

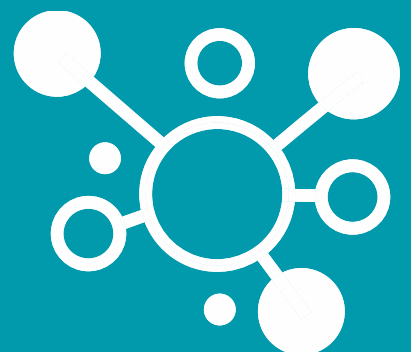
Client:
Richborough

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

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Transport Assessment Addendum

Prepared by: SF
Authorised by: JP
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Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T. 0121 454 5530



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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 (hereby referred to as Phase 1).
- 1.2 It is intended that the proposed development will provide up to 415 residential dwellings, accessed via a 3-arm roundabout along the A47 Normandy Way, with connectivity to Phase 1 via an internal link road that also connects through to Stoke Road (serving as an additional access point).
- 1.3 Following consultation with Leicestershire County Council (LCC), Warwickshire County Council (WCC) and National Highways (NH), we commissioned the Pan Regional Transport Model (PRTM) to assess the impact of the development on the local highway network.
- 1.4 The PRTM Area of Influence (AoI) analysis has been set out in our previously submitted Technical Note 1 (TN1) dated 28th January 2025, which was submitted to LCC, WCC and NH.
- 1.5 As set out in TN1, the AoI identified the following junctions as requiring further investigation/assessment in the 2032 and 2036 future year scenarios:
 - Stoke Road/A47 roundabout;
 - Ashby Road/A47 signal junction;
 - A47/Wykin Road roundabout;
 - A47/Roston Drive roundabout;
 - Stoke Road/Tudor Road priority junction;
 - Stoke Road/Hollycroft/Wykin Road mini roundabout;
 - The Common/A47 roundabout;
 - Leicester Road/Highfields Road signal junction; and
 - Hinckley Road/Stoke Road mini roundabout.
- 1.6 Following submission of TN1, LCC advised that they could provide future year furnished traffic flow matrices for the junctions across the highway network.
- 1.7 This TA addendum report provides the results of the furnished traffic flow exercise (undertaken by LCC) and sets out an assessment of the PRTM modelling impacts, including traffic flow analysis for the 2032 and 2036 future year scenarios and subsequent individual junction modelling to determine the impacts of the proposed development on the highway network.

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Limitations of the Report

- 1.8 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.
- 1.9 This report has been compiled using data from a number of external sources; 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 PRTM Impacts

Impact Assessment

- 2.1 This section sets out the results of the PRTM furnished traffic flows undertaken by LCC for the 2032 and 2036 Core and Do Something (DS) scenarios.
- 2.2 The furnished junction turning counts from the PRTM are provided as **Appendix A** to this report, for the following junctions:
- 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;
 - Stoke Road/Tudor Road priority junction;
 - Stoke Road/Hollycroft/Wykin Road mini roundabout;
 - A47/The Common/B4668 roundabout;
 - Leicester Road/Highfields Road traffic signal junction;
 - Hinckley Road/Stoke Road mini roundabout;
 - The Long Shoot/A5 traffic signal junction; and
 - Dodwells roundabout.
- 2.3 We have undertaken capacity assessments of both the site access roundabout junctions for the future year DS scenarios.
- 2.4 In respect of the remaining junctions, we have considered the traffic impacts across the network with the proposed development site in place.
- 2.5 The results of the impact analysis are set out below, with full details provided as **Appendix B** to this report:

Stoke Road/A47 Normandy Way

2032 - DS (60%) AM							2032 - DS (60%) PM						
	A	B	C	D	E	Total		A	B	C	D	E	Total
A	7	237	200	10	305	759	-158 -17%	A	3	91	96	4	225
B	285	113	295	48	420	1161	-84 -7%	B	334	314	323	61	355
C	132	179	2	15	237	565	31 6%	C	94	157	1	33	227
D	3	11	8	0	93	115	-7 -6%	D	3	10	6	0	90
E	124	676	82	28	0	910	-2 0%	E	124	731	83	37	0
Total	551	1216	587	101	1055	3510		Total	558	1303	509	135	897
	-36	-205	8	-5	18	-220			-70	-91	-11	-9	5
	-6%	-14%	1%	-5%	2%	-6%			-11%	-7%	-2%	-6%	1%

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2036 - DS (100%) AM							2036 - DS (100%) PM						
	A	B	C	D	E	Total		A	B	C	D	E	Total
A	8	244	225	11	327	815	-124 -13%	A	5	107	114	4	256
B	291	107	303	49	431	1181	-75 -6%	B	355	300	315	61	343
C	139	171	2	16	250	578	26 5%	C	108	162	1	36	226
D	3	10	9	0	98	120	-6 -5%	D	4	11	7	0	92
E	137	683	92	29	0	941	3 0%	E	141	745	86	41	0
Total	578	1215	631	105	1106	3635		Total	613	1325	523	142	917
	-29	-217	34	-5	41	-176			-39	-92	-14	-7	3
	-5%	-15%	6%	-5%	4%	-5%			-6%	-6%	-3%	-5%	0%

- 2.6 Although the result of the impact analysis for the Stoke Road/A47 junction show less traffic passing through the junction in both 2032 and 2036 (due to reassignment through Phases 1 and 2 of the development), we have included this junction within the highway network capacity analysis due to its proximity to the site and given that an improvement scheme was proposed at this junction as part of the Phase 1 development mitigation.

Ashby Road/A47 Normandy Way

2032 - DS (60%) AM						2032 - DS (60%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	0	179	766	43	988	-7 -1%	A	0	204	738	33
B	117	0	147	223	487	-19 -4%	B	163	0	119	311
C	691	131	0	251	1073	103 11%	C	725	65	0	319
D	15	388	292	0	695	-17 -2%	D	37	272	262	0
Total	823	698	1205	517	3243		Total	925	541	1119	663
	33	35	-32	24	60			10	31	88	11
	4%	5%	-3%	5%	2%			1%	6%	9%	2%

2036 - DS (100%) AM						2036 - DS (100%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	0	187	799	48	1034	-12 -1%	A	0	219	752	37
B	116	0	139	238	493	-7 -1%	B	170	0	124	356
C	708	128	0	275	1111	132 13%	C	738	72	0	357
D	16	403	303	0	722	-20 -3%	D	35	279	252	0
Total	840	718	1241	561	3360		Total	943	570	1128	750
	45	38	-15	25	93			6	49	93	23
	6%	6%	-1%	5%	3%			1%	9%	9%	3%

- 2.7 We consider it reasonable to include the Ashby Road/A47 Normandy Way junction within the highway network capacity analysis on the basis that the development traffic impact exceeds 30 two-way trips through the junction in all four development scenarios, and across several approach arms.
- 2.8 In addition, the junction is subject to a future LCC mitigation scheme and thus we need to understand the development traffic impacts to be able to address a potential contribution towards the LCC scheme.

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Ashby Road, Hinckley***Wykin Road/A47 Normandy Way*

2032 - DS (60%) AM						2032 - DS (60%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	5	84	882	109	1080	18 2%	A	1	61	732	99
B	66	1	42	151	260	0 0%	B	43	1	35	112
C	733	130	1	114	978	1 0%	C	700	99	1	117
D	122	111	201	0	434	-11 -2%	D	215	168	115	0
Total	926	326	1126	374	2752		Total	959	329	883	328
	-2	2	5	3	8			-6	4	1	3
	0%	1%	0%	1%	0%			-1%	1%	0%	1%

2036 - DS (100%) AM						2036 - DS (100%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	4	73	900	153	1130	41 4%	A	1	60	746	107
B	50	1	36	187	274	1 0%	B	40	1	34	114
C	767	138	2	192	1099	4 0%	C	730	105	1	135
D	136	126	267	0	529	-21 -4%	D	226	178	131	0
Total	957	338	1205	532	3032		Total	997	344	912	356
	4	2	11	8	25			1	3	2	4
	0%	1%	1%	2%	1%			0%	1%	0%	1%

- 2.9 Based on the impact assessment, we have excluded the Wykin Road/A47 Normandy Way junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible, with less than 30 two-way trips through the junction in all four development scenarios, and a development traffic impact of 1% or less.

Roston Drive/A47 Normandy Way

2032 - DS (60%) AM						2032 - DS (60%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	22	400	742	47	1211	4 0%	A	8	277	503	0
B	412	5	108	33	558	1 0%	B	236	0	45	43
C	408	33	5	36	482	0 0%	C	581	83	1	47
D	27	35	80	0	142	0 0%	D	122	93	70	0
Total	869	473	935	116	2393		Total	947	453	619	90
	1	-1	5	0	5			2	-5	5	2
	0%	0%	1%	0%	0%			0%	-1%	1%	2%

2036 - DS (100%) AM						2036 - DS (100%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	22	434	782	50	1288	10 1%	A	9	289	522	0
B	467	5	106	33	611	1 0%	B	251	0	43	53
C	463	33	5	37	538	2 0%	C	606	80	1	59
D	37	41	94	0	172	0 0%	D	135	93	74	0
Total	989	513	987	120	2609		Total	1001	462	640	112
	3	-1	10	1	13			8	-3	6	-1
	0%	0%	1%	1%	1%			1%	-1%	1%	-1%

- 2.10 Based on the impact assessment, we have excluded the Roston Drive/A47 Normandy Way junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible, with less than 30 two-way trips through the junction in all four development scenarios, and a development traffic impact of 1% or less.

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Ashby Road, Hinckley***Stoke Road/Tudor Road*

2032 - DS (60%) AM					2032 - DS (60%) PM				
	A	B	C	Total		A	B	C	Total
A	0	192	536	728	9 1%	A	0	365	440
B	202	0	1	203	32 19%	B	146	0	1
C	400	64	0	464	-1 0%	C	333	71	0
Total	602	256	537	1395		Total	479	436	441
	30	5	5	40			-21	3	-19
	5%	2%	1%	3%			-4%	1%	-4%

2036 - DS (100%) AM					2036 - DS (100%) PM				
	A	B	C	Total		A	B	C	Total
A	0	271	501	772	35 5%	A	0	421	398
B	211	0	1	212	27 15%	B	161	0	1
C	404	64	0	468	0 0%	C	339	69	0
Total	615	335	502	1452		Total	500	490	399
	26	20	16	62			-15	2	-21
	4%	6%	3%	4%			-3%	0%	-5%

- 2.11 Based on the impact assessment, we have excluded the Stoke Road/Tudor Road junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible; whilst the morning peak hour sees more than 30 two-way trips through the junction in the 2032 and 2036 development scenarios, the impact is just 3% and 4% respectively.
- 2.12 In addition, in the evening peak hour, the development traffic impact is negative (beneficial) and sees less traffic passing through the junction.
- 2.13 It is also worth noting that the previous assessment work undertaken at this junction for the Phase 1 development demonstrated that the junction operated well within capacity in all tested scenarios, including the 2032 with development scenario.
- 2.14 This was shown in Tables 27 and 28 of the TA report that accompanied the Phase 1 application, and an extract is provided below for reference purposes:

Table 27 – Stoke Road/Tudor Road Priority T-Junction (Northern Junction) Results

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 (RT)	0.00	0	0	0.00	0	0
2026 Base + Committed						
Tudor Road	0.66	2	31	0.37	1	17
Stoke Road (RT)	0.00	0	0	0.00	0	0
2026 Base + Committed + Development						
Tudor Road	0.68	2	33	0.44	1	19
Stoke Road (RT)	0.00	0	0	0.00	0	0
2032 Base + Committed						
Tudor Road	0.67	2	32	0.44	1	18
Stoke Road (RT)	0.00	0	0	0.00	0	0
2032 Base + Committed + Development						
Tudor Road	0.70	2	35	0.47	1	20
Stoke Road (RT)	0.00	0	0	0.00	0	0

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

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Table 28 – Stoke Road/Tudor Road Priority T-Junction (Southern Junction) Results

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 (RT)	0.27	1	6	0.27	1	6
2026 Base + Committed						
Tudor Road	0.21	0	9	0.21	0	9
Stoke Road (RT)	0.27	1	6	0.27	1	6
2026 Base + Committed + Development						
Tudor Road	0.21	0	9	0.21	0	9
Stoke Road (RT)	0.28	1	6	0.28	1	6
2032 Base + Committed6						
Tudor Road	0.20	0	9	0.20	0	9
Stoke Road (RT)	0.27	1	6	0.27	1	6
2032 Base + Committed + Development						
Tudor Road	0.20	0	9	0.20	0	8
Stoke Road (RT)	0.28	1	6	0.28	1	6

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

- 2.15 On the basis of the above, we do not consider that the Phase 2 development traffic will have a material impact on this junction, given the existing spare capacity only recently modelled as part of the Phase 1 application.

Stoke Road/Hollycroft/Wykin Road

2032 - DS (60%) AM						2032 - DS (60%) PM					
	A	B	C	Total			A	B	C	Total	
A	0	410	135	545	4	1%	A	0	345	104	449
B	310	0	126	436	-1	0%	B	245	0	129	374
C	141	238	1	380	9	2%	C	145	166	0	311
Total	451	648	262	1361			Total	390	511	233	1134
	-1	12	1		12			-1	-16	2	-15
	0%	2%	0%		1%			0%	-3%	1%	-1%

2036 - DS (100%) AM						2036 - DS (100%) PM					
	A	B	C	Total			A	B	C	Total	
A	0	375	135	510	16	3%	A	0	310	97	407
B	312	0	134	446	-1	0%	B	242	0	129	371
C	143	235	1	379	9	2%	C	152	170	0	322
Total	455	610	270	1335			Total	394	480	226	1100
	0	23	1		24			2	-19	0	-17
	0%	4%	0%		2%			1%	-4%	0%	-2%

- 2.16 Based on the impact assessment, we have excluded the Stoke Road/Hollycroft/Wykin Road junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible, with less than 30 two-way trips through the junction in all four development scenarios (beneficial in the evening peak hour), and a development traffic impact of 2% or less.

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The Common/A47 Normandy Way

2032 - DS (60%) AM						2032 - DS (60%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	0	520	841	114	1475	6 0%	A	0	415	832	106
B	359	1	61	110	531	1 0%	B	440	0	78	203
C	670	75	4	82	831	30 4%	C	782	41	3	90
D	85	154	38	1	278	-15 -5%	D	60	92	43	3
Total	1114	750	944	307	3115		Total	1282	548	956	402
	25	1	-7	3	22			10	6	17	-1
	2%	0%	-1%	1%	1%			1%	1%	2%	0%

2036 - DS (100%) AM						2036 - DS (100%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	0	535	884	116	1535	9 1%	A	0	433	860	109
B	375	1	63	107	546	-1 0%	B	470	0	81	203
C	692	75	4	79	850	43 5%	C	803	42	4	87
D	91	155	39	1	286	-27 -9%	D	64	90	44	4
Total	1158	766	990	303	3217		Total	1337	565	989	403
	37	-1	-13	1	24			216	-202	-14	101
	3%	0%	-1%	0%	1%			19%	-26%	-1%	33%

- 2.17 Based on the impact assessment, we have excluded the The Common/A47 Normandy Way junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible; whilst the evening peak hour sees more than 30 two-way trips through the junction in the 2036 development scenario, the impact is just 3%.
- 2.18 It is also worth noting that the previous assessment work undertaken at this junction for the Phase 1 development demonstrated that the junction operated well within capacity in all tested scenarios, including the 2032 with development scenario.
- 2.19 This was shown in Table 30 of the TA report that accompanied the Phase 1 application, and an extract is provided below for reference purposes:

Table 30 – A47/The Common Roundabout Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
A47 East	0.62	2	4	0.52	1	3
B4668	0.38	1	4	0.55	1	5
A47 West	0.42	1	4	0.62	2	6
The Common	0.27	0	4	0.18	0	4

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2026 Base + Committed						
A47 East	0.67	2	4	0.58	1	3
B4668	0.42	1	5	0.60	2	6
A47 West	0.41	1	4	0.63	2	6
The Common	0.30	0	4	0.17	0	4
2026 Base + Committed + Development						
A47 East	0.68	2	4	0.60	2	3
B4668	0.42	1	5	0.61	2	7
A47 West	0.44	1	4	0.65	2	7
The Common	0.31	1	4	0.17	0	4
2032 Base + Committed						
A47 East	0.69	2	4	0.59	1	3
B4668	0.41	1	5	0.62	2	7
A47 West	0.40	1	4	0.66	2	7
The Common	0.33	1	4	0.17	0	4
2032 Base + Committed + Development						
A47 East	0.70	3	5	0.61	2	3
B4668	0.42	1	5	0.64	2	7
A47 West	0.43	1	4	0.67	2	7
The Common	0.34	1	4	0.19	0	4

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

- 2.20 On the basis of the above, we do not consider that the Phase 2 development traffic will have a material impact on this junction, given the existing spare capacity only recently modelled as part of the Phase 1 application.

Leicester Road/Highfields Road

2032 - DS (60%) AM							2032 - DS (60%) PM						
	A	B	C	D	Total			A	B	C	D	Total	
A	0	504	192	5	701	27	4%	A	0	432	138	5	575
B	463	0	151	27	641	1	0%	B	552	0	171	29	752
C	211	246	0	8	465	9	2%	C	232	253	0	12	497
D	0	0	0	0	0	0	0%	D	0	0	0	0	0
Total	674	750	343	40	1807			Total	784	685	309	46	1824
	2	31	3	1		37			7	15	1	0	
	0%	4%	1%	3%		2%			1%	2%	0%	0%	

2036 - DS (100%) AM							2036 - DS (100%) PM						
	A	B	C	D	Total			A	B	C	D	Total	
A	0	526	205	5	736	43	6%	A	0	444	140	5	589
B	471	0	147	28	646	0	0%	B	565	0	165	30	760
C	222	244	0	8	474	-4	-1%	C	252	263	0	13	528
D	0	0	0	0	0	0	0%	D	0	0	0	0	0
Total	693	770	352	41	1856			Total	817	707	305	48	1877
	-1	38	1	1		39			6	18	10	2	
	0%	5%	0%	2%		2%			1%	3%	3%	4%	

- 2.21 Based on the impact assessment, we have excluded the Leicester Road/Highfields Road junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible; whilst the morning peak hour in 2032, and both peak hours in 2036 see more than 30 two-way trips through the junction, the impact is just 2%.
- 2.22 Observations of this signalised junction do not indicate any significant capacity issues at the junction at present, and as a signalised junction, the additional traffic would represent approximately one additional vehicle through the junction every one to two cycles.
- 2.23 As such, the impact of the development traffic will be negligible operationally.

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Hinckley Road/Stoke Road

2032 - DS (60%) AM					2032 - DS (60%) PM								
	A	B	C	Total		A	B	C	Total				
A	2	341	43	386	10	3%	A	0	240	50	290	5	2%
B	210	2	266	478	-7	-1%	B	249	0	264	513	-4	-1%
C	45	284	1	330	14	4%	C	35	207	0	242	14	6%
Total	257	627	310	1194			Total	284	447	314	1045		
	-13	25	5	17				-4	18	1	15		
	-5%	4%	2%	1%				-1%	4%	0%	1%		

2036 - DS (100%) AM					2036 - DS (100%) PM								
	A	B	C	Total		A	B	C	Total				
A	2	387	45	434	34	9%	A	0	260	47	307	4	1%
B	262	2	268	532	-1	0%	B	281	0	268	549	-1	0%
C	54	288	1	343	14	4%	C	40	236	0	276	11	4%
Total	318	677	314	1309			Total	321	496	315	1132		
	-4	47	4	47				-1	15	0	14		
	-1%	7%	1%	4%				0%	3%	0%	1%		

- 2.24 Based on the impact assessment, we have excluded the Hinckley Road/Stoke Road junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible; only one scenario exceeds 30 two-way trips through the junction, the impact is just 4%.
- 2.25 It is also worth noting that the previous assessment work undertaken at this junction for the Phase 1 development demonstrated that the junction operated well within capacity in all tested scenarios, including the 2032 with development scenario.
- 2.26 This was shown in Table 35 of the TA report that accompanied the Phase 1 application, and an extract is provided below for reference purposes:

Table 35 – Stoke Road/Hinckley Road Mini Roundabout Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
Hinckley Rd (E)	0.36	1	8	0.23	0	6
Stoke Rd	0.40	1	8	0.52	1	10
Hinckley Rd (W)	0.32	1	7	0.27	0	7
2026 Base + Committed						
Hinckley Rd (E)	0.55	1	11	0.38	1	8
Stoke Rd	0.54	1	11	0.72	3	17
Hinckley Rd (W)	0.34	1	8	0.27	0	7
2026 Base + Committed + Development						
Hinckley Rd (E)	0.47	1	9	0.39	1	8
Stoke Rd	0.56	1	11	0.70	2	16
Hinckley Rd (W)	0.34	1	8	0.27	0	7
2032 Base + Committed						
Hinckley Rd (E)	0.57	1	12	0.42	1	9
Stoke Rd	0.67	2	15	0.83	5	27
Hinckley Rd (W)	0.35	1	8	0.33	1	9
2032 Base + Committed + Development						
Hinckley Rd (E)	0.48	1	10	0.44	1	9
Stoke Rd	0.71	2	17	0.80	4	24
Hinckley Rd (W)	0.36	1	9	0.34	1	9

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

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- 2.27 It is clear from the above that the junction does not have significant capacity (confirmed by our own observations), and the morning peak hour 2036 assessment would not be materially affected by a change in flow through the junction of just 47 vehicles.

The Long Shoot/A5

2032 - DS (60%) AM					2032 - DS (60%) PM				
	A	B	C	Total		A	B	C	Total
A	0	885	781	1666	7 0.4%	A	0	818	725
B	873	0	119	992	1 0.1%	B	704	0	65
C	826	63	0	889	-3 -0.3%	C	833	68	0
Total	1699	948	900	3547		Total	1537	886	790
	-1	8	-2		5		0	2	1
	0%	1%	0%		0.1%		0%	0%	0%

2036 - DS (100%) AM					2036 - DS (100%) PM				
	A	B	C	Total		A	B	C	Total
A	0	917	682	1599	23 1.5%	A	0	832	731
B	932	0	117	1049	8 0.8%	B	702	0	63
C	711	59	0	770	4 0.5%	C	844	69	0
Total	1643	976	799	3418		Total	1546	901	794
	-20	4	51		35		0	2	-2
	-1%	0%	7%		1.0%		0%	0%	0%

- 2.28 As set out in our AoI Technical Note, this junction does not lie with the AoI for the proposed development site, with the exercise undertaken above to fully establish the traffic impact at this junction.
- 2.29 Whilst we understand that this junction is congested, based on the impact assessment above, we have excluded the The Long Shoot/A5 junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible; only one scenario exceeds 30 two-way trips through the junction, the impact is just 1.0%.
- 2.30 The other three scenarios see 0% or just a 0.1% impact at the junction.

Dodwells Roundabout

2032 - DS (60%) AM						2032 - DS (60%) PM										
	A	B	C	D	Total				A	B	C	D	Total			
A	1	107	370	490	968	5	0.5%		A	2	125	394	294	815	5	0.6%
B	102	1	72	470	645	-1	-0.2%		B	59	0	96	384	539	-3	-0.6%
C	371	63	1	707	1142	1	0.1%		C	364	41	0	839	1244	3	0.2%
D	419	390	859	20	1688	-1	-0.1%		D	393	507	645	13	1558	-2	-0.1%
Total	893	561	1302	1687	4443				Total	818	673	1135	1530	4156		
	1	-1	-2	6		4				3	-3	2	1		3	
	0%	0%	0%	0%		0.1%				0%	0%	0%	0%		0.1%	

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2036 - DS (100%) AM						2036 - DS (100%) PM					
	A	B	C	D	Total		A	B	C	D	Total
A	1	115	402	489	1007	10	3	130	411	297	841
B	111	1	77	443	632	0	61	0	99	388	548
C	405	66	1	671	1143	-1	388	42	0	853	1283
D	423	375	828	19	1645	-2	398	512	649	12	1571
Total	940	557	1308	1622	4427		Total	850	684	1159	1550
	2	1	-5	9	7			6	0	7	3
	0%	0%	0%	1%	0.2%			1%	0%	1%	0%

- 2.31 As set out in our AoI Technical Note, this junction does not lie with the AoI for the proposed development site, with the exercise undertaken above to fully establish the traffic impact at this junction.
- 2.32 Whilst we understand that this junction is congested, based on the impact assessment above, we have excluded the Dodwells Roundabout junction from the highway network capacity analysis on the basis that the development traffic impact is clearly negligible; no scenario exceeds 30 two-way trips through the junction, and the impact is between just 0.1% and 0.4%.
- 2.33 Other than the Phase 1 and Phase 2 site access junctions, which have been assessed for the 2032 and 2036 scenarios only (as development traffic will not be on the network in 2026), capacity assessments have been carried out for the following scenarios:
- 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
 - 2036 Base + Committed Development (including Phase 1)
 - 2036 Base + Committed Development (including Phase 1) + Development Traffic
- 2.34 Based on the impact analysis above, assessments have been undertaken for the following junctions only:
- Proposed Site Access roundabout;
 - Phase 1 Site Access roundabout;
 - A47/Stoke Road roundabout; and
 - A47/Ashby Road traffic signal junction.

Proposed Site Access Roundabout

- 2.35 The proposed site access roundabout has been modelled using the ARCADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix C**.
- 2.36 **Table 6** indicates how the junction is predicted to operate in the 2032 and 2036 future year scenarios, with committed and development traffic added to the network.

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Table 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)
2032 Base + Committed + Development						
Site Access	0.41	1	7	0.23	0	6
A47 East	0.65	2	5	0.66	2	5
A47 West	0.44	1	3	0.54	1	4
2036 Base + Committed + Development						
Site Access	0.48	1	8	0.30	0	7
A47 East	0.67	2	6	0.67	2	6
A47 West	0.44	1	3	0.56	1	4

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

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

Phase 1 Site Access Roundabout

- 2.38 The proposed Phase 1 site access roundabout has been modelled using the ARCADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix D**.
- 2.39 **Table 7** indicates how the junction is predicted to operate in the 2032 and 2036 future year scenarios, including with sensitivity testing, with committed and development traffic added to the network.

Table 2 – 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)
2032 Base + Committed + Development						
Ph1 Site Access	0.15	0	4	0.09	0	3
Stoke Road (S)	0.39	1	5	0.53	1	6
Stoke Road (N)	0.66	2	8	0.40	1	5
2036 Base + Committed + Development						
Ph1 Site Access	0.17	0	5	0.07	0	4
Stoke Road (S)	0.42	1	5	0.58	1	7
Stoke Road (N)	0.71	3	7	0.48	1	6

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

- 2.40 **Table 7** indicates that development traffic changes on the network resulting from the delivery of the Phase 2 development site will have minimal impact on the Phase 1 site access junction, with it remaining within capacity in both 2032 and 2036, and with minimal queues and delays.

A47/Stoke Road Roundabout

- 2.41 The A47/Stoke Road Roundabout, with the agreed Phase 1 mitigation, has been modelled using the ARCADY module of Junctions 11. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix E**.
- 2.42 **Table 8** indicates how the junction is predicted to operate in the 2026, 2032 and 2036 future year scenarios.

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Table 3 – 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	0.46	1	5	0.22	0	4
A47 East	0.64	2	6	0.70	2	6
Stoke Road South	0.43	1	5	0.39	1	5
Sword Drive	0.13	0	5	0.12	0	5
A47 West	0.49	1	4	0.49	1	4
2032 Base + Committed						
Stoke Road North	0.81	4	16	0.49	1	6
A47 East	0.79	4	10	0.87	7	15
Stoke Road South	0.57	1	8	0.60	2	9
Sword Drive	0.22	0	8	0.22	0	8
A47 West	0.58	2	5	0.67	2	7
2032 Base + Committed + Development						
Stoke Road North	0.65	2	8	0.41	1	5
A47 East	0.73	3	8	0.82	4	11
Stoke Road South	0.56	1	8	0.54	1	8
Sword Drive	0.19	0	7	0.19	0	7
A47 West	0.56	1	5	0.64	2	6
2036 Base + Committed						
Stoke Road North	0.84	5	19	0.53	1	7
A47 East	0.81	4	11	0.89	7	17
Stoke Road South	0.59	2	9	0.62	2	10
Sword Drive	0.23	0	8	0.23	0	8
A47 West	0.60	2	6	0.70	2	8
2036 Base + Committed + Development						
Stoke Road North	0.70	2	10	0.48	1	6
A47 East	0.76	3	9	0.83	5	12
Stoke Road South	0.59	1	8	0.58	1	8
Sword Drive	0.21	0	7	0.20	0	7
A47 West	0.58	1	5	0.67	2	7

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

- 2.43 In terms of queues and delays, the impact in each development traffic scenario is minimal, with total throughput of the junction forecast to decrease with the development in place, therefore, queues and delays are forecast to decrease in these scenarios.
- 2.44 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

- 2.45 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 F**.
- 2.46 The layout of the junction is based on the proposed mitigation scheme produced by LCC (drawing ref. A1-4332.000/H1/**/**), and has been modelled using the same parameters and model setup as the Phase 1 assessment of this scheme.
- 2.47 **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 4 – 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)	57.9	7	24	51.3	8	24
A47 West (R&A)	39.8	4	22	57.6	10	25
Ashby Road North (All)	59.0	7	17	57.8	7	20
A47 East (All)	49.4	6	20	49.3	7	21
Ashby Road South (L&A)	39.4	4	17	43.0	5	21
Ashby Road (R)	38.0	2	32	42.0	3	37
Cycle Time (s)	75			90		
PRC (%)	52.6			55.8		
Delay (PCU/Hr)	15.27			17.44		
2032 Base + Committed						
A47 West (L&A)	65.9	10	20	53.4	9	18
A47 West (R&A)	43.2	4	18	49.2	9	17
Ashby Road North (All)	65.9	8	24	58.0	7	27
A47 East (All)	60.4	8	16	60.0	8	16
Ashby Road South (L&A)	47.9	4	24	56.9	7	31
Ashby Road (R)	53.9	3	49	60.4	4	54
Cycle Time (s)	75			90		
PRC (%)	36.6			49.1		
Delay (PCU/Hr)	18.63			19.27		
2032 Base + Committed + Development						
A47 West (L&A)	68.6	11	19	57.1	10	19
A47 West (R&A)	49.6	4	19	53.5	9	19
Ashby Road North (All)	68.9	8	26	60.8	7	26
A47 East (All)	58.3	7	15	61.9	9	17
Ashby Road South (L&A)	49.5	4	26	61.0	7	31
Ashby Road (R)	60.9	3	58	57.1	4	50
Cycle Time (s)	75			90		
PRC (%)	30.7			45.3		
Delay (PCU/Hr)	19.33			20.52		
2036 Base + Committed						
A47 West (L&A)	67.9	11	21	56.7	10	19
A47 West (R&A)	41.8	4	19	51.1	9	18
Ashby Road North (All)	67.5	8	23	58.5	7	26
A47 East (All)	64.5	9	18	63.0	9	18
Ashby Road South (L&A)	47.7	4	23	60.8	8	32
Ashby Road (R)	53.0	2	48	62.3	5	54
Cycle Time (s)	75			90		
PRC (%)	32.5			42.9		
Delay (PCU/Hr)	19.57			20.70		
2036 Base + Committed + Development						
A47 West (L&A)	73.0	13	21	65.4	12	23
A47 West (R&A)	52.0	4	20	56.4	10	21
Ashby Road North (All)	71.6	9	27	54.3	6	24
A47 East (All)	61.1	8	15	65.9	10	19
Ashby Road South (L&A)	51.9	5	26	65.0	9	30
Ashby Road (R)	69.0	3	68	54.4	4	46
Cycle Time (s)	75			90		
PRC (%)	23.3			36.6		
Delay (PCU/Hr)	21.04			22.39		

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

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Table 5 – 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)	63.9	10	33	64.6	10	30
A47 West (R&A)	44.2	6	29	55.6	9	27
Ashby Road North (All)	64.0	9	22	61.6	9	24
A47 East (All)	57.6	9	28	52.0	7	24
Ashby Road South (L&A)	54.5	6	31	64.6	9	41
Ashby Road (R)	52.1	3	51	64.3	5	68
Cycle Time (s)	180			180		
PRC (%)	40.5			39.2		
Delay (PCU/Hr)	21.69			23.14		
2032 Base + Committed						
A47 West (L&A)	73.1	14	29	70.2	15	32
A47 West (R&A)	53.0	5	27	64.5	15	30
Ashby Road North (All)	71.0	10	30	53.0	7	24
A47 East (All)	69.3	11	24	70.6	14	28
Ashby Road South (L&A)	71.9	7	48	70.3	8	41
Ashby Road (R)	72.9	4	84	69.5	5	71
Cycle Time (s)	180			180		
PRC (%)	23.1			27.5		
Delay (PCU/Hr)	28.11			27.81		
2032 Base + Committed + Development						
A47 West (L&A)	76.4	16	29	74.5	13	33
A47 West (R&A)	60.9	6	28	69.3	13	31
Ashby Road North (All)	73.6	11	33	51.0	7	24
A47 East (All)	67.0	10	22	75.2	12	28
Ashby Road South (L&A)	75.4	7	53	75.4	9	42
Ashby Road (R)	75.3	4	94	67.0	5	61
Cycle Time (s)	180			180		
PRC (%)	17.8			19.3		
Delay (PCU/Hr)	29.41			28.85		
2036 Base + Committed						
A47 West (L&A)	63.6	10	33	75.6	14	34
A47 West (R&A)	46.2	6	29	65.0	12	29
Ashby Road North (All)	63.5	9	22	54.1	7	24
A47 East (All)	58.5	9	28	73.6	13	28
Ashby Road South (L&A)	53.3	6	30	76.4	10	45
Ashby Road (R)	52.1	3	51	71.8	5	66
Cycle Time (s)	180			180		
PRC (%)	41.5			17.8		
Delay (PCU/Hr)	21.67			29.06		
2036 Base + Committed + Development						
A47 West (L&A)	80.4	22	33	82.9	17	39
A47 West (R&A)	62.6	8	30	71.1	14	32
Ashby Road North (All)	77.7	11	35	51.0	6	23
A47 East (All)	69.7	14	24	75.5	13	29
Ashby Road South (L&A)	81.1	9	55	83.8	12	49
Ashby Road (R)	77.3	4	98	67.8	5	60
Cycle Time (s)	180			180		
PRC (%)	11.0			7.3		
Delay (PCU/Hr)	32.83			32.68		

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

- 2.48 **Tables 9 and 10** demonstrate that in the future year scenarios, the junction will have some spare capacity; however, the proposed development will have a material impact on the operation of the junction, particularly in the 2036 scenarios, and in the AM peak (more so than the PM peak).
- 2.49 It should be noted that, in reality, the operation of the junction will fall somewhere in between the two scenarios tested.
- 2.50 Overall, the proposed development site is expected to contribute towards the LCC scheme; and our current understanding is that work towards a preferred junction option is ongoing. However, it is expected that the proposed development site will agree an appropriate contribution towards the scheme in due course.

Strategic Highway Network Impact

- 2.51 As shown earlier in this report, the impacts of the proposed development at the A5/Long Shoot signalised junction and A5 Dodwells Roundabout are minimal.
- 2.52 For clarity, **Table 16** sets out the anticipated traffic increases through the junctions during the 2032 and 2036 AM and PM peak periods, based on the distribution set out through the PRTM for the proposed Phase 2 residential scheme.

Table 6 – Strategic Highway Network – Development Traffic

Approach Arm	AM Peak 08:00-09:00		PM Peak 17:00-18:00	
2032 Dodwells Roundabout				
A47 North	+5	+0.5%	+5	+0.6%
B4666	-1	-0.2%	-3	-0.6%
A5 Southeast	+1	+0.1%	+3	+0.2%
A5 Northwest	-1	-0.1%	-2	-0.1%
Junction Total	+4	+0.1%	+3	+0.1%
2036 Dodwells Roundabout				
A47 North	+10	+1.0%	+8	+1.0%
B4666	0	0.0%	+1	+0.2%
A5 Southeast	-1	-0.1%	+7	+0.5%
A5 Northwest	-2	-0.1%	0	0.0%
Junction Total	+7	+0.2%	+16	+0.4%
2032 Long Shoot				
A5 East	+7	+0.4%	+1	+0.1%
A47	+1	+0.1%	+3	+0.4%
A5 West	-3	-0.3%	-1	-0.1%
Junction Total	+5	+0.1%	+3	+0.1%
2036 Long Shoot				
A5 East	+23	+1.5%	+2	+0.1%
A47	+8	+0.8%	-1	-0.1%
A5 West	+4	+0.5%	-1	-0.1%
Junction Total	+35	+1.0%	0	0.0%

- 2.53 The highest impact at Dodwells Roundabout is 0.4% across the junction as a whole, and 1.0% along any single approach arm; the highest individual traffic flow difference is 10 PCUs on the A47 North approach arm, or one PCU every six minutes on average.

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- 2.54 At the Long Shoot junction, the highest impact across the junction as a whole is 1.0%, and 1.5% along any single approach arm; the highest individual traffic difference is 23 PCUs on the A5 East approach arm, or one PCU every two to three minutes on average.
- 2.55 As the Long Shoot junction is signalised, this would represent less than one PCU per signal cycle.
- 2.56 The proposed development traffic impact at the two junctions is clearly negligible in all future year scenarios.

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3.0 Summary

Summary

- 3.1 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.
- 3.2 The development site has been plugged into the PRTM run by LCC and the cumulative impact of the development traffic on the local highway network has been assessed using standalone junction models, where material impacts have been identified.
- 3.3 The PRTM modelling confirms that only four junctions have required formal capacity analysis, and that all four can accommodate the proposed development traffic; in respect to the A47/Ashby Road signals, this will require a contribution to be agreed with LCC in due course regarding their proposed mitigation scheme at the junction.

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Appendix A

LCC PRTM Furnessed Turning Counts

2026 Core AM						2026 Core PM						2026 Core AM						2026 Core PM					
		A	B	C	D	E	Total			A	B	C	D	E	Total			A	B	C	D	E	Total
A	4	194	155	7	182	542		A	1	59	47	2	127	236		A	0	119	562	34	715		
B	228	130	320	45	360	1083		B	200	363	286	52	362	1263		B	135	0	139	243	517		
C	100	195	3	13	177	488		C	47	153	1	24	185	410		C	499	70	0	168	737		
D	2	11	8	0	75	96		D	2	9	4	0	69	84		D	21	404	336	0	761		
E	83	648	75	19	0	825		E	56	653	56	26	0	791		Total	655	593	1037	445			
Total	417	1178	561	84	794			Total	306	1237	394	104	743										
2032 Core AM						2032 Core PM						2032 Core AM						2032 Core PM					
		A	B	C	D	E	Total			A	B	C	D	E	Total			A	B	C	D	E	Total
A	9	355	220	13	320	917		A	5	120	113	5	242	485		A	0	171	782	42	995		
B	334	151	285	55	420	1245		B	380	346	324	65	349	1464		B	128	0	146	232	506		
C	126	192	2	14	200	534		C	110	176	1	37	209	533		C	645	106	0	219	970		
D	3	14	8	0	97	122		D	4	13	7	0	92	116		D	17	386	309	0	712		
E	115	709	64	24	0	912		E	129	739	75	37	0	980		Total	790	663	1237	493			
Total	587	1421	579	106	1037			Total	628	1394	520	144	892										
2032 - DS (60%) AM						2032 - DS (60%) PM						2032 - DS (60%) AM						2032 - DS (60%) PM					
		A	B	C	D	E	Total			A	B	C	D	E	Total			A	B	C	D	E	Total
A	7	237	200	10	305	759		A	3	91	96	4	225	419		A	0	179	766	43	988		
B	285	113	295	48	420	1161		B	334	314	323	61	355	1387		B	117	0	147	223	487		
C	132	179	2	15	237	565		C	94	157	1	33	227	512		C	691	131	0	251	1073		
D	3	11	8	0	93	115		D	3	10	6	0	90	109		D	15	388	292	0	695		
E	124	676	82	28	0	910		E	124	731	83	37	0	975		Total	823	698	1205	517			
Total	551	1216	587	101	1055			Total	558	1303	509												

Wykin Road / A47 Normandy Way						Roston Drive / A47 Normandy Way					
A = A47 N						A = A47 N					
B = Wykin Road E						B = Roston Drive					
C = A47 S						C = A47 S					
D = Wykin Road W						D = Triumph					
AM						PM					
	A	B	C	D	Total		A	B	C	D	Total
A	4	77	606	84	771	A	1	56	569	44	670
B	75	1	33	134	243	B	38	1	34	62	135
C	556	92	1	66	715	C	579	105	1	61	746
D	126	108	144		378	D	106	107	64		277
Total	761	278	784	284		Total	724	269	668	167	
AM						PM					
	A	B	C	D	Total		A	B	C	D	Total
A	10	337	510	37	894	A	5	232	344	0	581
B	319	5	123	38	485	B	206		45	3	254
C	292	40	4	39	375	C	490	101	1	3	595
D	3	6	12		21	D	86	94	59		239
Total	624	388	649	114		Total	787	427	449	6	

2026 Core AM

	A	B	C	D	Total
A	4	76	667	74	821
B	82	1	39	129	251
C	615	97	1	64	777
D	140	116	174	0	430
Total	841	290	881	267	

2026 Core PM

	A	B	C	D	Total
A	1	62	588	86	737
B	37	1	26	87	151
C	586	84	1	88	759
D	151	121	68	0	340
Total	775	268	683	261	

2026 Core AM

	A	B	C	D	Total
A	11	345	594	37	987
B	335	5	132	35	507
C	321	40	4	37	402
D	7	14	31	0	52
Total	674	404	761	109	

2026 Core PM

	A	B	C	D	Total
A	5	227	374	0	606
B	206	0	49	10	265
C	508	104	1	11	624
D	85	92	65	0	242
Total	804	423	489	21	

2032 Core AM

	A	B	C	D	Total
A	5	80	870	107	1062
B	66	1	42	151	260
C	733	130	1	113	977
D	124	113	208	0	445
Total	928	324	1121	371	

2032 Core PM

	A	B	C	D	Total
A	1	60	730	98	889
B	44	1	35	111	191
C	700	97	1	116	914
D	220	167	116	0	503
Total	965	325	882	325	

2032 Core AM

	A	B	C	D	Total
A	22	401	737	47	1207
B	410	5	109	33	557
C	408	33	5	36	482
D	28	35	79	0	142
Total	868	474	930	116	

2032 Core PM

	A	B	C	D	Total
A	8	281	498	0	787
B	238	0	45	42	325
C	577	84	1	46	708
D	122	93	70	0	285
Total	945	458	614	88	

2032 - DS (60%) AM

	A	B	C	D	Total
A	5	84	882	109	1080
B	66	1	42	151	260
C	733	130	1	114	978
D	122	111	201	0	434
Total	926	326	1126	374	

2032 - DS (60%) PM

	A	B	C	D	Total
A	1	61	732	99	893
B	43	1	35	112	191
C	700	99	1	117	917
D	215	168	115	0	498
Total	959	329	883	328	

2032 - DS (60%) AM

	A	B	C	D	Total
A	8	281	498	0	787
B	238	0	45	42	325
C	577	84	1	46	708
D	122	93	70	0	285
Total	945	458	614	88	

2032 - DS (60%) PM

	A	B	C	D	Total
A	8	277	503	0	788
B	236	0	45	43	324
C	581	83	1	47	712
D	122	93	70	0	285
Total	947	453	619	90	

2036 Core AM

	A	B	C	D	Total
A	4	67	872	146	1089
B	49	1	38	185	273
C	761	139	2	193	1095
D	139	129	282	0	550
Total	953	336	1194	524	

2036 Core PM

	A	B	C	D	Total
A	1	60	743	106	910
B	40	1	35	113	189
C	726	103	1	133	963
D	229	177	131	0	537
Total	996	341	910	352	

2036 Core AM

	A	B	C	D	Total
A	22	434	772	50	1278
B	465	5	107	33	610
C	461	34	5	36	536
D	38	41	93	0	172
Total	986	514	977	119	

2036 Core PM

	A	B	C	D	Total
A	9	290	518	0	817
B	250	0	43	53	346
C	600	79	1	60	740
D	134	96	72	0	302
Total	993	465	634	113	

2036 - DS (100%) AM

	A	B	C	D	Total
A	4	73	900	153	1130
B	50	1	36	187	274
C	767	138	2	192	1099
D	136	126	267	0	529
Total	957	338	1205	532	

2036 - DS (100%) PM

	A	B	C	D	Total
A	1	60	746	107	914
B	40	1	34	114	189
C	730	105	1	135	971
D	226	178	131	0	535
Total	997	344	912	356	

2036 - DS (100%) AM

	A	B	C	D	Total
A	22	434	782	50	1288
B	467	5	106	33	611
C	463	33	5	37	538
D	37	41	94	0	172
Total	989	513	987	120	

2036 - DS (100%) PM

	A	B	C	D	Total
A	9	289	522	0	820
B	251	0	43	53	347
C	606	80	1	59	746
D	135	93	74	0	302
Total	1001	462	640	112	

2036 - DS + Phase 3 AM

	A	B	C	D	Total
A	4	74	907	157	1142
B	50	1	36	188	275
C	778	137	2	195	1112
D	141	128	276	0	545
Total	973	340	1221	540	

2036 - DS + Phase 3 PM

	A	B	C	D	Total
A	1	63	762	120	946
B	40	1	32	120	193
C	742	99	1	137	979
D	246	180	128	0	554
Total	1029	343	923	377	

2036 - DS + Phase 3 AM

	A	B	C	D	Total
A	23	438	794	49	1304
B	477	5	117	34	633
C	468	35	5	37	545
D	37	41	95	0	173
Total	1005	519	1011	120	

2036 - DS + Phase 3 PM

	A	B	C	D	Total
A	8	292	530	0	830
B	254	0	44	53	351
C	612	80	1	60	753
D	135	95	73	0	303
Total	1009	467	648	113	

Stoke Road / Tudor Road A = Stoke Road N B = Tudor Road C = Stoke Road S					Stoke Road / Hollycroft / Wykin Road A = Stoke Road N B = Hollycroft C = Wykin Road																																																																																																																		
AM <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>Total</td></tr><tr><td>A</td><td></td><td>146</td><td>540</td><td>686</td></tr><tr><td>B</td><td>151</td><td></td><td>1</td><td>152</td></tr><tr><td>C</td><td>372</td><td>90</td><td></td><td>462</td></tr><tr><td>Total</td><td>523</td><td>236</td><td>541</td><td></td></tr></table>						A	B	C	Total	A		146	540	686	B	151		1	152	C	372	90		462	Total	523	236	541		PM <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>Total</td></tr><tr><td>A</td><td></td><td>215</td><td>466</td><td>681</td></tr><tr><td>B</td><td>96</td><td></td><td>1</td><td>97</td></tr><tr><td>C</td><td>246</td><td>127</td><td></td><td>373</td></tr><tr><td>Total</td><td>342</td><td>342</td><td>467</td><td></td></tr></table>						A	B	C	Total	A		215	466	681	B	96		1	97	C	246	127		373	Total	342	342	467		AM <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>Total</td></tr><tr><td>A</td><td></td><td>415</td><td>136</td><td>551</td></tr><tr><td>B</td><td>310</td><td></td><td>125</td><td>435</td></tr><tr><td>C</td><td>139</td><td>234</td><td>1</td><td>374</td></tr><tr><td>Total</td><td>449</td><td>649</td><td>262</td><td></td></tr></table>						A	B	C	Total	A		415	136	551	B	310		125	435	C	139	234	1	374	Total	449	649	262		PM <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>Total</td></tr><tr><td>A</td><td></td><td>373</td><td>103</td><td>476</td></tr><tr><td>B</td><td>223</td><td></td><td>96</td><td>319</td></tr><tr><td>C</td><td>136</td><td>139</td><td></td><td>275</td></tr><tr><td>Total</td><td>359</td><td>512</td><td>199</td><td></td></tr></table>						A	B	C	Total	A		373	103	476	B	223		96	319	C	136	139		275	Total	359	512	199	
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C	136	139		275																																																																																																																			
Total	359	512	199																																																																																																																				

2026 Core AM

	A	B	C	Total
A	0	158	544	702
B	157	0	1	158
C	369	91	0	460
Total	526	249	545	

2026 Core PM

	A	B	C	Total
A	0	222	467	689
B	143	0	1	144
C	237	126	0	363
Total	380	348	468	

2026 Core AM

	A	B	C	Total
A	0	416	137	553
B	310	0	126	436
C	137	234	1	372
Total	447	650	264	

2026 Core PM

	A	B	C	Total
A	0	371	107	478
B	218	0	102	320
C	132	140	0	272
Total	350	511	209	

2032 Core AM

	A	B	C	Total
A	0	188	531	719
B	170	0	1	171
C	402	63	0	465
Total	572	251	532	

2032 Core PM

	A	B	C	Total
A	0	357	459	816
B	172	0	1	173
C	328	76	0	404
Total	500	433	460	

2032 Core AM

	A	B	C	Total
A	0	406	135	541
B	312	0	125	437
C	140	230	1	371
Total	452	636	261	

2032 Core PM

	A	B	C	Total
A	0	362	105	467
B	249	0	126	375
C	142	165	0	307
Total	391	527	231	

2032 - DS (60%) AM

	A	B	C	Total
A	0	192	536	728
B	202	0	1	203
C	400	64	0	464
Total	602	256	537	

2032 - DS (60%) PM

	A	B	C	Total
A	0	365	440	805
B	146	0	1	147
C	333	71	0	404
Total	479	436	441	

2032 - DS (60%) AM

	A	B	C	Total
A	0	410	135	545
B	310	0	126	436
C	141	238	1	380
Total	451	648	262	

2032 - DS (60%) PM

	A	B	C	Total
A	0	345	104	449
B	245	0	129	374
C	145	166	0	311
Total	390	511	233	

2036 Core AM

	A	B	C	Total
A	0	252	485	737
B	184	0	1	185
C	405	63	0	468
Total	589	315	486	

2036 Core PM

	A	B	C	Total
A	0	414	419	833
B	184	0	1	185
C	331	74	0	405
Total	515	488	420	

2036 Core AM

	A	B	C	Total
A	0	360	134	494
B	313	0	134	447
C	142	227	1	370
Total	455	587	269	

2036 Core PM

	A	B	C	Total
A	0	329	99	428
B	244	0	127	371
C	148	170	0	318
Total	392	499	226	

2036 - DS (100%) AM

	A	B	C	Total
A	0	271	501	772
B	211	0	1	212
C	404	64	0	468
Total	615	335	502	

2036 - DS (100%) PM

	A	B	C	Total
A	0	421	398	819
B	161	0	1	162
C	339	69	0	408
Total	500	490	399	

2036 - DS (100%) AM

	A	B	C	Total
A	0	375	135	510
B	312	0	134	446
C	143	235	1	379
Total	455	610	270	

2036 - DS (100%) PM

	A	B	C	Total
A	0	310	97	407
B	242	0	129	371
C	152	170	0	322
Total	394	480	226	

2036 - DS + Phase 3 AM

	A	B	C	Total
A	0	275	469	744
B	151	0	1	152
C	408	63	0	471
Total	559	338	470	

2036 - DS + Phase 3 PM

	A	B	C	Total
A	0	436	412	848
B	160	0	1	161
C	348	70	0	418
Total	508	506	413	

2036 - DS + Phase 3 AM

	A	B	C	Total
A	0	346	133	479
B	311	0	137	448
C	147	230	1	378
Total	458	576	271	

2036 - DS + Phase 3 PM

	A	B	C	Total
A	0	322	99	421
B	252	0	130	382
C	153	168	0	321
Total	405	490	229	

The Common / A47 Normandy Way						Leicester Road / Highfields Road					
A = A47 E						A = Leicester Road E					
B = Leicester Road						B = Spa Lane					
C = A47 W						C = Leicester Road W					
D = The Common						D = Highfields Road					
AM						PM					
A B C D Total						A B C D Total					
A	0	530	594	126	1250	A	0	416	573	121	1110
B	357	1	40	112	510	B	426	0	46	194	666
C	520	55	2	65	642	C	637	31	2	74	744
D	80	136	24	1	241	D	60	82	27	3	172
Total	957	722	660	304		Total	1123	529	648	392	
AM						PM					
A B C D Total						A B C D Total					
A		424	192	4	620	A		404	134	5	543
B	446		157	24	627	B	517		166	26	709
C	191	202		7	400	C	180	196		9	385
D					0	D					0
Total	637	626	349	35		Total	697	600	300	40	

2026 Core AM

	A	B	C	D	Total
A	0	524	602	112	1238
B	352	1	45	114	512
C	532	65	2	68	667
D	69	135	23	1	228
Total	953	725	672	295	

2026 Core PM

	A	B	C	D	Total
A	0	416	585	121	1122
B	403	0	49	210	662
C	647	34	2	83	766
D	56	81	27	3	167
Total	1106	531	663	417	

2026 Core AM

	A	B	C	D	Total
A	0	439	191	4	634
B	453	0	156	25	634
C	194	208	0	7	409
D	0	0	0	0	0
Total	647	647	347	36	

2026 Core PM

	A	B	C	D	Total
A	0	423	133	5	561
B	526	0	167	27	720
C	184	206	0	9	399
D	0	0	0	0	0
Total	710	629	300	41	

2032 Core AM

	A	B	C	D	Total
A	0	512	845	112	1469
B	356	1	62	111	530
C	645	73	3	80	801
D	88	163	41	1	293
Total	1089	749	951	304	

2032 Core PM

	A	B	C	D	Total
A	0	407	816	106	1329
B	436	0	78	204	718
C	775	41	3	90	909
D	61	94	42	3	200
Total	1272	542	939	403	

2032 Core AM

	A	B	C	D	Total
A	0	481	189	4	674
B	462	0	151	27	640
C	210	238	0	8	456
D	0	0	0	0	0
Total	672	719	340	39	

2032 Core PM

	A	B	C	D	Total
A	0	428	139	5	572
B	550	0	169	29	748
C	227	242	0	12	481
D	0	0	0	0	0
Total	777	670	308	46	

2032 - DS (60%) AM

	A	B	C	D	Total
A	0	520	841	114	1475
B	359	1	61	110	531
C	670	75	4	82	831
D	85	154	38	1	278
Total	1114	750	944	307	

2032 - DS (60%) PM

	A	B	C	D	Total
A	0	415	832	106	1353
B	440	0	78	203	721
C	782	41	3	90	916
D	60	92	43	3	198
Total	1282	548	956	402	

2032 - DS (60%) AM

	A	B	C	D	Total
A	0	504	192	5	701
B	463	0	151	27	641
C	211	246	0	8	465
D	0	0	0	0	0
Total	674	750	343	40	

2032 - DS (60%) PM

	A	B	C	D	Total
A	0	432	138	5	575
B	552	0	171	29	752
C	232	253	0	12	497
D	0	0	0	0	0
Total	784	685	309	46	

2036 Core AM

	A	B	C	D	Total
A	0	523	890	113	1526
B	371	1	64	111	547
C	654	72	4	77	807
D	96	171	45	1	313
Total	1121	767	1003	302	

2036 Core PM

	A	B	C	D	Total
A	0	523	890	113	1526
B	371	1	64	111	547
C	654	72	4	77	807
D	96	171	45	1	313
Total	1121	767	1003	302	

2036 Core AM

	A	B	C	D	Total
A	0	489	200	4	693
B	468	0	151	27	646
C	226	243	0	9	478
D	0	0	0	0	0
Total	694	732	351	40	

2036 Core PM

	A	B	C	D	Total
A	0	441	137	5	583
B	567	0	158	29	754
C	244	248	0	12	504
D	0	0	0	0	0
Total	811	689	295	46	

2036 - DS (100%) AM

	A	B	C	D	Total
A	0	535	884	116	1535
B	375	1	63	107	546
C	692	75	4	79	850
D	91	155	39	1	286
Total	1158	766	990	303	

2036 - DS (100%) PM

	A	B	C	D	Total
A	0	433	860	109	1402
B	470	0	81	203	754
C	803	42	4	87	936
D	64	90	44	4	202
Total	1337	565	989	403	

2036 - DS (100%) AM

	A	B	C	D	Total
A	0	526	205	5	736
B	471	0	147	28	646
C	222	244	0	8	474
D	0	0	0	0	0
Total	693	770	352	41	

2036 - DS (100%) PM

	A	B	C	D	Total
A	0	444	140	5	589
B	565	0	165	30	760
C	252	263	0	13	528
D	0	0	0	0	0
Total	817	707	305	48	

2036 - DS + Phase 3 AM

	A	B	C	D	Total
A	0	533	883	122	1538
B	383	1	59	105	548
C	685	66	4	76	831
D	107	171	43	1	322
Total	1175	771	989	304	

2036 - DS + Phase 3 PM

	A	B	C	D	Total
A	0	434	876	118	1428
B	470	0	79	214	763
C	810	39	4	91	944
D	68	97	44	4	213
Total	1348	570	1003	427	

2036 - DS + Phase 3 AM

	A	B	C	D	Total
A	0	540	207	5	752
B	473	0	146	28	647
C	222	243	0	8	473
D	0	0	0	0	0
Total	695	783	353	41	

2036 - DS + Phase 3 PM

	A	B	C	D	Total
A	0	452	137	5	594
B	573	0	155	30	758
C	269	267	0	13	549
D	0	0	0	0	0
Total	842	719	292	48	

Hinckley Road / Stoke Road A = Hinckley Road E B = Stoke Road C = Hinckley Road W					The Long Shoot / A5 A = A5 E B = A47 C = A5 W																																																						
AM <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>Total</td></tr><tr><td>A</td><td>1</td><td>223</td><td>34</td><td>258</td></tr><tr><td>B</td><td>117</td><td>1</td><td>157</td><td>275</td></tr><tr><td>C</td><td>38</td><td>212</td><td>1</td><td>251</td></tr><tr><td>Total</td><td>156</td><td>436</td><td>192</td><td></td></tr></table>						A	B	C	Total	A	1	223	34	258	B	117	1	157	275	C	38	212	1	251	Total	156	436	192		PM <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>Total</td></tr><tr><td>A</td><td></td><td>127</td><td>39</td><td>166</td></tr><tr><td>B</td><td>154</td><td></td><td>182</td><td>336</td></tr><tr><td>C</td><td>31</td><td>139</td><td></td><td>170</td></tr><tr><td>Total</td><td>185</td><td>266</td><td>221</td><td></td></tr></table>						A	B	C	Total	A		127	39	166	B	154		182	336	C	31	139		170	Total	185	266	221	
	A	B	C	Total																																																							
A	1	223	34	258																																																							
B	117	1	157	275																																																							
C	38	212	1	251																																																							
Total	156	436	192																																																								
	A	B	C	Total																																																							
A		127	39	166																																																							
B	154		182	336																																																							
C	31	139		170																																																							
Total	185	266	221																																																								
AM <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>Total</td></tr><tr><td>A</td><td></td><td>715</td><td>708</td><td>1423</td></tr><tr><td>B</td><td>673</td><td></td><td>123</td><td>796</td></tr><tr><td>C</td><td>705</td><td>63</td><td></td><td>768</td></tr><tr><td>Total</td><td>1378</td><td>778</td><td>831</td><td></td></tr></table>						A	B	C	Total	A		715	708	1423	B	673		123	796	C	705	63		768	Total	1378	778	831		PM <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>Total</td></tr><tr><td>A</td><td></td><td>701</td><td>737</td><td>1438</td></tr><tr><td>B</td><td>694</td><td></td><td>76</td><td>770</td></tr><tr><td>C</td><td>649</td><td>54</td><td></td><td>703</td></tr><tr><td>Total</td><td>1343</td><td>755</td><td>813</td><td></td></tr></table>						A	B	C	Total	A		701	737	1438	B	694		76	770	C	649	54		703	Total	1343	755	813	
	A	B	C	Total																																																							
A		715	708	1423																																																							
B	673		123	796																																																							
C	705	63		768																																																							
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B	694		76	770																																																							
C	649	54		703																																																							
Total	1343	755	813																																																								

2026 Core AM

	A	B	C	Total
A	1	218	37	256
B	120	1	164	285
C	41	213	1	255
Total	162	432	202	

2026 Core PM

	A	B	C	Total
A	0	128	42	170
B	150	0	202	352
C	32	150	0	182
Total	182	278	244	

2026 Core AM

	A	B	C	Total
A	0	791	746	1537
B	758	0	119	877
C	858	71	0	929
Total	1616	862	865	

2026 Core PM

	A	B	C	Total
A	0	740	738	1478
B	702	0	72	774
C	736	61	0	797
Total	1438	801	810	

2032 Core AM

	A	B	C	Total
A	2	332	42	376
B	222	1	262	485
C	46	269	1	316
Total	270	602	305	

2032 Core PM

	A	B	C	Total
A	0	235	50	285
B	254	0	263	517
C	34	194	0	228
Total	288	429	313	

2032 Core AM

	A	B	C	Total
A	0	878	781	1659
B	870	0	121	991
C	830	62	0	892
Total	1700	940	902	

2032 Core PM

	A	B	C	Total
A	0	817	725	1542
B	702	0	64	766
C	835	67	0	902
Total	1537	884	789	

2032 - DS (60%) AM

	A	B	C	Total
A	2	341	43	386
B	222	2	266	478
C	45	284	1	330
Total	257	627	310	

2032 - DS (60%) PM

	A	B	C	Total
A	0	240	50	290
B	249	0	264	513
C	35	207	0	242
Total	284	447	314	

2032 - DS (60%) AM

	A	B	C	Total
A	0	885	781	1666
B	873	0	119	992
C	826	63	0	889
Total	1699	948	900	

2032 - DS (60%) PM

	A	B	C	Total
A	0	818	725	1543
B	704	0	65	769
C	833	68	0	901
Total	1537	886	790	

2036 Core AM

	A	B	C	Total
A	2	354	44	400
B	266	2	265	533
C	54	274	1	329
Total	322	630	310	

2036 Core PM

	A	B	C	Total
A	0	255	48	303
B	283	0	267	550
C	39	226	0	265
Total	322	481	315	

2036 Core AM

	A	B	C	Total
A	0	923	653	1576
B	946	0	95	1041
C	717	49	0	766
Total	1663	972	748	

2036 Core PM

	A	B	C	Total
A	0	829	732	1561
B	702	0	64	766
C	844	70	0	914
Total	1546	899	796	

2036 - DS (100%) AM

	A	B	C	Total
A	2	387	45	434
B	262	2	268	532
C	54	288	1	343
Total	318	677	314	

2036 - DS (100%) PM

	A	B	C	Total
A	0	260	47	307
B	281	0	268	549
C	40	236	0	276
Total	321	496	315	

2036 - DS (100%) AM

	A	B	C	Total
A	0	917	682	1599
B	932	0	117	1049
C	711	59	0	770
Total	1643	976	799	

2036 - DS (100%) PM

	A	B	C	Total
A	0	832	731	1563
B	702	0	63	765
C	844	69	0	913
Total	1546	901	794	

2036 - DS + Phase 3 AM

	A	B	C	Total
A	2	358	45	405
B	257	2	270	529
C	53	288	1	342
Total	312	648	316	

2036 - DS + Phase 3 PM

	A	B	C	Total
A	0	255	47	302
B	262	0	252	514
C	39	236	0	275
Total	301	491	299	

2036 - DS + Phase 3 AM

	A	B	C	Total
A	0	929	684	1613
B	933	0	117	1050
C	711	60	0	771
Total	1644	989	801	

2036 - DS + Phase 3 PM

	A	B	C	Total
A	0	838	730	1568
B	702	0	63	765
C	846	70	0	916
Total	1548	908	793	

Dodwells Roundabout

A = A47

B = B4666

C = A5 E

D = A5 W

AM

	A	B	C	D	Total
A	1	76	223	384	684
B	90	1	53	432	576
C	305	51	1	608	965
D	381	337	637	19	1374
Total	777	465	914	1443	

PM

	A	B	C	D	Total
A	2	90	251	313	656
B	53		62	413	528
C	243	22		681	946
D	412	434	493	16	1355
Total	710	546	806	1423	

2026 Core AM

	A	B	C	D	Total
A	1	89	299	412	801
B	92	1	67	450	610
C	332	62	1	676	1071
D	389	382	825	20	1616
Total	814	534	1192	1558	

2026 Core PM

	A	B	C	D	Total
A	2	107	318	274	701
B	56	0	85	397	538
C	311	33	0	779	1123
D	376	481	584	14	1455
Total	745	621	987	1464	

2032 Core AM

	A	B	C	D	Total
A	1	107	367	488	963
B	102	1	74	469	646
C	371	65	1	704	1141
D	418	389	862	20	1689
Total	892	562	1304	1681	

2032 Core PM

	A	B	C	D	Total
A	2	125	391	292	810
B	59	0	97	386	542
C	362	41	0	838	1241
D	392	510	645	13	1560
Total	815	676	1133	1529	

2032 - DS (60%) AM

	A	B	C	D	Total
A	1	107	370	490	968
B	102	1	72	470	645
C	371	63	1	707	1142
D	419	390	859	20	1688
Total	893	561	1302	1687	

2032 - DS (60%) PM

	A	B	C	D	Total
A	2	125	394	294	815
B	59	0	96	384	539
C	364	41	0	839	1244
D	393	507	645	13	1558
Total	818	673	1135	1530	

2036 Core AM

	A	B	C	D	Total
A	1	115	399	482	997
B	111	1	77	443	632
C	406	67	1	670	1144
D	420	373	836	18	1647
Total	938	556	1313	1613	

2036 Core PM

	A	B	C	D	Total
A	3	130	405	295	833
B	62	0	98	387	547
C	382	42	0	852	1276
D	397	512	649	13	1571
Total	844	684	1152	1547	

2036 - DS (100%) AM

	A	B	C	D	Total
A	1	115	402	489	1007
B	111	1	77	443	632
C	405	66	1	671	1143
D	423	375	828	19	1645
Total	940	557	1308	1622	

2036 - DS (100%) PM

	A	B	C	D	Total
A	3	130	411	297	841
B	61	0	99	388	548
C	388	42	0	853	1283
D	398	512	649	12	1571
Total	850	684	1159	1550	

2036 - DS + Phase 3 AM

	A	B	C	D	Total
A	2	118	408	502	1030
B	111	1	76	447	635
C	406	67	1	671	1145
D	427	372	828	19	1646
Total	946	558	1313	1639	

2036 - DS + Phase 3 PM

	A	B	C	D	Total
A	3	132	412	301	848
B	62	0	100	388	550
C	388	42	0	851	1281
D	404	510	646	13	1573
Total	857	684	1158	1553	

T23548

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



Appendix B

Furnessed PRTM Impact Analysis

Stoke Road / A47 Normandy Way

A = Stoke Road N

B = A47 E

C = Stoke Road S

D = Sword Drive

E = A47 W

Observed Counts - 2024 (2023 for The Long Shoot and Dodwells)**AM**

	A	B	C	D	E	Total
A	6	250	221	10	104	591
B	172	82	223	33	526	1036
C	146	236	3	18	80	483
D	6	34	26	0	28	94
E	86	560	72	21	8	747
Total	416	1162	545	82	746	

PM

	A	B	C	D	E	Total
A	3	124	105	4	32	268
B	161	253	210	38	572	1234
C	78	217	1	36	41	373
D	6	36	16	0	24	82
E	60	593	54	24	7	738
Total	308	1223	386	102	676	

Furnished Matrices**2026 Core AM**

	A	B	C	D	E	Total
A	4	194	155	7	182	542
B	228	130	320	45	360	1083
C	100	195	3	13	177	488
D	2	11	8	0	75	96
E	83	648	75	19	0	825
Total	417	1178	561	84	794	

2026 Core PM

	A	B	C	D	E	Total
A	1	59	47	2	127	236
B	200	363	286	52	362	1263
C	47	153	1	24	185	410
D	2	9	4	0	69	84
E	56	653	56	26	0	791
Total	306	1237	394	104	743	

2032 Core AM

	A	B	C	D	E	Total
A	9	355	220	13	320	917
B	334	151	285	55	420	1245
C	126	192	2	14	200	534
D	3	14	8	0	97	122
E	115	709	64	24	0	912
Total	587	1421	579	106	1037	3730

2032 Core PM

	A	B	C	D	E	Total
A	5	120	113	5	242	485
B	380	346	324	65	349	1464
C	110	176	1	37	209	533
D	4	13	7	0	92	116
E	129	739	75	37	0	980
Total	628	1394	520	144	892	3578

2032 - DS (60%) AM

	A	B	C	D	E	Total		
A	7	237	200	10	305	759	-158	-17%
B	285	113	295	48	420	1161	-84	-7%
C	132	179	2	15	237	565	31	6%
D	3	11	8	0	93	115	-7	-6%
E	124	676	82	28	0	910	-2	0%
Total	551	1216	587	101	1055	3510		
	-36	-205	8	-5	18		-220	
	-6%	-14%	1%	-5%	2%		-6%	

2032 - DS (60%) PM

	A	B	C	D	E	Total		
A	3	91	96	4	225	419	-66	-14%
B	334	314	323	61	355	1387	-77	-5%
C	94	157	1	33	227	512	-21	-4%
D	3	10	6	0	90	109	-7	-6%
E	124	731	83	37	0	975	-5	-1%
Total	558	1303	509	135	897	3402		
	-70	-91	-11	-9	5		-176	
	-11%	-7%	-2%	-6%	1%		-5%	

2036 Core AM

	A	B	C	D	E	Total
A	9	348	225	13	344	939
B	340	148	294	57	417	1256
C	134	199	2	14	203	552
D	3	14	8	0	101	126
E	121	723	68	26	0	938
Total	607	1432	597	110	1065	3811

2036 Core PM

	A	B	C	D	E	Total
A	6	128	123	5	263	525
B	389	339	326	65	346	1465
C	117	181	1	39	210	548
D	4	14	7	0	95	120
E	136	755	80	40	0	1011
Total	652	1417	537	149	914	3669

2036 - DS (100%) AM

	A	B	C	D	E	Total		
A	8	244	225	11	327	815	-124	-13%
B	291	107	303	49	431	1181	-75	-6%
C	139	171	2	16	250	578	26	5%
D	3	10	9	0	98	120	-6	-5%
E	137	683	92	29	0	941	3	0%
Total	578	1215	631	105	1106	3635		
	-29	-217	34	-5	41		-176	
	-5%	-15%	6%	-5%	4%		-5%	

2036 - DS (100%) PM

	A	B	C	D	E	Total		
A	5	107	114	4	256	486	-39	-7%
B	355	300	315	61	343	1374	-91	-6%
C	108	162	1	36	226	533	-15	-3%
D	4	11	7	0	92	114	-6	-5%
E	141	745	86	41	0	1013	2	0%
Total	613	1325	523	142	917	3520		
	-39	-92	-14	-7	3		-149	
	-6%	-6%	-3%	-5%	0%		-4%	

2036 - DS + Phase 3 AM

	A	B	C	D	E	Total		
A	15	284	266	16	424	1005	190	23%
B	386	84	243	49	387	1149	-32	-3%
C	177	130	2	14	199	522	-56	-10%
D	4	10	8	0	107	129	9	8%
E	210	629	85	34	0	958	17	2%
Total	792	1137	604	113	1117	3763		
	214	-78	-27	8	11		128	
	37%	-6%	-4%	8%	1%		4%	

2036 - DS + Phase 3 PM

	A	B	C	D	E	Total		
A	9	131	162	8	332	642	156	32%
B	423	236	287	60	305	1311	-63	-5%
C	144	143	1	40	213	541	8	2%
D	6	12	8	0	99	125	11	10%
E	201	704	93	47	0	1045	32	3%
Total	783	1226	551	155	949	3664		
	170	-99	28	13	32		144	
	28%	-7%	5%	9%	3%		4%	

Ashby Road / A47 Normandy Way

A = A47 E

B = Ashby Road S

C = A47 W

D = Ashby Road N

AM

	A	B	C	D	Total
A		115	558	29	702
B	128		154	228	510
C	488	78		163	729
D	16	358	306		680
Total	632	551	1018	420	

PM

	A	B	C	D	Total
A		167	475	23	665
B	147		100	280	527
C	569	61		250	880
D	37	322	243		602
Total	753	550	818	553	

2026 Core AM

	A	B	C	D	Total
A	0	119	562	34	715
B	135	0	139	243	517
C	499	70	0	168	737
D	21	404	336	0	761
Total	655	593	1037	445	

2026 Core PM

	A	B	C	D	Total
A	0	172	482	27	681
B	149	0	87	289	525
C	579	54	0	255	888
D	45	352	262	0	659
Total	773	578	831	571	

2032 Core AM

	A	B	C	D	Total
A	0	171	782	42	995
B	128	0	147	232	506
C	645	106	0	219	970
D	17	386	309	0	712
Total	790	663	1237	493	3183

2032 Core PM

	A	B	C	D	Total
A	0	202	709	47	958
B	158	0	74	298	530
C	701	42	0	307	1050
D	56	266	248	0	570
Total	915	510	1031	652	3108

2032 - DS (60%) AM

	A	B	C	D	Total		
A	0	179	766	43	988	-7	-1%
B	117	0	147	223	487	-19	-4%
C	691	131	0	251	1073	103	11%
D	15	388	292	0	695	-17	-2%
Total	823	698	1205	517	3243		
	33	35	-32	24	60		
	4%	5%	-3%	5%	2%		

2032 - DS (60%) PM

	A	B	C	D	Total		
A	0	204	738	33	975	17	2%
B	163	0	119	311	593	63	12%
C	725	65	0	319	1109	59	6%
D	37	272	262	0	571	1	0%
Total	925	541	1119	663	3248		
	10	31	88	11	140		
	1%	6%	9%	2%	5%		

2036 Core AM

	A	B	C	D	Total
A	0	182	810	54	1046
B	127	0	127	246	500
C	649	94	0	236	979
D	19	404	319	0	742
Total	795	680	1256	536	3267

2036 Core PM

	A	B	C	D	Total
A	0	211	719	61	991
B	166	0	69	336	571
C	709	39	0	330	1078
D	62	271	247	0	580
Total	937	521	1035	727	3220

2036 - DS (100%) AM

	A	B	C	D	Total		
A	0	187	799	48	1034	-12	-1%
B	116	0	139	238	493	-7	-1%
C	708	128	0	275	1111	132	13%
D	16	403	303	0	722	-20	-3%
Total	840	718	1241	561	3360		
	45	38	-15	25	93		
	6%	6%	-1%	5%	3%		

2036 - DS (100%) PM

	A	B	C	D	Total		
A	0	219	752	37	1008	17	2%
B	170	0	124	356	650	79	14%
C	738	72	0	357	1167	89	8%
D	35	279	252	0	566	-14	-2%
Total	943	570	1128	750	3391		
	6	49	93	23	171		
	1%	9%	9%	3%	5%		

2036 - DS + Phase 3 AM

	A	B	C	D	Total		
A	0	273	734	26	1033	-1	0%
B	165	0	188	183	536	43	9%
C	648	176	0	136	960	-151	-14%
D	9	340	162	0	511	-211	-29%
Total	822	789	1084	345	3040		
	-18	71	-157	-216	-320		
	-2%	10%	-13%	-39%	-10%		

2036 - DS + Phase 3 PM

	A	B	C	D	Total		
A		167	475	23	1022	14	1%
B	147		100	280	674	24	4%
C	569	61		250	952	-215	-18%
D	37	322	243		438	-128	-23%
Total	953	563	1000	570	3086		
	10	-7	-128	-180	-305		
	1%	-1%	-11%	-24%	-9%		

Wykin Road / A47 Normandy Way

A = A47 N

B = Wykin Road E

C = A47 S

D = Wykin Road W

AM

	A	B	C	D	Total
A	4	77	606	84	771
B	75	1	33	134	243
C	556	92	1	66	715
D	126	108	144		378
Total	761	278	784	284	

PM

	A	B	C	D	Total
A	1	56	569	44	670
B	38	1	34	62	135
C	579	105	1	61	746
D	106	107	64		277
Total	724	269	668	167	

2026 Core AM

	A	B	C	D	Total
A	4	76	667	74	821
B	82	1	39	129	251
C	615	97	1	64	777
D	140	116	174	0	430
Total	841	290	881	267	

2026 Core PM

	A	B	C	D	Total
A	1	62	588	86	737
B	37	1	26	87	151
C	586	84	1	88	759
D	151	121	68	0	340
Total	775	268	683	261	

2032 Core AM

	A	B	C	D	Total
A	5	80	870	107	1062
B	66	1	42	151	260
C	733	130	1	113	977
D	124	113	208	0	445
Total	928	324	1121	371	2744

2032 Core PM

	A	B	C	D	Total
A	1	60	730	98	889
B	44	1	35	111	191
C	700	97	1	116	914
D	220	167	116	0	503
Total	965	325	882	325	2497

2032 - DS (60%) AM

	A	B	C	D	Total		
A	5	84	882	109	1080	18	2%
B	66	1	42	151	260	0	0%
C	733	130	1	114	978	1	0%
D	122	111	201	0	434	-11	-2%
Total	926	326	1126	374	2752		
	-2	2	5	3		8	
	0%	1%	0%	1%		0%	

2032 - DS (60%) PM

	A	B	C	D	Total		
A	1	61	732	99	893	4	0%
B	43	1	35	112	191	0	0%
C	700	99	1	117	917	3	0%
D	215	168	115	0	498	-5	-1%
Total	959	329	883	328	2499		
	-6	4	1	3		2	
	-1%	1%	0%	1%		0%	

2036 Core AM

	A	B	C	D	Total
A	4	67	872	146	1089
B	49	1	38	185	273
C	761	139	2	193	1095
D	139	129	282	0	550
Total	953	336	1194	524	3007

2036 Core PM

	A	B	C	D	Total
A	1	60	743	106	910
B	40	1	35	113	189
C	726	103	1	133	963
D	229	177	131	0	537
Total	996	341	910	352	2599

2036 - DS (100%) AM

	A	B	C	D	Total		
A	4	73	900	153	1130	41	4%
B	50	1	36	187	274	1	0%
C	767	138	2	192	1099	4	0%
D	136	126	267	0	529	-21	-4%
Total	957	338	1205	532	3032		
	4	2	11	8		25	
	0%	1%	1%	2%		1%	

2036 - DS (100%) PM

	A	B	C	D	Total		
A	1	60	746	107	914	4	0%
B	40	1	34	114	189	0	0%
C	730	105	1	135	971	8	1%
D	226	178	131	0	535	-2	0%
Total	997	344	912	356	2609		
	1	3	2	4		10	
	0%	1%	0%	1%		0%	

2036 - DS + Phase 3 AM

	A	B	C	D	Total		
A	4	74	907	157	1142	12	1%
B	50	1	36	188	275	1	0%
C	778	137	2	195	1112	13	1%
D	141	128	276	0	545	16	3%
Total	973	340	1221	540	3074		
	16	2	16	8		42	
	2%	1%	1%	2%		1%	

2036 - DS + Phase 3 PM

	A	B	C	D	Total		
A	1	63	762	120	946	32	4%
B	40	1	32	120	193	4	2%
C	742	99	1	137	979	8	1%
D	246	180	128	0	554	19	4%
Total	1029	343	923	377	2672		
	32	-1	11	21		63	
	3%	0%	1%	6%		2%	

Roston Drive / A47 Normandy Way

A = A47 N

B = Roston Drive

C = A47 S

D = Triumph

AM

	A	B	C	D	Total
A	10	337	510	37	894
B	319	5	123	38	485
C	292	40	4	39	375
D	3	6	12		21
Total	624	388	649	114	

PM

	A	B	C	D	Total
A	5	232	344	0	581
B	206		45	3	254
C	490	101	1	3	595
D	86	94	59		239
Total	787	427	449	6	

2026 Core AM

	A	B	C	D	Total
A	11	345	594	37	987
B	335	5	132	35	507
C	321	40	4	37	402
D	7	14	31	0	52
Total	674	404	761	109	

2026 Core PM

	A	B	C	D	Total
A	5	227	374	0	606
B	206	0	49	10	265
C	508	104	1	11	624
D	85	92	65	0	242
Total	804	423	489	21	

2032 Core AM

	A	B	C	D	Total
A	22	401	737	47	1207
B	410	5	109	33	557
C	408	33	5	36	482
D	28	35	79	0	142
Total	868	474	930	116	2388

2032 Core PM

	A	B	C	D	Total
A	8	281	498	0	787
B	238	0	45	42	325
C	577	84	1	46	708
D	122	93	70	0	285
Total	945	458	614	88	2105

2032 - DS (60%) AM

	A	B	C	D	Total		
A	22	400	742	47	1211	4	0%
B	412	5	108	33	558	1	0%
C	408	33	5	36	482	0	0%
D	27	35	80	0	142	0	0%
Total	869	473	935	116	2393		
	1	-1	5	0		5	
	0%	0%	1%	0%		0%	

2032 - DS (60%) PM

	A	B	C	D	Total		
A	8	277	503	0	788	1	0%
B	236	0	45	43	324	-1	0%
C	581	83	1	47	712	4	1%
D	122	93	70	0	285	0	0%
Total	947	453	619	90	2109		
	2	-5	5	2		4	
	0%	-1%	1%	2%		0%	

2036 Core AM

	A	B	C	D	Total
A	22	434	772	50	1278
B	465	5	107	33	610
C	461	34	5	36	536
D	38	41	93	0	172
Total	986	514	977	119	2596

2036 Core PM

	A	B	C	D	Total
A	9	290	518	0	817
B	250	0	43	53	346
C	600	79	1	60	740
D	134	96	72	0	302
Total	993	465	634	113	2205

2036 - DS (100%) AM

	A	B	C	D	Total		
A	22	434	782	50	1288	10	1%
B	467	5	106	33	611	1	0%
C	463	33	5	37	538	2	0%
D	37	41	94	0	172	0	0%
Total	989	513	987	120	2609		
	3	-1	10	1		13	
	0%	0%	1%	1%		1%	

2036 - DS (100%) PM

	A	B	C	D	Total		
A	9	289	522	0	820	3	0%
B	251	0	43	53	347	1	0%
C	606	80	1	59	746	6	1%
D	135	93	74	0	302	0	0%
Total	1001	462	640	112	2215		
	8	-3	6	-1		10	
	1%	-1%	1%	-1%		0%	

2036 - DS + Phase 3 AM

	A	B	C	D	Total		
A	23	438	794	49	1304	16	1%
B	477	5	117	34	633	22	4%
C	468	35	5	37	545	7	1%
D	37	41	95	0	173	1	1%
Total	1005	519	1011	120	2655		
	16	6	24	0		46	
	2%	1%	2%	0%		2%	

2036 - DS + Phase 3 PM

	A	B	C	D	Total		
A	8	292	530	0	830	10	1%
B	254	0	44	53	351	4	1%
C	612	80	1	60	753	7	1%
D	135	95	73	0	303	1	0%
Total	1009	467	648	113	2237		
	8	5	8	1		22	
	1%	1%	1%	1%		1%	

Stoke Road / Tudor Road

A = Stoke Road N

B = Tudor Road

C = Stoke Road S

AM

	A	B	C	Total
A		146	540	686
B	151		1	152
C	372	90		462
Total	523	236	541	

PM

	A	B	C	Total
A		215	466	681
B	96		1	97
C	246	127		373
Total	342	342	467	

2026 Core AM

	A	B	C	Total
A	0	158	544	702
B	157	0	1	158
C	369	91	0	460
Total	526	249	545	

2026 Core PM

	A	B	C	Total
A	0	222	467	689
B	143	0	1	144
C	237	126	0	363
Total	380	348	468	

2032 Core AM

	A	B	C	Total
A	0	188	531	719
B	170	0	1	171
C	402	63	0	465
Total	572	251	532	1355

2032 Core PM

	A	B	C	Total
A	0	357	459	816
B	172	0	1	173
C	328	76	0	404
Total	500	433	460	1393

2032 - DS (60%) AM

	A	B	C	Total		
A	0	192	536	728	9	1%
B	202	0	1	203	32	19%
C	400	64	0	464	-1	0%
Total	602	256	537	1395		
	30	5	5	40		
	5%	2%	1%	3%		

2032 - DS (60%) PM

	A	B	C	Total		
A	0	365	440	805	-11	-1%
B	146	0	1	147	-26	-15%
C	333	71	0	404	0	0%
Total	479	436	441	1356		
	-21	3	-19	-37		
	-4%	1%	-4%	-3%		

2036 Core AM

	A	B	C	Total
A	0	252	485	737
B	184	0	1	185
C	405	63	0	468
Total	589	315	486	1390

2036 Core PM

	A	B	C	Total
A	0	414	419	833
B	184	0	1	185
C	331	74	0	405
Total	515	488	420	1423

2036 - DS (100%) AM

	A	B	C	Total		
A	0	271	501	772	35	5%
B	211	0	1	212	27	15%
C	404	64	0	468	0	0%
Total	615	335	502	1452		
	26	20	16	62		
	4%	6%	3%	4%		

2036 - DS (100%) PM

	A	B	C	Total		
A	0	421	398	819	-14	-2%
B	161	0	1	162	-23	-12%
C	339	69	0	408	3	1%
Total	500	490	399	1389		
	-15	2	-21	-34		
	-3%	0%	-5%	-2%		

2036 - DS + Phase 3 AM

	A	B	C	Total		
A	0	275	469	744	-28	-4%
B	151	0	1	152	-60	-28%
C	408	63	0	471	3	1%
Total	559	338	470	1367		
	-56	3	-32	-85		
	-9%	1%	-6%	-6%		

2036 - DS + Phase 3 PM

	A	B	C	Total		
A	0	436	412	848	29	4%
B	160	0	1	161	-1	-1%
C	348	70	0	418	10	2%
Total	508	506	413	1427		
	8	16	14	38		
	2%	3%	4%	3%		

Stoke Road / Hollycroft / Wykin Road

A = Stoke Road N

B = Hollycroft

C = Wykin Road

AM

	A	B	C	Total
A		415	136	551
B	310		125	435
C	139	234	1	374
Total	449	649	262	

PM

	A	B	C	Total
A		373	103	476
B	223		96	319
C	136	139		275
Total	359	512	199	

2026 Core AM

	A	B	C	Total
A	0	416	137	553
B	310	0	126	436
C	137	234	1	372
Total	447	650	264	

2026 Core PM

	A	B	C	Total
A	0	371	107	478
B	218	0	102	320
C	132	140	0	272
Total	350	511	209	

2032 Core AM

	A	B	C	Total
A	0	406	135	541
B	312	0	125	437
C	140	230	1	371
Total	452	636	261	1349

2032 Core PM

	A	B	C	Total
A	0	362	105	467
B	249	0	126	375
C	142	165	0	307
Total	391	527	231	1149

2032 - DS (60%) AM

	A	B	C	Total		
A	0	410	135	545	4	1%
B	310	0	126	436	-1	0%
C	141	238	1	380	9	2%
Total	451	648	262	1361		
	-1	12	1		12	
	0%	2%	0%		1%	

2032 - DS (60%) PM

	A	B	C	Total		
A	0	345	104	449	-18	-4%
B	245	0	129	374	-1	0%
C	145	166	0	311	4	1%
Total	390	511	233	1134		
	-1	-16	2		-15	
	0%	-3%	1%		-1%	

2036 Core AM

	A	B	C	Total
A	0	360	134	494
B	313	0	134	447
C	142	227	1	370
Total	455	587	269	1311

2036 Core PM

	A	B	C	Total
A	0	329	99	428
B	244	0	127	371
C	148	170	0	318
Total	392	499	226	1117

2036 - DS (100%) AM

	A	B	C	Total		
A	0	375	135	510	16	3%
B	312	0	134	446	-1	0%
C	143	235	1	379	9	2%
Total	455	610	270	1335		
	0	23	1		24	
	0%	4%	0%		2%	

2036 - DS (100%) PM

	A	B	C	Total		
A	0	310	97	407	-21	-5%
B	242	0	129	371	0	0%
C	152	170	0	322	4	1%
Total	394	480	226	1100		
	2	-19	0		-17	
	1%	-4%	0%		-2%	

2036 - DS + Phase 3 AM

	A	B	C	Total		
A	0	346	133	479	-31	-6%
B	311	0	137	448	2	0%
C	147	230	1	378	-1	0%
Total	458	576	271	1305		
	3	-34	1		-30	
	1%	-6%	0%		-2%	

2036 - DS + Phase 3 PM

	A	B	C	Total		
A	0	322	99	421		
B	252	0	130	382		
C	153	168	0	321		
Total	405	490	229	1124		
	11	10	3		24	
	3%	2%	1%		2%	

The Common / A47 Normandy Way

A = A47 E

B = Leicester Road

C = A47 W

D = The Common

AM

	A	B	C	D	Total
A	0	530	594	126	1250
B	357	1	40	112	510
C	520	55	2	65	642
D	80	136	24	1	241
Total	957	722	660	304	

PM

	A	B	C	D	Total
A	0	416	573	121	1110
B	426	0	46	194	666
C	637	31	2	74	744
D	60	82	27	3	172
Total	1123	529	648	392	

2026 Core AM

	A	B	C	D	Total
A	0	524	602	112	1238
B	352	1	45	114	512
C	532	65	2	68	667
D	69	135	23	1	228
Total	953	725	672	295	

2026 Core PM

	A	B	C	D	Total
A	0	416	585	121	1122
B	403	0	49	210	662
C	647	34	2	83	766
D	56	81	27	3	167
Total	1106	531	663	417	

2032 Core AM

	A	B	C	D	Total
A	0	512	845	112	1469
B	356	1	61	111	530
C	645	73	3	80	801
D	88	163	41	1	293
Total	1089	749	951	304	3093

2032 Core PM

	A	B	C	D	Total
A	0	407	816	106	1329
B	436	0	78	204	718
C	775	41	3	90	909
D	61	94	42	3	200
Total	1272	542	939	403	3156

2032 - DS (60%) AM

	A	B	C	D	Total		
A	0	520	841	114	1475	6	0%
B	359	1	61	110	531	1	0%
C	670	75	4	82	831	30	4%
D	85	154	38	1	278	-15	-5%
Total	1114	750	944	307	3115		
	25	1	-7	3		22	
	2%	0%	-1%	1%		1%	

2032 - DS (60%) PM

	A	B	C	D	Total		
A	0	415	832	106	1353	24	2%
B	440	0	78	203	721	3	0%
C	782	41	3	90	916	7	1%
D	60	92	43	3	198	-2	-1%
Total	1282	548	956	402	3188		
	10	6	17	-1		32	
	1%	1%	2%	0%		1%	

2036 Core AM

	A	B	C	D	Total
A	0	523	890	113	1526
B	371	1	64	111	547
C	654	72	4	77	807
D	96	171	45	1	313
Total	1121	767	1003	302	3193

2036 Core PM

	A	B	C	D	Total
A	0	523	890	113	1526
B	371	1	64	111	547
C	654	72	4	77	807
D	96	171	45	1	313
Total	1121	767	1003	302	3193

2036 - DS (100%) AM

	A	B	C	D	Total		
A	0	535	884	116	1535	9	1%
B	375	1	63	107	546	-1	0%
C	692	75	4	79	850	43	5%
D	91	155	39	1	286	-27	-9%
Total	1158	766	990	303	3217		
	37	-1	-13	1		24	
	3%	0%	-1%	0%		1%	

2036 - DS (100%) PM

	A	B	C	D	Total		
A	0	433	860	109	1402	-124	-8%
B	470	0	81	203	754	207	38%
C	803	42	4	87	936	129	16%
D	64	90	44	4	202	-111	-35%
Total	1337	565	989	403	3294		
	216	-202	-14	101		101	
	19%	-26%	-1%	33%		3%	

2036 - DS + Phase 3 AM

	A	B	C	D	Total		
A	0	533	883	122	1538	3	0%
B	383	1	59	105	548	2	0%
C	685	66	4	76	831	-19	-2%
D	107	171	43	1	322	36	13%
Total	1175	771	989	304	3239		
	17	5	-1	1		22	
	1%	1%	0%	0%		1%	

2036 - DS + Phase 3 PM

	A	B	C	D	Total		
A	0	434	876	118	1428	26	2%
B	470	0	79	214	763	9	1%
C	810	39	4	91	944	8	1%
D	68	97	44	4	213	11	5%
Total	1348	570	1003	427	3348		
	11	5	14	24		54	
	1%	1%	1%	6%		2%	

Leicester Road / Highfields Road

A = Leicester Road E

B = Spa Lane

C = Leicester Road W

D = Highfields Road

AM

	A	B	C	D	Total
A		424	192	4	620
B	446		157	24	627
C	191	202		7	400
D					0
Total	637	626	349	35	

PM

	A	B	C	D	Total
A		404	134	5	543
B	517		166	26	709
C	180	196		9	385
D					0
Total	697	600	300	40	

2026 Core AM

	A	B	C	D	Total
A	0	439	191	4	634
B	453	0	156	25	634
C	194	208	0	7	409
D	0	0	0	0	0
Total	647	647	347	36	

2026 Core PM

	A	B	C	D	Total
A	0	423	133	5	561
B	526	0	167	27	720
C	184	206	0	9	399
D	0	0	0	0	0
Total	710	629	300	41	

2032 Core AM

	A	B	C	D	Total
A	0	481	189	4	674
B	462	0	151	27	640
C	210	238	0	8	456
D	0	0	0	0	0
Total	672	719	340	39	1770

2032 Core PM

	A	B	C	D	Total
A	0	428	139	5	572
B	550	0	169	29	748
C	227	242	0	12	481
D	0	0	0	0	0
Total	777	670	308	46	1801

2032 - DS (60%) AM

	A	B	C	D	Total		
A	0	504	192	5	701	27	4%
B	463	0	151	27	641	1	0%
C	211	246	0	8	465	9	2%
D	0	0	0	0	0	0	0%
Total	674	750	343	40	1807		
	2	31	3	1		37	
	0%	4%	1%	3%		2%	

2032 - DS (60%) PM

	A	B	C	D	Total		
A	0	432	138	5	575	3	1%
B	552	0	171	29	752	4	1%
C	232	253	0	12	497	16	3%
D	0	0	0	0	0	0	0%
Total	784	685	309	46	1824		
	7	15	1	0		23	
	1%	2%	0%	0%		1%	

2036 Core AM

	A	B	C	D	Total
A	0	489	200	4	693
B	468	0	151	27	646
C	226	243	0	9	478
D	0	0	0	0	0
Total	694	732	351	40	1817

2036 Core PM

	A	B	C	D	Total
A	0	441	137	5	583
B	567	0	158	29	754
C	244	248	0	12	504
D	0	0	0	0	0
Total	811	689	295	46	1841

2036 - DS (100%) AM

	A	B	C	D	Total		
A	0	526	205	5	736	43	6%
B	471	0	147	28	646	0	0%
C	222	244	0	8	474	-4	-1%
D	0	0	0	0	0	0	0%
Total	693	770	352	41	1856		
	-1	38	1	1		39	
	0%	5%	0%	2%		2%	

2036 - DS (100%) PM

	A	B	C	D	Total		
A	0	444	140	5	589	6	1%
B	565	0	165	30	760	6	1%
C	252	263	0	13	528	24	5%
D	0	0	0	0	0	0	0%
Total	817	707	305	48	1877		
	6	18	10	2		36	
	1%	3%	3%	4%		2%	

2036 - DS + Phase 3 AM

	A	B	C	D	Total		
A	0	540	207	5	752	16	2%
B	473	0	146	28	647	1	0%
C	222	243	0	8	473	-1	0%
D	0	0	0	0	0	0	0%
Total	695	783	353	41	1872		
	2	13	1	0		16	
	0%	2%	0%	0%		1%	

2036 - DS + Phase 3 PM

	A	B	C	D	Total		
A	0	452	137	5	594	5	1%
B	573	0	155	30	758	-2	0%
C	269	267	0	13	549	21	4%
D	0	0	0	0	0	0	0%
Total	842	719	292	48	1901		
	25	12	-13	0		24	
	3%	2%	-4%	0%		1%	

Hinckley Road / Stoke Road

A = Hinckley Road E

B = Stoke Road

C = Hinckley Road W

AM

	A	B	C	Total
A	1	223	34	258
B	117	1	157	275
C	38	212	1	251
Total	156	436	192	

PM

	A	B	C	Total
A	127	39		166
B	154	182		336
C	31	139		170
Total	185	266	221	

2026 Core AM

	A	B	C	Total
A	1	218	37	256
B	120	1	164	285
C	41	213	1	255
Total	162	432	202	

2026 Core PM

	A	B	C	Total
A	0	128	42	170
B	150	0	202	352
C	32	150	0	182
Total	182	278	244	

2032 Core AM

	A	B	C	Total
A	2	332	42	376
B	222	1	262	485
C	46	269	1	316
Total	270	602	305	1177

2032 Core PM

	A	B	C	Total
A	0	235	50	285
B	254	0	263	517
C	34	194	0	228
Total	288	429	313	1030

2032 - DS (60%) AM

	A	B	C	Total		
A	2	341	43	386	10	3%
B	210	2	266	478	-7	-1%
C	45	284	1	330	14	4%
Total	257	627	310	1194		
	-13	25	5	17		
	-5%	4%	2%	1%		

2032 - DS (60%) PM

	A	B	C	Total		
A	0	240	50	290	5	2%
B	249	0	264	513	-4	-1%
C	35	207	0	242	14	6%
Total	284	447	314	1045		
	-4	18	1	15		
	-1%	4%	0%	1%		

2036 Core AM

	A	B	C	Total
A	2	354	44	400
B	266	2	265	533
C	54	274	1	329
Total	322	630	310	1262

2036 Core PM

	A	B	C	Total
A	0	255	48	303
B	283	0	267	550
C	39	226	0	265
Total	322	481	315	1118

2036 - DS (100%) AM

	A	B	C	Total		
A	2	387	45	434	34	9%
B	262	2	268	532	-1	0%
C	54	288	1	343	14	4%
Total	318	677	314	1309		
	-4	47	4	47		
	-1%	7%	1%	4%		

2036 - DS (100%) PM

	A	B	C	Total		
A	0	260	47	307	4	1%
B	281	0	268	549	-1	0%
C	40	236	0	276	11	4%
Total	321	496	315	1132		
	-1	15	0	14		
	0%	3%	0%	1%		

2036 - DS + Phase 3 AM

	A	B	C	Total		
A	2	358	45	405	-29	-7%
B	257	2	270	529	-3	-1%
C	53	288	1	342	-1	0%
Total	312	648	316	1276		
	-6	-29	2	-33		
	-2%	-4%	1%	-3%		

2036 - DS + Phase 3 PM

	A	B	C	Total		
A	0	255	47	302	-5	-2%
B	262	0	252	514	-35	-6%
C	39	236	0	275	-1	0%
Total	301	491	299	1091		
	-20	-5	-16	-41		
	-6%	-1%	-5%	-4%		

The Long Shoot / A5

A = A5 E

B = A47

C = A5 W

1.71 0.58

AM

	A	B	C	Total
A		715	708	1423
B	673		123	796
C	705	63		768
Total	1378	778	831	

PM

	A	B	C	Total
A		701	737	1438
B	694		76	770
C	649	54		703
Total	1343	755	813	

2026 Core AM

	A	B	C	Total
A	0	791	746	1537
B	758	0	119	877
C	858	71	0	929
Total	1616	862	865	

2026 Core PM

	A	B	C	Total
A	0	740	738	1478
B	702	0	72	774
C	736	61	0	797
Total	1438	801	810	

2032 Core AM

	A	B	C	Total
A	0	878	781	1659
B	870	0	121	991
C	830	62	0	892
Total	1700	940	902	3542

2032 Core PM

	A	B	C	Total
A	0	817	725	1542
B	702	0	64	766
C	835	67	0	902
Total	1537	884	789	3210

2032 - DS (60%) AM

	A	B	C	Total		
A	0	885	781	1666	7	0.4%
B	873	0	119	992	1	0.1%
C	826	63	0	889	-3	-0.3%
Total	1699	948	900	3547		
	-1	8	-2	5		
	0%	1%	0%	0.1%		

2032 - DS (60%) PM

	A	B	C	Total		
A	0	818	725	1543	1	0.1%
B	704	0	65	769	3	0.4%
C	833	68	0	901	-1	-0.1%
Total	1537	886	790	3213		
	0	2	1	3		
	0%	0%	0%	0.1%		

2036 Core AM

	A	B	C	Total
A	0	923	653	1576
B	946	0	95	1041
C	717	49	0	766
Total	1663	972	748	3383

2036 Core PM

	A	B	C	Total
A	0	829	732	1561
B	702	0	64	766
C	844	70	0	914
Total	1546	899	796	3241

2036 - DS (100%) AM

	A	B	C	Total		
A	0	917	682	1599	23	1.5%
B	932	0	117	1049	8	0.8%
C	711	59	0	770	4	0.5%
Total	1643	976	799	3418		
	-20	4	51	35		
	-1%	0%	7%	1.0%		

2036 - DS (100%) PM

	A	B	C	Total		
A	0	832	731	1563	2	0.1%
B	702	0	63	765	-1	-0.1%
C	844	69	0	913	-1	-0.1%
Total	1546	901	794	3241		
	0	2	-2	0		
	0%	0%	0%	0.0%		

2036 - DS + Phase 3 AM

	A	B	C	Total		
A	0	929	684	1613	14	1%
B	933	0	117	1050	1	0%
C	711	60	0	771	1	0%
Total	1644	989	801	3434		
	1	13	2	16		
	0%	1%	0%	0%		

2036 - DS + Phase 3 PM

	A	B	C	Total		
A	0	838	730	1568	5	0%
B	702	0	63	765	0	0%
C	846	70	0	916	3	0%
Total	1548	908	793	3249		
	2	7	-1	8		
	0%	1%	0%	0%		

Dodswells Roundabout

A = A47

B = B4666

C = A5 E

D = A5 W

AM

	A	B	C	D	Total
A	1	76	223	384	684
B	90	1	53	432	576
C	305	51	1	608	965
D	381	337	637	19	1374
Total	777	465	914	1443	

PM

	A	B	C	D	Total
A	2	90	251	313	656
B	53		62	413	528
C	243	22		681	946
D	412	434	493	16	1355
Total	710	546	806	1423	

2026 Core AM

	A	B	C	D	Total
A	1	89	299	412	801
B	92	1	67	450	610
C	332	62	1	676	1071
D	389	382	825	20	1616
Total	814	534	1192	1558	

2026 Core PM

	A	B	C	D	Total
A	2	107	318	274	701
B	56	0	85	397	538
C	311	33	0	779	1123
D	376	481	584	14	1455
Total	745	621	987	1464	

2032 Core AM

	A	B	C	D	Total
A	1	107	367	488	963
B	102	1	74	469	646
C	371	65	1	704	1141
D	418	389	862	20	1689
Total	892	562	1304	1681	4439

2032 Core PM

	A	B	C	D	Total
A	2	125	391	292	810
B	59	0	97	386	542
C	362	41	0	838	1241
D	392	510	645	13	1560
Total	815	676	1133	1529	4153

2032 - DS (60%) AM

	A	B	C	D	Total		
A	1	107	370	490	968	5	0.5%
B	102	1	72	470	645	-1	-0.2%
C	371	63	1	707	1142	1	0.1%
D	419	390	859	20	1688	-1	-0.1%
Total	893	561	1302	1687	4443		
	1	-1	-2	6	4		
	0%	0%	0%	0%	0.1%		

2032 - DS (60%) PM

	A	B	C	D	Total		
A	2	125	394	294	815	5	0.6%
B	59	0	96	384	539	-3	-0.6%
C	364	41	0	839	1244	3	0.2%
D	393	507	645	13	1558	-2	-0.1%
Total	818	673	1135	1530	4156		
	3	-3	2	1	3		
	0%	0%	0%	0%	0.1%		

2036 Core AM

	A	B	C	D	Total
A	1	115	399	482	997
B	111	1	77	443	632
C	406	67	1	670	1144
D	420	373	836	18	1647
Total	938	556	1313	1613	4420

2036 Core PM

	A	B	C	D	Total
A	3	130	405	295	833
B	62	0	98	387	547
C	382	42	0	852	1276
D	397	512	649	13	1571
Total	844	684	1152	1547	4227

2036 - DS (100%) AM

	A	B	C	D	Total		
A	1	115	402	489	1007	10	1.0%
B	111	1	77	443	632	0	0.0%
C	405	66	1	671	1143	-1	-0.1%
D	423	375	828	19	1645	-2	-0.1%
Total	940	557	1308	1622	4427		
	2	1	-5	9	7		
	0%	0%	0%	1%	0.2%		

2036 - DS (100%) PM

	A	B	C	D	Total		
A	3	130	411	297	841	8	1.0%
B	61	0	99	388	548	1	0.2%
C	388	42	0	853	1283	7	0.5%
D	398	512	649	12	1571	0	0.0%
Total	850	684	1159	1550	4243		
	6	0	7	3	16		
	1%	0%	1%	0%	0.4%		

2036 - DS + Phase 3 AM

	A	B	C	D	Total		
A	2	118	408	502	1030	23	2%
B	111	1	76	447	635	3	0%
C	406	67	1	671	1145	2	0%
D	427	372	828	19	1646	1	0%
Total	946	558	1313	1639	4456		
	6	1	5	17	29		
	1%	0%	0%	1%	1%		

2036 - DS + Phase 3 PM

	A	B	C	D	Total		
A	3	132	412	301	848	7	1%
B	62	0	100	388	550	2	0%
C	388	42	0	851	1281	-2	0%
D	404	510	646	13	1573	2	0%
Total	857	684	1158	1553	4252		
	7	0	-1	3	9		
	1%	0%	0%	0%	0%		

Phase 1 Site Access

A = Stoke Road North

B = Site Access

C = Stoke Road South

AM**PM****2026 Core AM****2026 Core PM****2032 Core AM****2032 Core PM****2032 - DS (60%) AM**

	A	B	C	Total
A	0	149	616	765
B	44	0	93	137
C	427	31	0	458
Total	471	180	709	1360

2032 - DS (60%) PM

	A	B	C	Total
A	0	93	352	445
B	29	0	64	93
C	520	107	0	627
Total	549	200	416	1165

2036 Core AM**2036 Core PM****2036 - DS (100%) AM**

	A	B	C	Total
A	0	155	672	827
B	58	0	92	150
C	451	32	0	483
Total	509	187	764	1460

2036 - DS (100%) PM

	A	B	C	Total
A	0	99	429	528
B	19	0	54	73
C	560	121	0	681
Total	579	220	483	1282

2036 - DS + Phase 3 AM**2036 - DS + Phase 3 PM**

Phase 2 Site Access

A = A47 East

B = Site Access

C = A47 West

AM

PM

2026 Core AM

2026 Core PM

2032 Core AM

2032 Core PM

2032 - DS (60%) AM

	A	B	C	Total
A	0	71	1063	1134
B	315	0	16	331
C	803	6	0	809
Total	1118	77	1079	2274

2032 - DS (60%) PM

	A	B	C	Total
A	0	176	973	1149
B	162	0	2	164
C	956	2	0	958
Total	1118	178	975	2271

2036 Core AM

2036 Core PM

2036 - DS (100%) AM

	A	B	C	Total
A	0	97	1069	1166
B	366	0	32	398
C	790	10	0	800
Total	1156	107	1101	2364

2036 - DS (100%) PM

	A	B	C	Total
A	0	216	942	1158
B	194	0	21	215
C	983	2	0	985
Total	1177	218	963	2358

2036 - DS + Phase 3 AM

2036 - DS + Phase 3 PM

T23548

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



Appendix C

Proposed Site Access Roundabout Junctions 11 Outputs

Junctions 11									
ARCADY 11 - Roundabout Module									
Version: 11.0.0.2177									
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Filename: T23548 A47 Site Access RBT 415 - Phase 2.j11

Path: C:\Users\JakePhillips\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2023\T23548 Hinckley Phase 2\Modelling\Arcady\Phase 2

Report generation date: 24/04/2025 08:53:25

»2032 | Base+Committed+Development | AM

»2032 | Base+Committed+Development | PM

»2036 | Base+Committed+Development | AM

»2036 | 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
	2032 - Base+Committed+Development									
1 - Site Access	D1	0.7	6.77	0.41	A	D2	0.3	5.82	0.23	A
2 - A47 East		1.9	5.38	0.65	A		1.9	5.44	0.66	A
3 - A47 West		0.8	3.14	0.44	A		1.2	3.99	0.54	A
	2036 - Base+Committed+Development									
1 - Site Access	D3	0.9	7.72	0.48	A	D4	0.4	6.60	0.30	A
2 - A47 East		2.1	6.00	0.67	A		2.0	5.77	0.67	A
3 - A47 West		0.8	3.39	0.44	A		1.3	4.36	0.56	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032	Base+Committed+Development	AM	ONE HOUR	07:45	09:15	15
D2	2032	Base+Committed+Development	PM	ONE HOUR	16:45	18:15	15
D3	2036	Base+Committed+Development	AM	ONE HOUR	07:45	09:15	15
D4	2036	Base+Committed+Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 | Base+Committed+Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 West - 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	4.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.79	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 - Site Access	3.37	4.50	14.4	40.0	50.0	12.0		
2 - A47 East	3.60	7.50	26.0	20.0	50.0	24.0		
3 - A47 West	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 - Site Access	0.578	1407
2 - A47 East	0.658	1929
3 - A47 West	0.683	2089

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	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 - Site Access		✓	331	100.000
2 - A47 East		✓	1134	100.000
3 - A47 West		✓	809	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Site Access	2 - A47 East	3 - A47 West
	1 - Site Access	0	315	16
	2 - A47 East	71	0	1063
	3 - A47 West	6	803	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Site Access	2 - A47 East	3 - A47 West
	1 - Site Access	0	0	0
	2 - A47 East	0	0	0
	3 - A47 West	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 - Site Access	249	249
	2 - A47 East	854	854
	3 - A47 West	609	609
08:00-08:15	1 - Site Access	298	298
	2 - A47 East	1019	1019
	3 - A47 West	727	727
08:15-08:30	1 - Site Access	364	364
	2 - A47 East	1249	1249
	3 - A47 West	891	891
08:30-08:45	1 - Site Access	364	364
	2 - A47 East	1249	1249
	3 - A47 West	891	891
08:45-09:00	1 - Site Access	298	298
	2 - A47 East	1019	1019
	3 - A47 West	727	727
09:00-09:15	1 - Site Access	249	249
	2 - A47 East	854	854
	3 - A47 West	609	609

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access	0.41	6.77	0.7	A
2 - A47 East	0.65	5.38	1.9	A
3 - A47 West	0.44	3.14	0.8	A

2032 | Base+Committed+Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 West - 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	4.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	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 - Site Access		✓	164	100.000
2 - A47 East		✓	1149	100.000
3 - A47 West		✓	958	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Site Access	2 - A47 East	3 - A47 West
From	1 - Site Access	0	162	2
	2 - A47 East	176	0	973
	3 - A47 West	2	956	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Site Access	2 - A47 East	3 - A47 West
From	1 - Site Access	0	0	0
	2 - A47 East	0	0	0
	3 - A47 West	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 - Site Access	123	123
	2 - A47 East	865	865
	3 - A47 West	721	721
17:00-17:15	1 - Site Access	147	147
	2 - A47 East	1033	1033
	3 - A47 West	861	861
17:15-17:30	1 - Site Access	181	181
	2 - A47 East	1265	1265
	3 - A47 West	1055	1055
17:30-17:45	1 - Site Access	181	181
	2 - A47 East	1265	1265
	3 - A47 West	1055	1055
17:45-18:00	1 - Site Access	147	147
	2 - A47 East	1033	1033
	3 - A47 West	861	861
18:00-18:15	1 - Site Access	123	123
	2 - A47 East	865	865
	3 - A47 West	721	721

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access	0.23	5.82	0.3	A
2 - A47 East	0.66	5.44	1.9	A
3 - A47 West	0.54	3.99	1.2	A

2036 | Base+Committed+Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 West - 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	5.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2036	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 - Site Access		✓	398	100.000
2 - A47 East		✓	1166	100.000
3 - A47 West		✓	800	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Site Access	2 - A47 East	3 - A47 West
	1 - Site Access	0	366	32
	2 - A47 East	97	0	1069
	3 - A47 West	10	790	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1 - Site Access	2 - A47 East	3 - A47 West
	1 - Site Access	0	0	0
	2 - A47 East	0	0	4
	3 - A47 West	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 - Site Access	300	300
	2 - A47 East	878	878
	3 - A47 West	602	602
08:00-08:15	1 - Site Access	358	358
	2 - A47 East	1048	1048
	3 - A47 West	719	719
08:15-08:30	1 - Site Access	438	438
	2 - A47 East	1284	1284
	3 - A47 West	881	881
08:30-08:45	1 - Site Access	438	438
	2 - A47 East	1284	1284
	3 - A47 West	881	881
08:45-09:00	1 - Site Access	358	358
	2 - A47 East	1048	1048
	3 - A47 West	719	719
09:00-09:15	1 - Site Access	300	300
	2 - A47 East	878	878
	3 - A47 West	602	602

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access	0.48	7.72	0.9	A
2 - A47 East	0.67	6.00	2.1	A
3 - A47 West	0.44	3.39	0.8	A

2036 | Base+Committed+Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A47 West - 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	5.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2036	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 - Site Access		✓	215	100.000
2 - A47 East		✓	1158	100.000
3 - A47 West		✓	985	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Site Access	2 - A47 East	3 - A47 West
	1 - Site Access	0	194	21
	2 - A47 East	216	0	942
	3 - A47 West	2	983	0

Vehicle Mix

Heavy Vehicle %

	To			
From		1 - Site Access	2 - A47 East	3 - A47 West
	1 - Site Access	0	0	0
	2 - A47 East	0	0	3
	3 - A47 West	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 - Site Access	162	162
	2 - A47 East	872	872
	3 - A47 West	742	742
17:00-17:15	1 - Site Access	193	193
	2 - A47 East	1041	1041
	3 - A47 West	885	885
17:15-17:30	1 - Site Access	237	237
	2 - A47 East	1275	1275
	3 - A47 West	1085	1085
17:30-17:45	1 - Site Access	237	237
	2 - A47 East	1275	1275
	3 - A47 West	1085	1085
17:45-18:00	1 - Site Access	193	193
	2 - A47 East	1041	1041
	3 - A47 West	885	885
18:00-18:15	1 - Site Access	162	162
	2 - A47 East	872	872
	3 - A47 West	742	742

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access	0.30	6.60	0.4	A
2 - A47 East	0.67	5.77	2.0	A
3 - A47 West	0.56	4.36	1.3	A

T23548

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



Appendix D

Phase 1 Site Access Roundabout Junctions 11 Outputs

Junctions 11									
ARCADY 11 - Roundabout Module									
Version: 11.0.0.2177									
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Filename: T23548 Phase 1 Site Access 415 - Phase 2.j11

Path: C:\Users\JakePhillips\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2023\T23548 Hinckley Phase 2\Modelling\Arcady\Phase 2

Report generation date: 24/04/2025 08:56:05

»2032 | + Committed + Development | AM

»2032 | + Committed + Development | PM

»2036 | + Committed + Development | AM

»2036 | + 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
	2032 - + Committed + Development									
1 - Site Access	D5	0.2	4.34	0.15	A	D6	0.1	3.44	0.09	A
2 - Stoke Road South		0.7	4.72	0.39	A		1.2	6.04	0.53	A
3 - Stoke Road North		1.9	8.37	0.66	A		0.7	4.89	0.40	A
	2036 - + Committed + Development									
1 - Site Access	D7	0.2	4.62	0.17	A	D8	0.1	3.53	0.07	A
2 - Stoke Road South		0.7	4.95	0.42	A		1.4	6.63	0.58	A
3 - Stoke Road North		2.5	9.94	0.71	A		0.9	5.66	0.48	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032	+ Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2032	+ Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2036	+ Committed + Development	AM	ONE HOUR	07:45	09:15	15
D8	2036	+ Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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	6.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.74	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 - Site Access	3.38	4.50	20.0	40.0	44.0	23.0		
2 - Stoke Road South	3.10	4.50	12.0	40.0	44.0	23.0		
3 - Stoke Road North	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 - Site Access	0.582	1375
2 - Stoke Road South	0.569	1309
3 - Stoke Road North	0.568	1298

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	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 - Site Access		✓	137	100.000
2 - Stoke Road South		✓	458	100.000
3 - Stoke Road North		✓	765	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Site Access	2 - Stoke Road South	3 - Stoke Road North
1 - Site Access		0	93	44
2 - Stoke Road South		31	0	427
3 - Stoke Road North		149	616	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Site Access	2 - Stoke Road South	3 - Stoke Road North
1 - Site Access		0	0	0
2 - Stoke Road South		0	0	2
3 - Stoke Road North		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 - Site Access	103	103
	2 - Stoke Road South	345	345
	3 - Stoke Road North	576	576
08:00-08:15	1 - Site Access	123	123
	2 - Stoke Road South	412	412
	3 - Stoke Road North	688	688
08:15-08:30	1 - Site Access	151	151
	2 - Stoke Road South	504	504
	3 - Stoke Road North	842	842
08:30-08:45	1 - Site Access	151	151
	2 - Stoke Road South	504	504
	3 - Stoke Road North	842	842
08:45-09:00	1 - Site Access	123	123
	2 - Stoke Road South	412	412
	3 - Stoke Road North	688	688
09:00-09:15	1 - Site Access	103	103
	2 - Stoke Road South	345	345
	3 - Stoke Road North	576	576

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access	0.15	4.34	0.2	A
2 - Stoke Road South	0.39	4.72	0.7	A
3 - Stoke Road North	0.66	8.37	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	5.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	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 - Site Access		✓	93	100.000
2 - Stoke Road South		✓	627	100.000
3 - Stoke Road North		✓	445	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Site Access	2 - Stoke Road South	3 - Stoke Road North
From	1 - Site Access	0	64	29
	2 - Stoke Road South	107	0	520
	3 - Stoke Road North	93	352	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Site Access	2 - Stoke Road South	3 - Stoke Road North
From	1 - Site Access	0	0	0
	2 - Stoke Road South	0	0	1
	3 - Stoke Road North	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 - Site Access	70	70
	2 - Stoke Road South	472	472
	3 - Stoke Road North	335	335
17:00-17:15	1 - Site Access	84	84
	2 - Stoke Road South	564	564
	3 - Stoke Road North	400	400
17:15-17:30	1 - Site Access	102	102
	2 - Stoke Road South	690	690
	3 - Stoke Road North	490	490
17:30-17:45	1 - Site Access	102	102
	2 - Stoke Road South	690	690
	3 - Stoke Road North	490	490
17:45-18:00	1 - Site Access	84	84
	2 - Stoke Road South	564	564
	3 - Stoke Road North	400	400
18:00-18:15	1 - Site Access	70	70
	2 - Stoke Road South	472	472
	3 - Stoke Road North	335	335

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access	0.09	3.44	0.1	A
2 - Stoke Road South	0.53	6.04	1.2	A
3 - Stoke Road North	0.40	4.89	0.7	A

2036 | + 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	7.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2036	+ 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 - Site Access		✓	150	100.000
2 - Stoke Road South		✓	483	100.000
3 - Stoke Road North		✓	827	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Site Access	2 - Stoke Road South	3 - Stoke Road North
From	1 - Site Access	0	92	58
	2 - Stoke Road South	32	0	451
	3 - Stoke Road North	155	672	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Site Access	2 - Stoke Road South	3 - Stoke Road North
From	1 - Site Access	0	0	0
	2 - Stoke Road South	0	0	2
	3 - Stoke Road North	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 - Site Access	113	113
	2 - Stoke Road South	364	364
	3 - Stoke Road North	623	623
08:00-08:15	1 - Site Access	135	135
	2 - Stoke Road South	434	434
	3 - Stoke Road North	743	743
08:15-08:30	1 - Site Access	165	165
	2 - Stoke Road South	532	532
	3 - Stoke Road North	911	911
08:30-08:45	1 - Site Access	165	165
	2 - Stoke Road South	532	532
	3 - Stoke Road North	911	911
08:45-09:00	1 - Site Access	135	135
	2 - Stoke Road South	434	434
	3 - Stoke Road North	743	743
09:00-09:15	1 - Site Access	113	113
	2 - Stoke Road South	364	364
	3 - Stoke Road North	623	623

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access	0.17	4.62	0.2	A
2 - Stoke Road South	0.42	4.95	0.7	A
3 - Stoke Road North	0.71	9.94	2.5	A

2036 | + 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	6.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2036	+ 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 - Site Access		✓	73	100.000
2 - Stoke Road South		✓	681	100.000
3 - Stoke Road North		✓	528	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Site Access	2 - Stoke Road South	3 - Stoke Road North
From	1 - Site Access	0	54	19
	2 - Stoke Road South	121	0	560
	3 - Stoke Road North	99	429	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Site Access	2 - Stoke Road South	3 - Stoke Road North
From	1 - Site Access	0	0	0
	2 - Stoke Road South	0	0	1
	3 - Stoke Road North	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 - Site Access	55	55
	2 - Stoke Road South	513	513
	3 - Stoke Road North	398	398
17:00-17:15	1 - Site Access	66	66
	2 - Stoke Road South	612	612
	3 - Stoke Road North	475	475
17:15-17:30	1 - Site Access	80	80
	2 - Stoke Road South	750	750
	3 - Stoke Road North	581	581
17:30-17:45	1 - Site Access	80	80
	2 - Stoke Road South	750	750
	3 - Stoke Road North	581	581
17:45-18:00	1 - Site Access	66	66
	2 - Stoke Road South	612	612
	3 - Stoke Road North	475	475
18:00-18:15	1 - Site Access	55	55
	2 - Stoke Road South	513	513
	3 - Stoke Road North	398	398

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access	0.07	3.53	0.1	A
2 - Stoke Road South	0.58	6.63	1.4	A
3 - Stoke Road North	0.48	5.66	0.9	A

T23548

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



Appendix E

A47/Stoke Road Roundabout Junctions 11 Outputs

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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Filename: T23548 - Jcn2 - A47-Stoke Rd Mitigation 400 - Phase 2.j11

Path: C:\Users\JakePhillips\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2023\T23548 Hinckley Phase 2\Modelling\Arcady\Phase 2

Report generation date: 24/04/2025 08:49:33

-
- »2026 | Base + Committed | AM
 - »2026 | Base + Committed | PM
 - »2032 | Base + Committed | AM
 - »2032 | Base + Committed | PM
 - »2032 | Base + Committed + Development | AM
 - »2032 | Base + Committed + Development | PM
 - »2036 | Base + Committed | AM
 - »2036 | Base + Committed | PM
 - »2036 | Base + Committed + Development | AM
 - »2036 | 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									
1 - Stoke Road North	D1	0.9	5.29	0.46	A	D2	0.3	3.94	0.22	A
2 - A47 East		1.8	5.59	0.64	A		2.3	6.13	0.70	A
3 - Stoke Road South		0.8	5.17	0.43	A		0.6	5.16	0.39	A
4 - Sword Drive		0.2	5.33	0.13	A		0.1	5.28	0.12	A
5 - A47		1.0	4.16	0.49	A		1.0	4.13	0.49	A
	2032 - Base + Committed									
1 - Stoke Road North	D3	4.2	15.61	0.81	C	D4	0.9	6.41	0.49	A
2 - A47 East		3.8	10.29	0.79	B		6.6	15.32	0.87	C
3 - Stoke Road South		1.3	8.02	0.57	A		1.5	9.12	0.60	A
4 - Sword Drive		0.3	7.65	0.22	A		0.3	7.81	0.22	A
5 - A47		1.5	5.31	0.58	A		2.1	7.13	0.67	A
	2032 - Base + Committed + Development									
1 - Stoke Road North	D5	1.9	8.20	0.65	A	D6	0.7	5.39	0.41	A
2 - A47 East		2.8	8.05	0.73	A		4.4	10.76	0.82	B
3 - Stoke Road South		1.3	7.55	0.56	A		1.2	7.63	0.54	A
4 - Sword Drive		0.2	7.02	0.19	A		0.2	6.91	0.19	A
5 - A47		1.3	4.85	0.56	A		1.8	6.13	0.64	A
	2036 - Base + Committed									
1 - Stoke Road North	D7	5.1	18.58	0.84	C	D8	1.1	7.13	0.53	A
2 - A47 East		4.2	11.33	0.81	B		7.3	17.10	0.89	C
3 - Stoke Road South		1.5	8.71	0.59	A		1.6	9.86	0.62	A
4 - Sword Drive		0.3	8.07	0.23	A		0.3	8.19	0.23	A
5 - A47		1.6	5.62	0.60	A		2.4	7.79	0.70	A
	2036 - Base + Committed + Development									
1 - Stoke Road North	D9	2.3	9.57	0.70	A	D10	0.9	6.15	0.48	A
2 - A47 East		3.3	9.22	0.76	A		4.7	11.52	0.83	B
3 - Stoke Road South		1.4	8.14	0.59	A		1.3	8.36	0.58	A
4 - Sword Drive		0.3	7.41	0.21	A		0.3	7.30	0.20	A
5 - A47		1.4	5.06	0.58	A		2.1	6.83	0.67	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/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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base + 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	2032	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2032	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2036	Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2036	Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036	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	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	5.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.08	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)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Stoke Road North	3.00	7.40	37.0	35.0	70.0	24.0		
2 - A47 East	3.40	10.00	30.0	34.0	70.0	43.0		
3 - Stoke Road South	3.40	7.40	24.0	20.0	70.0	34.0		
4 - Sword Drive	3.50	7.30	13.0	16.0	70.0	57.0		
5 - A47	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 - Stoke Road North	0.555	1953
2 - A47 East	0.570	2149
3 - Stoke Road South	0.517	1795
4 - Sword Drive	0.446	1480
5 - A47	0.603	2292

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base + 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 - Stoke Road North		ONE HOUR	✓	542	100.000
2 - A47 East		ONE HOUR	✓	1083	100.000
3 - Stoke Road South		ONE HOUR	✓	488	100.000
4 - Sword Drive		ONE HOUR	✓	96	100.000
5 - A47		ONE HOUR	✓	825	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	4	194	155	7	182
	2 - A47 East	228	130	320	45	360
	3 - Stoke Road South	100	195	3	13	177
	4 - Sword Drive	2	11	8	0	75
	5 - A47	83	648	75	19	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	0	2	1	22	1
	2 - A47 East	3	4	2	3	8
	3 - Stoke Road South	1	2	0	0	0
	4 - Sword Drive	0	3	7	0	3
	5 - A47	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 - Stoke Road North	0.46	5.29	0.9	A	497	746
2 - A47 East	0.64	5.59	1.8	A	994	1491
3 - Stoke Road South	0.43	5.17	0.8	A	448	672
4 - Sword Drive	0.13	5.33	0.2	A	88	132
5 - A47	0.49	4.16	1.0	A	757	1136

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 - Stoke Road North	408	102	817	1499	0.272	407	313	0.0	0.4	3.342	A
2 - A47 East	815	204	340	1955	0.417	812	884	0.0	0.7	3.282	A
3 - Stoke Road South	367	92	731	1417	0.259	366	421	0.0	0.4	3.454	A
4 - Sword Drive	72	18	1034	1019	0.071	72	63	0.0	0.1	3.924	A
5 - A47	621	155	511	1984	0.313	619	596	0.0	0.5	2.839	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 - Stoke Road North	487	122	978	1410	0.346	487	374	0.4	0.5	3.958	A
2 - A47 East	974	243	407	1917	0.508	972	1058	0.7	1.1	3.974	A
3 - Stoke Road South	439	110	875	1343	0.327	438	504	0.4	0.5	4.017	A
4 - Sword Drive	86	22	1238	928	0.093	86	75	0.1	0.1	4.414	A
5 - A47	742	185	611	1923	0.386	741	713	0.5	0.7	3.280	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 - Stoke Road North	597	149	1197	1288	0.463	595	458	0.5	0.9	5.267	A
2 - A47 East	1192	298	498	1865	0.639	1189	1295	1.1	1.8	5.540	A
3 - Stoke Road South	537	134	1071	1241	0.433	536	616	0.5	0.8	5.146	A
4 - Sword Drive	106	26	1515	805	0.131	105	92	0.1	0.2	5.314	A
5 - A47	908	227	748	1841	0.494	907	872	0.7	1.0	4.147	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 - Stoke Road North	597	149	1199	1287	0.464	597	459	0.9	0.9	5.295	A
2 - A47 East	1192	298	499	1864	0.640	1192	1297	1.8	1.8	5.593	A
3 - Stoke Road South	537	134	1073	1240	0.433	537	618	0.8	0.8	5.172	A
4 - Sword Drive	106	26	1518	803	0.132	106	92	0.2	0.2	5.327	A
5 - A47	908	227	750	1840	0.494	908	874	1.0	1.0	4.165	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 - Stoke Road North	487	122	981	1408	0.346	489	376	0.9	0.5	3.981	A
2 - A47 East	974	243	408	1916	0.508	977	1061	1.8	1.1	4.015	A
3 - Stoke Road South	439	110	879	1341	0.327	440	506	0.8	0.5	4.040	A
4 - Sword Drive	86	22	1243	926	0.093	86	76	0.2	0.1	4.428	A
5 - A47	742	185	614	1922	0.386	743	716	1.0	0.7	3.295	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 - Stoke Road North	408	102	821	1497	0.273	409	314	0.5	0.4	3.363	A
2 - A47 East	815	204	342	1954	0.417	817	888	1.1	0.8	3.308	A
3 - Stoke Road South	367	92	735	1415	0.260	368	423	0.5	0.4	3.473	A
4 - Sword Drive	72	18	1040	1017	0.071	72	63	0.1	0.1	3.938	A
5 - A47	621	155	514	1982	0.313	622	599	0.7	0.5	2.855	A

2026 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	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	Year	Scenario	Time period	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 - Stoke Road North		ONE HOUR	✓	236	100.000
2 - A47 East		ONE HOUR	✓	1263	100.000
3 - Stoke Road South		ONE HOUR	✓	410	100.000
4 - Sword Drive		ONE HOUR	✓	84	100.000
5 - A47		ONE HOUR	✓	791	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	1	59	47	2	127
	2 - A47 East	200	363	286	52	362
	3 - Stoke Road South	47	153	1	24	185
	4 - Sword Drive	2	9	4	0	69
	5 - A47	56	653	56	26	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	0	0	4	0	0
	2 - A47 East	1	0	0	0	3
	3 - Stoke Road South	1	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47	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 - Stoke Road North	0.22	3.94	0.3	A	217	325
2 - A47 East	0.70	6.13	2.3	A	1159	1738
3 - Stoke Road South	0.39	5.16	0.6	A	376	564
4 - Sword Drive	0.12	5.28	0.1	A	77	116
5 - A47	0.49	4.13	1.0	A	726	1089

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 - Stoke Road North	178	44	949	1426	0.125	177	230	0.0	0.1	2.903	A
2 - A47 East	951	238	198	2036	0.467	947	928	0.0	0.9	3.329	A
3 - Stoke Road South	309	77	850	1356	0.228	307	296	0.0	0.3	3.435	A
4 - Sword Drive	63	16	1079	999	0.063	63	78	0.0	0.1	3.845	A
5 - A47	596	149	585	1939	0.307	594	557	0.0	0.5	2.766	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 - Stoke Road North	212	53	1136	1322	0.160	212	275	0.1	0.2	3.267	A
2 - A47 East	1135	284	237	2014	0.564	1134	1111	0.9	1.3	4.125	A
3 - Stoke Road South	369	92	1017	1269	0.290	368	354	0.3	0.4	3.998	A
4 - Sword Drive	76	19	1292	904	0.084	75	93	0.1	0.1	4.343	A
5 - A47	711	178	700	1869	0.380	710	667	0.5	0.6	3.213	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 - Stoke Road North	260	65	1390	1181	0.220	259	336	0.2	0.3	3.933	A
2 - A47 East	1391	348	290	1983	0.701	1386	1359	1.3	2.3	6.050	A
3 - Stoke Road South	451	113	1244	1152	0.392	450	433	0.4	0.6	5.132	A
4 - Sword Drive	92	23	1580	776	0.119	92	114	0.1	0.1	5.266	A
5 - A47	871	218	856	1775	0.491	869	816	0.6	1.0	4.107	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 - Stoke Road North	260	65	1393	1180	0.220	260	337	0.3	0.3	3.943	A
2 - A47 East	1391	348	291	1983	0.701	1390	1362	2.3	2.3	6.134	A
3 - Stoke Road South	451	113	1247	1150	0.392	451	434	0.6	0.6	5.157	A
4 - Sword Drive	92	23	1584	774	0.120	92	115	0.1	0.1	5.282	A
5 - A47	871	218	859	1774	0.491	871	818	1.0	1.0	4.126	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 - Stoke Road North	212	53	1140	1320	0.161	213	276	0.3	0.2	3.278	A
2 - A47 East	1135	284	238	2013	0.564	1140	1115	2.3	1.3	4.182	A
3 - Stoke Road South	369	92	1022	1267	0.291	370	355	0.6	0.4	4.022	A
4 - Sword Drive	76	19	1298	902	0.084	76	94	0.1	0.1	4.360	A
5 - A47	711	178	704	1867	0.381	713	670	1.0	0.6	3.231	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 - Stoke Road North	178	44	954	1423	0.125	178	231	0.2	0.1	2.914	A
2 - A47 East	951	238	199	2035	0.467	953	933	1.3	0.9	3.365	A
3 - Stoke Road South	309	77	854	1353	0.228	309	297	0.4	0.3	3.452	A
4 - Sword Drive	63	16	1085	996	0.063	63	78	0.1	0.1	3.859	A
5 - A47	596	149	588	1937	0.307	596	560	0.6	0.5	2.782	A

2032 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	9.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	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 - Stoke Road North		ONE HOUR	✓	917	100.000
2 - A47 East		ONE HOUR	✓	1245	100.000
3 - Stoke Road South		ONE HOUR	✓	534	100.000
4 - Sword Drive		ONE HOUR	✓	122	100.000
5 - A47		ONE HOUR	✓	912	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	9	355	220	13	320
	2 - A47 East	334	151	285	55	420
	3 - Stoke Road South	126	192	2	14	200
	4 - Sword Drive	3	14	8	0	97
	5 - A47	115	709	64	24	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	0	2	1	22	1
	2 - A47 East	3	4	2	3	8
	3 - Stoke Road South	1	2	0	0	0
	4 - Sword Drive	0	3	7	0	3
	5 - A47	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 - Stoke Road North	0.81	15.61	4.2	C	841	1262
2 - A47 East	0.79	10.29	3.8	B	1142	1714
3 - Stoke Road South	0.57	8.02	1.3	A	490	735
4 - Sword Drive	0.22	7.65	0.3	A	112	168
5 - A47	0.58	5.31	1.5	A	837	1255

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 - Stoke Road North	690	173	873	1468	0.470	687	440	0.0	0.9	4.660	A
2 - A47 East	937	234	494	1867	0.502	933	1065	0.0	1.0	4.012	A
3 - Stoke Road South	402	101	994	1281	0.314	400	434	0.0	0.5	4.116	A
4 - Sword Drive	92	23	1314	894	0.103	91	79	0.0	0.1	4.625	A
5 - A47	687	172	629	1913	0.359	684	777	0.0	0.6	3.154	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 - Stoke Road North	824	206	1045	1373	0.600	822	527	0.9	1.5	6.612	A
2 - A47 East	1119	280	592	1811	0.618	1117	1275	1.0	1.7	5.397	A
3 - Stoke Road South	480	120	1189	1180	0.407	479	519	0.5	0.7	5.177	A
4 - Sword Drive	110	27	1573	779	0.141	109	95	0.1	0.2	5.548	A
5 - A47	820	205	753	1838	0.446	819	930	0.6	0.9	3.804	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 - Stoke Road North	1010	252	1278	1244	0.812	999	643	1.5	4.0	14.422	B
2 - A47 East	1371	343	720	1738	0.789	1363	1557	1.7	3.7	9.810	A
3 - Stoke Road South	588	147	1450	1045	0.562	586	633	0.7	1.3	7.862	A
4 - Sword Drive	134	34	1919	625	0.215	134	116	0.2	0.3	7.563	A
5 - A47	1004	251	919	1738	0.578	1002	1134	0.9	1.5	5.256	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 - Stoke Road North	1010	252	1281	1241	0.813	1009	646	4.0	4.2	15.610	C
2 - A47 East	1371	343	726	1735	0.790	1370	1564	3.7	3.8	10.295	B
3 - Stoke Road South	588	147	1459	1041	0.565	588	637	1.3	1.3	8.024	A
4 - Sword Drive	134	34	1931	620	0.217	134	117	0.3	0.3	7.653	A
5 - A47	1004	251	924	1735	0.579	1004	1141	1.5	1.5	5.309	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 - Stoke Road North	824	206	1050	1370	0.602	835	531	4.2	1.6	6.975	A
2 - A47 East	1119	280	600	1807	0.620	1128	1285	3.8	1.7	5.608	A
3 - Stoke Road South	480	120	1203	1173	0.409	482	525	1.3	0.7	5.279	A
4 - Sword Drive	110	27	1589	772	0.142	110	96	0.3	0.2	5.619	A
5 - A47	820	205	759	1834	0.447	822	940	1.5	0.9	3.845	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 - Stoke Road North	690	173	878	1465	0.471	693	443	1.6	0.9	4.751	A
2 - A47 East	937	234	499	1864	0.503	940	1072	1.7	1.1	4.081	A
3 - Stoke Road South	402	101	1001	1277	0.315	403	437	0.7	0.5	4.161	A
4 - Sword Drive	92	23	1324	890	0.103	92	80	0.2	0.1	4.658	A
5 - A47	687	172	633	1910	0.360	688	783	0.9	0.6	3.176	A

2032 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	10.70	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.70	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 - Stoke Road North		ONE HOUR	✓	485	100.000
2 - A47 East		ONE HOUR	✓	1464	100.000
3 - Stoke Road South		ONE HOUR	✓	533	100.000
4 - Sword Drive		ONE HOUR	✓	116	100.000
5 - A47		ONE HOUR	✓	980	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	5	120	113	5	242
	2 - A47 East	380	346	324	65	349
	3 - Stoke Road South	110	176	1	37	209
	4 - Sword Drive	4	13	7	0	92
	5 - A47	129	739	75	37	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	0	0	4	0	0
	2 - A47 East	1	0	0	0	3
	3 - Stoke Road South	1	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47	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 - Stoke Road North	0.49	6.41	0.9	A	445	668
2 - A47 East	0.87	15.32	6.6	C	1343	2015
3 - Stoke Road South	0.60	9.12	1.5	A	489	734
4 - Sword Drive	0.22	7.81	0.3	A	106	160
5 - A47	0.67	7.13	2.1	A	899	1349

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 - Stoke Road North	365	91	1045	1373	0.266	364	471	0.0	0.4	3.596	A
2 - A47 East	1102	276	364	1941	0.568	1097	1045	0.0	1.3	4.278	A
3 - Stoke Road South	401	100	1071	1241	0.323	399	390	0.0	0.5	4.274	A
4 - Sword Drive	87	22	1362	873	0.100	87	108	0.0	0.1	4.579	A
5 - A47	738	184	781	1821	0.405	735	668	0.0	0.7	3.417	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 - Stoke Road North	436	109	1251	1259	0.346	435	563	0.4	0.5	4.409	A
2 - A47 East	1316	329	435	1901	0.692	1312	1251	1.3	2.2	6.142	A
3 - Stoke Road South	479	120	1281	1133	0.423	478	466	0.5	0.7	5.505	A
4 - Sword Drive	104	26	1630	753	0.138	104	129	0.1	0.2	5.543	A
5 - A47	881	220	934	1728	0.510	880	800	0.7	1.1	4.376	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 - Stoke Road North	534	133	1527	1105	0.483	532	686	0.5	0.9	6.322	A
2 - A47 East	1612	403	532	1845	0.874	1596	1527	2.2	6.2	13.771	B
3 - Stoke Road South	587	147	1560	988	0.594	584	568	0.7	1.4	8.858	A
4 - Sword Drive	128	32	1986	595	0.215	127	157	0.2	0.3	7.696	A
5 - A47	1079	270	1138	1606	0.672	1075	976	1.1	2.1	6.958	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 - Stoke Road North	534	133	1534	1101	0.485	534	691	0.9	0.9	6.405	A
2 - A47 East	1612	403	534	1844	0.874	1610	1534	6.2	6.6	15.316	C
3 - Stoke Road South	587	147	1572	982	0.598	587	572	1.4	1.5	9.117	A
4 - Sword Drive	128	32	2000	588	0.217	128	158	0.3	0.3	7.814	A
5 - A47	1079	270	1146	1600	0.674	1079	982	2.1	2.1	7.129	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 - Stoke Road North	436	109	1262	1252	0.348	438	570	0.9	0.5	4.468	A
2 - A47 East	1316	329	438	1899	0.693	1333	1262	6.6	2.3	6.603	A
3 - Stoke Road South	479	120	1299	1124	0.426	482	472	1.5	0.8	5.647	A
4 - Sword Drive	104	26	1650	744	0.140	105	131	0.3	0.2	5.630	A
5 - A47	881	220	947	1721	0.512	885	808	2.1	1.1	4.474	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 - Stoke Road North	365	91	1052	1369	0.267	366	474	0.5	0.4	3.623	A
2 - A47 East	1102	276	366	1940	0.568	1106	1052	2.3	1.3	4.379	A
3 - Stoke Road South	401	100	1079	1237	0.324	402	393	0.8	0.5	4.326	A
4 - Sword Drive	87	22	1373	868	0.101	88	109	0.2	0.1	4.614	A
5 - A47	738	184	787	1817	0.406	739	673	1.1	0.7	3.458	A

2032 | Base + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	7.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	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 - Stoke Road North		ONE HOUR	✓	759	100.000
2 - A47 East		ONE HOUR	✓	1161	100.000
3 - Stoke Road South		ONE HOUR	✓	565	100.000
4 - Sword Drive		ONE HOUR	✓	115	100.000
5 - A47		ONE HOUR	✓	910	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	7	237	200	10	305
	2 - A47 East	285	113	295	48	420
	3 - Stoke Road South	132	179	2	15	237
	4 - Sword Drive	3	11	8	0	93
	5 - A47	124	676	82	28	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
	1 - Stoke Road North	0	2	1	22	1
	2 - A47 East	3	4	2	3	8
	3 - Stoke Road South	1	2	0	0	0
	4 - Sword Drive	0	3	7	0	3
	5 - A47	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 - Stoke Road North	0.65	8.20	1.9	A	696	1045
2 - A47 East	0.73	8.05	2.8	A	1065	1598
3 - Stoke Road South	0.56	7.55	1.3	A	518	778
4 - Sword Drive	0.19	7.02	0.2	A	106	158
5 - A47	0.56	4.85	1.3	A	835	1253

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 - Stoke Road North	571	143	824	1495	0.382	569	413	0.0	0.6	3.936	A
2 - A47 East	874	219	481	1874	0.466	870	912	0.0	0.9	3.736	A
3 - Stoke Road South	425	106	912	1324	0.321	423	440	0.0	0.5	4.025	A
4 - Sword Drive	87	22	1259	919	0.094	86	76	0.0	0.1	4.460	A
5 - A47	685	171	555	1957	0.350	683	791	0.0	0.6	3.033	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 - Stoke Road North	682	171	987	1405	0.486	681	495	0.6	0.9	5.038	A
2 - A47 East	1044	261	576	1820	0.573	1042	1092	0.9	1.4	4.825	A
3 - Stoke Road South	508	127	1091	1231	0.413	507	527	0.5	0.7	5.009	A
4 - Sword Drive	103	26	1508	808	0.128	103	91	0.1	0.2	5.268	A
5 - A47	818	205	664	1891	0.433	817	947	0.6	0.8	3.601	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 - Stoke Road North	836	209	1207	1283	0.651	832	604	0.9	1.9	8.044	A
2 - A47 East	1278	320	704	1747	0.732	1273	1335	1.4	2.8	7.844	A
3 - Stoke Road South	622	156	1333	1106	0.563	620	644	0.7	1.3	7.435	A
4 - Sword Drive	127	32	1842	659	0.192	126	111	0.2	0.2	6.969	A
5 - A47	1002	250	812	1802	0.556	1000	1157	0.8	1.3	4.813	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 - Stoke Road North	836	209	1210	1281	0.652	836	607	1.9	1.9	8.198	A
2 - A47 East	1278	320	707	1746	0.732	1278	1339	2.8	2.8	8.048	A
3 - Stoke Road South	622	156	1339	1103	0.564	622	646	1.3	1.3	7.547	A
4 - Sword Drive	127	32	1849	656	0.193	127	111	0.2	0.2	7.020	A
5 - A47	1002	250	815	1800	0.556	1002	1161	1.3	1.3	4.849	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 - Stoke Road North	682	171	991	1403	0.486	686	498	1.9	1.0	5.124	A
2 - A47 East	1044	261	580	1818	0.574	1049	1097	2.8	1.4	4.931	A
3 - Stoke Road South	508	127	1099	1227	0.414	510	530	1.3	0.7	5.081	A
4 - Sword Drive	103	26	1518	803	0.129	104	91	0.2	0.2	5.313	A
5 - A47	818	205	669	1889	0.433	820	953	1.3	0.8	3.630	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 - Stoke Road North	571	143	829	1493	0.383	573	416	1.0	0.6	3.979	A
2 - A47 East	874	219	484	1873	0.467	876	917	1.4	0.9	3.788	A
3 - Stoke Road South	425	106	918	1321	0.322	426	443	0.7	0.5	4.063	A
4 - Sword Drive	87	22	1268	915	0.095	87	76	0.2	0.1	4.487	A
5 - A47	685	171	558	1955	0.350	686	796	0.8	0.6	3.053	A

2032 | Base + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	8.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	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 - Stoke Road North		ONE HOUR	✓	419	100.000
2 - A47 East		ONE HOUR	✓	1387	100.000
3 - Stoke Road South		ONE HOUR	✓	512	100.000
4 - Sword Drive		ONE HOUR	✓	109	100.000
5 - A47		ONE HOUR	✓	975	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	3	91	96	4	225
	2 - A47 East	334	314	323	61	355
	3 - Stoke Road South	94	157	1	33	227
	4 - Sword Drive	3	10	6	0	90
	5 - A47	124	731	83	37	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	0	0	4	0	0
	2 - A47 East	1	0	0	0	3
	3 - Stoke Road South	1	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47	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 - Stoke Road North	0.41	5.39	0.7	A	384	577
2 - A47 East	0.82	10.76	4.4	B	1273	1909
3 - Stoke Road South	0.54	7.63	1.2	A	470	705
4 - Sword Drive	0.19	6.91	0.2	A	100	150
5 - A47	0.64	6.13	1.8	A	895	1342

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 - Stoke Road North	315	79	1004	1395	0.226	314	418	0.0	0.3	3.356	A
2 - A47 East	1044	261	341	1954	0.534	1040	977	0.0	1.1	3.956	A
3 - Stoke Road South	385	96	999	1278	0.302	384	382	0.0	0.4	4.024	A
4 - Sword Drive	82	21	1282	909	0.090	82	101	0.0	0.1	4.351	A
5 - A47	734	184	691	1875	0.391	731	672	0.0	0.7	3.246	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 - Stoke Road North	377	94	1202	1286	0.293	376	501	0.3	0.4	3.992	A
2 - A47 East	1247	312	408	1916	0.651	1244	1169	1.1	1.9	5.389	A
3 - Stoke Road South	460	115	1196	1177	0.391	459	457	0.4	0.6	5.024	A
4 - Sword Drive	98	24	1534	796	0.123	98	121	0.1	0.1	5.153	A
5 - A47	877	219	827	1793	0.489	875	805	0.7	1.0	4.047	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 - Stoke Road North	461	115	1469	1138	0.406	460	611	0.4	0.7	5.353	A
2 - A47 East	1527	382	500	1864	0.819	1517	1429	1.9	4.3	10.211	B
3 - Stoke Road South	564	141	1459	1040	0.542	562	558	0.6	1.2	7.498	A
4 - Sword Drive	120	30	1873	645	0.186	120	148	0.1	0.2	6.846	A
5 - A47	1073	268	1009	1683	0.638	1070	983	1.0	1.8	6.040	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 - Stoke Road North	461	115	1474	1134	0.407	461	614	0.7	0.7	5.394	A
2 - A47 East	1527	382	501	1863	0.820	1527	1434	4.3	4.4	10.758	B
3 - Stoke Road South	564	141	1467	1036	0.544	564	560	1.2	1.2	7.625	A
4 - Sword Drive	120	30	1882	641	0.187	120	149	0.2	0.2	6.908	A
5 - A47	1073	268	1015	1680	0.639	1073	987	1.8	1.8	6.132	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 - Stoke Road North	377	94	1210	1281	0.294	378	505	0.7	0.4	4.023	A
2 - A47 East	1247	312	410	1915	0.651	1257	1177	4.4	1.9	5.608	A
3 - Stoke Road South	460	115	1207	1171	0.393	462	460	1.2	0.7	5.103	A
4 - Sword Drive	98	24	1547	790	0.124	98	122	0.2	0.1	5.203	A
5 - A47	877	219	835	1788	0.490	880	811	1.8	1.0	4.107	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 - Stoke Road North	315	79	1010	1392	0.227	316	421	0.4	0.3	3.378	A
2 - A47 East	1044	261	343	1953	0.535	1047	983	1.9	1.2	4.026	A
3 - Stoke Road South	385	96	1006	1275	0.302	386	384	0.7	0.4	4.062	A
4 - Sword Drive	82	21	1291	905	0.091	82	102	0.1	0.1	4.378	A
5 - A47	734	184	696	1872	0.392	735	677	1.0	0.7	3.275	A

2036 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	11.22	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.22	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2036	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 - Stoke Road North		ONE HOUR	✓	939	100.000
2 - A47 East		ONE HOUR	✓	1256	100.000
3 - Stoke Road South		ONE HOUR	✓	552	100.000
4 - Sword Drive		ONE HOUR	✓	126	100.000
5 - A47		ONE HOUR	✓	938	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	9	348	225	13	344
	2 - A47 East	340	148	294	57	417
	3 - Stoke Road South	134	199	2	14	203
	4 - Sword Drive	3	14	8	0	101
	5 - A47	121	723	68	26	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	0	2	1	22	1
	2 - A47 East	3	4	2	3	8
	3 - Stoke Road South	1	2	0	0	0
	4 - Sword Drive	0	3	7	0	3
	5 - A47	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 - Stoke Road North	0.84	18.58	5.1	C	862	1292
2 - A47 East	0.81	11.33	4.2	B	1153	1729
3 - Stoke Road South	0.59	8.71	1.5	A	507	760
4 - Sword Drive	0.23	8.07	0.3	A	116	173
5 - A47	0.60	5.62	1.6	A	861	1291

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 - Stoke Road North	707	177	891	1458	0.485	703	455	0.0	0.9	4.819	A
2 - A47 East	946	236	521	1852	0.511	941	1073	0.0	1.1	4.112	A
3 - Stoke Road South	416	104	1015	1271	0.327	414	447	0.0	0.5	4.232	A
4 - Sword Drive	95	24	1346	880	0.108	94	82	0.0	0.1	4.723	A
5 - A47	706	177	642	1904	0.371	704	798	0.0	0.6	3.223	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 - Stoke Road North	844	211	1066	1361	0.620	841	545	0.9	1.6	7.005	A
2 - A47 East	1129	282	623	1794	0.630	1126	1285	1.1	1.7	5.616	A
3 - Stoke Road South	496	124	1214	1167	0.425	495	535	0.5	0.7	5.400	A
4 - Sword Drive	113	28	1611	762	0.149	113	99	0.1	0.2	5.721	A
5 - A47	843	211	769	1828	0.461	842	955	0.6	0.9	3.930	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 - Stoke Road North	1034	258	1304	1229	0.841	1021	665	1.6	4.8	16.652	C
2 - A47 East	1383	346	757	1717	0.805	1374	1568	1.7	4.1	10.666	B
3 - Stoke Road South	608	152	1479	1031	0.590	605	652	0.7	1.4	8.486	A
4 - Sword Drive	139	35	1963	605	0.229	138	120	0.2	0.3	7.950	A
5 - A47	1033	258	938	1726	0.598	1030	1163	0.9	1.6	5.552	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 - Stoke Road North	1034	258	1308	1227	0.843	1033	668	4.8	5.1	18.575	C
2 - A47 East	1383	346	764	1713	0.807	1382	1576	4.1	4.2	11.327	B
3 - Stoke Road South	608	152	1490	1025	0.593	608	657	1.4	1.5	8.709	A
4 - Sword Drive	139	35	1976	599	0.232	139	121	0.3	0.3	8.067	A
5 - A47	1033	258	943	1723	0.599	1033	1172	1.6	1.6	5.619	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 - Stoke Road North	844	211	1073	1357	0.622	858	549	5.1	1.7	7.513	A
2 - A47 East	1129	282	634	1787	0.632	1139	1297	4.2	1.8	5.883	A
3 - Stoke Road South	496	124	1230	1159	0.428	499	542	1.5	0.8	5.527	A
4 - Sword Drive	113	28	1629	754	0.150	114	100	0.3	0.2	5.806	A
5 - A47	843	211	776	1824	0.462	846	967	1.6	0.9	3.978	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 - Stoke Road North	707	177	896	1455	0.486	710	458	1.7	1.0	4.925	A
2 - A47 East	946	236	525	1849	0.511	948	1081	1.8	1.1	4.188	A
3 - Stoke Road South	416	104	1023	1266	0.328	417	451	0.8	0.5	4.284	A
4 - Sword Drive	95	24	1356	875	0.108	95	83	0.2	0.1	4.760	A
5 - A47	706	177	647	1902	0.371	707	804	0.9	0.6	3.252	A

2036 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	11.74	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.74	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2036	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 - Stoke Road North		ONE HOUR	✓	525	100.000
2 - A47 East		ONE HOUR	✓	1465	100.000
3 - Stoke Road South		ONE HOUR	✓	548	100.000
4 - Sword Drive		ONE HOUR	✓	120	100.000
5 - A47		ONE HOUR	✓	1011	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	6	128	123	5	263
	2 - A47 East	389	339	326	65	346
	3 - Stoke Road South	117	181	1	39	210
	4 - Sword Drive	4	14	7	0	95
	5 - A47	136	755	80	40	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	0	0	4	0	0
	2 - A47 East	1	0	0	0	3
	3 - Stoke Road South	1	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47	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 - Stoke Road North	0.53	7.13	1.1	A	482	723
2 - A47 East	0.89	17.10	7.3	C	1344	2016
3 - Stoke Road South	0.62	9.86	1.6	A	503	754
4 - Sword Drive	0.23	8.19	0.3	A	110	165
5 - A47	0.70	7.79	2.4	A	928	1392

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 - Stoke Road North	395	99	1062	1363	0.290	394	489	0.0	0.4	3.740	A
2 - A47 East	1103	276	394	1924	0.573	1098	1062	0.0	1.3	4.369	A
3 - Stoke Road South	413	103	1089	1232	0.335	411	402	0.0	0.5	4.380	A
4 - Sword Drive	90	23	1388	862	0.105	90	112	0.0	0.1	4.662	A
5 - A47	761	190	793	1814	0.420	758	685	0.0	0.7	3.513	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 - Stoke Road North	472	118	1271	1247	0.378	471	585	0.4	0.6	4.676	A
2 - A47 East	1317	329	471	1880	0.701	1313	1271	1.3	2.3	6.368	A
3 - Stoke Road South	493	123	1303	1122	0.439	492	482	0.5	0.8	5.715	A
4 - Sword Drive	108	27	1661	740	0.146	108	134	0.1	0.2	5.693	A
5 - A47	909	227	949	1720	0.529	907	820	0.7	1.1	4.569	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 - Stoke Road North	578	145	1551	1092	0.529	576	712	0.6	1.1	7.013	A
2 - A47 East	1613	403	576	1820	0.886	1595	1551	2.3	6.8	15.038	C
3 - Stoke Road South	603	151	1584	976	0.618	600	586	0.8	1.6	9.523	A
4 - Sword Drive	132	33	2022	579	0.228	132	163	0.2	0.3	8.040	A
5 - A47	1113	278	1154	1596	0.698	1108	999	1.1	2.3	7.559	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 - Stoke Road North	578	145	1559	1087	0.532	578	717	1.1	1.1	7.133	A
2 - A47 East	1613	403	578	1819	0.887	1611	1559	6.8	7.3	17.101	C
3 - Stoke Road South	603	151	1598	969	0.623	603	591	1.6	1.6	9.862	A
4 - Sword Drive	132	33	2038	572	0.231	132	164	0.3	0.3	8.186	A
5 - A47	1113	278	1164	1590	0.700	1113	1006	2.3	2.4	7.791	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 - Stoke Road North	472	118	1284	1240	0.381	474	593	1.1	0.6	4.753	A
2 - A47 East	1317	329	474	1878	0.701	1337	1284	7.3	2.4	6.939	A
3 - Stoke Road South	493	123	1323	1111	0.443	496	488	1.6	0.8	5.893	A
4 - Sword Drive	108	27	1683	730	0.148	108	135	0.3	0.2	5.799	A
5 - A47	909	227	963	1711	0.531	914	829	2.4	1.2	4.690	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 - Stoke Road North	395	99	1070	1359	0.291	396	492	0.6	0.4	3.777	A
2 - A47 East	1103	276	396	1923	0.574	1107	1070	2.4	1.4	4.477	A
3 - Stoke Road South	413	103	1098	1228	0.336	414	406	0.8	0.5	4.438	A
4 - Sword Drive	90	23	1399	857	0.105	91	113	0.2	0.1	4.702	A
5 - A47	761	190	799	1810	0.421	763	690	1.2	0.8	3.557	A

2036 | Base + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	7.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2036	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 - Stoke Road North		ONE HOUR	✓	815	100.000
2 - A47 East		ONE HOUR	✓	1181	100.000
3 - Stoke Road South		ONE HOUR	✓	578	100.000
4 - Sword Drive		ONE HOUR	✓	120	100.000
5 - A47		ONE HOUR	✓	941	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	8	244	225	11	327
	2 - A47 East	291	107	303	49	431
	3 - Stoke Road South	139	171	2	16	250
	4 - Sword Drive	3	10	9	0	98
	5 - A47	137	683	92	29	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
	1 - Stoke Road North	0	2	1	22	1
	2 - A47 East	3	4	2	3	8
	3 - Stoke Road South	1	2	0	0	0
	4 - Sword Drive	0	3	7	0	3
	5 - A47	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 - Stoke Road North	0.70	9.57	2.3	A	748	1122
2 - A47 East	0.76	9.22	3.3	A	1084	1626
3 - Stoke Road South	0.59	8.14	1.4	A	530	796
4 - Sword Drive	0.21	7.41	0.3	A	110	165
5 - A47	0.58	5.06	1.4	A	863	1295

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 - Stoke Road North	614	153	827	1494	0.411	611	433	0.0	0.7	4.126	A
2 - A47 East	889	222	527	1848	0.481	885	911	0.0	1.0	3.894	A
3 - Stoke Road South	435	109	939	1310	0.332	433	473	0.0	0.5	4.132	A
4 - Sword Drive	90	23	1294	903	0.100	90	79	0.0	0.1	4.565	A
5 - A47	708	177	555	1957	0.362	706	829	0.0	0.6	3.087	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 - Stoke Road North	733	183	990	1403	0.522	731	519	0.7	1.1	5.424	A
2 - A47 East	1062	265	631	1789	0.593	1060	1091	1.0	1.5	5.145	A
3 - Stoke Road South	520	130	1124	1214	0.428	519	566	0.5	0.7	5.213	A
4 - Sword Drive	108	27	1548	790	0.137	108	94	0.1	0.2	5.445	A
5 - A47	846	211	664	1891	0.447	845	992	0.6	0.9	3.693	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 - Stoke Road North	897	224	1211	1281	0.701	893	634	1.1	2.3	9.306	A
2 - A47 East	1300	325	770	1710	0.761	1294	1333	1.5	3.2	8.909	A
3 - Stoke Road South	636	159	1372	1085	0.586	634	691	0.7	1.4	7.990	A
4 - Sword Drive	132	33	1891	637	0.207	132	115	0.2	0.3	7.345	A
5 - A47	1036	259	811	1803	0.575	1034	1212	0.9	1.4	5.016	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 - Stoke Road North	897	224	1214	1279	0.702	897	636	2.3	2.3	9.568	A
2 - A47 East	1300	325	774	1707	0.762	1300	1338	3.2	3.3	9.223	A
3 - Stoke Road South	636	159	1379	1082	0.588	636	695	1.4	1.4	8.141	A
4 - Sword Drive	132	33	1900	633	0.209	132	116	0.3	0.3	7.414	A
5 - A47	1036	259	815	1800	0.575	1036	1217	1.4	1.4	5.060	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 - Stoke Road North	733	183	995	1401	0.523	738	522	2.3	1.1	5.551	A
2 - A47 East	1062	265	636	1786	0.594	1069	1097	3.3	1.6	5.296	A
3 - Stoke Road South	520	130	1134	1209	0.430	522	571	1.4	0.8	5.306	A
4 - Sword Drive	108	27	1561	784	0.138	108	95	0.3	0.2	5.501	A
5 - A47	846	211	669	1888	0.448	848	1000	1.4	0.9	3.729	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 - Stoke Road North	614	153	832	1491	0.411	615	436	1.1	0.7	4.181	A
2 - A47 East	889	222	531	1846	0.482	891	917	1.6	1.0	3.952	A
3 - Stoke Road South	435	109	946	1306	0.333	436	476	0.8	0.5	4.176	A
4 - Sword Drive	90	23	1303	899	0.100	91	79	0.2	0.1	4.594	A
5 - A47	708	177	559	1955	0.362	709	835	0.9	0.6	3.110	A

2036 | Base + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Stoke Road North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A47 - 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	8.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2036	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 - Stoke Road North		ONE HOUR	✓	486	100.000
2 - A47 East		ONE HOUR	✓	1374	100.000
3 - Stoke Road South		ONE HOUR	✓	533	100.000
4 - Sword Drive		ONE HOUR	✓	114	100.000
5 - A47		ONE HOUR	✓	1013	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
From	1 - Stoke Road North	5	107	114	4	256
	2 - A47 East	355	300	315	61	343
	3 - Stoke Road South	108	162	1	36	226
	4 - Sword Drive	4	11	7	0	92
	5 - A47	141	745	86	41	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - Stoke Road North	2 - A47 East	3 - Stoke Road South	4 - Sword Drive	5 - A47
	1 - Stoke Road North	0	0	4	0	0
	2 - A47 East	1	0	0	0	3
	3 - Stoke Road South	1	0	0	0	0
	4 - Sword Drive	0	0	0	0	0
	5 - A47	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 - Stoke Road North	0.48	6.15	0.9	A	446	669
2 - A47 East	0.83	11.52	4.7	B	1261	1891
3 - Stoke Road South	0.58	8.36	1.3	A	489	734
4 - Sword Drive	0.20	7.30	0.3	A	105	157
5 - A47	0.67	6.83	2.1	A	930	1394

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 - Stoke Road North	366	91	1015	1390	0.263	364	460	0.0	0.4	3.539	A
2 - A47 East	1034	259	385	1929	0.536	1030	994	0.0	1.2	4.024	A
3 - Stoke Road South	401	100	1023	1266	0.317	399	392	0.0	0.5	4.154	A
4 - Sword Drive	86	21	1316	893	0.096	85	106	0.0	0.1	4.453	A
5 - A47	763	191	714	1861	0.410	760	687	0.0	0.7	3.368	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 - Stoke Road North	437	109	1214	1279	0.342	436	550	0.4	0.5	4.309	A
2 - A47 East	1235	309	461	1886	0.655	1232	1189	1.2	1.9	5.540	A
3 - Stoke Road South	479	120	1224	1162	0.412	478	469	0.5	0.7	5.267	A
4 - Sword Drive	102	26	1575	778	0.132	102	127	0.1	0.2	5.327	A
5 - A47	911	228	855	1776	0.513	909	823	0.7	1.1	4.282	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 - Stoke Road North	535	134	1483	1129	0.474	534	671	0.5	0.9	6.083	A
2 - A47 East	1513	378	564	1827	0.828	1502	1453	1.9	4.5	10.848	B
3 - Stoke Road South	587	147	1494	1023	0.574	584	573	0.7	1.3	8.181	A
4 - Sword Drive	126	31	1923	623	0.201	125	156	0.2	0.2	7.222	A
5 - A47	1115	279	1043	1663	0.671	1111	1005	1.1	2.1	6.695	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 - Stoke Road North	535	134	1489	1126	0.475	535	675	0.9	0.9	6.147	A
2 - A47 East	1513	378	566	1826	0.828	1512	1459	4.5	4.7	11.520	B
3 - Stoke Road South	587	147	1502	1018	0.576	587	576	1.3	1.3	8.356	A
4 - Sword Drive	126	31	1933	619	0.203	126	156	0.2	0.3	7.301	A
5 - A47	1115	279	1049	1659	0.672	1115	1009	2.1	2.1	6.831	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 - Stoke Road North	437	109	1223	1274	0.343	438	555	0.9	0.5	4.357	A
2 - A47 East	1235	309	464	1884	0.656	1246	1198	4.7	2.0	5.794	A
3 - Stoke Road South	479	120	1237	1156	0.415	482	473	1.3	0.7	5.372	A
4 - Sword Drive	102	26	1590	771	0.133	103	128	0.3	0.2	5.387	A
5 - A47	911	228	863	1771	0.514	915	829	2.1	1.1	4.362	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 - Stoke Road North	366	91	1021	1386	0.264	367	463	0.5	0.4	3.567	A
2 - A47 East	1034	259	388	1928	0.537	1038	1000	2.0	1.2	4.098	A
3 - Stoke Road South	401	100	1030	1262	0.318	402	395	0.7	0.5	4.200	A
4 - Sword Drive	86	21	1326	889	0.097	86	107	0.2	0.1	4.484	A
5 - A47	763	191	719	1858	0.411	764	692	1.1	0.7	3.403	A

T23548

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



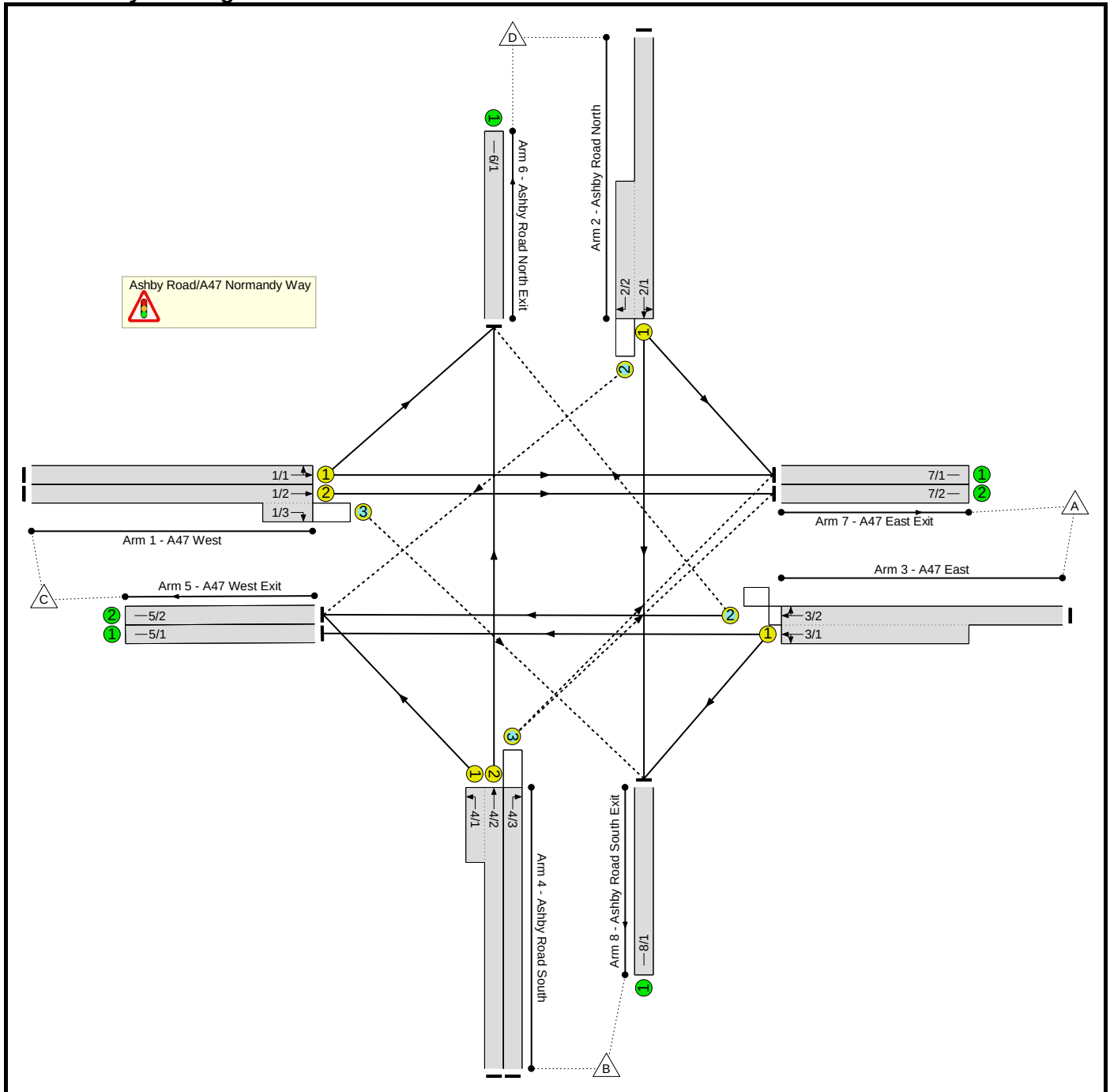
Appendix F

A47/Ashby Road Signals – LinSig Outputs

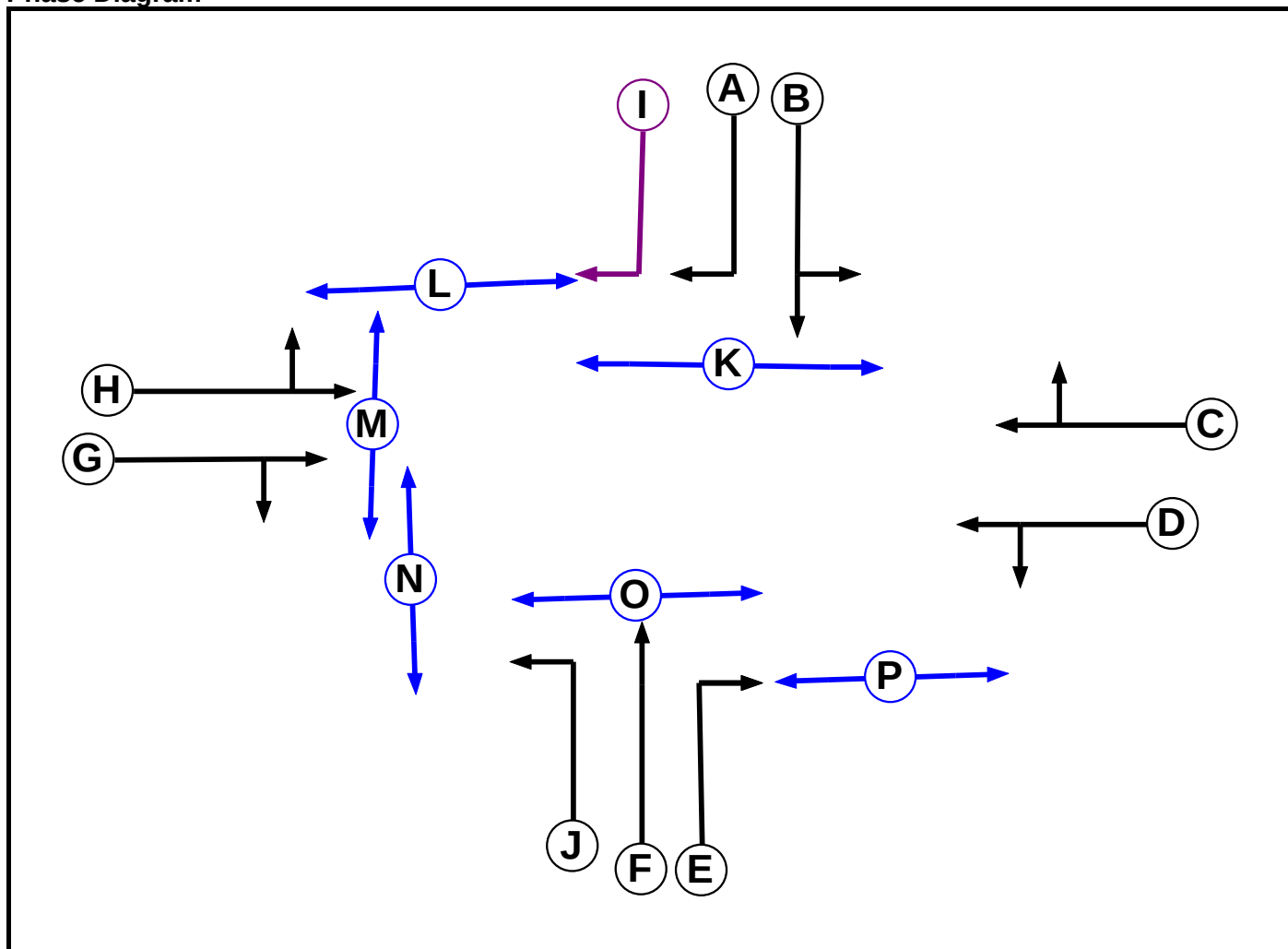
Full Input Data And Results**User and Project Details**

Project:	Hinckley Phase 2
Title:	A47/Ashby Road LCC Mitigation Scheme
Location:	
Client:	Richborough
Site Ref(s):	T23548
Date Completed:	14/04/25
Additional detail:	
File name:	T23548 - Ashby Road-A47 Signals - LCC Mitigation - Phase 2.lsg3x
Author:	Siobhan Fisher
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 (s)	Cont Min (s)
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

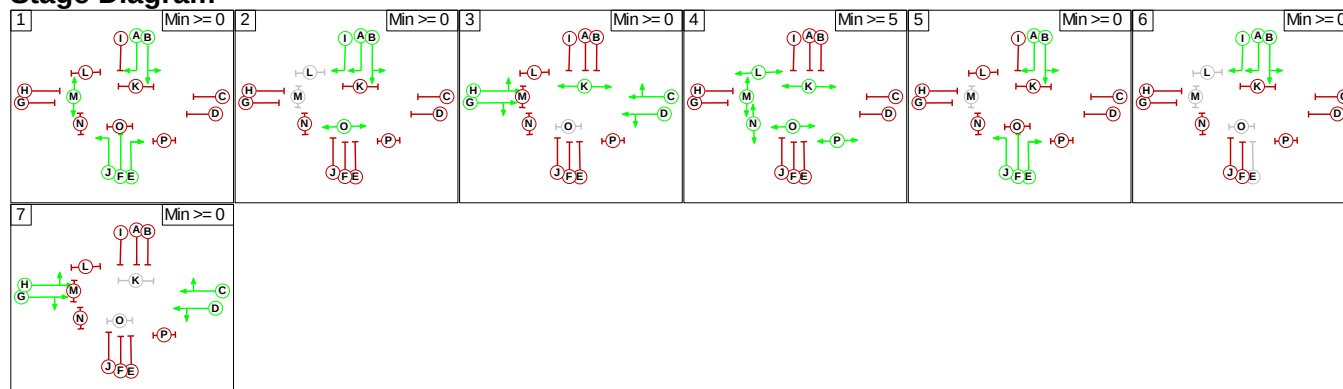
Phase Intergreens Matrix

	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

	To Stage							
		1	2	3	4	5	6	7
From Stage	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: Ashby Road/A47 Normandy Way											
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: Ashby Road/A47 Normandy Way												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	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: '2026 Base AM'	08:00	09:00	01:00	
2: '2026 Base PM'	17:00	18:00	01:00	
3: '2032 Base AM'	08:00	09:00	01:00	
4: '2032 Base PM'	17:00	18:00	01:00	
5: '2032 + Development AM'	08:00	09:00	01:00	
6: '2032 + Development PM'	17:00	18:00	01:00	
7: '2036 Base AM'	08:00	09:00	01:00	
8: '2036 Base PM'	17:00	18:00	01:00	
9: '2036 + Development AM'	08:00	09:00	01:00	
10: '2036 + Development PM'	17:00	18:00	01:00	

Scenario 1: '2026 + Committed AM No Peds' (FG1: '2026 Base AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	119	562	34	715
	B	135	0	139	243	517
	C	499	70	0	168	737
	D	21	404	336	0	761
	Tot.	655	593	1037	445	2730

Traffic Lane Flows

Lane	Scenario 1: 2026 + Committed AM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	409
1/2 (with short)	328(In) 258(Out)
1/3 (short)	70
2/1 (with short)	761(In) 425(Out)
2/2 (short)	336
3/1 (short)	353
3/2 (with short)	715(In) 362(Out)
4/1 (short)	139
4/2 (with short)	382(In) 243(Out)
4/3	135
5/1	234
5/2	803
6/1	445
7/1	330
7/2	325
8/1	593

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	4.9 % 95.1 %	1906	1906
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	66.3 % 33.7 %	1853	1853
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	90.6 % 9.4 %	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 2: '2026 + Committed PM No Peds' (FG2: '2026 Base PM', Plan 2: 'Network Control Plan 2')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	172	482	27	681
	B	149	0	87	289	525
	C	579	54	0	255	888
	D	45	352	262	0	659
	Tot.	773	578	831	571	2753

Traffic Lane Flows

Lane	Scenario 2: 2026 + Committed PM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	385
1/2 (with short)	503(In) 449(Out)
1/3 (short)	54
2/1 (with short)	659(In) 397(Out)
2/2 (short)	262
3/1 (short)	333
3/2 (with short)	681(In) 348(Out)
4/1 (short)	87
4/2 (with short)	376(In) 289(Out)
4/3	149
5/1	161
5/2	670
6/1	571
7/1	250
7/2	523
8/1	578

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	66.2 %	1779	1779
				Arm 7 Ahead	Inf	33.8 %		
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	48.3 %	1821	1821
				Arm 8 Left	15.00	51.7 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	92.2 %	1904	1904
				Arm 6 Right	20.00	7.8 %		
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 3: '2032 + Committed AM No Peds' (FG3: '2032 Base AM', Plan 2: 'Network Control Plan 2')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	171	782	42	995
	B	128	0	146	232	506
	C	645	106	0	219	970
	D	17	386	309	0	712
	Tot.	790	663	1237	493	3183

Traffic Lane Flows

Lane	Scenario 3: 2032 + Committed AM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	597
1/2 (with short)	373(In) 267(Out)
1/3 (short)	106
2/1 (with short)	712(In) 403(Out)
2/2 (short)	309
3/1 (short)	491
3/2 (with short)	995(In) 504(Out)
4/1 (short)	146
4/2 (with short)	378(In) 232(Out)
4/3	128
5/1	320
5/2	917
6/1	493
7/1	459
7/2	331
8/1	663

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	36.7 %	1837	1837
				Arm 7 Ahead	Inf	63.3 %		
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	4.2 %	1907	1907
				Arm 8 Ahead	Inf	95.8 %		
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	65.2 %	1851	1851
				Arm 8 Left	15.00	34.8 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	91.7 %	1903	1903
				Arm 6 Right	20.00	8.3 %		
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: '2032 + Committed PM No Peds' (FG4: '2032 Base PM', Plan 2: 'Network Control Plan 2')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	202	709	47	958
	B	158	0	74	298	530
	C	701	42	0	307	1050
	D	56	266	248	0	570
	Tot.	915	510	1031	652	3108

Traffic Lane Flows

Lane	Scenario 4: 2032 + Committed PM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	510
1/2 (with short)	540(In) 498(Out)
1/3 (short)	42
2/1 (with short)	570(In) 322(Out)
2/2 (short)	248
3/1 (short)	471
3/2 (with short)	958(In) 487(Out)
4/1 (short)	74
4/2 (with short)	372(In) 298(Out)
4/3	158
5/1	269
5/2	762
6/1	652
7/1	338
7/2	577
8/1	510

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	60.2 %	1791	1791
				Arm 7 Ahead	Inf	39.8 %		
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	17.4 %	1882	1882
				Arm 8 Ahead	Inf	82.6 %		
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	57.1 %	1836	1836
				Arm 8 Left	15.00	42.9 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	90.3 %	1901	1901
				Arm 6 Right	20.00	9.7 %		
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 5: '2032 + Committed + Development AM No Peds' (FG5: '2032 + Development AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	179	766	43	988
	B	117	0	147	223	487
	C	691	131	0	251	1073
	D	15	388	292	0	695
	Tot.	823	698	1205	517	3243

Traffic Lane Flows

Lane	Scenario 5: 2032 + Committed + Development AM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	654
1/2 (with short)	419(In) 288(Out)
1/3 (short)	131
2/1 (with short)	695(In) 403(Out)
2/2 (short)	292
3/1 (short)	487
3/2 (with short)	988(In) 501(Out)
4/1 (short)	147
4/2 (with short)	370(In) 223(Out)
4/3	117
5/1	308
5/2	897
6/1	517
7/1	477
7/2	346
8/1	698

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	38.4 % 61.6 %	1834	1834
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	3.7 % 96.3 %	1908	1908
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	63.2 % 36.8 %	1847	1847
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	91.4 % 8.6 %	1903	1903
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 + Development PM No Peds' (FG6: '2032 + Development PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	204	738	33	975
	B	163	0	119	311	593
	C	725	65	0	319	1109
	D	37	272	262	0	571
	Tot.	925	541	1119	663	3248

Traffic Lane Flows

Lane	Scenario 6: 2032 + Committed + Development PM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	534
1/2 (with short)	575(In) 510(Out)
1/3 (short)	65
2/1 (with short)	571(In) 309(Out)
2/2 (short)	262
3/1 (short)	479
3/2 (with short)	975(In) 496(Out)
4/1 (short)	119
4/2 (with short)	430(In) 311(Out)
4/3	163
5/1	275
5/2	844
6/1	663
7/1	334
7/2	591
8/1	541

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	59.7 % 40.3 %	1792	1792
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	12.0 % 88.0 %	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	57.4 % 42.6 %	1837	1837
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	93.3 % 6.7 %	1905	1905
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: '2036 + Committed AM No Peds' (FG7: '2036 Base AM', Plan 2: 'Network Control Plan 2')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	182	810	54	1046
	B	127	0	127	246	500
	C	649	94	0	236	979
	D	19	404	319	0	742
	Tot.	795	680	1256	536	3267

Traffic Lane Flows

Lane	Scenario 7: 2036 + Committed AM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	597
1/2 (with short)	382(In) 288(Out)
1/3 (short)	94
2/1 (with short)	742(In) 423(Out)
2/2 (short)	319
3/1 (short)	516
3/2 (with short)	1046(In) 530(Out)
4/1 (short)	127
4/2 (with short)	373(In) 246(Out)
4/3	127
5/1	334
5/2	922
6/1	536
7/1	444
7/2	351
8/1	680

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	39.5 %	1831	1831
				Arm 7 Ahead	Inf	60.5 %		
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	4.5 %	1906	1906
				Arm 8 Ahead	Inf	95.5 %		
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	64.7 %	1850	1850
				Arm 8 Left	15.00	35.3 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	89.8 %	1900	1900
				Arm 6 Right	20.00	10.2 %		
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: '2036 + Committed PM No Peds' (FG8: '2036 Base PM', Plan 2: 'Network Control Plan 2')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	211	719	61	991
	B	166	0	69	336	571
	C	709	39	0	330	1078
	D	62	271	247	0	580
	Tot.	937	521	1035	727	3220

Traffic Lane Flows

Lane	Scenario 8: 2036 + Committed PM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	529
1/2 (with short)	549(In) 510(Out)
1/3 (short)	39
2/1 (with short)	580(In) 333(Out)
2/2 (short)	247
3/1 (short)	487
3/2 (with short)	991(In) 504(Out)
4/1 (short)	69
4/2 (with short)	405(In) 336(Out)
4/3	166
5/1	276
5/2	759
6/1	727
7/1	344
7/2	593
8/1	521

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	62.4 %	1786	1786
				Arm 7 Ahead	Inf	37.6 %		
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	18.6 %	1880	1880
				Arm 8 Ahead	Inf	81.4 %		
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	56.7 %	1835	1835
				Arm 8 Left	15.00	43.3 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.9 %	1898	1898
				Arm 6 Right	20.00	12.1 %		
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: '2036 + Committed + Development AM No Peds' (FG9: '2036 + Development AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	187	799	48	1034
	B	116	0	139	238	493
	C	708	128	0	275	1111
	D	16	403	303	0	722
	Tot.	840	718	1241	561	3360

Traffic Lane Flows

Lane	Scenario 9: 2036 + Committed + Development AM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	695
1/2 (with short)	416(In) 288(Out)
1/3 (short)	128
2/1 (with short)	722(In) 419(Out)
2/2 (short)	303
3/1 (short)	509
3/2 (with short)	1034(In) 525(Out)
4/1 (short)	139
4/2 (with short)	377(In) 238(Out)
4/3	116
5/1	322
5/2	919
6/1	561
7/1	494
7/2	346
8/1	718

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	39.6 %	1831	1831
				Arm 7 Ahead	Inf	60.4 %		
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	3.8 %	1908	1908
				Arm 8 Ahead	Inf	96.2 %		
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	63.3 %	1847	1847
				Arm 8 Left	15.00	36.7 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	90.9 %	1902	1902
				Arm 6 Right	20.00	9.1 %		
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: '2036 + Committed + Development PM No Peds' (FG10: '2036 + Development PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	219	752	37	1008
	B	170	0	124	356	650
	C	738	72	0	357	1167
	D	35	279	252	0	566
	Tot.	943	570	1128	750	3391

Traffic Lane Flows

Lane	Scenario 10: 2036 + Committed + Development PM No Peds
Junction: Ashby Road/A47 Normandy Way	
1/1	585
1/2 (with short)	582(In) 510(Out)
1/3 (short)	72
2/1 (with short)	566(In) 314(Out)
2/2 (short)	252
3/1 (short)	494
3/2 (with short)	1008(In) 514(Out)
4/1 (short)	124
4/2 (with short)	480(In) 356(Out)
4/3	170
5/1	275
5/2	853
6/1	750
7/1	348
7/2	595
8/1	570

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	61.0 % 39.0 %	1789	1789
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	11.1 % 88.9 %	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	55.7 % 44.3 %	1834	1834
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	92.8 % 7.2 %	1905	1905
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 AM Peds Every Other' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	119	562	34	715
	B	135	0	139	243	517
	C	499	70	0	168	737
	D	21	404	336	0	761
	Tot.	655	593	1037	445	2730

Traffic Lane Flows

Lane	Scenario 11: 2026 + Committed AM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	409
1/2 (with short)	328(In) 258(Out)
1/3 (short)	70
2/1 (with short)	761(In) 425(Out)
2/2 (short)	336
3/1 (short)	353
3/2 (with short)	715(In) 362(Out)
4/1 (short)	139
4/2 (with short)	382(In) 243(Out)
4/3	135
5/1	234
5/2	803
6/1	445
7/1	330
7/2	325
8/1	593

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	4.9 % 95.1 %	1906	1906
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	66.3 % 33.7 %	1853	1853
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	90.6 % 9.4 %	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 12: '2026 + Committed PM Peds Every Other' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	172	482	27	681
	B	149	0	87	289	525
	C	579	54	0	255	888
	D	45	352	262	0	659
	Tot.	773	578	831	571	2753

Traffic Lane Flows

Lane	Scenario 12: 2026 + Committed PM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	445
1/2 (with short)	443(In) 389(Out)
1/3 (short)	54
2/1 (with short)	659(In) 397(Out)
2/2 (short)	262
3/1 (short)	333
3/2 (with short)	681(In) 348(Out)
4/1 (short)	87
4/2 (with short)	376(In) 289(Out)
4/3	149
5/1	161
5/2	670
6/1	571
7/1	310
7/2	463
8/1	578

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	57.3 %	1796	1796
				Arm 7 Ahead	Inf	42.7 %		
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	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	48.3 %	1821	1821
				Arm 8 Left	15.00	51.7 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	92.2 %	1904	1904
				Arm 6 Right	20.00	7.8 %		
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 13: '2032 + Committed AM Peds Every Other' (FG3: '2032 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	171	782	42	995
	B	128	0	146	232	506
	C	645	106	0	219	970
	D	17	386	309	0	712
	Tot.	790	663	1237	493	3183

Traffic Lane Flows

Lane	Scenario 13: 2032 + Committed AM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	597
1/2 (with short)	373(In) 267(Out)
1/3 (short)	106
2/1 (with short)	712(In) 403(Out)
2/2 (short)	309
3/1 (short)	491
3/2 (with short)	995(In) 504(Out)
4/1 (short)	146
4/2 (with short)	378(In) 232(Out)
4/3	128
5/1	320
5/2	917
6/1	493
7/1	459
7/2	331
8/1	663

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	36.7 % 63.3 %	1837	1837
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	4.2 % 95.8 %	1907	1907
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	65.2 % 34.8 %	1851	1851
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	91.7 % 8.3 %	1903	1903
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 PM Peds Every Other' (FG4: '2032 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin	A	B	C	D	Tot.	
	0	202	709	47	958	
	158	0	74	298	530	
	701	42	0	307	1050	
	56	266	248	0	570	
	Tot.	915	510	1031	652	3108

Traffic Lane Flows

Lane	Scenario 14: 2032 + Committed PM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	510
1/2 (with short)	540(In) 498(Out)
1/3 (short)	42
2/1 (with short)	570(In) 322(Out)
2/2 (short)	248
3/1 (short)	471
3/2 (with short)	958(In) 487(Out)
4/1 (short)	74
4/2 (with short)	372(In) 298(Out)
4/3	158
5/1	269
5/2	762
6/1	652
7/1	338
7/2	577
8/1	510

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	60.2 %	1791	1791
				Arm 7 Ahead	Inf	39.8 %		
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	17.4 %	1882	1882
				Arm 8 Ahead	Inf	82.6 %		
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	57.1 %	1836	1836
				Arm 8 Left	15.00	42.9 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	90.3 %	1901	1901
				Arm 6 Right	20.00	9.7 %		
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 15: '2032 + Committed + Development AM Peds Every Other' (FG5: '2032 + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	179	766	43	988
	B	117	0	147	223	487
	C	691	131	0	251	1073
	D	15	388	292	0	695
	Tot.	823	698	1205	517	3243

Traffic Lane Flows

Lane	Scenario 15: 2032 + Committed + Development AM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	654
1/2 (with short)	419(In) 288(Out)
1/3 (short)	131
2/1 (with short)	695(In) 403(Out)
2/2 (short)	292
3/1 (short)	487
3/2 (with short)	988(In) 501(Out)
4/1 (short)	147
4/2 (with short)	370(In) 223(Out)
4/3	117
5/1	308
5/2	897
6/1	517
7/1	477
7/2	346
8/1	698

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	38.4 % 61.6 %	1834	1834
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	3.7 % 96.3 %	1908	1908
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	63.2 % 36.8 %	1847	1847
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	91.4 % 8.6 %	1903	1903
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 + Development PM Peds Every Other' (FG6: '2032 + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	204	738	33	975
	B	163	0	119	311	593
	C	725	65	0	319	1109
	D	37	272	262	0	571
	Tot.	925	541	1119	663	3248

Traffic Lane Flows

Lane	Scenario 16: 2032 + Committed + Development PM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	534
1/2 (with short)	575(In) 510(Out)
1/3 (short)	65
2/1 (with short)	571(In) 309(Out)
2/2 (short)	262
3/1 (short)	479
3/2 (with short)	975(In) 496(Out)
4/1 (short)	119
4/2 (with short)	430(In) 311(Out)
4/3	163
5/1	275
5/2	844
6/1	663
7/1	334
7/2	591
8/1	541

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	59.7 % 40.3 %	1792	1792
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	12.0 % 88.0 %	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	57.4 % 42.6 %	1837	1837
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	93.3 % 6.7 %	1905	1905
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 17: '2036 + Committed AM Peds Every Other' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	119	562	34	715
	B	135	0	139	243	517
	C	499	70	0	168	737
	D	21	404	336	0	761
	Tot.	655	593	1037	445	2730

Traffic Lane Flows

Lane	Scenario 17: 2036 + Committed AM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	400
1/2 (with short)	337(In) 267(Out)
1/3 (short)	70
2/1 (with short)	761(In) 425(Out)
2/2 (short)	336
3/1 (short)	353
3/2 (with short)	715(In) 362(Out)
4/1 (short)	139
4/2 (with short)	382(In) 243(Out)
4/3	135
5/1	234
5/2	803
6/1	445
7/1	321
7/2	334
8/1	593

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	42.0 %	1826	1826
				Arm 7 Ahead	Inf	58.0 %		
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	4.9 %	1906	1906
				Arm 8 Ahead	Inf	95.1 %		
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	66.3 %	1853	1853
				Arm 8 Left	15.00	33.7 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	90.6 %	1902	1902
				Arm 6 Right	20.00	9.4 %		
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 18: '2036 + Committed PM Peds Every Other' (FG8: '2036 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	211	719	61	991
	B	166	0	69	336	571
	C	709	39	0	330	1078
	D	62	271	247	0	580
	Tot.	937	521	1035	727	3220

Traffic Lane Flows

Lane	Scenario 18: 2036 + Committed PM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	541
1/2 (with short)	537(In) 498(Out)
1/3 (short)	39
2/1 (with short)	580(In) 333(Out)
2/2 (short)	247
3/1 (short)	487
3/2 (with short)	991(In) 504(Out)
4/1 (short)	69
4/2 (with short)	405(In) 336(Out)
4/3	166
5/1	276
5/2	759
6/1	727
7/1	356
7/2	581
8/1	521

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	61.0 %	1789	1789
				Arm 7 Ahead	Inf	39.0 %		
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	18.6 %	1880	1880
				Arm 8 Ahead	Inf	81.4 %		
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	56.7 %	1835	1835
				Arm 8 Left	15.00	43.3 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.9 %	1898	1898
				Arm 6 Right	20.00	12.1 %		
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 19: '2036 + Committed + Development AM Peds Every Other' (FG9: '2036 + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	187	799	48	1034
	B	116	0	139	238	493
	C	708	128	0	275	1111
	D	16	403	303	0	722
	Tot.	840	718	1241	561	3360

Traffic Lane Flows

Lane	Scenario 19: 2036 + Committed + Development AM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	695
1/2 (with short)	416(In) 288(Out)
1/3 (short)	128
2/1 (with short)	722(In) 419(Out)
2/2 (short)	303
3/1 (short)	509
3/2 (with short)	1034(In) 525(Out)
4/1 (short)	139
4/2 (with short)	377(In) 238(Out)
4/3	116
5/1	322
5/2	919
6/1	561
7/1	494
7/2	346
8/1	718

Junction: Ashby Road/A47 Normandy Way								
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	39.6 %	1831	1831
				Arm 7 Ahead	Inf	60.4 %		
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	3.8 %	1908	1908
				Arm 8 Ahead	Inf	96.2 %		
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	63.3 %	1847	1847
				Arm 8 Left	15.00	36.7 %		
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead	Inf	90.9 %	1902	1902
				Arm 6 Right	20.00	9.1 %		
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 20: '2036 + Committed + Development PM Peds Every Other' (FG10: '2036 + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	219	752	37	1008
	B	170	0	124	356	650
	C	738	72	0	357	1167
	D	35	279	252	0	566
	Tot.	943	570	1128	750	3391

Traffic Lane Flows

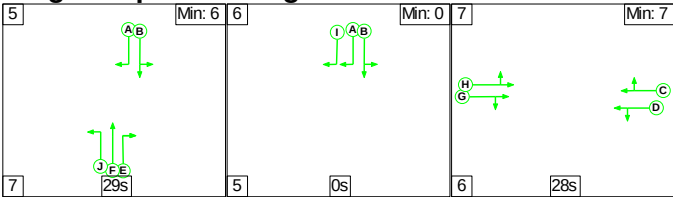
Lane	Scenario 20: 2036 + Committed + Development PM Peds Every Other
Junction: Ashby Road/A47 Normandy Way	
1/1	585
1/2 (with short)	582(In) 510(Out)
1/3 (short)	72
2/1 (with short)	566(In) 314(Out)
2/2 (short)	252
3/1 (short)	495
3/2 (with short)	1008(In) 513(Out)
4/1 (short)	124
4/2 (with short)	480(In) 356(Out)
4/3	170
5/1	276
5/2	852
6/1	750
7/1	348
7/2	595
8/1	570

Lane Saturation Flows

Junction: Ashby Road/A47 Normandy Way								
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	61.0 % 39.0 %	1789	1789
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	11.1 % 88.9 %	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	55.8 % 44.2 %	1834	1834
3/2 (A47 East)	3.00	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 20.00	92.8 % 7.2 %	1905	1905
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

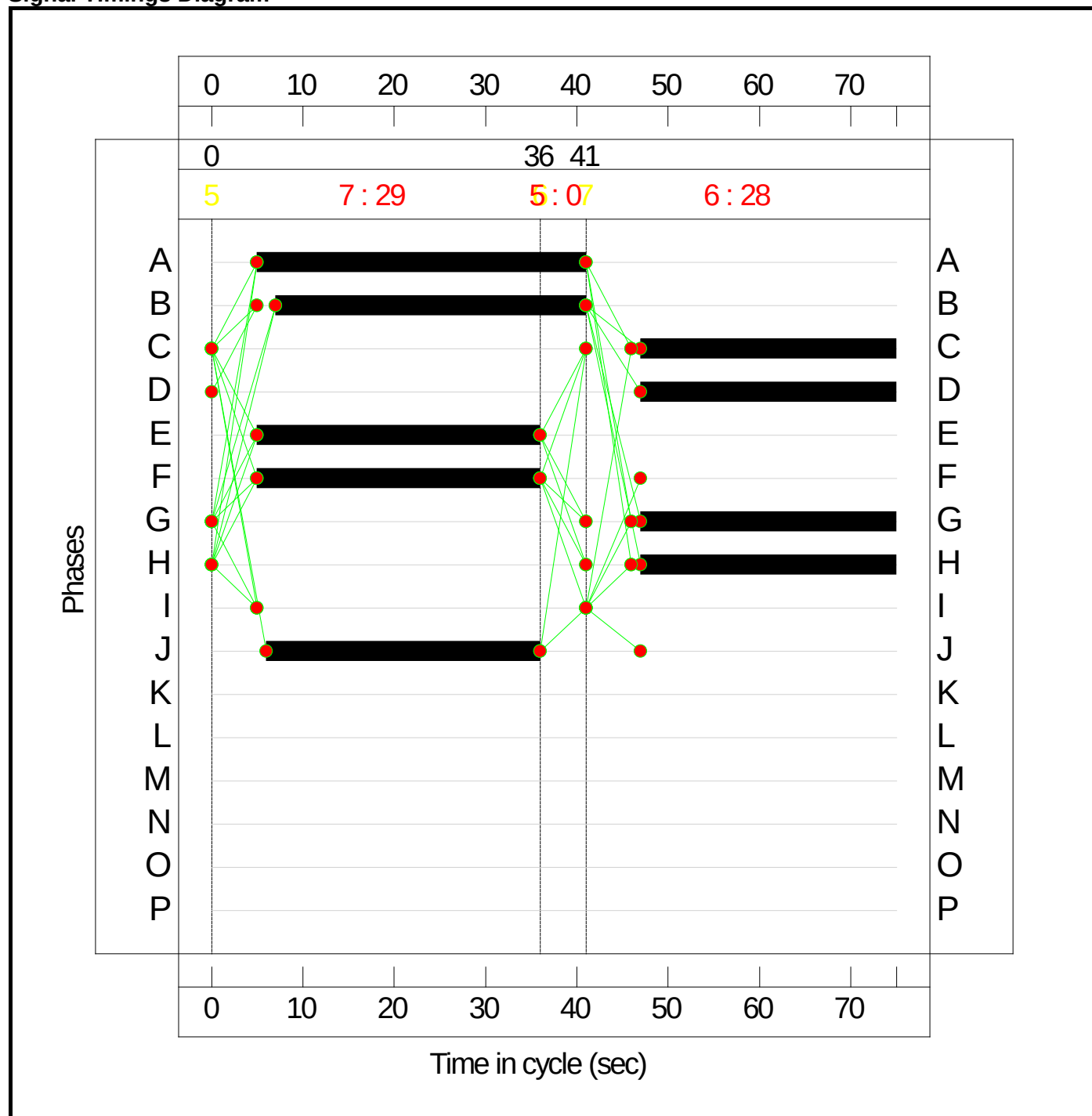
Scenario 1: '2026 + Committed AM No Peds' (FG1: '2026 Base AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

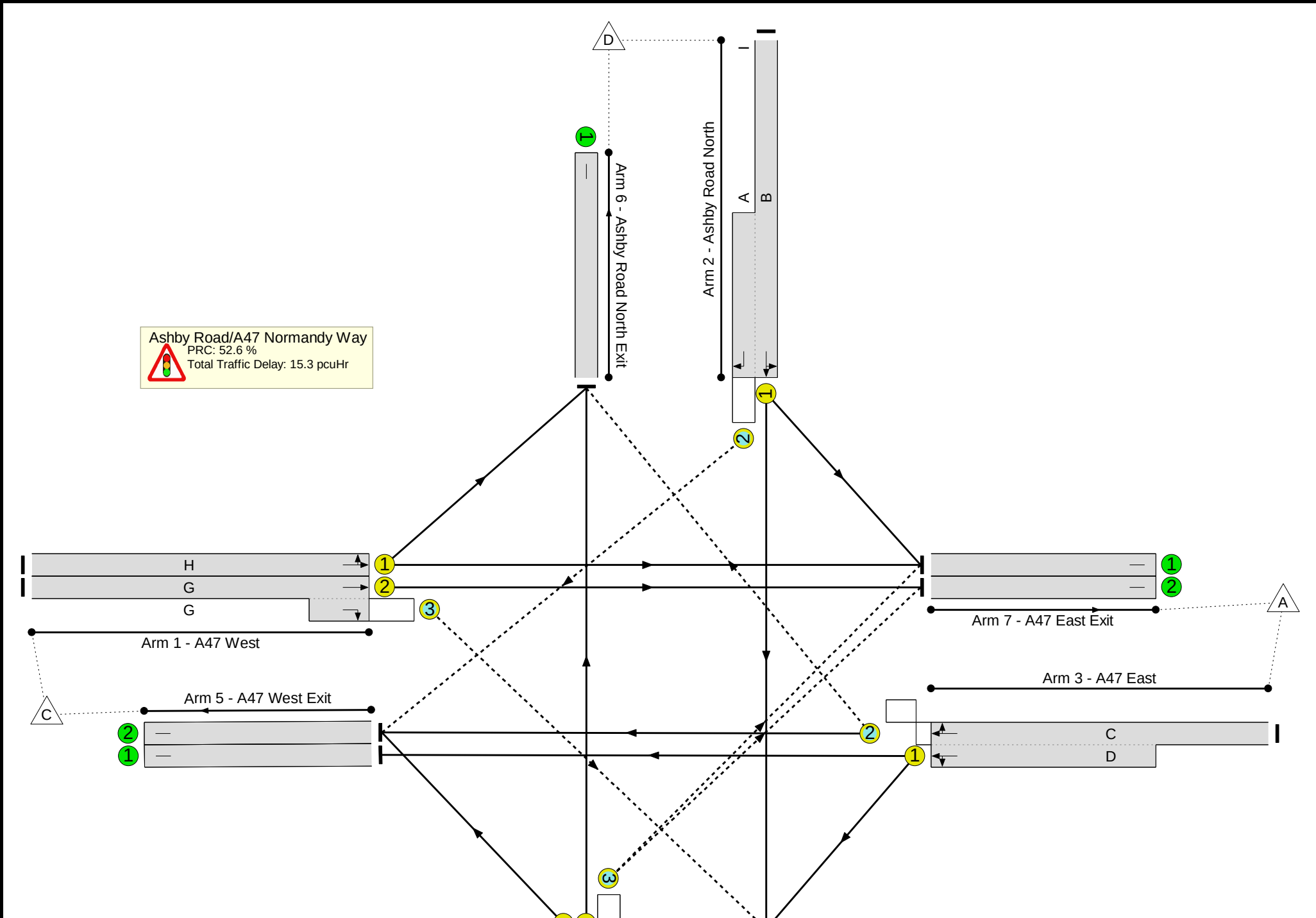


Stage Timings

Stage	5	6	7
Duration	29	0	28
Change Point	0	36	41

Signal Timings Diagram

Network Layout Diagram



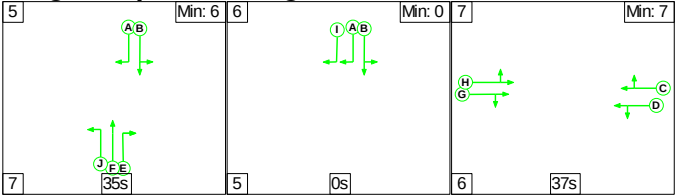
Network Results

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	-	-		-	-	-	-	-	-	59.0%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	59.0%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	28	-	409	1828	707	57.9%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	28	-	328	2055:1741	649+176	39.8 : 39.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	34:36	0	761	1906:1781	721+570	59.0 : 59.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	28	-	715	1902:1853	733+714	49.4 : 49.4%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	31:30	-	382	1915:1741	617+353	39.4 : 39.4%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	31	-	135	1807	355	38.0%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%

[illegible]

Scenario 2: '2026 + Committed PM No Peds' (FG2: '2026 Base PM', Plan 2: 'Network Control Plan 2')

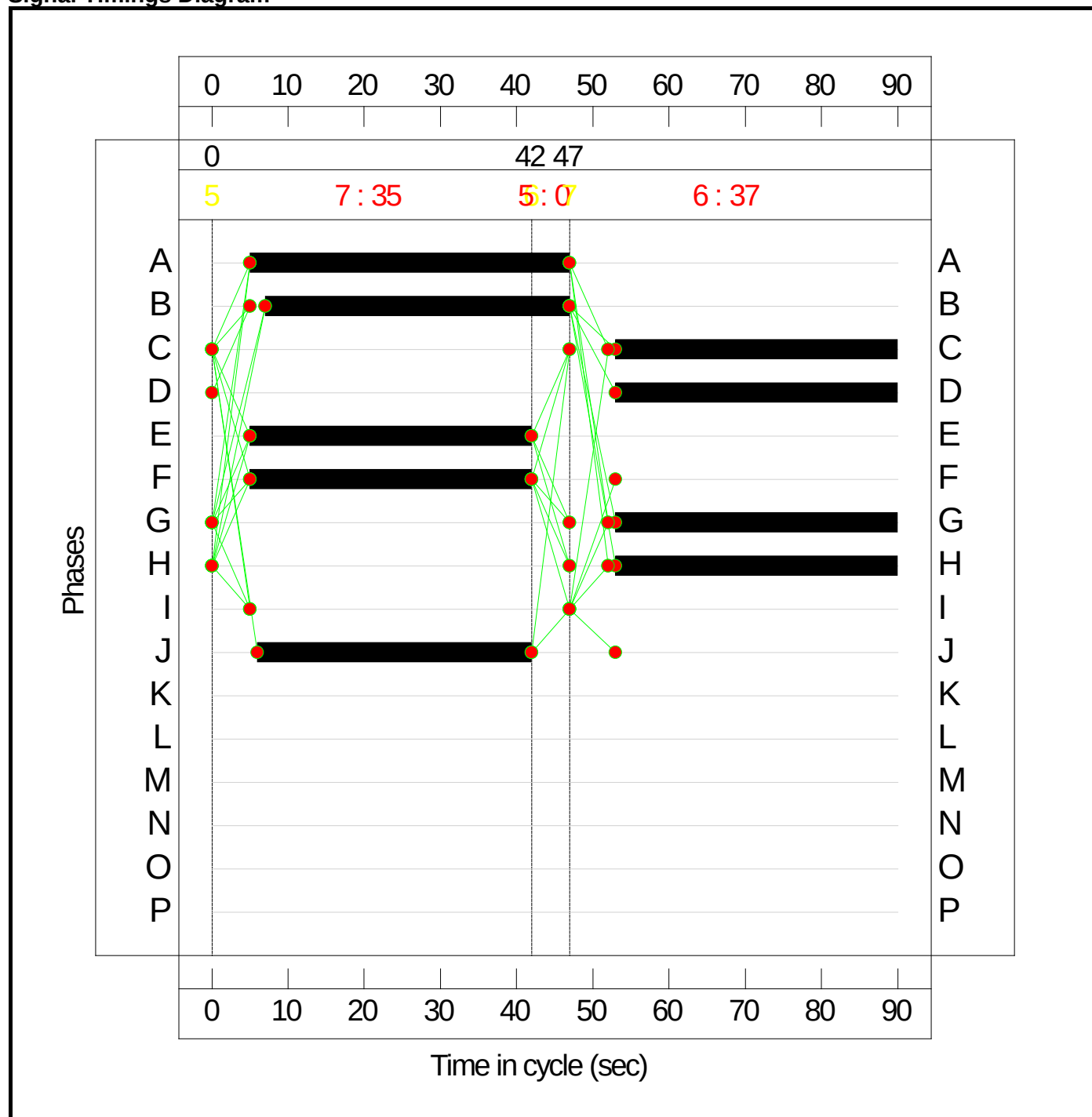
Stage Sequence Diagram



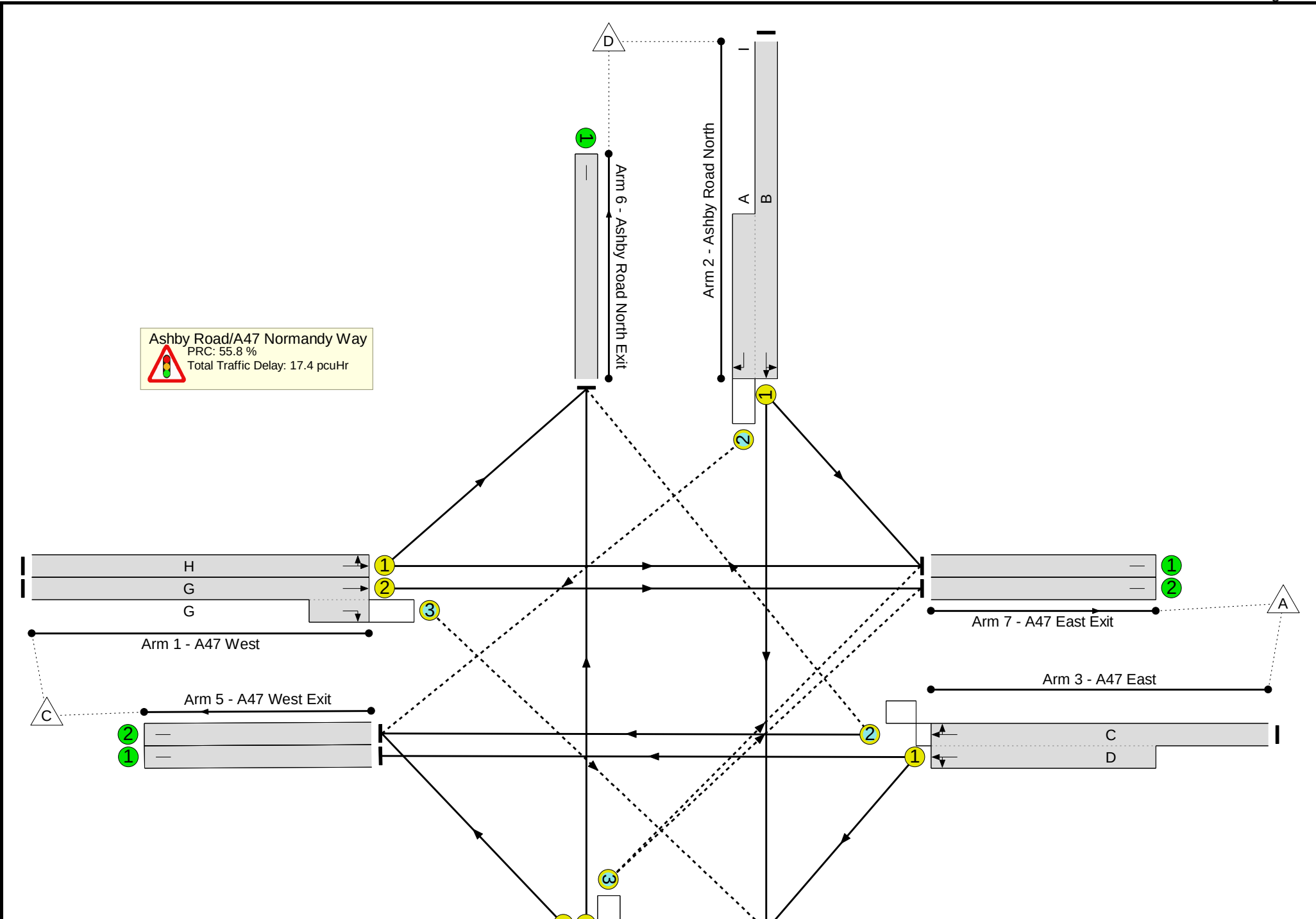
Stage Timings

Stage	5	6	7
Duration	35	0	37
Change Point	0	42	47

Signal Timings Diagram



Network Layout Diagram



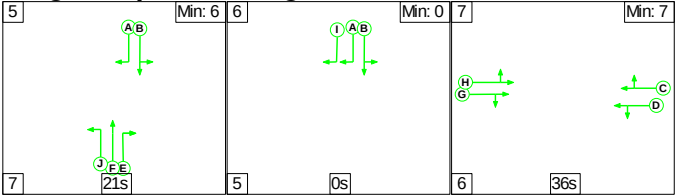
Network Results

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	-	-		-	-	-	-	-	-	57.8%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	57.8%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	37	-	385	1779	751	51.3%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	37	-	503	2055:1741	780+94	57.6 : 57.6%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	40:42	0	659	1894:1781	687+454	57.8 : 57.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	37	-	681	1904:1821	706+675	49.3 : 49.3%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	37:36	-	376	1915:1741	672+202	43.0 : 43.0%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	37	-	149	1807	355	42.0%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	578	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	-	-	474	9	10	13.6	3.1	0.7	17.4	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	474	9	10	13.6	3.1	0.7	17.4	-	-	-	-
1/1	385	385	-	-	-	2.1	0.5	-	2.6	24.1	7.1	0.5	7.6
1/2+1/3	503	503	53	0	1	2.7	0.7	0.1	3.5	24.8	8.9	0.7	9.6
2/1+2/2	659	659	245	9	9	2.9	0.7	0.0	3.6	19.9	6.7	0.7	7.4
3/2+3/1	681	681	27	0	0	3.5	0.5	0.1	4.0	21.3	6.1	0.5	6.6
4/2+4/1	376	376	-	-	-	1.8	0.4	-	2.2	21.0	4.9	0.4	5.3
4/3	149	149	149	0	0	0.7	0.4	0.5	1.5	37.1	2.3	0.4	2.7
5/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 55.8 Total Delay for Signalled Lanes (pcuHr): 17.44 Cycle Time (s): 90 PRC Over All Lanes (%): 55.8 Total Delay Over All Lanes(pcuHr): 17.44													

Scenario 3: '2032 + Committed AM No Peds' (FG3: '2032 Base AM', Plan 2: 'Network Control Plan 2')

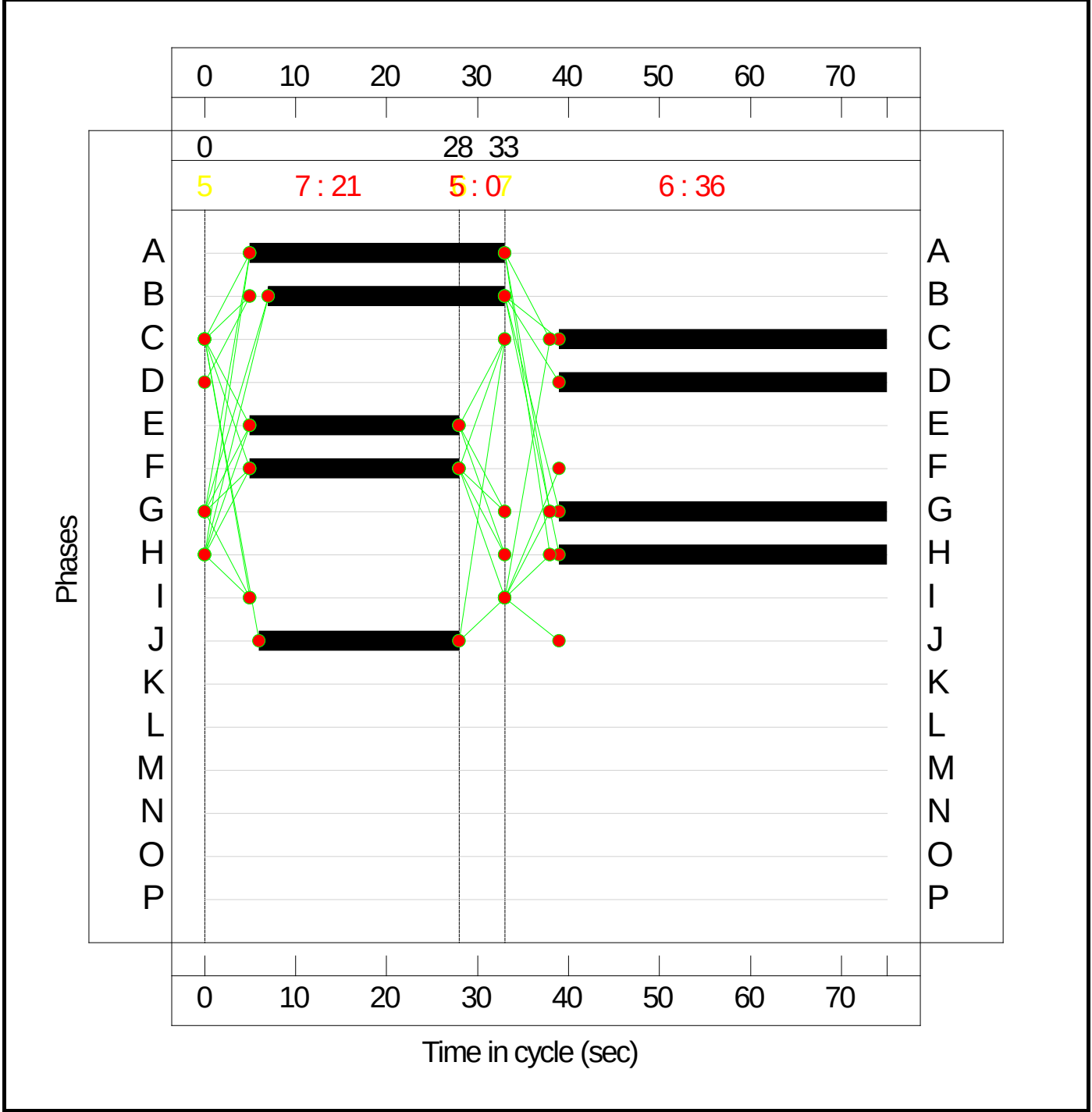
Stage Sequence Diagram



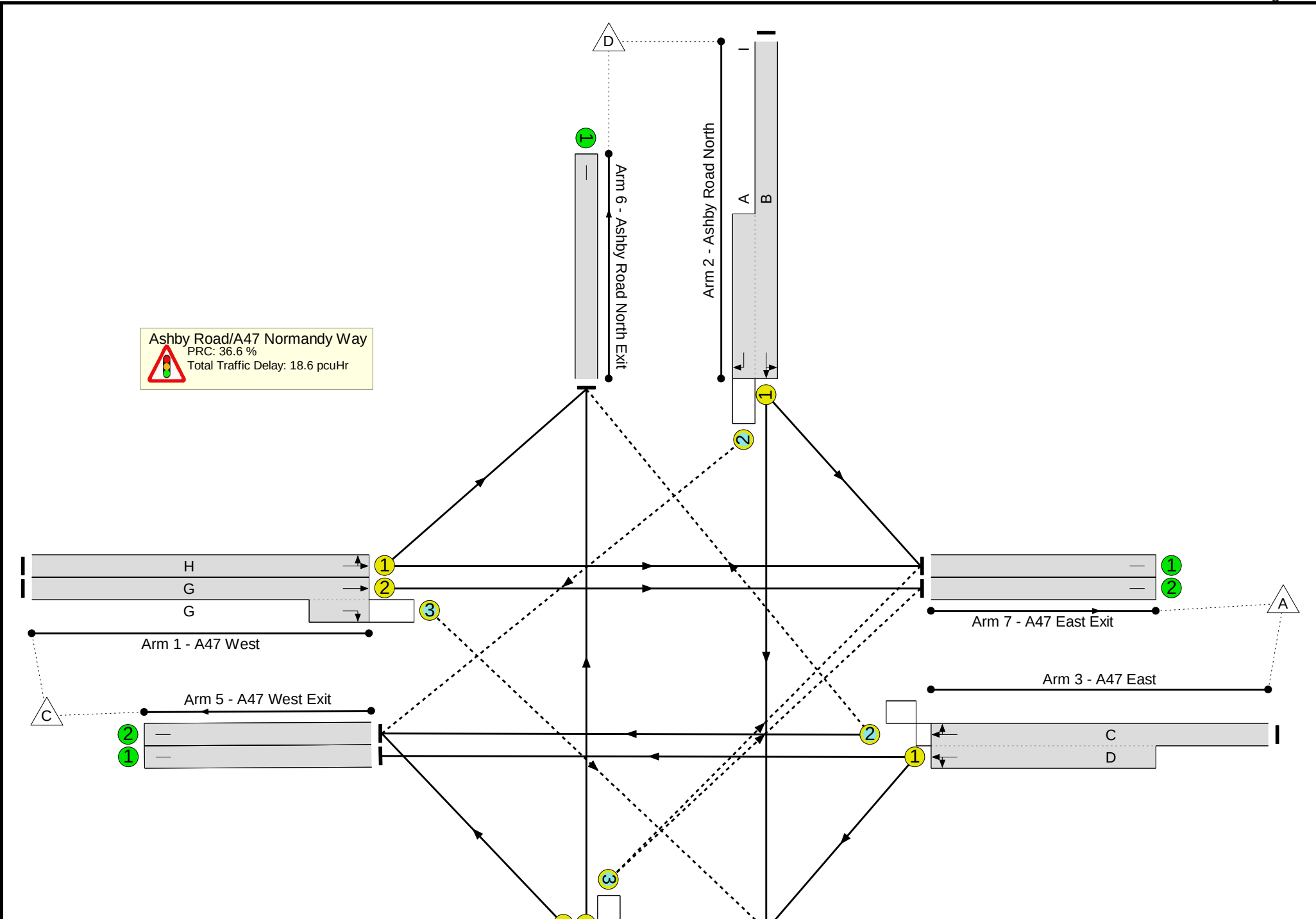
Stage Timings

Stage	5	6	7
Duration	21	0	36
Change Point	0	28	33

Signal Timings Diagram



Network Layout Diagram



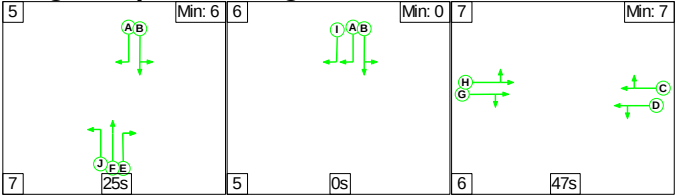
Network Results

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	-	-		-	-	-	-	-	-	65.9%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	65.9%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	36	-	597	1837	906	65.9%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	36	-	373	2055:1741	743+245	36.0 : 43.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	26:28	0	712	1907:1781	612+469	65.9 : 65.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	36	-	995	1903:1851	834+813	60.4 : 60.4%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	23:22	-	378	1915:1741	484+305	47.9 : 47.9%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	23	-	128	1807	237	53.9%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	663	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	-	-	558	12	14	13.5	4.0	1.1	18.6	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	558	12	14	13.5	4.0	1.1	18.6	-	-	-	-
1/1	597	597	-	-	-	2.4	1.0	-	3.3	20.0	9.3	1.0	10.2
1/2+1/3	373	373	105	0	1	1.1	0.3	0.4	1.9	18.1	3.2	0.3	3.5
2/1+2/2	712	712	284	12	12	3.6	1.0	0.1	4.7	23.7	6.7	1.0	7.7
3/2+3/1	995	995	41	0	1	3.6	0.8	0.1	4.5	16.3	7.1	0.8	7.9
4/2+4/1	378	378	-	-	-	2.1	0.5	-	2.5	24.1	3.7	0.5	4.2
4/3	128	128	128	0	0	0.7	0.6	0.5	1.7	48.6	1.9	0.6	2.5
5/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 36.6 Total Delay for Signalled Lanes (pcuHr): 18.63 Cycle Time (s): 75 PRC Over All Lanes (%): 36.6 Total Delay Over All Lanes(pcuHr): 18.63													

Scenario 4: '2032 + Committed PM No Peds' (FG4: '2032 Base PM', Plan 2: 'Network Control Plan 2')

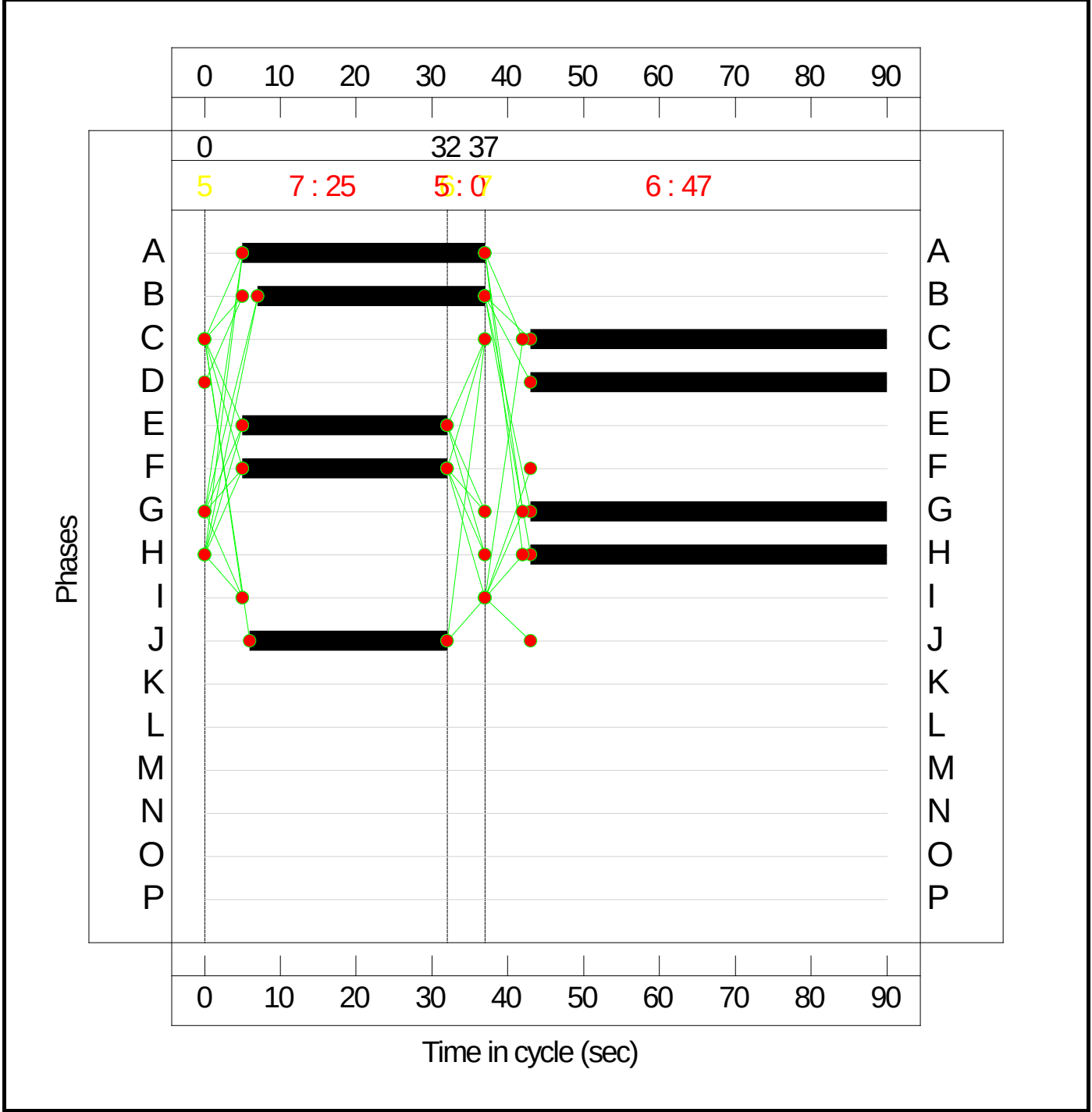
Stage Sequence Diagram



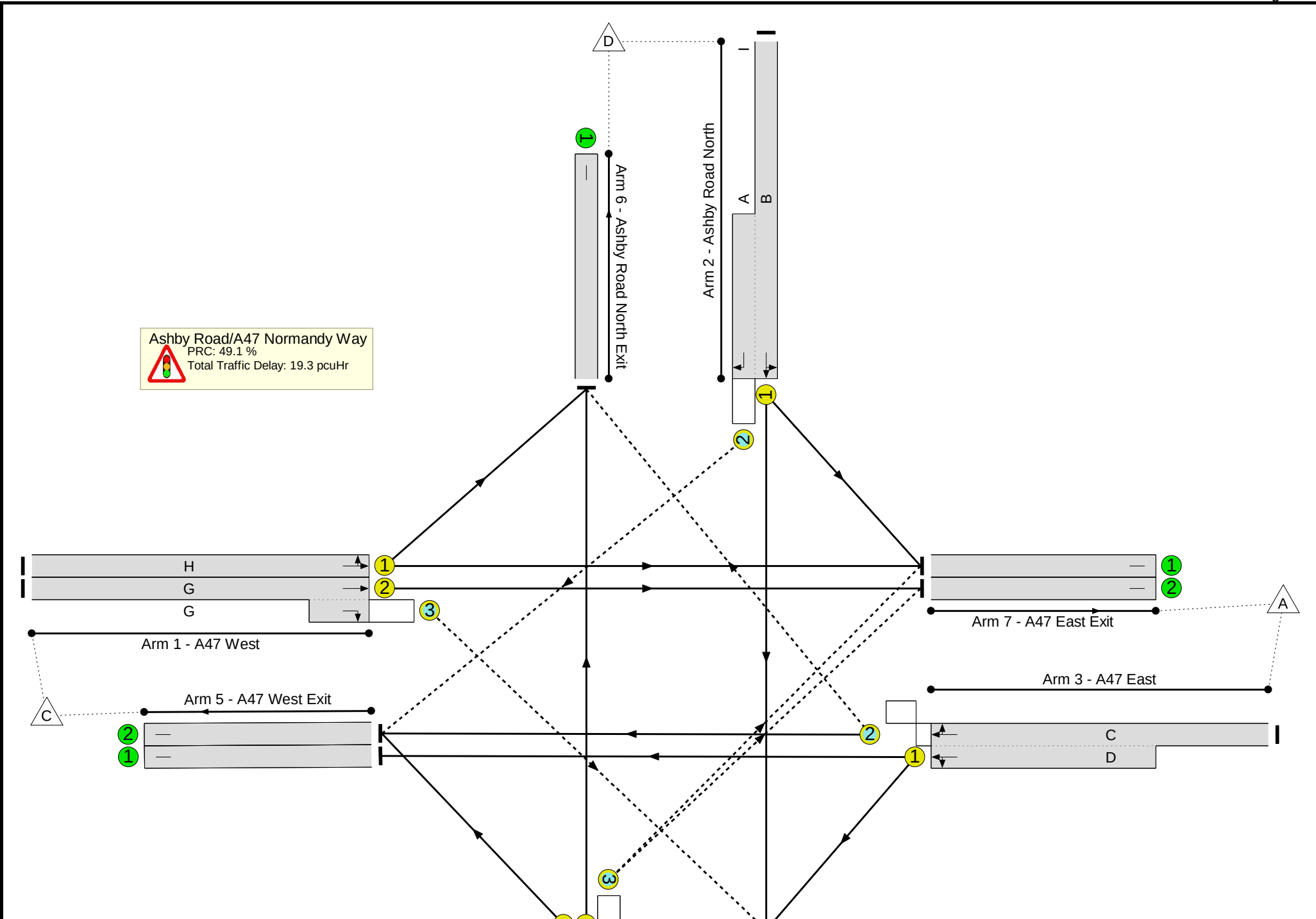
Stage Timings

Stage	5	6	7
Duration	25	0	47
Change Point	0	32	37

Signal Timings Diagram



Network Layout Diagram

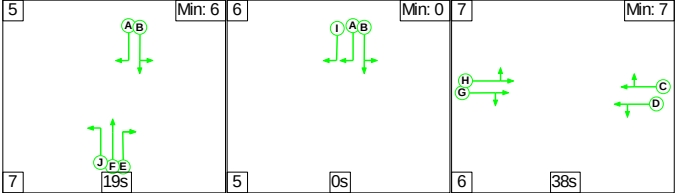


Network Results

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	-	-		-	-	-	-	-	-	60.4%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	60.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	47	-	510	1791	955	53.4%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	47	-	540	2055:1741	1011+85	49.2 : 49.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	30:32	0	570	1882:1781	555+428	58.0 : 58.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	47	-	958	1901:1836	811+784	60.0 : 60.0%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	27:26	-	372	1915:1741	524+130	56.9 : 56.9%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	27	-	158	1807	262	60.4%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%

Scenario 5: '2032 + Committed + Development AM No Peds' (FG5: '2032 + Development AM', Plan 2: 'Network Control Plan 2')

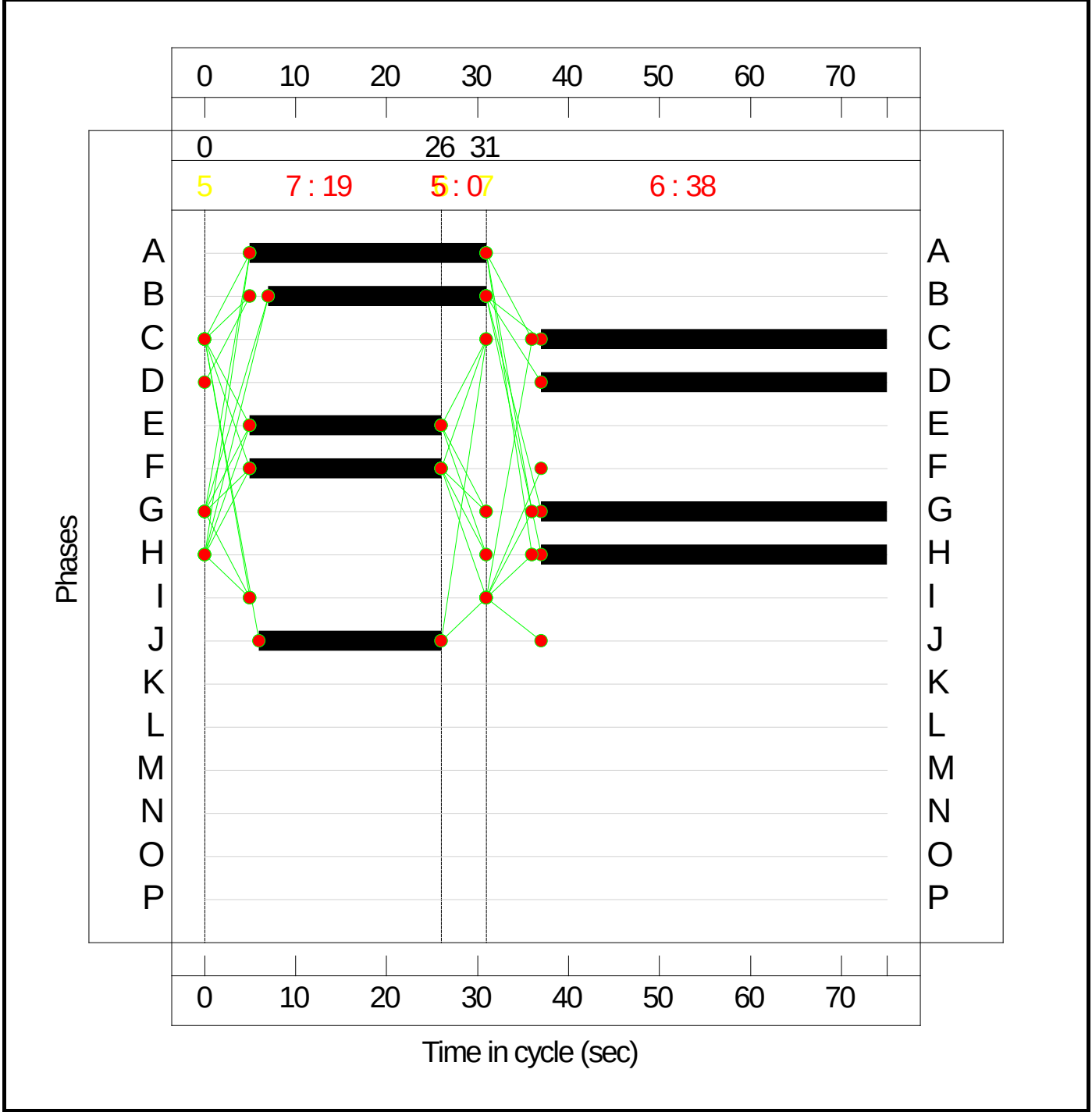
Stage Sequence Diagram



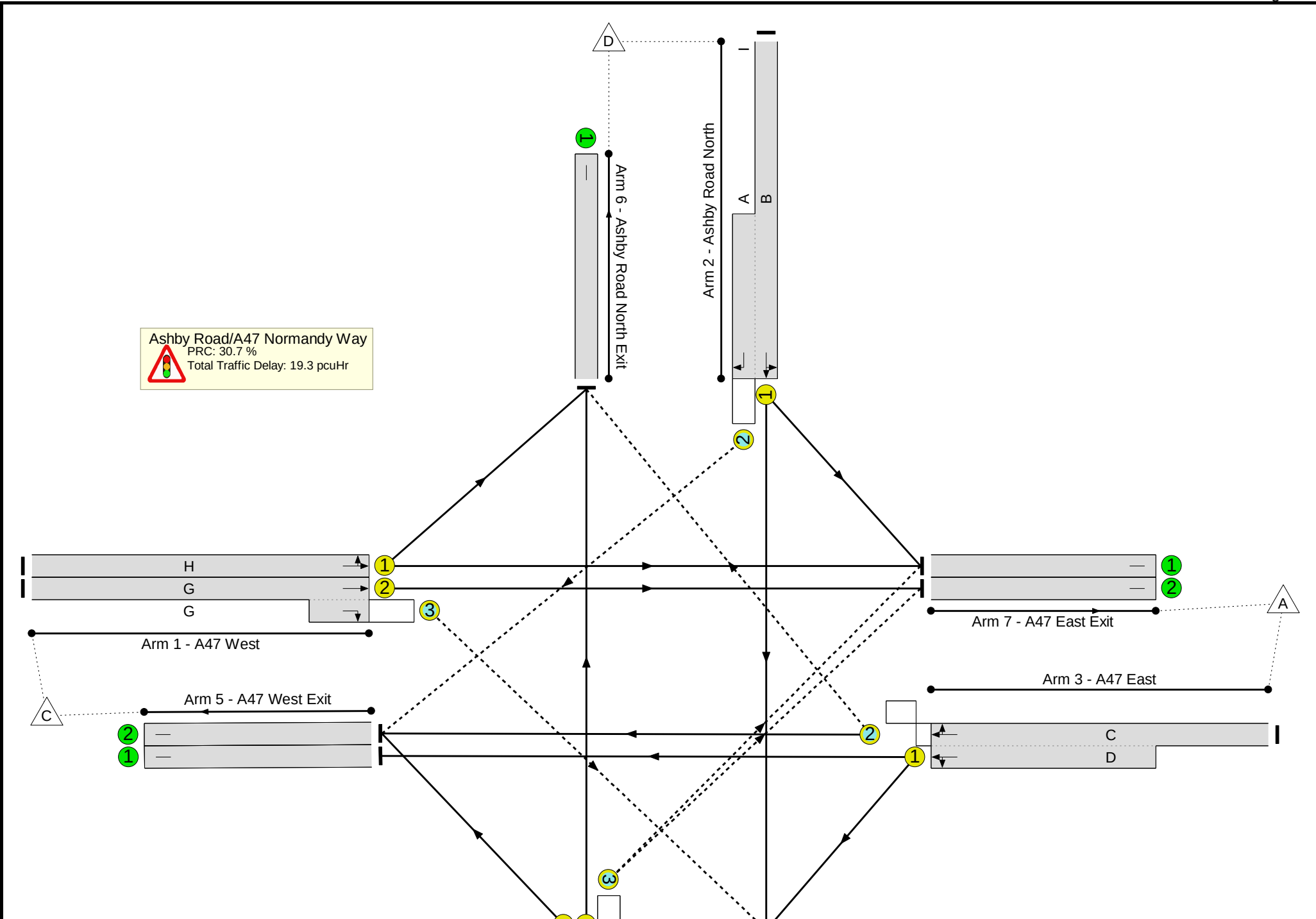
Stage Timings

Stage	5	6	7
Duration	19	0	38
Change Point	0	26	31

Signal Timings Diagram



Network Layout Diagram

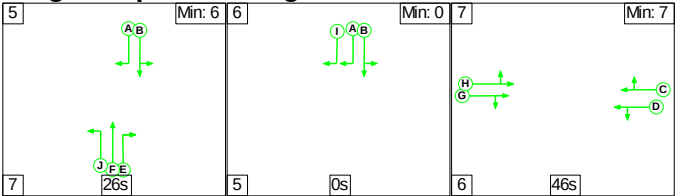


Network Results

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	-	-		-	-	-	-	-	-	68.9%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	38	-	654	1834	954	68.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	38	-	419	2055:1741	591+264	48.7 : 49.6%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	24:26	0	695	1908:1781	585+424	68.9 : 68.9%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	38	-	988	1903:1847	859+835	58.3 : 58.3%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	21:20	-	370	1915:1741	451+297	49.5 : 49.5%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	21	-	117	1807	192	60.9%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%

Scenario 6: '2032 + Committed + Development PM No Peds' (FG6: '2032 + Development PM', Plan 2: 'Network Control Plan 2')

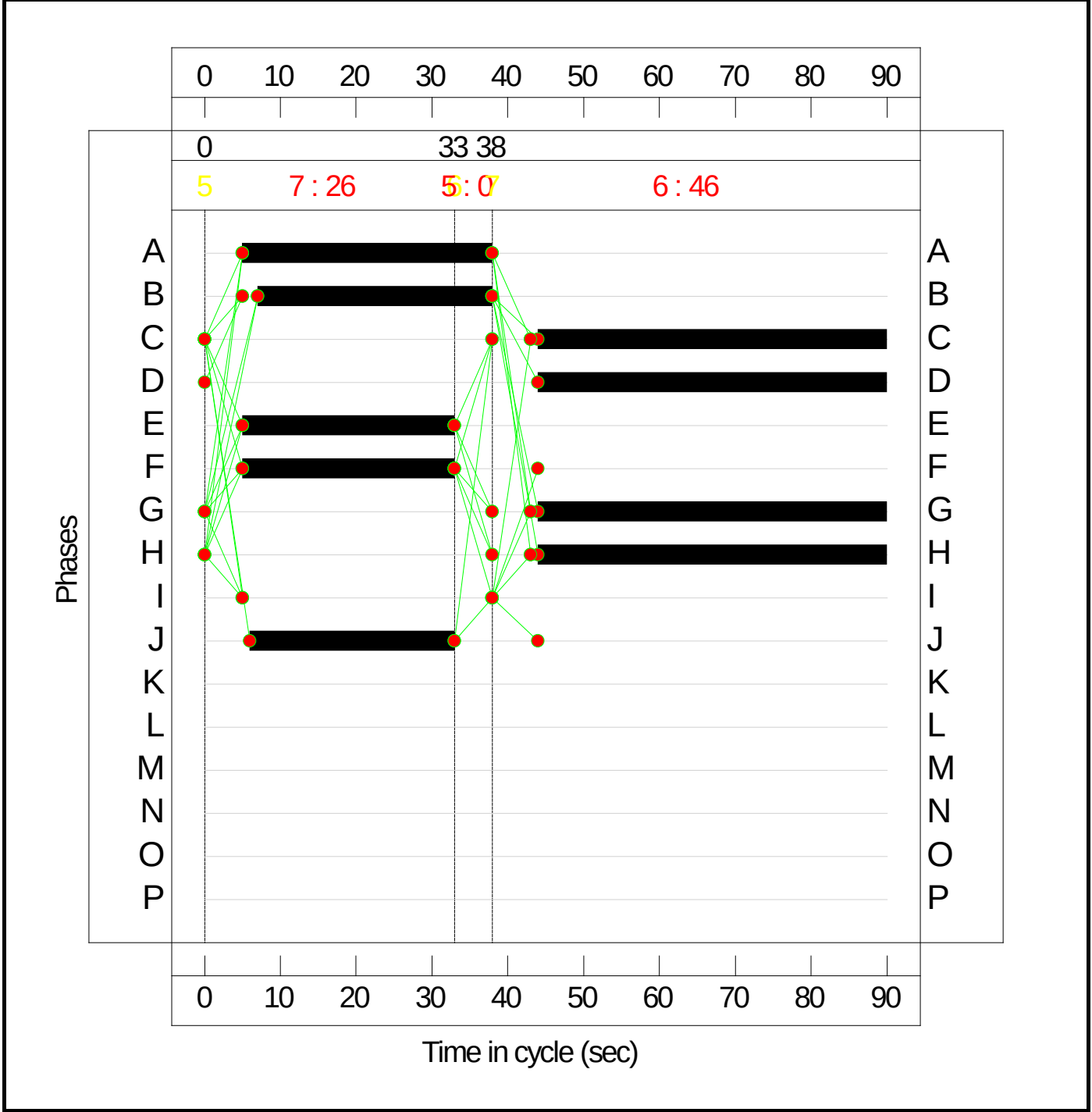
Stage Sequence Diagram



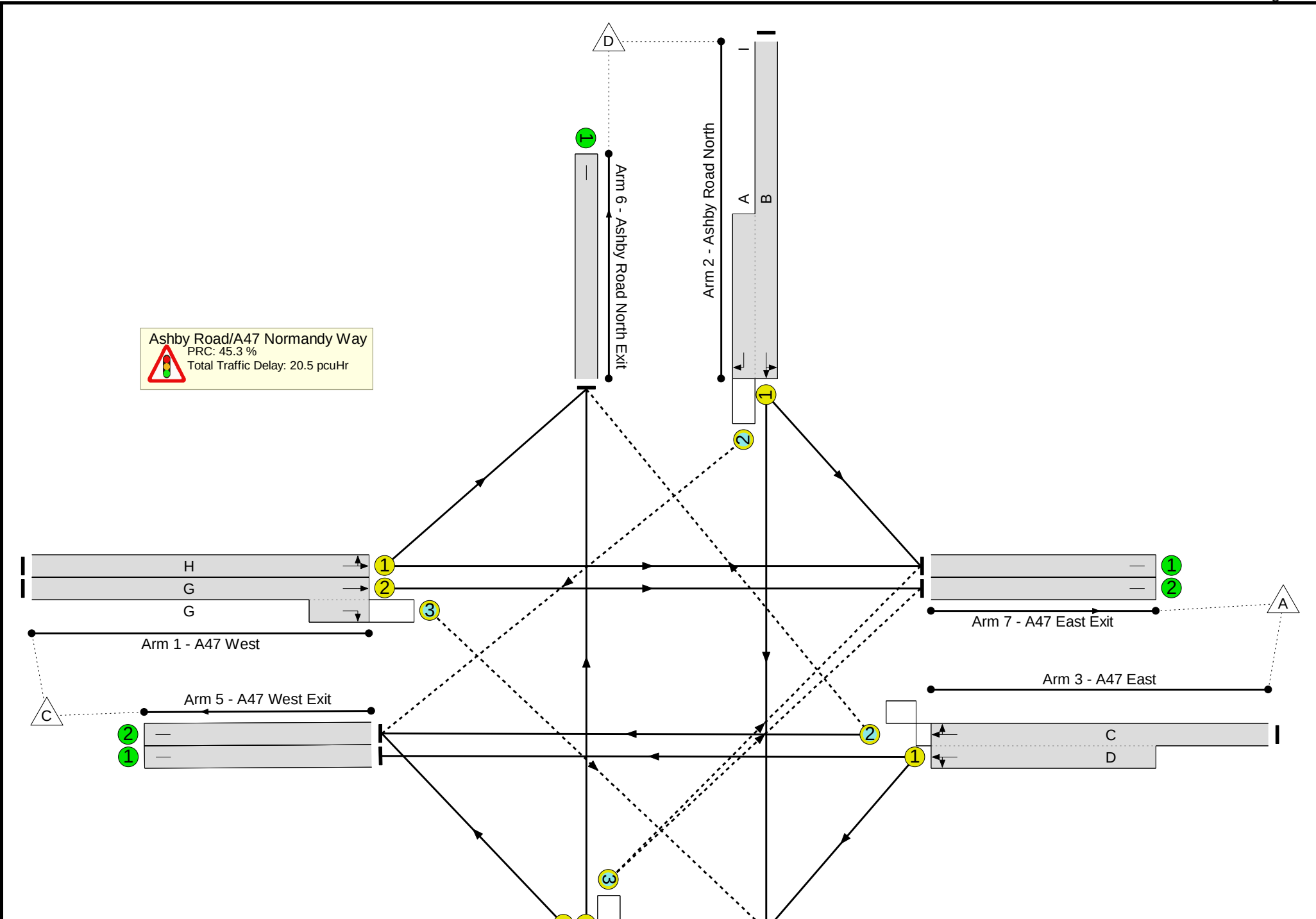
Stage Timings

Stage	5	6	7
Duration	26	0	46
Change Point	0	33	38

Signal Timings Diagram



Network Layout Diagram



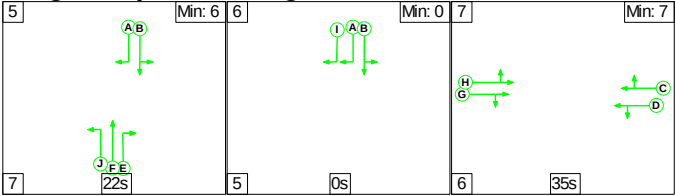
Network Results

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	-	-		-	-	-	-	-	-	61.9%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	61.9%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	46	-	534	1792	936	57.1%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	46	-	575	2055:1741	954+122	53.5 : 53.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	31:33	0	571	1892:1781	562+431	55.0 : 60.8%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	46	-	975	1905:1837	801+773	61.9 : 61.9%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	28:27	-	430	1915:1741	510+195	61.0 : 61.0%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	28	-	163	1807	285	57.1%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	541	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	-	-	504	9	10	15.5	4.2	0.9	20.5	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	504	9	10	15.5	4.2	0.9	20.5	-	-	-	-
1/1	534	534	-	-	-	2.2	0.7	-	2.8	19.1	9.0	0.7	9.7
1/2+1/3	575	575	64	0	1	2.2	0.6	0.2	2.9	18.5	8.8	0.6	9.3
2/1+2/2	571	571	245	9	9	3.4	0.7	0.1	4.1	26.2	5.9	0.7	6.6
3/2+3/1	975	975	33	0	0	3.8	0.8	0.1	4.7	17.2	8.0	0.8	8.8
4/2+4/1	430	430	-	-	-	2.9	0.8	-	3.7	30.7	6.4	0.8	7.1
4/3	163	163	163	0	0	1.1	0.7	0.5	2.3	49.8	3.6	0.7	4.3
5/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 45.3 Total Delay for Signalled Lanes (pcuHr): 20.52 Cycle Time (s): 90 PRC Over All Lanes (%): 45.3 Total Delay Over All Lanes(pcuHr): 20.52													

Scenario 7: '2036 + Committed AM No Peds' (FG7: '2036 Base AM', Plan 2: 'Network Control Plan 2')

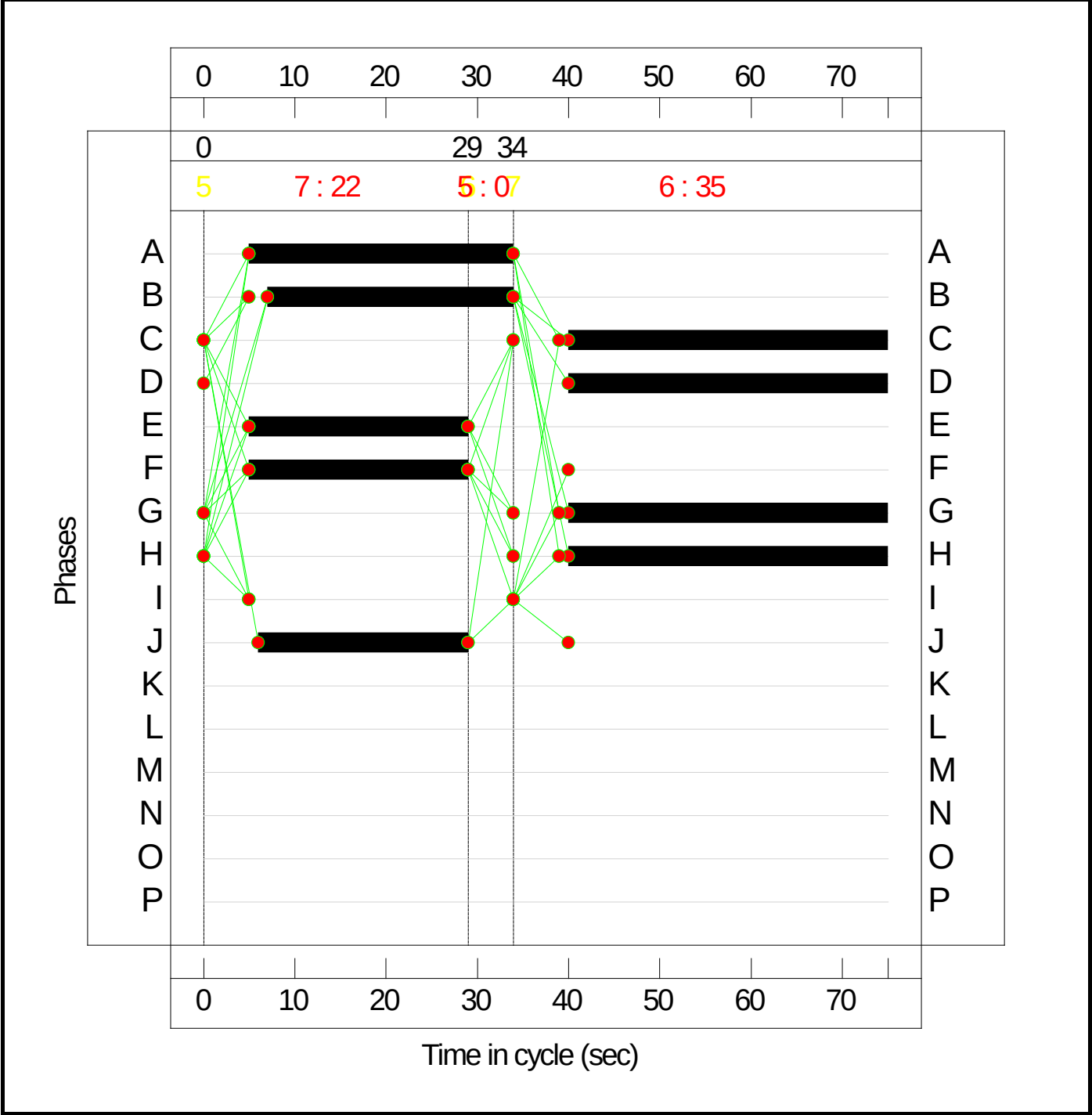
Stage Sequence Diagram



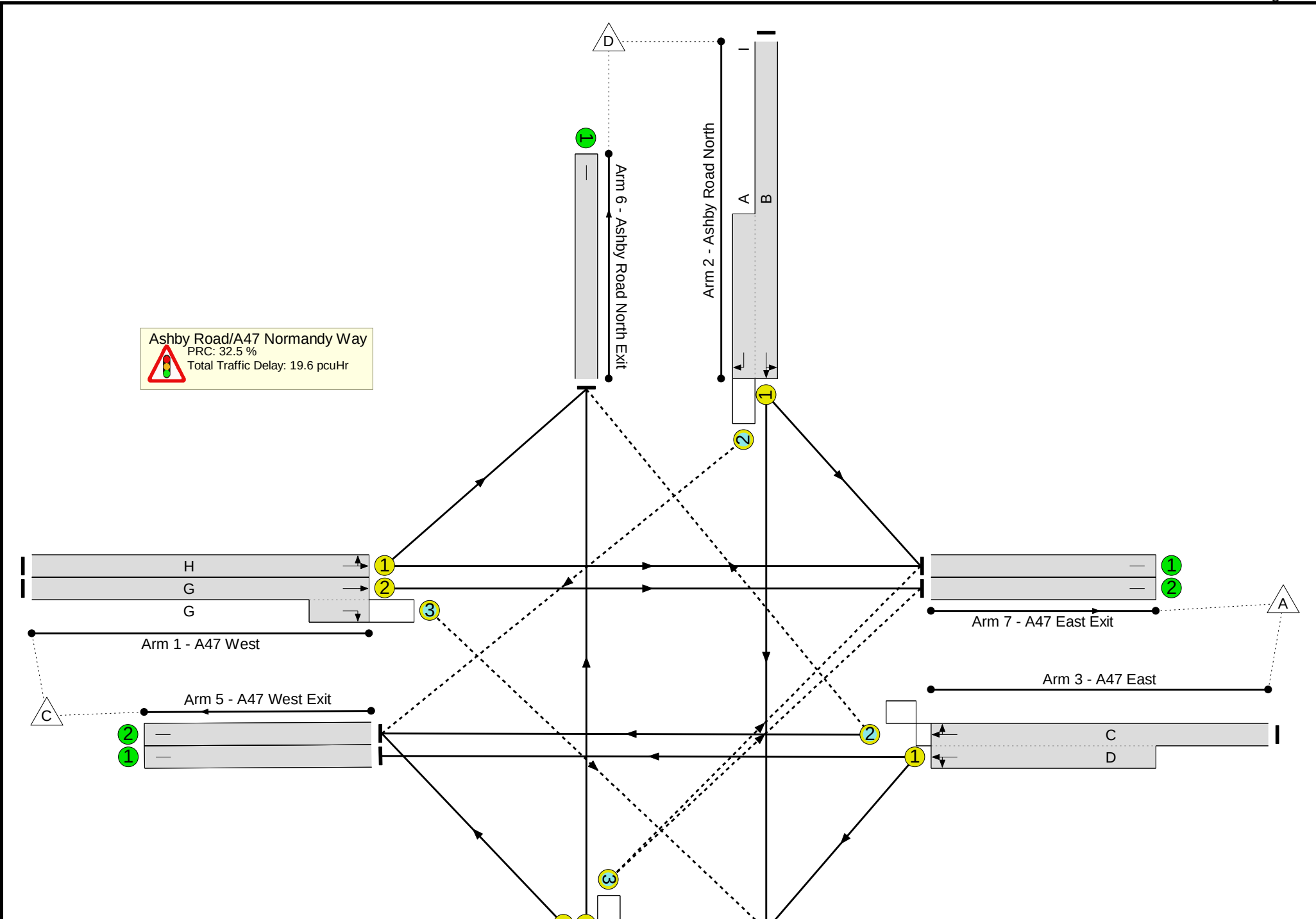
Stage Timings

Stage	5	6	7
Duration	22	0	35
Change Point	0	29	34

Signal Timings Diagram



Network Layout Diagram



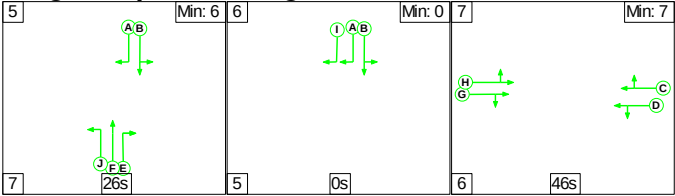
Network Results

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	-	-		-	-	-	-	-	-	67.9%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	67.9%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	35	-	597	1831	879	67.9%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	35	-	382	2055:1741	766+225	37.6 : 41.8%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	27:29	0	742	1906:1781	626+472	67.5 : 67.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	35	-	1046	1900:1850	821+800	64.5 : 64.5%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	24:23	-	373	1915:1741	516+266	47.7 : 47.7%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	24	-	127	1807	240	53.0%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	680	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	-	-	564	13	17	14.1	4.3	1.2	19.6	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	564	13	17	14.1	4.3	1.2	19.6	-	-	-	-
1/1	597	597	-	-	-	2.5	1.1	-	3.5	21.4	9.5	1.1	10.5
1/2+1/3	382	382	91	0	3	1.2	0.3	0.4	2.0	18.6	3.6	0.3	3.9
2/1+2/2	742	742	293	13	13	3.7	1.0	0.1	4.8	23.3	7.0	1.0	8.1
3/2+3/1	1046	1046	53	0	1	4.1	0.9	0.2	5.1	17.7	7.9	0.9	8.9
4/2+4/1	373	373	-	-	-	2.0	0.5	-	2.4	23.4	3.9	0.5	4.3
4/3	127	127	127	0	0	0.6	0.6	0.5	1.7	47.9	1.9	0.6	2.4
5/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 32.5 Total Delay for Signalled Lanes (pcuHr): 19.57 Cycle Time (s): 75 PRC Over All Lanes (%): 32.5 Total Delay Over All Lanes(pcuHr): 19.57													

Scenario 8: '2036 + Committed PM No Peds' (FG8: '2036 Base PM', Plan 2: 'Network Control Plan 2')

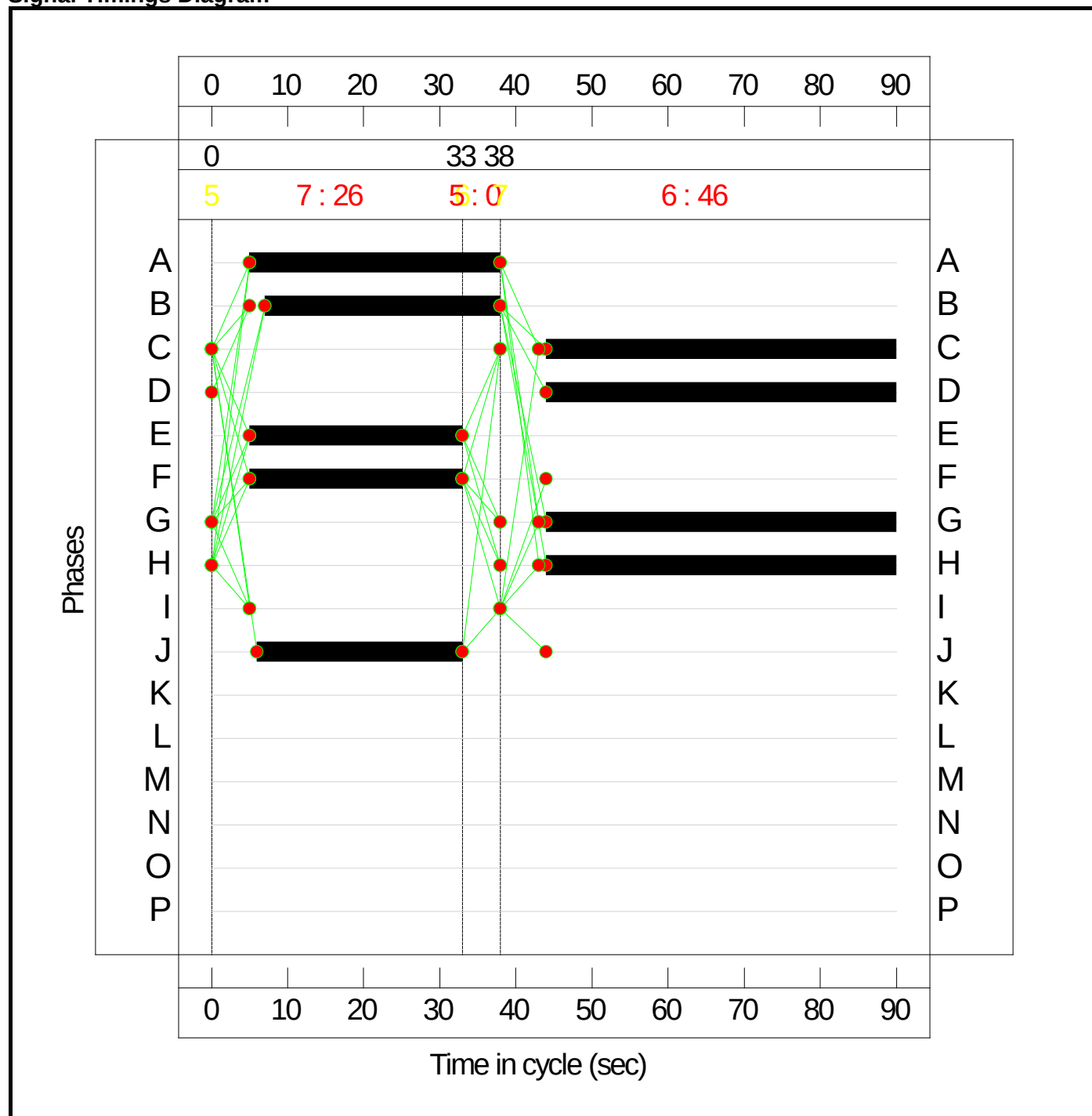
Stage Sequence Diagram



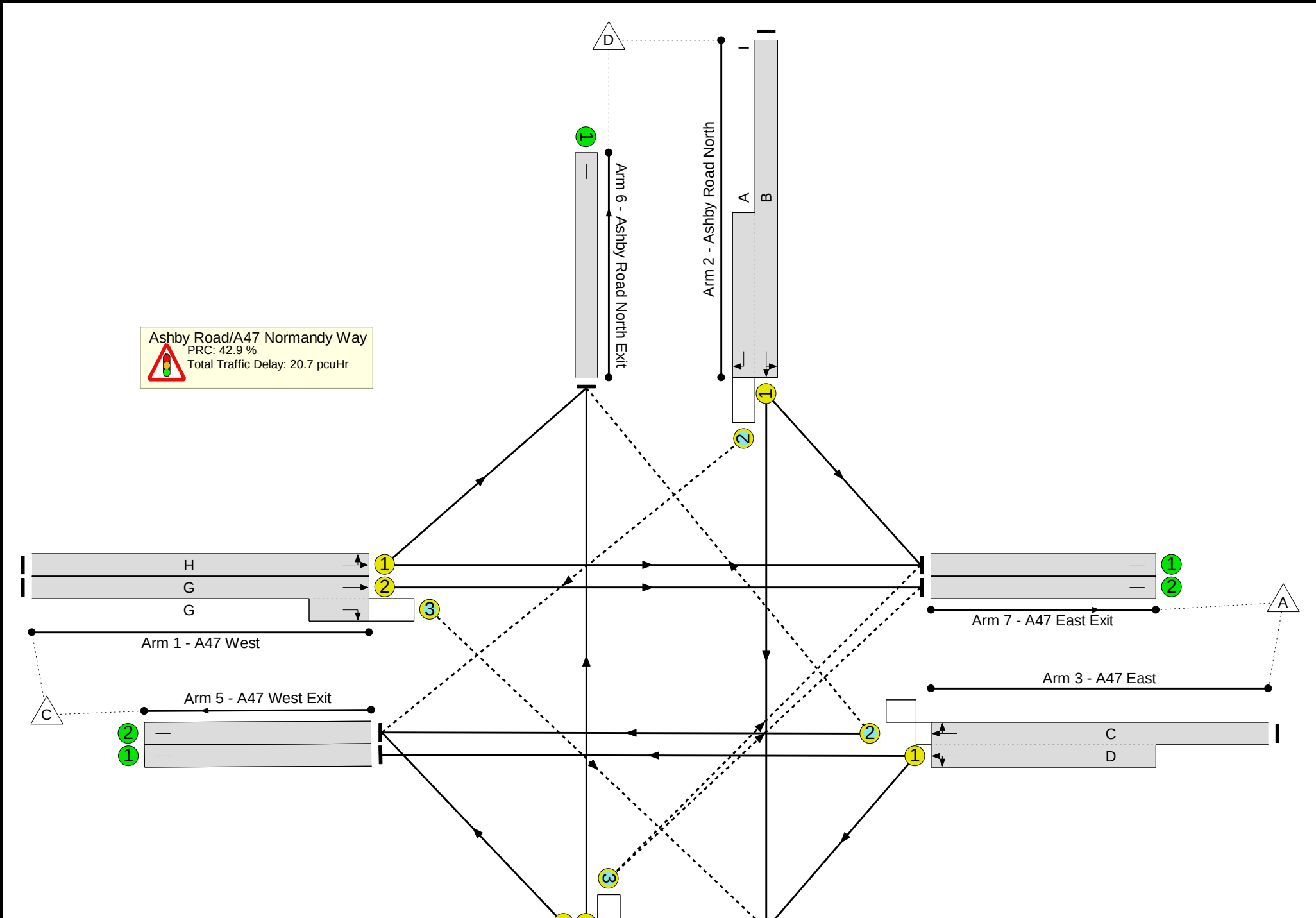
Stage Timings

Stage	5	6	7
Duration	26	0	46
Change Point	0	33	38

Signal Timings Diagram



Network Layout Diagram

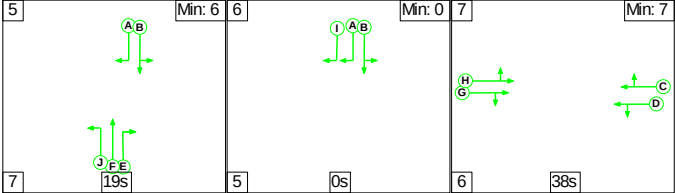


Network Results

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	-	-		-	-	-	-	-	-	63.0%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	46	-	529	1786	933	56.7%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	46	-	549	2055:1741	998+76	51.1 : 51.1%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	31:33	0	580	1880:1781	569+422	58.5 : 58.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	46	-	991	1898:1835	800+773	63.0 : 63.0%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	28:27	-	405	1915:1741	552+113	60.8 : 60.8%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	28	-	166	1807	266	62.3%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%

Scenario 9: '2036 + Committed + Development AM No Peds' (FG9: '2036 + Development AM', Plan 2: 'Network Control Plan 2')

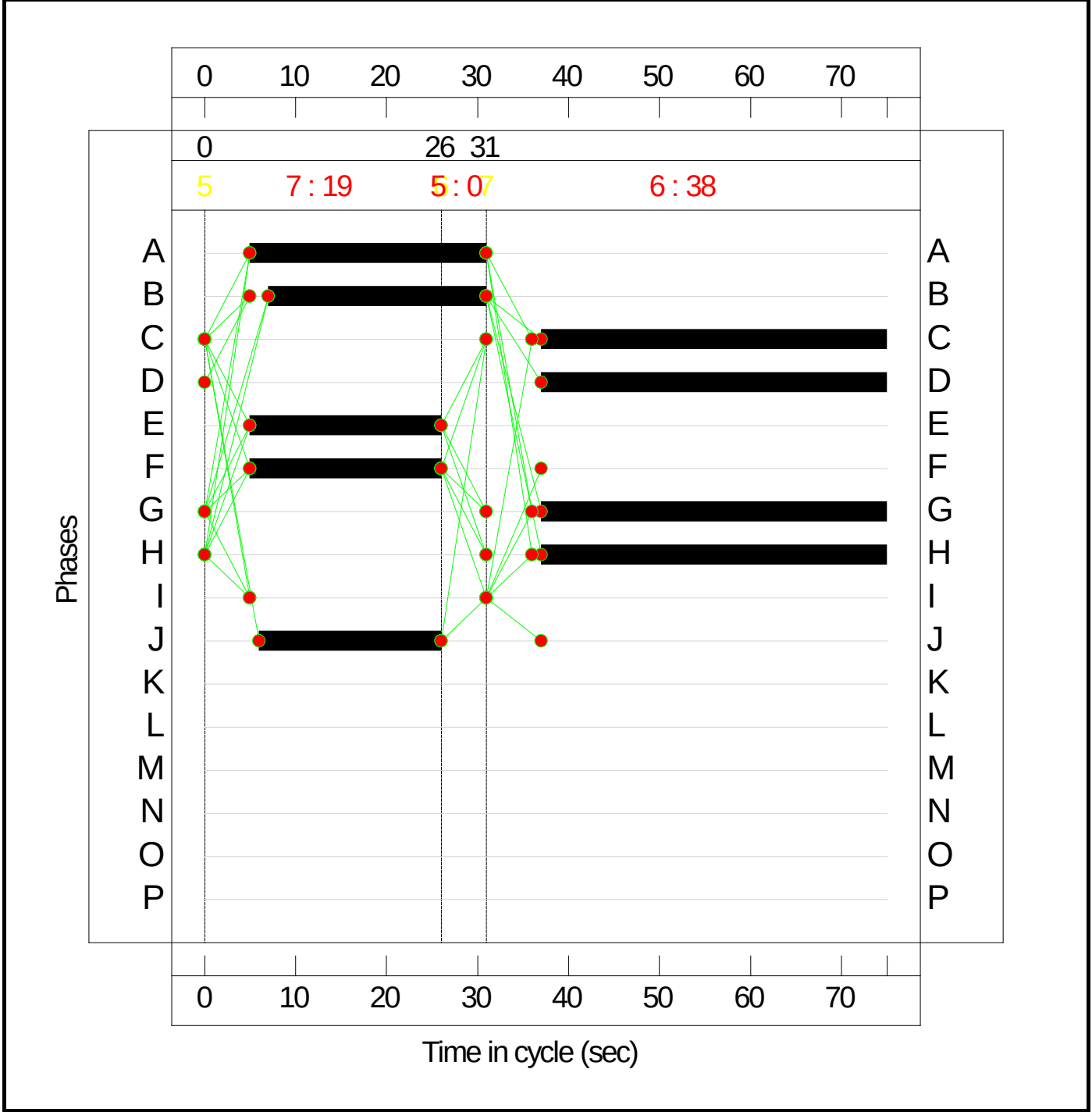
Stage Sequence Diagram



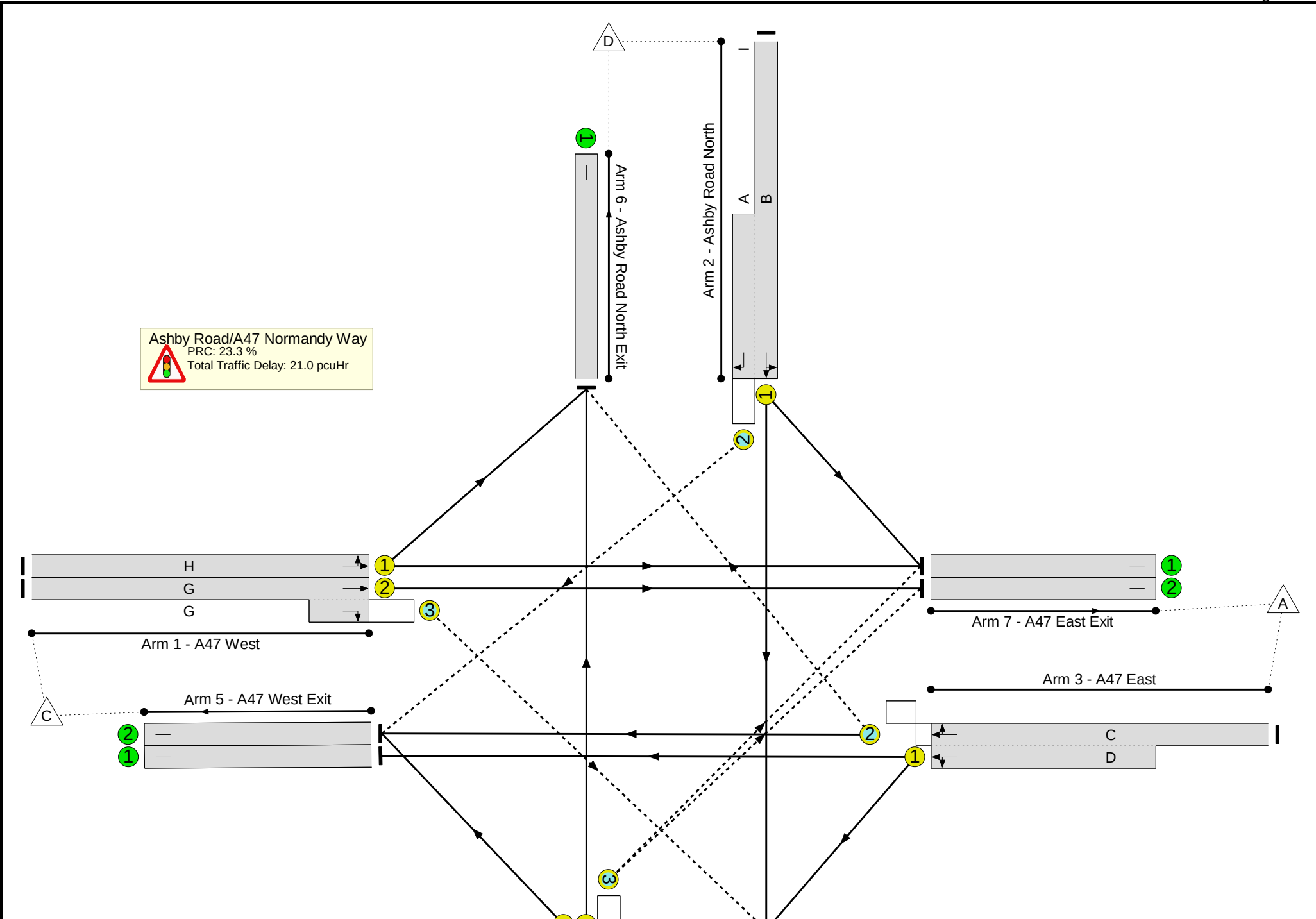
Stage Timings

Stage	5	6	7
Duration	19	0	38
Change Point	0	26	31

Signal Timings Diagram



Network Layout Diagram



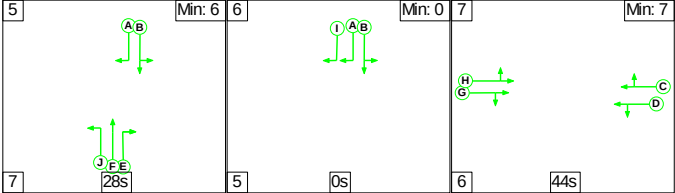
Network Results

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	-	-		-	-	-	-	-	-	73.0%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	73.0%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	38	-	695	1831	952	73.0%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	38	-	416	2055:1741	553+246	52.1 : 52.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	24:26	0	722	1908:1781	585+423	71.6 : 71.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	38	-	1034	1902:1847	860+833	61.1 : 61.1%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	21:20	-	377	1915:1741	459+268	51.9 : 51.9%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	21	-	116	1807	168	69.0%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	718	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	-	-	554	12	29	14.2	5.5	1.3	21.0	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	554	12	29	14.2	5.5	1.3	21.0	-	-	-	-
1/1	695	695	-	-	-	2.7	1.3	-	4.0	20.9	11.2	1.3	12.5
1/2+1/3	416	416	112	0	16	1.1	0.5	0.6	2.3	19.8	3.3	0.5	3.8
2/1+2/2	722	722	279	12	12	4.0	1.2	0.1	5.4	26.8	7.4	1.2	8.7
3/2+3/1	1034	1034	47	0	1	3.4	0.8	0.2	4.4	15.3	7.1	0.8	7.9
4/2+4/1	377	377	-	-	-	2.2	0.5	-	2.8	26.4	4.0	0.5	4.5
4/3	116	116	116	0	0	0.6	1.1	0.5	2.2	68.2	1.8	1.1	2.9
5/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 23.3 Total Delay for Signalised Lanes (pcuHr): 21.04 Cycle Time (s): 75 PRC Over All Lanes (%): 23.3 Total Delay Over All Lanes(pcuHr): 21.04													

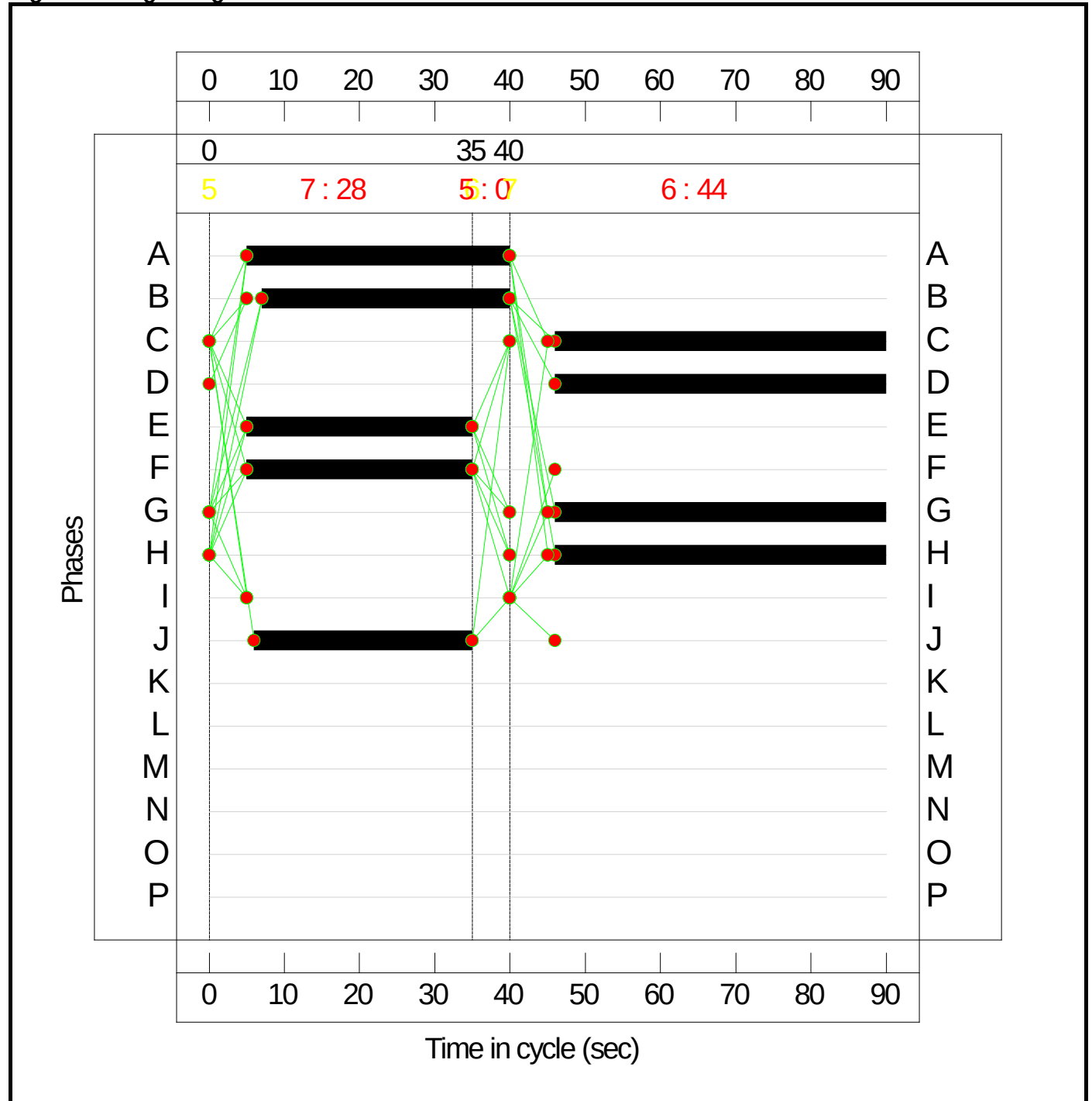
Scenario 10: '2036 + Committed + Development PM No Peds' (FG10: '2036 + Development PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

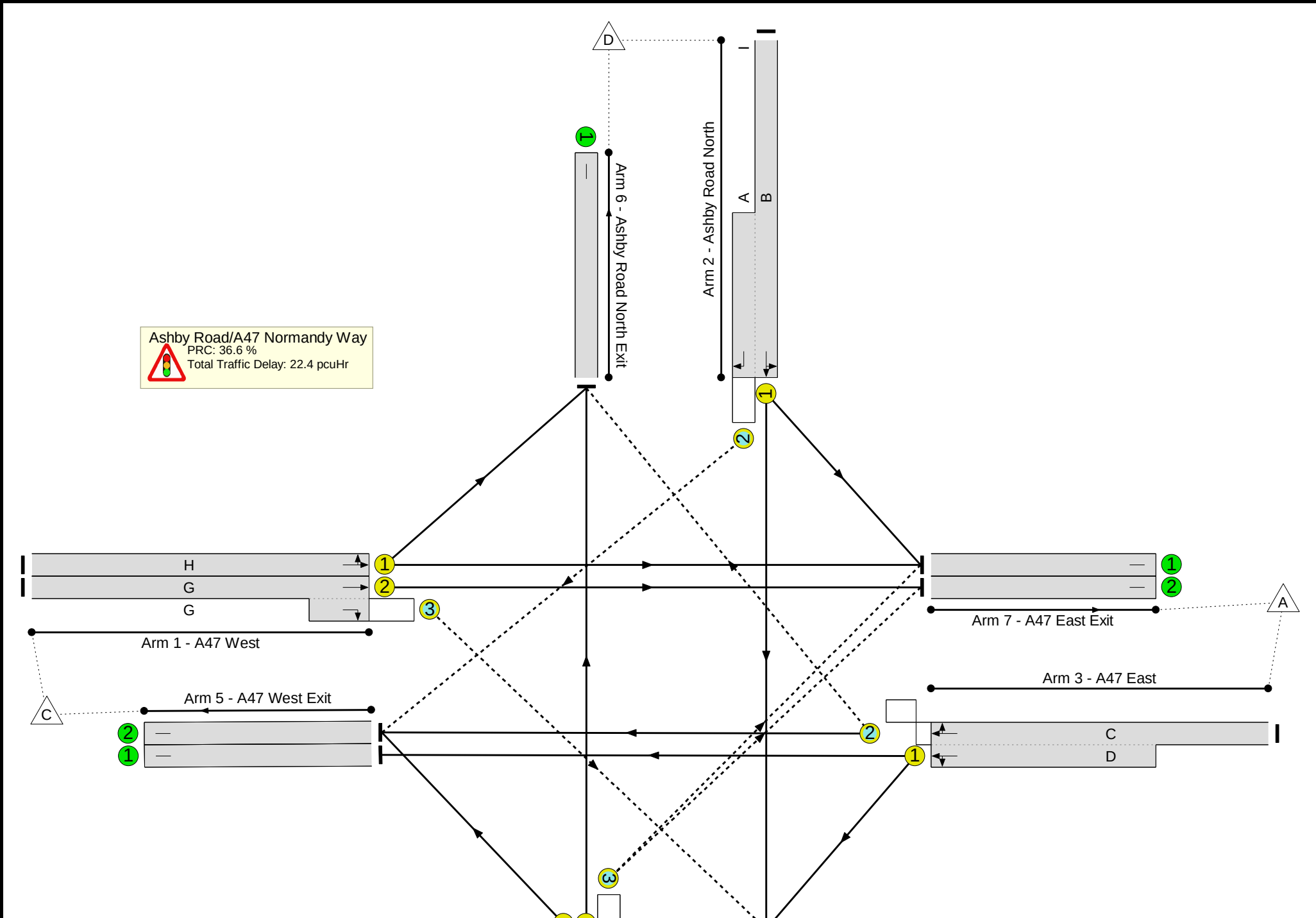


Stage Timings

Stage	5	6	7
Duration	28	0	44
Change Point	0	35	40



Network Layout Diagram



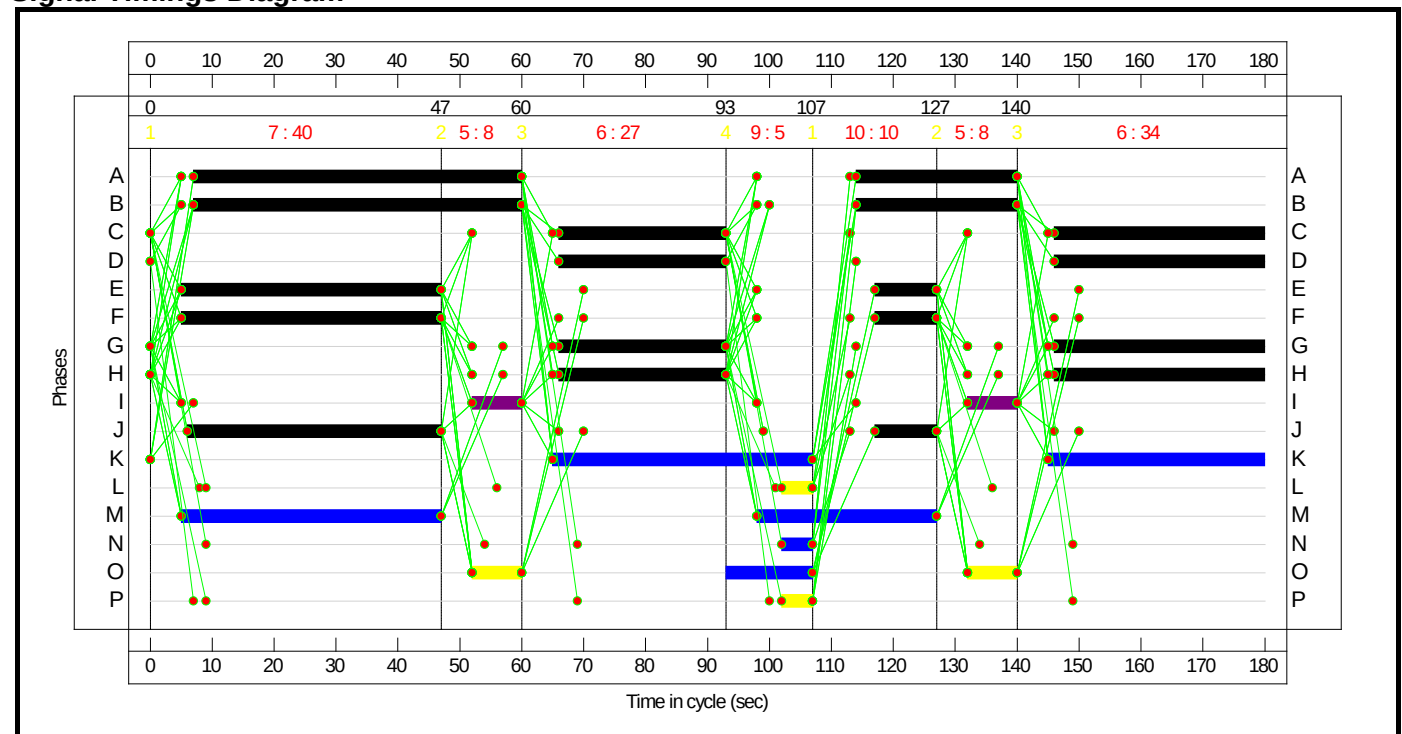
Network Results

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	-	-		-	-	-	-	-	-	65.9%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	65.9%
1/1	A47 West Left Ahead	U	N/A	N/A	H		1	44	-	585	1789	894	65.4%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		1	44	-	582	2055:1741	904+128	56.4 : 56.4%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	1	33:35	0	566	1894:1781	588+464	53.4 : 54.3%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		1	44	-	1008	1905:1834	780+750	65.9 : 65.9%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		1	30:29	-	480	1915:1741	548+191	65.0 : 65.0%
4/3	Ashby Road South Right	O	N/A	N/A	E		1	30	-	170	1807	312	54.4%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	275	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	-		-	-	-	750	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%

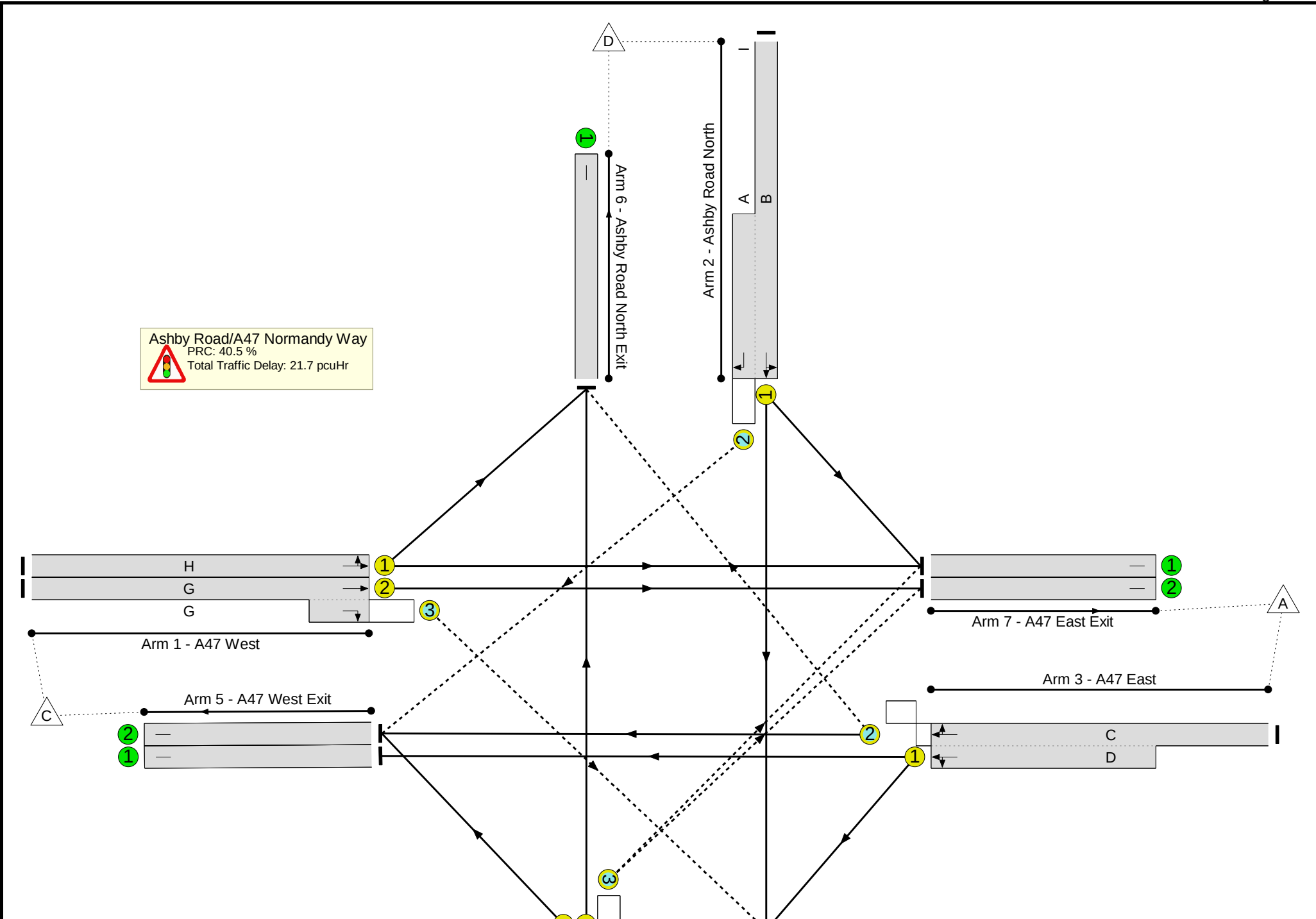
Stage Sequence Diagram



Signal Timings Diagram



Network Layout Diagram

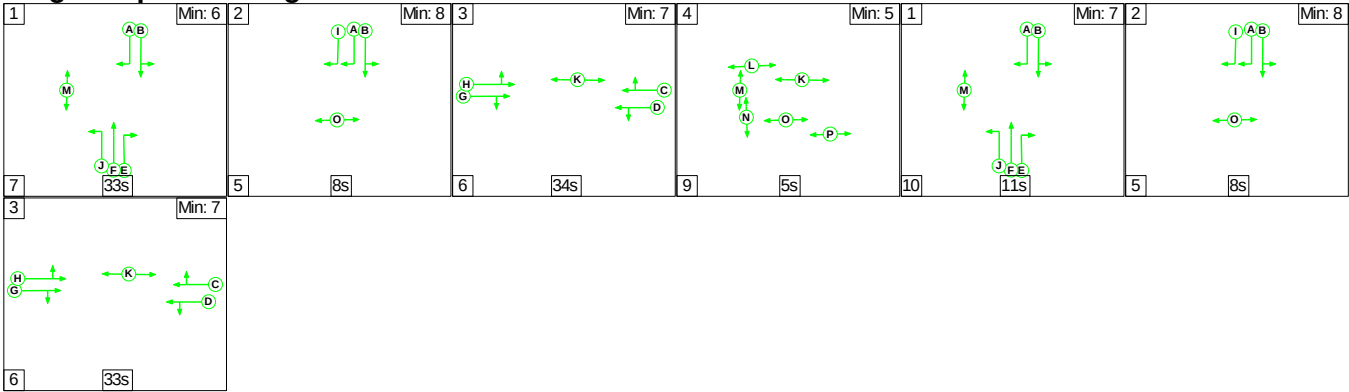


Network Results

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	-	-		-	-	-	-	-	-	64.0%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	64.0%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	61	-	409	1828	640	63.9%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	61	-	328	2055:1741	584+158	44.2 : 44.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	79	16	761	1906:1781	664+525	64.0 : 64.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	61	-	715	1902:1853	628+612	57.6 : 57.6%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	52:51	-	382	1915:1741	446+255	54.5 : 54.5%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	52	-	135	1807	259	52.1%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%

Scenario 12: '2026 + Committed PM Peds Every Other' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

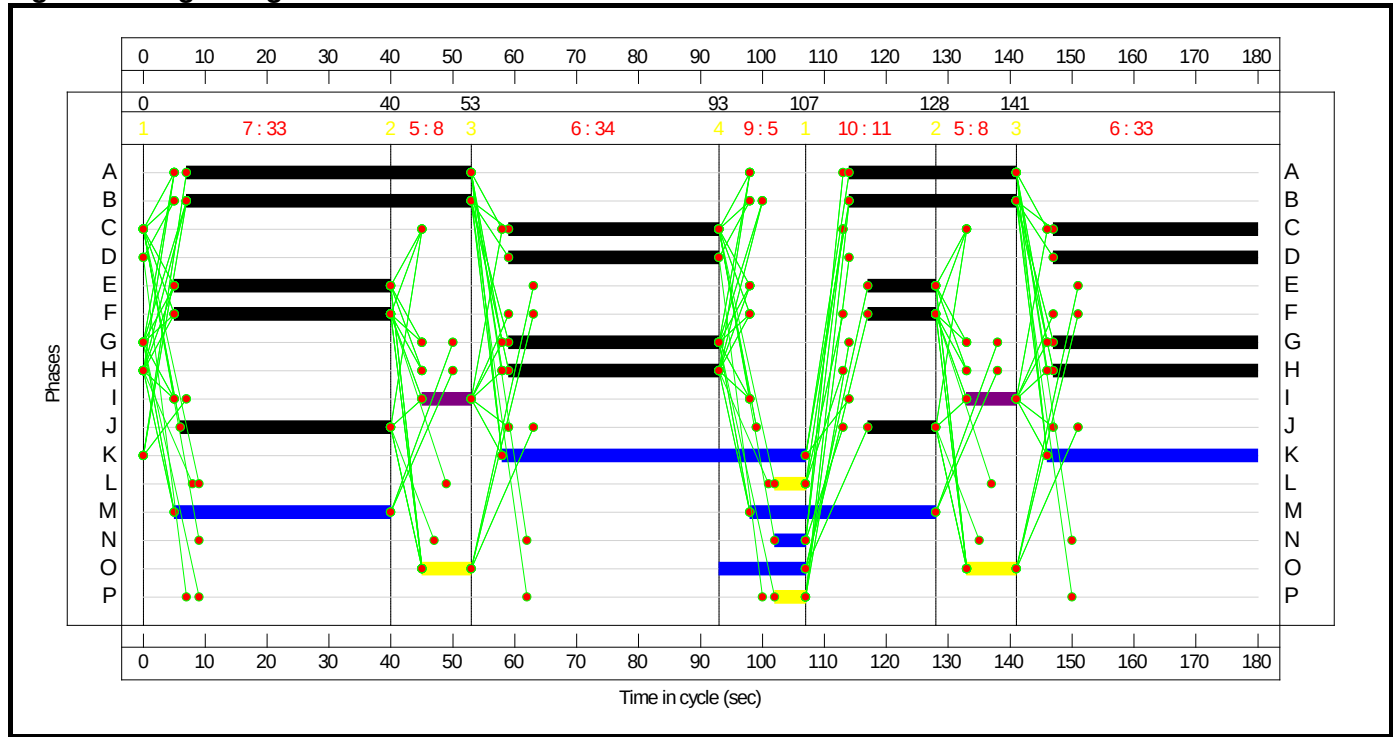
Stage Sequence Diagram



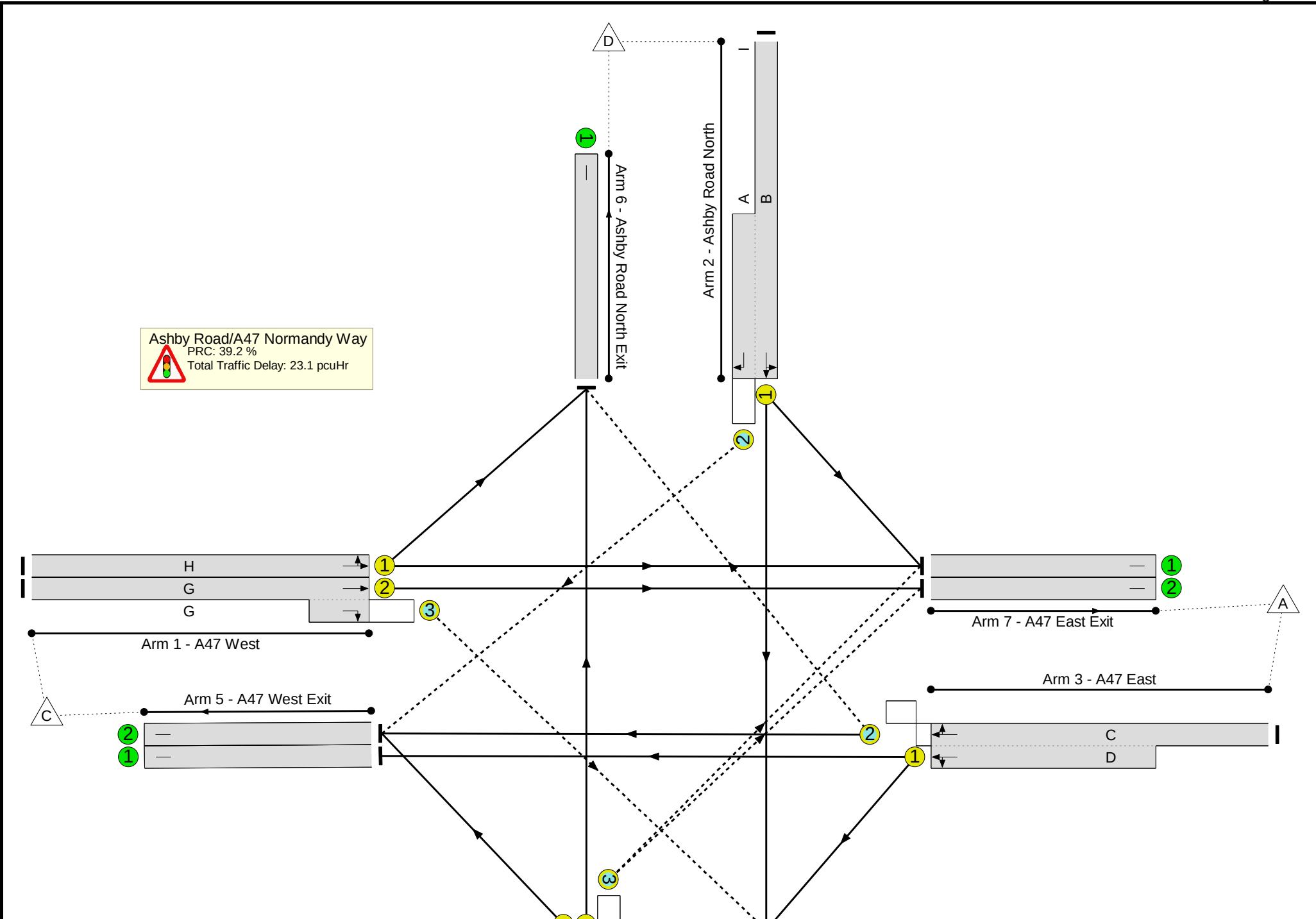
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	33	8	34	5	11	8	33
Change Point	0	40	53	93	107	128	141

Signal Timings Diagram



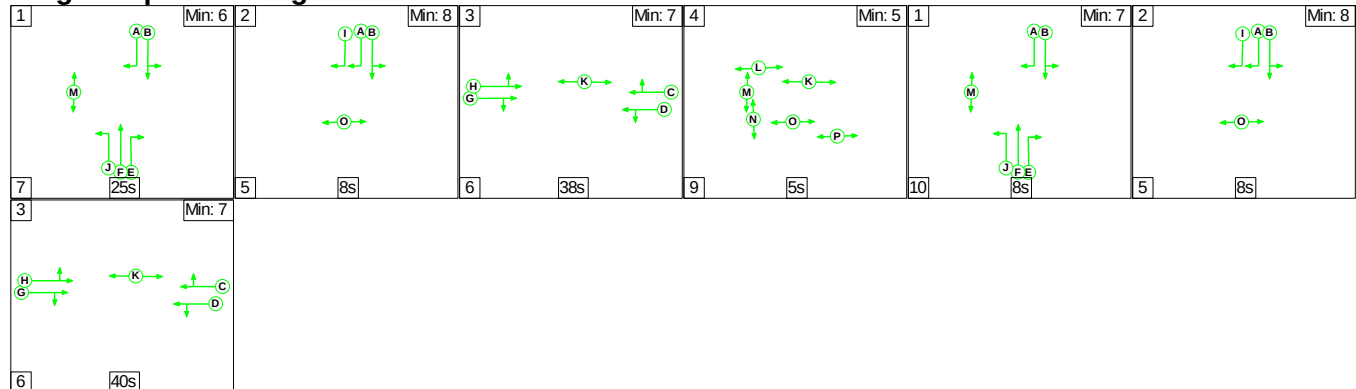
Network Layout Diagram



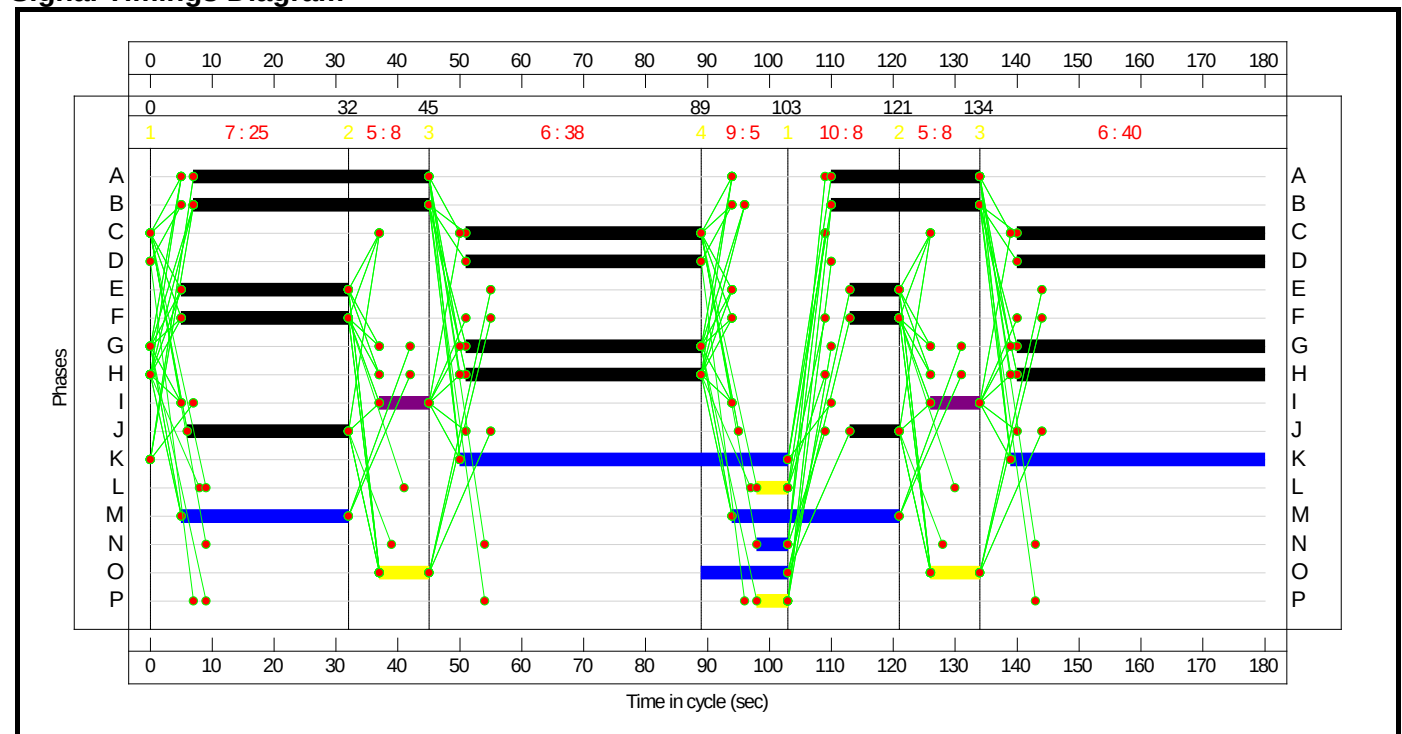
Network Results

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	-	-		-	-	-	-	-	-	64.6%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	64.6%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	67	-	445	1796	688	64.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	67	-	443	2055:1741	700+97	55.6 : 55.6%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	73	16	659	1894:1781	644+425	61.6 : 61.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	67	-	681	1904:1821	669+640	52.0 : 52.0%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	46:45	-	376	1915:1741	447+135	64.6 : 64.6%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	46	-	149	1807	232	64.3%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%

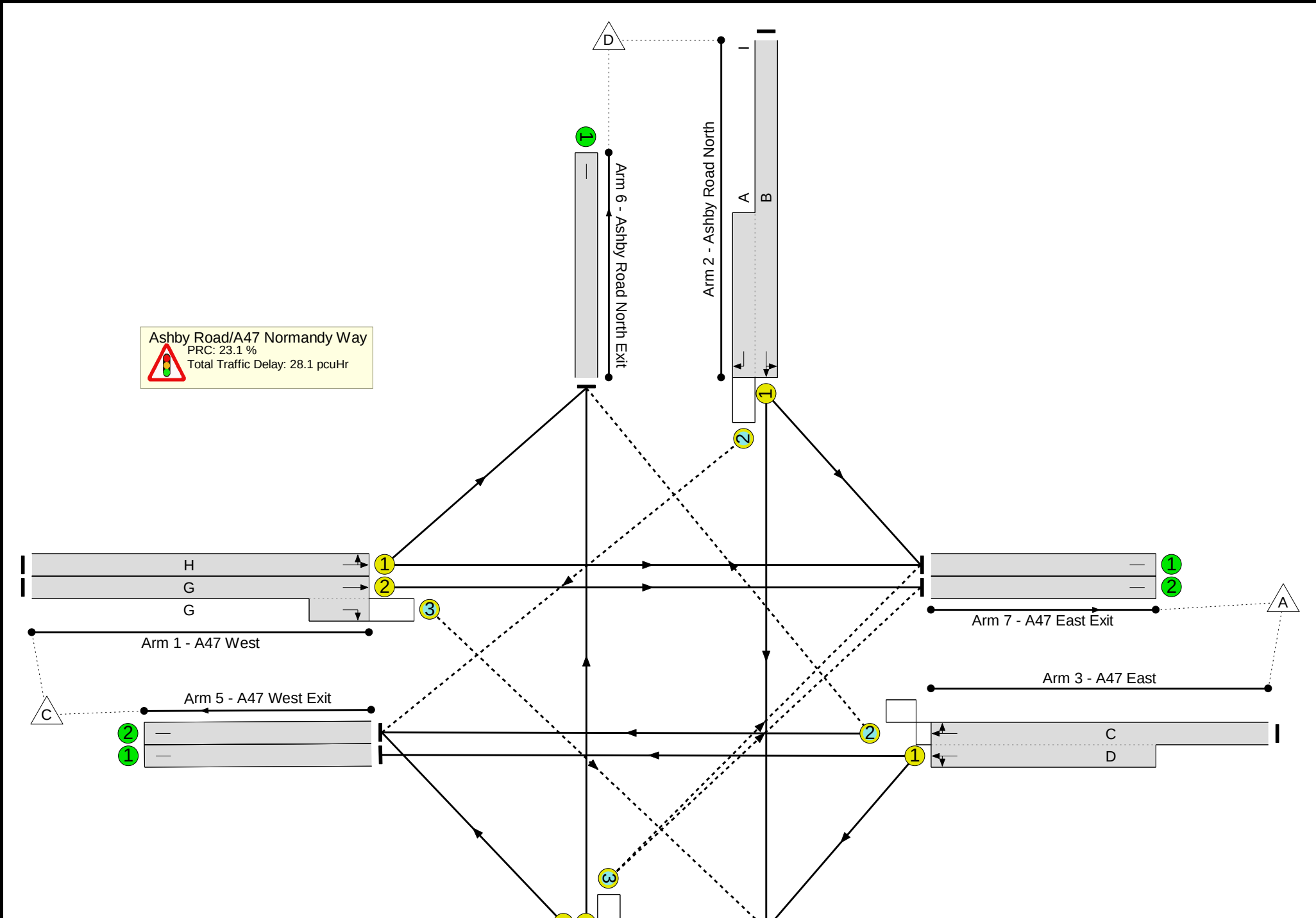
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road LCC Mitigation Scheme	-	-	439	44	10	17.7	4.7	0.8	23.1	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	439	44	10	17.7	4.7	0.8	23.1	-	-	-	-
1/1	445	445	-	-	-	2.8	0.9	-	3.7	30.1	9.5	0.9	10.4
1/2+1/3	443	443	53	0	1	2.6	0.6	0.1	3.4	27.3	8.3	0.6	8.9
2/1+2/2	659	659	209	44	9	3.5	0.8	0.1	4.4	24.2	8.3	0.8	9.1
3/2+3/1	681	681	27	0	0	4.0	0.5	0.1	4.6	24.3	6.8	0.5	7.3
4/2+4/1	376	376	-	-	-	3.3	0.9	-	4.2	40.6	7.6	0.9	8.5
4/3	149	149	149	0	0	1.4	0.9	0.5	2.8	67.6	3.8	0.9	4.7
5/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 39.2 Total Delay for Signalled Lanes (pcuHr): 23.14 Cycle Time (s): 180 PRC Over All Lanes (%): 39.2 Total Delay Over All Lanes(pcuHr): 23.14													

Scenario 13: '2032 + Committed AM Peds Every Other' (FG3: '2032 Base AM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	25	8	38	5	8	8	40
Change Point	0	32	45	89	103	121	134

Signal Timings Diagram

Network Layout Diagram

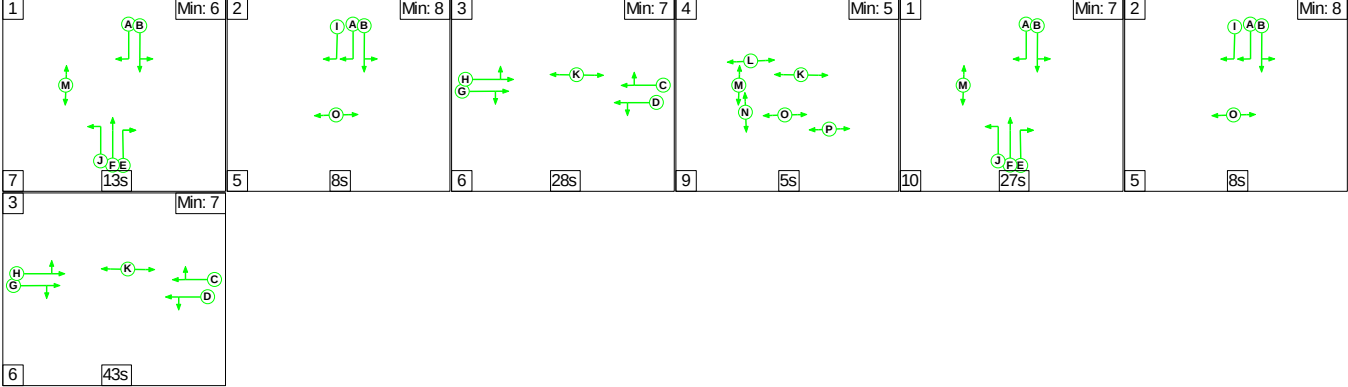


Network Results

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	-	-		-	-	-	-	-	-	73.1%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	78	-	597	1837	816	73.1%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	78	-	373	2055:1741	504+200	53.0 : 53.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	62	16	712	1907:1781	568+436	71.0 : 71.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	78	-	995	1903:1851	727+708	69.3 : 69.3%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	35:34	-	378	1915:1741	323+203	71.9 : 71.9%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	35	-	128	1807	176	72.9%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%

Scenario 14: '2032 + Committed PM Peds Every Other' (FG4: '2032 Base PM', Plan 1: 'Network Control Plan 1')

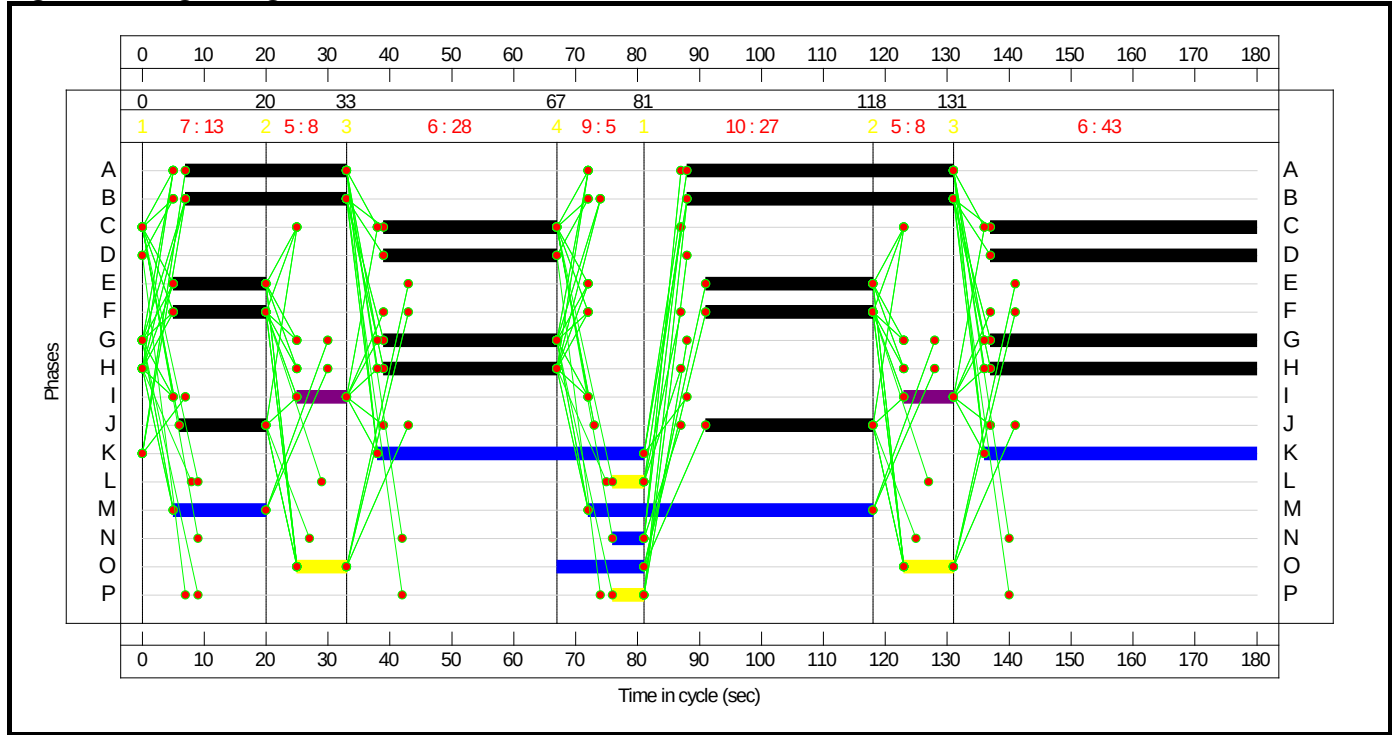
Stage Sequence Diagram



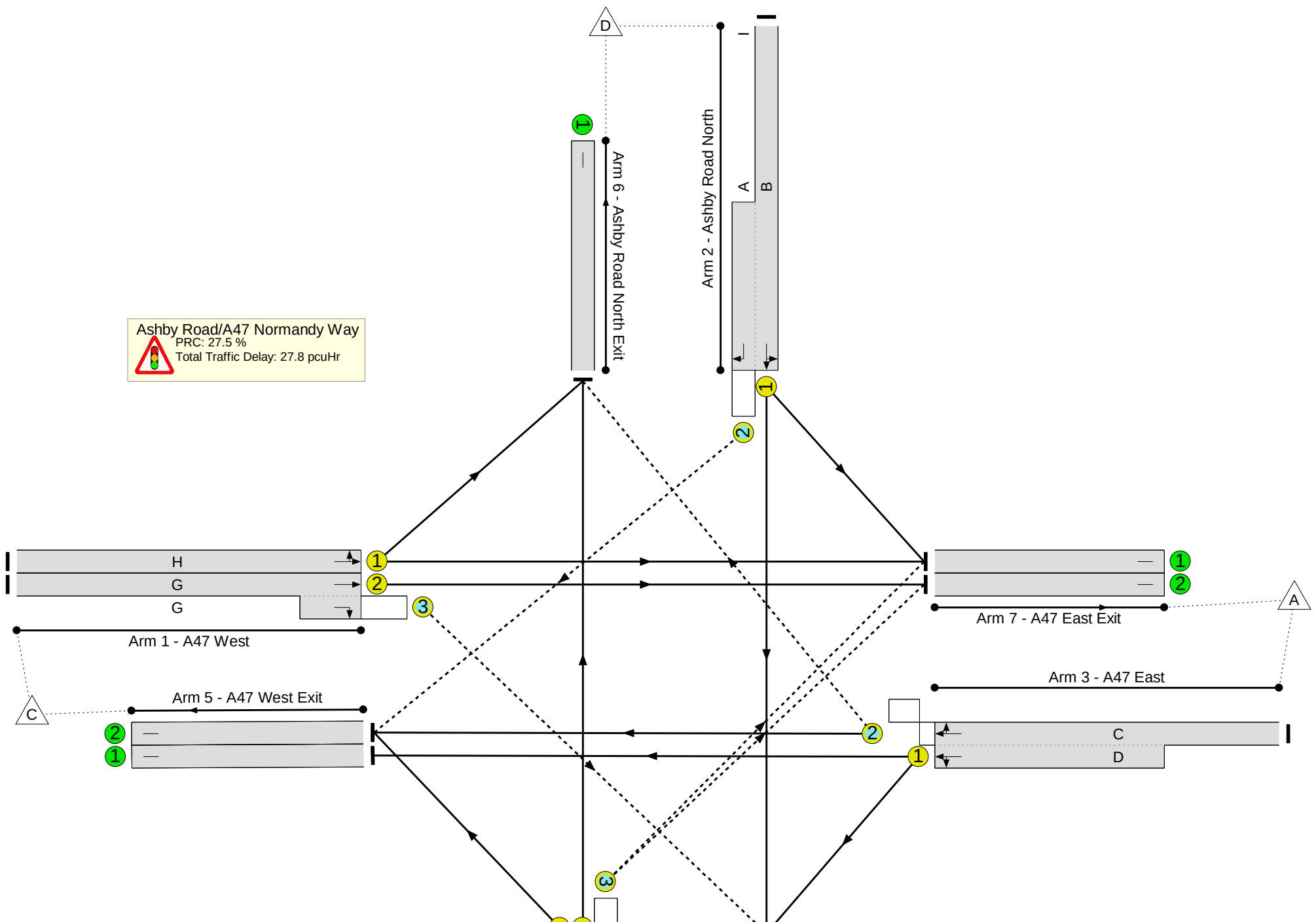
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	13	8	28	5	27	8	43
Change Point	0	20	33	67	81	118	131

Signal Timings Diagram



Network Layout Diagram



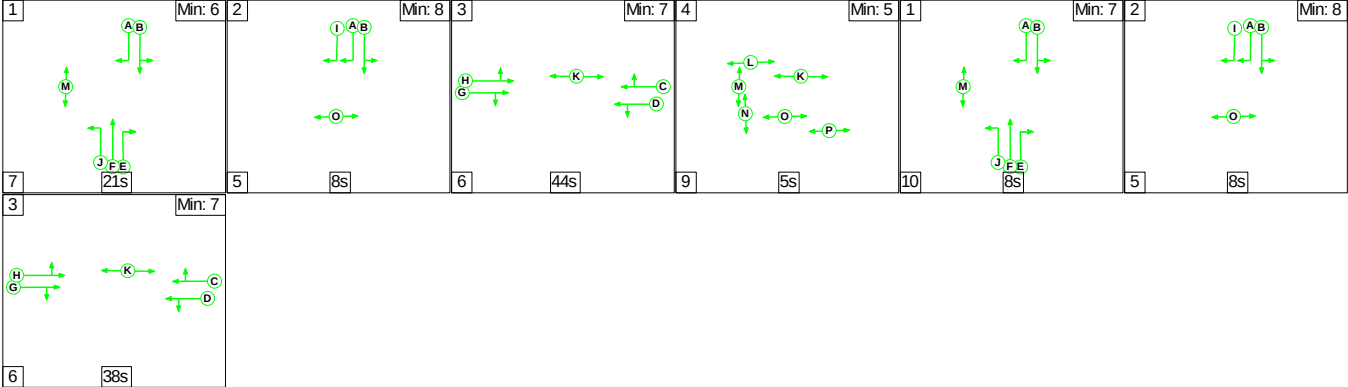
Network Results

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	-	-		-	-	-	-	-	-	70.6%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	70.6%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	71	-	510	1791	726	70.2%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	71	-	540	2055:1741	773+65	64.5 : 64.5%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	69	16	570	1882:1781	607+468	53.0 : 53.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	71	-	958	1901:1836	690+667	70.6 : 70.6%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	42:41	-	372	1915:1741	424+105	70.3 : 70.3%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	42	-	158	1807	227	69.5%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	510	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	30	9	20.8	6.1	0.9	27.8	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	455	30	9	20.8	6.1	0.9	27.8	-	-	-	-
1/1	510	510	-	-	-	3.4	1.2	-	4.6	32.3	13.6	1.2	14.8
1/2+1/3	540	540	42	0	0	3.4	0.9	0.2	4.5	30.0	13.6	0.9	14.5
2/1+2/2	570	570	209	30	8	3.1	0.6	0.1	3.8	24.1	5.9	0.6	6.5
3/2+3/1	958	958	46	0	1	6.2	1.2	0.2	7.6	28.4	12.4	1.2	13.6
4/2+4/1	372	372	-	-	-	3.1	1.2	-	4.3	41.2	7.1	1.2	8.3
4/3	158	158	158	0	0	1.6	1.1	0.4	3.1	70.7	4.3	1.1	5.4
5/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 27.5 PRC Over All Lanes (%): 27.5 Total Delay for Signalled Lanes (pcuHr): 27.81 Total Delay Over All Lanes(pcuHr): 27.81 Cycle Time (s): 180													

Scenario 15: '2032 + Committed + Development AM Peds Every Other' (FG5: '2032 + Development AM', Plan 1: 'Network Control Plan 1')

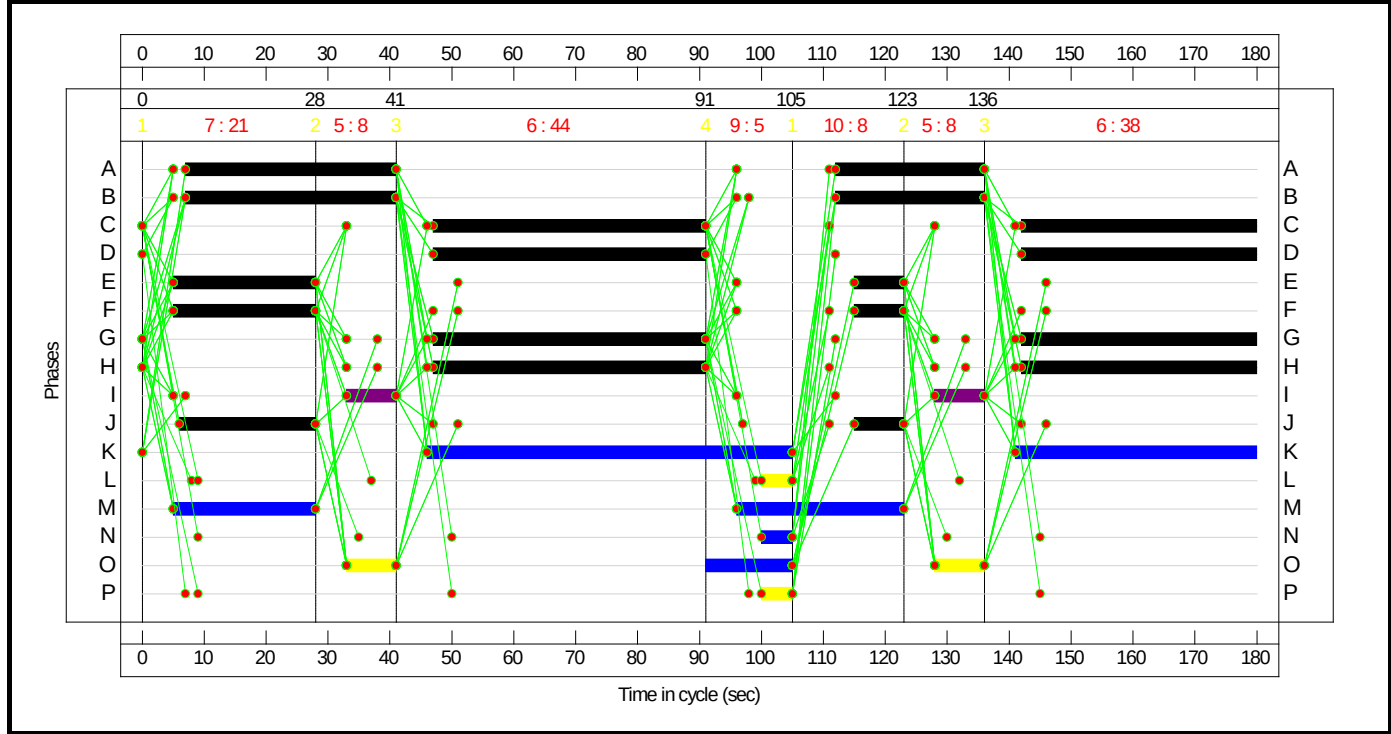
Stage Sequence Diagram



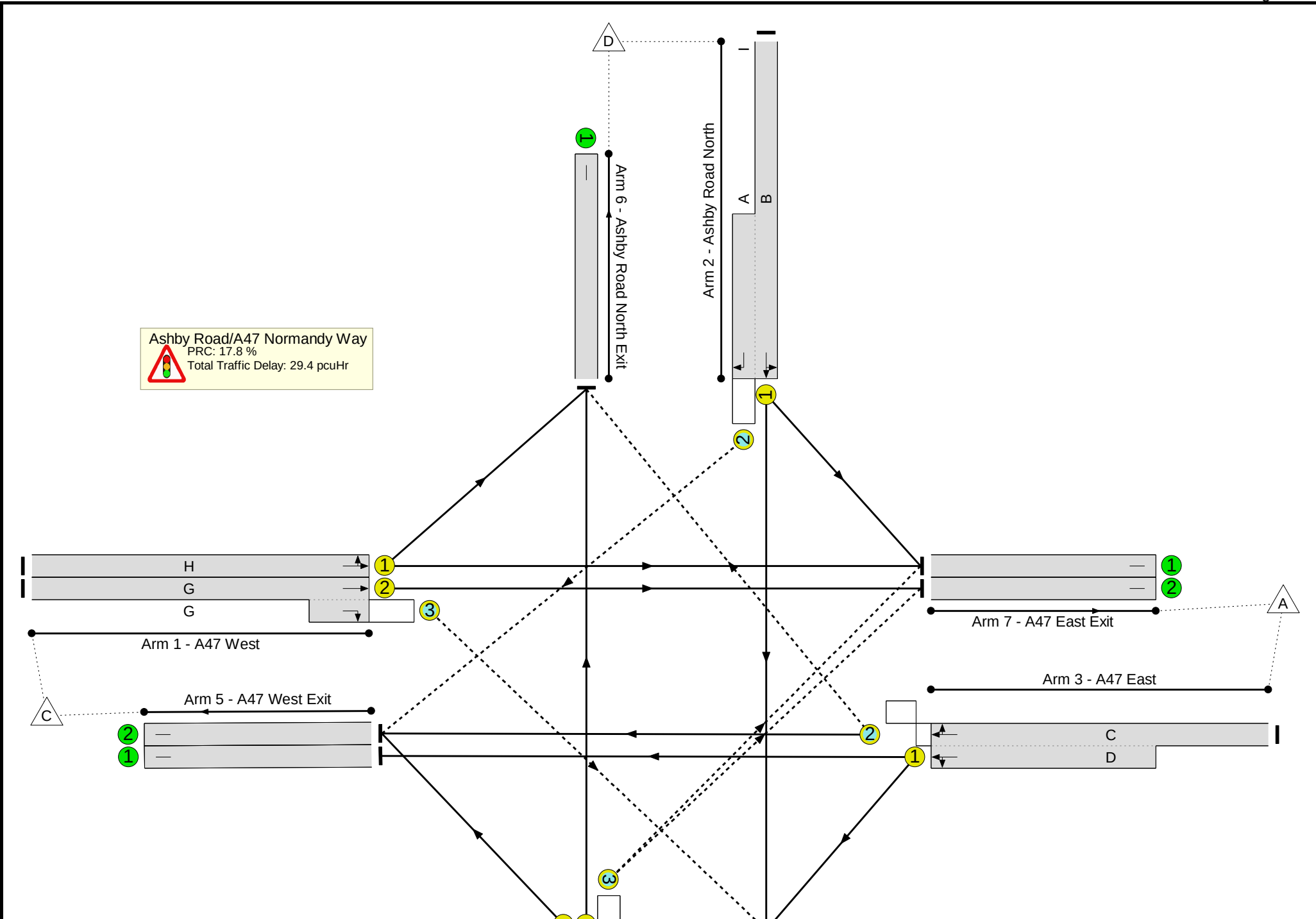
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	21	8	44	5	8	8	38
Change Point	0	28	41	91	105	123	136

Signal Timings Diagram



Network Layout Diagram



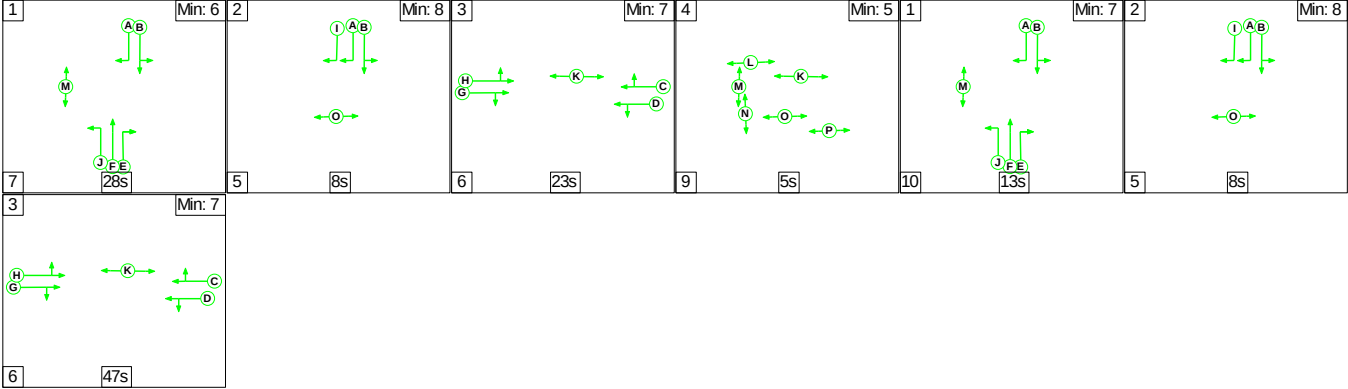
Network Results

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	-	-		-	-	-	-	-	-	76.4%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	82	-	654	1834	856	76.4%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	82	-	419	2055:1741	473+215	60.9 : 60.9%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	58	16	695	1908:1781	547+397	73.6 : 73.6%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	82	-	988	1903:1847	748+727	67.0 : 67.0%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	31:30	-	370	1915:1741	296+195	75.4 : 75.4%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	31	-	117	1807	155	75.3%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	698	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	-	-	424	95	64	20.1	7.7	1.6	29.4	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	424	95	64	20.1	7.7	1.6	29.4	-	-	-	-
1/1	654	654	-	-	-	3.6	1.6	-	5.2	28.7	14.0	1.6	15.6
1/2+1/3	419	419	104	0	27	1.7	0.8	0.8	3.2	27.8	4.9	0.8	5.7
2/1+2/2	695	695	187	95	10	5.0	1.4	0.1	6.5	33.4	9.9	1.4	11.2
3/2+3/1	988	988	43	0	0	4.8	1.0	0.2	6.0	21.8	9.3	1.0	10.3
4/2+4/1	370	370	-	-	-	4.0	1.5	-	5.5	53.2	5.9	1.5	7.4
4/3	117	117	90	0	27	1.1	1.4	0.5	3.0	93.7	3.0	1.4	4.4
5/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 29.41 Cycle Time (s): 180 PRC Over All Lanes (%): 17.8 Total Delay Over All Lanes(pcuHr): 29.41													

Scenario 16: '2032 + Committed + Development PM Peds Every Other' (FG6: '2032 + Development PM', Plan 1: 'Network Control Plan 1')

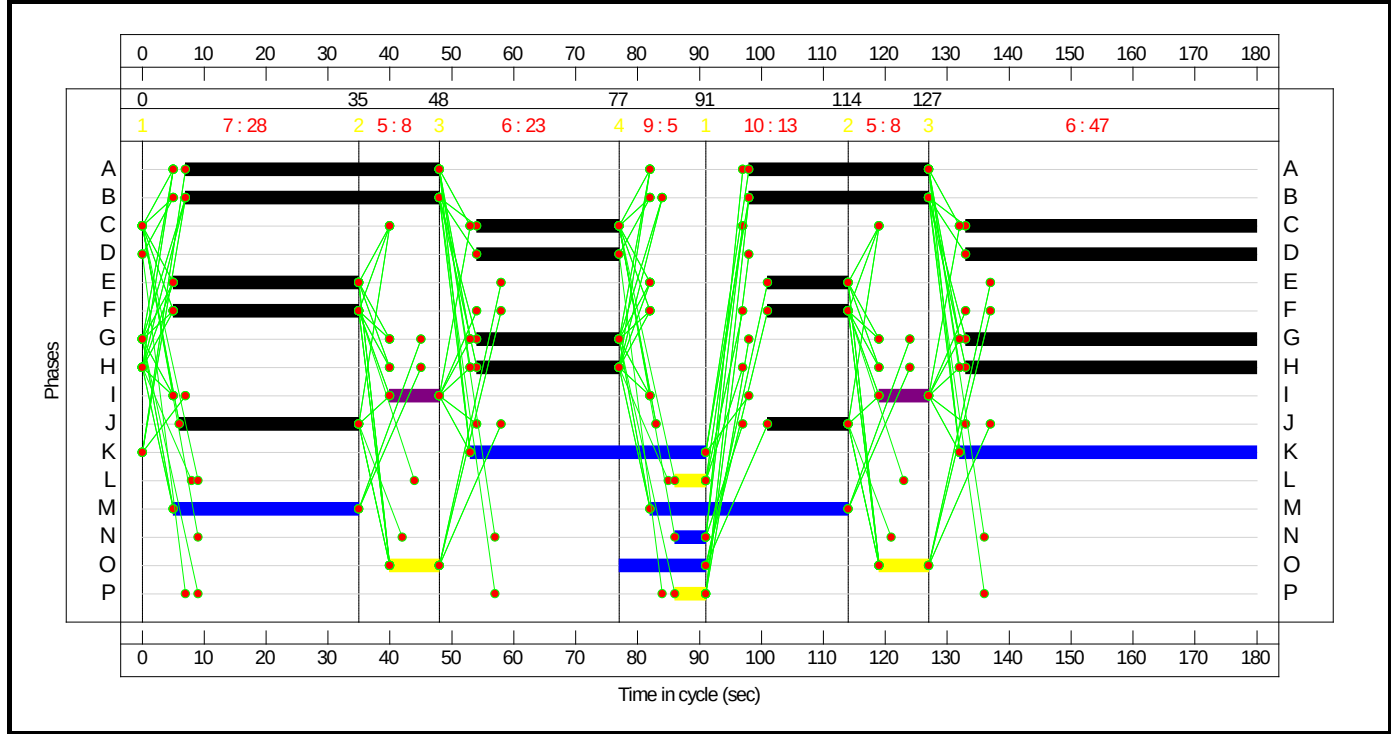
Stage Sequence Diagram



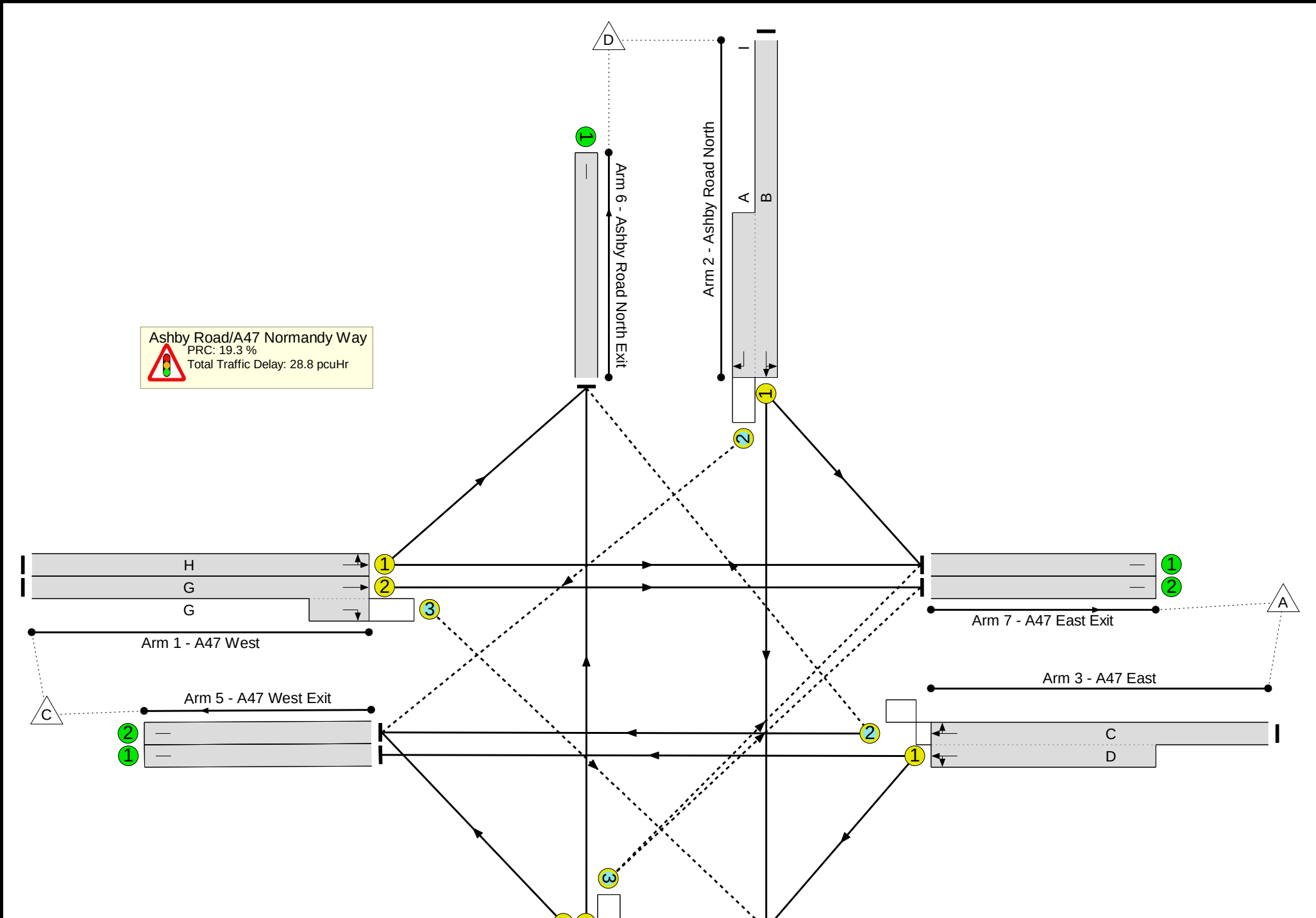
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	28	8	23	5	13	8	47
Change Point	0	35	48	77	91	114	127

Signal Timings Diagram



Network Layout Diagram



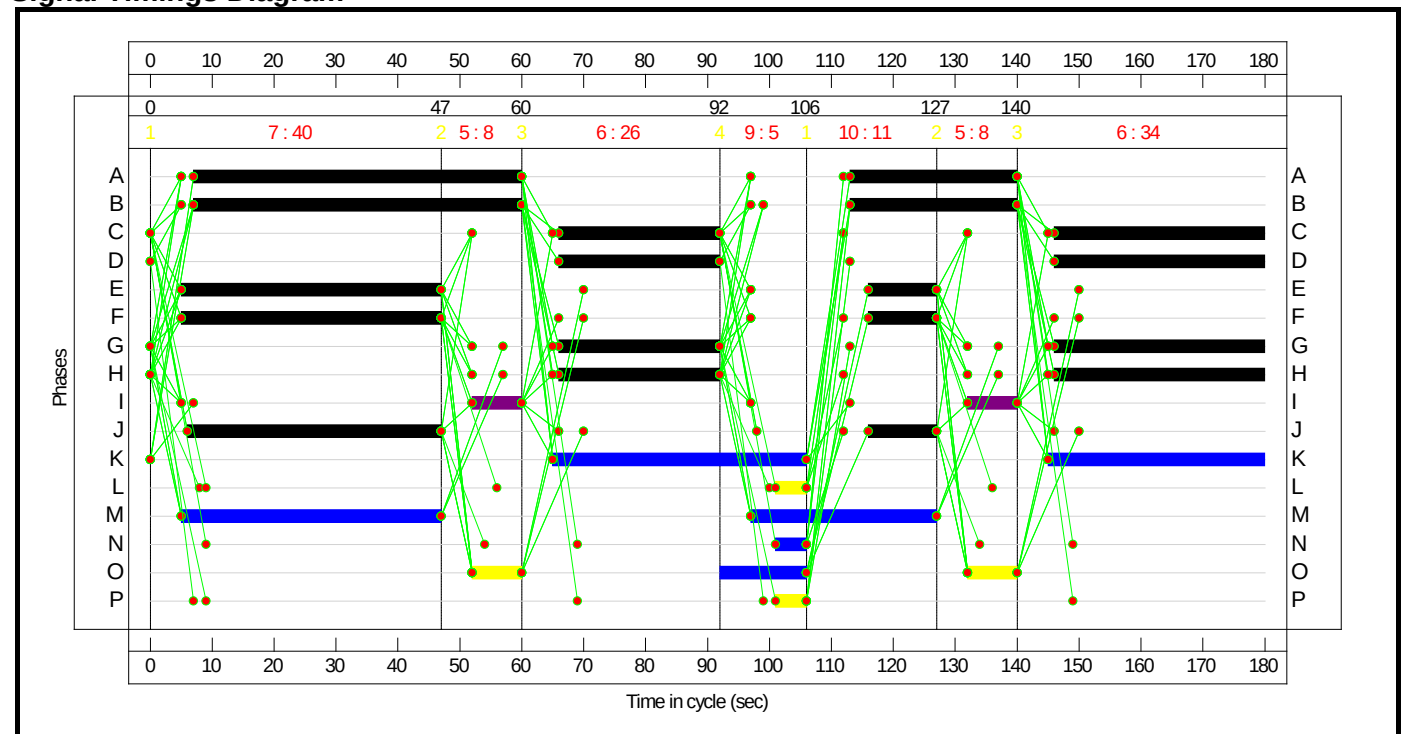
Network Results

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	-	-		-	-	-	-	-	-	75.4%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	75.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	70	-	534	1792	717	74.5%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	70	-	575	2055:1741	736+94	69.3 : 69.3%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	70	16	571	1892:1781	606+514	51.0 : 51.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	70	-	975	1905:1837	660+637	75.2 : 75.2%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	43:42	-	430	1915:1741	412+158	75.4 : 75.4%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	43	-	163	1807	243	67.0%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%

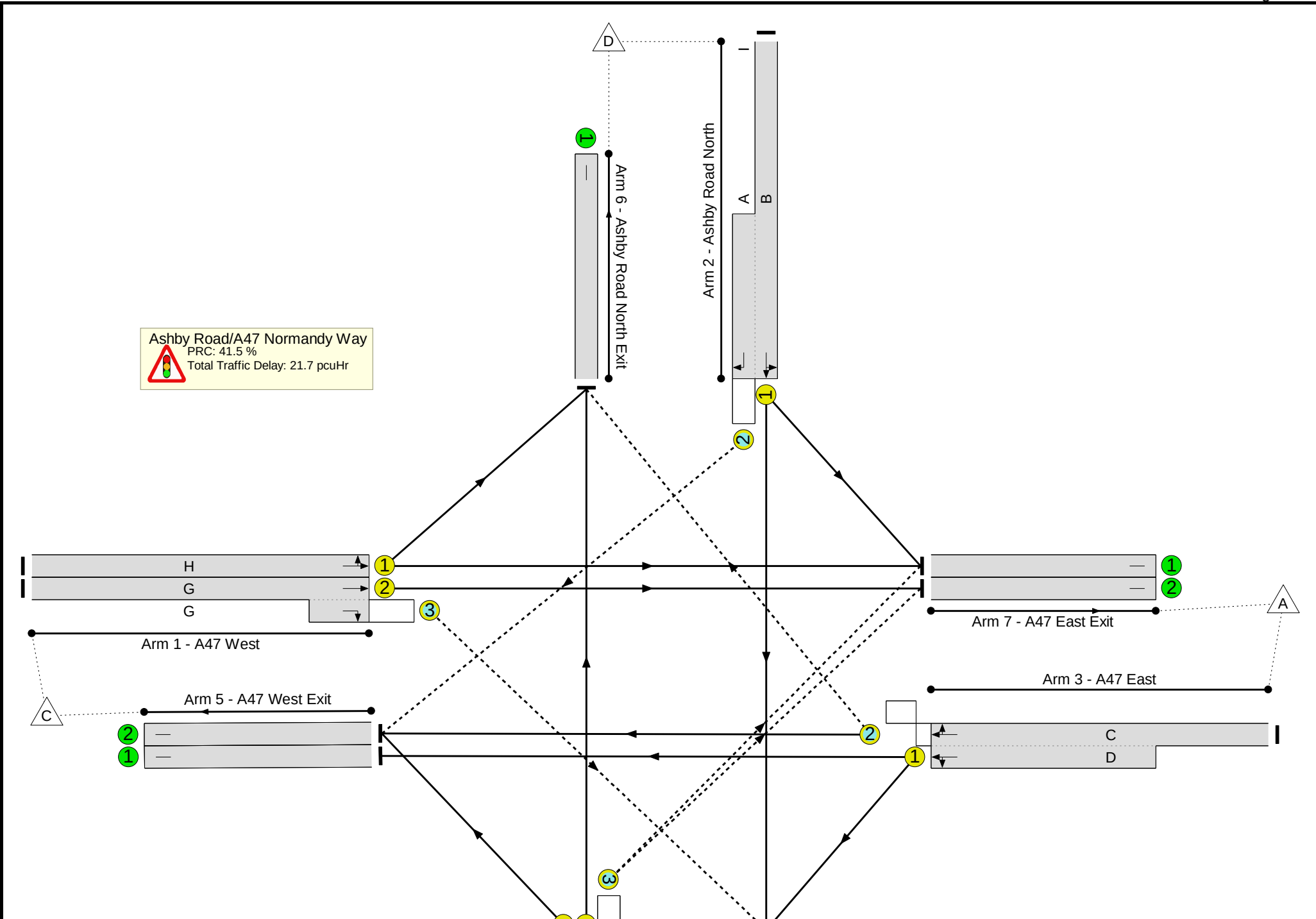
Stage Sequence Diagram



Signal Timings Diagram



Network Layout Diagram

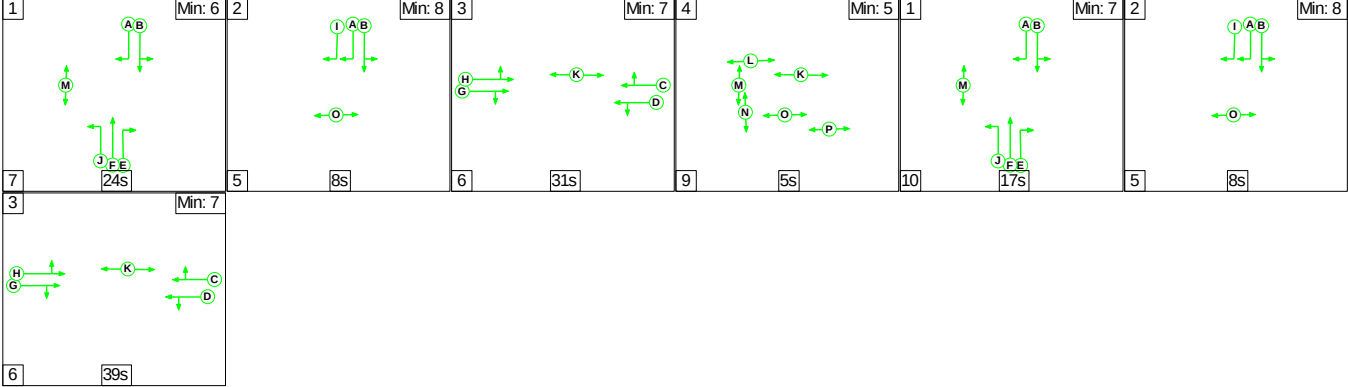


Network Results

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	-	-		-	-	-	-	-	-	63.6%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	63.6%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	60	-	400	1826	629	63.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	60	-	337	2055:1741	578+152	46.2 : 46.2%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	80	16	761	1906:1781	669+529	63.5 : 63.5%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	60	-	715	1902:1853	619+604	58.5 : 58.5%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	53:52	-	382	1915:1741	455+261	53.3 : 53.3%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	53	-	135	1807	259	52.1%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%

Scenario 18: '2036 + Committed PM Peds Every Other' (FG8: '2036 Base PM', Plan 1: 'Network Control Plan 1')

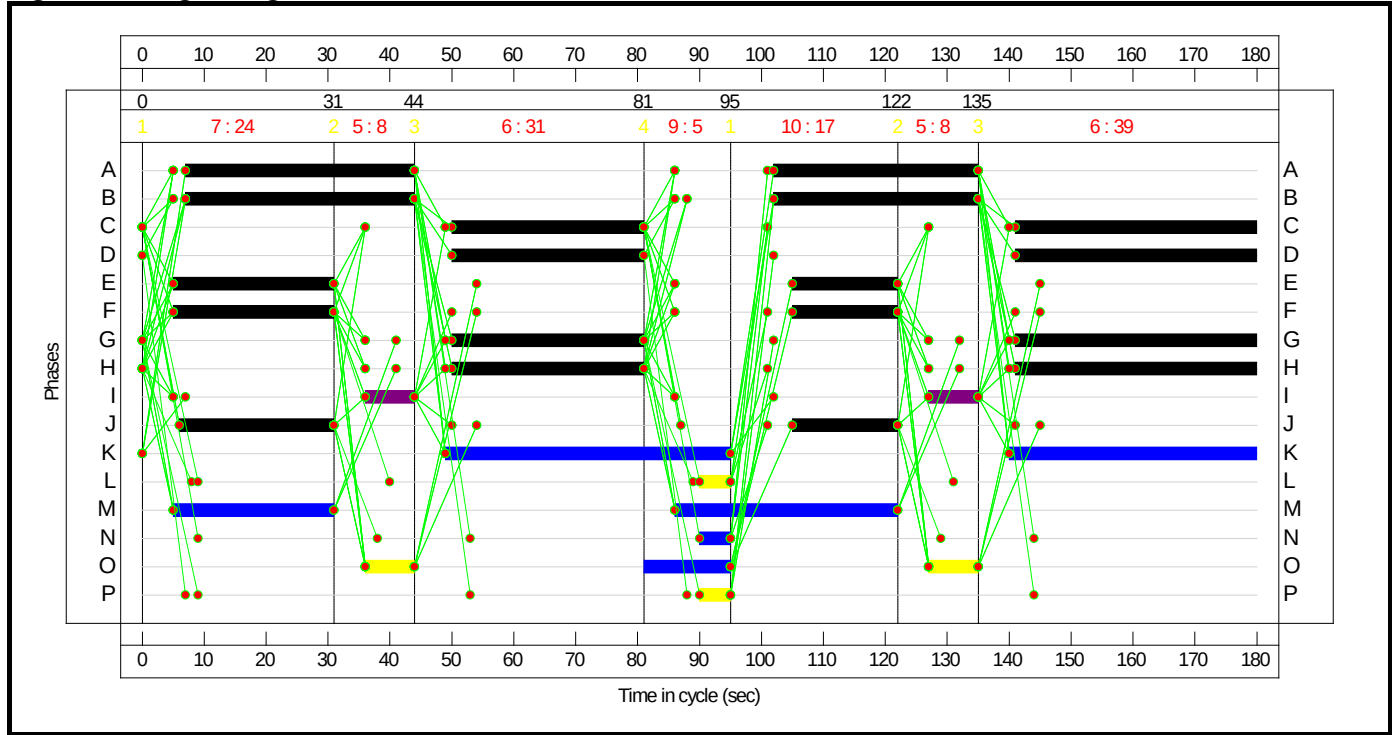
Stage Sequence Diagram



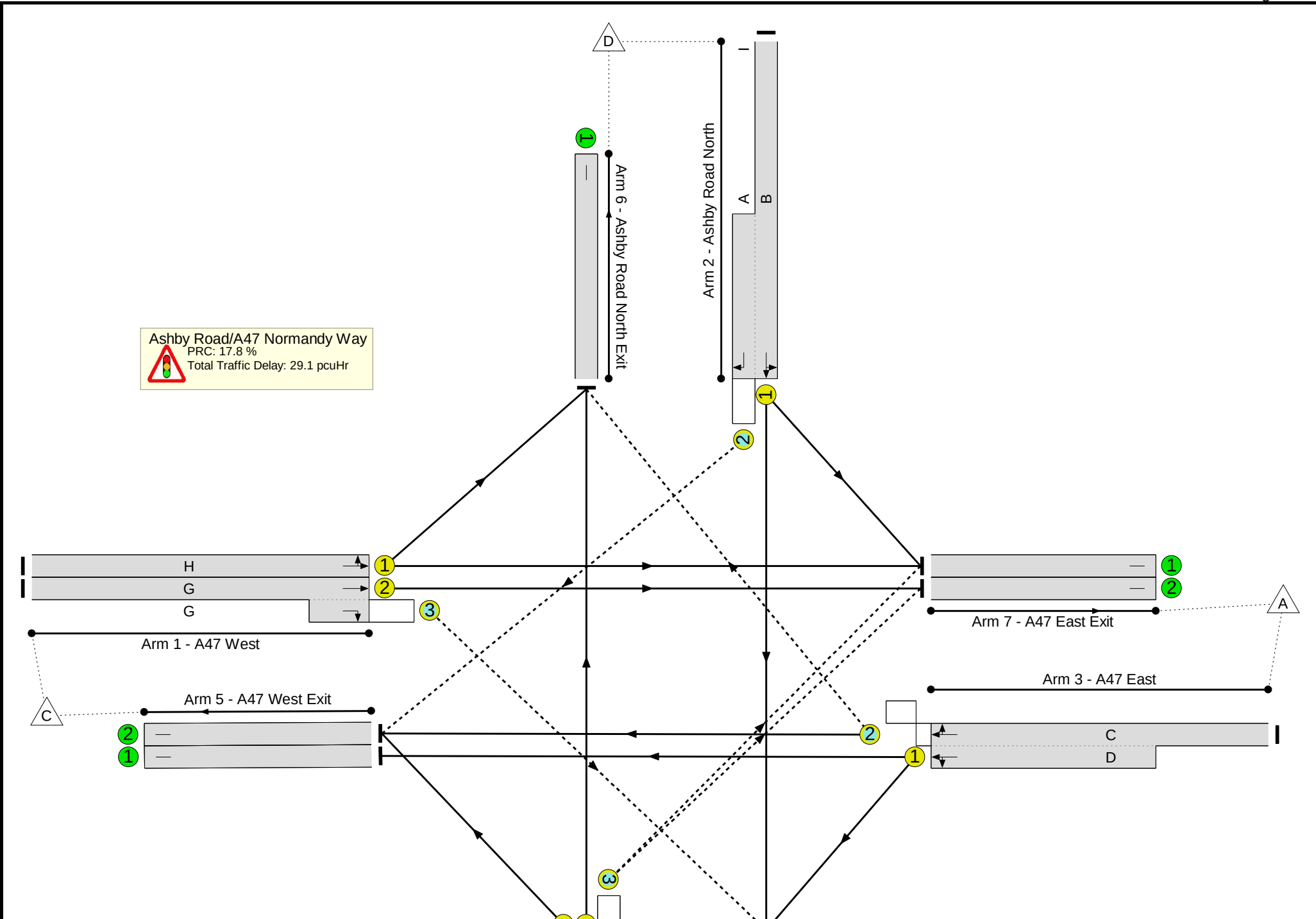
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	24	8	31	5	17	8	39
Change Point	0	31	44	81	95	122	135

Signal Timings Diagram



Network Layout Diagram



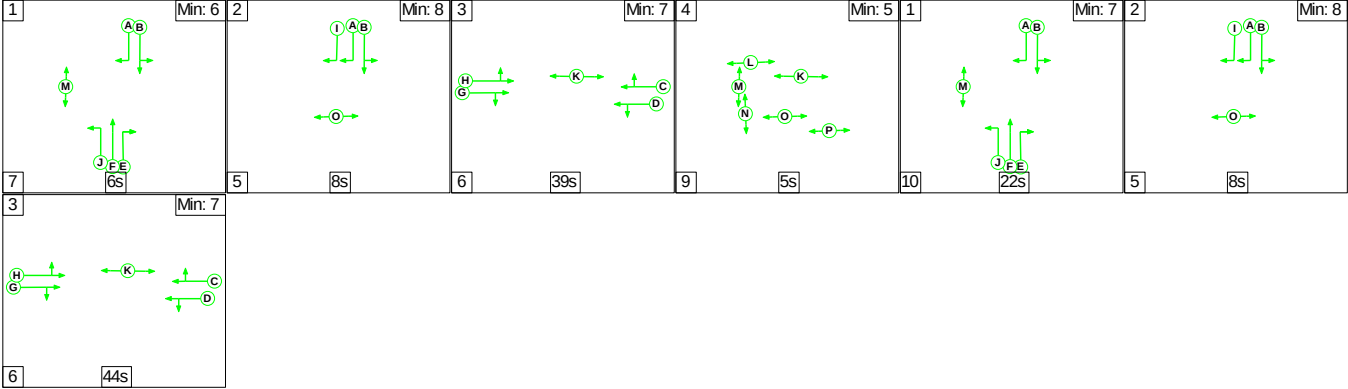
Network Results

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	-	-		-	-	-	-	-	-	76.4%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	70	-	541	1789	716	75.6%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	70	-	537	2055:1741	766+60	65.0 : 65.0%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	70	16	580	1880:1781	616+457	54.1 : 54.1%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	70	-	991	1898:1835	684+661	73.6 : 73.6%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	43:42	-	405	1915:1741	440+90	76.4 : 76.4%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	43	-	166	1807	231	71.8%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	521	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	-	-	449	35	29	20.8	7.2	1.0	29.1	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	449	35	29	20.8	7.2	1.0	29.1	-	-	-	-
1/1	541	541	-	-	-	3.5	1.5	-	5.0	33.6	12.6	1.5	14.1
1/2+1/3	537	537	39	0	0	3.2	0.9	0.1	4.3	28.9	11.5	0.9	12.4
2/1+2/2	580	580	204	35	8	3.1	0.6	0.1	3.8	23.7	6.4	0.6	7.0
3/2+3/1	991	991	41	0	20	6.1	1.4	0.3	7.8	28.4	11.2	1.4	12.6
4/2+4/1	405	405	-	-	-	3.4	1.6	-	5.0	44.5	8.8	1.6	10.4
4/3	166	166	166	0	0	1.4	1.2	0.5	3.1	66.4	4.1	1.2	5.3
5/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 17.8 PRC Over All Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 29.06 Total Delay Over All Lanes(pcuHr): 29.06 Cycle Time (s): 180													

Scenario 19: '2036 + Committed + Development AM Peds Every Other' (FG9: '2036 + Development AM', Plan 1: 'Network Control Plan 1')

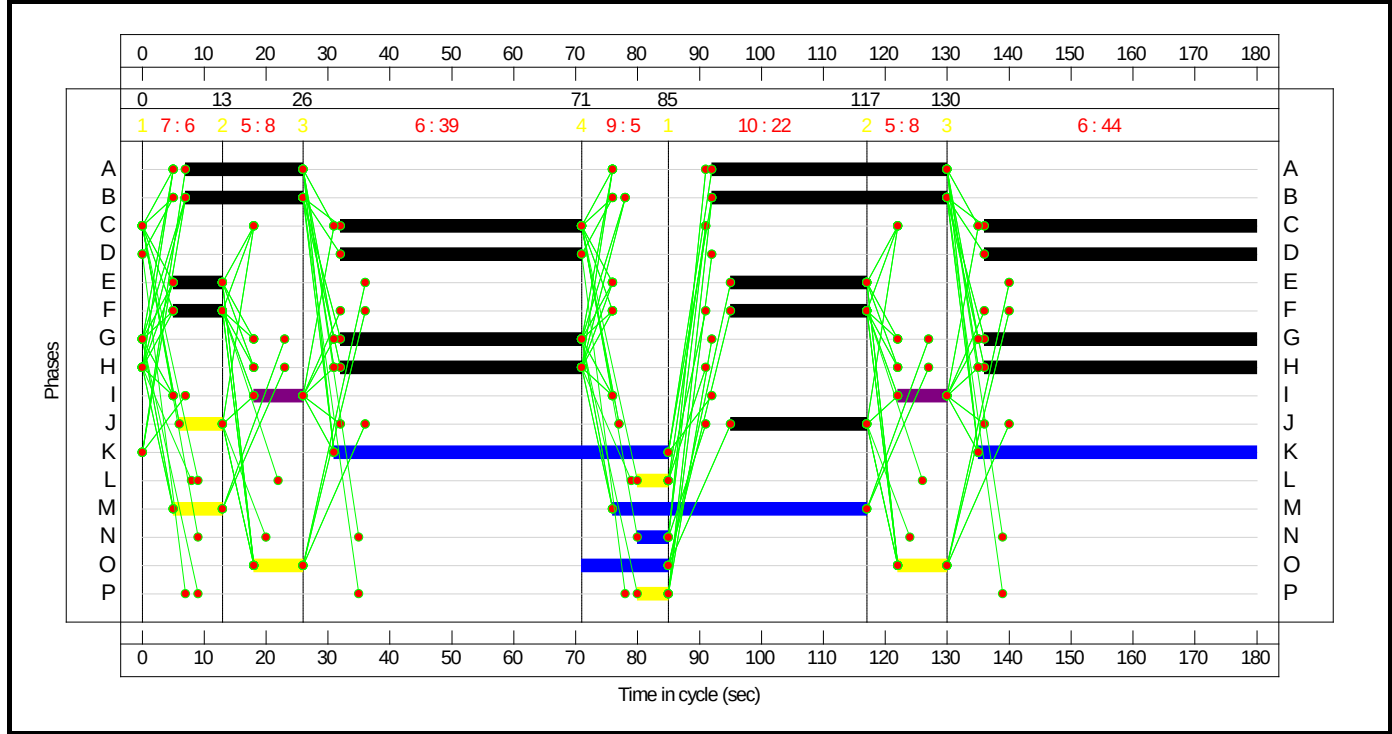
Stage Sequence Diagram



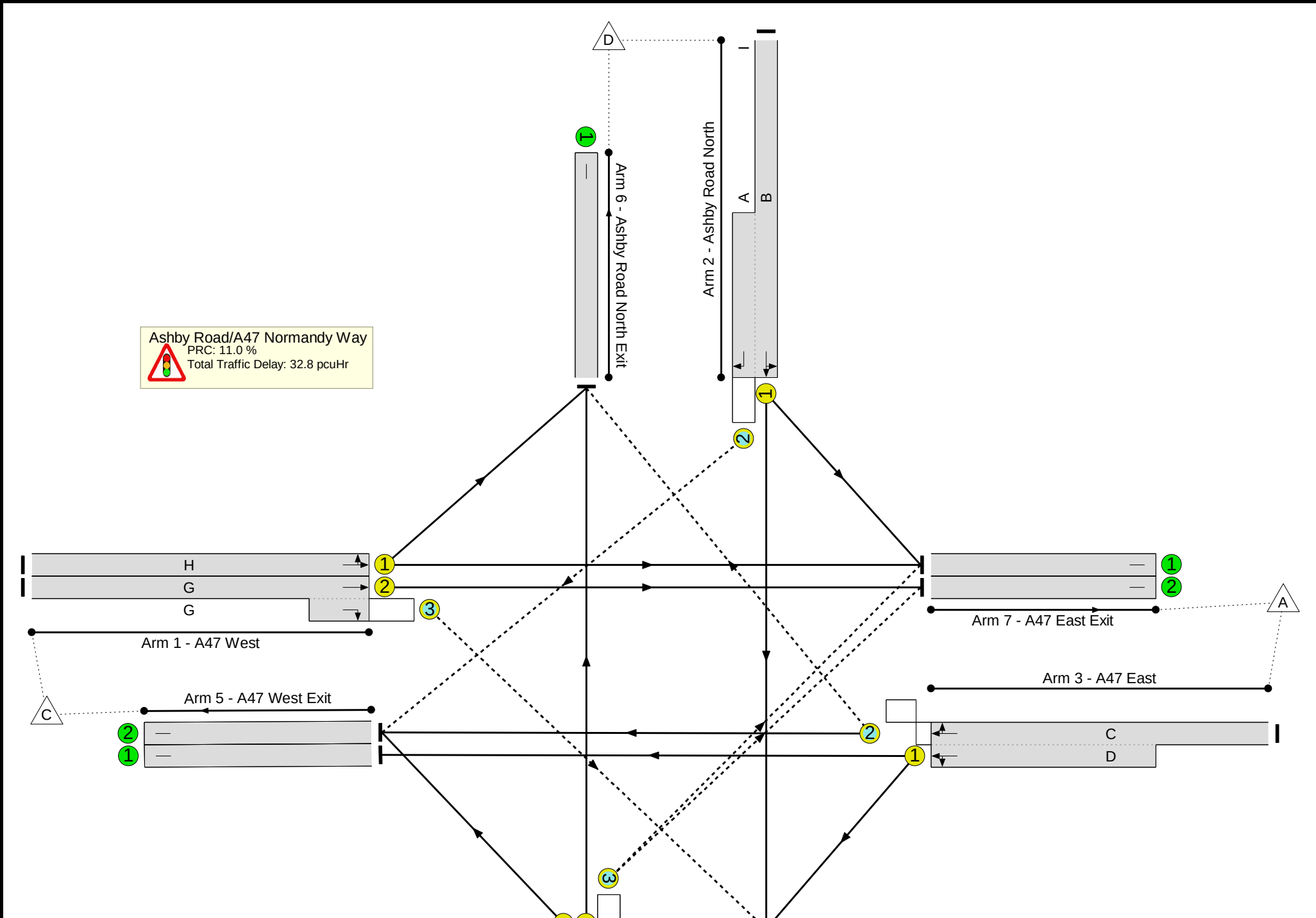
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	6	8	39	5	22	8	44
Change Point	0	13	26	71	85	117	130

Signal Timings Diagram



Network Layout Diagram



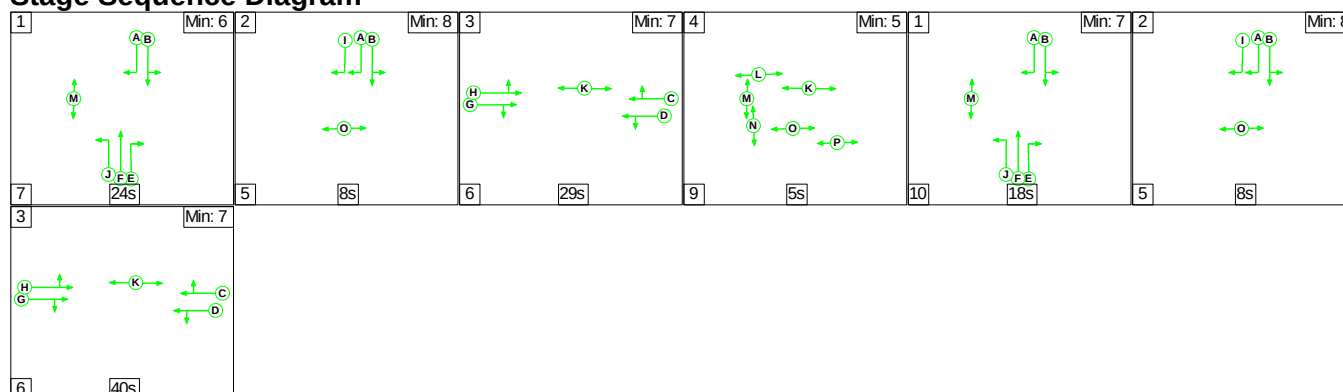
Network Results

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	-	-		-	-	-	-	-	-	81.1%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	81.1%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	83	-	695	1831	865	80.4%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	83	-	416	2055:1741	460+204	62.6 : 62.6%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	57	16	722	1908:1781	540+390	77.7 : 77.7%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	83	-	1034	1902:1847	753+731	69.7 : 69.7%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	30:29	-	377	1915:1741	293+171	81.1 : 81.1%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	30	-	116	1807	150	77.3%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	718	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	-	-	406	94	96	21.8	9.3	1.7	32.8	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	406	94	96	21.8	9.3	1.7	32.8	-	-	-	-
1/1	695	695	-	-	-	4.4	2.0	-	6.4	33.0	19.9	2.0	21.9
1/2+1/3	416	416	88	0	40	1.9	0.8	0.8	3.5	30.3	7.0	0.8	7.8
2/1+2/2	722	722	199	94	10	5.2	1.7	0.1	7.0	34.9	9.7	1.7	11.4
3/2+3/1	1034	1034	30	0	18	5.6	1.1	0.3	7.0	24.3	12.8	1.1	14.0
4/2+4/1	377	377	-	-	-	3.7	2.0	-	5.8	55.3	6.6	2.0	8.7
4/3	116	116	89	0	27	1.1	1.6	0.5	3.2	98.1	2.8	1.6	4.3
5/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 11.0 Total Delay for Signalled Lanes (pcuHr): 32.83 Cycle Time (s): 180 PRC Over All Lanes (%): 11.0 Total Delay Over All Lanes(pcuHr): 32.83													

Scenario 20: '2036 + Committed + Development PM Peds Every Other' (FG10: '2036 + Development PM', Plan 1: 'Network Control Plan 1')

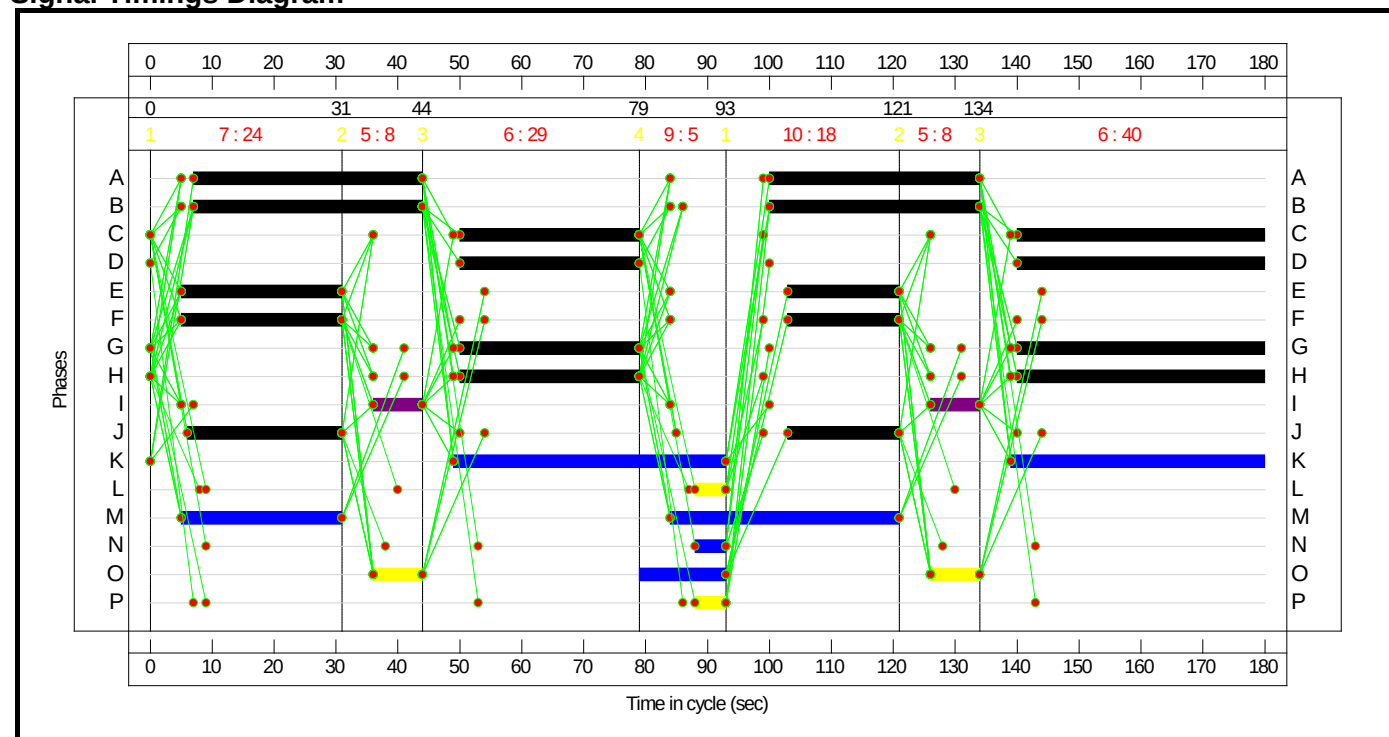
Stage Sequence Diagram



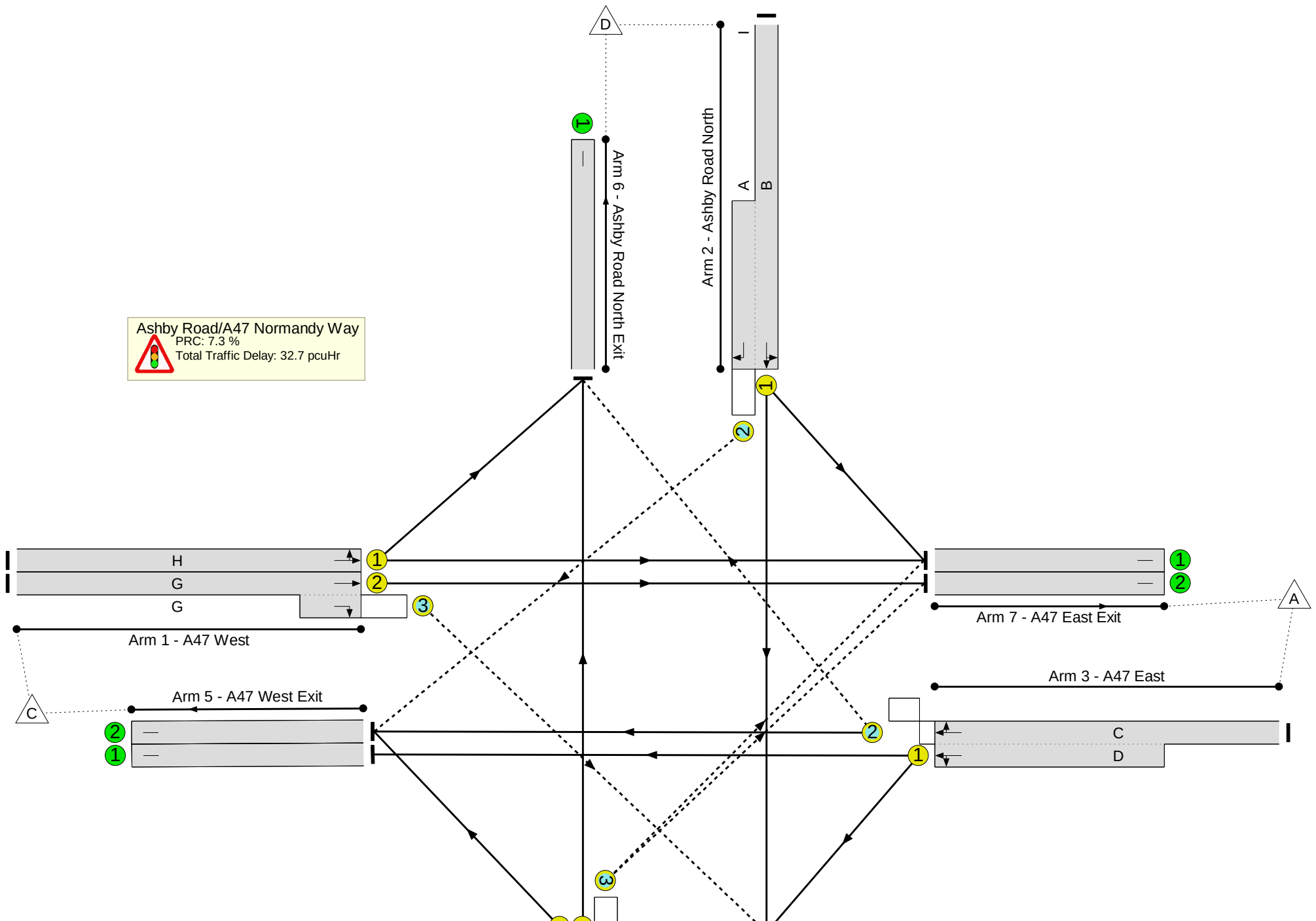
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	24	8	29	5	18	8	40
Change Point	0	31	44	79	93	121	134

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	-	-		-	-	-	-	-	-	83.8%
Ashby Road/A47 Normandy Way	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/1	A47 West Left Ahead	U	N/A	N/A	H		2	69	-	585	1789	706	82.9%
1/2+1/3	A47 West Ahead Right	U+O	N/A	N/A	G		2	69	-	582	2055:1741	718+101	71.1 : 71.1%
2/1+2/2	Ashby Road North Right Left Ahead	U+O	N/A	N/A	B A	I	2	71	16	566	1894:1781	616+494	51.0 : 51.0%
3/2+3/1	A47 East Ahead Right Left	O+U	N/A	N/A	C D		2	69	-	1008	1905:1834	679+655	75.5 : 75.5%
4/2+4/1	Ashby Road South Left Ahead	U	N/A	N/A	F J		2	44:43	-	480	1915:1741	425+148	83.8 : 83.8%
4/3	Ashby Road South Right	O	N/A	N/A	E		2	44	-	170	1807	251	67.8%
5/1	A47 West Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
5/2	A47 West Exit	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
6/1	Ashby Road North Exit	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
7/1	A47 East Exit	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
7/2	A47 East Exit	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
8/1	Ashby Road South Exit	U	N/A	N/A	-		-	-	-	570	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	-	-	446	46	39	22.5	9.1	1.1	32.7	-	-	-	-
Ashby Road/A47 Normandy Way	-	-	446	46	39	22.5	9.1	1.1	32.7	-	-	-	-
1/1	585	585	-	-	-	4.0	2.3	-	6.4	39.1	14.5	2.3	16.8
1/2+1/3	582	582	55	0	17	3.7	1.2	0.3	5.2	32.2	12.7	1.2	13.9
2/1+2/2	566	566	198	46	8	3.0	0.5	0.1	3.6	23.0	5.7	0.5	6.2
3/2+3/1	1008	1008	23	0	14	6.4	1.5	0.2	8.1	29.0	11.7	1.5	13.2
4/2+4/1	480	480	-	-	-	4.1	2.5	-	6.5	49.0	9.8	2.5	12.2
4/3	170	170	170	0	0	1.4	1.0	0.4	2.8	60.0	4.1	1.0	5.1
5/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 32.68 Cycle Time (s): 180 PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 32.68													