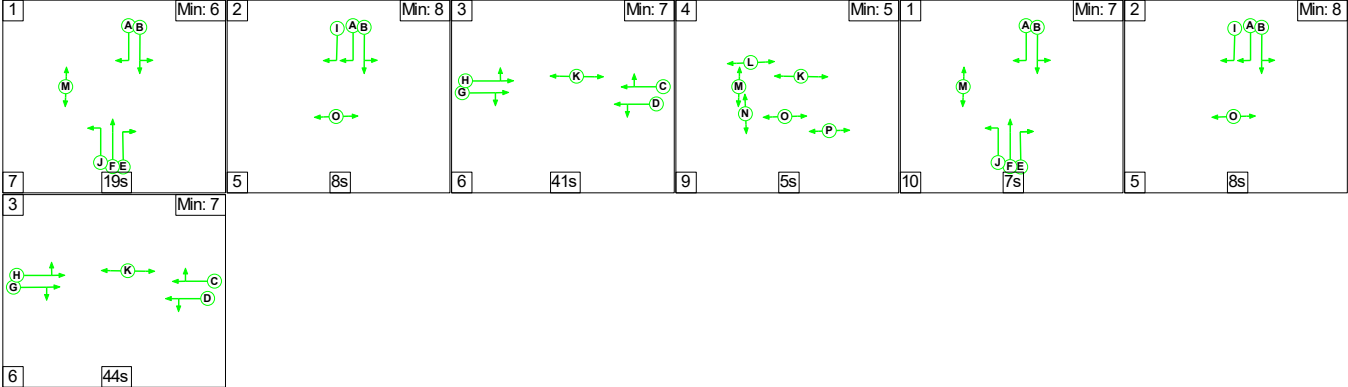
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	73	-	658	1820	758	86.8%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	73	-	538	2055:1741	640+245	60.8 : 60.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	67	16	450	1892:1781	647+225	51.6 : 51.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	73	-	815	1901:1867	700+688	58.7 : 58.7%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	40:39	-	457	1915:1741	384+168	82.9 : 82.9%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	40	-	161	1807	208	77.5%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	413	14	38	19.6	9.0	1.4	30.0	-	-	-	-
Unnamed Junction	-	-	413	14	38	19.6	9.0	1.4	30.0	-	-	-	-
1/1	658	658	-	-	-	4.4	3.1	-	7.5	41.1	16.3	3.1	19.4
1/2+1/3	538	538	131	0	18	2.9	0.8	0.6	4.3	28.7	9.5	0.8	10.3
2/1+2/2	450	450	98	14	4	2.5	0.5	0.0	3.1	24.7	6.4	0.5	6.9
3/2+3/1	815	815	24	0	15	4.5	0.7	0.2	5.4	23.9	8.2	0.7	8.9
4/2+4/1	457	457	-	-	-	4.0	2.3	-	6.3	49.5	8.2	2.3	10.5
4/3	161	161	161	0	0	1.4	1.6	0.5	3.5	77.4	3.9	1.6	5.5
5/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 30.04 Cycle Time (s): 180 PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 30.04													

Scenario 11: '2026 + Committed (inc Ph1) + Development AM Peds Every Other' (FG7: '2026 + Committed + Development AM', Plan 1: 'Network Control Plan 1')

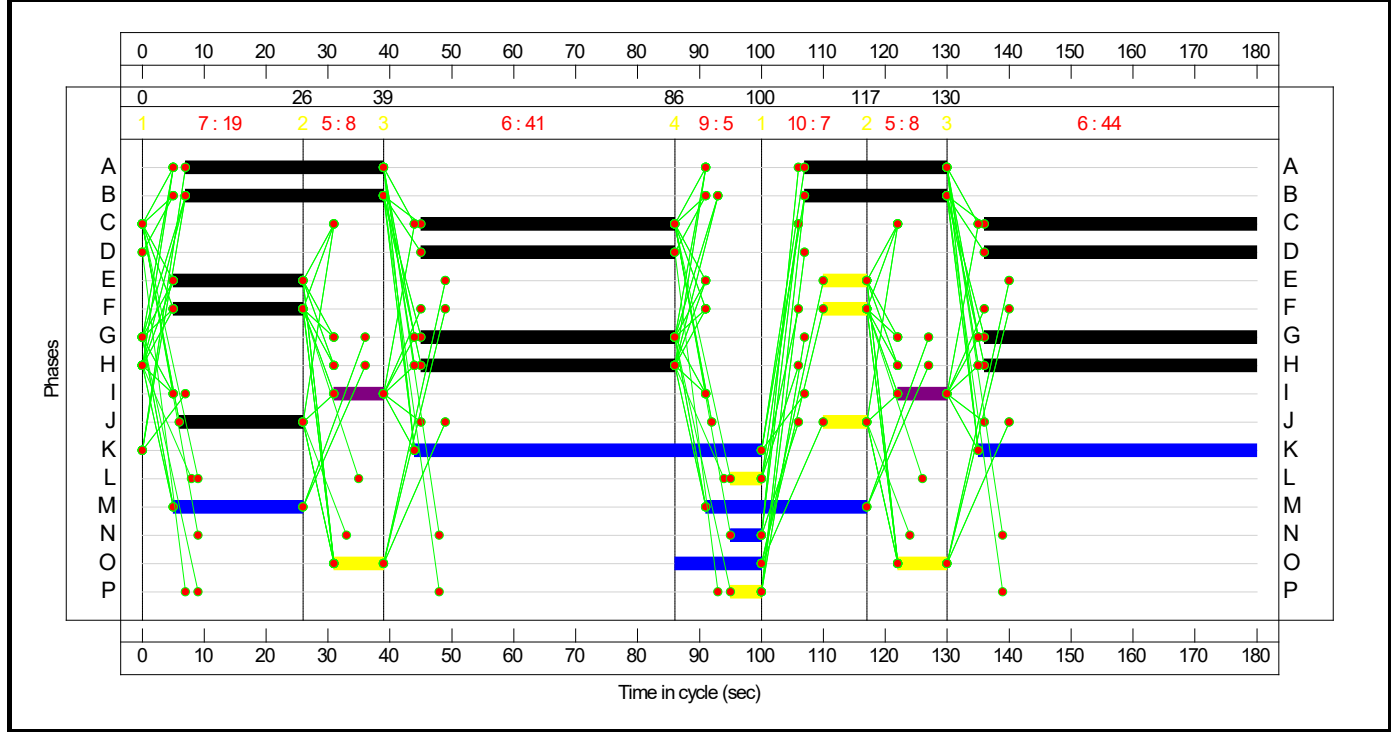
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	19	8	41	5	7	8	44
Change Point	0	26	39	86	100	117	130

Signal Timings Diagram



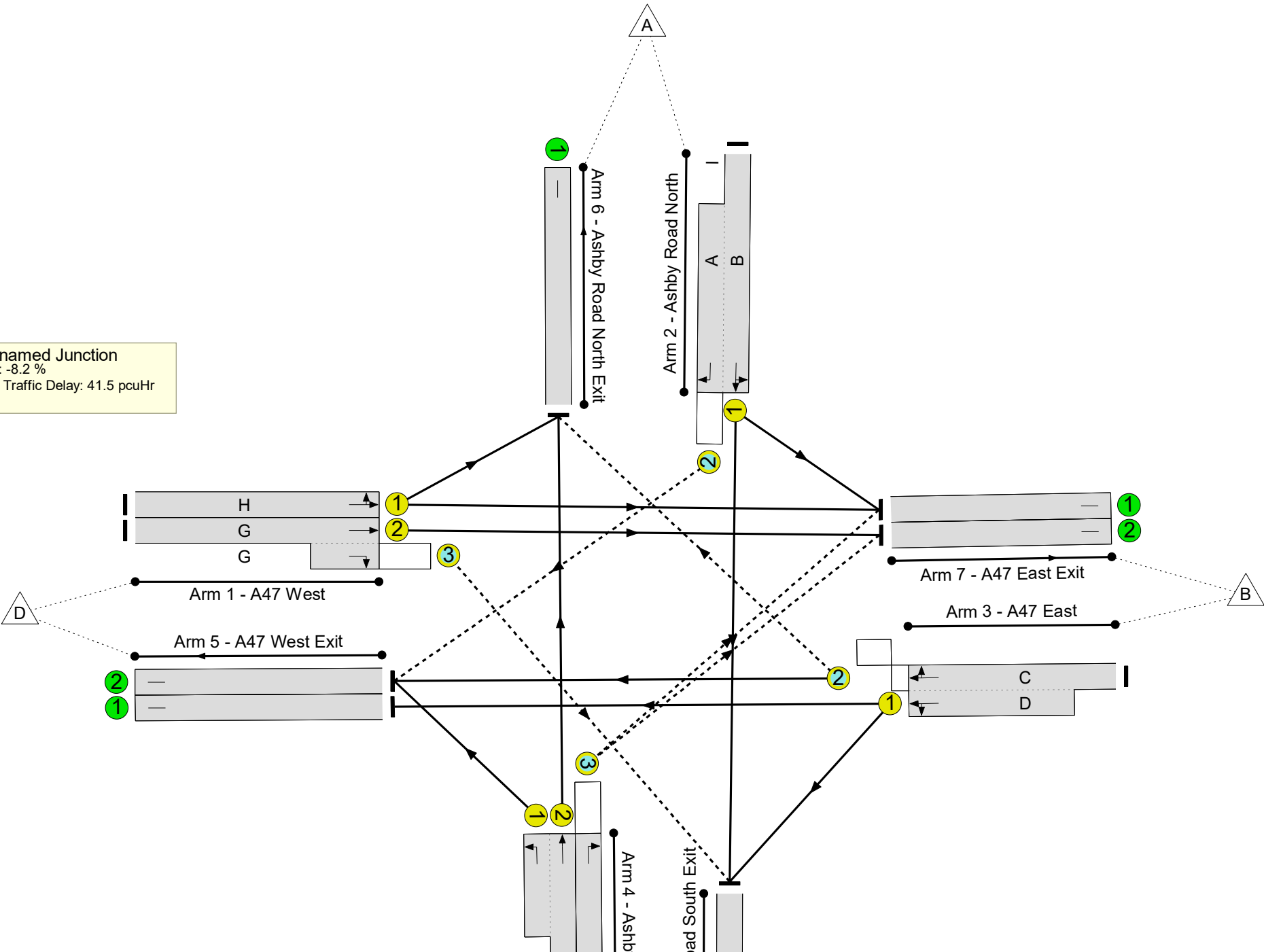
Network Layout Diagram



Unnamed Junction

PRC: -8.2 %

Total Traffic Delay: 41.5 pcuHr



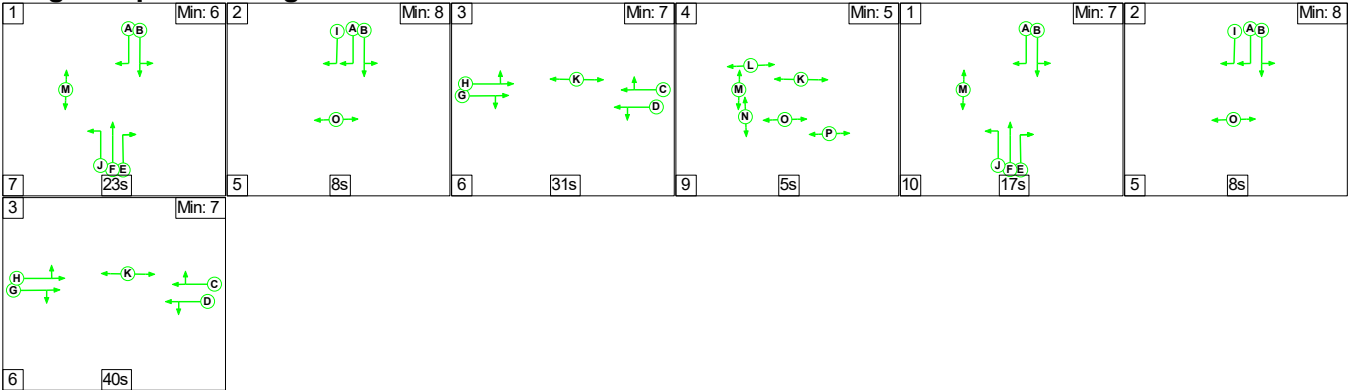
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	97.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	85	-	578	1830	884	65.3%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	85	-	477	2055:1741	286+203	97.4 : 97.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	55	16	559	1898:1781	536+330	64.6 : 64.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	85	-	1073	1896:1889	754+752	71.2 : 71.2%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	28:27	-	429	1915:1741	273+181	94.6 : 94.6%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	28	-	120	1807	150	79.9%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

[illegible]

Scenario 12: '2026 + Committed (inc Ph1) + Development PM Peds Every Other' (FG8: '2026 + Committed + Development PM', Plan 1: 'Network Control Plan 1')

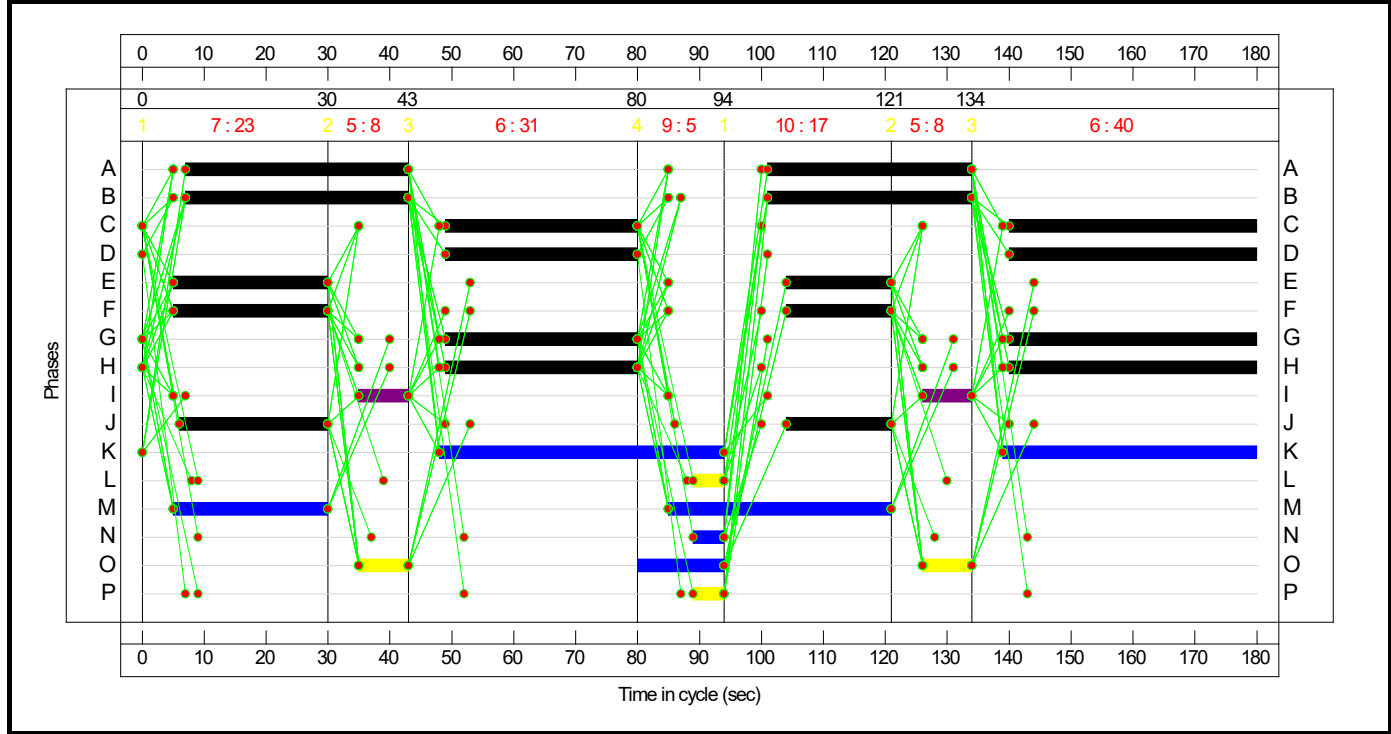
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	23	8	31	5	17	8	40
Change Point	0	30	43	80	94	121	134

Signal Timings Diagram



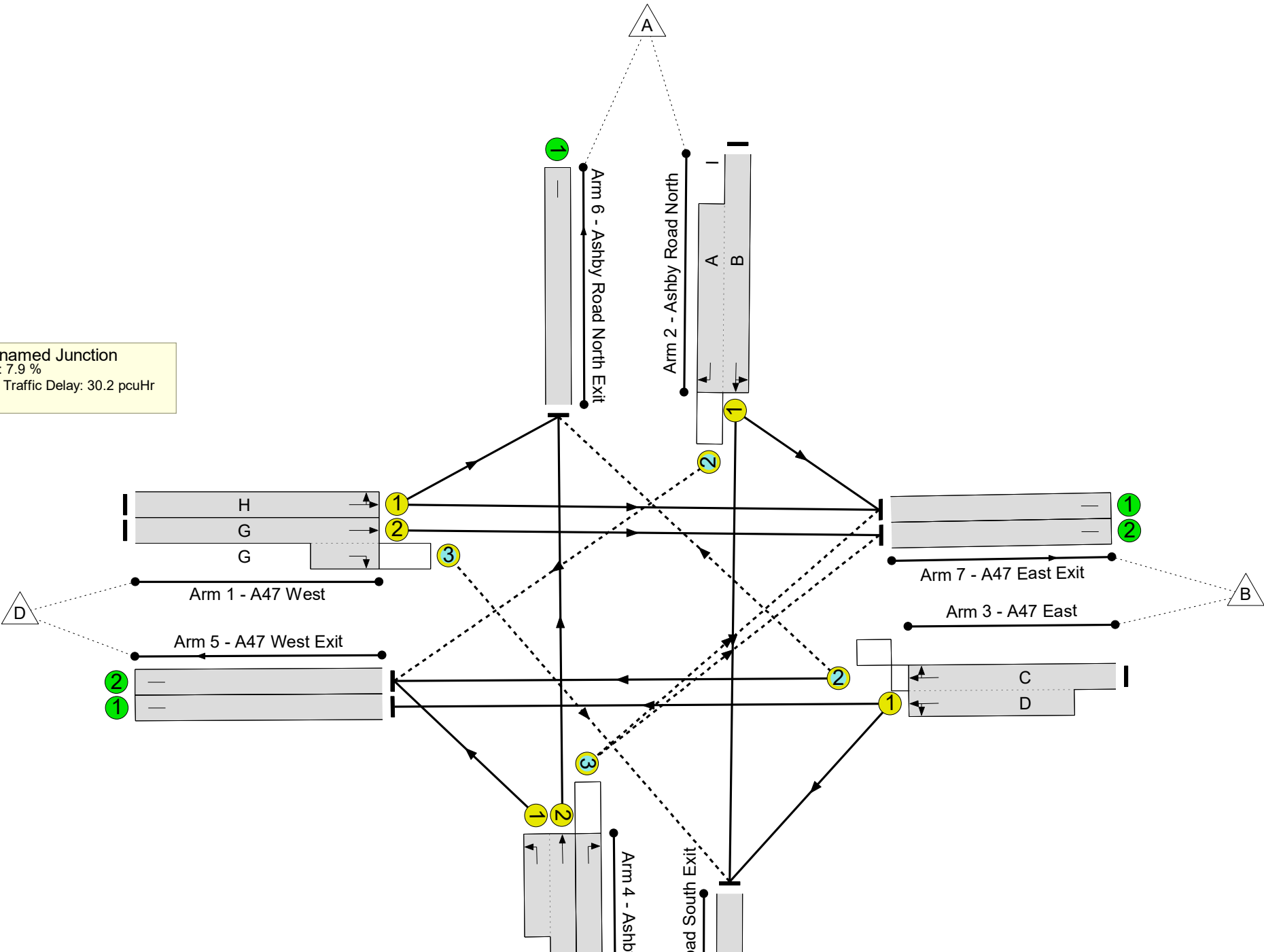
Network Layout Diagram



Unnamed Junction

PRC: 7.9 %

Total Traffic Delay: 30.2 pcuHr



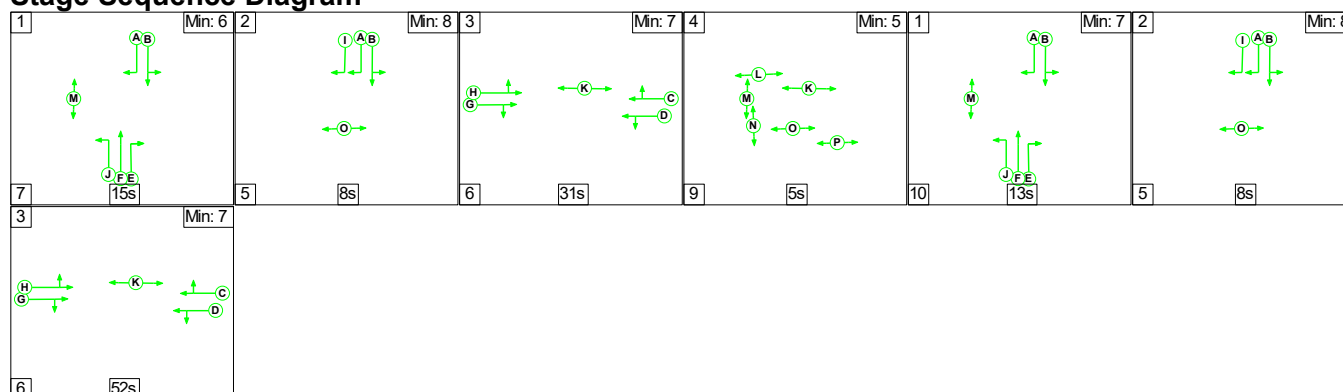
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	71	-	613	1812	735	83.4%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	71	-	615	2055:1741	643+215	71.7 : 71.7%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	69	16	454	1892:1781	661+237	50.6 : 50.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	71	-	865	1902:1870	689+678	63.3 : 63.3%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	42:41	-	461	1915:1741	397+178	80.2 : 80.2%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	42	-	161	1807	224	71.9%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	402	15	57	20.5	8.2	1.4	30.2	-	-	-	-
Unnamed Junction	-	-	402	15	57	20.5	8.2	1.4	30.2	-	-	-	-
1/1	613	613	-	-	-	4.1	2.4	-	6.6	38.5	15.2	2.4	17.6
1/2+1/3	615	615	114	0	40	3.7	1.3	0.7	5.6	32.9	12.5	1.3	13.8
2/1+2/2	454	454	101	15	4	2.5	0.5	0.0	3.0	23.8	6.4	0.5	6.9
3/2+3/1	865	865	26	0	13	5.0	0.9	0.2	6.1	25.4	9.2	0.9	10.1
4/2+4/1	461	461	-	-	-	3.9	2.0	-	5.9	45.8	8.7	2.0	10.7
4/3	161	161	161	0	0	1.3	1.2	0.5	3.0	67.5	3.9	1.2	5.2
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 30.15 Cycle Time (s): 180 PRC Over All Lanes (%): 7.9 Total Delay Over All Lanes(pcuHr): 30.15													

Scenario 13: '2032 + Committed (inc Ph1) AM Peds Every Other' (FG11: '2032 + Committed (inc Ph1) AM', Plan 1: 'Network Control Plan 1')

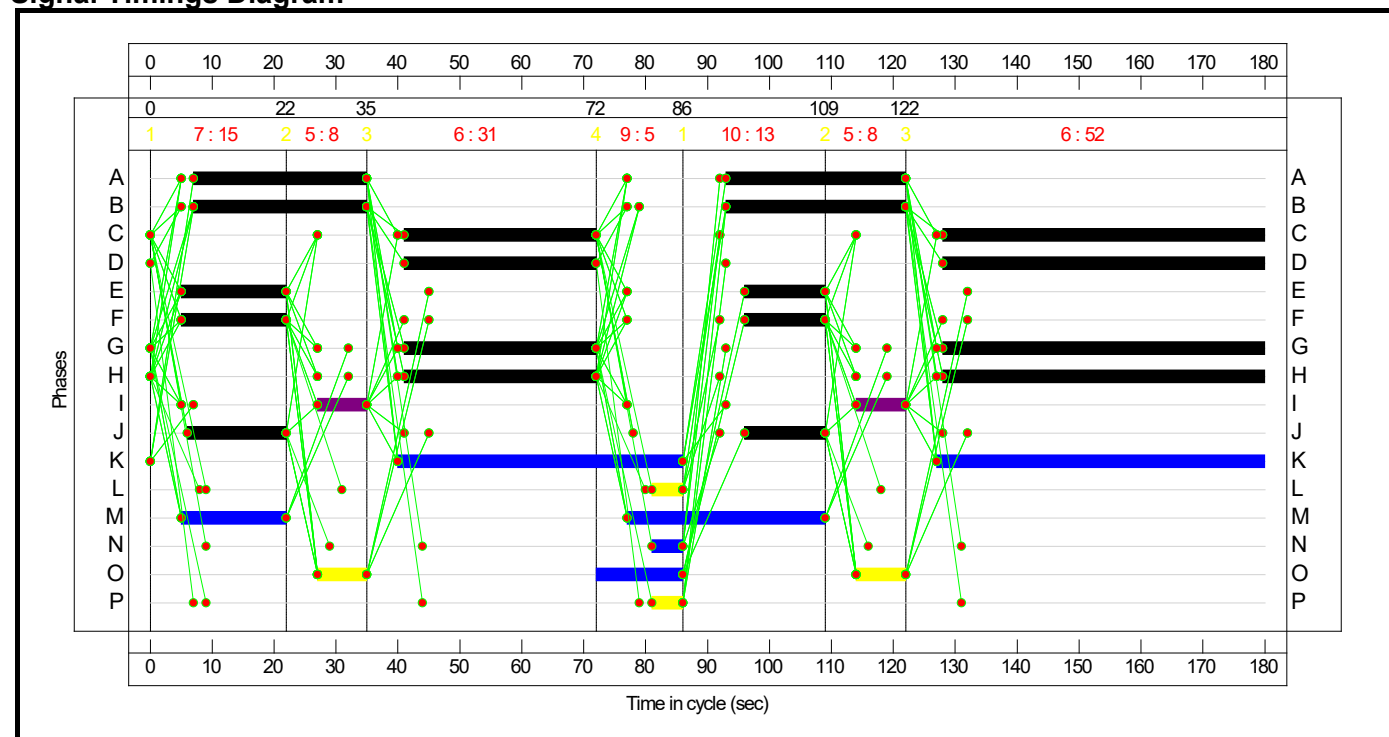
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	15	8	31	5	13	8	52
Change Point	0	22	35	72	86	109	122

Signal Timings Diagram



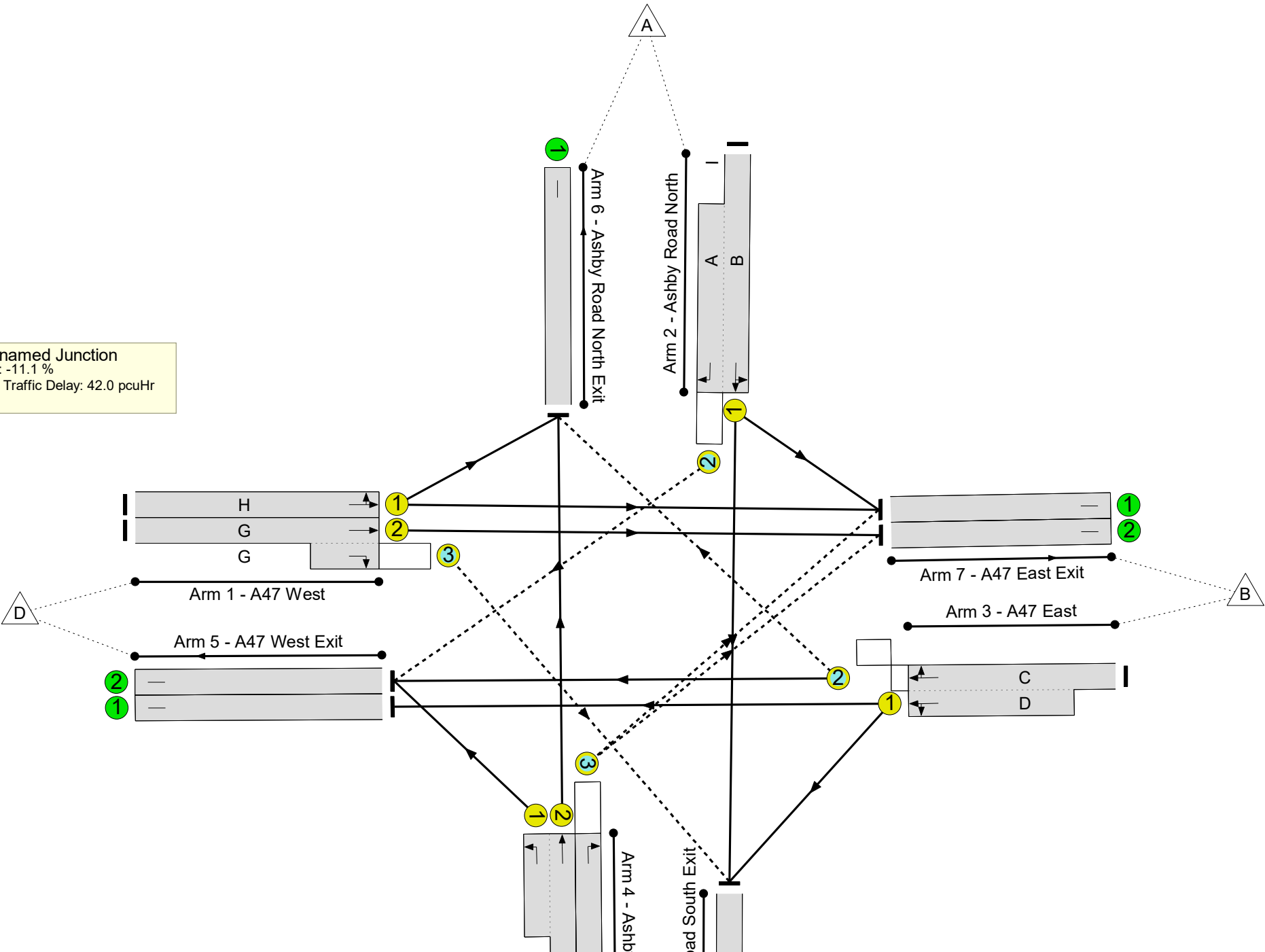
Network Layout Diagram



Unnamed Junction

PRC: -11.1 %

Total Traffic Delay: 42.0 pcuHr



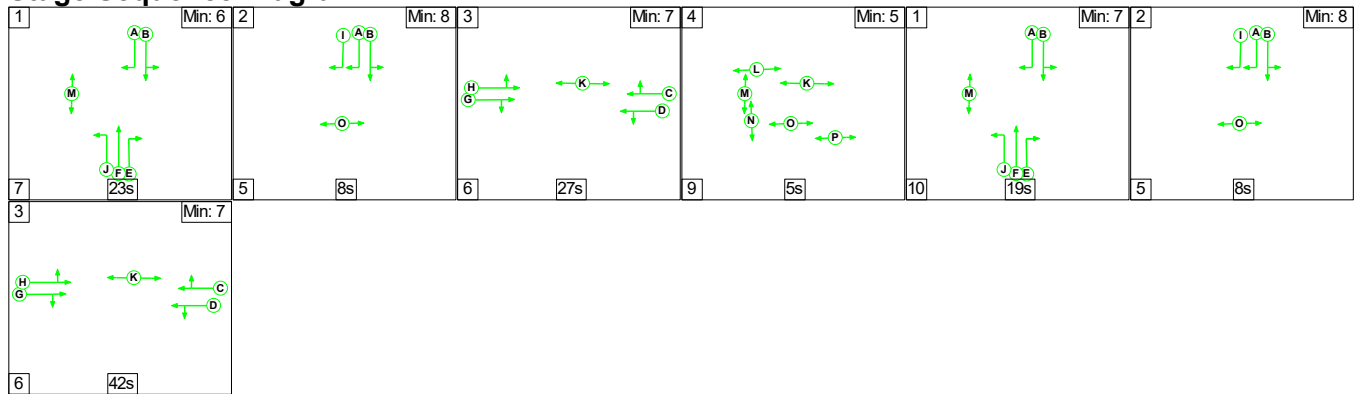
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	83	-	544	1827	863	63.1%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	83	-	446	2055:1741	285+191	93.5 : 93.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	57	16	648	1894:1781	557+275	77.9 : 77.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	83	-	1103	1890:1891	742+738	74.5 : 74.5%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	30:29	-	449	1915:1741	303+187	91.6 : 91.6%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	30	-	120	1807	120	100.0%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	470	26	115	20.4	19.3	2.3	42.0	-	-	-	-
Unnamed Junction	-	-	470	26	115	20.4	19.3	2.3	42.0	-	-	-	-
1/1	544	544	-	-	-	2.8	0.8	-	3.6	23.9	11.8	0.8	12.6
1/2+1/3	446	446	79	0	100	2.0	5.4	1.2	8.6	69.0	5.2	5.4	10.6
2/1+2/2	648	648	181	26	7	4.6	1.7	0.1	6.4	35.5	10.0	1.7	11.7
3/2+3/1	1103	1103	97	0	1	5.6	1.5	0.4	7.4	24.0	12.0	1.5	13.4
4/2+4/1	449	449	-	-	-	4.4	4.5	-	8.9	71.2	7.3	4.5	11.8
4/3	120	120	113	0	7	1.1	5.5	0.6	7.2	216.9	2.7	5.5	8.2
5/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -11.1 Total Delay for Signalled Lanes (pcuHr): 42.02 Cycle Time (s): 180 PRC Over All Lanes (%): -11.1 Total Delay Over All Lanes(pcuHr): 42.02													

Scenario 14: '2032 + Committed (inc Ph1) PM Peds Every Other' (FG12: '2032 + Committed (inc Ph1) PM', Plan 1: 'Network Control Plan 1')

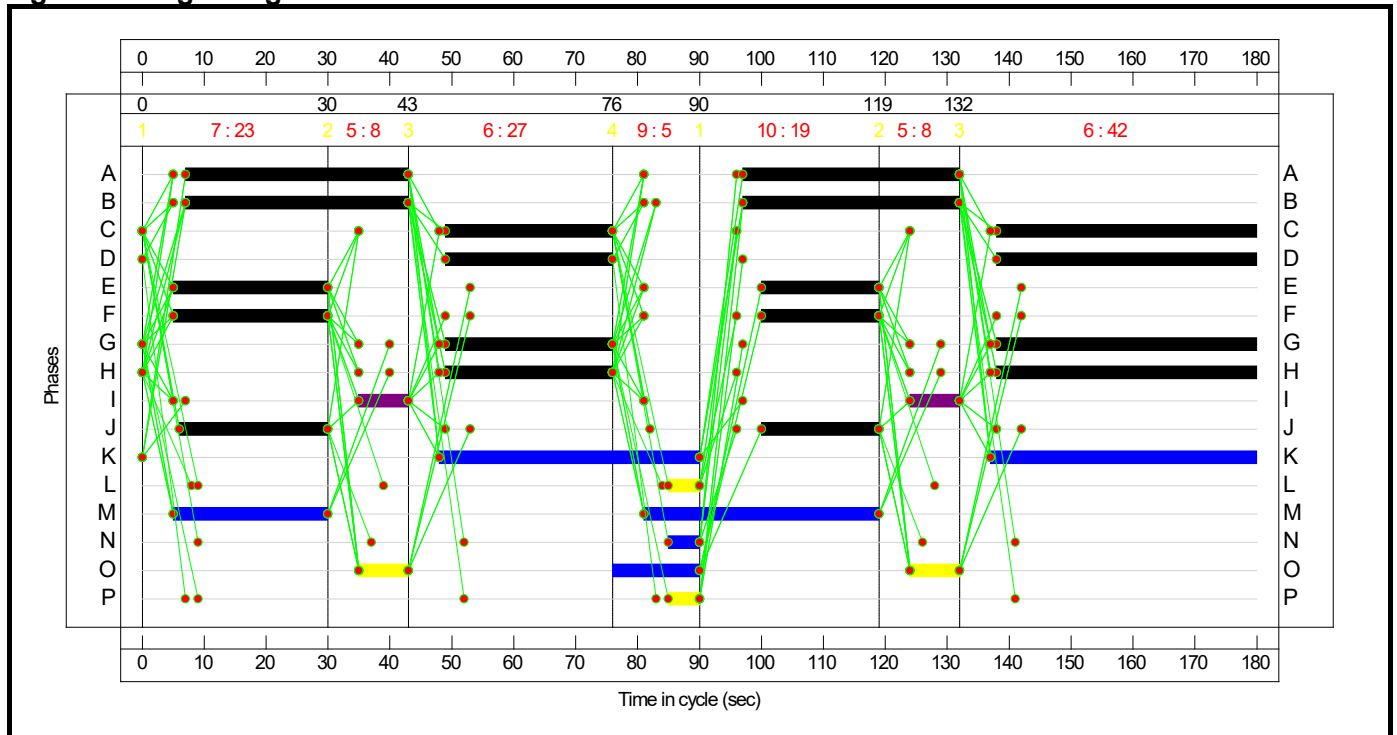
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	23	8	27	5	19	8	42
Change Point	0	30	43	76	90	119	132

Signal Timings Diagram



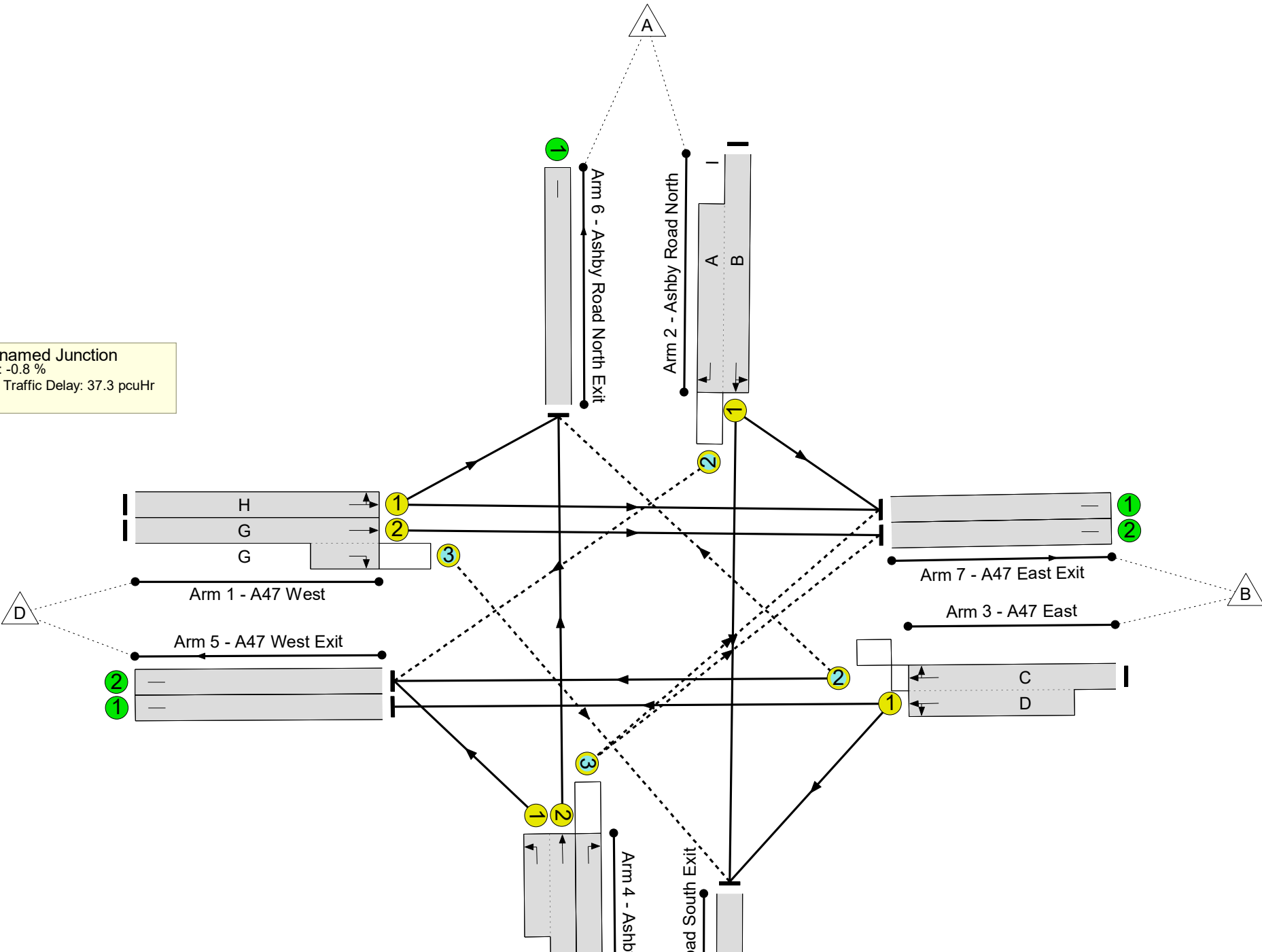
Network Layout Diagram



Unnamed Junction

PRC: -0.8 %

Total Traffic Delay: 37.3 pcuHr

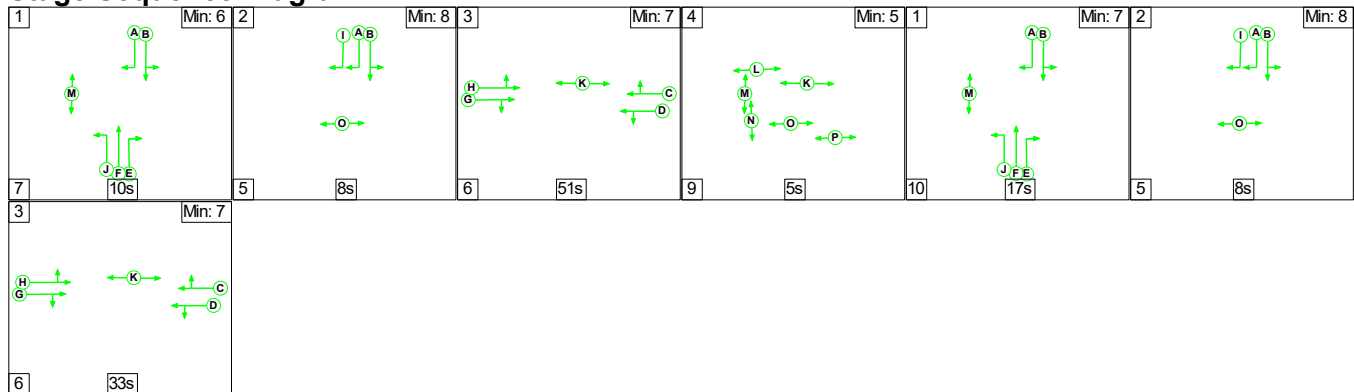


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	90.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.7%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	69	-	642	1794	708	90.7%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	69	-	643	2055:1741	644+188	77.3 : 77.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	71	16	496	1884:1781	695+178	56.8 : 56.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	69	-	847	1894:1872	611+604	69.7 : 69.7%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	44:43	-	514	1915:1741	423+152	89.4 : 89.4%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	44	-	161	1807	201	80.3%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%

Scenario 15: '2032 + Committed (inc Ph1) + Development AM Peds Every Other' (FG13: '2032 + Committed (inc Ph1) + Development AM', Plan 1: 'Network Control Plan 1')

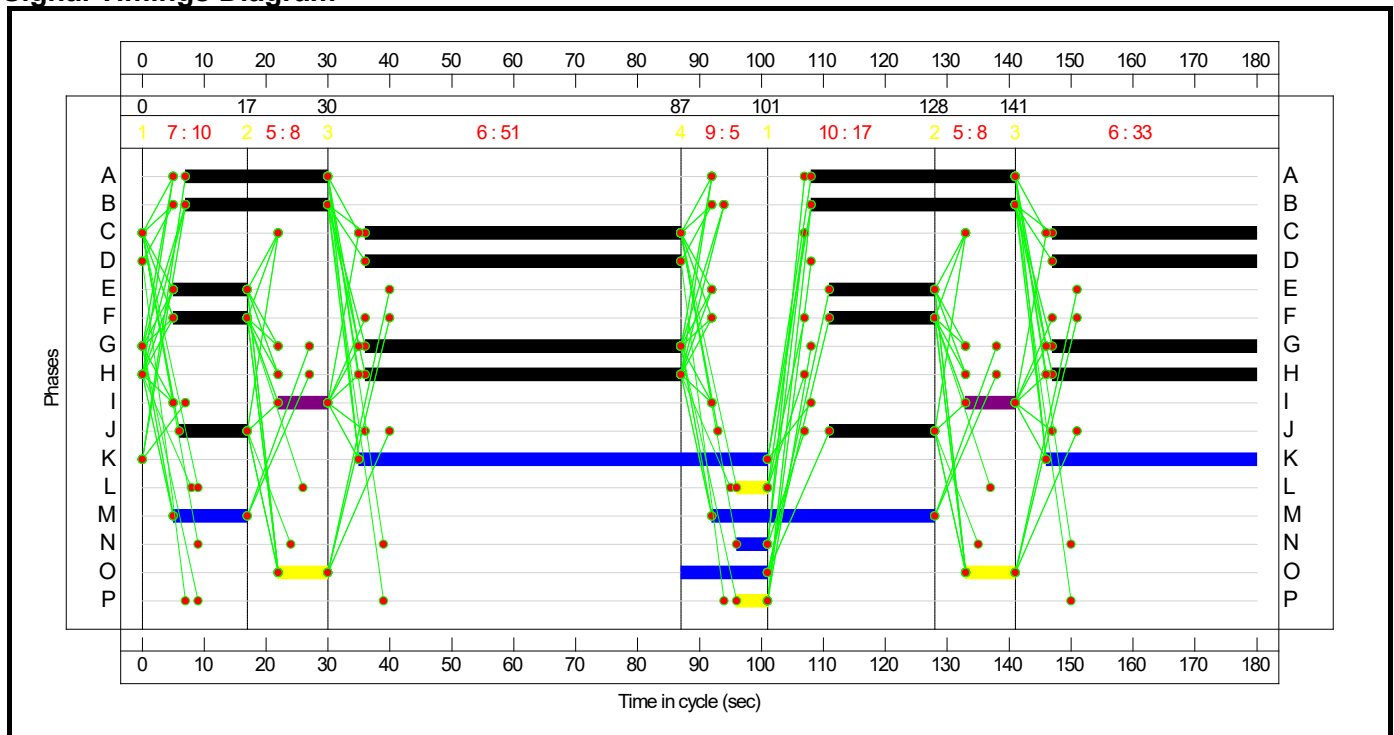
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	10	8	51	5	17	8	33
Change Point	0	17	30	87	101	128	141

Signal Timings Diagram



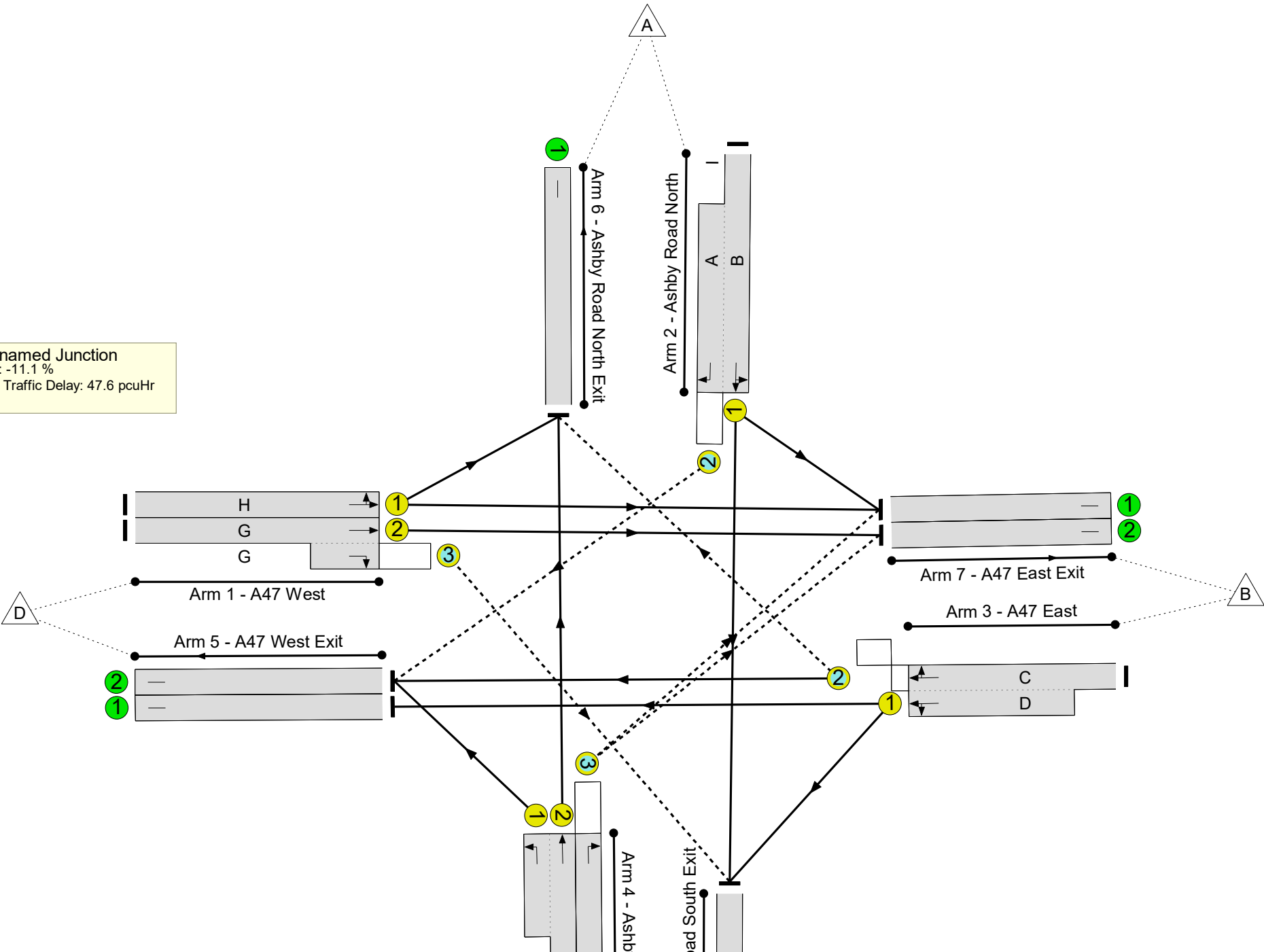
Network Layout Diagram



Unnamed Junction

PRC: -11.1 %

Total Traffic Delay: 47.6 pcuHr

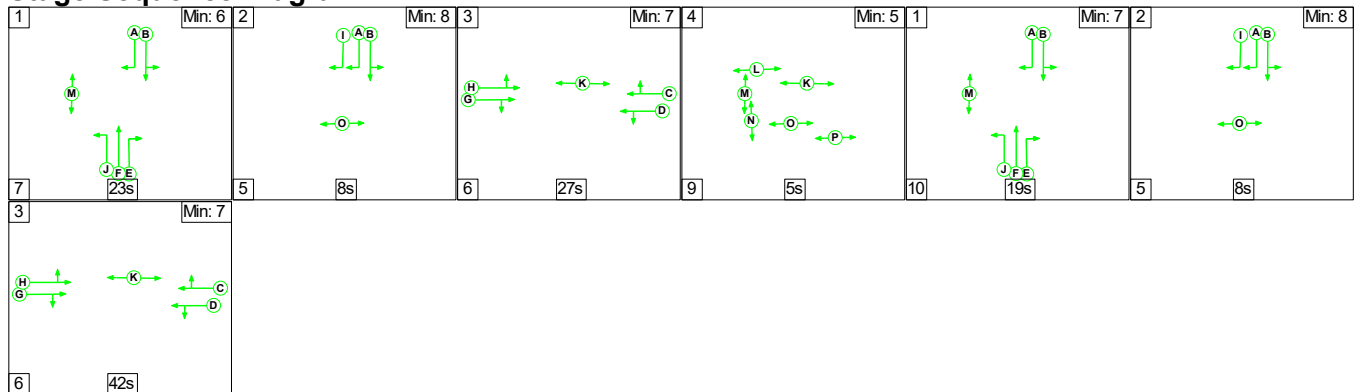


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	84	-	579	1829	874	66.3%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	84	-	479	2055:1741	301+200	95.5 : 95.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	56	16	650	1894:1781	550+274	78.9 : 78.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	84	-	1124	1889:1892	688+747	78.3 : 78.3%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	29:28	-	451	1915:1741	297+185	93.7 : 93.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	29	-	120	1807	120	100.0%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%

Scenario 16: '2032 + Committed (inc Ph1) + Development PM Peds Every Other' (FG14: '2032 + Committed (inc Ph1) + Development PM', Plan 1: 'Network Control Plan 1')

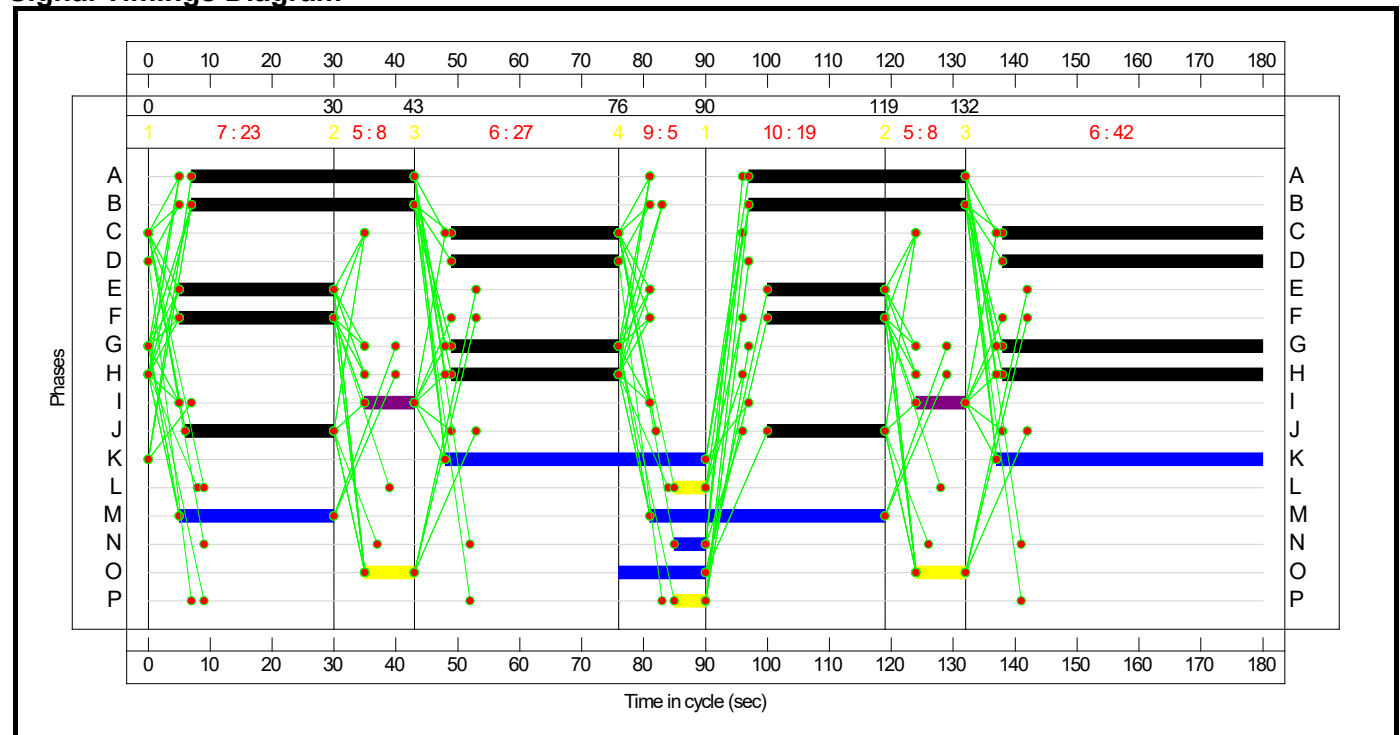
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	23	8	27	5	19	8	42
Change Point	0	30	43	76	90	119	132

Signal Timings Diagram



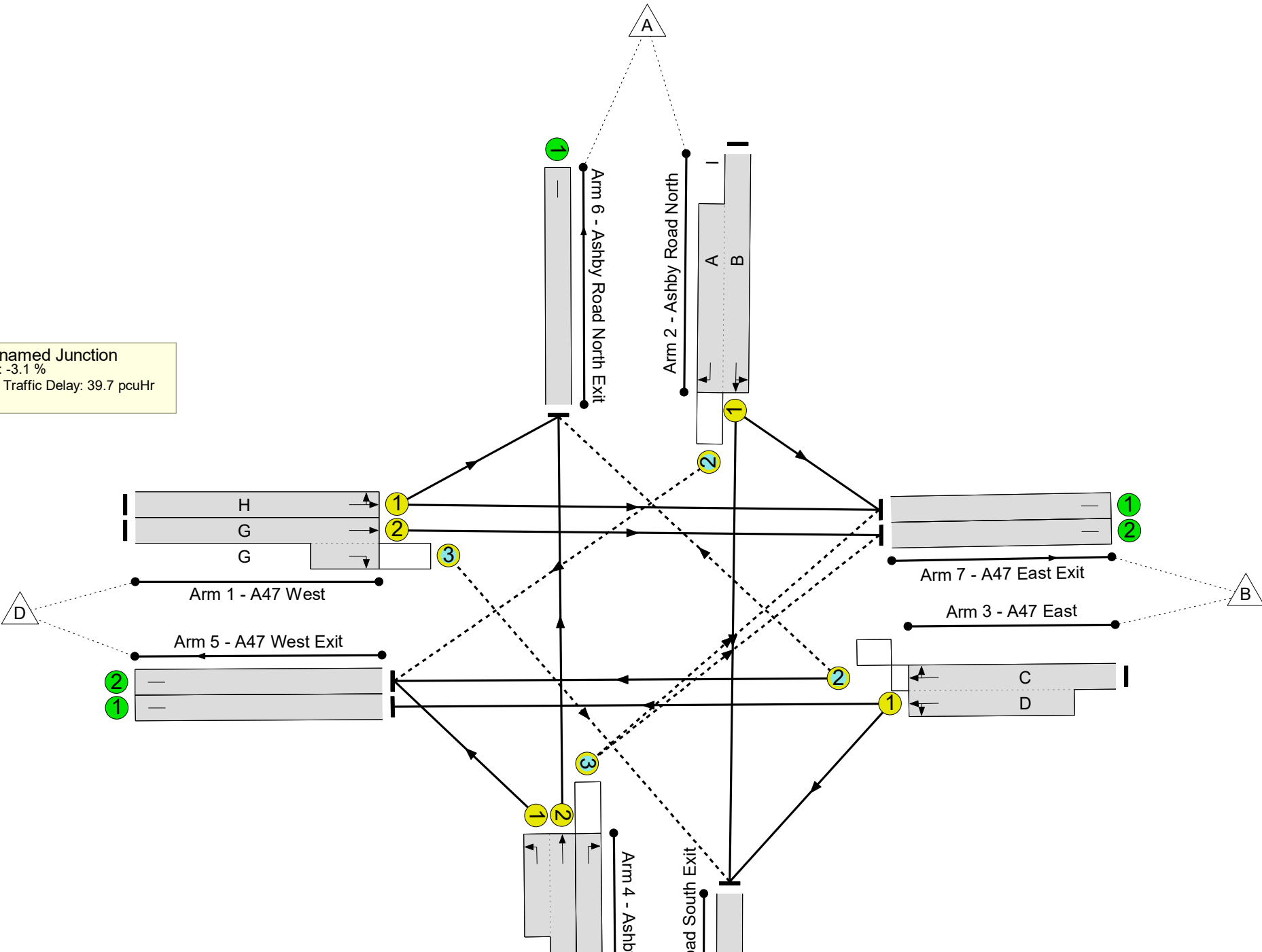
Network Layout Diagram



Unnamed Junction

PRC: -3.1 %

Total Traffic Delay: 39.7 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	69	-	657	1795	708	92.8%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	69	-	660	2055:1741	643+189	79.3 : 79.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	71	16	500	1884:1781	693+184	57.0 : 57.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	69	-	897	1895:1875	619+612	72.8 : 72.8%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	44:43	-	518	1915:1741	421+156	89.7 : 89.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	44	-	161	1807	201	80.3%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	821	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix J

Junctions 10 ARCADY Output – A47/Wykin Road Roundabout Junction

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.1.1.1905	
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Filename: T23548 - A47-Wykin Road 400.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T23548 Hinckley Phase 2 Modelling\Arcady

Report generation date: 09/01/2024 14:55:56

- » 2022 Base, AM
- » 2022 Base, PM
- » 2026 Base + Committed, AM
- » 2026 Base + Committed, PM
- » 2026 + Committed + Development, AM
- » 2026 + Committed + Development, PM
- » 2032 Base + Committed, AM
- » 2032 Base + Committed, PM
- » 2032 + Committed + Development, AM
- » 2032 + Committed + Development, PM

Summary of junction performance

AM						PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base										
Arm 1	D1	0.3	4.68	0.25	A	D2	0.2	3.85	0.14	A
Arm 2		0.8	3.52	0.42	A		1.1	4.02	0.53	A
Arm 3		0.3	4.14	0.20	A		0.3	4.62	0.20	A
Arm 4		1.1	4.20	0.50	A		0.7	3.31	0.40	A
2026 Base + Committed										
Arm 1	D3	0.4	5.80	0.27	A	D4	0.2	4.17	0.17	A
Arm 2		0.7	3.20	0.38	A		1.3	4.37	0.55	A
Arm 3		0.4	4.38	0.28	A		0.4	5.41	0.30	A
Arm 4		1.6	5.35	0.60	A		0.9	3.65	0.46	A
2026 + Committed + Development										
Arm 1	D5	0.4	5.93	0.28	A	D6	0.2	4.28	0.18	A
Arm 2		0.7	3.26	0.39	A		1.4	4.61	0.57	A
Arm 3		0.4	4.44	0.28	A		0.5	5.55	0.31	A
Arm 4		1.7	5.56	0.62	A		0.9	3.65	0.46	A
2032 Base + Committed										
Arm 1	D7	0.4	6.26	0.29	A	D8	0.2	4.29	0.18	A
Arm 2		0.7	3.42	0.41	A		1.5	4.95	0.60	A
Arm 3		0.4	4.42	0.28	A		0.7	6.70	0.41	A
Arm 4		1.9	5.95	0.64	A		0.9	3.90	0.46	A
2032 + Committed + Development										
Arm 1	D9	0.4	6.42	0.30	A	D10	0.2	4.42	0.19	A
Arm 2		0.8	3.48	0.42	A		1.7	5.26	0.63	A
Arm 3		0.4	4.48	0.28	A		0.7	7.07	0.42	A
Arm 4		2.0	6.21	0.66	A		1.0	4.07	0.50	A

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	A47/Wykin Road
Location	Hinckley
Site number	
Date	09/01/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T23548
Enumerator	AzureAD\ConnorRead
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	perlin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	30.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2026 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026 + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2032 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D8	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D9	2032 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D10	2032 + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	4.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.02	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Wykin Road East		
2	A47 South		
3	Wykin Road West		
4	A47 North		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.30	8.00	15.0	22.0	50.0	29.0		
2	4.50	8.00	23.0	23.0	50.0	37.0		
3	2.50	8.50	25.0	20.0	50.0	20.0		
4	4.50	7.50	32.0	22.0	50.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.579	1531
2	0.668	2040
3	0.602	1613
4	0.652	1996

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	220	100.000
2		✓	737	100.000
3		✓	199	100.000
4		✓	849	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	108	29	83
	2	61	0	52	624
	3	66	58	0	73
	4	54	741	54	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	2	0	0
	2	2	0	6	9
	3	1	1	0	3
	4	0	8	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	100	100
	2	555	555
	3	150	150
	4	639	639
08:00-08:15	1	198	198
	2	663	663
	3	179	179
	4	763	763
08:15-08:30	1	242	242
	2	811	811
	3	219	219
	4	935	935
08:30-08:45	1	242	242
	2	811	811
	3	219	219
	4	935	935
08:45-09:00	1	198	198
	2	663	663
	3	179	179
	4	763	763
09:00-09:15	1	100	100
	2	555	555
	3	150	150
	4	639	639

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	4.88	0.3	A
2	0.42	3.52	0.8	A
3	0.20	4.14	0.3	A
4	0.50	4.20	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	100	640	1161	0.143	105	0.2	3.649	A
2	555	124	1956	0.284	553	0.4	2.771	A
3	150	576	1286	0.118	149	0.1	3.277	A
4	639	140	1895	0.337	637	0.5	3.069	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	198	766	1088	0.182	198	0.2	4.083	A
2	663	149	1940	0.342	662	0.6	3.045	A
3	179	690	1198	0.149	179	0.2	3.593	A
4	763	168	1876	0.407	762	0.7	3.456	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	242	938	988	0.245	242	0.3	4.888	A
2	811	182	1918	0.423	811	0.8	3.513	A
3	219	845	1105	0.198	219	0.3	4.133	A
4	935	206	1852	0.505	933	1.1	4.190	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	242	939	987	0.245	242	0.3	4.877	A
2	811	183	1917	0.423	811	0.8	3.519	A
3	219	846	1104	0.198	219	0.3	4.137	A
4	935	206	1852	0.505	935	1.1	4.202	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	198	768	1088	0.182	198	0.2	4.094	A
2	663	150	1940	0.342	663	0.6	3.052	A
3	179	691	1197	0.149	179	0.2	3.601	A
4	763	168	1876	0.407	765	0.7	3.470	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	166	643	1159	0.143	166	0.2	3.663	A
2	555	125	1956	0.284	555	0.4	2.783	A
3	150	579	1265	0.118	150	0.1	3.287	A
4	639	141	1894	0.337	640	0.5	3.076	A

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	18:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	142	100.000
2		✓	927	100.000
3		✓	183	100.000
4		✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	57	39	45
	2	90	0	56	751
	3	56	41	0	86
	4	54	587	49	2

Vehicle Mix

Heavy Vehicle %

		To			
From		1	2	3	4
	1	0	4	0	2
	2	1	0	2	3
	3	4	0	0	4
	4	0	2	7	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	107	107
	2	898	898
	3	138	138
	4	506	506
17:00-17:15	1	128	128
	2	833	833
	3	165	165
	4	604	604
17:15-17:30	1	156	156
	2	1021	1021
	3	201	201
	4	740	740
17:30-17:45	1	156	156
	2	1021	1021
	3	201	201
	4	740	740
17:45-18:00	1	128	128
	2	833	833
	3	165	165
	4	604	604
18:00-18:15	1	107	107
	2	898	898
	3	138	138
	4	506	506

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	3.85	0.2	A
2	0.53	4.02	1.1	A
3	0.20	4.52	0.3	A
4	0.40	3.31	0.7	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	107	495	1245	0.085	107	0.1	3.233	A
2	898	102	1971	0.354	898	0.8	2.884	A
3	138	890	1198	0.115	137	0.1	3.495	A
4	506	140	1895	0.267	504	0.4	2.644	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	128	592	1188	0.107	128	0.1	3.458	A
2	833	122	1958	0.426	833	0.8	3.285	A
3	165	825	1116	0.147	164	0.2	3.896	A
4	604	168	1877	0.322	604	0.5	2.890	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	156	725	1111	0.141	156	0.2	3.852	A
2	1021	150	1940	0.528	1019	1.1	4.011	A
3	201	1010	1005	0.201	201	0.3	4.613	A
4	740	208	1852	0.400	739	0.7	3.304	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	156	726	1111	0.141	156	0.2	3.854	A
2	1021	150	1940	0.528	1021	1.1	4.024	A
3	201	1012	1004	0.201	201	0.3	4.623	A
4	740	208	1852	0.400	740	0.7	3.307	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	128	593	1188	0.107	128	0.1	3.474	A
2	833	122	1958	0.426	835	0.8	3.299	A
3	165	828	1115	0.148	165	0.2	3.908	A
4	604	168	1876	0.322	605	0.5	2.894	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	107	497	1244	0.086	107	0.1	3.240	A
2	696	102	1971	0.354	699	0.6	2.908	A
3	138	693	1196	0.115	138	0.1	3.509	A
4	506	141	1894	0.267	506	0.4	2.653	A

2026 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	4.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
03	2026 Base + Committed	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	215	100.000
2		✓	666	100.000
3		✓	297	100.000
4		✓	869	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	106	32	77
	2	57	0	63	546
	3	66	120	0	111
	4	62	910	17	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1	2	3	4
	1	0	2	0	0
	2	2	0	6	9
	3	1	1	0	3
	4	0	8	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	162	162
	2	501	501
	3	224	224
	4	745	745
08:00-08:15	1	193	193
	2	599	599
	3	267	267
	4	889	889
08:15-08:30	1	237	237
	2	733	733
	3	327	327
	4	1089	1089
08:30-08:45	1	237	237
	2	733	733
	3	327	327
	4	1089	1089
08:45-09:00	1	193	193
	2	599	599
	3	267	267
	4	889	889
09:00-09:15	1	162	162
	2	501	501
	3	224	224
	4	745	745

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	5.80	0.4	A
2	0.38	3.20	0.7	A
3	0.28	4.38	0.4	A
4	0.00	5.35	1.8	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	162	785	1077	0.150	161	0.2	3.971	A
2	501	84	1978	0.254	500	0.4	2.633	A
3	224	510	1306	0.171	223	0.2	3.380	A
4	745	182	1867	0.399	742	0.7	3.425	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	193	940	987	0.196	193	0.2	4.578	A
2	599	113	1904	0.305	598	0.5	2.849	A
3	267	611	1245	0.214	267	0.3	3.742	A
4	889	218	1844	0.482	888	1.0	4.038	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	237	1150	865	0.274	236	0.4	5.774	A
2	733	138	1947	0.377	733	0.6	3.202	A
3	327	748	1183	0.281	327	0.4	4.377	A
4	1089	267	1812	0.601	1088	1.6	5.310	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	237	1153	864	0.274	237	0.4	5.796	A
2	733	139	1947	0.377	733	0.7	3.205	A
3	327	749	1182	0.281	327	0.4	4.383	A
4	1089	268	1812	0.601	1089	1.6	5.347	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	193	944	985	0.196	194	0.2	4.600	A
2	599	114	1904	0.305	599	0.5	2.852	A
3	267	612	1245	0.215	267	0.3	3.746	A
4	889	219	1843	0.482	891	1.0	4.069	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	182	789	1074	0.151	182	0.2	3.968	A
2	501	95	1978	0.254	502	0.4	2.641	A
3	224	512	1305	0.171	224	0.2	3.388	A
4	745	183	1867	0.399	745	0.7	3.453	A

2026 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	4.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
04	2026 Base + Committed	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		✓	165	100.000
2		✓	847	100.000
3		✓	271	100.000
4		✓	767	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	51	47	67
	2	90	0	68	788
	3	54	57	0	160
	4	90	586	89	2

Vehicle Mix

Heavy Vehicle %

	To				
From		1	2	3	4
	1	0	4	0	2
	2	1	0	2	3
	3	4	0	0	4
	4	0	2	7	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	124	124
	2	713	713
	3	204	204
	4	577	577
17:00-17:15	1	148	148
	2	851	851
	3	244	244
	4	690	690
17:15-17:30	1	182	182
	2	1043	1043
	3	298	298
	4	844	844
17:30-17:45	1	182	182
	2	1043	1043
	3	298	298
	4	844	844
17:45-18:00	1	148	148
	2	851	851
	3	244	244
	4	690	690
18:00-18:15	1	124	124
	2	713	713
	3	204	204
	4	577	577

Results

Results Summary for whole modelled period

Arms	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	4.17	0.2	A
2	0.55	4.37	1.3	A
3	0.30	5.41	0.4	A
4	0.40	3.69	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	124	551	1212	0.102	124	0.1	3.372	A
2	713	104	1937	0.368	711	0.6	3.011	A
3	204	711	1185	0.172	203	0.2	3.778	A
4	577	151	1888	0.306	576	0.4	2.803	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	148	859	1148	0.129	148	0.2	3.687	A
2	851	184	1917	0.444	850	0.8	3.485	A
3	244	851	1101	0.221	243	0.3	4.330	A
4	890	180	1808	0.309	889	0.6	3.121	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	182	807	1064	0.171	181	0.2	4.101	A
2	1043	225	1889	0.552	1041	1.3	4.352	A
3	298	1042	986	0.303	298	0.4	5.391	A
4	844	221	1842	0.458	843	0.9	3.685	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	182	808	1063	0.171	182	0.2	4.105	A
2	1043	226	1889	0.552	1043	1.3	4.370	A
3	298	1044	986	0.303	298	0.4	5.408	A
4	844	221	1842	0.459	844	0.9	3.692	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	148	861	1148	0.129	149	0.2	3.673	A
2	851	185	1918	0.444	853	0.8	3.483	A
3	244	854	1099	0.222	244	0.3	4.347	A
4	890	181	1808	0.309	891	0.6	3.132	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	124	553	1211	0.103	124	0.1	3.380	A
2	713	155	1936	0.368	714	0.8	3.026	A
3	204	715	1183	0.172	204	0.2	3.797	A
4	577	152	1887	0.305	578	0.5	2.816	A

2026 + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	4.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
05	2026 + Committed + Development	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		✓	216	100.000
2		✓	660	100.000
3		✓	296	100.000
4		✓	1014	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	106	32	76
	2	57	0	63	560
	3	66	120	0	112
	4	66	927	21	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1	2	3	4
	1	0	2	0	0
	2	2	0	6	9
	3	1	1	0	3
	4	0	8	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	103	103
	2	512	512
	3	224	224
	4	763	763
08:00-08:15	1	194	194
	2	611	611
	3	268	268
	4	912	912
08:15-08:30	1	238	238
	2	749	749
	3	328	328
	4	1116	1116
08:30-08:45	1	238	238
	2	749	749
	3	328	328
	4	1116	1116
08:45-09:00	1	194	194
	2	611	611
	3	268	268
	4	912	912
09:00-09:15	1	103	103
	2	512	512
	3	224	224
	4	763	763

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	5.93	0.4	A
2	0.38	3.28	0.7	A
3	0.28	4.44	0.4	A
4	0.62	5.55	1.7	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	103	801	1067	0.152	182	0.2	4.010	A
2	512	98	1974	0.259	510	0.4	2.657	A
3	224	522	1299	0.173	224	0.2	3.400	A
4	763	182	1857	0.409	760	0.7	3.482	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	194	968	976	0.199	194	0.2	4.647	A
2	611	118	1961	0.312	611	0.5	2.882	A
3	268	624	1237	0.217	268	0.3	3.777	A
4	912	218	1844	0.494	910	1.0	4.134	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	238	1173	852	0.279	237	0.4	5.908	A
2	749	144	1943	0.385	746	0.7	3.253	A
3	328	764	1153	0.285	328	0.4	4.434	A
4	1116	267	1812	0.616	1114	1.7	5.513	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	238	1176	850	0.280	238	0.4	5.932	A
2	749	144	1943	0.385	749	0.7	3.256	A
3	328	765	1152	0.285	328	0.4	4.442	A
4	1116	268	1812	0.616	1116	1.7	5.556	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	194	963	974	0.199	195	0.3	4.670	A
2	611	118	1961	0.312	612	0.5	2.886	A
3	268	626	1237	0.217	268	0.3	3.784	A
4	912	219	1843	0.495	914	1.1	4.158	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	163	805	1065	0.153	163	0.2	4.030	A
2	512	99	1974	0.259	512	0.4	2.663	A
3	224	524	1296	0.173	225	0.2	3.415	A
4	763	183	1887	0.409	765	0.7	3.511	A

2026 + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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	united	Standard Roundabout		1, 2, 3, 4	4.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 + Committed + Development	PM	ONE HOUR	15:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	168	100.000
2		✓	963	100.000
3		✓	274	100.000
4		✓	803	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	51	47	70
	2	90	0	68	825
	3	54	57	0	163
	4	93	616	92	2

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	4	0	2
	2	1	0	2	3
	3	4	0	0	4
	4	0	2	7	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	126	126
	2	740	740
	3	206	206
	4	605	605
17:00-17:15	1	151	151
	2	884	884
	3	246	246
	4	722	722
17:15-17:30	1	185	185
	2	1082	1082
	3	302	302
	4	884	884
17:30-17:45	1	185	185
	2	1082	1082
	3	302	302
	4	884	884
17:45-18:00	1	151	151
	2	884	884
	3	246	246
	4	722	722
18:00-18:15	1	126	126
	2	740	740
	3	206	206
	4	605	605

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	4.28	0.2	A
2	0.57	4.61	1.4	A
3	0.31	5.65	0.5	A
4	0.48	3.85	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	126	576	1198	0.106	126	0.1	3.424	A
2	740	158	1934	0.383	738	0.6	3.085	A
3	206	741	1167	0.177	205	0.2	3.857	A
4	605	151	1888	0.320	603	0.5	2.862	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	151	689	1132	0.133	151	0.2	3.742	A
2	884	190	1913	0.462	883	0.9	3.587	A
3	246	886	1080	0.228	246	0.3	4.452	A
4	722	180	1868	0.386	721	0.6	3.209	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	185	843	1043	0.177	185	0.2	4.279	A
2	1082	232	1885	0.574	1080	1.4	4.588	A
3	302	1085	960	0.314	301	0.5	5.627	A
4	884	221	1842	0.480	883	0.9	3.835	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	185	844	1042	0.177	185	0.2	4.284	A
2	1082	232	1884	0.574	1082	1.4	4.611	A
3	302	1087	959	0.315	302	0.5	5.648	A
4	884	221	1842	0.480	884	0.9	3.845	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	151	691	1131	0.134	151	0.2	3.747	A
2	884	190	1913	0.462	886	0.9	3.610	A
3	246	889	1078	0.229	247	0.3	4.472	A
4	722	181	1868	0.386	723	0.6	3.219	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	126	578	1196	0.106	127	0.1	3.432	A
2	740	159	1933	0.383	741	0.6	3.106	A
3	206	744	1165	0.177	207	0.2	3.874	A
4	605	152	1887	0.320	605	0.5	2.873	A

2032 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	5.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032 Base + Committed	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		✓	219	100.000
2		✓	707	100.000
3		✓	293	100.000
4		✓	1054	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	103	44	72
	2	56	0	81	570
	3	63	129	0	101
	4	69	933	52	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	2	0	0
	2	2	0	6	9
	3	1	1	0	3
	4	0	8	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	165	165
	2	532	532
	3	221	221
	4	794	794
08:00-08:15	1	197	197
	2	636	636
	3	263	263
	4	948	948
08:15-08:30	1	241	241
	2	778	778
	3	323	323
	4	1160	1160
08:30-08:45	1	241	241
	2	778	778
	3	323	323
	4	1160	1160
08:45-09:00	1	197	197
	2	636	636
	3	263	263
	4	948	948
09:00-09:15	1	165	165
	2	532	532
	3	221	221
	4	794	794

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	6.26	0.4	A
2	0.41	3.42	0.7	A
3	0.28	4.42	0.4	A
4	0.64	5.95	1.9	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	165	835	1047	0.157	164	0.2	4.109	A
2	532	126	1955	0.272	531	0.4	2.728	A
3	221	524	1298	0.170	220	0.2	3.394	A
4	794	186	1865	0.426	790	0.8	3.579	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	197	1000	952	0.207	197	0.3	4.805	A
2	636	151	1939	0.328	635	0.5	2.984	A
3	263	627	1236	0.213	263	0.3	3.763	A
4	948	223	1841	0.515	946	1.1	4.305	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	241	1223	823	0.293	241	0.4	6.233	A
2	778	184	1916	0.406	778	0.7	3.415	A
3	323	768	1151	0.280	322	0.4	4.414	A
4	1160	273	1808	0.642	1157	1.9	5.907	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	241	1226	821	0.294	241	0.4	6.264	A
2	778	185	1916	0.406	778	0.7	3.418	A
3	323	768	1151	0.280	323	0.4	4.421	A
4	1160	273	1808	0.642	1160	1.9	5.953	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	197	1004	950	0.207	197	0.3	4.836	A
2	636	151	1938	0.328	636	0.5	2.991	A
3	263	628	1235	0.213	264	0.3	3.770	A
4	948	223	1840	0.515	951	1.1	4.348	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	165	840	1045	0.158	165	0.2	4.133	A
2	532	127	1955	0.272	533	0.4	2.738	A
3	221	526	1296	0.170	221	0.2	3.403	A
4	794	187	1864	0.426	795	0.8	3.610	A

2032 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	4.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.80	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 Base + Committed	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		✓	170	100.000
2		✓	1030	100.000
3		✓	344	100.000
4		✓	785	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	50	49	71
	2	90	0	77	863
	3	87	69	0	188
	4	87	603	93	2

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	4	0	2
	2	1	0	2	3
	3	4	0	0	4
	4	0	2	7	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	128	128
	2	775	775
	3	259	259
	4	591	591
17:00-17:15	1	153	153
	2	926	926
	3	309	309
	4	706	706
17:15-17:30	1	187	187
	2	1134	1134
	3	379	379
	4	864	864
17:30-17:45	1	187	187
	2	1134	1134
	3	379	379
	4	864	864
17:45-18:00	1	153	153
	2	926	926
	3	309	309
	4	706	706
18:00-18:15	1	128	128
	2	775	775
	3	259	259
	4	591	591

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	4.29	0.2	A
2	0.60	4.95	1.5	A
3	0.41	6.70	0.7	A
4	0.48	3.90	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	128	576	1198	0.107	127	0.1	3.428	A
2	775	161	1932	0.401	773	0.7	3.181	A
3	259	770	1150	0.225	258	0.3	4.159	A
4	591	184	1886	0.317	589	0.5	2.882	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	153	889	1132	0.135	153	0.2	3.747	A
2	928	193	1911	0.485	925	1.0	3.749	A
3	309	921	1059	0.292	309	0.4	4.950	A
4	706	221	1842	0.383	705	0.6	3.238	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	187	843	1043	0.179	187	0.2	4.288	A
2	1134	238	1882	0.603	1132	1.5	4.918	A
3	379	1127	934	0.405	378	0.7	6.657	A
4	884	270	1810	0.478	883	0.9	3.886	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	187	844	1042	0.180	187	0.2	4.293	A
2	1134	237	1881	0.603	1134	1.5	4.948	A
3	379	1130	933	0.406	379	0.7	6.699	A
4	884	271	1809	0.478	884	0.9	3.897	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	153	891	1131	0.135	153	0.2	3.756	A
2	928	194	1910	0.485	928	1.0	3.774	A
3	309	925	1057	0.293	310	0.4	4.986	A
4	706	222	1841	0.383	707	0.6	3.252	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	128	578	1196	0.107	128	0.1	3.439	A
2	775	162	1931	0.402	777	0.7	3.205	A
3	259	774	1147	0.226	259	0.3	4.184	A
4	591	186	1865	0.317	592	0.5	2.896	A

2032 + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	5.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 + Committed + Development	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		✓	220	100.000
2		✓	721	100.000
3		✓	294	100.000
4		✓	1079	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	103	44	73
	2	56	0	81	584
	3	63	129	0	102
	4	73	950	56	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	2	0	0
	2	2	0	6	9
	3	1	1	0	3
	4	0	8	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	166	166
	2	543	543
	3	221	221
	4	812	812
08:00-08:15	1	198	198
	2	648	648
	3	264	264
	4	970	970
08:15-08:30	1	242	242
	2	794	794
	3	324	324
	4	1188	1188
08:30-08:45	1	242	242
	2	794	794
	3	324	324
	4	1188	1188
08:45-09:00	1	198	198
	2	648	648
	3	264	264
	4	970	970
09:00-09:15	1	166	166
	2	543	543
	3	221	221
	4	812	812

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.30	6.42	0.4	A
2	0.42	3.48	0.8	A
3	0.28	4.48	0.4	A
4	0.66	6.21	2.0	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	166	851	1038	0.160	165	0.2	4.156	A
2	543	130	1953	0.278	541	0.4	2.754	A
3	221	535	1291	0.171	221	0.2	3.419	A
4	812	186	1865	0.436	809	0.8	3.642	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	198	1019	941	0.210	197	0.3	4.882	A
2	648	155	1936	0.335	648	0.5	3.018	A
3	264	640	1228	0.215	264	0.3	3.799	A
4	970	223	1841	0.527	969	1.2	4.413	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	242	1246	810	0.299	242	0.4	6.390	A
2	794	190	1913	0.415	793	0.8	3.471	A
3	324	784	1141	0.284	323	0.4	4.472	A
4	1188	273	1808	0.657	1185	2.0	6.149	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	242	1250	808	0.300	242	0.4	6.424	A
2	794	190	1912	0.415	794	0.8	3.477	A
3	324	785	1141	0.284	324	0.4	4.480	A
4	1188	273	1808	0.657	1188	2.0	6.215	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	198	1024	939	0.211	198	0.3	4.914	A
2	648	156	1935	0.335	649	0.5	3.028	A
3	264	642	1227	0.215	265	0.3	3.809	A
4	970	223	1840	0.527	973	1.2	4.462	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	166	856	1036	0.160	166	0.2	4.179	A
2	543	130	1952	0.278	543	0.4	2.763	A
3	221	537	1290	0.172	222	0.2	3.430	A
4	812	187	1864	0.436	814	0.8	3.677	A

2032 + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - 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, 4	5.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 + Committed + Development	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		✓	173	100.000
2		✓	1066	100.000
3		✓	347	100.000
4		✓	821	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	50	49	74
	2	90	0	77	899
	3	87	69	0	191
	4	90	633	96	2

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	4	0	2
	2	1	0	2	3
	3	4	0	0	4
	4	0	2	7	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	130	130
	2	803	803
	3	261	261
	4	618	618
17:00-17:15	1	156	156
	2	958	958
	3	312	312
	4	738	738
17:15-17:30	1	190	190
	2	1174	1174
	3	382	382
	4	904	904
17:30-17:45	1	190	190
	2	1174	1174
	3	382	382
	4	904	904
17:45-18:00	1	156	156
	2	958	958
	3	312	312
	4	738	738
18:00-18:15	1	130	130
	2	803	803
	3	261	261
	4	618	618

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	4.42	0.2	A
2	0.63	5.26	1.7	A
3	0.42	7.07	0.7	A
4	0.50	4.07	1.0	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	130	600	1184	0.110	130	0.1	3.482	A
2	803	166	1929	0.416	800	0.7	3.268	A
3	261	799	1132	0.231	260	0.3	4.252	A
4	618	184	1866	0.331	616	0.5	2.942	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	156	718	1115	0.139	155	0.2	3.825	A
2	958	198	1907	0.503	957	1.0	3.889	A
3	312	958	1037	0.301	311	0.4	5.113	A
4	738	221	1842	0.401	737	0.7	3.333	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	190	879	1022	0.186	190	0.2	4.413	A
2	1174	243	1877	0.625	1171	1.7	5.218	A
3	382	1170	909	0.420	381	0.7	7.021	A
4	904	270	1810	0.499	903	1.0	4.054	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	190	881	1021	0.187	190	0.2	4.419	A
2	1174	243	1877	0.625	1174	1.7	5.258	A
3	382	1173	907	0.421	382	0.7	7.071	A
4	904	271	1809	0.500	904	1.0	4.068	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	156	721	1114	0.140	156	0.2	3.832	A
2	958	199	1907	0.503	961	1.0	3.923	A
3	312	960	1035	0.301	313	0.4	5.153	A
4	738	222	1841	0.401	739	0.7	3.346	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	130	603	1182	0.110	130	0.1	3.493	A
2	803	167	1928	0.416	804	0.7	3.295	A
3	261	803	1130	0.231	262	0.3	4.281	A
4	618	186	1865	0.331	619	0.5	2.957	A

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix K

Junctions 10 ARCADY Output – A47/Triumph Access Roundabout Junction

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.1.1.1905	
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Filename: T23548 - Triumph Access 400.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T23548 Hinckley Phase 2 Modelling\Arcady

Report generation date: 09/01/2024 14:56:59

- » 2022 Base, AM
- » 2022 Base, PM
- » 2026 Base + Committed, AM
- » 2026 Base + Committed, PM
- » 2026 + Committed + Development, AM
- » 2026 + Committed + Development, PM
- » 2032 Base + Committed, AM
- » 2032 Base + Committed, PM
- » 2032 Base + Committed + Development, AM
- » 2032 Base + Committed + Development, PM

Summary of junction performance

AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS		Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base											
Arm 1	D1	0.8	5.52	0.36	A	D2	0.4	4.26	0.27	A	
Arm 2		0.6	3.54	0.34	A		1.2	4.50	0.53	A	
Arm 3		0.0	4.15	0.02	A		0.3	4.75	0.22	A	
Arm 4		1.2	4.34	0.53	A		0.6	3.45	0.39	A	
2026 Base + Committed											
Arm 1	D3	0.5	5.53	0.32	A	D4	0.5	4.61	0.32	A	
Arm 2		0.5	3.29	0.30	A		1.1	4.55	0.52	A	
Arm 3		0.0	3.89	0.02	A		0.3	4.90	0.23	A	
Arm 4		2.0	5.96	0.66	A		0.7	3.56	0.41	A	
2026 + Committed + Development											
Arm 1	D5	0.5	5.77	0.33	A	D6	0.5	4.60	0.34	A	
Arm 2		0.5	3.33	0.31	A		1.2	4.74	0.53	A	
Arm 3		0.0	3.92	0.02	A		0.3	5.06	0.24	A	
Arm 4		2.1	6.15	0.67	A		0.7	3.67	0.42	A	
2032 Base + Committed											
Arm 1	D7	0.8	5.93	0.35	A	D8	0.5	4.87	0.35	A	
Arm 2		0.5	3.40	0.32	A		1.3	4.99	0.55	A	
Arm 3		0.0	4.26	0.02	A		0.3	5.26	0.24	A	
Arm 4		2.2	6.22	0.67	A		0.7	3.63	0.42	A	
2032 Base + Committed + Development											
Arm 1	D9	0.8	6.09	0.37	A	D10	0.6	5.09	0.37	A	
Arm 2		0.5	3.45	0.32	A		1.4	5.21	0.57	A	
Arm 3		0.0	4.29	0.02	A		0.3	5.47	0.25	A	
Arm 4		2.3	6.43	0.69	A		0.8	3.74	0.44	A	

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	A47/Triumph Access
Location	Hinkley
Site number	
Date	09/01/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T23548
Enumerator	AzureAD\ConnorRead
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

7/17/2024 10:02:02 AM

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	30.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2026 + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026 + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2032 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D8	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D9	2032 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D10	2032 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	4.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.32	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Roston Drive		
2	A47 South		
3	Triumph Access		
4	A47 North		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.00	7.00	30.0	9.0	52.0	63.0		
2	3.40	7.80	32.8	30.0	52.0	44.0		
3	3.75	7.50	10.0	43.0	52.0	39.0		
4	4.50	7.50	21.0	28.0	52.0	43.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.604	1452
2	0.627	1900
3	0.589	1650
4	0.633	1925

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	333	100.000
2		✓	527	100.000
3		✓	28	100.000
4		✓	904	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	106	4	223
	2	48	0	20	469
	3	2	23	0	1
	4	189	711	24	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	2	0	2
	2	9	0	19	13
	3	0	40	0	0
	4	2	7	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	251	251
	2	397	397
	3	20	20
	4	681	681
08:00-08:15	1	299	299
	2	474	474
	3	23	23
	4	813	813
08:15-08:30	1	367	367
	2	580	580
	3	29	29
	4	995	995
08:30-08:45	1	367	367
	2	580	580
	3	29	29
	4	995	995
08:45-09:00	1	299	299
	2	474	474
	3	23	23
	4	813	813
09:00-09:15	1	251	251
	2	397	397
	3	20	20
	4	681	681

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	5.52	0.8	A
2	0.34	3.54	0.8	A
3	0.02	4.19	0.0	A
4	0.53	4.34	1.2	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	251	569	1165	0.215	250	0.3	4.003	A
2	397	188	1782	0.223	395	0.3	2.928	A
3	20	548	1328	0.015	19	0.0	3.680	A
4	681	55	1891	0.360	676	0.8	3.145	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	299	581	1109	0.270	299	0.4	4.530	A
2	474	225	1758	0.209	473	0.4	3.151	A
3	23	555	1264	0.018	23	0.0	3.881	A
4	813	66	1884	0.431	812	0.8	3.553	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	367	633	1032	0.355	366	0.6	5.504	A
2	580	276	1727	0.336	580	0.6	3.540	A
3	29	803	1178	0.024	29	0.0	4.191	A
4	995	80	1875	0.531	994	1.2	4.328	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	367	635	1031	0.355	367	0.6	5.521	A
2	580	276	1726	0.336	580	0.6	3.543	A
3	29	804	1177	0.024	29	0.0	4.193	A
4	995	80	1875	0.531	995	1.2	4.343	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	299	583	1108	0.270	300	0.4	4.547	A
2	474	225	1756	0.270	474	0.4	3.155	A
3	23	557	1264	0.019	23	0.0	3.884	A
4	813	66	1884	0.431	814	0.8	3.575	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	251	571	1154	0.215	251	0.3	4.022	A
2	397	189	1781	0.223	397	0.3	2.938	A
3	20	550	1327	0.015	20	0.0	3.685	A
4	581	55	1891	0.350	581	0.6	3.150	A

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	18:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	281	100.000
2		✓	841	100.000
3		✓	199	100.000
4		✓	613	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	80	2	199
	2	154	4	4	679
	3	47	71	0	81
	4	168	437	8	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	1	0	1
	2	3	0	0	4
	3	0	0	0	1
	4	1	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	212	212
	2	633	633
	3	150	150
	4	461	461
17:00-17:15	1	253	253
	2	756	756
	3	179	179
	4	551	551
17:15-17:30	1	309	309
	2	926	926
	3	219	219
	4	675	675
17:30-17:45	1	309	309
	2	926	926
	3	219	219
	4	675	675
17:45-18:00	1	253	253
	2	756	756
	3	179	179
	4	551	551
18:00-18:15	1	212	212
	2	633	633
	3	150	150
	4	461	461

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	4.25	0.4	A
2	0.53	4.50	1.2	A
3	0.22	4.76	0.3	A
4	0.39	3.46	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	212	390	1255	0.169	211	0.2	3.480	A
2	633	157	1801	0.352	631	0.6	3.187	A
3	150	777	1193	0.126	149	0.1	3.461	A
4	461	207	1794	0.257	460	0.4	2.741	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	253	467	1217	0.208	252	0.3	3.770	A
2	755	188	1782	0.424	755	0.8	3.835	A
3	179	830	1103	0.162	179	0.2	3.910	A
4	551	248	1789	0.312	551	0.5	3.006	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	309	572	1184	0.266	309	0.4	4.251	A
2	926	230	1755	0.527	924	1.1	4.487	A
3	219	1139	980	0.224	219	0.3	4.748	A
4	675	303	1734	0.389	674	0.6	3.454	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	309	573	1184	0.266	309	0.4	4.256	A
2	926	230	1755	0.528	926	1.2	4.504	A
3	219	1141	979	0.224	219	0.3	4.756	A
4	675	304	1733	0.389	675	0.6	3.458	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	253	468	1216	0.208	253	0.3	3.778	A
2	755	188	1782	0.424	758	0.8	3.853	A
3	179	833	1101	0.162	179	0.2	3.922	A
4	551	249	1788	0.312	552	0.5	3.011	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	212	392	1255	0.169	212	0.2	3.486	A
2	833	158	1801	0.352	834	0.6	3.205	A
3	150	781	1191	0.126	150	0.1	3.473	A
4	461	208	1794	0.257	462	0.4	2.751	A

2026 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	5.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
DS	2026 Base + Committed	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	284	100.000
2		✓	479	100.000
3		✓	24	100.000
4		✓	1127	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	108	4	172
	2	43	0	21	415
	3	2	20	0	2
	4	288	835	24	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	2	0	2
	2	9	0	19	13
	3	0	40	0	0
	4	2	7	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	214	214
	2	361	361
	3	18	18
	4	848	848
08:00-08:15	1	255	255
	2	431	431
	3	22	22
	4	1013	1013
08:15-08:30	1	313	313
	2	527	527
	3	26	26
	4	1241	1241
08:30-08:45	1	313	313
	2	527	527
	3	26	26
	4	1241	1241
08:45-09:00	1	255	255
	2	431	431
	3	22	22
	4	1013	1013
09:00-09:15	1	214	214
	2	361	361
	3	18	18
	4	848	848

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.32	5.63	0.5	A
2	0.30	3.29	0.5	A
3	0.02	3.88	0.0	A
4	0.06	5.96	2.0	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	214	659	1120	0.191	213	0.2	4.043	A
2	361	150	1805	0.200	359	0.3	2.810	A
3	18	473	1372	0.013	18	0.0	3.488	A
4	848	49	1895	0.448	845	0.9	3.618	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	255	789	1054	0.242	255	0.3	4.589	A
2	431	180	1787	0.241	430	0.4	2.995	A
3	22	505	1317	0.016	22	0.0	3.645	A
4	1013	58	1888	0.536	1012	1.2	4.338	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	313	965	966	0.324	312	0.5	5.610	A
2	527	220	1762	0.299	527	0.5	3.268	A
3	26	693	1243	0.021	26	0.0	3.884	A
4	1241	71	1890	0.660	1238	2.0	5.899	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	313	966	964	0.324	313	0.5	5.632	A
2	527	220	1761	0.299	527	0.5	3.292	A
3	26	694	1242	0.021	26	0.0	3.886	A
4	1241	72	1890	0.660	1241	2.0	5.956	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	255	793	1053	0.243	256	0.3	4.611	A
2	431	180	1787	0.241	431	0.4	2.998	A
3	22	507	1317	0.016	22	0.0	3.650	A
4	1013	59	1888	0.537	1016	1.2	4.384	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	214	663	1118	0.191	214	0.2	4.082	A
2	361	151	1805	0.200	361	0.3	2.816	A
3	18	475	1371	0.013	18	0.0	3.491	A
4	848	45	1894	0.448	850	0.9	3.654	A

2026 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	4.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
04	2026 Base + Committed	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		✓	335	100.000
2		✓	807	100.000
3		✓	199	100.000
4		✓	640	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	66	8	204
	2	157	4	0	648
	3	47	69	0	83
	4	185	447	8	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	1	0	1
	2	3	0	0	4
	3	0	0	0	1
	4	1	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	253	253
	2	608	608
	3	150	150
	4	482	482
17:00-17:15	1	302	302
	2	725	725
	3	179	179
	4	575	575
17:15-17:30	1	370	370
	2	889	889
	3	219	219
	4	706	706
17:30-17:45	1	370	370
	2	889	889
	3	219	219
	4	706	706
17:45-18:00	1	302	302
	2	725	725
	3	179	179
	4	575	575
18:00-18:15	1	253	253
	2	608	608
	3	150	150
	4	482	482

Results

Results Summary for whole modelled period

Arms	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.32	4.61	0.5	A
2	0.52	4.58	1.1	A
3	0.23	4.90	0.3	A
4	0.41	3.55	0.7	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	253	395	1292	0.202	252	0.3	3.630	A
2	608	208	1769	0.343	605	0.6	3.208	A
3	150	803	1178	0.127	149	0.1	3.513	A
4	482	208	1794	0.269	480	0.4	2.784	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	302	474	1213	0.249	302	0.3	3.968	A
2	725	250	1743	0.416	725	0.7	3.688	A
3	179	982	1084	0.165	179	0.2	3.990	A
4	575	249	1768	0.325	575	0.5	3.065	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	370	581	1158	0.319	369	0.5	4.598	A
2	889	306	1708	0.520	887	1.1	4.543	A
3	219	1177	957	0.229	219	0.3	4.891	A
4	705	304	1733	0.407	704	0.7	3.553	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	370	581	1158	0.319	370	0.5	4.606	A
2	889	306	1708	0.520	888	1.1	4.561	A
3	219	1179	956	0.229	219	0.3	4.903	A
4	705	305	1733	0.407	705	0.7	3.560	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	302	475	1212	0.249	303	0.3	3.997	A
2	725	250	1743	0.416	727	0.7	3.683	A
3	179	985	1083	0.165	179	0.2	4.005	A
4	575	250	1768	0.326	575	0.5	3.076	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	253	398	1252	0.202	253	0.3	3.641	A
2	608	210	1766	0.344	608	0.5	3.225	A
3	150	807	1175	0.127	150	0.1	3.526	A
4	482	209	1793	0.269	482	0.4	2.794	A

2026 + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	5.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
05	2026 + Committed + Development	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		✓	290	100.000
2		✓	483	100.000
3		✓	24	100.000
4		✓	1145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	108	4	178
	2	43	0	21	424
	3	2	20	0	2
	4	270	849	26	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1	2	3	4
	1	0	2	0	2
	2	9	0	19	13
	3	0	40	0	0
	4	2	7	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	218	218
	2	367	367
	3	18	18
	4	862	862
08:00-08:15	1	261	261
	2	439	439
	3	22	22
	4	1029	1029
08:15-08:30	1	319	319
	2	537	537
	3	26	26
	4	1261	1261
08:30-08:45	1	319	319
	2	537	537
	3	26	26
	4	1261	1261
08:45-09:00	1	261	261
	2	439	439
	3	22	22
	4	1029	1029
09:00-09:15	1	218	218
	2	367	367
	3	18	18
	4	862	862

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	5.77	0.5	A
2	0.31	3.33	0.5	A
3	0.02	3.92	0.0	A
4	0.67	6.15	2.1	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	218	671	1114	0.198	217	0.2	4.090	A
2	367	156	1802	0.204	366	0.3	2.827	A
3	18	484	1366	0.013	18	0.0	3.505	A
4	862	49	1895	0.455	859	0.9	3.555	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	281	803	1047	0.249	280	0.3	4.663	A
2	439	187	1782	0.248	438	0.4	3.023	A
3	22	579	1309	0.016	22	0.0	3.687	A
4	1029	58	1889	0.545	1028	1.3	4.418	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	319	983	957	0.334	319	0.5	5.746	A
2	537	229	1756	0.306	537	0.5	3.330	A
3	26	709	1233	0.021	26	0.0	3.916	A
4	1261	71	1890	0.670	1257	2.1	6.082	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	319	985	956	0.334	319	0.5	5.769	A
2	537	229	1756	0.306	537	0.5	3.333	A
3	26	710	1232	0.021	26	0.0	3.917	A
4	1261	72	1890	0.671	1261	2.1	6.147	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	281	807	1045	0.249	281	0.3	4.668	A
2	439	187	1782	0.248	439	0.4	3.029	A
3	22	581	1309	0.016	22	0.0	3.673	A
4	1029	59	1888	0.545	1033	1.3	4.471	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	218	675	1112	0.196	219	0.3	4.111	A
2	367	157	1801	0.204	368	0.3	2.834	A
3	18	489	1364	0.013	18	0.0	3.511	A
4	882	45	1894	0.455	884	0.9	3.703	A

2026 + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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	united	Standard Roundabout		1, 2, 3, 4	4.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 + Committed + Development	PM	ONE HOUR	15:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	352	100.000
2		✓	824	100.000
3		✓	203	100.000
4		✓	666	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	66	6	280
	2	157	4	0	663
	3	47	69	0	87
	4	188	471	9	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1	2	3	4
	1	0	1	0	1
	2	3	0	0	4
	3	0	0	0	1
	4	1	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	265	265
	2	620	620
	3	153	153
	4	503	503
17:00-17:15	1	316	316
	2	741	741
	3	182	182
	4	601	601
17:15-17:30	1	388	388
	2	907	907
	3	224	224
	4	735	735
17:30-17:45	1	388	388
	2	907	907
	3	224	224
	4	735	735
17:45-18:00	1	316	316
	2	741	741
	3	182	182
	4	601	601
18:00-18:15	1	265	265
	2	620	620
	3	153	153
	4	503	503

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	4.80	0.5	A
2	0.53	4.74	1.2	A
3	0.24	5.08	0.3	A
4	0.42	3.67	0.7	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	265	415	1243	0.213	264	0.3	3.710	A
2	620	221	1761	0.352	618	0.6	3.285	A
3	153	828	1163	0.131	152	0.2	3.575	A
4	503	208	1794	0.280	501	0.4	2.828	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	316	497	1202	0.263	316	0.4	4.102	A
2	741	265	1733	0.427	740	0.8	3.757	A
3	182	991	1067	0.171	182	0.2	4.086	A
4	601	249	1768	0.340	600	0.5	3.132	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	388	608	1146	0.338	387	0.5	4.787	A
2	907	324	1696	0.535	906	1.2	4.717	A
3	224	1213	936	0.239	223	0.3	5.066	A
4	735	304	1733	0.424	735	0.7	3.663	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	388	609	1145	0.338	388	0.5	4.797	A
2	907	325	1696	0.535	907	1.2	4.737	A
3	224	1215	935	0.239	224	0.3	5.081	A
4	735	305	1733	0.425	735	0.7	3.670	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	316	498	1201	0.263	317	0.4	4.116	A
2	741	266	1733	0.427	742	0.8	3.780	A
3	182	995	1065	0.171	183	0.2	4.102	A
4	601	250	1768	0.340	601	0.5	3.143	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	265	417	1242	0.213	265	0.3	3.725	A
2	620	222	1760	0.352	621	0.6	3.282	A
3	153	832	1161	0.132	153	0.2	3.591	A
4	503	209	1793	0.280	503	0.4	2.838	A

2032 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	5.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032 Base + Committed	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		✓	309	100.000
2		✓	500	100.000
3		✓	25	100.000
4		✓	1153	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	108	3	198
	2	39	0	20	441
	3	0	25	0	0
	4	289	840	24	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	2	0	2
	2	9	0	19	13
	3	0	40	0	0
	4	2	7	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	233	233
	2	376	376
	3	19	19
	4	868	868
08:00-08:15	1	278	278
	2	449	449
	3	22	22
	4	1037	1037
08:15-08:30	1	340	340
	2	551	551
	3	28	28
	4	1269	1269
08:30-08:45	1	340	340
	2	551	551
	3	28	28
	4	1269	1269
08:45-09:00	1	278	278
	2	449	449
	3	22	22
	4	1037	1037
09:00-09:15	1	233	233
	2	376	376
	3	19	19
	4	868	868

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	5.93	0.6	A
2	0.32	3.40	0.5	A
3	0.02	4.26	0.0	A
4	0.67	6.22	2.2	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	233	667	1116	0.208	232	0.3	4.145	A
2	376	169	1794	0.210	375	0.3	2.862	A
3	19	509	1351	0.014	19	0.0	3.782	A
4	868	48	1895	0.458	864	0.9	3.683	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	278	798	1050	0.285	277	0.4	4.750	A
2	449	202	1773	0.254	449	0.4	3.070	A
3	22	609	1292	0.017	22	0.0	3.969	A
4	1037	57	1889	0.549	1035	1.3	4.449	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	340	976	960	0.354	339	0.6	5.907	A
2	551	247	1745	0.316	550	0.5	3.400	A
3	28	745	1212	0.023	27	0.0	4.256	A
4	1269	70	1881	0.675	1266	2.2	6.155	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	340	979	959	0.355	340	0.6	5.933	A
2	551	248	1744	0.316	551	0.5	3.404	A
3	28	746	1211	0.023	28	0.0	4.258	A
4	1269	70	1881	0.675	1269	2.2	6.224	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	278	802	1048	0.285	279	0.4	4.775	A
2	449	203	1772	0.254	450	0.4	3.076	A
3	22	611	1291	0.017	23	0.0	3.972	A
4	1037	58	1889	0.549	1040	1.3	4.502	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	233	671	1114	0.209	233	0.3	4.169	A
2	376	170	1793	0.210	377	0.3	2.869	A
3	19	511	1350	0.014	19	0.0	3.786	A
4	868	48	1895	0.458	870	0.9	3.718	A

2032 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	4.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 Base + Committed	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		✓	368	100.000
2		✓	850	100.000
3		✓	198	100.000
4		✓	665	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	63	5	300
	2	146	4	0	700
	3	45	69	0	84
	4	195	463	7	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	1	0	1
	2	3	0	0	4
	3	0	0	0	1
	4	1	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	277	277
	2	640	640
	3	149	149
	4	501	501
17:00-17:15	1	331	331
	2	764	764
	3	178	178
	4	598	598
17:15-17:30	1	405	405
	2	936	936
	3	218	218
	4	732	732
17:30-17:45	1	405	405
	2	936	936
	3	218	218
	4	732	732
17:45-18:00	1	331	331
	2	764	764
	3	178	178
	4	598	598
18:00-18:15	1	277	277
	2	640	640
	3	149	149
	4	501	501

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	4.87	0.5	A
2	0.56	4.99	1.3	A
3	0.24	5.26	0.3	A
4	0.42	3.63	0.7	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	277	407	1247	0.222	276	0.3	3.739	A
2	640	234	1753	0.365	638	0.6	3.343	A
3	149	862	1143	0.130	148	0.1	3.634	A
4	501	198	1800	0.278	499	0.4	2.809	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	331	488	1208	0.274	330	0.4	4.149	A
2	764	280	1724	0.443	763	0.8	3.887	A
3	178	1033	1043	0.171	178	0.2	4.179	A
4	598	237	1775	0.337	597	0.5	3.105	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	405	597	1151	0.352	405	0.5	4.885	A
2	936	343	1684	0.556	934	1.3	4.968	A
3	218	1264	906	0.241	218	0.3	5.244	A
4	732	290	1742	0.420	731	0.7	3.618	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	405	598	1151	0.352	405	0.5	4.875	A
2	936	344	1684	0.556	936	1.3	4.994	A
3	218	1266	905	0.241	218	0.3	5.261	A
4	732	291	1742	0.420	732	0.7	3.625	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	331	489	1208	0.274	331	0.4	4.163	A
2	764	281	1723	0.443	766	0.8	3.912	A
3	178	1036	1040	0.171	178	0.2	4.195	A
4	598	238	1775	0.337	599	0.5	3.113	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	277	409	1246	0.222	277	0.3	3.754	A
2	640	235	1752	0.365	641	0.6	3.365	A
3	149	867	1140	0.131	149	0.2	3.651	A
4	501	199	1800	0.278	501	0.4	2.819	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	5.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Base + Committed + Development	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		✓	315	100.000
2		✓	509	100.000
3		✓	25	100.000
4		✓	1171	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	108	3	204
	2	39	0	20	450
	3	0	25	0	0
	4	291	854	26	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	2	0	2
	2	9	0	19	13
	3	0	40	0	0
	4	2	7	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	237	237
	2	383	383
	3	19	19
	4	882	882
08:00-08:15	1	283	283
	2	458	458
	3	22	22
	4	1053	1053
08:15-08:30	1	347	347
	2	560	560
	3	28	28
	4	1289	1289
08:30-08:45	1	347	347
	2	560	560
	3	28	28
	4	1289	1289
08:45-09:00	1	283	283
	2	458	458
	3	22	22
	4	1053	1053
09:00-09:15	1	237	237
	2	383	383
	3	19	19
	4	882	882

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	6.09	0.6	A
2	0.32	3.45	0.5	A
3	0.02	4.29	0.0	A
4	0.69	6.43	2.3	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	237	679	1110	0.214	236	0.3	4.195	A
2	383	175	1790	0.214	382	0.3	2.884	A
3	19	520	1344	0.014	19	0.0	3.801	A
4	882	48	1895	0.465	878	0.9	3.729	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	283	812	1043	0.272	283	0.4	4.829	A
2	458	209	1768	0.259	457	0.4	3.100	A
3	22	622	1284	0.018	22	0.0	3.994	A
4	1053	57	1889	0.557	1051	1.3	4.537	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	347	994	951	0.365	346	0.6	6.057	A
2	560	256	1739	0.322	560	0.5	3.445	A
3	28	762	1202	0.023	27	0.0	4.291	A
4	1289	70	1881	0.685	1286	2.3	6.355	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	347	996	950	0.365	347	0.6	6.086	A
2	560	257	1739	0.322	560	0.5	3.448	A
3	28	763	1201	0.023	28	0.0	4.293	A
4	1289	70	1881	0.685	1289	2.3	6.433	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	283	816	1041	0.272	284	0.4	4.856	A
2	458	210	1768	0.259	458	0.4	3.106	A
3	22	624	1283	0.018	23	0.0	3.997	A
4	1053	58	1889	0.557	1056	1.3	4.593	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	237	683	1108	0.214	238	0.3	4.219	A
2	383	176	1789	0.214	384	0.3	2.893	A
3	19	522	1343	0.014	19	0.0	3.805	A
4	882	48	1895	0.465	883	0.9	3.772	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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, 4	4.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Base + Committed + Development	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		✓	384	100.000
2		✓	887	100.000
3		✓	202	100.000
4		✓	693	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	63	5	316
	2	146	4	0	717
	3	45	69	0	88
	4	198	487	8	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	1	0	1
	2	3	0	0	4
	3	0	0	0	1
	4	1	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	289	289
	2	653	653
	3	152	152
	4	522	522
17:00-17:15	1	345	345
	2	779	779
	3	182	182
	4	623	623
17:15-17:30	1	423	423
	2	955	955
	3	222	222
	4	763	763
17:30-17:45	1	423	423
	2	955	955
	3	222	222
	4	763	763
17:45-18:00	1	345	345
	2	779	779
	3	182	182
	4	623	623
18:00-18:15	1	289	289
	2	653	653
	3	152	152
	4	522	522

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	5.09	0.6	A
2	0.57	5.21	1.4	A
3	0.25	5.47	0.3	A
4	0.44	3.74	0.8	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	289	426	1237	0.234	288	0.3	3.824	A
2	653	247	1745	0.374	650	0.6	3.407	A
3	152	887	1128	0.135	151	0.2	3.700	A
4	522	198	1800	0.290	520	0.4	2.856	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	345	510	1195	0.289	345	0.4	4.274	A
2	779	295	1714	0.455	778	0.9	3.989	A
3	182	1082	1025	0.177	181	0.2	4.284	A
4	823	237	1775	0.351	822	0.5	3.173	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	423	625	1137	0.372	422	0.6	5.077	A
2	955	382	1673	0.571	953	1.4	5.175	A
3	222	1300	885	0.251	222	0.3	5.448	A
4	783	290	1742	0.438	782	0.8	3.732	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	423	625	1137	0.372	423	0.6	5.090	A
2	955	382	1672	0.571	955	1.4	5.206	A
3	222	1302	884	0.252	222	0.3	5.466	A
4	783	291	1742	0.438	783	0.8	3.740	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	345	511	1194	0.289	346	0.4	4.290	A
2	779	296	1714	0.455	781	0.9	4.017	A
3	182	1086	1023	0.178	182	0.2	4.304	A
4	823	238	1775	0.351	824	0.6	3.182	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	289	428	1236	0.234	290	0.3	3.841	A
2	653	248	1744	0.374	654	0.6	3.430	A
3	152	892	1125	0.135	152	0.2	3.715	A
4	522	199	1800	0.290	522	0.4	2.889	A

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix L

Junctions 10 ARCADY Output – A47/The Common Roundabout Junction

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.1.1.1905	
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Filename: T23548 A47-The Common-B4668 400.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T23548 Hinckley Phase 2 Modelling\Arcady

Report generation date: 09/01/2024 15:11:55

- » 2022 Base, AM
- » 2022 Base, PM
- » 2026 Base + Committed, AM
- » 2026 Base + Committed, PM
- » 2026 Base + Committed + Development, AM
- » 2026 Base + Committed + Development, PM
- » 2032 Base + Committed, AM
- » 2032 Base + Committed, PM
- » 2032 Base + Committed + Development, AM
- » 2032 Base + Committed + Development, PM

Report generated by Junctions 10 (10.1.1.1905) on 09/01/2024 15:11:55

Summary of junction performance

AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS		Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base											
Arm 1	D1	1.7	3.68	0.62	A	D2	1.1	2.76	0.52	A	
Arm 2		0.6	4.07	0.38	A		1.3	5.40	0.55	A	
Arm 3		0.8	3.68	0.42	A		1.6	5.98	0.62	A	
Arm 4		0.4	3.74	0.27	A		0.2	3.90	0.18	A	
2026 Base + Committed											
Arm 1	D3	2.2	4.42	0.68	A	D4	1.5	3.29	0.60	A	
Arm 2		0.8	4.65	0.42	A		1.6	6.63	0.61	A	
Arm 3		0.8	3.79	0.44	A		1.9	6.81	0.65	A	
Arm 4		0.5	4.02	0.31	A		0.2	3.93	0.17	A	
2026 Base + Committed + Development											
Arm 1	D5	2.3	4.54	0.69	A	D6	1.6	3.46	0.62	A	
Arm 2		0.8	4.72	0.42	A		1.7	6.99	0.62	A	
Arm 3		0.9	3.99	0.47	A		2.0	6.68	0.66	A	
Arm 4		0.5	4.13	0.32	A		0.2	3.97	0.17	A	
2032 Base + Committed											
Arm 1	D7	2.5	4.84	0.70	A	D8	1.6	3.38	0.61	A	
Arm 2		0.7	4.73	0.42	A		1.8	7.28	0.64	A	
Arm 3		0.8	3.68	0.43	A		2.1	7.12	0.67	A	
Arm 4		0.5	4.18	0.34	A		0.2	4.05	0.19	A	
2032 Base + Committed + Development											
Arm 1	D9	2.6	4.99	0.71	A	D10	1.7	3.58	0.63	A	
Arm 2		0.8	4.80	0.42	A		1.9	7.73	0.65	A	
Arm 3		0.9	3.87	0.45	A		2.3	7.61	0.69	A	
Arm 4		0.5	4.29	0.35	A		0.2	4.12	0.19	A	

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	A47/The Common
Location	Hinkley
Site number	
Date	09/01/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T23548
Enumerator	AzureAD\ConnorRead
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

File Path: C:\Users\ConnorRead\Documents\TfL\T23548\A47\A47_The_Common.j10

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	30.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2032 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D8	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D9	2032 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D10	2032 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4605	Standard Roundabout		1, 2, 3, 4	3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A47 - Leicester Rd		
2	B4605 - Leicester Rd		
3	A47 - Normandy Way		
4	The Common		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	7.40	11.00	12.0	78.0	80.0	32.0		
2	3.50	9.80	21.0	30.0	80.0	32.0		
3	4.00	7.20	48.0	83.0	80.0	26.0		
4	2.50	8.20	40.0	20.0	80.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.552	2681
2	0.524	2037
3	0.543	2107
4	0.487	1883

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	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		✓	1496	100.000
2		✓	516	100.000
3		✓	660	100.000
4		✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	1	598	513	84
	2	317	0	56	143
	3	578	50	3	49
	4	90	203	44	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	2	5	10
	2	4	0	12	3
	3	6	4	0	2
	4	1	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	3.66	1.7	A
2	0.38	4.07	0.6	A
3	0.42	3.66	0.8	A
4	0.27	3.74	0.4	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	1126	225	2734	0.412	1123	0.7	2.321	A
2	388	710	1666	0.233	387	0.3	2.641	A
3	512	409	1885	0.272	510	0.4	2.781	A
4	254	712	1516	0.167	253	0.2	2.907	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	1345	209	2705	0.497	1344	1.0	2.748	A
2	464	849	1593	0.291	463	0.4	3.330	A
3	611	489	1841	0.332	611	0.5	3.065	A
4	303	852	1448	0.209	303	0.3	3.208	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	1647	330	2666	0.618	1645	1.7	3.658	A
2	568	1036	1493	0.381	567	0.6	4.061	A
3	749	599	1782	0.420	748	0.8	3.670	A
4	371	1043	1355	0.274	371	0.4	3.731	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	1647	330	2666	0.618	1647	1.7	3.676	A
2	568	1040	1492	0.381	566	0.6	4.071	A
3	749	600	1781	0.420	749	0.8	3.678	A
4	371	1045	1354	0.274	371	0.4	3.736	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	1345	270	2705	0.497	1347	1.0	2.763	A
2	464	851	1591	0.291	465	0.4	3.341	A
3	611	491	1841	0.332	612	0.5	3.096	A
4	303	855	1447	0.209	303	0.3	3.216	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	1126	228	2734	0.412	1127	0.7	2.335	A
2	388	712	1664	0.233	389	0.3	2.951	A
3	512	411	1884	0.272	512	0.4	2.772	A
4	254	715	1515	0.168	254	0.2	2.916	A

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4555	Standard Roundabout		1, 2, 3, 4	4.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	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		✓	1304	100.000
2		✓	764	100.000
3		✓	895	100.000
4		✓	193	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	4	439	738	125
	2	505	1	45	212
	3	788	28	1	80
	4	62	95	35	0

Vehicle Mix

Heavy Vehicle %

From	To			
	1	2	3	4
	1	0	1	3
	2	1	0	0
	3	2	4	0
	4	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.52	2.75	1.1	A
2	0.55	5.40	1.3	A
3	0.52	5.95	1.5	A
4	0.15	3.90	0.2	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	952	119	2503	0.350	950	0.5	2.015	A
2	575	578	1552	0.342	573	0.5	3.285	A
3	574	535	1752	0.352	571	0.5	3.355	A
4	145	994	1379	0.105	145	0.1	2.974	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	1172	143	2755	0.420	1172	0.7	2.275	A
2	557	510	1513	0.425	555	0.7	3.305	A
3	505	751	1554	0.475	503	0.9	4.124	A
4	174	1190	1254	0.135	173	0.2	3.304	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	1435	175	2757	0.515	1434	1.1	2.755	A
2	541	552	1515	0.554	539	1.2	5.355	A
3	555	531	1552	0.515	553	1.5	5.515	A
4	212	1455	1154	0.184	212	0.2	3.354	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	1435	175	2757	0.515	1435	1.1	2.753	A
2	541	553	1517	0.554	541	1.3	5.404	A
3	555	533	1551	0.515	555	1.5	5.575	A
4	212	1455	1153	0.184	212	0.2	3.303	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	1172	143	2788	0.421	1174	0.7	2.283	A
2	887	812	1612	0.426	889	0.8	3.907	A
3	805	763	1692	0.475	807	0.9	4.186	A
4	174	1199	1281	0.135	174	0.2	3.314	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	982	120	2803	0.350	982	0.6	2.021	A
2	575	680	1661	0.342	576	0.5	3.310	A
3	674	639	1760	0.383	675	0.6	3.393	A
4	145	999	1376	0.106	145	0.1	2.981	A

2026 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4606	Standard Roundabout		1, 2, 3, 4	4.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
03	2026 Base + Committed	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		✓	1826	100.000
2		✓	530	100.000
3		✓	723	100.000
4		✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	1	557	1025	43
	2	335	0	55	139
	3	613	50	3	57
	4	88	240	45	0

Vehicle Mix

2026 Base + Committed

Heavy Vehicle %

	To				
	1	2	3	4	
	1	0	2	5	10
	2	4	0	12	3
	3	6	4	0	2
From	4	1	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.68	4.42	2.2	A
2	0.42	4.66	0.8	A
3	0.44	3.79	0.6	A
4	0.31	4.02	0.5	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	1224	254	2715	0.461	1221	0.9	2.502	A
2	399	839	1596	0.250	398	0.3	3.133	A
3	544	369	1896	0.287	543	0.4	2.802	A
4	282	752	1497	0.188	281	0.2	3.023	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	1402	304	2682	0.545	1400	1.2	3.001	A
2	476	1004	1511	0.315	476	0.5	3.632	A
3	660	465	1656	0.350	649	0.6	3.149	A
4	336	900	1425	0.236	336	0.3	3.377	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	1790	373	2638	0.679	1757	2.2	4.381	A
2	584	1228	1394	0.419	582	0.7	4.632	A
3	796	569	1798	0.443	796	0.8	3.783	A
4	412	1102	1326	0.310	411	0.5	4.015	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	1790	373	2638	0.679	1790	2.2	4.421	A
2	584	1231	1393	0.419	584	0.8	4.660	A
3	796	570	1797	0.443	796	0.8	3.792	A
4	412	1103	1326	0.311	412	0.5	4.023	A

Peak 20% modelled %

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	1452	305	2552	0.545	1455	1.3	3.090	A
2	476	1008	1510	0.316	476	0.5	3.648	A
3	550	487	1854	0.351	551	0.6	3.150	A
4	338	902	1423	0.238	337	0.3	3.385	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	1224	255	2714	0.451	1226	0.9	2.518	A
2	399	843	1596	0.250	400	0.4	3.148	A
3	544	391	1895	0.287	545	0.4	2.813	A
4	282	755	1495	0.188	282	0.2	3.031	A

2026 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4505	Standard Roundabout		1, 2, 3, 4	5.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
04	2026 Base + Committed	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		✓	1505	100.000
2		✓	769	100.000
3		✓	938	100.000
4		✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	4	473	909	119
	2	526	1	46	216
	3	810	25	1	101
	4	61	79	38	0

Vehicle Mix

2026 Base + Committed

Heavy Vehicle %

From	To			
	1	2	3	4
	1	0	1	3
	2	1	0	0
	3	2	4	0
	4	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.00	3.29	1.5	A
2	0.01	6.63	1.6	A
3	0.05	6.61	1.9	A
4	0.17	3.93	0.2	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	1133	109	2810	0.403	1130	0.7	2.188	A
2	594	604	1616	0.368	592	0.6	3.559	A
3	706	650	1754	0.403	703	0.7	3.491	A
4	134	1026	1383	0.098	134	0.1	2.963	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	1353	130	2795	0.484	1352	1.0	2.548	A
2	709	962	1533	0.463	706	0.9	4.422	A
3	843	777	1665	0.500	842	1.0	4.355	A
4	160	1228	1265	0.127	160	0.1	3.319	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	1657	159	2777	0.597	1655	1.5	3.273	A
2	889	1178	1420	0.612	886	1.6	6.556	A
3	1033	951	1591	0.649	1029	1.9	6.513	A
4	196	1501	1132	0.173	196	0.2	3.918	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	1657	160	2777	0.597	1657	1.5	3.286	A
2	889	1179	1420	0.612	889	1.6	6.627	A
3	1033	953	1589	0.660	1033	1.9	6.605	A
4	196	1506	1130	0.174	196	0.2	3.929	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	1353	131	2795	0.484	1355	1.0	2.550	A
2	709	964	1532	0.463	712	0.9	4.471	A
3	843	781	1663	0.501	847	1.0	4.415	A
4	180	1235	1282	0.127	180	0.1	3.333	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	1133	109	2810	0.403	1134	0.7	2.200	A
2	594	807	1615	0.368	595	0.6	3.586	A
3	706	653	1752	0.403	708	0.7	3.523	A
4	134	1032	1360	0.099	134	0.1	2.993	A

2026 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4566	Standard Roundabout		1, 2, 3, 4	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
05	2026 Base + Committed + Development	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1048	100.000
2		✓	530	100.000
3		✓	768	100.000
4		✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	1	557	1048	43
	2	338	0	56	139
	3	656	50	3	60
	4	88	240	47	0

Vehicle Mix

Vehicle Mix Data

Heavy Vehicle %

From	To			
	1	2	3	4
	1	0	2	5
	2	4	0	12
	3	0	4	0
	4	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.09	4.54	2.3	A
2	0.42	4.72	0.8	A
3	0.47	3.99	0.9	A
4	0.32	4.13	0.5	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	1239	255	2715	0.456	1239	0.9	2.529	A
2	399	855	1589	0.251	399	0.3	3.155	A
3	579	389	1896	0.305	577	0.5	2.876	A
4	282	784	1481	0.191	281	0.2	3.062	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	1480	305	2682	0.552	1478	1.3	3.108	A
2	476	1023	1502	0.317	476	0.5	3.607	A
3	591	465	1955	0.373	591	0.6	3.262	A
4	337	938	1406	0.240	337	0.3	3.439	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	1812	374	2637	0.687	1808	2.3	4.498	A
2	584	1251	1382	0.422	582	0.8	4.700	A
3	847	569	1798	0.471	845	0.9	3.983	A
4	413	1149	1304	0.317	412	0.5	4.123	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	1812	374	2637	0.687	1812	2.3	4.543	A
2	584	1254	1380	0.423	584	0.8	4.721	A
3	847	570	1797	0.471	847	0.9	3.995	A
4	413	1151	1303	0.317	413	0.5	4.132	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	1480	308	2681	0.552	1484	1.3	3.140	A
2	478	1027	1500	0.318	478	0.5	3.684	A
3	891	487	1854	0.373	893	0.6	3.274	A
4	337	941	1405	0.240	338	0.3	3.450	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	1239	258	2714	0.457	1241	0.9	2.548	A
2	389	858	1588	0.251	400	0.4	3.170	A
3	579	391	1895	0.305	580	0.5	2.888	A
4	282	788	1478	0.191	283	0.2	3.073	A

2026 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4568	Standard Roundabout		1, 2, 3, 4	5.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
06	2026 Base + Committed + Development	PM	ONE HOUR	15:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1555	100.000
2		✓	789	100.000
3		✓	958	100.000
4		✓	178	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	4	473	959	119
	2	528	1	46	216
	3	827	28	1	104
	4	81	79	38	0

Vehicle Mix

Heavy Vehicle %

From	To			
	1	2	3	4
	1	0	1	3
	2	1	0	0
	3	2	4	0
	4	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	3.46	1.6	A
2	0.62	6.99	1.7	A
3	0.66	6.88	2.0	A
4	0.17	3.97	0.2	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	1171	109	2810	0.417	1168	0.7	2.238	A
2	594	842	1596	0.372	592	0.6	3.626	A
3	721	649	1754	0.411	718	0.7	3.542	A
4	134	1039	1357	0.099	134	0.1	2.998	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	1396	130	2796	0.500	1397	1.0	2.629	A
2	709	1007	1610	0.470	708	0.9	4.550	A
3	861	777	1665	0.511	860	1.1	4.450	A
4	160	1243	1258	0.127	160	0.1	3.341	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	1712	159	2777	0.616	1710	1.6	3.443	A
2	869	1232	1392	0.624	866	1.7	6.505	A
3	1055	950	1591	0.663	1051	2.0	6.768	A
4	196	1520	1123	0.175	196	0.2	3.965	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	1712	160	2777	0.617	1712	1.6	3.457	A
2	869	1234	1391	0.625	869	1.7	6.994	A
3	1055	953	1589	0.664	1055	2.0	6.877	A
4	196	1525	1120	0.175	196	0.2	3.968	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	1336	131	2756	0.500	1430	1.0	2.643	A
2	709	1010	1508	0.470	712	0.9	4.607	A
3	881	782	1683	0.512	885	1.1	4.518	A
4	180	1250	1254	0.128	180	0.1	3.354	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	1171	109	2810	0.417	1172	0.7	2.251	A
2	594	845	1595	0.372	595	0.8	3.681	A
3	721	653	1752	0.412	723	0.7	3.575	A
4	134	1045	1354	0.089	134	0.1	3.009	A

2032 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4568	Standard Roundabout		1, 2, 3, 4	4.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032 Base + Committed	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		✓	1675	100.000
2		✓	515	100.000
3		✓	703	100.000
4		✓	419	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	558	1074	45	
	2	321	0	50	138
	3	597	50	3	53
	4	108	267	40	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
	1	0	2	5	10
	2	4	0	12	3
	3	6	4	0	2
From	4	1	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.70	4.84	2.5	A
2	0.42	4.73	0.7	A
3	0.43	3.68	0.8	A
4	0.34	4.18	0.5	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	1251	275	2702	0.467	1257	0.9	2.588	A
2	388	878	1578	0.246	385	0.3	3.157	A
3	529	379	1901	0.278	528	0.4	2.761	A
4	315	729	1508	0.209	314	0.3	3.079	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	1506	329	2667	0.565	1504	1.3	3.220	A
2	463	1050	1487	0.311	462	0.5	3.669	A
3	632	453	1861	0.340	631	0.5	3.087	A
4	377	873	1438	0.262	376	0.4	3.464	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	1844	402	2619	0.704	1840	2.4	4.786	A
2	567	1284	1365	0.416	566	0.7	4.706	A
3	774	555	1806	0.429	773	0.8	3.675	A
4	461	1069	1343	0.344	461	0.5	4.170	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	1844	403	2618	0.704	1844	2.5	4.839	A
2	567	1287	1363	0.416	567	0.7	4.727	A
3	774	556	1805	0.429	774	0.8	3.682	A
4	461	1070	1342	0.344	461	0.5	4.176	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	1506	330	2666	0.565	1510	1.4	3.253	A
2	463	1054	1485	0.312	464	0.5	3.688	A
3	632	455	1860	0.340	633	0.5	3.099	A
4	377	875	1437	0.262	377	0.4	3.473	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	1261	276	2701	0.467	1263	0.9	2.610	A
2	388	881	1576	0.246	388	0.3	3.172	A
3	529	381	1900	0.278	530	0.4	2.774	A
4	315	733	1506	0.209	316	0.3	3.089	A

2032 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4668	Standard Roundabout		1, 2, 3, 4	5.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 Base + Committed	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		✓	1527	100.000
2		✓	814	100.000
3		✓	958	100.000
4		✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	4	470	928	125
	2	532	1	46	235
	3	833	26	1	98
	4	64	77	51	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1	2	3	4
	1	0	1	3	2
	2	1	0	0	3
	3	2	4	0	3
	4	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.61	3.38	1.6	A
2	0.64	7.28	1.8	A
3	0.67	7.12	2.1	A
4	0.19	4.06	0.2	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	1150	117	2805	0.410	1147	0.7	2.217	A
2	613	833	1601	0.383	610	0.6	3.679	A
3	721	673	1742	0.414	718	0.7	3.582	A
4	145	1048	1353	0.107	144	0.1	3.029	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	1373	140	2790	0.492	1372	1.0	2.594	A
2	732	996	1515	0.483	731	0.9	4.647	A
3	861	805	1670	0.516	860	1.1	4.531	A
4	173	1254	1252	0.138	172	0.2	3.392	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	1681	171	2769	0.607	1679	1.6	3.370	A
2	896	1219	1399	0.641	893	1.8	7.180	A
3	1055	984	1572	0.671	1051	2.0	6.999	A
4	211	1532	1117	0.189	211	0.2	4.045	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	1681	172	2769	0.607	1681	1.6	3.384	A
2	896	1221	1398	0.641	896	1.8	7.283	A
3	1055	988	1571	0.672	1055	2.1	7.121	A
4	211	1538	1114	0.190	211	0.2	4.059	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	1373	141	2789	0.492	1375	1.0	2.607	A
2	732	999	1514	0.483	735	1.0	4.710	A
3	861	810	1667	0.517	865	1.1	4.606	A
4	173	1262	1249	0.138	173	0.2	3.409	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	1150	118	2804	0.410	1151	0.7	2.227	A
2	613	836	1600	0.383	614	0.6	3.712	A
3	721	677	1740	0.415	723	0.7	3.620	A
4	145	1054	1350	0.107	145	0.1	3.040	A

2032 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4668	Standard Roundabout		1, 2, 3, 4	4.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Base + Committed + Development	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		✓	1695	100.000
2		✓	515	100.000
3		✓	749	100.000
4		✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	555	1094	45	
	2	321	0	56	138
	3	640	50	3	56
	4	106	267	47	0

Vehicle Mix

Heavy Vehicle %

From	To			
	1	2	3	4
	1	0	2	5
	2	4	0	12
	3	6	4	0
	4	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.71	4.99	2.6	A
2	0.42	4.80	0.8	A
3	0.46	3.87	0.9	A
4	0.35	4.29	0.5	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	1276	275	2701	0.472	1272	0.9	2.616	A
2	388	893	1569	0.247	388	0.3	3.179	A
3	564	379	1901	0.297	562	0.4	2.833	A
4	316	762	1492	0.212	315	0.3	3.121	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	1524	330	2666	0.572	1522	1.4	3.270	A
2	463	1069	1478	0.313	462	0.5	3.705	A
3	673	453	1861	0.362	673	0.6	3.195	A
4	378	912	1419	0.266	377	0.4	3.530	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	1866	403	2618	0.713	1862	2.5	4.925	A
2	567	1307	1353	0.419	566	0.7	4.776	A
3	825	555	1806	0.457	824	0.9	3.865	A
4	462	1116	1320	0.350	462	0.5	4.283	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	1866	404	2618	0.713	1866	2.6	4.986	A
2	567	1310	1351	0.420	567	0.8	4.800	A
3	825	556	1805	0.457	825	0.9	3.874	A
4	462	1118	1319	0.351	462	0.5	4.294	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	1524	331	2665	0.572	1528	1.4	3.311	A
2	463	1073	1475	0.314	464	0.5	3.724	A
3	673	455	1880	0.362	674	0.6	3.209	A
4	378	914	1418	0.266	378	0.4	3.542	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	1276	277	2701	0.473	1278	0.9	2.639	A
2	388	897	1567	0.247	388	0.3	3.195	A
3	564	381	1900	0.297	565	0.4	2.844	A
4	316	765	1490	0.212	317	0.3	3.133	A

2032 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - 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	A47/The Common/B4688	Standard Roundabout		1, 2, 3, 4	5.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Base + Committed + Development	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		✓	1577	100.000
2		✓	814	100.000
3		✓	988	100.000
4		✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	4	470	978	125
	2	532	1	46	235
	3	854	31	1	102
	4	64	77	51	0

Vehicle Mix

Heavy Vehicle %

From	To			
	1	2	3	4
	1	0	1	3
	2	1	0	0
	3	2	4	0
	4	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.63	3.58	1.7	A
2	0.65	7.73	1.9	A
3	0.69	7.61	2.3	A
4	0.19	4.12	0.2	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	1187	121	2802	0.424	1184	0.7	2.272	A
2	613	870	1581	0.388	610	0.6	3.754	A
3	744	673	1742	0.427	741	0.8	3.664	A
4	145	1067	1343	0.108	144	0.1	3.053	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	1418	145	2787	0.509	1416	1.1	2.885	A
2	732	1041	1492	0.490	730	1.0	4.791	A
3	888	805	1670	0.532	887	1.1	4.686	A
4	173	1277	1241	0.139	172	0.2	3.428	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	1736	177	2766	0.628	1734	1.7	3.560	A
2	896	1274	1370	0.654	893	1.9	7.599	A
3	1088	984	1573	0.692	1083	2.2	7.451	A
4	211	1560	1103	0.192	211	0.2	4.107	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	1736	177	2765	0.628	1736	1.7	3.577	A
2	896	1276	1369	0.655	896	1.9	7.725	A
3	1088	988	1571	0.693	1088	2.3	7.609	A
4	211	1567	1100	0.192	211	0.2	4.123	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	1418	145	2788	0.509	1420	1.1	2.700	A
2	732	1044	1491	0.491	735	1.0	4.862	A
3	888	810	1667	0.533	893	1.2	4.773	A
4	173	1288	1237	0.140	173	0.2	3.446	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	1187	121	2802	0.424	1188	0.8	2.285	A
2	613	873	1580	0.388	614	0.6	3.789	A
3	744	677	1740	0.428	745	0.8	3.704	A
4	145	1074	1340	0.108	145	0.1	3.065	A

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix M

Junctions 10 PICADY Output – Stoke Road/Tudor Road North Priority Junction

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.1.1905				
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Filename: T23548 - Tudor Road-Stoke Road NORTH 400.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T23548 Hinckley Phase 2 Modelling\Picady

Report generation date: 09/01/2024 15:14:52

- » 2022 Base, AM
- » 2022 Base, PM
- » 2026 Base + Committed, AM
- » 2026 Base + Committed, PM
- » 2026 Base + Committed + Development, AM
- » 2026 Base + Committed + Development, PM
- » 2032 Base + Committed, AM
- » 2032 Base + Committed, PM
- » 2032 Base + Committed + Development, AM
- » 2032 Base + Committed + Development, PM

Summary of junction performance

		AM					PM				
		Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base											
Stream B-AC	D1	1.5	26.97	0.61	D	D2	0.7	17.68	0.41	C	
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2026 Base + Committed											
Stream B-AC	D3	2.0	33.06	0.68	D	D4	0.8	19.30	0.44	C	
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2026 Base + Committed + Development											
Stream B-AC	D5	2.3	37.51	0.71	E	D6	1.0	22.30	0.51	C	
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2032 Base + Committed											
Stream B-AC	D7	2.2	35.22	0.70	E	D8	0.9	20.37	0.47	C	
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2032 Base + Committed + Development											
Stream B-AC	D9	2.5	40.27	0.73	E	D10	1.2	23.73	0.54	C	
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	Stoke Road/Tudor Road NORTH
Location	Hinckley
Site number	
Date	11/11/2023
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T23548
Enumerator	AzureAD/ConnorRead
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	30.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2029 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2029 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2029 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2029 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2032 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D8	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D9	2032 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D10	2032 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, 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	untitled	T-Junction	Two-way	Two-way	Two-way		4.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.76	A

Arms

Arms

Arm	Name	Description	Arm type
A	Stoke Road North		Major
B	Tudor Road		Minor
C	Stoke Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	25	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	508	0.082	0.234	0.147	0.334
B-C	652	0.100	0.253	-	-
C-B	715	0.278	0.278	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	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		✓	530	100.000
B		✓	187	100.000
C		✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	147	383
	B	187	0	0
	C	343	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	3	4
	B	0	0	2
	C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	0.61	28.97	1.5	D
C-A	0.00	0.00	0.0	A
C-B				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	141	392	0.359	139	0.5	14.082	B
C-A	0	608	0.000	0	0.0	0.000	A
C-B	258			258			
A-B	111			111			
A-C	288			288			

07:45 - 08:00

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	370	0.455	167	0.8	17.668	C
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	308			308			
A-B	132			132			
A-C	344			344			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	339	0.608	203	1.4	26.089	D
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	378			378			
A-B	162			162			
A-C	422			422			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	339	0.608	200	1.5	26.966	D
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	378			378			
A-B	162			162			
A-C	422			422			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	168	370	0.455	171	0.9	18.304	C
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	308			308			
A-B	132			132			
A-C	344			344			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	392	0.359	142	0.8	14.455	B
C-AB	0	606	0.000	0	0.0	0.000	A
C-A	258			258			
A-B	111			111			
A-C	268			268			

2022 Base, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	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		✓	500	100.000
B		✓	128	100.000
C		✓	309	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	192	358
	B	128	0	0
	C	309	0	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.41	17.88	0.7	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	397	0.243	95	0.3	12.105	B
C-AB	0	503	0.000	0	0.0	0.000	A
C-A	233			233			
A-B	145			145			
A-C	270			270			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	375	0.306	115	0.4	14.034	B
C-AB	0	581	0.000	0	0.0	0.000	A
C-A	278			278			
A-B	173			173			
A-C	322			322			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	345	0.407	140	0.7	17.733	C
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	340			340			
A-B	211			211			
A-C	394			394			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	345	0.407	141	0.7	17.880	C
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	340			340			
A-B	211			211			
A-C	394			394			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	115	376	0.306	115	0.5	14.185	B
C-A-B	0	581	0.000	0	0.0	0.000	A
C-A	278			278			
A-B	173			173			
A-C	322			322			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	96	397	0.243	97	0.3	12.249	B
C-A-B	0	603	0.000	0	0.0	0.000	A
C-A	233			233			
A-B	145			145			
A-C	270			270			

2026 Base + Committed, 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	untitled	T-Junction	Two-way	Two-way	Two-way		8.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
03	2026 Base + Committed	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	530	100.000
B		✓	205	100.000
C		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	124	408
	B	205	0	0
	C	354	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	3	4
	B	0	0	2
	C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.68	33.08	2.0	
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	388	0.397	152	0.6	15.054	
C-AB	0	608	0.000	0	0.0	0.000	A
C-A	267			267			
A-B	93			93			
A-C	306			306			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	366	0.504	183	1.0	19.583	
C-AB	0	566	0.000	0	0.0	0.000	A
C-A	318			318			
A-B	111			111			
A-C	366			366			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	226	333	0.677	222	1.9	31.305	
C-AB	0	556	0.000	0	0.0	0.000	A
C-A	390			390			
A-B	137			137			
A-C	447			447			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	226	333	0.677	225	2.0	33.062	
C-AB	0	556	0.000	0	0.0	0.000	A
C-A	390			390			
A-B	137			137			
A-C	447			447			

Source: Junctions 10

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	184	385	0.504	184	1.1	20.896	B
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	318			318			
A-B	111			111			
A-C	385			385			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	154	385	0.397	154	0.7	15.575	B
C-AB	0	608	0.000	0	0.0	0.000	A
C-A	267			267			
A-B	93			93			
A-C	308			308			

2026 Base + Committed, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base + Committed	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		✓	567	100.000
B		✓	135	100.000
C		✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	199	368
	B	135	0	0
	C	334	0	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.44	19.30	0.8	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	392	0.259	100	0.4	12.500	B
C-AB	0	600	0.000	0	0.0	0.000	A
C-A	251			251			
A-B	150			150			
A-C	277			277			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	370	0.328	121	0.5	14.716	B
C-AB	0	577	0.000	0	0.0	0.000	A
C-A	300			300			
A-B	179			179			
A-C	331			331			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	339	0.439	148	0.8	19.087	C
C-AB	0	545	0.000	0	0.0	0.000	A
C-A	368			368			
A-B	219			219			
A-C	405			405			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	339	0.439	149	0.8	19.296	C
C-AB	0	545	0.000	0	0.0	0.000	A
C-A	368			368			
A-B	219			219			
A-C	405			405			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	370	0.328	122	0.5	14.915	B
C-AB	0	577	0.000	0	0.0	0.000	A
C-A	300			300			
A-B	179			179			
A-C	331			331			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	392	0.259	102	0.4	12.659	B
C-AB	0	600	0.000	0	0.0	0.000	A
C-A	251			251			
A-B	150			150			
A-C	277			277			

2026 Base + Committed + Development, 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	untitled	T-Junction	Two-way	Two-way	Two-way		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 name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Base + Committed + Development	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		✓	581	100.000
B		✓	211	100.000
C		✓	357	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	105	413
	B	211	0	0
	C	357	0	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	3	4
	B	0	0	2
	C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.71	37.51	2.3	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	384	0.414	155	0.7	15.627	C
C-AB	0	597	0.000	0	0.0	0.000	A
C-A	209			209			
A-B	120			120			
A-C	311			311			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	360	0.527	188	1.1	20.778	C
C-AB	0	573	0.000	0	0.0	0.000	A
C-A	321			321			
A-B	151			151			
A-C	371			371			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	232	327	0.711	228	2.2	34.920	D
C-AB	0	541	0.000	0	0.0	0.000	A
C-A	393			393			
A-B	185			185			
A-C	455			455			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	232	327	0.711	232	2.3	37.509	E
C-AB	0	541	0.000	0	0.0	0.000	A
C-A	393			393			
A-B	185			185			
A-C	455			455			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	190	300	0.627	194	1.2	22.292	C
C-A-B	0	573	0.000	0	0.0	0.000	A
C-A	321			321			
A-B	151			151			
A-C	371			371			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	159	384	0.414	161	0.7	16.250	C
C-A-B	0	597	0.000	0	0.0	0.000	A
C-A	269			269			
A-B	126			126			
A-C	311			311			

2026 Base + Committed + Development, 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	untitled	T-Junction	Two-way	Two-way	Two-way		3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Base + Committed + Development	PM	ONE HOUR	18:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	583	100.000
B		✓	155	100.000
C		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	213	370
	B	155	0	0
	C	345	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.51	22.30	1.0	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	390	0.299	115	0.4	13.268	B
C-AB	0	597	0.000	0	0.0	0.000	A
C-A	260			260			
A-B	160			160			
A-C	279			279			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	367	0.380	139	0.6	16.044	C
C-AB	0	573	0.000	0	0.0	0.000	A
C-A	310			310			
A-B	191			191			
A-C	333			333			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	335	0.509	169	1.0	21.906	C
C-AB	0	540	0.000	0	0.0	0.000	A
C-A	380			380			
A-B	235			235			
A-C	407			407			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	335	0.509	171	1.0	22.297	C
C-AB	0	540	0.000	0	0.0	0.000	A
C-A	380			380			
A-B	235			235			
A-C	407			407			

16:45 - 17:45

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	139	307	0.380	141	0.8	18.374	C
C-A-B	0	573	0.000	0	0.0	0.000	A
C-A	310			310			
A-B	191			191			
A-C	333			333			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	117	390	0.299	117	0.4	13.530	B
C-A-B	0	597	0.000	0	0.0	0.000	A
C-A	200			200			
A-B	100			100			
A-C	279			279			

2032 Base + Committed, 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	untitled	T-Junction	Two-way	Two-way	Two-way		6.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
07	2032 Base + Committed	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	535	100.000
B		✓	210	100.000
C		✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	115	416
	B	210	0	0
	C	350	0	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	3	4
	B	0	0	2
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.70	35.22	2.2	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	388	0.408	155	0.7	15.342	C
C-AB	0	807	0.000	0	0.0	0.000	A
C-A	283			283			
A-B	90			90			
A-C	313			313			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	189	364	0.518	187	1.0	20.182	C
C-AB	0	555	0.000	0	0.0	0.000	A
C-A	315			315			
A-B	107			107			
A-C	374			374			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	332	0.697	227	2.1	33.073	D
C-AB	0	555	0.000	0	0.0	0.000	A
C-A	385			385			
A-B	131			131			
A-C	458			458			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	332	0.697	231	2.2	35.225	E
C-AB	0	555	0.000	0	0.0	0.000	A
C-A	385			385			
A-B	131			131			
A-C	458			458			

07:45:00 - 08:45:00

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	188	364	0.518	188	1.1	21.495	C
C-A	0	585	0.000	0	0.0	0.000	A
C-B	315			315			
A-B	107			107			
A-C	374			374			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	158	368	0.428	158	0.7	15.918	C
C-A	0	607	0.000	0	0.0	0.000	A
C-B	263			263			
A-B	90			90			
A-C	313			313			

2032 Base + Committed, 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 (%)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
08	2032 Base + Committed	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		✓	576	100.000
B		✓	143	100.000
C		✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	210
	B	143	0
	C	338	0

Vehicle Mix

Heavy Vehicle %

	To		
	A	B	C
From	A	0	1
	B	2	0
	C	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.47	20.37	0.9	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	391	0.276	108	0.4	12.810	B
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	254			254			
A-B	158			158			
A-C	276			276			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	399	0.349	128	0.5	15.210	C
C-AB	0	575	0.000	0	0.0	0.000	A
C-A	304			304			
A-B	189			189			
A-C	329			329			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	337	0.467	156	0.9	20.102	C
C-AB	0	542	0.000	0	0.0	0.000	A
C-A	372			372			
A-B	231			231			
A-C	403			403			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	337	0.467	157	0.9	20.369	C
C-AB	0	542	0.000	0	0.0	0.000	A
C-A	372			372			
A-B	231			231			
A-C	403			403			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	129	309	0.349	129	0.0	15.449	C
C-A-B	0	575	0.000	0	0.0	0.000	A
C-A	304			304			
A-B	189			189			
A-C	329			329			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	108	391	0.275	108	0.4	13.004	B
C-A-B	0	596	0.000	0	0.0	0.000	A
C-A	254			254			
A-B	158			158			
A-C	278			278			

2032 Base + Committed + Development, 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	untitled	T-Junction	Two-way	Two-way	Two-way		7.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032 Base + Committed + Development	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		✓	586	100.000
B		✓	216	100.000
C		✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	103	423
	B	216	0	0
	C	353	0	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	3	4
	B	0	0	2
	C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.73	40.27	2.5	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	383	0.425	160	0.7	15.939	E
C-AB	0	596	0.000	0	0.0	0.000	A
C-A	200			200			
A-B	123			123			
A-C	318			318			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	194	359	0.541	193	1.1	21.447	E
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	317			317			
A-B	147			147			
A-C	380			380			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	238	325	0.731	233	2.4	37.071	E
C-AB	0	539	0.000	0	0.0	0.000	A
C-A	389			389			
A-B	179			179			
A-C	496			496			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	238	325	0.731	237	2.5	40.269	E
C-AB	0	539	0.000	0	0.0	0.000	A
C-A	389			389			
A-B	179			179			
A-C	496			496			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	194	359	0.541	199	1.2	23.255	C
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	317			317			
A-B	147			147			
A-C	380			380			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	383	0.425	165	0.8	16.627	C
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	268			268			
A-B	123			123			
A-C	318			318			

2032 Base + Committed + Development, 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	untitled	T-Junction	Two-way	Two-way	Two-way		3.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Base + Committed + Development	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		✓	592	100.000
B		✓	103	100.000
C		✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	224	368
	B	103	0	0
	C	349	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.54	23.73	1.2	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	389	0.316	121	0.5	13.617	B
C-AB	0	595	0.000	0	0.0	0.000	A
C-A	263			263			
A-B	169			169			
A-C	277			277			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	147	366	0.401	145	0.7	16.629	C
C-AB	0	571	0.000	0	0.0	0.000	A
C-A	314			314			
A-B	201			201			
A-C	331			331			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	334	0.538	178	1.1	23.233	C
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	384			384			
A-B	247			247			
A-C	405			405			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	334	0.538	179	1.2	23.735	C
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	384			384			
A-B	247			247			
A-C	405			405			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	147	366	0.401	146	0.7	17.031	C
C-A	0	571	0.000	0	0.0	0.000	A
C-B	314			314			
A-B	201			201			
A-C	331			331			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	123	366	0.316	124	0.5	13.895	B
C-A	0	595	0.000	0	0.0	0.000	A
C-B	263			263			
A-B	169			169			
A-C	277			277			

T23548

**Land North of A47 Normandy Way and West of A447
Ashby Road, Hinckley**



Appendix N

Junctions 10 PICADY Output – Stoke Road/Tudor Road South Priority Junction

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.1.1905				
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Filename: T23548 - Tudor Road-Stoke Road SOUTH 400.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T23548 Hinckley Phase 2 Modelling\Picady

Report generation date: 09/01/2024 15:15:33

- » 2022 Base, AM
- » 2022 Base, PM
- » 2026 Base + Committed, AM
- » 2026 Base + Committed, PM
- » 2026 Base + Committed + Development, AM
- » 2026 Base + Committed + Development, PM
- » 2032 Base + Committed, AM
- » 2032 Base + Committed, PM
- » 2032 Base + Committed + Development, AM
- » 2032 Base + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base										
Stream B-AC	D1	0.4	9.35	0.26	A	D2	0.3	8.45	0.21	A
Stream C-AB		0.6	5.97	0.27	A		0.6	5.97	0.27	A
2026 Base + Committed										
Stream B-AC	D3	0.3	8.78	0.21	A	D4	0.3	8.46	0.21	A
Stream C-AB		0.6	6.08	0.28	A		0.6	5.90	0.28	A
2026 Base + Committed + Development										
Stream B-AC	D5	0.3	8.82	0.21	A	D6	0.3	8.47	0.21	A
Stream C-AB		0.6	6.09	0.29	A		0.6	5.87	0.28	A
2032 Base + Committed										
Stream B-AC	D7	0.3	8.79	0.20	A	D8	0.3	8.43	0.20	A
Stream C-AB		0.6	6.06	0.28	A		0.6	5.88	0.28	A
2032 Base + Committed + Development										
Stream B-AC	D9	0.3	8.83	0.20	A	D10	0.3	8.44	0.21	A
Stream C-AB		0.6	6.07	0.28	A		0.6	5.85	0.28	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	Stoke Road/Tudor Road SOUTH
Location	Hinckley
Site number	
Date	11/11/2023
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T23548
Enumerator	AzureAD/ConnorRead
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	30.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2029 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2029 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2029 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2029 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2032 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D8	2032 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D9	2032 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D10	2032 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	Stoke Road North		Major
B	Tudor Road		Minor
C	Stoke Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	60	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	507	0.082	0.233	0.147	0.333
B-C	837	0.098	0.247	-	-
C-B	715	0.278	0.278	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	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		✓	383	100.000
B		✓	127	100.000
C		✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	383
	B	0	0	127
	C	343	116	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	3	4
	B	0	0	2
	C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.26	9.35	0.4	A
C-A-B	0.27	5.97	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	95	565	0.169	95	0.2	7.789	A
C-A-B	129	805	0.160	127	0.3	5.485	A
C-A	217			217			
A-B	0			0			
A-C	288			288			

07:45 - 08:00

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	552	0.207	114	0.3	8.385	A
C-AB	187	825	0.203	187	0.4	5.840	A
C-A	248			248			
A-B	0			0			
A-C	344			344			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	533	0.263	139	0.4	9.332	A
C-AB	230	853	0.270	229	0.6	5.949	A
C-A	275			275			
A-B	0			0			
A-C	422			422			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	533	0.263	140	0.4	9.350	A
C-AB	230	853	0.270	230	0.6	5.966	A
C-A	275			275			
A-B	0			0			
A-C	422			422			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	552	0.207	115	0.3	8.408	A
C-AB	187	825	0.203	188	0.4	5.858	A
C-A	248			248			
A-B	0			0			
A-C	344			344			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	555	0.183	96	0.2	7.823	A
C-AB	129	805	0.160	129	0.3	5.493	A
C-A	217			217			
A-B	0			0			
A-C	288			288			

2022 Base, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	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		✓	358	100.000
B		✓	103	100.000
C		✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	358
	B	0	0	103
	C	309	122	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.45	0.3	A
C-AB	0.27	8.97	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	570	0.136	77	0.2	7.291	A
C-AB	130	793	0.164	129	0.3	5.434	A
C-A	195			195			
A-B	0			0			
A-C	270			270			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	557	0.166	92	0.2	7.744	A
C-AB	167	810	0.207	167	0.4	5.619	A
C-A	220			220			
A-B	0			0			
A-C	322			322			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	539	0.210	113	0.3	8.442	A
C-AB	226	834	0.273	227	0.5	5.953	A
C-A	247			247			
A-B	0			0			
A-C	394			394			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	539	0.210	113	0.3	8.452	A
C-AB	226	835	0.273	226	0.6	5.965	A
C-A	247			247			
A-B	0			0			
A-C	394			394			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	93	557	0.166	93	0.2	7.755	A
C-A-B	168	810	0.207	168	0.4	5.844	A
C-A	220			220			
A-B	0			0			
A-C	322			322			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	78	570	0.136	78	0.2	7.313	A
C-A-B	130	793	0.164	131	0.3	5.458	A
C-A	194			194			
A-B	0			0			
A-C	270			270			

2026 Base + Committed, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
03	2026 Base + Committed	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	408	100.000
B		✓	98	100.000
C		✓	474	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	408
	B	0	0	98
	C	354	120	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	3	4
	B	0	0	2
	C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.78	0.3	A
C-AB	0.28	8.08	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	561	0.131	73	0.2	7.515	A
C-AB	135	805	0.167	134	0.3	5.509	A
C-A	222			222			
A-B	0			0			
A-C	306			306			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	547	0.161	88	0.2	8.005	A
C-AB	176	828	0.213	176	0.4	5.702	A
C-A	250			250			
A-B	0			0			
A-C	365			365			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	526	0.205	108	0.3	8.788	A
C-AB	244	855	0.285	243	0.6	6.055	A
C-A	278			278			
A-B	0			0			
A-C	447			447			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	526	0.205	108	0.3	8.778	A
C-AB	244	855	0.285	244	0.6	6.075	A
C-A	278			278			
A-B	0			0			
A-C	447			447			

5/2/2024 11:28:24 AM

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	547	0.161	88	0.2	8.020	A
C-AB	178	827	0.213	177	0.4	5.721	A
C-A	250			250			
A-B	0			0			
A-C	385			385			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	561	0.131	74	0.2	7.538	A
C-AB	135	807	0.168	136	0.3	5.537	A
C-A	221			221			
A-B	0			0			
A-C	308			308			

2026 Base + Committed, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base + Committed	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		✓	368	100.000
B		✓	101	100.000
C		✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	368
	B	0	0	101
	C	334	121	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.48	0.3	A
C-AB	0.28	5.90	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	568	0.134	75	0.2	7.295	A
C-AB	133	803	0.165	131	0.3	5.373	A
C-A	210			210			
A-B	0			0			
A-C	277			277			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	555	0.164	91	0.2	7.751	A
C-AB	172	823	0.209	171	0.4	5.552	A
C-A	237			237			
A-B	0			0			
A-C	331			331			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	537	0.207	111	0.3	8.452	A
C-AB	238	850	0.277	235	0.6	5.879	A
C-A	265			265			
A-B	0			0			
A-C	405			405			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	537	0.207	111	0.3	8.452	A
C-AB	238	851	0.277	238	0.6	5.898	A
C-A	265			265			
A-B	0			0			
A-C	405			405			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	556	0.164	91	0.2	7.765	A
C-AB	172	823	0.209	173	0.4	5.576	A
C-A	237			237			
A-B	0			0			
A-C	331			331			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	568	0.134	76	0.2	7.318	A
C-AB	133	804	0.166	133	0.3	5.397	A
C-A	209			209			
A-B	0			0			
A-C	277			277			

2026 Base + Committed + Development, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Base + Committed + Development	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		✓	413	100.000
B		✓	98	100.000
C		✓	477	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	413
	B	0	0	98
	C	357	120	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	3	4
	B	0	0	2
	C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.82	0.3	A
C-AB	0.29	8.09	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	580	0.132	73	0.2	7.535	A
C-AB	135	807	0.168	134	0.3	5.512	A
C-A	224			224			
A-B	0			0			
A-C	311			311			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	545	0.162	88	0.2	8.032	A
C-AB	177	827	0.214	176	0.4	5.705	A
C-A	252			252			
A-B	0			0			
A-C	371			371			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	524	0.206	108	0.3	8.806	A
C-AB	245	856	0.286	244	0.6	6.067	A
C-A	280			280			
A-B	0			0			
A-C	455			455			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	524	0.206	108	0.3	8.816	A
C-AB	246	857	0.287	246	0.6	6.067	A
C-A	280			280			
A-B	0			0			
A-C	455			455			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	88	545	0.162	88	0.2	8.047	A
C-A	177	827	0.214	178	0.4	5.728	A
A-B	252			252			
A-B	0			0			
A-C	371			371			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	74	560	0.132	74	0.2	7.558	A
C-A	135	807	0.169	137	0.3	5.542	A
C-A	223			223			
A-B	0			0			
A-C	311			311			

2026 Base + Committed + Development, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Base + Committed + Development	PM	ONE HOUR	18:45	19:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	370	100.000
B		✓	101	100.000
C		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	370
	B	0	0	101
	C	345	121	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.47	0.3	A
C-AB	0.28	5.87	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	568	0.134	76	0.2	7.302	A
C-AB	134	808	0.168	133	0.3	5.347	A
C-A	217			217			
A-B	0			0			
A-C	279			279			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	554	0.164	91	0.2	7.758	A
C-AB	174	829	0.210	174	0.4	5.521	A
C-A	245			245			
A-B	0			0			
A-C	333			333			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	536	0.207	111	0.3	8.463	A
C-AB	240	858	0.280	239	0.6	5.849	A
C-A	273			273			
A-B	0			0			
A-C	407			407			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	536	0.207	111	0.3	8.473	A
C-AB	240	858	0.280	240	0.6	5.869	A
C-A	273			273			
A-B	0			0			
A-C	407			407			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	536	0.207	111	0.3	8.473	A
C-AB	240	858	0.280	240	0.6	5.869	A
C-A	273			273			
A-B	0			0			
A-C	407			407			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	91	554	0.164	91	0.2	7.771	A
C-B	175	329	0.211	175	0.4	5.545	A
C-A	244			244			
A-B	0			0			
A-C	333			333			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	78	568	0.134	78	0.2	7.324	A
C-B	135	309	0.167	135	0.3	5.373	A
C-A	216			216			
A-B	0			0			
A-C	279			279			

2032 Base + Committed, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
07	2032 Base + Committed	AM	ONE HOUR	07:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	416	100.000
B		✓	96	100.000
C		✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	416
	B	0	0	96
	C	350	117	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	3	4
	B	0	0	2
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	8.79	0.3	A
C-AB	0.28	8.05	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	559	0.129	72	0.1	7.521	A
C-AB	131	803	0.163	130	0.3	5.507	A
C-A	220			220			
A-B	0			0			
A-C	313			313			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	544	0.159	86	0.2	8.012	A
C-AB	171	822	0.206	170	0.4	5.697	A
C-A	249			249			
A-B	0			0			
A-C	374			374			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	524	0.202	105	0.3	8.778	A
C-AB	237	850	0.278	236	0.6	6.039	A
C-A	278			278			
A-B	0			0			
A-C	458			458			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	524	0.202	106	0.3	8.787	A
C-AB	237	851	0.278	237	0.6	6.058	A
C-A	277			277			
A-B	0			0			
A-C	458			458			

07:45:00 - 08:45:00

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	88	544	0.159	87	0.2	8.028	A
C-AB	171	823	0.208	172	0.4	5.719	A
C-A	249			249			
A-B	0			0			
A-C	374			374			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	72	559	0.129	72	0.2	7.547	A
C-AB	132	803	0.164	132	0.3	5.536	A
C-A	220			220			
A-B	0			0			
A-C	313			313			

2032 Base + Committed, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
08	2032 Base + Committed	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		✓	366	100.000
B		✓	100	100.000
C		✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	366
	B	0	0	100
	C	338	121	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	8.43	0.3	A
C-AB	0.28	5.88	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	508	0.132	75	0.2	7.279	A
C-AB	133	806	0.166	132	0.3	5.358	A
C-A	212			212			
A-B	0			0			
A-C	276			276			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	556	0.162	90	0.2	7.729	A
C-AB	173	828	0.209	172	0.4	5.534	A
C-A	240			240			
A-B	0			0			
A-C	329			329			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	537	0.206	110	0.3	8.419	A
C-AB	237	854	0.278	236	0.6	5.861	A
C-A	268			268			
A-B	0			0			
A-C	403			403			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	537	0.206	110	0.3	8.429	A
C-AB	237	854	0.278	237	0.6	5.860	A
C-A	268			268			
A-B	0			0			
A-C	403			403			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	90	555	0.162	90	0.2	7.741	A
C-A-B	173	826	0.209	174	0.4	5.558	A
C-A	240			240			
A-B	0			0			
A-C	329			329			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A-C	75	555	0.132	75	0.2	7.304	A
C-A-B	134	806	0.166	134	0.3	5.383	A
C-A	212			212			
A-B	0			0			
A-C	278			278			

2032 Base + Committed + Development, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032 Base + Committed + Development	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		✓	423	100.000
B		✓	96	100.000
C		✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	423
	B	0	0	96
	C	353	117	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	3	4
	B	0	0	2
	C	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	8.83	0.3	A
C-AB	0.28	9.07	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	558	0.130	72	0.2	7.541	A
C-AB	132	803	0.164	131	0.3	5.511	A
C-A	222			222			
A-B	0			0			
A-C	318			318			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	543	0.158	86	0.2	8.039	A
C-AB	172	822	0.209	171	0.4	5.702	A
C-A	251			251			
A-B	0			0			
A-C	380			380			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	522	0.203	106	0.3	8.816	A
C-AB	238	851	0.280	237	0.6	6.049	A
C-A	279			279			
A-B	0			0			
A-C	486			486			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	522	0.203	106	0.3	8.827	A
C-AB	238	851	0.280	238	0.6	6.066	A
C-A	279			279			
A-B	0			0			
A-C	486			486			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	543	0.159	87	0.2	8.053	A
C-AB	172	823	0.209	173	0.4	5.722	A
C-A	250			250			
A-B	0			0			
A-C	380			380			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	558	0.130	72	0.2	7.564	A
C-AB	132	803	0.165	133	0.3	5.541	A
C-A	222			222			
A-B	0			0			
A-C	318			318			

2032 Base + Committed + Development, 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032 Base + Committed + Development	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		✓	368	100.000
B		✓	100	100.000
C		✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	368
	B	0	0	100
	C	349	121	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	1
	B	2	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.44	0.3	A
C-AB	0.28	5.55	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	555	0.133	75	0.2	7.285	A
C-AB	135	811	0.166	134	0.3	5.333	A
C-A	219			219			
A-B	0			0			
A-C	277			277			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	555	0.162	90	0.2	7.735	A
C-AB	175	831	0.211	175	0.4	5.505	A
C-A	247			247			
A-B	0			0			
A-C	331			331			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	537	0.205	110	0.3	8.430	A
C-AB	241	851	0.280	241	0.5	5.831	A
C-A	275			275			
A-B	0			0			
A-C	405			405			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	537	0.205	110	0.3	8.440	A
C-AB	242	852	0.281	242	0.5	5.845	A
C-A	275			275			
A-B	0			0			
A-C	405			405			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	90	566	0.162	90	0.2	7.750	A
C-A	176	832	0.211	176	0.4	5.532	A
A-B	0			0			
A-C	331			331			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-A	75	566	0.133	75	0.2	7.319	A
C-A	135	811	0.167	135	0.3	5.358	A
A-B	0			0			
A-C	277			277			