



**Proposed Residential Development
Land off Harrington Road
Desborough
Northamptonshire**

Transport Assessment

**Revision A: February 2018
R-TA-U8368PM-01-A**

Northampton Office
Cedar Barn, White Lodge,
Walgrave,
Northampton,
NN6 9PY

T: 01604 781811
F: 01604 781999
E: mail@jppuk.net
W: jppuk.net

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JPP Consulting Ltd., Cedar Barn, White Lodge, Walgrave, Northampton, NN6 9PY			
T: 01604 781811	F: 01604 781999	E: mail@jppuk.net	W: jppuk.net

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Report Originators

Prepared by



Jayneel Pravinchandra BEng. (Hons) MSc
Engineer
jayneel.pravinchandra@jppuk.net



Marc Nightingale
Technician
Marc.Nightingale@jppuk.net

Reviewed by



Martin Andrews MEng (Hons) CEng MICE MCIHT
Director
martin.andrews@jppuk.net

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1.0 Introduction

1.1 Background

1.1.1 This report is a Transport Assessment which has been prepared by JPP Consulting Limited on behalf of RDC Development Consultants for a proposed residential development. The benefit of this report is to our instructing Client.

1.1.2 The proposed development is located at Harrington Road, Desborough, as shown in Figure 1.1 below and enclosed in Appendix A. Desborough is located in Northamptonshire, north-west of Kettering and north of the A14. The National Grid Reference for the site is E479391 N283130.

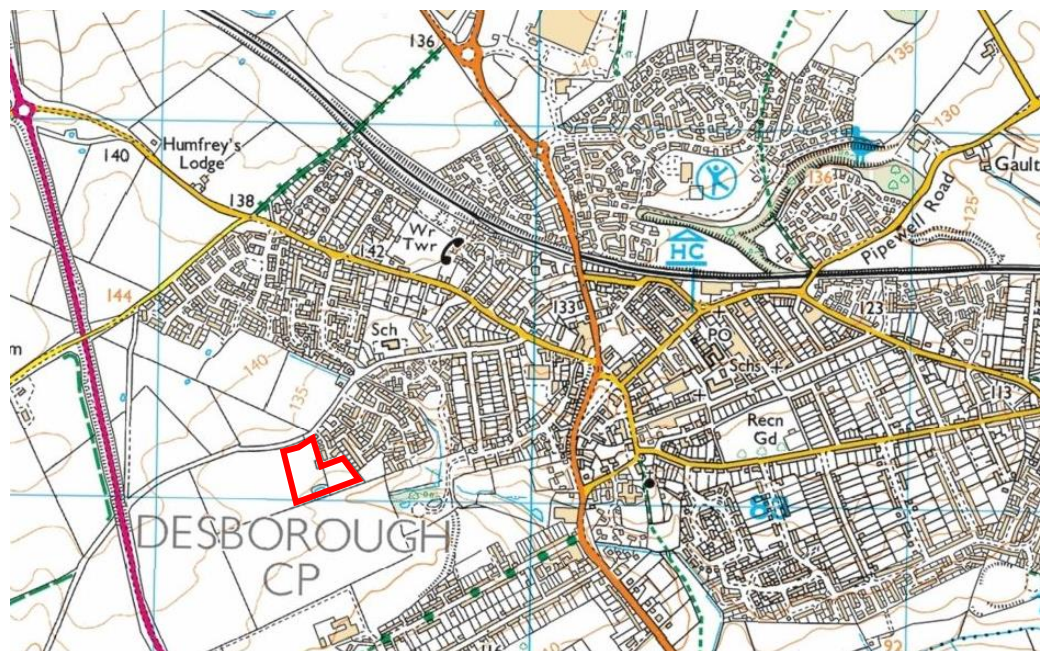


Figure 1.1 Site Location Plan

1.2 Scope of assessment

1.2.1 The aim of the Transport Assessment is to support an outline planning application for a residential development comprising of 62 dwellings with associated highway infrastructure. The proposed development is shown on the drawing in Appendix B.

1.2.2 This report will consider the wider highway network implications of the new development and will also focus on the sustainable credentials of the development.

2.0 Site description and development proposals

2.1 Location and description of the site

2.1.1 The proposed development is located at land off Harrington Road, Desborough, Northamptonshire, as shown in Figure 1.1 above and enclosed in Appendix A. The site is bound by the Harrington Road to the north, residential dwellings to the east, agricultural land to the south and west.

2.2 Proposed development

2.2.1 The proposed development will comprise of 62 residential dwellings with the associated highway infrastructure. The proposed development layout is shown on the plan enclosed in Appendix B.

2.2.2 The main roads within the development will comprise of a 5.5m wide carriageway with 1.8m wide footways.

2.3 Vehicular access

2.3.1 The proposed development will have a vehicular access off an extension of Harrington Road via a simple priority junction for 57 dwellings, as shown on the plan enclosed in Appendix F. Across the site's frontage, Harrington Road is currently adopted highway. The existing formal carriageway has a width of 4.8m. The extension of the formal Harrington Road carriageway across the site's frontage will have a width of 5.5m.

2.3.2 A further 5 dwellings will be accessed off Orchard Close via a shared private drive.

2.3.3 Concerns have previously been raised by LHA (Local Highway Authority) regarding the width of Harrington Road. An Access Strategy document ref. R-AS-U8368PM-01-A dated April 2017 enclosed in Appendix O deals with this issue.

2.4 Pedestrian and cycle access

2.4.1 The proposed development will provide a pedestrian and cycle access to Harrington Road for 57 dwellings. The remaining 5 dwellings will be accessed off Orchard Close, as shown on the plan enclosed in Appendix B.

2.5 Parking

2.5.1 Car and cycle parking for the development will be provided generally in line with the current parking standard adopted by Kettering Borough Council at the time of the detailed planning application.

2.6 Planning background

2.6.1 The proposed development site is currently agricultural land with one building. The site has a field access off Harrington Road.

3.0 Policy review

3.1 Introduction

3.1.1 The following section of the report provides an examination of current policies relating to transport at national and local level as they relate to the proposed development.

3.2 National Policy

3.2.1 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, The Transport White Paper was published in January 2011 by the Coalition Government. The Document outlines a vision ‘for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities.’ Consequently, reducing carbon emissions derived from transport together with generating economic growth and contributing to economic vitality. The Localism Agenda is another strong theme with the White Paper supporting local solutions that are tailored to specific needs and behaviour patterns to deliver effective local transport.

3.2.2 The priority for local transport, as outlined is to “encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.”

3.2.3 The White Paper Chapter 4 is titled Enabling Sustainable Transport Choices. The chapter states that ‘the Government wants to encourage and enable more sustainable transport choices’. The document goes on to explain the “nudge” concept that taps into human behavioural tendencies to encourage “good” choices. Nudge interventions are described as being easy and not forbidding choice and travel planning is listed as an example of such.

3.3 National Planning Policy Framework

- 3.3.1 In March 2012, the National Policy Framework (NPPF) was published by the coalition government with its overarching principle being a ‘presumption in favour of sustainable development.’ The policies contained within the NPPF applied with immediate effect and thereby replaced, amongst other PPS’s and PPG’s, PPG 13 ‘Transport’. Section 4 of the NPPF ‘Promoting sustainable transport’ covers the transport policy, detailed below are the policies that are of relevance.
- 3.3.2 In paragraph 29, the NPPF acknowledges that ‘transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives’ and goes on to say ‘the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel’.
- 3.3.3 Paragraph 36 states that ‘All developments which generates significant amounts of movement should be required to provide a Travel Plan’.
- 3.3.4 Paragraph 38 states ‘Where practical, particularly within large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties’.

4.0 Existing conditions

4.1 Road network

- 4.1.1 The existing local highway infrastructure is shown on the plan enclosed in Appendix C.
- 4.1.2 The proposed development will be accessed off an extension of Harrington Road. The existing formal Harrington Road carriageway has a width of 4.8m and connects the site with the centre of Desborough. The extension of Harrington Road across the site frontage will have a width of 5.5m.
- 4.1.3 The speed limit of Harrington Road within the vicinity of the site is 30mph.

4.2 Pedestrian facilities

- 4.2.1 Within the site vicinity the Harrington Road is bound by a single 1.7m wide footway to the east side of the carriageway.
- 4.2.2 Harrington Road is street lit within the vicinity of the site and provides dropped kerbs at the appropriate locations.
- 4.2.3 Walking distances and the proximity of key facilities are shown on the plans enclosed in Appendix C.

4.3 Cycle facilities

- 4.3.1 The existing cycle facilities located within the vicinity of the site are shown on the Northamptonshire County Council (NCC) cycle map enclosed in Appendix D. An all-weather surface cycle track / shared path / bridleway extends west from the proposed development site. The NCC cycle map categorises the roads local to the development site to be "Quiet roads with low traffic speed and volume. Suitable for all cyclists behaving responsibly if they have some training". Gold Street / Braybrooke Road are categorised as a through route with "moderate traffic and low speeds but also turning and parking movements. Well trained school children should cope".

4.4 Public transport

4.4.1 Bus

- 4.4.1.1 The nearest existing bus stops for the proposed development are located on Gold Street (southbound) and Braybrooke Road (northbound). Both existing bus stops are located approximately 750m from the proposed site's access. The location of the existing bus stops are shown on the facilities plan enclosed in Appendix C. The bus stop facilities comprise of a bus stop flag and raised kerbs access.
- 4.4.1.2 General bus frequencies and routes of buses utilising the nearest bus stops are set out in Table 4.1 below. Full timetable and bus route information is enclosed in Appendix E. The information provided in the tables below and the appendices was correct at the time of publication.

Summary of Bus Services

Services	Route	Frequency	Direction	Times
10 Stagecoach	Northbound: West Hunsbury – Northampton – Moulton – Mawsley – Kettering – Desborough – Market Harborough	Mon-Fri 1 Service	Northbound	≈1703
19 Stagecoach	Northbound (Station Road): Kettering - Rothwell – Desborough – Corby Southbound (Gold Street): Corby – Desborough - Rothwell - Kettering	Mon-Fri	Northbound (Every 20 minutes)	0524-1940, 2045, 2150 & 2300
			Southbound (Hourly)	0732, 0845-1551 & 1706-2313
	Saturday	Northbound (Every 20 minutes)	0532-1940, 2045 & 2150 & 2300	
		Southbound (Hourly)	0735-2312	
	Northbound (Baybrooke Road): Kettering - Rothwell – Desborough – Corby Southbound (Gold Street): Corby – Desborough - Rothwell - Kettering	Sunday Hourly	Northbound Southbound	0916-2016 0921-2021
303 Hamiltons & Buckbys Coaches	Northbound: Rothwell – Desborough - Market Harborough – Melton Mowbray	Mon-Fri 1 Service per direction	Northbound Southbound	0926 1434
X10 Stagecoach	Northbound: West Hunsbury – Northampton – Broughton – Kettering – Desborough – Market Harborough	Mon-Fri	Northbound	0712 & 0828-1928
		Hourly	Southbound	0747 & 0902-1947
	Saturday	Northbound	0828 & 0937-1758	
	Hourly	Southbound	0902-1837	

Source: Traveline website – 23rd February 2018

Table 4.1

4.4.1.3 The No. 19 bus route will provide Monday to Saturday bus services, every 20 minutes from Station Road (Northbound) and hourly bus services from Gold Street (Southbound). For services operating on Sunday, the No. 19 bus route will provide hourly bus services from Baybrooke Road (Northbound) and Gold Street (Southbound). The No. 19 bus route will provide bus services to Kettering, Rothwell and Corby. The X10 bus route will provide hourly bus services to Northampton, Broughton, Kettering and Market Harborough in addition to local villages on route, therefore providing residents of the development with a sustainable alternative to the private car for work and leisure journeys.

4.4.2 Rail

4.4.2.1 The nearest railway station is Market Harborough, located approximately 8.0km (5.0miles) from the proposed development. The railway station is located on the Midland main line between Nottingham and London St. Pancras. The station is served by two trains every hour to London St. Pancras and Nottingham.

4.4.2.2 The railway station can be accessed from the proposed development site via a multi-modal route: walking to the bus stop located approximately 750m from the site entrance, taking the X10 bus service to Springfield Street, Market Harborough and walking approximately 900m to the railway station. This offers the opportunity to make long distance leisure and commuting journeys through the use of sustainable transport.

4.5 Summary

4.5.1 The proposed residential development is located off Harrington Road, Desborough. This will also provide access to the site.

4.5.2 The proposed development has good links to the existing walking, cycling, bus and rail infrastructure.

4.5.3 The nearest bus stop to the development is served by two 1-hourly bus services, the combination of these provide two services per hour in either direction. These services run Monday to Saturday to Corby, Kettering, Market Harborough and Northampton.

4.5.4 The nearest railway station is Market Harborough, located approximately 8km (5.0miles) from the proposed development. The station is located on the line between Nottingham and London St. Pancras and is served by two trains per hour to each destination.

5.0 Accessibility

5.1 Introduction

5.1.1 Planning policy highlights the need for sustainable developments to have good accessibility to education, health facilities, employment, leisure and retail. Paragraph 38 of the National Planning Policy Framework (NPPF) states ‘Where practical, particularly within large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties’.

5.1.2 This section therefore considers the accessibility from the development, by modes of sustainable transport, to local facilities including education, health services, employment, leisure and retail. A plan showing the location of key local facilities local to the development site is enclosed in Appendix C.

5.1.2 Walking

5.1.2.1 With reference to the Chartered Institution of Highways and Transportation (CIHT) publication (Guidelines for Providing for Journeys on Foot’ (2000), it is suggested that around 80% of walk journeys and walk stages are less than 1 mile (1610m). This guidance also provides ‘suggested acceptable walking distances’, which are set out in Table 5.1 below.

5.1.2.2 Indicative walking time calculations have been calculated assuming a ‘typical’ walking speed of approximately 1.4m/s or 3mph. These are shown against the suggested walking distances set out in Table 5.1 below.

Walking Distances and Journey Times						
	Town Centre		Commuting/School/Sight Seeing		Elsewhere	
	Distance (m)	Time (mins)	Distance (m)	Time (mins)	Distance (m)	Time (mins)
Desirable	200	2.4	500	6.0	400	4.8
Acceptable	400	4.8	1000	11.9	800	9.5
Preferred Maximum	800	9.5	2000	23.8	1200	14.3

Source: Walking distances from CIHT - 2000

Table 5.1

5.1.2.3 A plan showing local facilities and walking distances is enclosed in Appendix C.

5.1.3 Cycling

5.1.3.1 Section 3.10 of the Local Transport Note 1/04 states that generally a 4km cycle distance is considered acceptable.

5.1.3.2 Assuming a cycle speed of 12kph, the maximum accepted time for a cycling journey is 20 minutes.

- 5.1.3.3 A plan showing the location of key local facilities local to the development site is enclosed in Appendix C. It can be seen that most facilities are located within a 1.0km radial distance from the proposed development's access.

5.2 Accessibility to education

- 5.2.1 The proposed development is located within approximately 300m walking distance of the nearest primary school, Loatlands Primary School, which is located on Harrington Road. This is within desirable walking distance for school journeys, as set out in Table 5.1 above. The location of the primary school is also within an acceptable cycling distance from the proposed development.

- 5.2.2 The nearest secondary school, Montsaye Community College, is located in Rothwell, approximately 3.2km (2.0miles) from the proposed development. The secondary school is within an acceptable cycling distance from the proposed development. In addition, Montsaye Community College can be accessed via a multi-modal route utilising the No. 19 and X10 bus services.

- 5.2.3 The proposed development is shown to be in acceptable walking and cycling distances of primary education. Secondary education is located within an acceptable cycling distance and can be accessed utilising the No. 19 and X10 bus services.

5.3 Accessibility to health

- 5.3.1 The nearest doctors' surgery is Desborough Surgery located on High Street, Desborough, approximately 1.1km (0.7miles) from the proposed development. The location of the doctors' surgery is within the preferred maximum walking distance and within an acceptable cycling distance of the proposed development.

- 5.3.2 The nearest dentist is located on Station Road, Desborough, approximately 1.1km (0.7miles) from the proposed development. The location of the dentist is within the preferred maximum walking distance and within an acceptable cycling distance of the proposed development.

- 5.3.3 The nearest pharmacy is located on High Street, Desborough, approximately 1.0km (0.6miles) from the proposed development. The location of the pharmacy is within acceptable walking and cycling distance of the proposed development.

- 5.3.4 The nearest hospital is Kettering General Hospital, located in Kettering, approximately 8.9km (5.5miles) from the proposed development. The hospital can be accessed via a multi-modal route: walking to the bus stop on High Street located approximately 1km from the proposed access and taking the No. 19 bus service direct to Kettering General Hospital.

- 5.3.5 The proposed development is shown to be located within acceptable walking and cycling distance of health facilities within Desborough. The nearest hospital can be accessed via a multi-modal route utilising the local bus services.

5.4 Accessibility to retail and leisure

- 5.4.1 The proposed development site is located within walking and cycling distance of Desborough. The proposed development is also within close proximity of regular bus services which provide connections to shopping and leisure opportunities in Kettering, Market Harborough, Northampton and Rothwell.
- 5.4.2 The proposed development is shown to be located within acceptable walking, cycling and public transport distances of retail and leisure services.

5.5 Accessibility to employment

- 5.5.1 The proposed development site is located within walking and cycling distance of Desborough. The proposed development is also within close proximity of regular bus services which provide connections to employment opportunities in Kettering, Market Harborough, Northampton and Rothwell.
- 5.5.2 The proposed development is shown to be located within acceptable walking, cycling and public transport distances of employment opportunities.

6.0 Vehicle trip impact

6.1 The proposed development will comprise 62 residential dwellings. Person trip generation rates have been obtained from the TRICS database version 7.4.4. The TRICS data is enclosed in Appendix G. Person trip rates are shown in Table 6.1 below.

Proposed Person Trip Generation Rate – Mean						
Use	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential per dwelling	0.200	0.754	0.954	0.548	0.274	0.822

Source – TRICS database version 7.4.4 23rd February 2018

Table 6.1

6.2 From the above person trip rates, the number of person trips for the proposed development can be calculated based on a development size of 62 residential dwellings. The predicted person trips from the proposed development are set out in Table 6.2 below.

Proposed Person Trips						
Use	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	12	47	59	34	17	51

Table 6.2

6.3 To predict the number of trips generated by mode of transport, travel to work data has been obtained from the 2011 Census for the Desborough Loatland Ward which the proposed development is located within. The journey to work data is shown in Table 6.3 below.

Method of Travel to Work Resident Population: Desborough Loatland Ward 2011 Census		
Mode	Percentage	Number
Driving a Car or Van	79%	2276
On Foot	9%	261
Passenger in a Car or Van	5%	151
Bus, Minibus or Coach	3%	88
Train	1%	42
Bicycle	1%	39
Motorcycle, Scooter or Moped	1%	18

Source: 2011 Census Data

Table 6.3

- 6.4 Using the above modal split information it is possible to predict the number of trips from the development made using all forms of transport. Whilst the data does not reflect the fact that not all peak period trips are made to work, it offers a good reflection of the actual circumstances. The predicted number of trips by mode from the proposed development is set out in Table 6.4 below.

Proposed Trip Numbers by Mode						
Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car or Van	10	37	47	27	13	40
On Foot	1	4	5	3	2	5
Passenger in a car	1	2	3	2	1	3
Bus	0	1	2	1	1	2
Train	0	1	1	0	0	1
Bicycle	0	1	1	0	0	1
Motorbike	0	0	0	0	0	0

Table 6.4

- 6.5 The proposed development is predicted to generate 47 new vehicle trips in the morning peak period and 40 new trips in the evening peak period. This equates to one new vehicle trip every 1m17seconds and 1m29s in the morning and evening peak periods respectively.
- 6.6 We would consider that the new vehicle trips generated by the development are unlikely to be noticeable above daily fluctuations, however, a junction analysis will be completed at the nearest junctions.

7.0 Sustainable modes of transport impact

7.1 Introduction

7.1.1 This section of the Transport Assessment will assess the impact of the proposed development on the local sustainable transport infrastructure.

7.1.2 The trip generation for the sustainable modes of transport has been calculated in Section 6. The sustainable trips predicted from the proposed development are summarised in Table 7.1 below.

Proposed More Sustainable Trip Numbers						
Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
On Foot	1	4	5	3	2	5
Passenger in a car	1	2	3	2	1	3
Bus	0	1	2	1	1	2
Train	0	1	1	0	0	1
Bicycle	0	1	1	0	0	1
Motorbike	0	0	0	0	0	0

Table 7.1

7.2 Walking

7.2.1 The proposed development is predicted to generate 5 additional pedestrian trips during both the morning and evening peak hours. The proposed development will connect to the existing pedestrian network via footways on Melton Spinney Road.

7.2.2 The new pedestrian trips equates to one journey in any direction every 12 minutes. This small number of pedestrians can be accommodated on the existing and proposed pedestrian infrastructure.

7.3 Cycling

7.3.1 The proposed development is predicted to generate 1 additional bicycle trip during both the morning and evening hours. The number of predicted cyclist trips is small and could be accommodated on the existing highway infrastructure.

7.3.2 The proposed development will incorporate cycle parking provision for each dwelling.

7.4 Public transport

7.4.1 The proposed development is predicted to generate approximately 2 additional bus journeys in the both the morning and evening peak periods. The number of predicted bus journeys is small and could be accommodated within existing services.

8.0 Vehicular impact

8.1 Introduction

8.1.1 This section will assess the impact of the proposed development on the existing vehicular infrastructure.

8.2 Area of assessment

8.2.1 The following junctions will be assessed:

- J1: Harrington Road / Braybrooke Road / Gold Street;
- J3: Braybrooke Road / A6 / Desborough Road; and
- J4: Gold Street / B576 / High Street.

8.3 Background traffic

8.3.1 Vehicle counts at the above junctions were completed on Tuesday 5th July 2016. The traffic count data is enclosed in Appendix H.

8.4 Distribution

8.4.1 Vehicle trips generated by the proposed development have been distributed on to the surrounding highway infrastructure using 2011 MSOA level method of travel to work census data. This census data and assignment is enclosed in Appendix I. The proposed assignment of these vehicles is shown on the highway network vehicle trip diagrams enclosed in Appendix J.

8.5 Committed development traffic

8.5.1 The following committed developments have been considered within the assessment:

- Desborough South – Up to 304 dwellings – Pending approval – KET/2016/0044
- Rushton Rd, Desborough – Up to 147 dwellings – Pending approval – KET/2014/0978
- Harrington Rd, Desborough – Up to 75 dwellings – Approved – KET/2014/0688 (Reserved Matters) & KET/2012/0780 (Outline)
- Harborough Road (Land off), Desborough – Up to 165 dwellings – Approved – KET/2014/0139 (Reserved Matters) & KET/2012/0528 (Outline)
- Desborough North – 700 residential units – KET/2010/0559 & KET/2010/0562 (Environmental Statement Screening Opinion)

8.5.2 Trip generation and assignments has been obtained from the relevant Transport Assessments submitted with the planning applications. The committed trip assignments are shown in Appendix K.

8.6 Assessment Periods

- 8.6.1 The impact of the development will be considered on the surrounding highway infrastructure during the morning and evening peak periods of 0800-0900 and 1700-1800.
- 8.6.2 In line with Northamptonshire Highways Guidance, assessments have been completed for 2016 baseline / predicted opening year and a future year of 2031.
- 8.6.3 To adjust these traffic counts to the assessment years of 2016 and 2031 traffic, growth factors have been utilised from NTEM dataset 62 and NTM dataset AF09. Growth factors have been obtained for Desborough (35UE3), for an 'Urban' area type and a 'Minor' road type. The growth factors are set out in Table 8.1 below.

Tempo Growth Factors		
	AM Peak	PM Peak
2016-2031	1.3323	1.3568

Source: Tempo

Table 8.1

8.7 Junction Assessments

- 8.7.1 The junctions listed in Section 8.1 have been assessed where appropriate utilising TRL software Junctions 8. The results of the junction assessments are set out below.
- 8.7.2 **J1: Harrington Road / Braybrooke Road / Gold Street**
- 8.7.2.1 A junction assessment of the Harrington Road / Braybrooke Road / Gold Street priority junction has been completed. The results of the assessment are summarised in the tables below with full input data and results enclosed in Appendix L.

J1: Harrington Road / Braybrooke Road / Gold Street – 2016 Baseline				
	AM Peak 0800-0900		PM Peak 1700-1800	
	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.02	0	0.01	0
B-A	0.25	0	0.19	0
C-AB	0.03	0	0.03	0

Table 8.2

J1: Harrington Road / Braybrooke Road / Gold Street – AM Peak 0800-0900 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.03	0	0.09	0	0.06	0
B-A	0.41	1	0.44	1	0.03	0
C-AB	0.06	0	0.08	0	0.02	0

Table 8.3

J1: Harrington Road / Braybrooke Road / Gold Street – PM Peak 1700-1800 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.02	0	0.04	0	0.02	0
B-A	0.32	0	0.34	1	0.02	1
C-AB	0.05	0	0.10	0	0.03	0

Table 8.4

8.7.2.2 It can be seen that the Harrington Road / Braybrooke Road / Gold Street priority junction operates within capacity in both 2016 and 2031, both without and with the proposed development during both peak periods, taking committed developments into consideration.

8.7.3 J3: Braybrooke Road / A6 / Desborough Road

8.7.3.1 A junction assessment of the Braybrooke Road / A6 / Desborough Road roundabout has been completed. The results of the assessment are summarised in the tables below with full input data and results enclosed in Appendix M.

J3: Braybrooke Road / A6 / Desborough Road– 2016 Baseline				
	AM Peak 0800-0900		PM Peak 1700-1800	
	Max RFC	Max Queue	Max RFC	Max Queue
Arm A	0.25	0	0.11	0
Arm B	0.33	1	0.52	1
Arm C	0.13	0	0.15	0
Arm D	0.44	1	0.37	1

Table 8.5

J3: Braybrooke Road / A6 / Desborough Road – AM Peak 0800-0900 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Arm A	0.43	1	0.47	1	0.04	0
Arm B	0.46	1	0.46	1	0	0
Arm C	0.19	0	0.19	0	0	0
Arm D	0.60	1	0.60	1	0	0

Table 8.6

J3: Braybrooke Road / A6 / Desborough Road – PM Peak 1700-1800 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Arm A	0.18	0	0.19	0	0.01	0
Arm B	0.72	3	0.73	3	0.01	0
Arm C	0.24	0	0.25	0	0.01	0
Arm D	0.52	1	0.53	1	0.01	0

Table 8.7

8.7.3.2 It can be seen that the Braybrooke Road / A6 / Desborough Road roundabout operates within capacity in both 2016 and 2031, both without and with the proposed development during both peak periods, taking committed developments into consideration.

8.7.4 J4: Gold Street / B576 / High Street

8.7.4.1 A junction assessment of the Gold Street / B576 / High Street staggered right-left junction has been completed. The results of the assessment are summarised in the tables below with full input data and results enclosed in Appendix N.

J4: Gold Street / B576 / High Street – 2016 Baseline				
	AM Peak 0800-0900		PM Peak 1700-1800	
	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.17	0	0.13	0
B-AD	0.40	1	0.45	1
A-D	0.14	0	0.20	0
D-A	0.25	0	0.25	0
D-BC	0.61	2	0.58	1
C-B	0.08	0	0.16	0

Table 8.8

8.7.4.2 For the 2016 baseline scenario, all four arms of the junction are shown to operate within capacity during both morning and evening peak periods.

J4: Gold Street / B576 / High Street – 2031 Baseline				
	AM Peak 0800-0900		PM Peak 1700-1800	
	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.28	0	0.27	0
B-AD	0.64	2	0.77	3
A-D	0.21	0	0.30	0
D-A	1.00	7	1.05	9
D-BC	1.00	12	1.05	15
C-B	0.13	0	0.24	0

Table 8.9

J4: Gold Street / B576 / High Street – AM Peak 0800-0900 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.43	1	0.44	1	0.01	0
B-AD	0.83	4	0.83	4	0	0
A-D	0.25	0	0.26	0	0.01	0
D-A	1.22	19	1.24	21	0.02	2
D-BC	1.21	35	1.23	38	0.02	3
C-B	0.13	0	0.14	0	0.01	0

Table 8.10

J4: Gold Street / B576 / High Street – PM Peak 1700-1800 - 2031						
	2031 Background + Committed		2031 Background + Committed + Development		Difference	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
B-C	0.99	4	0.99	4	0	0
B-AD	0.95	3	0.96	9	0.01	6
A-D	0.35	1	0.36	1	0.01	0
D-A	1.31	21	1.33	23	0.02	2
D-BC	1.30	41	1.32	43	0.02	2
C-B	0.25	0	0.25	0	0	0

Table 8.11

- 8.7.4.3 Arms A (B576-N) and C (B576-S) are shown to operate within capacity, both without and with the proposed development during both peak periods in 2031, taking committed developments into consideration.
- 8.7.4.4 Arm B (High Street) operates within capacity in 2031 during the morning peak period, both without and with the proposed development, taking committed developments into consideration. However, the High Street arm operates above capacity in 2031 during the evening peak period, both without and with the proposed development, taking committed developments into consideration. The impact of the development is small, increasing RFC values by 0.01 and queue length by 6.
- 8.7.4.5 Arm D (Gold Street) is shown to operate above capacity for all 2031 scenarios. The impact of the proposed development on the operation of the junction is minor, with RFC values increasing by 0.02, and queues increasing by a maximum of 3.

- 8.7.4.6 Junction 4 is operating above capacity in 2031 due to predicted background growth and large scale of committed developments taken into consideration within the assessment. The committed and background growth represents a 50% increase in traffic at this junction compared to 2016 levels. There will be a degree of double counting using both TEMPro growth factors and committed development traffic together. The TEMPro predicted household growth in Desborough from 2016 to 2031 is 1,738, of which the committed developments represent 1,391 households, or 80% of this growth.
- 8.7.4.7 We therefore consider the junction analysis to represent the very worst case scenario, by including both TEMPro growth factors and committed development traffic. Given the impact of the development is still minor, we do not consider that nil detriment improvements are required. Further, we understand that improvements are planned by others at this junction in the future.

9.0 Conclusions

- 9.1 The proposed residential development is located at Harrington Road, Desborough. The site is bound by the Harrington Road to the north, residential dwellings to the east, agricultural land to the south and west.
- 9.2 The proposed development will comprise up to 62 residential dwellings with associated highway infrastructure and public open spaces.
- 9.3 The proposed development is shown to be well served and accessible to more sustainable modes of transport. The proposed development has good accessibility to education, health, employment, retail and leisure facilities.
- 9.4 The proposed development will be accessed off an extension of Harrington Road via a simple priority junction.
- 9.5 It is considered unlikely that the number of new vehicle trips generated from the proposed development will result in a significant adverse impact on the surrounding highway infrastructure.
- 9.6 A Framework Travel Plan has been produced for the development. This Travel Plan, which will be secured under a S106 agreement, will target a reduction in single occupancy vehicle trips.
- 9.7 There are therefore no reasons on highway grounds why planning permission for the development should not be granted.

Appendix A
Site Location Plan
JPP drawing no. U8368PM-TA01

Client **RDC**

Project **Proposed Residential Development**
Harrington Road, Desborough, Northants

Title **Location Plan**

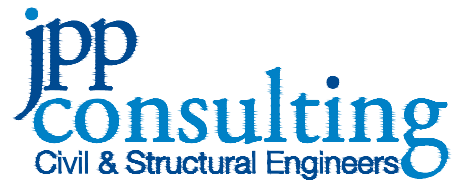
Date
 24.08.2016

Drawn by
 KER

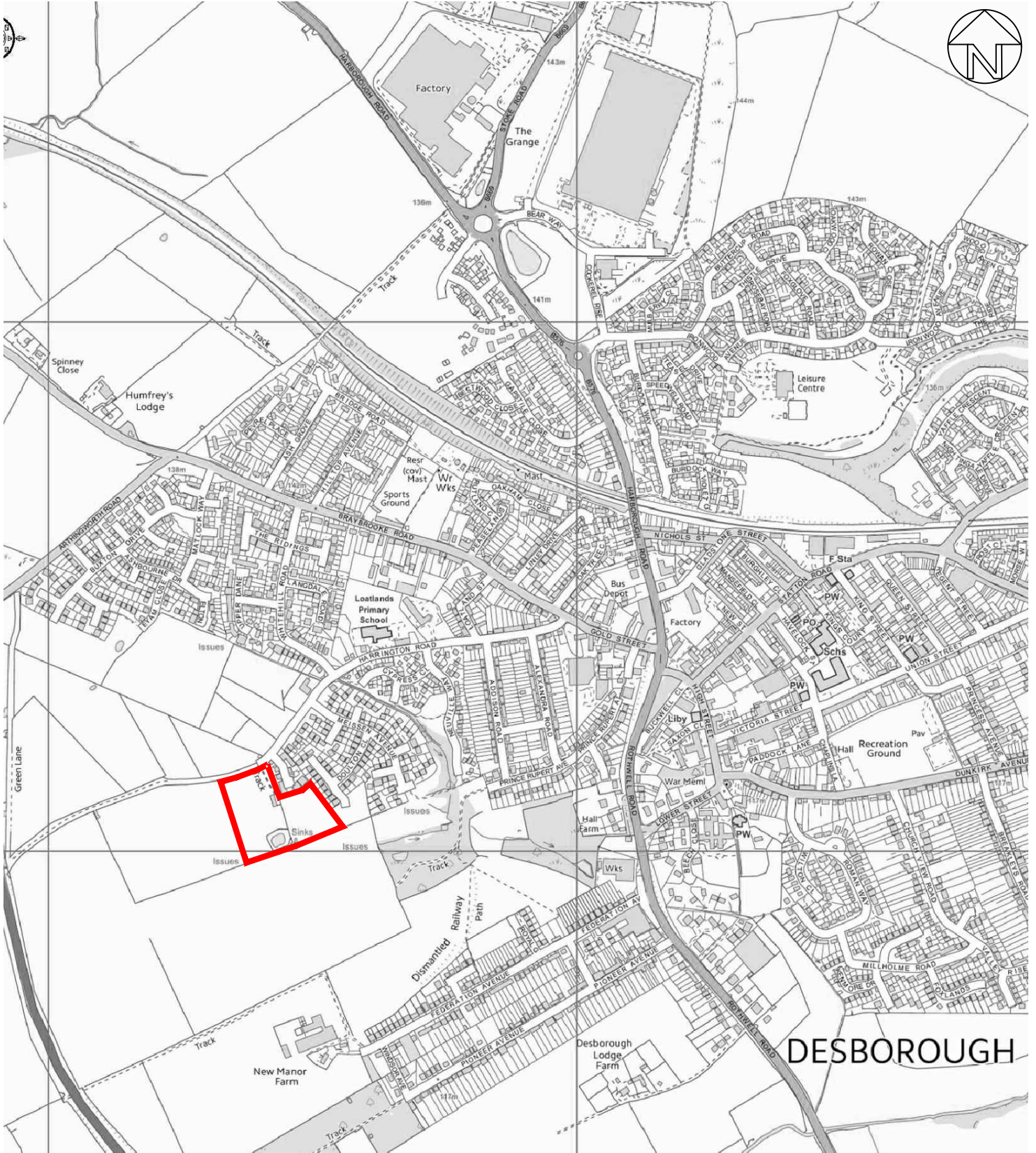
Checked by
 MJA

Project ref **U8368PM** Drawing no. **TA01** Revision

Scale at A4
 1:10000



T: (01604) 781811 E: mail@jppuk.net
 F: (01604) 781999 W: www.jppuk.net

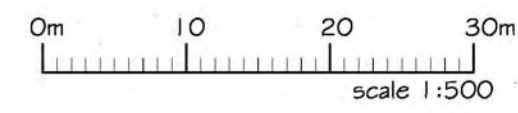


**Appendix B
Master Plan
RDC drawing**

Harrington Road, Desborough



Masterplan 1:500 A2



* AFFORDABLE HOUSING

HEDGE TO BE RETAINED AND ENHANCED

RETAINED TREES

NEW ACCESS

TREES TO BE REMOVED

REPLACEMENT TREES

Harrington Road

EXISTING BUNGALOWS

NEW HEDGEROW

BUNGALOWS

EXISTING BUNGALOWS

NEW BALANCING POND

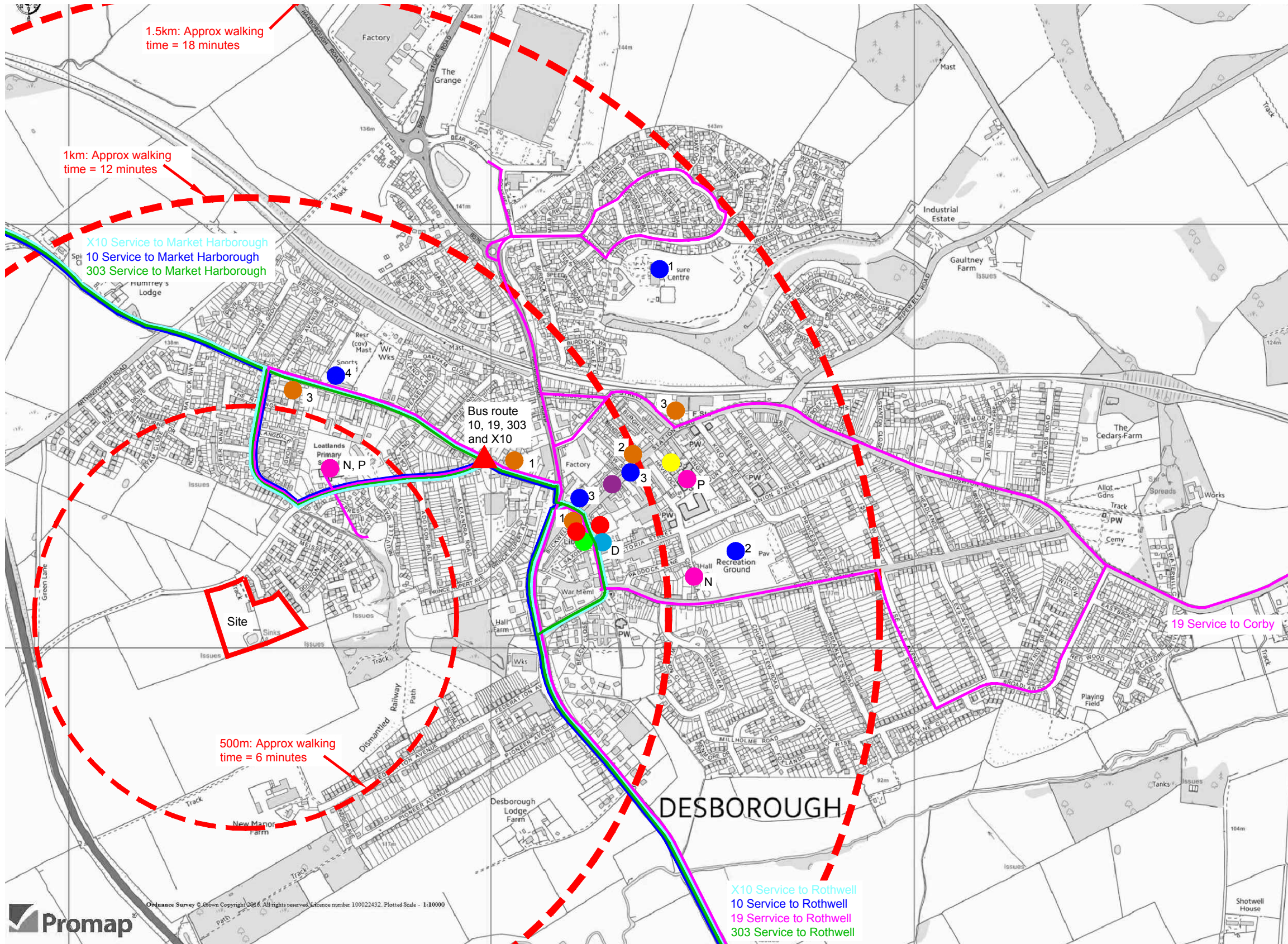
POS

HEDGE TO BE REMOVED

POND TO BE RETAINED

PUMPING STATION

Appendix C
Local Facilities Plan
JPP drawing no. U8368PM-TA02



NOTE
Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'



KEY

- No. 10 Bus Route
- No. X10 Bus Route
- No. 19 Bus Route
- No. 303 Bus Route
- Site Boundary
- Nearest existing bus stop (Desborough, adj Harrington Road)
- School/College
N=Nursery P=Primary
- Doctors
- Dentist
- Pharmacy
- Library
- Post Office
- Shops
 1. Convenience store
 2. Butcher
 3. Co-op supermarket
 4. Convenience store & hot takeaway
- Leisure
 1. Leisure Centre
 2. Recreation ground
 3. Various pubs, restaurants & takeaways
 4. Desborough Town Football Club

Promap
Ordnance Survey © Crown Copyright 2016. All rights reserved. Licence number 100022432. Plotted Scale - 1:10000

Reproduced from Ordnance Survey explorer map. Licence number 100022432. Ordnance Survey. Crown Copyright. All Rights Reserved.

<p style="font-size: small; margin-top: 5px;">Cedar Barn, White Lodge, Waigra, Northampton NN6 9PY T: (01804) 781811 E: mail@jppuk.net F: (01804) 781888 W: www.jppuk.net</p>	Client RDC	
	Project Proposed Development Harrington Road Desborough	
	Title Facilities Plan	
Scale at A3 1:10000	Drawn by MN	Checked by MJA
Status	Project ref U8368PM	Date June 2016
	Drawing no. TA02	Revision

**Appendix D
Cycle Routes**



Ford, Geddington



Start 'em young

Key

- Roads that are normally hazardous for cyclists but experienced adult highway users may find them useful in wet periods.
- Busy principal roads with high speeds, HDVs, and complex junctions. Suitable for highly skilled commuting cyclists.
- Busy roads but lower speeds, some complicated traffic movements. A medium to high level of skill required for trouble free cycling.
- Through routes with moderate traffic and low speeds but also banking and parking movements. Well trained school children should cope.
- Quiet roads with low traffic speed and volume. Suitable for all cyclists behaving responsibly if they have some training.
- Proposed route

Symbols

- Cycle Parking
- Chapel
- Doctor
- Libraries
- Off road paths and ways
- Green Spaces

Gradients significant for most cyclists.

- Primary School
- Post Office
- Hospital
- Secondary School
- PH Public House
- Tourist attraction

Off road paths and ways

- Cycle track, shared path or bridleway with tarmac or stone all weather surface.
- Bridleway or other permitted path with soft surface. May be suitable for cycling, especially on a road bike, in wet weather.
- Footpath or private road where cycling may not be allowed without permission.
- Bridleways where cycling is often impractical because of rough surfaces and/or gradient.

The representation on this map of any road, track or path is not evidence of a right of way or of its legal status.

Green Spaces

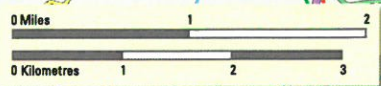
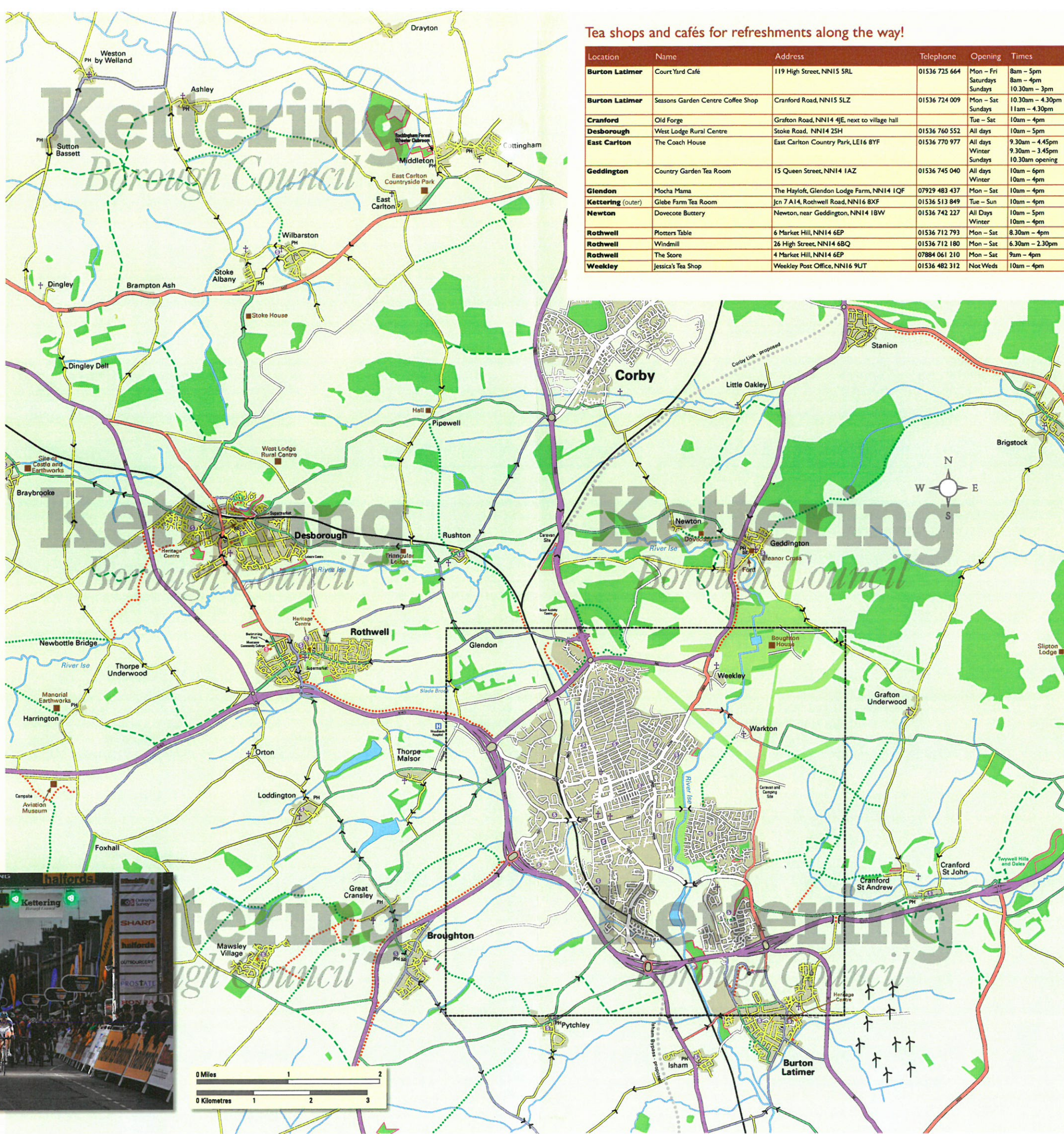
- Parks and nature conservation areas where there is public access.



Taking a break



Halfords Tour Series - professionals racing in Kettering



Tea shops and cafés for refreshments along the way!

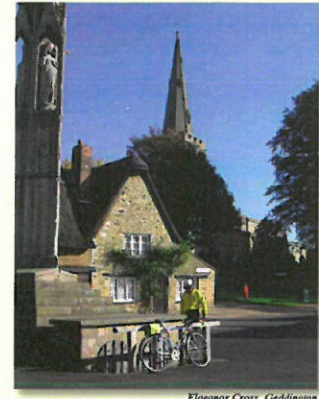
Location	Name	Address	Telephone	Opening Times
Burton Latimer	Court Yard Café	119 High Street, NN15 5RL	01536 725 664	Mon - Fri 8am - 5pm Saturdays 8am - 4pm Sundays 10.30am - 3pm
Burton Latimer	Seasons Garden Centre Coffee Shop	Cranford Road, NN15 5LZ	01536 724 009	Mon - Sat 10.30am - 4.30pm Sundays 11am - 4.30pm
Cranford	Old Forge	Grafton Road, NN14 4JE, next to village hall		Tue - Sat 10am - 4pm
Desborough	West Lodge Rural Centre	Stoke Road, NN14 2SH	01536 760 552	All days 10am - 5pm
East Carlton	The Coach House	East Carlton Country Park, LE16 8YF	01536 770 977	All days 9.30am - 4.45pm Winter 9.30am - 3.45pm Sundays 10.30am opening
Geddington	Country Garden Tea Room	15 Queen Street, NN14 1AZ	01536 745 040	All days 10am - 6pm Winter 10am - 4pm
Glendon	Mocha Mama	The Hayloft, Glendon Lodge Farm, NN14 1QF	07929 483 437	Mon - Sat 10am - 4pm
Kettering (outer)	Glebe Farm Tea Room	Jcn 7 A14, Rothwell Road, NN16 8XF	01536 513 849	Tue - Sun 10am - 4pm
Newton	Dovecote Buttery	Newton, near Geddington, NN14 1BW	01536 742 227	All Days 10am - 5pm Winter 10am - 4pm
Rothwell	Plotter's Table	6 Market Hill, NN14 6EP	01536 712 793	Mon - Sat 8.30am - 4pm
Rothwell	Windmill	26 High Street, NN14 6BQ	01536 712 180	Mon - Sat 6.30am - 2.30pm
Rothwell	The Store	4 Market Hill, NN14 6EP	07884 061 210	Mon - Sat 9am - 4pm
Weekley	Jessica's Tea Shop	Weekley Post Office, NN16 9UT	01536 482 312	Not Weds 10am - 4pm

The Borough has plenty to offer

Welcome to the Borough of Kettering located within the heart of England and North Northamptonshire. Made up of 4 towns and 25 villages the Borough is an attractive and accessible place full of history and characterised by the beautiful countryside, market towns and villages.

The area has a wealth of countryside and heritage waiting to be explored including museums, churches, historic buildings and woodland areas. There are also a number of hotels, restaurants and traditional pubs across the Borough all waiting to be discovered. This map should help existing and new cyclists in managing and minimising the risks that they face from motor traffic.

One of the most attractive aspects of the Borough is its warm and welcoming environment and on this map you will find many destinations marked that you can visit conveniently by bike. For example, within 10 miles of Kettering no less than eight historic buildings can be found which rival the best in the country with their beauty and interest such as Boughton House, Rushton Hall and Triangular Lodge.



Eleanor Cross, Geddington

Other popular attractions include Wicksteed Park, one of the UK's top 20 visitor attractions and the country's very first theme park, the Alfred East Art Gallery and Manor House Museum in Kettering and the aviation museum at Harrington.

Whether you are a local resident or visitor, don't forget to visit the Kettering Tourist Information Centre for more information on places to visit, things to do and local events happening within the Borough and surrounding area. See our useful contacts section for more information.



Keeping kids active

Reasons to get out more

Whether commuting to work or school, or just to have fun, there is nothing like the sense of freedom cycling provides to blow away the cobwebs and to keep yourself fit and healthy.

Becoming skilled and fit on a bicycle takes time, but the effort is amply rewarded. The advantages of using a bike for transport and leisure are increasingly apparent. Being able to cycle anywhere at any time gives a person a greater sense of self worth and control over their life. Elderly cyclists who can walk fifty yards can often go several miles on a bicycle.

Cycling gives a freedom that is often not available to drivers. There are endless opportunities opened up around the Borough by the numerous cycle routes available which car users often miss out on.

Cycling for recreation is also an ideal way to interact with the environment whilst causing it no harm. There is no better way to explore our heritage of churches, nature reserves, ancient monuments, parks and tourist attractions than by bicycle.



Stawick Lakes path

**Appendix E
Bus Maps and Timetables**



The information on this timetable is expected to be valid until at least 21st March 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Notes	1		2																
		NOSD	NOSH	NOSH																
West Hunsbury, adj Hawk Ridge						0756		0856	0950	1050	1150	1250	1350	1420	1450		1555			
Shelfleys, opp Teal Close						0800		0900	0954	1054	1154	1254	1354	1424	1454		1559			
East Hunsbury, adj Tesco Bus Shelter			0636		0706	0806		0906	1000	1100	1200	1300	1400	1430	1500		1605			
Delapre, adj Forest Road			0641		0713	0813		0913	1007	1107	1207	1307	1407	1438	1507		1612			
Delapre, adj Delapre Crescent			0642		0714	0814		0914	1008	1108	1208	1308	1408	1439	1508		1613			
Northampton, Northampton Bus Interchange (Bay 8)	arr		0651		0723	0823		0923	1017	1117	1217	1317	1417	1447	1517		1622			
Northampton, Northampton Bus Interchange (Bay 8)	dep	0625		0654	0710		0826	0910		1020	1120	1220	1320	1420	1500	1520		1626		
Kingsley Park, o/s Co-op		0633		0702	0718		0836	0920		1030	1130	1230	1330	1430	1511	1530		1630		
Spinney Hill, opp Coppice Drive		0640		0709	0725		0841	0925		1035	1135	1235	1335	1435		1539		1645		
Parklands, adj Thrupton Drive		0642		0711	0727		0843	0927		1037	1137	1237	1337	1437		1542		1648		
Parklands, o/s School for Girls		0645		0714	0730		0846	0930		1040	1140	1240	1340	1440		1546		1652		
Boothville, nr Lumbertubs		0649		0718			0850	0934		1044	1144	1244	1344	1444	1520	1554		1657		
Moulton Leys, o/s Manning Court		0655		0724			0856	0940		1050	1150	1250	1350	1450	1522	1600		1703		
Moulton, opp Parade Bank		0657		0726			0859	0942		1052	1152	1252	1352	1452	1523	1602		1705		
Moulton, opp Wantage Close		0700		0729			0901	0945		1055		1255		1455	1526			1708		
Overstone, o/s Post Office		0703		0732			0904			1058		1258		1458	1529			1711		
Sywell, o/s The Horseshoe		0705		0734			0907			1100		1300		1500	1531			1713		
Holcot, opp Farm Close		0710		0739			0912			1105		1305		1505	1537			1718		
Hannington, adj Bus Shelter		0715		0743			0916			1109		1309		1509	1540			1722		
Walgrave, opp War Memorial		0721		0745			0918			1111		1311		1511	1542			1724		
Old, adj Cherry Hill		0726		0748			0921			1114		1314		1514	1545			1727		
Mawsley, opp Barnwell Court	0708	0734		0753			0930			1119		1319		1519	1550			1732		
Broughton, opp Red Lion	0723														1559					
Kettering, opp Hospital	0733			0811			0948			1137		1337		1537	1610			1746		
Kettering, Newland Centre (Stop 6)				0814			0951			1140		1340		1540				1749		
Kettering, Newland Centre (Stop 8)	0737														1614					
Broughton, o/s Red Lion		0746																		
Pytchley, o/s All Saints Church		0750																		
Kettering, o/s 32 Pytchley Road		0759																		
Kettering, 131 Hawthorn Road (Stop os)		0809																		
Kettering, Bus Interchange (Stop 9)		0817		0817			0954			1143		1343		1543				1752		
Kettering, Bus Interchange (Stop 10)	0740														1617			1620		
Kettering, Newland Centre (Stop 2)																		1624		
Kettering, o/s Satra House																		1629		
Rothwell, adj Drake Close																		1640		
Rothwell, opp Cook Close																		1643		
Rothwell, adj War Memorial																		1646		
Rothwell, adj Underwood Road																		1651		
Desborough, opp Station Road																		1658		
Desborough, opp Sports Ground																		1703		
Braybrooke, adj The Green																		1707		
Market Harborough, Market Hall (Stand M2)																		1717		

Mondays to Fridays

West Hunsbury, adj Hawk Ridge	1709	1809		1909	1939	
Shelfleys, opp Teal Close	1713	1813		1913	1943	
East Hunsbury, adj Tesco Bus Shelter	1719	1819		1919	1949	
Delapre, adj Forest Road	1726	1826		1926	1956	
Delapre, adj Delapre Crescent	1727	1827		1927	1957	
Northampton, Northampton Bus Interchange (Bay 8)	1736	1836		1936	2006	
Northampton, Northampton Bus Interchange (Bay 8)	1740		1840			2010
Kingsley Park, o/s Co-op	1750		1848			2018
Spinney Hill, opp Coppice Drive	1800		1855			2025
Parklands, adj Thrupton Drive	1803		1857			2027
Parklands, o/s School for Girls	1807		1900			2030
Boothville, nr Lumbertubs	1812		1904			2034
Moulton Leys, o/s Manning Court	1817		1910			2040
Moulton, opp Parade Bank	1819		1912			2042
Moulton, opp Wantage Close	1823		1915			2045
Overstone, o/s Post Office	1826		1918			2048
Sywell, o/s The Horseshoe	1828		1920			2050
Holcot, opp Farm Close	1833		1925			2055
Hannington, adj Bus Shelter	1837		1929			2059
Walgrave, opp War Memorial	1839		1931			2101
Old, adj Cherry Hill	1842		1934			2104
Mawsley, opp Barnwell Court	1848		1939			2109
Kettering, opp Hospital	1902		1957			2127
Kettering, Newland Centre (Stop 6)	1905		2000			2130
Kettering, Bus Interchange (Stop 9)	1908		2003			2133

Service Restrictions: 1 - not 3.4.18 to 13.4., 29.5. to 1.6.
2 - only 3.4.18 to 13.4., 29.5. to 1.6.

Notes: NOSD - Operates on Northamptonshire Schooldays only
NOSH - Operates during Northamptonshire School Holidays only



The information on this timetable is expected to be valid until at least 21st March 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

West Hunsbury, adj Hawk Ridge	—	0756	0850	0950	1050	1150	1250	1350	1450	1555	1709	1809	1909	1939	
Sheffleys, opp Teal Close	—	0800	0854	0954	1054	1154	1254	1354	1454	1559	1713	1813	1913	1943	
East Hunsbury, adj Tesco Bus Shelter	—	0806	0900	1000	1100	1200	1300	1400	1500	1605	1719	1819	1919	1949	
Delapre, adj Forest Road	—	0813	0907	1007	1107	1207	1307	1407	1507	1612	1726	1826	1926	1956	
Delapre, adj Delapre Crescent	—	0814	0908	1008	1108	1208	1308	1408	1508	1613	1727	1827	1927	1957	
Northampton, Northampton Bus Interchange (Bay 8)	arr	—	0823	0917	1017	1117	1217	1317	1417	1517	1622	1736	1836	1936	2006
Northampton, Northampton Bus Interchange (Bay 8)	dep	0654	0826	0920	1020	1120	1220	1320	1420	1520	1626	1740	1840	—	—
Kingsley Park, o/s Co-op	0703	0835	0929	1029	1129	1229	1329	1429	1529	1635	1749	1849	—	—	
Spinney Hill, opp Coppice Drive	0709	0841	0935	1035	1135	1235	1335	1435	1535	1641	1755	1855	—	—	
Parklands, adj Thruxton Drive	0711	0843	0937	1037	1137	1237	1337	1437	1537	1643	1757	1857	—	—	
Parklands, o/s School for Girls	0714	0846	0940	1040	1140	1240	1340	1440	1540	1646	1800	1900	—	—	
Boothville, nr Lumbertubs	0718	0850	0944	1044	1144	1244	1344	1444	1544	1650	1804	1904	—	—	
Moulton Leys, o/s Manning Court	0724	0856	0950	1050	1150	1250	1350	1450	1550	1656	1810	1910	—	—	
Moulton, opp Parade Bank	0726	0859	0952	1052	1152	1252	1352	1452	1552	1658	1812	1912	—	—	
Moulton, opp Wantage Close	0729	0902	—	1055	—	1255	—	1455	—	1701	1815	1915	—	—	
Overstone, o/s Post Office	0732	0905	—	1058	—	1258	—	1458	—	1704	1818	1918	—	—	
Sywell, o/s The Horseshoe	0734	0907	—	1100	—	1300	—	1500	—	1706	1820	1920	—	—	
Holcot, opp Farm Close	0739	0912	—	1105	—	1305	—	1505	—	1711	1825	1925	—	—	
Hannington, adj Bus Shelter	0743	0916	—	1109	—	1309	—	1509	—	1715	1829	1929	—	—	
Walgrave, opp War Memorial	0745	0918	—	1111	—	1311	—	1511	—	1717	1831	1931	—	—	
Old, adj Cherry Hill	0748	0921	—	1114	—	1314	—	1514	—	1720	1834	1934	—	—	
Mawsley, opp Barnwell Court	0753	0930	—	1119	—	1319	—	1519	—	1725	1839	1939	—	—	
Kettering, opp Hospital	0811	0948	—	1137	—	1337	—	1537	—	1743	1857	1957	—	—	
Kettering, Newland Centre (Stop 6)	0814	0951	—	1140	—	1340	—	1540	—	1746	1900	2000	—	—	
Kettering, Bus Interchange (Stop 9)	0817	0954	—	1143	—	1343	—	1543	—	1749	1903	2003	—	—	

Sundays

no service



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for Service Restrictions, Notes, and stop times for various locations like Kettering, Mawsley, Moulton, Parklands, and Northampton. Includes sub-columns for NOSH and NOSD.

Mondays to Fridays

Table with columns for stop names and their corresponding times for various locations like Kettering, Mawsley, Moulton, Parklands, and Northampton.

Saturdays

Table with columns for stop names and their corresponding times for various locations like Kettering, Mawsley, Moulton, Parklands, and Northampton.

Service Restrictions: 1 - not 3.4.18 to 13.4., 29.5. to 1.6. 2 - only 3.4.18 to 13.4., 29.5. to 1.6.

Notes: NOSD - Operates on Northamptonshire Schooldays only NOSH - Operates during Northamptonshire School Holidays only



10

Kettering - Mawsley - Moulton - Parklands - Northampton Town Centre - West Hunsbury

Stagecoach Northamptonshire

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

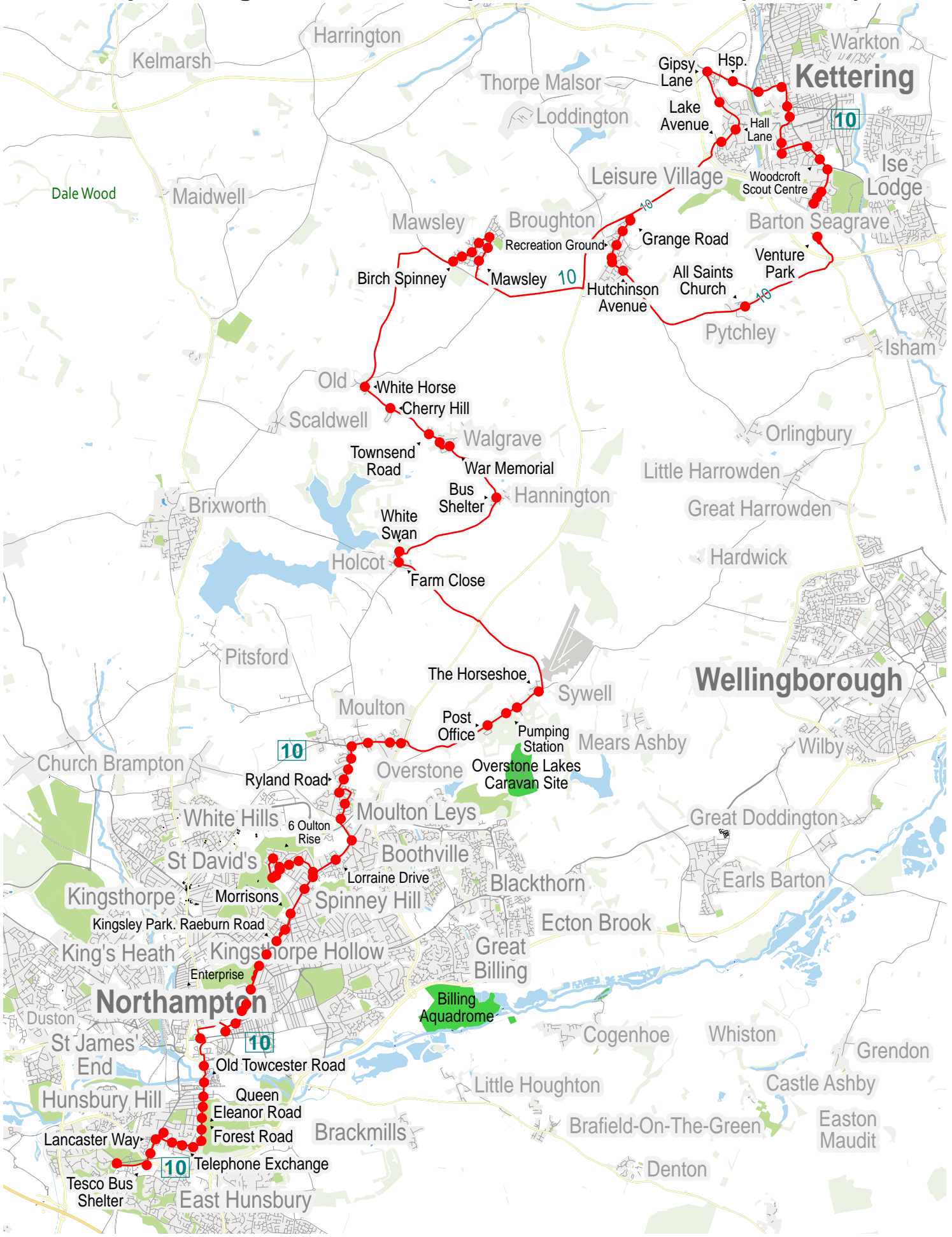
Sundays

no service

Route map for Stagecoach Northamptonshire service 10 (outbound)



Route map for Stagecoach Northamptonshire service 10 (inbound)





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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Notes				1		2		2		1		2		1				
					NOSH	NOSD	NOSD	NOSH	NOSD	NOSH	NOSD	NOSH	NOSD	NOSH					
Kettering, opp Churchill Way																			
§ Kettering, opp St David's Close																			
§ Kettering, opp St Christopher's Close																			
§ Kettering, o/s 42 St Stephens Road																			
§ Kettering, opp The Leather Craftsman																			
§ Kettering, adj St Stephens Road																			
§ Kettering, opp St Lukes Close																			
§ Kettering, adj Carisbrooke Close																			
§ Kettering, opp Gleneagles Close																			
§ Kettering, adj Kylesku Crescent																			
§ Kettering, opp French Drive																			
§ Kettering, adj Wavel Close																			
§ Kettering, adj St Johns Road																			
§ Kettering, o/s Science Academy																			
§ Kettering, opp Oak Road																			
§ Kettering, opp Hillcrest Avenue																			
Kettering, opp Linden Avenue																			
§ Kettering, opp Sunley Court																			
§ Kettering, opp St Mary's Hospital																			
§ Kettering, o/s Police Station																			
Kettering, Bus Interchange (Stop 11)	arr																		
Kettering, Bus Interchange (Stop 11)	dep	0500	0530	0600	0630	0658	0725	0734	0736	0800	0811	0811	0820	0842	0842	0905	0916	0916	
Kettering, Newland Centre (Stop 5)	arr	0502	0532	0602	0632	0700	0727	0736	0738	0802	0813	0813	0822	0844	0844	0907	0918	0918	
Kettering, Newland Centre (Stop 5)	dep	0503	0533	0605	0635	0656	0703	0730	0740	0805	—	—	0825	0850	0850	0910	—	—	
§ Kettering, opp Railway View		0504	0534	0606	0636	0657	0704	0731	0741	0806	—	—	0826	0851	0851	0911	—	—	
Kettering, o/s Hospital		0506	0536	0609	0639	0659	0707	0734	0744	0744	0809	—	—	0829	0854	0854	0914	—	—
§ Kettering, adj Gipsy Lane				0609		0659		0734	0744	0744				0854	0854	0914			
§ Kettering, adj Baron Avenue		0509	0539		0642		0710							0832					
Kettering, opp Enterprise Close		0511	0541		0644		0712							0834					
§ Kettering, Linnell Way (NE-bound)		0511	0541		0644		0712							0834					
§ Kettering, adj Linnell Way		0511	0541		0644		0712							0834					
§ Kettering, opp Riley Road		0512	0542		0645		0713							0835					
§ Kettering, opp Wyndham Way		0512	0542		0645		0713							0835					
§ Rothwell, opp Jubilee Street		0517	0547	0615	0650	0705	0718	0740	0750	0750	0820	—	—	0840	0900	0900	0920	—	—
§ Rothwell, opp Gordon Street		0517	0547	0615	0650	0705	0718	0740	0750	0750	0820	—	—	0840	0900	0900	0920	—	—
§ Rothwell, nr War Memorial		0517	0547	0615	0650	0705	0718	0740	0750	0750	0820	—	—	0840	0900	0900	0920	—	—
Rothwell, adj The Maltings		0518	0548	0616	0651	0706	0719	0741	0751	0751	0821	—	—	0841	0901	0901	0921	—	—
§ Rothwell, opp Cricket Ground		0518	0548	0616	0651	0706	0719	0741	0751	0751	0821	—	—	0841	0901	0901	0921	—	—
§ Rothwell, o/s Medical Centre		0519	0549	0617	0652	0707	0720	0742	0752	0752	0822	—	—	0842	0902	0902	0922	—	—
§ Desborough, opp Brooke Close		0522	0552	0620	0655	0710	0723	0745	0755	0755	0825	—	—	0845	0905	0905	0925	—	—
Desborough, adj Station Road		0524	0554	0622	0657	0712	0725	0747	0757	0757	0827	—	—	0847	0907	0907	0927	—	—
§ Desborough, adj Paddock Lane							0747							0847					
Desborough, opp Breakleys Road							0749							0849					
§ Desborough, o/s 1 Ise Vale Avenue							0749							0849					
§ Desborough, o/s 41 Ise Vale Avenue							0750							0850					
§ Desborough, adj Chestnut Drive							0750							0850					
Desborough, opp Red Wood Close							0751							0851					
§ Desborough, adj Watermill Close							0751							0851					
§ Rushton, 16 Desborough Road (Stop os)							0756							0856					
§ Rushton, o/s 1 Desborough Road							0756							0856					
Rushton, opp Thornhill Arms							0758							0858					
§ Oakley Vale, opp Morrisons							0804							0904					
§ Oakley Vale, adj Dumble Close							0805							0905					
Oakley Vale, opp Charter Court							0806							0906					
§ Oakley Vale, opp Waver Close							0806							0906					
§ Oakley Vale, opp Bankside							0806							0906					
§ Hazel Leys, o/s Adult Learning Centre							0807							0907					
§ Hazel Leys, adj Lyveden Way							0807							0907					
§ Hazel Leys, opp Cecil Drive							0807							0907					
§ Corby, Elizabeth Street (Stop L)							0808							0908					
Corby, George Street (Stop A)	arr						0810							0910					
Corby, George Street (Stop A)	dep						0814							0914					
§ Exeter, nr Burghley Drive							0815							0915					
Corby Village, o/s Tesco							0817							0917					
§ Corby Village, opp St Marks Road							0818							0918					
Corby Village, o/s The White Hart							0820							0920					
§ Corby Village, opp Chapel Lane							0821							0921					
Corby Village, opp ASDA Superstore							0824							0924					

Service Restrictions: 1 - only 3.4.18 to 13.4., 29.5. to 1.6.
2 - not 3.4.18 to 13.4., 29.5. to 1.6.

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with 17 columns representing time slots from 09:24 to 15:54. Rows list various bus stops including Kettering, Rothwell, Desborough, and Corby with their respective arrival and departure times.

Mondays to Fridays

Summary table for Monday to Friday routes, showing arrival and departure times for key stops like Kettering, Newland Centre, and Desborough.

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for stop names and times. Rows include Kettering, opp Churchill Way, Kettering, opp St David's Close, Kettering, opp St Christopher's Close, Kettering, o/s 42 St Stephens Road, Kettering, opp The Leather Craftsman, Kettering, adj St Stephens Road, Kettering, opp St Lukes Close, Kettering, adj Carisbrooke Close, Kettering, opp Gleneagles Close, Kettering, adj Kylesku Crescent, Kettering, opp French Drive, Kettering, adj Wavel Close, Kettering, adj St Johns Road, Kettering, o/s Science Academy, Kettering, opp Oak Road, Kettering, opp Hillcrest Avenue, Kettering, opp Linden Avenue, Kettering, opp Sunley Court, Kettering, opp St Mary's Hospital, Kettering, o/s Police Station, Kettering, Bus Interchange (Stop 11), Kettering, Bus Interchange (Stop 11), Kettering, Bus Interchange (Stop 12), Kettering, Newland Centre (Stop 5), Kettering, Newland Centre (Stop 5), Kettering, opp Railway View, Kettering, o/s Hospital, Kettering, adj Gipsy Lane, Rothwell, opp Jubilee Street, Rothwell, opp Gordon Street, Rothwell, nr War Memorial, Rothwell, adj The Maltings, Rothwell, opp Cricket Ground, Rothwell, o/s Medical Centre, Desborough, opp Brooke Close, Desborough, adj Station Road, Desborough, adj Paddock Lane, Desborough, opp Breakleys Road, Desborough, o/s 1 Ise Vale Avenue, Desborough, o/s 41 Ise Vale Avenue, Desborough, adj Chestnut Drive, Desborough, opp Red Wood Close, Desborough, adj Watermill Close, Rushton, 16 Desborough Road (Stop os), Rushton, o/s 1 Desborough Road, Rushton, opp Thornhill Arms, Oakley Vale, opp Morrisons, Oakley Vale, adj Dumble Close, Oakley Vale, opp Charter Court, Oakley Vale, opp Waver Close, Oakley Vale, opp Bankside, Hazel Leys, o/s Adult Learning Centre, Hazel Leys, adj Lyveden Way, Hazel Leys, opp Cecil Drive, Corby, Elizabeth Street (Stop L), Corby, George Street (Stop A), Corby, George Street (Stop A), Exeter, nr Burghley Drive, Corby Village, o/s Tesco, Corby Village, opp St Marks Road, Corby Village, o/s The White Hart, Corby Village, opp Chapel Lane, Corby Village, opp ASDA Superstore.

Saturdays

Table with columns for stop names and times. Rows include Kettering, Bus Interchange (Stop 11), Kettering, Newland Centre (Stop 5), Kettering, Newland Centre (Stop 5), Kettering, opp Railway View, Kettering, o/s Hospital, Kettering, adj Gipsy Lane, Rothwell, opp Jubilee Street, Rothwell, opp Gordon Street, Rothwell, nr War Memorial, Rothwell, adj The Maltings, Rothwell, opp Cricket Ground, Rothwell, o/s Medical Centre, Desborough, opp Brooke Close, Desborough, adj Station Road.

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Table with 15 columns representing bus routes and rows listing stops with arrival and departure times. Includes stops like Kettering, opp Churchill Way, Desborough, opp Breakleys Road, and Corby Village, opp ASDA Superstore.

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Table with columns for stop names and times. Rows include Kettering, opp Churchill Way, Kettering, opp St David's Close, Kettering, opp St Christopher's Close, Kettering, o/s 42 St Stephens Road, Kettering, opp The Leather Craftsman, Kettering, adj St Stephens Road, Kettering, opp St Lukes Close, Kettering, adj Carisbrooke Close, Kettering, opp Gleneagles Close, Kettering, adj Kylesku Crescent, Kettering, opp French Drive, Kettering, adj Wavel Close, Kettering, adj St Johns Road, Kettering, o/s Science Academy, Kettering, opp Oak Road, Kettering, opp Hillcrest Avenue, Kettering, opp Linden Avenue, Kettering, opp Sunley Court, Kettering, opp St Mary's Hospital, Kettering, o/s Police Station, Kettering, Bus Interchange (Stop 11), Kettering, Bus Interchange (Stop 11), Kettering, Newland Centre (Stop 5), Kettering, Newland Centre (Stop 5), Kettering, opp Railway View, Kettering, o/s Hospital, Kettering, adj Gipsy Lane, Rothwell, opp Jubilee Street, Rothwell, opp Gordon Street, Rothwell, nr War Memorial, Rothwell, adj The Maltings, Rothwell, opp Cricket Ground, Rothwell, o/s Medical Centre, Desborough, opp Brooke Close, Desborough, adj Station Road, Desborough, adj Paddock Lane, Desborough, opp Breakleys Road, Desborough, o/s 1 Ise Vale Avenue, Desborough, o/s 41 Ise Vale Avenue, Desborough, adj Chestnut Drive, Desborough, opp Red Wood Close, Desborough, adj Watermill Close, Rushton, 16 Desborough Road (Stop os), Rushton, o/s 1 Desborough Road, Rushton, opp Thornhill Arms, Oakley Vale, opp Morrisons, Oakley Vale, adj Dumble Close, Oakley Vale, opp Charter Court, Oakley Vale, opp Waver Close, Oakley Vale, opp Bankside, Hazel Leys, o/s Adult Learning Centre, Hazel Leys, adj Lyveden Way, Hazel Leys, opp Cecil Drive, Corby, Elizabeth Street (Stop L), Corby, George Street (Stop A), Corby, George Street (Stop A), Exeter, nr Burghley Drive, Corby Village, o/s Tesco, Corby Village, opp St Marks Road, Corby Village, o/s The White Hart, Corby Village, opp Chapel Lane, Corby Village, opp ASDA Superstore.

Saturdays

Table with columns for stop names and times. Rows include Kettering, opp Churchill Way, Kettering, opp St David's Close, Kettering, opp St Christopher's Close, Kettering, o/s 42 St Stephens Road, Kettering, opp The Leather Craftsman, Kettering, adj St Stephens Road, Kettering, opp St Lukes Close, Kettering, adj Carisbrooke Close, Kettering, opp Gleneagles Close, Kettering, adj Kylesku Crescent, Kettering, opp French Drive, Kettering, adj Wavel Close, Kettering, adj St Johns Road, Kettering, o/s Science Academy, Kettering, opp Oak Road, Kettering, opp Hillcrest Avenue, Kettering, opp Linden Avenue, Kettering, opp Sunley Court, Kettering, opp St Mary's Hospital, Kettering, o/s Police Station, Kettering, Bus Interchange (Stop 11).

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Saturdays

Kettering, opp Churchill Way		1859	1906	1929	—	—	—
§ Kettering, opp St David's Close		1859	1906	1929	—	—	—
§ Kettering, opp St Christopher's Close		1900	1907	1930	—	—	—
§ Kettering, o/s 42 St Stephens Road		1901	1908	1931	—	—	—
§ Kettering, opp The Leather Craftsman		1901	1908	1931	—	—	—
§ Kettering, adj St Stephens Road		1902	1909	1932	—	—	—
§ Kettering, opp St Lukes Close		1902	1909	1932	—	—	—
§ Kettering, adj Carisbrooke Close		1903	1910	1933	—	—	—
§ Kettering, opp Gleneagles Close		1904	1911	1934	—	—	—
§ Kettering, adj Kylesku Crescent		1905	1912	1935	—	—	—
§ Kettering, opp French Drive		1906	1913	1936	—	—	—
§ Kettering, adj Wavel Close		1906	1913	1936	—	—	—
§ Kettering, adj St Johns Road		1907	1914	1937	—	—	—
§ Kettering, o/s Science Academy		1908	1915	1938	—	—	—
§ Kettering, opp Oak Road		1909	1916	1939	—	—	—
§ Kettering, opp Hillcrest Avenue		1910	1917	1940	—	—	—
Kettering, opp Linden Avenue		1911	1918	1941	—	—	—
§ Kettering, opp Sunley Court		1912	1919	1942	—	—	—
§ Kettering, opp St Mary's Hospital		1914	1921	1944	—	—	—
§ Kettering, o/s Police Station		1915	1922	1945	—	—	—
Kettering, Bus Interchange (Stop 11)	arr	1917	1924	1947	—	—	—
Kettering, Bus Interchange (Stop 11)	dep	1920	—	1947	2025	2130	2240
Kettering, Newland Centre (Stop 5)	arr	1922	—	1949	2027	2132	2242
Kettering, Newland Centre (Stop 5)	dep	1924	—	—	2029	2134	2244
§ Kettering, opp Railway View		1925	—	—	2030	2135	2245
Kettering, o/s Hospital		1927	—	—	2032	2137	2247
§ Kettering, adj Gipsy Lane		1927	—	—	2032	2137	2247
§ Rothwell, opp Jubilee Street		1933	—	—	2038	2143	2253
§ Rothwell, opp Gordon Street		1933	—	—	2038	2143	2253
§ Rothwell, nr War Memorial		1933	—	—	2038	2143	2253
Rothwell, adj The Maltings		1934	—	—	2039	2144	2254
§ Rothwell, opp Cricket Ground		1934	—	—	2039	2144	2254
§ Rothwell, o/s Medical Centre		1935	—	—	2040	2145	2255
§ Desborough, opp Brooke Close		1938	—	—	2043	2148	2258
Desborough, adj Station Road		1940	—	—	2045	2150	2300

Sundays

Kettering, Bus Interchange (Stop 11)	dep	0843		43		1943	
Kettering, Newland Centre (Stop 5)	arr	0845		45		1945	
Kettering, Newland Centre (Stop 5)	dep	0845		45		1945	
§ Kettering, opp Railway View		0846		46		1946	
Kettering, o/s Hospital		0849		49		1949	
§ Kettering, adj Gipsy Lane		0849		49		1949	
§ Rothwell, opp Jubilee Street		0855		55		1955	
§ Rothwell, opp Gordon Street		0855		55		1955	
§ Rothwell, nr War Memorial		0855		55		1955	
Rothwell, adj The Maltings		0856		56		1956	
§ Rothwell, opp Cricket Ground		0856		56		1956	
§ Rothwell, o/s Medical Centre		0857		57		1957	
§ Desborough, opp Brooke Close		0859		59		1959	
Desborough, adj Station Road		0901	then	01		2001	
§ Desborough, adj Paddock Lane		0901	at	01		2001	
Desborough, opp Breakleys Road		0903	these	03		2003	
§ Desborough, o/s 1 Ise Vale Avenue		0903	mins	03	until	2003	
§ Desborough, o/s 41 Ise Vale Avenue		0903	past	03		2003	
§ Desborough, adj Chestnut Drive		0903	each	03		2003	
Desborough, opp Red Wood Close		0904	hour	04		2004	
§ Desborough, opp Cemetery		0904		04		2004	
§ Desborough, adj Mayfield Road		0905		05		2005	
§ Desborough, adj Union Street		0906		06		2006	
§ Desborough, adj Queen Street		0907		07		2007	
Desborough, adj Eagle Avenue		0911		11		2011	
§ Desborough, Bear Way (S-bound)		0911		11		2011	
§ Desborough, adj Buttercup Road		0912		12		2012	
§ Desborough, opp Foxglove Road		0912		12		2012	
Desborough, adj Rowan Close		0913		13		2013	
§ Desborough, o/s 42 to 48 Ironwood Avenue		0913		13		2013	
§ Desborough, adj Ironwood Avenue		0914		14		2014	
§ Desborough, adj Harrington Road		0916		16		2016	
Desborough, opp Sports Ground		0918		18		2018	

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for Service Restrictions, Notes, and time slots (2, 1, 2, 1, 2, 1) for various routes including Corby Village, Desborough, and Kettering.

Service Restrictions: 1 - only 3.4.18 to 13.4., 29.5. to 1.6. 2 - not 3.4.18 to 13.4., 29.5. to 1.6.

Notes: NOSD - Operates on Northamptonshire Schooldays only NOSH - Operates during Northamptonshire School Holidays only § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Mondays to Fridays

Table with columns for stop names and time slots (11:08, 11:28, 12:08, 12:08, 12:28, 13:08, 13:08, 13:28, 14:08, 14:08, 14:28, 15:08, 15:08, 15:33). Rows list various bus routes and stops such as Corby Village, Desborough, Rothwell, and Kettering.

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for stop names and times. Includes stops like Corby Village, Desborough, Rothwell, and Kettering. Times are listed in columns. Includes 'arr' and 'dep' markers for arrival and departure times.

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Mondays to Fridays

Corby Village, opp ASDA Superstore	—	1910	—	—	—	—	
§ Corby Village, opp Tyre & Auto	—	1912	—	—	—	—	
§ Corby Village, adj Chapel Lane	—	1913	—	—	—	—	
Corby Village, opp The White Hart	—	1914	—	—	—	—	
Corby Village, o/s Tesco	—	1917	—	—	—	—	
§ Corby Village, adj St Marks Road	—	1917	—	—	—	—	
§ Exeter, adj Burghley Drive	—	1918	—	—	—	—	
§ Corby, Elizabeth Street (Stop L)	—	1919	—	—	—	—	
Corby, George Street (Stop A)	arr	1920	—	—	—	—	
Corby, George Street (Stop A)	dep	1922	—	—	—	—	
§ Hazel Leys, adj Cecil Drive	—	1923	—	—	—	—	
§ Hazel Leys, opp Trinity Walk	—	1924	—	—	—	—	
§ Hazel Leys, opp Adult Learning Centre	—	1925	—	—	—	—	
§ Oakley Vale, adj Bankside	—	1925	—	—	—	—	
§ Oakley Vale, adj Waver Close	—	1926	—	—	—	—	
Oakley Vale, o/s Charter Court	—	1927	—	—	—	—	
§ Oakley Vale, opp Dumble Close	—	1927	—	—	—	—	
§ Oakley Vale, opp Butland Road	—	1927	—	—	—	—	
§ Oakley Vale, o/s Morrisons	—	1928	—	—	—	—	
Rushton, o/s Thornhill Arms	—	1935	—	—	—	—	
§ Rushton, opp 1 Desborough Road	—	1935	—	—	—	—	
§ Rushton, opp 16 Desborough Road	—	1936	—	—	—	—	
§ Desborough, opp Watermill Close	—	1940	—	—	—	—	
Desborough, adj Red Wood Close	—	1941	—	—	—	—	
Desborough, adj Breakleys Road	—	1944	—	—	—	—	
§ Desborough, nr Paddock Lane	—	1946	—	—	—	—	
Desborough, adj Station Road	1916	1949	1941	2046	2151	2301	
§ Desborough, adj Paddock Lane	1916	1949	1941	2046	2151	2301	
§ Desborough, nr Paddock Lane	—	1949	—	—	—	—	
Desborough, opp Breakleys Road	1918	—	1943	2048	2153	2303	
§ Desborough, opp Federation Avenue	—	1950	—	—	—	—	
§ Desborough, adj Brooke Close	—	1950	—	—	—	—	
§ Desborough, o/s 1 Ise Vale Avenue	1918	1951	1943	2048	2153	2303	
§ Desborough, o/s 41 Ise Vale Avenue	1919	1951	1944	2049	2154	2304	
§ Desborough, adj Chestnut Drive	1919	1951	1944	2049	2154	2304	
Desborough, opp Red Wood Close	1920	—	1945	2050	2155	2305	
§ Desborough, opp Cemetery	1920	—	1945	2050	2155	2305	
§ Desborough, adj Mayfield Road	1921	—	1946	2051	2156	2306	
§ Desborough, adj Union Street	1921	—	1946	2051	2156	2306	
§ Desborough, adj Queen Street	1922	—	1947	2052	2157	2307	
§ Desborough, adj Buttercup Road	1925	—	1950	2055	2200	2310	
§ Desborough, opp Foxglove Road	1925	—	1950	2055	2200	2310	
Desborough, adj Rowan Close	1926	—	1951	2056	2201	2311	
§ Desborough, o/s 42 to 48 Ironwood Avenue	1926	—	1951	2056	2201	2311	
§ Desborough, adj Ironwood Avenue	1927	—	1952	2057	2202	2312	
§ Desborough, adj Harrington Road	1928	—	1953	2058	2203	2313	
§ Desborough, opp Ash Grove	1929	—	1954	2059	2204	2314	
§ Desborough, adj Ash Grove	1932	—	1957	2101	2207	2317	
Desborough, adj Sports Ground	1933	—	1958	2102	2208	2318	
Desborough, adj Station Road	1938	—	2003	2108	2213	2323	
§ Desborough, nr Paddock Lane	1938	—	2003	2108	2213	2323	
§ Desborough, opp Federation Avenue	1939	—	2004	2109	2214	2324	
§ Desborough, adj Brooke Close	1939	—	2004	2109	2214	2324	
§ Rothwell, opp Medical Centre	1943	1954	2008	2113	2218	2328	
§ Rothwell, adj Cricket Ground	1944	1955	2009	2114	2219	2329	
Rothwell, adj War Memorial	1946	1957	2011	2116	2221	2331	
§ Rothwell, adj Gordon Street	1946	1957	2011	2116	2221	2331	
§ Rothwell, adj Jubilee Street	1946	1957	2011	2116	2221	2331	
§ Kettering, opp The Woodlands Hospital	1949	2000	2014	2119	2224	2334	
§ Kettering, opp Gipsy Lane	1952	2003	2017	2122	2227	2337	
Kettering, opp Hospital	1953	2004	2018	2123	2228	2338	
§ Kettering, adj Railway View	1954	2005	2019	2124	2229	2339	
Kettering, Newland Centre (Stop 7)	arr	1956	2007	2021	2126	2231	2341
Kettering, Newland Centre (Stop 7)	dep	1956	—	2021	2126	2231	2341
§ Kettering, opp School Lane	1957	—	2022	2127	2232	2342	—
Kettering, Bus Interchange (Stop 11)	—	1959	—	2024	2129	2234	2344

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Table with columns for stop names and arrival/departure times. Rows include stops like Corby Village, ASDA Superstore, Corby Village, opp Tyre & Auto, Corby Village, adj Chapel Lane, Corby Village, opp The White Hart, Corby Village, o/s Tesco, Corby Village, adj St Marks Road, Exeter, adj Burghley Drive, Corby, Elizabeth Street (Stop L), Corby, George Street (Stop A), Corby, George Street (Stop A), Hazel Leys, adj Cecil Drive, Hazel Leys, opp Trinity Walk, Hazel Leys, opp Adult Learning Centre, Oakley Vale, adj Bankside, Oakley Vale, adj Waver Close, Oakley Vale, o/s Charter Court, Oakley Vale, opp Dumble Close, Oakley Vale, opp Butland Road, Oakley Vale, o/s Morrisons, Rushton, o/s Thornhill Arms, Rushton, opp 1 Desborough Road, Rushton, opp 16 Desborough Road, Desborough, opp Watermill Close, Desborough, adj Red Wood Close, Desborough, adj Breakleys Road, Desborough, nr Paddock Lane, Desborough, adj Station Road, Desborough, opp Breakleys Road, Desborough, opp Federation Avenue, Desborough, adj Brooke Close, Desborough, o/s 1 Ise Vale Avenue, Desborough, o/s 41 Ise Vale Avenue, Desborough, adj Chestnut Drive, Desborough, opp Red Wood Close, Desborough, adj Eagle Avenue, Desborough, Bear Way (S-bound), Desborough, adj Sports Ground, Desborough, opp Harrington Road, Desborough, adj Buttercup Road, Desborough, opp Foxglove Road, Desborough, adj Rowan Close, Desborough, o/s 42 to 48 Ironwood Avenue, Desborough, adj Ironwood Avenue, Desborough, adj Station Road, Desborough, adj Station Road, Desborough, nr Paddock Lane, Desborough, opp Federation Avenue, Desborough, adj Brooke Close, Rothwell, opp Medical Centre, Rothwell, adj Cricket Ground, Rothwell, adj War Memorial, Rothwell, adj Gordon Street, Rothwell, adj Jubilee Street, Kettering, opp The Woodlands Hospital, Kettering, opp Gipsy Lane, Kettering, opp Hospital, Kettering, adj Railway View, Kettering, Newland Centre (Stop 7), Kettering, Newland Centre (Stop 7), Kettering, opp School Lane, Kettering, Bus Interchange (Stop 12), Kettering, Bus Interchange (Stop 11), Kettering, opp Police Station, Kettering, o/s St Mary's Hospital, Kettering, adj Sunley Court, Kettering, adj Clifton Grove, Kettering, adj Hillcrest Avenue, Kettering, adj Oak Road, Kettering, opp Science Academy, Kettering, opp St Johns Road, Kettering, opp Churchill Way.

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Table with 16 columns representing bus routes and 16 rows of departure/arrival times for various stops including Corby Village, Desborough, Rothwell, and Kettering.

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Corby Village, opp ASDA Superstore	1841	—	—	—
§ Corby Village, opp Tyre & Auto	1844	—	—	—
§ Corby Village, adj Chapel Lane	1845	—	—	—
Corby Village, opp The White Hart	1846	—	—	—
Corby Village, o/s Tesco	1849	—	—	—
§ Corby Village, adj St Marks Road	1849	—	—	—
§ Exeter, adj Burghley Drive	1850	—	—	—
§ Corby, Elizabeth Street (Stop L)	1851	—	—	—
Corby, George Street (Stop A)	arr 1853	—	—	—
Corby, George Street (Stop A)	dep 1858	—	—	—
§ Hazel Leys, adj Cecil Drive	1859	—	—	—
§ Hazel Leys, opp Trinity Walk	1900	—	—	—
§ Hazel Leys, opp Adult Learning Centre	1901	—	—	—
§ Oakley Vale, adj Bankside	1901	—	—	—
§ Oakley Vale, adj Waver Close	1902	—	—	—
Oakley Vale, o/s Charter Court	1903	—	—	—
§ Oakley Vale, opp Dumble Close	1903	—	—	—
§ Oakley Vale, opp Butland Road	1903	—	—	—
§ Oakley Vale, o/s Morrisons	1904	—	—	—
Rushton, o/s Thornhill Arms	1911	—	—	—
§ Rushton, opp 1 Desborough Road	1911	—	—	—
§ Rushton, opp 16 Desborough Road	1912	—	—	—
§ Desborough, opp Watermill Close	1916	—	—	—
Desborough, adj Red Wood Close	1917	—	—	—
Desborough, adj Breakleys Road	1920	—	—	—
§ Desborough, nr Paddock Lane	1922	—	—	—
Desborough, adj Station Road	1925	1941	2046	2151 2301
§ Desborough, adj Paddock Lane		1941	2046	2151 2301
§ Desborough, nr Paddock Lane	1925			
Desborough, opp Breakleys Road		1943	2048	2153 2303
§ Desborough, opp Federation Avenue	1926			
§ Desborough, adj Brooke Close	1926			
§ Desborough, o/s 1 Ise Vale Avenue	1927	1943	2048	2153 2303
§ Desborough, o/s 41 Ise Vale Avenue	1927	1944	2049	2154 2304
§ Desborough, adj Chestnut Drive	1927	1944	2049	2154 2304
Desborough, opp Red Wood Close		1945	2050	2155 2305
§ Desborough, opp Cemetery		1945	2050	2155 2305
§ Desborough, adj Mayfield Road		1946	2051	2156 2306
§ Desborough, adj Union Street		1946	2051	2156 2306
§ Desborough, adj Queen Street		1947	2052	2157 2307
§ Desborough, adj Buttercup Road		1950	2055	2200 2310
§ Desborough, opp Foxglove Road		1950	2055	2200 2310
Desborough, adj Rowan Close		1951	2056	2201 2311
§ Desborough, o/s 42 to 48 Ironwood Avenue		1951	2056	2201 2311
§ Desborough, adj Ironwood Avenue		1952	2057	2201 2311
§ Desborough, adj Harrington Road		1953	2058	2202 2312
§ Desborough, opp Ash Grove		1954	2059	2203 2313
§ Desborough, adj Ash Grove		1957	2101	2205 2315
Desborough, adj Sports Ground		1958	2102	2206 2316
Desborough, adj Station Road		2003	2108	2213 2323
§ Desborough, nr Paddock Lane		2003	2108	2213 2323
§ Desborough, opp Federation Avenue		2004	2109	2214 2324
§ Desborough, adj Brooke Close		2004	2109	2215 2324
§ Rothwell, opp Medical Centre	1930	2008	2113	2219 2328
§ Rothwell, adj Cricket Ground	1931	2009	2114	2219 2329
Rothwell, adj War Memorial	1933	2011	2116	2222 2331
§ Rothwell, adj Gordon Street	1933	2011	2116	2222 2331
§ Rothwell, adj Jubilee Street	1933	2011	2116	2222 2331
§ Kettering, opp The Woodlands Hospital	1936	2014	2119	2225 2334
§ Kettering, opp Gipsy Lane	1939	2017	2122	2227 2337
Kettering, opp Hospital	1940	2018	2123	2228 2338
§ Kettering, adj Railway View	1941	2019	2124	2229 2339
Kettering, Newland Centre (Stop 7)	arr 1943	2021	2126	2231 2341
Kettering, Newland Centre (Stop 7)	dep —	2021	2126	2231 2341
§ Kettering, opp School Lane	—	2022	2127	2232 2342
Kettering, Bus Interchange (Stop 11)	—	2024	2129	2234 2344

Sundays

Desborough, adj Sports Ground	0919	19	2019
§ Desborough, opp Harrington Road	0921	21	2021
Desborough, adj Station Road	0922	22	2022
§ Desborough, nr Paddock Lane	0923	23	2023
§ Desborough, opp Federation Avenue	0923	23	2023
§ Desborough, adj Brooke Close	0924	24	2024
§ Rothwell, opp Medical Centre	0926	then at these mins past each hour	26 2026
§ Rothwell, adj Cricket Ground	0926	26	2026
Rothwell, adj War Memorial	0927	27	2027
§ Rothwell, adj Gordon Street	0928	28	2028
§ Rothwell, adj Jubilee Street	0928	28	2028
§ Kettering, opp The Woodlands Hospital	0931	31	2031
§ Kettering, opp Gipsy Lane	0934	34	2034
Kettering, opp Hospital	0935	35	2035
§ Kettering, adj Railway View	0936	36	2036
Kettering, Newland Centre (Stop 7)	arr 0937	37	2037
Kettering, Newland Centre (Stop 7)	dep 0937	37	2037
Kettering, Bus Interchange (Stop 11)	0940	40	2040

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**Continued from previous page.**

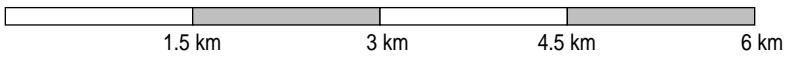
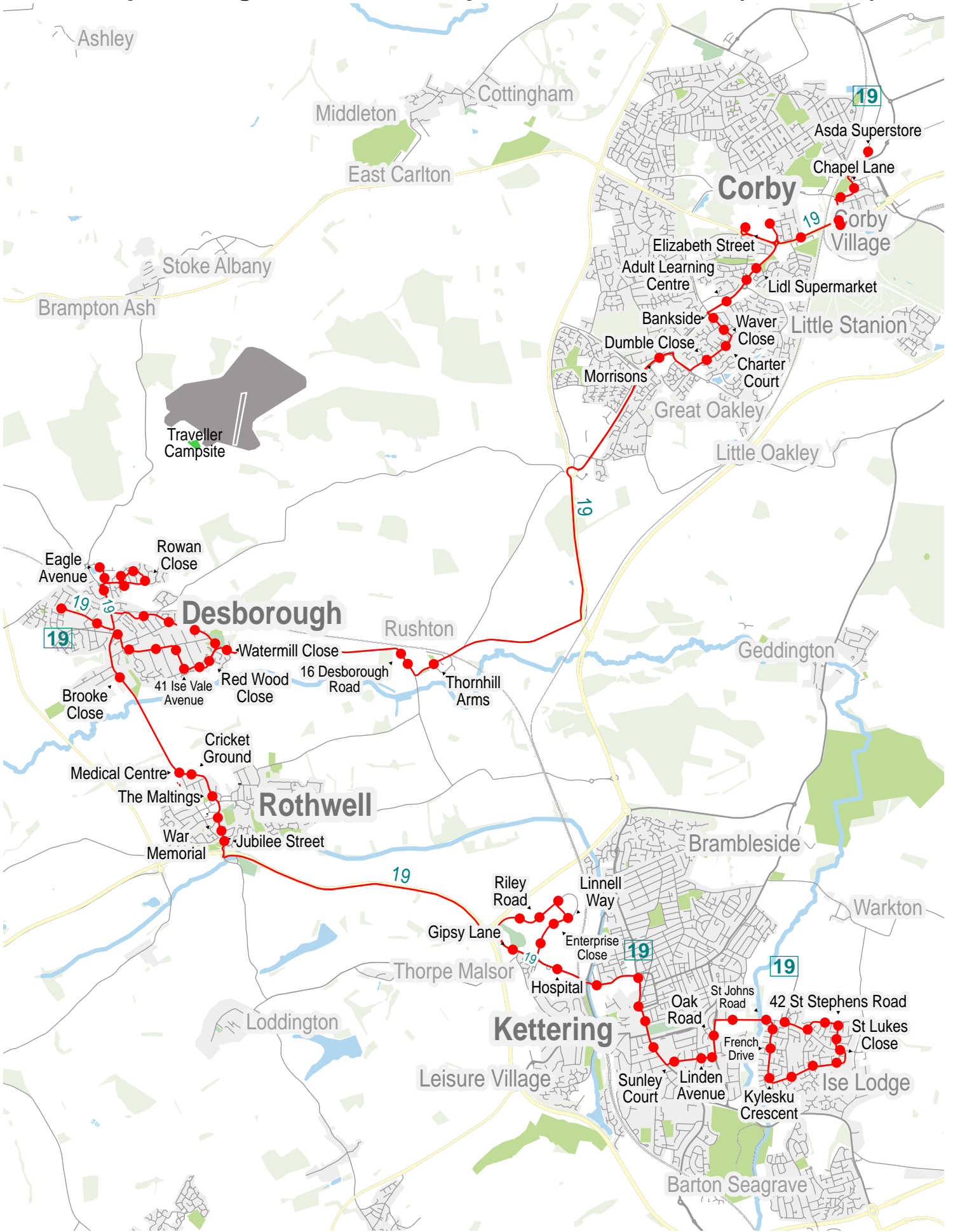
For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

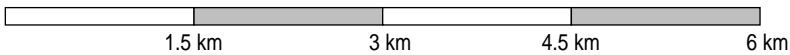
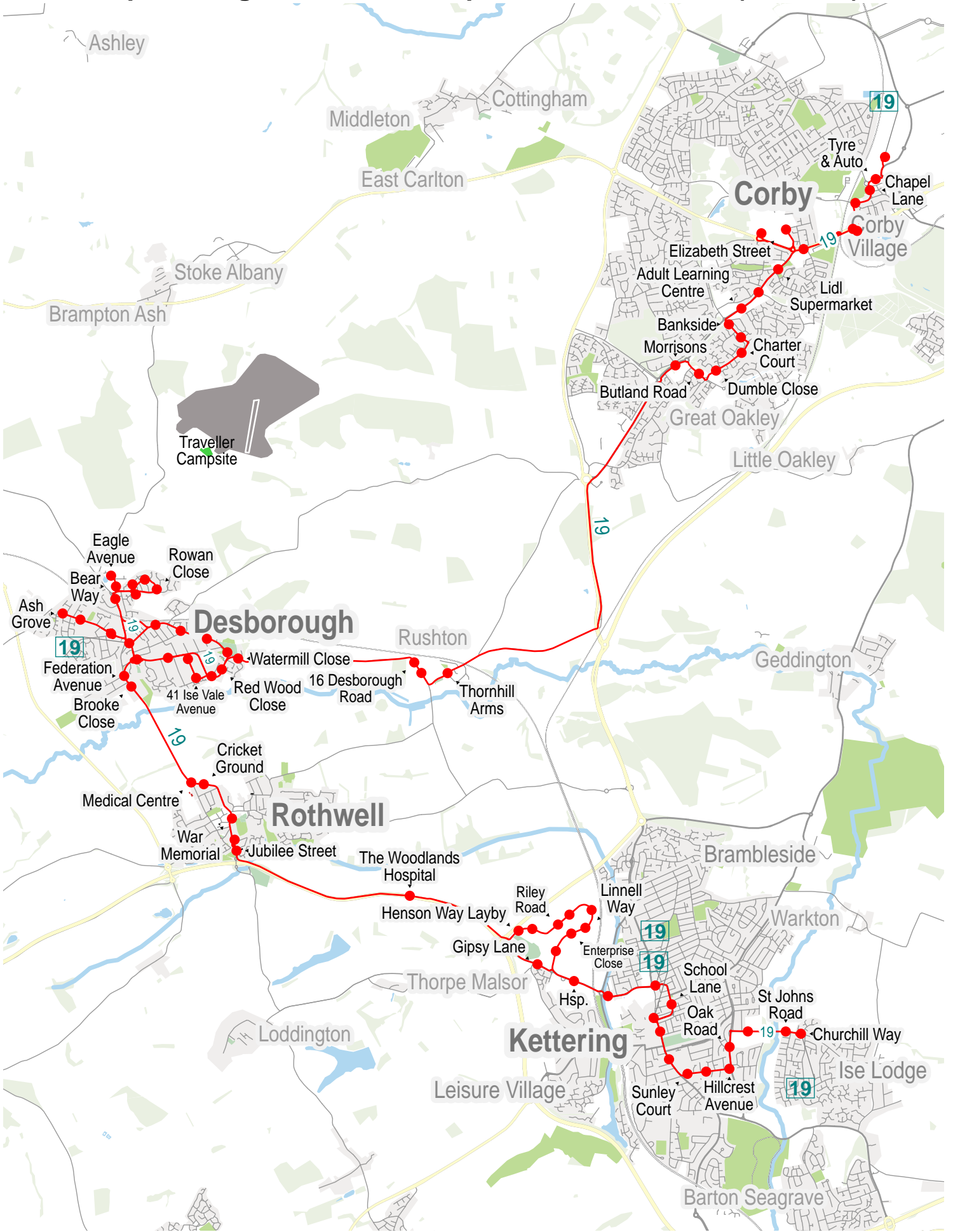
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
nthjdwp	Kettering, opp St Johns Road	Deeble Road	300000660DR
nthjdwm	Kettering, opp Churchill Way	Deeble Road	300000660DC

Route map for Stagecoach Northamptonshire service 19 (outbound)



Route map for Stagecoach Northamptonshire service 19 (inbound)





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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1
Notes	1TUM
Rothwell, opp Stanley Street	0912
Rothwell, adj Market Hill	0915
Rothwell, opp Cricket Ground	0917
Desborough, opp Station Road	0923
Desborough, opp Sports Ground	0926
Braybrooke, adj The Green	0930
Market Harborough, opp Springfield Street	0937
Great Bowden, opp Shoulder of Mutton	0945
Thorpe Langton, opp Bakers Arms Hail & Ride	0949
East Langton, adj Main Street	0951
New Inn, adj The Farm Hail & Ride	1003
Tilton-on-the-Hill, opp Petrol Station Hail & Ride	1008
Lowesby, adj Lowesby Lane Hail & Ride	1011
Twyford, opp Horseshoe House Hail & Ride	1016
Thorpe Satchville, adj Church Lane Hail & Ride	1020
Great Dalby, o/s Main Street	1025
Melton Mowbray, inside Bus Station	1033

Saturdays

no service

Sundays

no service

Service Restrictions: 1 - only 6.3.18, 3.4., 1.5., 5.6.

Notes: 1TUM - Runs on the first Tuesday of each month only



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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1
Notes	1TUM
Melton Mowbray, inside Bus Station	1330
Great Dalby, o/s Chapel Building	1338
Thorpe Satchville, opp Church Lane Hail & Ride	1343
Twyford, adj Horseshoe House Hail & Ride	1347
Lowesby, opp Lowesby Lane Hail & Ride	1352
Tilton-on-the-Hill, adj Petrol Station Hail & Ride	1355
New Inn, opp The Farm Hail & Ride	1400
East Langton, opp Main Street	1412
Thorpe Langton, o/s Bakers Arms Hail & Ride	1414
Great Bowden, opp Shoulder of Mutton	1418
Market Harborough, Market Hall (Stand M2)	1423
Braybrooke, o/s 3 Desborough Road	1430
Desborough, adj Sports Ground	1434
Desborough, adj Station Road	1437
Rothwell, adj Cricket Ground	1442
Rothwell, opp Market Hill	1445
Rothwell, adj Stanley Street	1448

Saturdays

no service

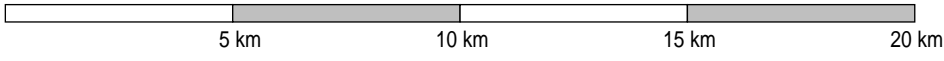
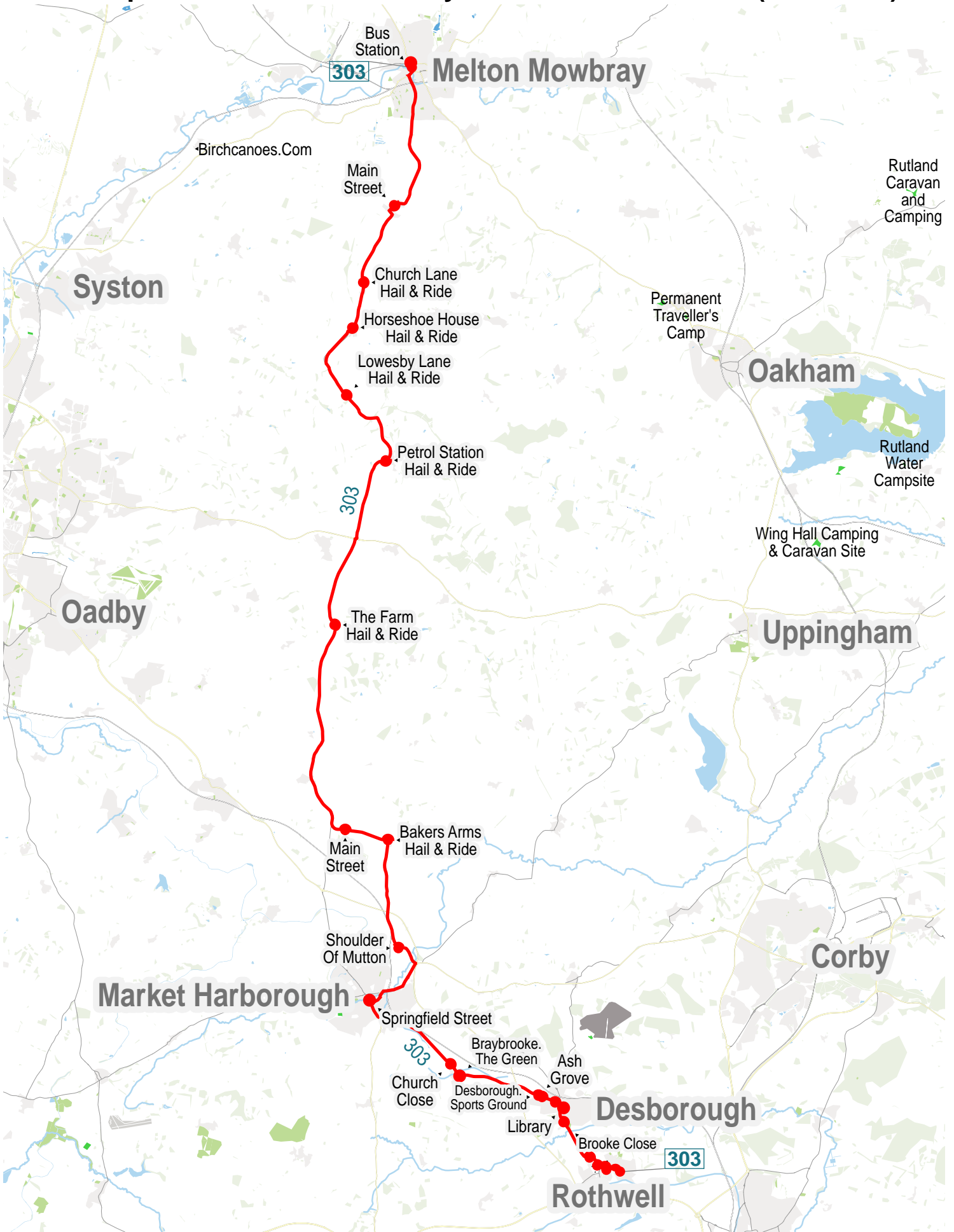
Sundays

no service

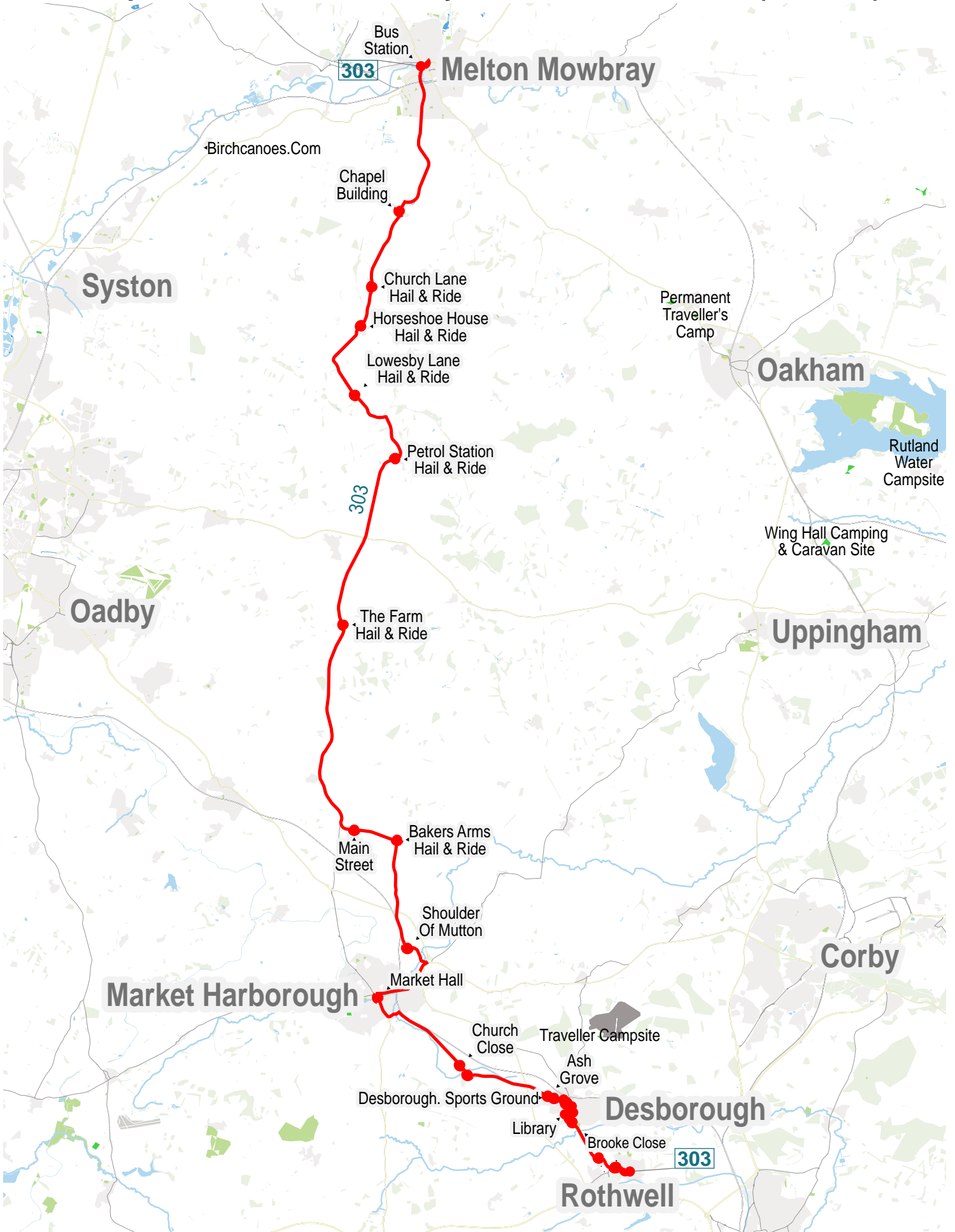
Service Restrictions: 1 - only 6.3.18, 3.4., 1.5., 5.6.

Notes: 1TUM - Runs on the first Tuesday of each month only

Route map for Hamiltons & Buckbys Coaches service 303 (outbound)



Route map for Hamiltons & Buckbys Coaches service 303 (inbound)



5 km 10 km 15 km 20 km



X10

West Hunsbury - Northampton - Broughton - Kettering - Desborough - Market Harborough

Stagecoach Northamptonshire

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

West Hunsbury, adj Hawk Ridge	—	—	0723	—	0823	—	0920	—	1020	—	1120	—	1220	—	1320	—	1520	—	
Shelfleys, opp Teal Close	—	—	0727	—	0827	—	0924	—	1024	—	1124	—	1224	—	1324	—	1524	—	
East Hunsbury, adj Tesco Bus Shelter	—	—	0733	—	0833	—	0930	—	1030	—	1130	—	1230	—	1330	—	1530	—	
Delapre, adj Forest Road	—	—	0741	—	0841	—	0938	—	1038	—	1138	—	1238	—	1338	—	1538	—	
Northampton, Northampton Bus Interchange (Bay 8)	arr	—	0750	—	0850	—	0947	—	1047	—	1147	—	1247	—	1347	—	1547	—	
Northampton, Northampton Bus Interchange (Bay 8)	dep	—	0750	—	0850	—	0950	—	1050	—	1150	—	1250	—	1350	—	1550	—	
Kingsley Park, o/s Co-op	—	—	0800	—	0900	—	1000	—	1100	—	1200	—	1300	—	1400	—	1601	—	
Spinney Hill, opp Coppice Drive	—	—	0805	—	0905	—	1005	—	1105	—	1205	—	1305	—	1405	—	1609	—	
Parklands, adj Thrupton Drive	—	—	0807	—	0907	—	1007	—	1107	—	1207	—	1307	—	1407	—	1612	—	
Parklands, o/s School for Girls	—	—	0810	—	0910	—	1010	—	1110	—	1210	—	1310	—	1410	—	1615	—	
Spinney Hill, adj Coppice Drive	—	—	0813	—	0913	—	1013	—	1113	—	1213	—	1313	—	1413	—	1618	—	
Boothville, nr Lumbertubs	—	—	0818	—	0918	—	1018	—	1118	—	1218	—	1318	—	1418	—	1625	—	
Moulton Leys, o/s Manning Court	—	—	0820	—	0920	—	1020	—	1120	—	1220	—	1320	—	1420	—	1628	—	
Moulton, opp Parade Bank	—	—	0822	—	0922	—	1022	—	1122	—	1222	—	1322	—	1422	—	1630	—	
Moulton, opp Wantage Close	—	—	0825	—	0925	—	1025	—	1125	—	1225	—	1325	—	1425	—	1633	—	
Overstone, o/s Post Office	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1638	—	
Sywell, o/s The Horseshoe	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1640	—	
Broughton, opp Red Lion	—	—	0836	—	0936	—	1036	—	1136	—	1236	—	1336	—	1436	—	1654	—	
Kettering, opp Hospital	—	—	0846	—	0946	—	1046	—	1146	—	1246	—	1346	—	1446	—	1705	—	
Kettering, Newland Centre (Stop 8)	—	—	0849	—	0949	—	1049	—	1149	—	1249	—	1349	—	1449	—	1709	—	
Kettering, Bus Interchange (Stop 10)	0629	0744	0852	0854	0952	0954	1052	1054	1152	1154	1252	1254	1352	1354	1452	1454	1712	1715	
Kettering, Newland Centre (Stop 2)	0633	0748	—	0858	—	0958	—	1058	—	1158	—	1258	—	1358	—	1458	—	1719	—
Kettering, o/s Satra House	0638	0753	—	0902	—	1002	—	1102	—	1202	—	1302	—	1402	—	1502	—	1724	—
Rothwell, adj Drake Close	0649	0804	—	0913	—	1013	—	1113	—	1213	—	1313	—	1413	—	1513	—	1735	—
Rothwell, opp Cook Close	0652	0807	—	0916	—	1016	—	1116	—	1216	—	1316	—	1416	—	1516	—	1738	—
Rothwell, adj War Memorial	0655	0810	—	0919	—	1019	—	1119	—	1219	—	1319	—	1419	—	1519	—	1741	—
Rothwell, adj Underwood Road	0700	0815	—	0924	—	1024	—	1124	—	1224	—	1324	—	1424	—	1524	—	1746	—
Desborough, opp Station Road	0707	0823	—	0931	—	1031	—	1131	—	1231	—	1331	—	1431	—	1531	—	1753	—
Desborough, opp Sports Ground	0712	0828	—	0936	—	1036	—	1136	—	1236	—	1336	—	1436	—	1536	—	1758	—
Braybrooke, adj The Green	0716	0832	—	0940	—	1040	—	1140	—	1240	—	1340	—	1440	—	1540	—	1802	—
Market Harborough, Market Hall (Stand M2)	0727	0842	—	0950	—	1050	—	1150	—	1250	—	1350	—	1450	—	1550	—	1813	—
Market Harborough, o/s Railway Station	0731	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1817	—

Mondays to Fridays

West Hunsbury, adj Hawk Ridge	1629	—	1739	1839	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shelfleys, opp Teal Close	1633	—	1743	1843	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
East Hunsbury, adj Tesco Bus Shelter	1639	—	1749	1849	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Delapre, adj Forest Road	1647	—	1757	1857	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Northampton, Northampton Bus Interchange (Bay 8)	arr	1656	—	1806	1906	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Northampton, Northampton Bus Interchange (Bay 8)	dep	1659	—	1809	1909	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kingsley Park, o/s Co-op	1713	—	1820	1919	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spinney Hill, opp Coppice Drive	1721	—	1828	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parklands, adj Thrupton Drive	1724	—	1831	1926	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parklands, o/s School for Girls	1728	—	1834	1929	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Spinney Hill, adj Coppice Drive	1732	—	1837	1932	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Boothville, nr Lumbertubs	1739	—	1844	1937	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Moulton Leys, o/s Manning Court	1742	—	1847	1939	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Moulton, opp Parade Bank	1744	—	1849	1941	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Moulton, opp Wantage Close	1747	—	1852	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Broughton, opp Red Lion	1804	—	1909	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, opp Hospital	1815	—	1920	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, Newland Centre (Stop 8)	1819	—	1924	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, Bus Interchange (Stop 10)	1822	1825	1927	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, Newland Centre (Stop 2)	—	1829	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, o/s Satra House	—	1834	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, adj Drake Close	—	1845	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, opp Cook Close	—	1848	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, adj War Memorial	—	1851	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, adj Underwood Road	—	1856	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Desborough, opp Station Road	—	1903	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Desborough, opp Sports Ground	—	1908	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Braybrooke, adj The Green	—	1912	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Market Harborough, Market Hall (Stand M2)	—	1923	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Market Harborough, o/s Railway Station	—	1927	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Saturdays

Kettering, Bus Interchange (Stop 10)	0744	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	▶▶
Kettering, Newland Centre (Stop 2)	0748	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, o/s Satra House	0753	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, adj Drake Close	0804	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, opp Cook Close	0807	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, adj War Memorial	0810	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	more
Rothwell, adj Underwood Road	0815	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	trips
Desborough, opp Station Road	0823	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	below
Desborough, opp Sports Ground	0828	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Braybrooke, adj The Green	0832	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Market Harborough, Market Hall (Stand M2)	0842	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	▶▶



X10

West Hunsbury - Northampton - Broughton - Kettering - Desborough - Market Harborough

Stagecoach Northamptonshire

The information on this timetable is expected to be valid until at least 21st March 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

West Hunsbury, adj Hawk Ridge	0723	—	0823	—	—	20	1420	—	1520	—	1629	1739	1839
Sheffleys, opp Teal Close	0727	—	0827	—	—	24	1424	—	1524	—	1633	1743	1843
East Hunsbury, adj Tesco Bus Shelter	0733	—	0833	—	—	30	1430	—	1530	—	1639	1749	1849
Delapre, adj Forest Road	0741	—	0841	—	—	38	1438	—	1538	—	1647	1757	1857
Northampton, Northampton Bus Interchange (Bay 8)	arr 0750	—	0850	—	—	47	1447	—	1547	—	1656	1806	1906
Northampton, Northampton Bus Interchange (Bay 8)	dep 0750	—	0850	—	—	50	1450	—	1550	—	1659	1809	1909
Kingsley Park, o/s Co-op	0800	—	0900	—	—	00	1500	—	1601	—	1710	1820	1919
Spinney Hill, opp Coppice Drive	0805	—	0905	—	—	05	1505	—	1609	—	1718	1828	1924
Parklands, adj Thruyton Drive	0807	—	0907	—	—	07	1507	—	1612	—	1721	1831	1926
Parklands, o/s School for Girls	0810	—	0910	—	—	10	1510	—	1615	—	1724	1834	1929
Spinney Hill, adj Coppice Drive	0813	—	0913	—	—	13	1513	—	1618	—	1727	1837	1932
Boothville, nr Lumbertubs	0818	—	0918	—	—	18	1518	—	1625	—	1734	1844	1937
Moulton Leys, o/s Manning Court	0820	—	0920	—	then	20	1520	—	1628	—	1737	1847	1939
Moulton, opp Parade Bank	0822	—	0922	—	at	22	1522	—	1630	—	1739	1849	1941
Moulton, opp Wantage Close	0825	—	0925	—	these	25	1525	—	1633	—	1742	1852	—
Overstone, o/s Post Office	—	—	—	—	mins	—	—	until	1638	—	—	—	—
Sywell, o/s The Horseshoe	—	—	—	—	past	—	—	—	1640	—	—	—	—
Broughton, opp Red Lion	0836	—	0936	—	each	36	1536	—	1654	—	1759	1909	—
Kettering, opp Hospital	0846	—	0946	—	hour	46	1546	—	1705	—	1810	1920	—
Kettering, Newland Centre (Stop 8)	0849	—	0949	—	—	49	1549	—	1709	—	1814	1924	—
Kettering, Bus Interchange (Stop 10)	0852	0854	0952	0954	—	54	52	1552	1554	1712	1715	1817	1927
Kettering, Newland Centre (Stop 2)	—	0858	—	0958	—	58	—	—	1558	—	1719	—	—
Kettering, o/s Satra House	—	0903	—	1003	—	03	—	—	1603	—	1724	—	—
Rothwell, adj Drake Close	—	0914	—	1014	—	14	—	—	1614	—	1735	—	—
Rothwell, opp Cook Close	—	0917	—	1017	—	17	—	—	1617	—	1738	—	—
Rothwell, adj War Memorial	—	0920	—	1020	—	20	—	—	1620	—	1741	—	—
Rothwell, adj Underwood Road	—	0925	—	1025	—	25	—	—	1625	—	1746	—	—
Desborough, opp Station Road	—	0932	—	1032	—	32	—	—	1632	—	1753	—	—
Desborough, opp Sports Ground	—	0937	—	1037	—	37	—	—	1637	—	1758	—	—
Braybrooke, adj The Green	—	0941	—	1041	—	41	—	—	1641	—	1802	—	—
Market Harborough, Market Hall (Stand M2)	—	0950	—	1050	—	50	—	—	1650	—	1813	—	—
Market Harborough, o/s Railway Station	—	—	—	—	—	—	—	—	—	—	1817	—	—

Sundays

no service



X10

Market Harborough - Desborough - Kettering - Broughton - Northampton - West Hunsbury

Stagecoach Northamptonshire

The information on this timetable is expected to be valid until at least 21st March 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Market Harborough, Market Hall (Stand M1)	-	-	0735	-	-	0850	-	0955	-	1055	-	1155	-	1255	-	1355	-			
Braybrooke, o/s 3 Desborough Road	-	-	0743	-	-	0858	-	1003	-	1103	-	1203	-	1303	-	1403	-			
Desborough, adj Sports Ground	-	-	0747	-	-	0902	-	1007	-	1107	-	1207	-	1307	-	1407	-			
Desborough, adj Station Road	-	-	0751	-	-	0904	-	1009	-	1109	-	1209	-	1309	-	1409	-			
Rothwell, opp Underwood Road	-	-	0757	-	-	0910	-	1015	-	1115	-	1215	-	1315	-	1415	-			
Rothwell, opp Market Hill	-	-	0802	-	-	0915	-	1020	-	1120	-	1220	-	1320	-	1420	-			
Rothwell, adj Cook Close	-	-	0806	-	-	0919	-	1024	-	1124	-	1224	-	1324	-	1424	-			
Rothwell, opp Drake Close	-	-	0809	-	-	0922	-	1027	-	1127	-	1227	-	1327	-	1427	-			
Kettering, nr Satra House	-	-	0820	-	-	0933	-	1038	-	1138	-	1238	-	1338	-	1438	-			
Kettering, Newland Centre (Stop 6)	-	-	0827	-	-	0940	-	1043	-	1143	-	1243	-	1343	-	1443	-			
Kettering, Bus Interchange (Stop 9)	0521	0624	0642	0830	-	0832	0943	0949	1046	1049	1146	1149	1246	1249	1346	1349	1446	1449		
Kettering, Newland Centre (Stop 5)	0525	0628	0646	-	-	0836	-	0953	-	1053	-	1153	-	1253	-	1353	-	1453		
Kettering, o/s Hospital	0529	0632	0650	-	-	0840	-	0957	-	1057	-	1157	-	1257	-	1357	-	1457		
Broughton, o/s Red Lion	0539	0642	0700	-	-	0850	-	1007	-	1107	-	1207	-	1307	-	1407	-	1507		
Sywell, opp The Horseshoe	0550	-	0711	-	-	0901	-	-	-	-	-	-	-	-	-	-	-	-		
Overstone, opp Post Office	0552	-	0713	-	-	0903	-	-	-	-	-	-	-	-	-	-	-	-		
Moulton, adj Wantage Close	0555	-	0716	-	-	0906	-	1018	-	1118	-	1218	-	1318	-	1418	-	1518		
Moulton, opp Co-op Store	0606	-	0727	-	-	0917	-	1023	-	1123	-	1223	-	1323	-	1423	-	1523		
Moulton Leys, opp Manning Court	0610	-	0731	-	-	0921	-	1027	-	1127	-	1227	-	1327	-	1427	-	1527		
Boothville, o/s Lumbertubs	0613	0711	0734	-	-	0924	-	1030	-	1130	-	1230	-	1330	-	1430	-	1530		
Spinney Hill, opp Coppice Drive	0617	-	0738	-	-	0928	-	1034	-	1134	-	1234	-	1334	-	1434	-	1534		
Parklands, adj Thruyton Drive	0619	-	0740	-	-	0930	-	1036	-	1136	-	1236	-	1336	-	1436	-	1536		
Parklands, o/s School for Girls	0622	-	0743	-	-	0933	-	1039	-	1139	-	1239	-	1339	-	1439	-	1539		
Spinney Hill, adj Coppice Drive	0625	-	0746	-	-	0936	-	1042	-	1142	-	1242	-	1342	-	1442	-	1542		
Kingsley Park, o/s St Matthews Church	0630	0719	0751	-	-	0941	-	1047	-	1147	-	1247	-	1347	-	1447	-	1547		
Northampton, Northampton Bus Interchange (Bay 17)	arr	0641	0730	0802	-	-	0952	-	1058	-	1158	-	1258	-	1358	-	1458	-	1558	
Northampton, Northampton Bus Interchange (Bay 17)	dep	-	-	0804	-	-	0901	1001	-	1101	-	1201	-	1301	-	1401	-	1501	-	1610
Delapre, opp Delapre Crescent	-	-	0811	-	-	0908	1008	-	1108	-	1208	-	1308	-	1408	-	1508	-	1617	
East Hunsbury, adj Tesco Bus Shelter	-	-	0819	-	-	0916	1016	-	1116	-	1216	-	1316	-	1416	-	1516	-	1625	
West Hunsbury, adj Hawk Ridge	-	-	0822	-	-	0919	1019	-	1119	-	1219	-	1319	-	1419	-	1519	-	1628	

Mondays to Fridays

Market Harborough, o/s Railway Station	-	-	-	-	-	-	-	1820	-	-	-	-	-	-	-	-	-	-	-	1930
Market Harborough, Market Hall (Stand M1)	-	-	-	-	-	-	-	1825	-	-	-	-	-	-	-	-	-	-	-	1935
Braybrooke, o/s 3 Desborough Road	-	-	-	-	-	-	-	1833	-	-	-	-	-	-	-	-	-	-	-	1943
Desborough, adj Sports Ground	-	-	-	-	-	-	-	1837	-	-	-	-	-	-	-	-	-	-	-	1947
Desborough, adj Station Road	-	-	-	-	-	-	-	1839	-	-	-	-	-	-	-	-	-	-	-	1949
Rothwell, opp Underwood Road	-	-	-	-	-	-	-	1845	-	-	-	-	-	-	-	-	-	-	-	1955
Rothwell, opp Market Hill	-	-	-	-	-	-	-	1850	-	-	-	-	-	-	-	-	-	-	-	2000
Rothwell, adj Cook Close	-	-	-	-	-	-	-	1854	-	-	-	-	-	-	-	-	-	-	-	2004
Rothwell, opp Drake Close	-	-	-	-	-	-	-	1857	-	-	-	-	-	-	-	-	-	-	-	2007
Kettering, nr Satra House	-	-	-	-	-	-	-	1908	-	-	-	-	-	-	-	-	-	-	-	2018
Kettering, Newland Centre (Stop 6)	-	-	-	-	-	-	-	1915	-	-	-	-	-	-	-	-	-	-	-	2025
Kettering, Bus Interchange (Stop 9)	1546	1549	1646	1705	1813	1815	1918	-	-	-	-	-	-	-	-	-	-	-	-	2028
Kettering, Newland Centre (Stop 5)	-	-	-	-	-	-	-	1919	-	-	-	-	-	-	-	-	-	-	-	-
Kettering, o/s Hospital	-	-	-	-	-	-	-	1923	-	-	-	-	-	-	-	-	-	-	-	-
Broughton, o/s Red Lion	-	-	-	-	-	-	-	1933	-	-	-	-	-	-	-	-	-	-	-	-
Moulton, adj Wantage Close	-	-	-	-	-	-	-	1844	-	-	-	-	-	-	-	-	-	-	-	-
Moulton, opp Parade Bank	-	-	-	-	-	-	-	1942	-	-	-	-	-	-	-	-	-	-	-	-
Moulton, opp Co-op Store	-	-	-	-	-	-	-	1943	-	-	-	-	-	-	-	-	-	-	-	-
Moulton Leys, opp Manning Court	-	-	-	-	-	-	-	1947	-	-	-	-	-	-	-	-	-	-	-	-
Moulton Park, opp Science Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Moulton Park, opp Nationwide	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Moulton Park, opp Clayfield Close	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boothville, o/s Lumbertubs	-	-	-	-	-	-	-	1950	-	-	-	-	-	-	-	-	-	-	-	-
Spinney Hill, opp Coppice Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parklands, adj Thruyton Drive	-	-	-	-	-	-	-	1902	-	-	-	-	-	-	-	-	-	-	-	-
Parklands, o/s School for Girls	-	-	-	-	-	-	-	1905	-	-	-	-	-	-	-	-	-	-	-	-
Spinney Hill, adj Coppice Drive	-	-	-	-	-	-	-	1908	-	-	-	-	-	-	-	-	-	-	-	-
Kingsley Park, o/s St Matthews Church	-	-	-	-	-	-	-	1913	-	-	-	-	-	-	-	-	-	-	-	-
Northampton, Northampton Bus Interchange (Bay 17)	arr	-	1714	-	1814	-	1923	-	2007	-	-	-	-	-	-	-	-	-	-	-
Northampton, Northampton Bus Interchange (Bay 17)	dep	-	1720	-	1820	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delapre, opp Delapre Crescent	-	-	1727	-	1827	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Hunsbury, adj Tesco Bus Shelter	-	-	1735	-	1835	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Hunsbury, adj Hawk Ridge	-	-	1738	-	1838	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Saturdays

Kettering, Bus Interchange (Stop 9)	0521	0642	0832	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	▶▶▶
Kettering, Newland Centre (Stop 5)	0525	0646	0836	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kettering, o/s Hospital	0529	0650	0840	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Broughton, o/s Red Lion	0539	0700	0850	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sywell, opp The Horseshoe	0550	0711	0901	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overstone, opp Post Office	0552	0713	0903	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Moulton, adj Wantage Close	0555	0716	0906	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Moulton, opp Co-op Store	0606	0727	0917	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Moulton Leys, opp Manning Court	0610	0731	0921	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boothville, o/s Lumbertubs	0613	0734	0924	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	more trips
Spinney Hill, opp Coppice Drive	0617	0738	0928	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	below
Parklands, adj Thruyton Drive	0619	0740	0930	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parklands, o/s School for Girls	0622	0743	0933	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Spinney Hill, adj Coppice Drive	0625	0746	0936	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kingsley Park, o/s St Matthews Church	0630	0751	0941	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northampton, Northampton Bus Interchange (Bay 17)	arr	0641	0802	0952	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northampton, Northampton Bus Interchange (Bay 17)	dep	-	0804	1001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delapre, opp Delapre Crescent	-	-	0811	1008	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Hunsbury, adj Tesco Bus Shelter	-	-	0819	1016	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Hunsbury, adj Hawk Ridge	-	-	0822	1019	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	▶▶▶



X10

Market Harborough - Desborough - Kettering - Broughton - Northampton - West Hunsbury

Stagecoach Northamptonshire

The information on this timetable is expected to be valid until at least 21st March 2018. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Market Harborough, Market Hall (Stand M1)	0850	—	0955	—	1055	—	1155	—	1255	—	1355	—	1455	—	1555	—	—	1720	
Braybrooke, o/s 3 Desborough Road	0858	—	1003	—	1103	—	1203	—	1303	—	1403	—	1503	—	1603	—	—	1728	
Desborough, adj Sports Ground	0902	—	1007	—	1107	—	1207	—	1307	—	1407	—	1507	—	1607	—	—	1732	
Desborough, adj Station Road	0904	—	1009	—	1109	—	1209	—	1309	—	1409	—	1509	—	1609	—	—	1734	
Rothwell, opp Underwood Road	0910	—	1015	—	1115	—	1215	—	1315	—	1415	—	1515	—	1615	—	—	1740	
Rothwell, opp Market Hill	0915	—	1020	—	1120	—	1220	—	1320	—	1420	—	1520	—	1620	—	—	1745	
Rothwell, adj Cook Close	0919	—	1024	—	1124	—	1224	—	1324	—	1424	—	1524	—	1624	—	—	1749	
Rothwell, opp Drake Close	0922	—	1027	—	1127	—	1227	—	1327	—	1427	—	1527	—	1627	—	—	1752	
Kettering, nr Satra House	0933	—	1038	—	1138	—	1238	—	1338	—	1438	—	1538	—	1638	—	—	1803	
Kettering, Newland Centre (Stop 6)	0940	—	1043	—	1143	—	1243	—	1343	—	1443	—	1543	—	1643	—	—	1810	
Kettering, Bus Interchange (Stop 9)	0943	0949	1046	1049	1146	1149	1246	1249	1346	1349	1446	1449	1546	1549	1646	—	1705	1813	
Kettering, Newland Centre (Stop 5)	—	0953	—	1053	—	1153	—	1253	—	1353	—	1453	—	1553	—	—	1709	—	
Kettering, o/s Hospital	—	0957	—	1057	—	1157	—	1257	—	1357	—	1457	—	1557	—	—	1713	—	
Broughton, o/s Red Lion	—	1007	—	1107	—	1207	—	1307	—	1407	—	1507	—	1607	—	—	1723	—	
Moulton, adj Wantage Close	—	1018	—	1118	—	1218	—	1318	—	1418	—	1518	—	1618	—	—	1734	—	
Moulton, opp Co-op Store	—	1023	—	1123	—	1223	—	1323	—	1423	—	1523	—	1623	—	—	1739	—	
Moulton Leys, opp Manning Court	—	1027	—	1127	—	1227	—	1327	—	1427	—	1527	—	1627	—	—	1743	—	
Boothville, o/s Lumbertubs	—	1030	—	1130	—	1230	—	1330	—	1430	—	1530	—	1630	—	—	1746	—	
Spinney Hill, opp Coppice Drive	—	1034	—	1134	—	1234	—	1334	—	1434	—	1534	—	1634	—	—	1750	—	
Parklands, adj Thrupton Drive	—	1036	—	1136	—	1236	—	1336	—	1436	—	1536	—	1636	—	—	1752	—	
Parklands, o/s School for Girls	—	1039	—	1139	—	1239	—	1339	—	1439	—	1539	—	1639	—	—	1755	—	
Spinney Hill, adj Coppice Drive	—	1042	—	1142	—	1242	—	1342	—	1442	—	1542	—	1642	—	—	1758	—	
Kingsley Park, o/s St Matthews Church	—	1047	—	1147	—	1247	—	1347	—	1447	—	1547	—	1647	—	—	1803	—	
Northampton, Northampton Bus Interchange (Bay 17)	arr	—	1058	—	1158	—	1258	—	1358	—	1458	—	1558	—	1658	—	—	1814	—
Northampton, Northampton Bus Interchange (Bay 17)	dep	—	1101	—	1201	—	1301	—	1401	—	1501	—	1610	—	—	—	1720	1820	—
Delapre, opp Delapre Crescent	—	1108	—	1208	—	1308	—	1408	—	1508	—	1617	—	—	—	—	1727	1827	—
East Hunsbury, adj Tesco Bus Shelter	—	1116	—	1216	—	1316	—	1416	—	1516	—	1625	—	—	—	—	1735	1835	—
West Hunsbury, adj Hawk Ridge	—	1119	—	1219	—	1319	—	1419	—	1519	—	1628	—	—	—	—	1738	1838	—

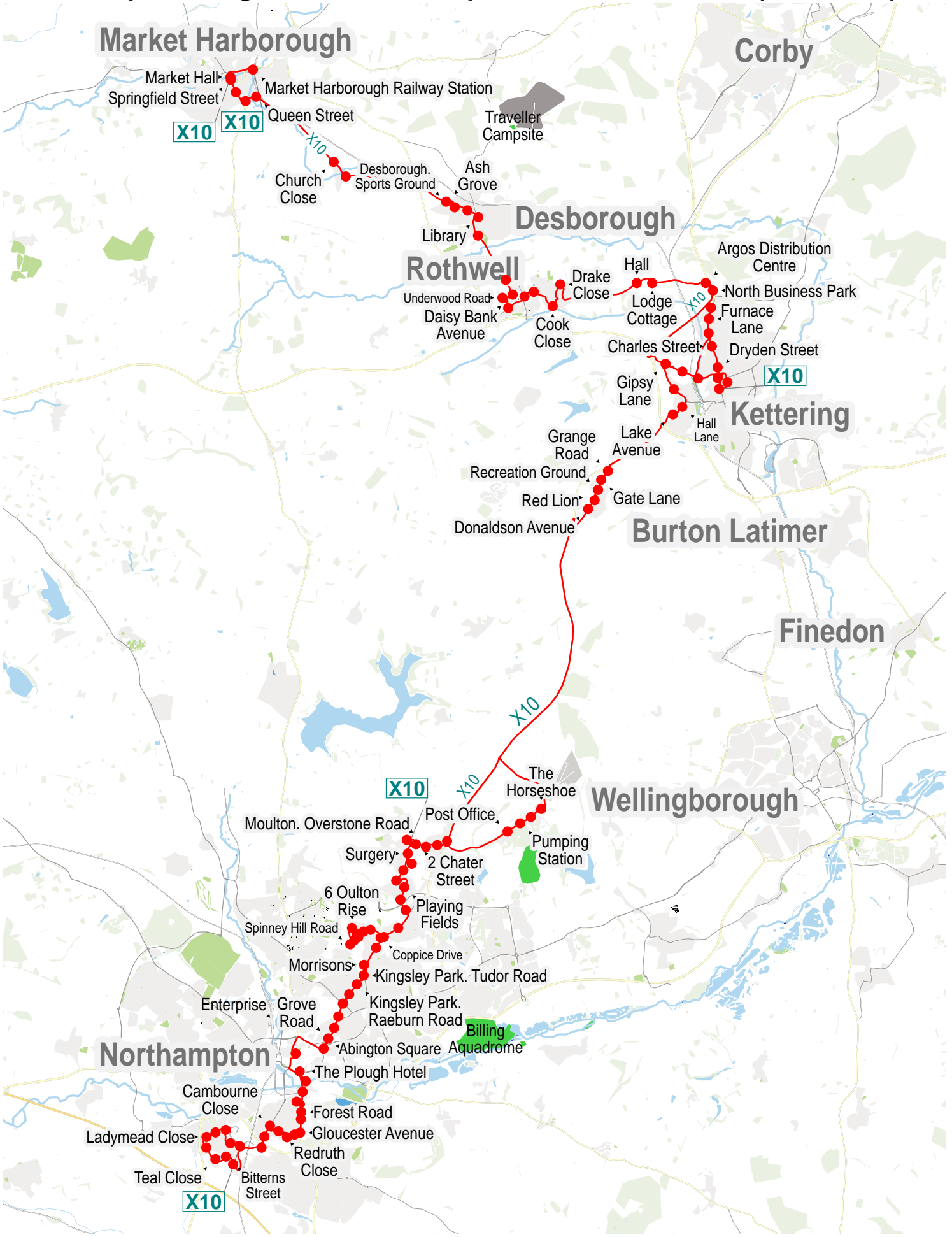
Saturdays

Market Harborough, o/s Railway Station	1820	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Market Harborough, Market Hall (Stand M1)	1825	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Braybrooke, o/s 3 Desborough Road	1833	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Desborough, adj Sports Ground	1837	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Desborough, adj Station Road	1839	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, opp Underwood Road	1845	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, opp Market Hill	1850	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, adj Cook Close	1854	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rothwell, opp Drake Close	1857	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, nr Satra House	1908	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, Newland Centre (Stop 6)	1915	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kettering, Bus Interchange (Stop 9)	1918	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Moulton, opp Parade Bank	—	1942	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Moulton, opp Co-op Store	—	1943	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Moulton Leys, opp Manning Court	—	1947	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Boothville, o/s Lumbertubs	—	1950	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kingsley Park, o/s St Matthews Church	—	1958	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Northampton, Northampton Bus Interchange (Bay 17)	arr	—	2007	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

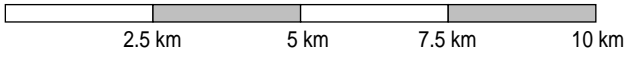
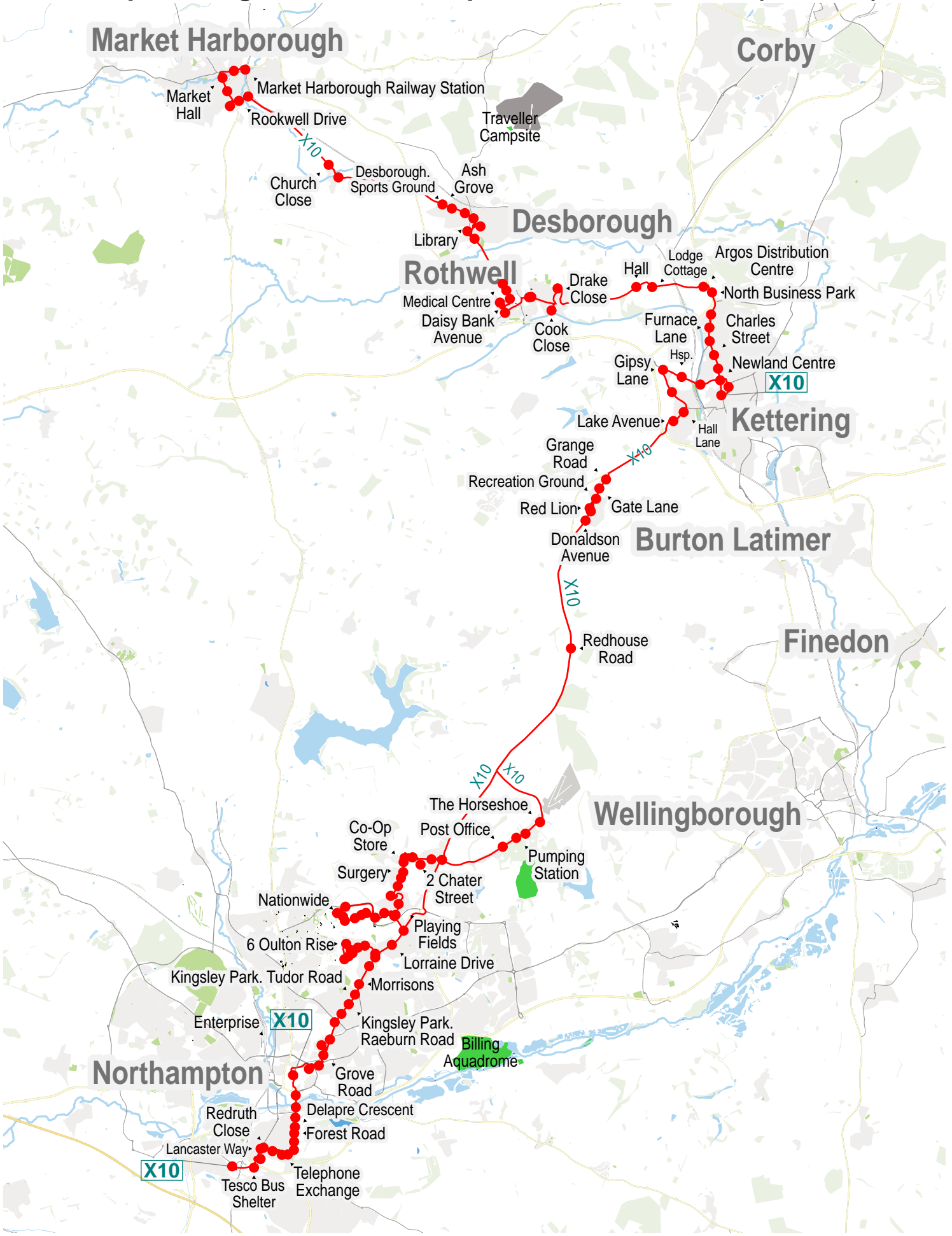
Sundays

no service

Route map for Stagecoach Northamptonshire service X10 (outbound)



Route map for Stagecoach Northamptonshire service X10 (inbound)

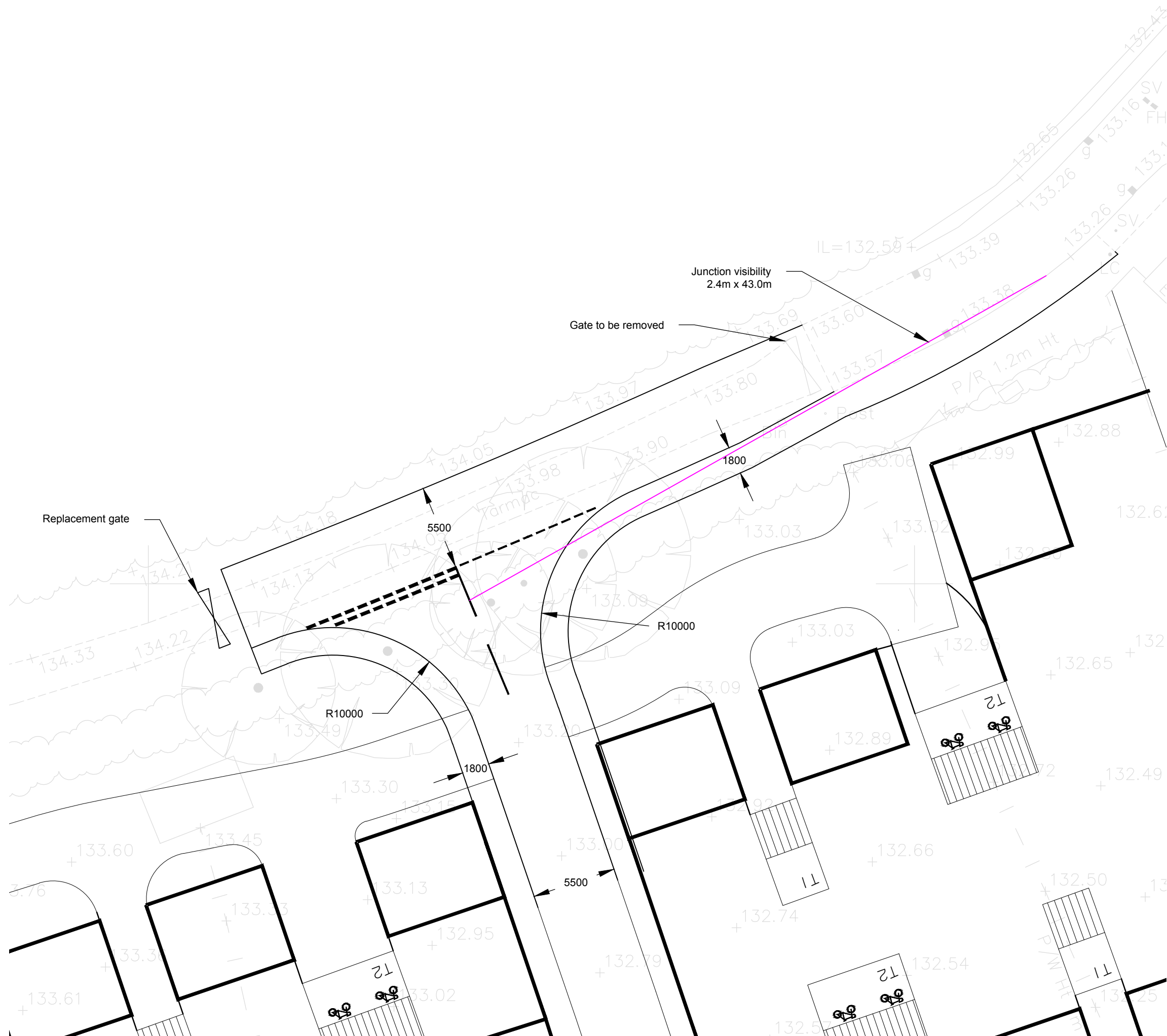



**Appendix F
Proposed Access
JPP drawing no. U8368PM-TA10**



Notes

1. Based on Indicative Master Plan by RDC.
2. Based on Topographical Survey by MSURV, drawing number 1215/1807/1A dated 13/5/16.



 Civil & Structural Engineers Cedar Barn, White Lodge, Walgrave, Northampton NN6 9PY T: (01804) 781811 E: mail@jppuk.net F: (01804) 781888 W: www.jppuk.net	Client	RDC					
	Project	Proposed Residential Development, Harrington Rd, Desborough, Northants					
	Title	<u>Proposed Access</u>					
Scale at A3	1:250	Drawn by	KER	Checked by	MJA	Date	25.08.2016
Status	FOR INFORMATION	Project ref	U8368PM	Drawing no.	TA10	Revision	

**Appendix G
TRICS Data**

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLESelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 6 to 805 (units:)
 Range Selected by User: 6 to 805 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 27/11/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	10 days
Tuesday	7 days
Wednesday	8 days
Thursday	10 days
Friday	7 days

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

Selected survey types:

Manual count	42 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	24
Edge of Town	18

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	37
No Sub Category	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	40 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	11 days
10,001 to 15,000	11 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	4 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	28 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	5 days
No	37 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	42 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: <i>TUESDAY</i>	<i>18/10/11</i>		Survey Type: <i>MANUAL</i>
2	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: <i>MONDAY</i>	<i>17/10/16</i>		Survey Type: <i>MANUAL</i>
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: <i>FRIDAY</i>	<i>24/04/09</i>		Survey Type: <i>MANUAL</i>
4	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: <i>TUESDAY</i>	<i>22/05/12</i>		Survey Type: <i>MANUAL</i>
5	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: <i>MONDAY</i>	<i>24/11/14</i>		Survey Type: <i>MANUAL</i>
6	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: <i>MONDAY</i>	<i>24/03/14</i>		Survey Type: <i>MANUAL</i>
7	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: <i>TUESDAY</i>	<i>28/03/17</i>		Survey Type: <i>MANUAL</i>
8	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: <i>WEDNESDAY</i>	<i>30/09/15</i>		Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
10	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
11	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
12	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
13	HC-03-A-19	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
14	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	WILLESBOROUGH		
	ASHFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
15	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
16	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
18	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
19	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
20	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
21	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
22	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
23	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
24	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
25	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD OLD HOSPITAL COMPOUND CATTERICK GARRISON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		<i>Survey Type: MANUAL</i>
27	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>		<i>Survey Type: MANUAL</i>
28	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>		<i>Survey Type: MANUAL</i>
29	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>		<i>Survey Type: MANUAL</i>
30	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10 <i>Survey date: FRIDAY 26/06/09</i>		<i>Survey Type: MANUAL</i>
31	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 <i>Survey date: THURSDAY 11/06/09</i>		<i>Survey Type: MANUAL</i>
32	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT SUTTON HILL TELFORD Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		<i>Survey Type: MANUAL</i>
33	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		<i>Survey Type: MANUAL</i>
34	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD NORTHFIELD BRIDGWATER Edge of Town Residential Zone Total Number of dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

35	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD BENTLEY RISE DONCASTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>		
36	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>		
37	WK-03-A-01	TERRACED/SEMI /DET.	WARWICKSHIRE
	ARLINGTON AVENUE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 6 <i>Survey date: FRIDAY 21/10/11</i>		
38	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>		
39	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
40	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE BROADBRIDGE HEATH HORSHAM Edge of Town Residential Zone Total Number of dwellings: 151 <i>Survey date: THURSDAY 11/12/14</i>		
41	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 48 <i>Survey date: WEDNESDAY 18/04/12</i>		
42	WS-03-A-06	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD S BROADBRIDGE HEATH WEST HORSHAM Edge of Town Residential Zone Total Number of dwellings: 805 <i>Survey date: THURSDAY 02/03/17</i>		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	71	0.117	42	71	0.441	42	71	0.558
08:00 - 09:00	42	71	0.200	42	71	0.754	42	71	0.954
09:00 - 10:00	42	71	0.221	42	71	0.283	42	71	0.504
10:00 - 11:00	42	71	0.211	42	71	0.256	42	71	0.467
11:00 - 12:00	42	71	0.221	42	71	0.236	42	71	0.457
12:00 - 13:00	42	71	0.246	42	71	0.247	42	71	0.493
13:00 - 14:00	42	71	0.246	42	71	0.246	42	71	0.492
14:00 - 15:00	42	71	0.245	42	71	0.291	42	71	0.536
15:00 - 16:00	42	71	0.553	42	71	0.305	42	71	0.858
16:00 - 17:00	42	71	0.491	42	71	0.281	42	71	0.772
17:00 - 18:00	42	71	0.548	42	71	0.274	42	71	0.822
18:00 - 19:00	42	71	0.403	42	71	0.261	42	71	0.664
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.702			3.875			7.577

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/09 - 27/11/17
Number of weekdays (Monday-Friday):	42
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

**Appendix H
Traffic Count Data**



Midlands

Haseley Office Centre,
Firs Lane, Haseley,
Warwick,
CV35 7LS

Tel: 01926 485504
Fax: 01926 485537

JPP CONSULTING DESBOROUGH TRAFFIC SURVEY

SURVEY REPORT JULY 2016

PROJECT NO.	6469
CHECKED	N. TOONE
DATE	13/07/2016
CONTACT	M. NORRIS
REVISION	



CONTENTS

Introduction

General Location Plan

Drawings 6469-01 & 02

Appendix A – Vehicle Categories

Appendix B – Classified Count Data

INTRODUCTION

Nationwide Data Collection (NDC) was instructed by JPP Consulting to undertake classified turning counts in Desborough, Northamptonshire. A general location plan is given in Diagram 1.

Classified Turning Counts

Classified turning counts were carried out at the following locations:

Site 1 – Harrington Road / Braybrooke Road / Gold Street

Site 2 – Braybrooke Road / A6 / Desborough Road

Site 3 – Gold Street / B576 / High Street

The sites were surveyed on Tuesday 5th July 2016; survey hours were 07:30 to 09:30 and 16:30 to 18:30. All information was collected in fifteen-minute intervals and has been tabulated in Excel with the peak hours calculated.

Details of the observed movements are given in Drawing 6469-01 & 02.

Vehicles were classified into the following categories:

Cars and taxis (**CAR**), Light Goods Vehicles (**LGV**), Other Goods Vehicles type 1 (**OGV1**), Other Goods Vehicles type 2 (**OGV2**), Public Service Vehicles (**PSV**) and Motorcycles (**MCL**).

A detailed description of the vehicles included in each category is included in Appendix A.

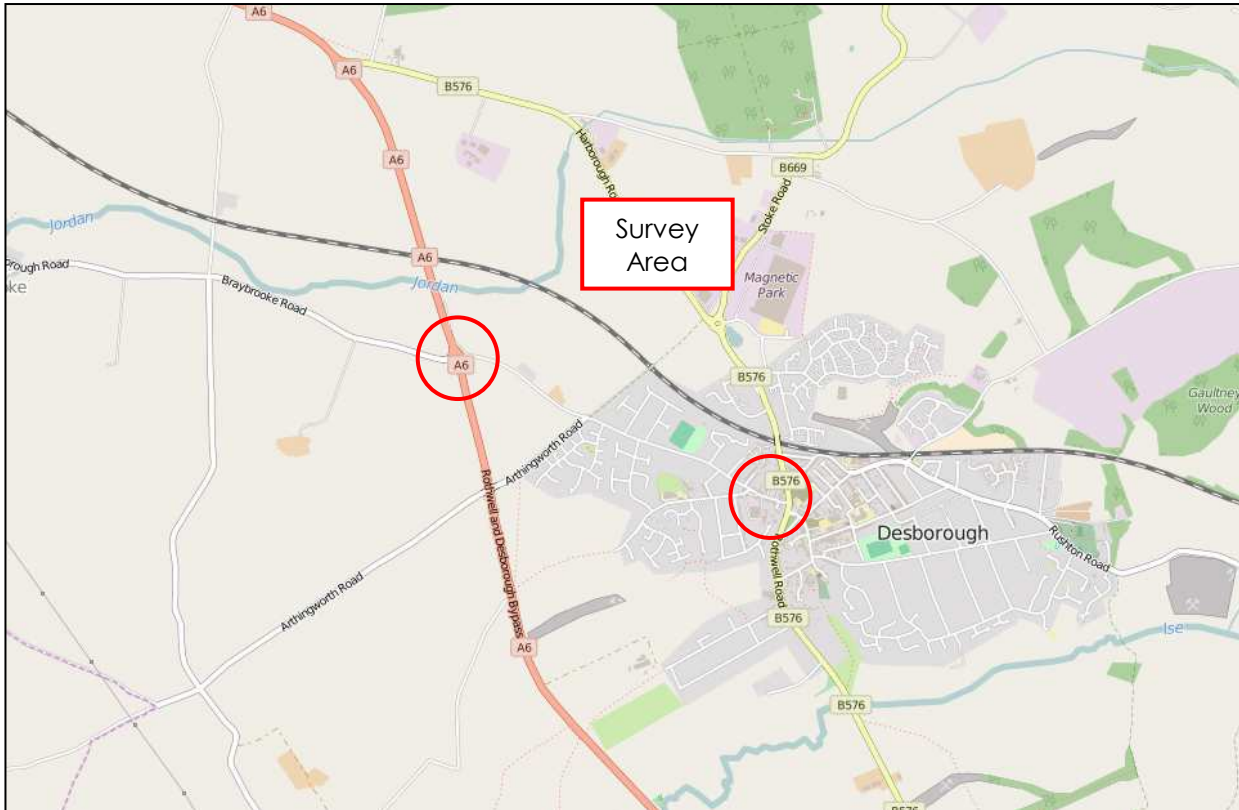
The results of the classified counts are contained in Appendix B.

Site Notes


All data has been emailed to Martin Andrews at martin.andrews@jppuk

The weather was recorded as overcast with occasional some sunny intervals. There were no incidents or accidents likely to have affected the survey results.


Diagram 1 – General Location Plan





	Site / Location: Site 1, Harrington Road / Braybrooke Road / Gold Street & Site 3, Gold Street / B576 / High Street	Project No: 6469	Drawing No: 6469-01	Drawn By: MN
	Survey Date: Tuesday 5th July 2016	Project Name: Desborough		
	Survey Times: 07:30 to 09:30 & 16:30 to 18:30	Drawing Title: Site Layout and Observed Movements		









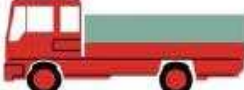






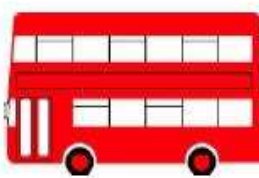



	Site / Location: Site 2, Braybrooke Road / A6 / Desborough Road	Project No: 6469	Drawing No: 6469-02	Drawn By: MN	
	Survey Date: Tuesday 5th July 2016	Project Name: Desborough			
	Survey Times: 07:30 to 09:30 & 16:30 to 18:30	Drawing Title: Site Layout and Observed Movements			



APPENDIX A Vehicle Categories

COBA VEHICLE CATEGORIES

<p>CAR</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  SALOON </div> <div style="text-align: center;">  ESTATE </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  PEOPLE CARRIER </div> <div style="text-align: center;">  CAR TOWING CARAVAN / TRAILER </div> </div>
<p>LIGHT GOODS VEHICLE (LGV)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  VAN </div> <div style="text-align: center;">  <3.5 TONNES – single rear tyres </div> <div style="text-align: center;">  PICK-UP </div> </div>
<p>OTHER GOODS VEHICLE (OGV1)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  > 3.5 TONNES – twin rear tyres </div> <div style="text-align: center;">  2-AXLES RIGID </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  2-AXLES RIGID </div> <div style="text-align: center;">  3 AXLES-RIGID </div> </div>
<p>OTHER GOODS VEHICLE (OGV2)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  4 OR MORE AXLES RIGID </div> <div style="text-align: center;">  3-AXLES ARTIC </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  4 OR MORE AXLES ARTIC </div> <div style="text-align: center;">  OTHER GOODS VEHICLE WITH TRAILER </div> </div>
<p>BUSES & COACHES (PSV)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  DOUBLE DECK BUS </div> <div style="text-align: center;">  SINGLE DECK BUS OR COACH </div> </div>

COBA VEHICLE CATEGORIES

Definition of Categories

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. The most common categories into which the traffic is split in COBA; these are defined as:

Cars (CARS)

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

Light Goods Vehicles (LGV)

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

Other Goods Vehicles (OGV 1)

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.

Other Goods Vehicles (OGV 2)

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

Buses and Coaches (PSV)

Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.



APPENDIX B

Classified Count Data



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	A to C						TOT	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	30	3	1	0	2	0	36	0	0	0	0	0	0	0
07:45	51	5	0	0	2	0	58	2	1	0	0	0	0	3
08:00	30	13	1	0	1	1	46	1	2	0	0	0	0	3
08:15	51	5	0	0	2	0	58	2	0	0	0	0	0	2
08:30	54	6	3	0	2	1	66	3	0	0	0	0	0	3
08:45	62	4	1	0	0	0	67	4	3	0	0	0	0	7
09:00	36	4	4	0	2	0	46	3	1	0	0	0	0	4
09:15	35	5	1	0	0	0	41	2	0	0	0	0	0	2
P/TOT	349	45	11	0	11	2	418	17	7	0	0	0	0	24

TIME	A to C						TOT	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	37	7	1	0	2	0	47	2	0	0	0	0	0	2
16:45	38	8	2	0	1	0	49	5	0	0	0	0	0	5
17:00	38	8	1	0	1	0	48	1	0	1	0	0	0	2
17:15	48	5	0	0	0	0	53	1	2	0	0	0	0	3
17:30	59	5	1	0	1	1	67	4	0	0	0	0	0	4
17:45	46	3	1	0	1	0	51	3	0	0	0	0	0	3
18:00	47	3	0	0	0	0	50	2	0	0	0	0	0	2
18:15	55	7	0	0	0	0	62	2	0	0	0	0	0	2
P/TOT	368	46	6	0	6	1	427	20	2	1	0	0	0	23



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	B to A						TOT	B to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	0	1	0	0	0	0	1	14	0	0	0	0	1	15
07:45	2	0	1	0	0	0	3	13	1	1	0	1	0	16
08:00	0	0	0	0	0	0	0	22	1	0	0	1	0	24
08:15	0	0	0	0	0	0	0	28	5	2	0	0	0	35
08:30	4	1	0	0	0	0	5	12	3	0	0	0	0	15
08:45	3	1	0	0	0	0	4	31	3	0	0	0	0	34
09:00	4	1	0	0	0	0	5	29	4	0	0	0	0	33
09:15	2	0	0	0	0	0	2	20	1	2	0	0	0	23
P/TOT	15	4	1	0	0	0	20	169	18	5	0	2	1	195

TIME	B to A						TOT	B to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	2	1	0	0	0	0	3	16	3	0	0	0	0	19
16:45	0	0	0	0	0	0	0	11	2	0	0	0	0	13
17:00	2	0	0	0	0	0	2	21	4	1	0	0	0	26
17:15	0	0	0	0	0	0	0	15	1	0	0	0	0	16
17:30	2	0	0	0	0	0	2	17	0	1	0	0	0	18
17:45	1	0	0	0	0	0	1	15	2	0	0	0	0	17
18:00	4	0	0	0	0	0	4	12	2	0	0	0	0	14
18:15	1	3	0	0	0	0	4	12	1	0	0	0	0	13
P/TOT	12	4	0	0	0	0	16	119	15	2	0	0	0	136



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	12	2	0	0	0	0	14	26	7	3	0	0	0	36
07:45	14	3	1	0	0	0	18	18	6	1	0	0	0	25
08:00	4	0	0	0	1	0	5	17	4	2	0	2	0	25
08:15	15	3	2	0	0	0	20	32	1	0	0	2	0	35
08:30	38	1	0	0	0	0	39	36	4	1	0	2	0	43
08:45	34	4	0	0	0	0	38	37	3	3	0	1	0	44
09:00	16	2	0	0	0	0	18	34	7	3	0	0	1	45
09:15	9	1	0	0	0	0	10	22	3	0	0	2	0	27
P/TOT	142	16	3	0	1	0	162	222	35	13	0	9	1	280

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	21	5	1	0	0	0	27	48	4	0	0	1	0	53
16:45	21	2	0	0	0	0	23	33	9	1	0	1	0	44
17:00	25	4	0	0	0	1	30	42	4	0	0	1	0	47
17:15	24	6	0	0	0	0	30	44	5	0	0	0	1	50
17:30	24	3	1	0	0	1	29	51	5	0	0	0	2	58
17:45	34	1	0	0	0	0	35	65	6	0	0	2	0	73
18:00	17	3	0	0	0	0	20	51	5	0	0	0	0	56
18:15	23	6	0	0	0	0	29	40	1	1	0	0	0	42
P/TOT	189	30	2	0	0	2	223	374	39	2	0	5	3	423



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	26	8	3	0	0	0	37	30	3	1	0	2	0	36
07:45	20	6	2	0	0	0	28	53	6	0	0	2	0	61
08:00	17	4	2	0	2	0	25	31	15	1	0	1	1	49
08:15	32	1	0	0	2	0	35	53	5	0	0	2	0	60
08:30	40	5	1	0	2	0	48	57	6	3	0	2	1	69
08:45	40	4	3	0	1	0	48	66	7	1	0	0	0	74
09:00	38	8	3	0	0	1	50	39	5	4	0	2	0	50
09:15	24	3	0	0	2	0	29	37	5	1	0	0	0	43
P/TOT	237	39	14	0	9	1	300	366	52	11	0	11	2	442

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	50	5	0	0	1	0	56	39	7	1	0	2	0	49
16:45	33	9	1	0	1	0	44	43	8	2	0	1	0	54
17:00	44	4	0	0	1	0	49	39	8	2	0	1	0	50
17:15	44	5	0	0	0	1	50	49	7	0	0	0	0	56
17:30	53	5	0	0	0	2	60	63	5	1	0	1	1	71
17:45	66	6	0	0	2	0	74	49	3	1	0	1	0	54
18:00	55	5	0	0	0	0	60	49	3	0	0	0	0	52
18:15	41	4	1	0	0	0	46	57	7	0	0	0	0	64
P/TOT	386	43	2	0	5	3	439	388	48	7	0	6	1	450



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	12	2	0	0	0	0	14	14	1	0	0	0	1	16
07:45	16	4	1	0	0	0	21	15	1	2	0	1	0	19
08:00	5	2	0	0	1	0	8	22	1	0	0	1	0	24
08:15	17	3	2	0	0	0	22	28	5	2	0	0	0	35
08:30	41	1	0	0	0	0	42	16	4	0	0	0	0	20
08:45	38	7	0	0	0	0	45	34	4	0	0	0	0	38
09:00	19	3	0	0	0	0	22	33	5	0	0	0	0	38
09:15	11	1	0	0	0	0	12	22	1	2	0	0	0	25
P/TOT	159	23	3	0	1	0	186	184	22	6	0	2	1	215

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	23	5	1	0	0	0	29	18	4	0	0	0	0	22
16:45	26	2	0	0	0	0	28	11	2	0	0	0	0	13
17:00	26	4	1	0	0	1	32	23	4	1	0	0	0	28
17:15	25	8	0	0	0	0	33	15	1	0	0	0	0	16
17:30	28	3	1	0	0	1	33	19	0	1	0	0	0	20
17:45	37	1	0	0	0	0	38	16	2	0	0	0	0	18
18:00	19	3	0	0	0	0	22	16	2	0	0	0	0	18
18:15	25	6	0	0	0	0	31	13	4	0	0	0	0	17
P/TOT	209	32	3	0	0	2	246	131	19	2	0	0	0	152



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	44	3	1	0	2	1	51	38	9	3	0	0	0	50
07:45	64	6	1	0	3	0	74	32	9	2	0	0	0	43
08:00	52	14	1	0	2	1	70	21	4	2	0	3	0	30
08:15	79	10	2	0	2	0	93	47	4	2	0	2	0	55
08:30	66	9	3	0	2	1	81	74	5	1	0	2	0	82
08:45	93	7	1	0	0	0	101	71	7	3	0	1	0	82
09:00	65	8	4	0	2	0	79	50	9	3	0	0	1	63
09:15	55	6	3	0	0	0	64	31	4	0	0	2	0	37
P/TOT	518	63	16	0	13	3	613	364	51	16	0	10	1	442

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	53	10	1	0	2	0	66	69	9	1	0	1	0	80
16:45	49	10	2	0	1	0	62	54	11	1	0	1	0	67
17:00	59	12	2	0	1	0	74	67	8	0	0	1	1	77
17:15	63	6	0	0	0	0	69	68	11	0	0	0	1	80
17:30	76	5	2	0	1	1	85	75	8	1	0	0	3	87
17:45	61	5	1	0	1	0	68	99	7	0	0	2	0	108
18:00	59	5	0	0	0	0	64	68	8	0	0	0	0	76
18:15	67	8	0	0	0	0	75	63	7	1	0	0	0	71
P/TOT	487	61	8	0	6	1	563	563	69	4	0	5	5	646

SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	82	13	4	0	2	1	102
07:45	100	16	4	0	3	0	123
08:00	74	20	3	0	5	1	103
08:15	128	14	4	0	4	0	150
08:30	147	15	4	0	4	1	171
08:45	171	18	4	0	1	0	194
09:00	122	19	7	0	2	1	151
09:15	90	10	3	0	2	0	105
P/TOT	914	125	33	0	23	4	1099

PEAK HOUR CALCULATION	
07:30 to 08:30	478
07:45 to 08:45	547
08:00 to 09:00	618
08:15 to 09:15	666
08:30 to 09:30	621
PEAK VALUE	666

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	126	20	2	0	3	0	151
16:45	108	21	3	0	2	0	134
17:00	129	20	3	0	2	1	155
17:15	132	19	0	0	0	1	152
17:30	157	13	3	0	1	4	178
17:45	164	12	1	0	3	0	180
18:00	133	13	0	0	0	0	146
18:15	133	18	1	0	0	0	152
P/TOT	1082	136	13	0	11	6	1248

PEAK HOUR CALCULATION	
16:30 to 17:30	592
16:45 to 17:45	619
17:00 to 18:00	665
17:15 to 18:15	656
17:30 to 18:30	656
PEAK VALUE	665



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	A to C						TOT	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	30	3	1	0	2	0	36	0	0	0	0	0	0	0
07:45	51	5	0	0	2	0	58	2	1	0	0	0	0	3
08:00	30	13	1	0	1	1	46	1	2	0	0	0	0	3
08:15	51	5	0	0	2	0	58	2	0	0	0	0	0	2
08:30	54	6	3	0	2	1	66	3	0	0	0	0	0	3
08:45	62	4	1	0	0	0	67	4	3	0	0	0	0	7
09:00	36	4	4	0	2	0	46	3	1	0	0	0	0	4
09:15	35	5	1	0	0	0	41	2	0	0	0	0	0	2
P/TOT	349	45	11	0	11	2	418	17	7	0	0	0	0	24

TIME	A to C						TOT	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	37	7	1	0	2	0	47	2	0	0	0	0	0	2
16:45	38	8	2	0	1	0	49	5	0	0	0	0	0	5
17:00	38	8	1	0	1	0	48	1	0	1	0	0	0	2
17:15	48	5	0	0	0	0	53	1	2	0	0	0	0	3
17:30	59	5	1	0	1	1	67	4	0	0	0	0	0	4
17:45	46	3	1	0	1	0	51	3	0	0	0	0	0	3
18:00	47	3	0	0	0	0	50	2	0	0	0	0	0	2
18:15	55	7	0	0	0	0	62	2	0	0	0	0	0	2
P/TOT	368	46	6	0	6	1	427	20	2	1	0	0	0	23



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	B to A						TOT	B to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	0	1	0	0	0	0	1	14	0	0	0	0	1	15
07:45	2	0	1	0	0	0	3	13	1	1	0	1	0	16
08:00	0	0	0	0	0	0	0	22	1	0	0	1	0	24
08:15	0	0	0	0	0	0	0	28	5	2	0	0	0	35
08:30	4	1	0	0	0	0	5	12	3	0	0	0	0	15
08:45	3	1	0	0	0	0	4	31	3	0	0	0	0	34
09:00	4	1	0	0	0	0	5	29	4	0	0	0	0	33
09:15	2	0	0	0	0	0	2	20	1	2	0	0	0	23
P/TOT	15	4	1	0	0	0	20	169	18	5	0	2	1	195

TIME	B to A						TOT	B to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	2	1	0	0	0	0	3	16	3	0	0	0	0	19
16:45	0	0	0	0	0	0	0	11	2	0	0	0	0	13
17:00	2	0	0	0	0	0	2	21	4	1	0	0	0	26
17:15	0	0	0	0	0	0	0	15	1	0	0	0	0	16
17:30	2	0	0	0	0	0	2	17	0	1	0	0	0	18
17:45	1	0	0	0	0	0	1	15	2	0	0	0	0	17
18:00	4	0	0	0	0	0	4	12	2	0	0	0	0	14
18:15	1	3	0	0	0	0	4	12	1	0	0	0	0	13
P/TOT	12	4	0	0	0	0	16	119	15	2	0	0	0	136



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	12	2	0	0	0	0	14	26	7	3	0	0	0	36
07:45	14	3	1	0	0	0	18	18	6	1	0	0	0	25
08:00	4	0	0	0	1	0	5	17	4	2	0	2	0	25
08:15	15	3	2	0	0	0	20	32	1	0	0	2	0	35
08:30	38	1	0	0	0	0	39	36	4	1	0	2	0	43
08:45	34	4	0	0	0	0	38	37	3	3	0	1	0	44
09:00	16	2	0	0	0	0	18	34	7	3	0	0	1	45
09:15	9	1	0	0	0	0	10	22	3	0	0	2	0	27
P/TOT	142	16	3	0	1	0	162	222	35	13	0	9	1	280

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	21	5	1	0	0	0	27	48	4	0	0	1	0	53
16:45	21	2	0	0	0	0	23	33	9	1	0	1	0	44
17:00	25	4	0	0	0	1	30	42	4	0	0	1	0	47
17:15	24	6	0	0	0	0	30	44	5	0	0	0	1	50
17:30	24	3	1	0	0	1	29	51	5	0	0	0	2	58
17:45	34	1	0	0	0	0	35	65	6	0	0	2	0	73
18:00	17	3	0	0	0	0	20	51	5	0	0	0	0	56
18:15	23	6	0	0	0	0	29	40	1	1	0	0	0	42
P/TOT	189	30	2	0	0	2	223	374	39	2	0	5	3	423



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	26	8	3	0	0	0	37	30	3	1	0	2	0	36
07:45	20	6	2	0	0	0	28	53	6	0	0	2	0	61
08:00	17	4	2	0	2	0	25	31	15	1	0	1	1	49
08:15	32	1	0	0	2	0	35	53	5	0	0	2	0	60
08:30	40	5	1	0	2	0	48	57	6	3	0	2	1	69
08:45	40	4	3	0	1	0	48	66	7	1	0	0	0	74
09:00	38	8	3	0	0	1	50	39	5	4	0	2	0	50
09:15	24	3	0	0	2	0	29	37	5	1	0	0	0	43
P/TOT	237	39	14	0	9	1	300	366	52	11	0	11	2	442

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	50	5	0	0	1	0	56	39	7	1	0	2	0	49
16:45	33	9	1	0	1	0	44	43	8	2	0	1	0	54
17:00	44	4	0	0	1	0	49	39	8	2	0	1	0	50
17:15	44	5	0	0	0	1	50	49	7	0	0	0	0	56
17:30	53	5	0	0	0	2	60	63	5	1	0	1	1	71
17:45	66	6	0	0	2	0	74	49	3	1	0	1	0	54
18:00	55	5	0	0	0	0	60	49	3	0	0	0	0	52
18:15	41	4	1	0	0	0	46	57	7	0	0	0	0	64
P/TOT	386	43	2	0	5	3	439	388	48	7	0	6	1	450



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	12	2	0	0	0	0	14	14	1	0	0	0	1	16
07:45	16	4	1	0	0	0	21	15	1	2	0	1	0	19
08:00	5	2	0	0	1	0	8	22	1	0	0	1	0	24
08:15	17	3	2	0	0	0	22	28	5	2	0	0	0	35
08:30	41	1	0	0	0	0	42	16	4	0	0	0	0	20
08:45	38	7	0	0	0	0	45	34	4	0	0	0	0	38
09:00	19	3	0	0	0	0	22	33	5	0	0	0	0	38
09:15	11	1	0	0	0	0	12	22	1	2	0	0	0	25
P/TOT	159	23	3	0	1	0	186	184	22	6	0	2	1	215

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	23	5	1	0	0	0	29	18	4	0	0	0	0	22
16:45	26	2	0	0	0	0	28	11	2	0	0	0	0	13
17:00	26	4	1	0	0	1	32	23	4	1	0	0	0	28
17:15	25	8	0	0	0	0	33	15	1	0	0	0	0	16
17:30	28	3	1	0	0	1	33	19	0	1	0	0	0	20
17:45	37	1	0	0	0	0	38	16	2	0	0	0	0	18
18:00	19	3	0	0	0	0	22	16	2	0	0	0	0	18
18:15	25	6	0	0	0	0	31	13	4	0	0	0	0	17
P/TOT	209	32	3	0	0	2	246	131	19	2	0	0	0	152



SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	44	3	1	0	2	1	51	38	9	3	0	0	0	50
07:45	64	6	1	0	3	0	74	32	9	2	0	0	0	43
08:00	52	14	1	0	2	1	70	21	4	2	0	3	0	30
08:15	79	10	2	0	2	0	93	47	4	2	0	2	0	55
08:30	66	9	3	0	2	1	81	74	5	1	0	2	0	82
08:45	93	7	1	0	0	0	101	71	7	3	0	1	0	82
09:00	65	8	4	0	2	0	79	50	9	3	0	0	1	63
09:15	55	6	3	0	0	0	64	31	4	0	0	2	0	37
P/TOT	518	63	16	0	13	3	613	364	51	16	0	10	1	442

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	53	10	1	0	2	0	66	69	9	1	0	1	0	80
16:45	49	10	2	0	1	0	62	54	11	1	0	1	0	67
17:00	59	12	2	0	1	0	74	67	8	0	0	1	1	77
17:15	63	6	0	0	0	0	69	68	11	0	0	0	1	80
17:30	76	5	2	0	1	1	85	75	8	1	0	0	3	87
17:45	61	5	1	0	1	0	68	99	7	0	0	2	0	108
18:00	59	5	0	0	0	0	64	68	8	0	0	0	0	76
18:15	67	8	0	0	0	0	75	63	7	1	0	0	0	71
P/TOT	487	61	8	0	6	1	563	563	69	4	0	5	5	646

SITE: 1

DATE: 05/07/2016

LOCATION: Harrington Road / Braybrooke Road / Gold Street

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	82	13	4	0	2	1	102
07:45	100	16	4	0	3	0	123
08:00	74	20	3	0	5	1	103
08:15	128	14	4	0	4	0	150
08:30	147	15	4	0	4	1	171
08:45	171	18	4	0	1	0	194
09:00	122	19	7	0	2	1	151
09:15	90	10	3	0	2	0	105
P/TOT	914	125	33	0	23	4	1099

PEAK HOUR CALCULATION	
07:30 to 08:30	478
07:45 to 08:45	547
08:00 to 09:00	618
08:15 to 09:15	666
08:30 to 09:30	621
PEAK VALUE	666

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	126	20	2	0	3	0	151
16:45	108	21	3	0	2	0	134
17:00	129	20	3	0	2	1	155
17:15	132	19	0	0	0	1	152
17:30	157	13	3	0	1	4	178
17:45	164	12	1	0	3	0	180
18:00	133	13	0	0	0	0	146
18:15	133	18	1	0	0	0	152
P/TOT	1082	136	13	0	11	6	1248

PEAK HOUR CALCULATION	
16:30 to 17:30	592
16:45 to 17:45	619
17:00 to 18:00	665
17:15 to 18:15	656
17:30 to 18:30	656
PEAK VALUE	665



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	A to D						TOT	A to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	1	0	0	0	0	0	1	147	18	3	2	3	1	174
07:45	2	2	0	0	0	0	4	147	16	6	5	1	1	176
08:00	2	4	0	0	0	0	6	151	25	9	5	0	1	191
08:15	5	0	1	0	0	0	6	183	12	9	5	0	2	211
08:30	2	0	2	0	0	0	4	109	14	3	8	0	1	135
08:45	0	0	0	0	0	0	0	86	8	11	7	0	0	112
09:00	1	2	0	0	0	0	3	68	9	5	8	0	0	90
09:15	5	0	0	0	0	0	5	50	11	5	8	1	0	75
P/TOT	18	8	3	0	0	0	29	941	113	51	48	5	6	1164

TIME	A to D						TOT	A to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	5	0	0	0	0	0	5	79	16	5	2	0	1	103
16:45	10	0	0	0	0	0	10	95	14	2	5	1	1	118
17:00	13	3	0	0	0	0	16	107	8	2	3	0	0	120
17:15	20	3	0	0	0	0	23	94	7	2	4	0	0	107
17:30	10	2	0	0	0	0	12	115	12	2	3	1	0	133
17:45	18	1	0	0	0	0	19	93	7	3	1	0	0	104
18:00	13	4	0	0	0	0	17	72	4	3	0	1	0	80
18:15	7	0	0	0	0	1	8	69	3	1	0	0	0	73
P/TOT	96	13	0	0	0	1	110	724	71	20	18	3	2	838



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	A to B						TOT	A to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0
07:45	0	0	0	0	2	0	2	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0
P/TOT	1	0	0	0	3	0	4	0	0	0	0	0	0	0

TIME	A to B						TOT	A to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	B to A						TOT	B to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	1	0	0	0	0	0	1	9	1	0	0	0	0	10
07:45	1	1	0	0	0	0	2	9	3	1	0	1	0	14
08:00	0	0	0	0	0	0	0	6	2	0	0	1	0	9
08:15	2	0	0	0	0	0	2	8	2	1	0	0	0	11
08:30	2	0	0	0	0	0	2	13	3	0	0	0	0	16
08:45	6	0	0	0	0	0	6	3	3	1	0	0	0	7
09:00	2	0	0	0	0	0	2	5	2	2	0	2	0	11
09:15	1	0	0	0	0	0	1	3	1	0	0	0	0	4
P/TOT	15	1	0	0	0	0	16	56	17	5	0	4	0	82

TIME	B to A						TOT	B to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	2	0	0	0	0	0	2	19	2	1	0	0	0	22
16:45	1	0	0	0	0	0	1	19	1	0	0	1	0	21
17:00	0	0	0	0	0	0	0	12	3	0	0	0	1	16
17:15	2	0	0	0	0	0	2	21	0	0	0	0	0	21
17:30	3	0	0	0	0	0	3	21	1	1	0	1	1	25
17:45	1	0	0	0	0	0	1	17	1	0	0	0	0	18
18:00	1	0	0	0	0	0	1	9	1	1	0	0	0	11
18:15	0	1	0	0	0	0	1	15	2	0	0	0	0	17
P/TOT	10	1	0	0	0	0	11	133	11	3	0	2	2	151



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	B to C						TOT	B to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	23	3	1	0	0	0	27	0	0	0	0	0	0	0
07:45	32	6	0	1	0	1	40	0	0	0	0	0	0	0
08:00	25	0	0	0	1	0	26	0	0	0	0	0	0	0
08:15	19	4	0	0	0	0	23	0	0	0	0	0	0	0
08:30	13	2	0	0	0	0	15	0	0	0	0	0	0	0
08:45	8	1	0	0	0	0	9	0	0	0	0	0	0	0
09:00	10	1	0	0	0	0	11	0	0	0	0	0	0	0
09:15	10	2	0	0	0	0	12	0	0	0	0	0	0	0
P/TOT	140	19	1	1	1	1	163	0	0	0	0	0	0	0

TIME	B to C						TOT	B to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	9	3	0	0	0	0	12	0	0	0	0	0	0	0
16:45	10	0	0	0	0	0	10	0	0	0	0	0	0	0
17:00	4	5	0	0	0	0	9	0	0	0	0	0	0	0
17:15	14	0	0	0	0	0	14	0	0	0	0	0	0	0
17:30	5	4	0	0	0	0	9	0	0	0	0	0	0	0
17:45	9	2	0	0	0	0	11	0	0	0	0	0	0	0
18:00	4	2	0	0	0	0	6	0	0	0	0	0	0	0
18:15	2	1	1	0	0	0	4	0	0	0	0	0	0	0
P/TOT	57	17	1	0	0	0	75	0	0	0	0	0	0	0



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	10	1	0	1	0	0	12	85	14	4	9	0	0	112
07:45	8	5	0	0	0	0	13	100	17	6	5	0	0	128
08:00	4	1	0	0	0	0	5	66	13	2	5	0	0	86
08:15	14	4	1	0	0	0	19	91	18	10	4	1	0	124
08:30	12	2	0	0	0	0	14	102	11	4	8	0	0	125
08:45	3	2	0	0	0	0	5	84	9	6	5	3	0	107
09:00	2	2	0	0	0	0	4	75	13	4	4	0	0	96
09:15	6	0	0	0	0	0	6	61	9	6	3	1	0	80
P/TOT	59	17	1	1	0	0	78	664	104	42	43	5	0	858

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	22	3	1	0	0	1	27	91	21	6	4	1	0	123
16:45	13	2	0	0	0	0	15	95	15	4	3	0	1	118
17:00	19	0	0	0	0	0	19	120	12	6	1	0	0	139
17:15	20	4	0	0	0	0	24	141	13	5	6	0	1	166
17:30	22	0	0	0	0	0	22	131	10	2	2	0	1	146
17:45	15	1	0	0	0	0	16	142	6	0	2	2	0	152
18:00	17	0	0	0	0	0	17	122	9	0	4	1	0	136
18:15	11	3	0	0	0	1	15	106	12	1	3	0	1	123
P/TOT	139	13	1	0	0	2	155	948	98	24	25	4	4	1103



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	C to D						TOT	C to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	4	3	1	0	1	0	9	0	0	0	0	0	0	0
07:45	3	2	0	0	1	0	6	0	0	0	0	0	0	0
08:00	3	2	0	0	0	0	5	1	0	0	0	0	0	1
08:15	6	1	0	0	0	0	7	0	0	0	0	0	0	0
08:30	2	1	0	0	1	0	4	0	0	0	0	0	0	0
08:45	5	2	0	0	0	0	7	0	0	0	0	0	0	0
09:00	3	1	2	0	1	0	7	1	0	0	0	0	0	1
09:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0
P/TOT	30	12	3	0	4	0	49	2	0	0	0	0	0	2

TIME	C to D						TOT	C to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	11	0	0	0	1	0	12	2	0	0	0	0	0	2
16:45	19	5	0	0	1	0	25	2	0	0	0	0	0	2
17:00	19	3	0	0	0	1	23	0	0	0	0	0	0	0
17:15	32	6	0	0	0	0	38	0	0	0	0	0	0	0
17:30	28	6	0	0	0	0	34	0	0	0	0	0	0	0
17:45	25	5	0	0	0	0	30	0	1	0	0	0	0	1
18:00	19	1	0	0	0	0	20	0	0	0	0	0	0	0
18:15	25	5	0	0	0	0	30	0	0	0	0	0	0	0
P/TOT	178	31	0	0	2	1	212	4	1	0	0	0	0	5



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	D to C						TOT	D to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	39	4	1	0	0	0	44	8	2	1	0	0	0	11
07:45	36	2	1	0	0	0	39	10	4	0	0	0	0	14
08:00	26	5	2	0	0	0	33	9	1	0	0	0	0	10
08:15	22	0	0	0	1	0	23	8	1	0	0	1	0	10
08:30	16	2	0	0	0	0	18	16	2	1	0	0	0	19
08:45	18	0	0	0	0	0	18	16	3	2	0	0	1	22
09:00	17	1	0	0	0	0	18	12	1	0	0	0	1	14
09:15	10	1	0	0	0	0	11	11	1	0	0	1	0	13
P/TOT	184	15	4	0	1	0	204	90	15	4	0	2	2	113

TIME	D to C						TOT	D to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	9	1	0	0	0	2	12	8	1	0	0	1	0	10
16:45	12	1	0	0	0	0	13	11	0	0	0	0	0	11
17:00	11	1	0	0	0	0	12	12	0	0	0	1	0	13
17:15	8	0	0	0	0	0	8	6	2	0	0	0	0	8
17:30	7	1	0	0	0	0	8	7	0	0	0	0	0	7
17:45	4	1	0	0	0	0	5	8	3	0	0	1	0	12
18:00	2	1	0	0	0	0	3	10	2	0	0	0	0	12
18:15	4	2	0	0	0	0	6	12	1	0	0	0	0	13
P/TOT	57	8	0	0	0	2	67	74	9	0	0	3	0	86



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	D to A						TOT	D to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	9	2	0	0	0	1	12	0	0	0	0	0	0	0
07:45	9	1	0	0	0	0	10	0	0	0	0	0	0	0
08:00	9	1	0	0	0	0	10	0	0	0	0	0	0	0
08:15	11	1	0	0	0	0	12	0	0	0	0	1	0	1
08:30	25	8	0	0	0	0	33	0	0	0	0	1	0	1
08:45	12	1	0	0	1	0	14	0	0	0	0	0	0	0
09:00	4	0	0	0	0	0	4	0	0	0	0	0	0	0
09:15	13	1	1	0	0	0	15	0	0	0	0	0	0	0
P/TOT	92	15	1	0	1	1	110	0	0	0	0	2	0	2

TIME	D to A						TOT	D to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	7	0	0	0	0	0	7	0	0	0	0	0	0	0
16:45	5	2	0	0	0	0	7	0	0	0	0	0	0	0
17:00	12	1	0	0	0	0	13	0	0	0	0	1	0	1
17:15	8	1	0	0	0	0	9	0	0	0	0	0	0	0
17:30	9	0	0	0	0	0	9	0	1	0	0	0	0	1
17:45	5	0	0	0	0	0	5	1	0	0	0	1	0	2
18:00	4	0	0	0	0	0	4	0	0	0	0	0	0	0
18:15	2	2	0	0	0	0	4	0	0	0	0	0	0	0
P/TOT	52	6	0	0	0	0	58	1	1	0	0	2	0	4



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	95	16	4	9	0	1	125	148	18	3	2	4	1	176
07:45	110	19	6	5	0	0	140	149	18	6	5	3	1	182
08:00	75	14	2	5	0	0	96	153	29	9	5	0	1	197
08:15	104	19	10	4	1	0	138	188	12	10	5	0	2	217
08:30	129	19	4	8	0	0	160	111	14	5	8	0	1	139
08:45	102	10	6	5	4	0	127	86	8	11	7	0	0	112
09:00	81	13	4	4	0	0	102	69	11	5	8	0	0	93
09:15	75	10	7	3	1	0	96	56	11	5	8	1	0	81
P/TOT	771	120	43	43	6	1	984	960	121	54	48	8	6	1197

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	100	21	6	4	1	0	132	84	16	5	2	0	1	108
16:45	101	17	4	3	0	1	126	105	14	2	5	1	1	128
17:00	132	13	6	1	0	0	152	120	11	2	3	0	0	136
17:15	151	14	5	6	0	1	177	115	10	2	4	0	0	131
17:30	143	10	2	2	0	1	158	125	14	2	3	1	0	145
17:45	148	6	0	2	2	0	158	111	8	3	1	0	0	123
18:00	127	9	0	4	1	0	141	85	8	3	0	1	0	97
18:15	108	15	1	3	0	1	128	76	3	1	0	0	1	81
P/TOT	1010	105	24	25	4	4	1172	821	84	20	18	3	3	949



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	18	3	1	1	1	0	24	33	4	1	0	0	0	38
07:45	18	9	0	0	2	0	29	42	10	1	1	1	1	56
08:00	13	2	0	0	0	0	15	31	2	0	0	2	0	35
08:15	22	5	1	0	1	0	29	29	6	1	0	0	0	36
08:30	28	4	1	0	0	0	33	28	5	0	0	0	0	33
08:45	19	5	2	0	0	1	27	17	4	1	0	0	0	22
09:00	14	3	0	0	0	1	18	17	3	2	0	2	0	24
09:15	18	1	0	0	1	0	20	14	3	0	0	0	0	17
P/TOT	150	32	5	1	5	2	195	211	37	6	1	5	1	261

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	30	4	1	0	1	1	37	30	5	1	0	0	0	36
16:45	24	2	0	0	0	0	26	30	1	0	0	1	0	32
17:00	31	0	0	0	1	0	32	16	8	0	0	0	1	25
17:15	27	6	0	0	0	0	33	37	0	0	0	0	0	37
17:30	29	0	0	0	0	0	29	29	5	1	0	1	1	37
17:45	23	4	0	0	1	0	28	27	3	0	0	0	0	30
18:00	27	2	0	0	0	0	29	14	3	1	0	0	0	18
18:15	23	4	0	0	0	1	28	17	4	1	0	0	0	22
P/TOT	214	22	1	0	3	2	242	200	29	4	0	2	2	237



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	209	25	5	2	3	1	245	99	18	5	10	1	0	133
07:45	215	24	7	6	1	2	255	111	24	6	5	1	0	147
08:00	203	30	11	5	1	1	251	74	16	2	5	0	0	97
08:15	224	16	9	5	1	2	257	111	23	11	4	1	0	150
08:30	138	18	3	8	0	1	168	116	14	4	8	1	0	143
08:45	112	9	11	7	0	0	139	92	13	6	5	3	0	119
09:00	96	11	5	8	0	0	120	81	16	6	4	1	0	108
09:15	70	14	5	8	1	0	98	71	9	6	3	1	0	90
P/TOT	1267	147	56	49	7	7	1533	755	133	46	44	9	0	987

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	99	20	5	2	0	3	129	126	24	7	4	2	1	164
16:45	119	15	2	5	1	1	143	129	22	4	3	1	1	160
17:00	122	14	2	3	0	0	141	158	15	6	1	0	1	181
17:15	116	7	2	4	0	0	129	193	23	5	6	0	1	228
17:30	127	17	2	3	1	0	150	181	16	2	2	0	1	202
17:45	106	11	3	1	0	0	121	182	13	0	2	2	0	199
18:00	78	7	3	0	1	0	89	158	10	0	4	1	0	173
18:15	75	6	2	0	0	0	83	142	20	1	3	0	2	168
P/TOT	842	97	21	18	3	4	985	1269	143	25	25	6	7	1475



SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	TO ARM D						TOT	FROM ARM D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	14	4	1	0	1	0	20	56	8	2	0	0	1	67
07:45	14	7	1	0	2	0	24	55	7	1	0	0	0	63
08:00	11	8	0	0	1	0	20	44	7	2	0	0	0	53
08:15	19	3	2	0	1	0	25	41	2	0	0	3	0	46
08:30	17	4	2	0	2	0	25	57	12	1	0	1	0	71
08:45	8	5	1	0	0	0	14	46	4	2	0	1	1	54
09:00	9	5	4	0	3	0	21	33	2	0	0	0	1	36
09:15	12	1	0	0	0	0	13	34	3	1	0	1	0	39
P/TOT	104	37	11	0	10	0	162	366	45	9	0	6	3	429

TIME	TO ARM D						TOT	FROM ARM D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	35	2	1	0	1	0	39	24	2	0	0	1	2	29
16:45	48	6	0	0	2	0	56	28	3	0	0	0	0	31
17:00	44	9	0	0	1	2	56	35	2	0	0	2	0	39
17:15	73	9	0	0	0	0	82	22	3	0	0	0	0	25
17:30	59	10	1	0	1	1	72	23	2	0	0	0	0	25
17:45	61	7	0	0	1	0	69	18	4	0	0	2	0	24
18:00	41	6	1	0	0	0	48	16	3	0	0	0	0	19
18:15	47	7	0	0	0	1	55	18	5	0	0	0	0	23
P/TOT	408	56	3	0	6	4	477	184	24	0	0	5	2	215

SITE: 2

DATE: 05/07/2016

LOCATION: Braybrooke Road / A6 / Desborough Road

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	336	48	11	12	5	2	414
07:45	357	59	14	11	5	2	448
08:00	302	54	13	10	2	1	382
08:15	369	43	22	9	4	2	449
08:30	312	45	10	16	2	1	386
08:45	241	29	20	12	4	1	307
09:00	200	32	13	12	3	1	261
09:15	175	26	12	11	3	0	227
P/TOT	2292	336	115	93	28	10	2874

PEAK HOUR CALCULATION	
07:30 to 08:30	1693
07:45 to 08:45	1665
08:00 to 09:00	1524
08:15 to 09:15	1403
08:30 to 09:30	1181
PEAK VALUE	1693

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	264	47	13	6	3	4	337
16:45	292	40	6	8	3	2	351
17:00	329	36	8	4	2	2	381
17:15	367	36	7	10	0	1	421
17:30	358	37	5	5	2	2	409
17:45	338	28	3	3	4	0	376
18:00	273	24	4	4	2	0	307
18:15	253	32	3	3	0	3	294
P/TOT	2474	280	49	43	16	14	2876

PEAK HOUR CALCULATION	
16:30 to 17:30	1490
16:45 to 17:45	1562
17:00 to 18:00	1587
17:15 to 18:15	1513
17:30 to 18:30	1386
PEAK VALUE	1587

SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	A to D						TOT	A to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	15	1	0	0	0	0	16	61	7	0	0	0	0	68
07:45	15	1	2	0	1	0	19	84	7	1	1	0	0	93
08:00	16	0	0	1	1	0	18	70	5	2	0	1	1	79
08:15	9	1	1	0	2	0	13	59	5	1	0	0	0	65
08:30	21	0	2	0	0	0	23	46	2	0	0	0	0	48
08:45	28	2	1	0	0	1	32	48	4	3	0	0	0	55
09:00	7	0	2	0	0	0	9	46	4	0	0	0	0	50
09:15	10	0	0	0	1	0	11	33	4	2	0	0	1	40
P/TOT	121	5	8	1	5	1	141	447	38	9	1	1	2	498

TIME	A to D						TOT	A to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	19	4	0	0	0	0	23	40	7	1	0	0	0	48
16:45	15	6	0	0	1	1	23	48	9	1	0	0	0	58
17:00	24	5	0	0	1	0	30	46	11	1	0	0	2	60
17:15	35	2	0	0	0	0	37	40	6	0	0	0	0	46
17:30	26	1	0	0	1	0	28	41	3	0	0	0	0	44
17:45	29	1	0	0	0	0	30	45	4	2	0	0	0	51
18:00	32	3	0	0	0	0	35	56	2	3	0	0	1	62
18:15	14	1	0	0	0	1	16	45	1	0	0	0	1	47
P/TOT	194	23	0	0	3	2	222	361	43	8	0	0	4	416



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	16	3	1	0	0	0	20
07:45	11	1	1	0	1	0	14
08:00	12	1	1	0	0	0	14
08:15	11	4	1	0	0	0	16
08:30	24	3	0	0	1	0	28
08:45	27	3	0	0	1	0	31
09:00	12	4	2	0	0	1	19
09:15	12	3	0	0	0	0	15
P/TOT	125	22	6	0	3	1	157

TIME	A to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	21	4	1	0	0	0	26
16:45	11	6	0	0	1	0	18
17:00	22	2	0	0	0	0	24
17:15	28	0	0	0	0	0	28
17:30	27	3	0	0	0	1	31
17:45	29	2	0	0	1	0	32
18:00	26	2	0	0	0	0	28
18:15	26	1	0	0	0	0	27
P/TOT	190	20	1	0	2	1	214



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	B to A						TOT	B to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	6	0	0	0	0	0	6	17	2	0	0	2	0	21
07:45	16	3	1	0	0	0	20	28	2	0	0	2	0	32
08:00	13	3	1	0	0	1	18	14	3	0	0	0	0	17
08:15	25	1	1	0	0	0	27	22	2	0	0	0	0	24
08:30	17	3	1	0	0	0	21	30	3	1	0	2	0	36
08:45	27	4	0	0	0	0	31	35	5	1	0	0	0	41
09:00	21	3	1	0	0	0	25	32	1	1	0	2	0	36
09:15	11	2	2	0	0	0	15	25	2	1	0	0	0	28
P/TOT	136	19	7	0	0	1	163	203	20	4	0	8	0	235

TIME	B to A						TOT	B to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	13	2	0	0	1	0	16	30	7	0	0	1	0	38
16:45	17	5	0	0	0	0	22	18	3	1	0	1	0	23
17:00	17	5	0	0	0	0	22	18	4	1	0	1	0	24
17:15	21	5	0	0	0	0	26	19	2	0	0	0	0	21
17:30	22	0	0	0	0	1	23	28	2	2	0	1	0	33
17:45	23	3	0	0	0	0	26	30	1	0	0	1	0	32
18:00	22	0	0	0	0	0	22	23	3	1	0	0	0	27
18:15	22	3	0	0	0	0	25	27	5	0	0	0	0	32
P/TOT	157	23	0	0	1	1	182	193	27	5	0	5	0	230



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	B to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	22	3	1	0	0	1	27
07:45	21	3	0	0	1	0	25
08:00	27	3	1	0	2	0	33
08:15	28	4	0	0	2	0	34
08:30	18	1	1	0	0	1	21
08:45	20	1	0	0	0	0	21
09:00	21	6	2	0	0	0	29
09:15	22	2	0	0	0	0	24
P/TOT	179	23	5	0	5	2	214

TIME	B to C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	14	2	1	0	0	0	17
16:45	16	1	0	0	0	0	17
17:00	24	3	2	0	0	0	29
17:15	16	0	0	0	0	0	16
17:30	21	1	0	0	0	0	22
17:45	13	3	0	0	0	0	16
18:00	18	2	0	0	0	0	20
18:15	16	1	0	0	0	0	17
P/TOT	138	13	3	0	0	0	154



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	10	2	0	0	0	0	12	43	3	1	1	0	0	48
07:45	8	5	1	0	0	0	14	42	10	0	0	0	0	52
08:00	4	2	0	0	1	0	7	33	6	2	0	1	0	42
08:15	20	2	0	0	1	0	23	39	3	1	2	1	0	46
08:30	30	3	1	0	0	0	34	47	3	0	1	4	0	55
08:45	19	1	2	0	0	0	22	39	6	0	0	0	0	45
09:00	13	0	1	0	0	0	14	24	5	0	0	0	0	29
09:15	7	0	0	0	0	0	7	41	4	1	0	0	1	47
P/TOT	111	15	5	0	2	0	133	308	40	5	4	6	1	364

TIME	C to B						TOT	C to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	23	4	0	0	0	0	27	51	2	0	0	2	0	55
16:45	16	1	1	0	0	0	18	57	5	0	0	0	2	64
17:00	25	2	0	0	0	1	28	64	9	0	0	0	0	73
17:15	25	6	0	0	0	0	31	66	2	1	0	0	1	70
17:30	33	3	1	0	0	2	39	53	6	1	0	0	2	62
17:45	34	3	0	0	0	0	37	61	5	0	0	0	0	66
18:00	20	2	0	0	0	0	22	62	2	1	0	0	0	65
18:15	23	2	0	0	0	0	25	48	4	1	0	1	0	54
P/TOT	199	23	2	0	0	3	227	462	35	4	0	3	5	509



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	C to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	5	0	0	0	1	0	6
07:45	8	3	1	0	1	0	13
08:00	5	3	1	0	1	0	10
08:15	11	2	1	0	2	0	16
08:30	11	2	0	0	0	0	13
08:45	6	0	0	0	1	1	8
09:00	9	2	0	0	3	0	14
09:15	13	0	0	0	1	0	14
P/TOT	68	12	3	0	10	1	94

TIME	C to D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	19	1	0	0	0	0	20
16:45	11	4	0	0	1	0	16
17:00	21	6	1	0	0	1	29
17:15	17	4	0	0	3	0	24
17:30	22	4	0	0	1	0	27
17:45	9	1	0	0	0	0	10
18:00	15	0	0	0	0	0	15
18:15	9	3	0	0	2	0	14
P/TOT	123	23	1	0	7	1	155

SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	D to C						TOT	D to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	24	4	0	0	0	0	28	12	4	2	0	0	0	18
07:45	22	1	1	0	0	0	24	14	2	0	0	0	0	16
08:00	13	5	0	0	0	0	18	5	2	1	0	1	0	9
08:15	15	5	1	0	0	0	21	18	1	1	0	1	0	21
08:30	22	3	0	0	0	0	25	24	0	0	0	1	0	25
08:45	12	2	1	0	0	0	15	24	3	1	0	0	0	28
09:00	24	2	0	0	0	0	26	27	4	0	0	0	0	31
09:15	10	2	0	0	0	0	12	12	1	0	0	2	0	15
P/TOT	142	24	3	0	0	0	169	136	17	5	0	5	0	163

TIME	D to C						TOT	D to B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	21	1	1	0	0	0	23	25	2	0	0	1	0	28
16:45	8	1	0	0	0	0	9	25	3	0	0	0	0	28
17:00	15	1	0	0	0	0	16	21	4	0	0	1	0	26
17:15	12	1	0	0	0	0	13	20	5	0	0	0	1	26
17:30	13	4	0	0	0	0	17	22	1	0	0	0	0	23
17:45	14	0	0	0	0	0	14	30	2	0	0	1	0	33
18:00	9	1	0	0	0	0	10	25	4	0	0	0	0	29
18:15	10	2	0	0	0	0	12	16	4	1	0	0	1	22
P/TOT	102	11	1	0	0	0	114	184	25	1	0	3	2	215



**6469 / DESBOROUGH
JULY 2016
CLASSIFIED TURNING COUNT**

SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	D to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	21	0	0	0	0	0	21
07:45	13	4	0	0	0	0	17
08:00	17	3	0	0	1	0	21
08:15	21	0	0	0	1	0	22
08:30	15	1	0	0	0	0	16
08:45	23	3	0	0	0	0	26
09:00	17	3	0	0	0	0	20
09:15	16	1	1	1	0	0	19
P/TOT	143	15	1	1	2	0	162

TIME	D to A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	14	1	0	0	1	0	16
16:45	17	1	0	0	0	0	18
17:00	15	4	0	0	0	0	19
17:15	16	0	0	0	0	0	16
17:30	17	2	0	0	0	0	19
17:45	15	4	0	0	0	0	19
18:00	21	2	0	0	0	0	23
18:15	12	2	0	0	0	0	14
P/TOT	127	16	0	0	1	0	144



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	70	3	1	1	0	0	75	92	11	1	0	0	0	104
07:45	71	17	1	0	0	0	89	110	9	4	1	2	0	126
08:00	63	12	3	0	2	1	81	98	6	3	1	2	1	111
08:15	85	4	2	2	2	0	95	79	10	3	0	2	0	94
08:30	79	7	1	1	4	0	92	91	5	2	0	1	0	99
08:45	89	13	0	0	0	0	102	103	9	4	0	1	1	118
09:00	62	11	1	0	0	0	74	65	8	4	0	0	1	78
09:15	68	7	4	1	0	1	81	55	7	2	0	1	1	66
P/TOT	587	74	13	5	8	2	689	693	65	23	2	9	4	796

TIME	TO ARM A						TOT	FROM ARM A						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	78	5	0	0	4	0	87	80	15	2	0	0	0	97
16:45	91	11	0	0	0	2	104	74	21	1	0	2	1	99
17:00	96	18	0	0	0	0	114	92	18	1	0	1	2	114
17:15	103	7	1	0	0	1	112	103	8	0	0	0	0	111
17:30	92	8	1	0	0	3	104	94	7	0	0	1	1	103
17:45	99	12	0	0	0	0	111	103	7	2	0	1	0	113
18:00	105	4	1	0	0	0	110	114	7	3	0	0	1	125
18:15	82	9	1	0	1	0	93	85	3	0	0	0	2	90
P/TOT	746	74	4	0	5	6	835	745	86	9	0	5	7	852



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	38	9	3	0	0	0	50	45	5	1	0	2	1	54
07:45	33	8	2	0	1	0	44	65	8	1	0	3	0	77
08:00	21	5	2	0	2	0	30	54	9	2	0	2	1	68
08:15	49	7	2	0	2	0	60	75	7	1	0	2	0	85
08:30	78	6	1	0	2	0	87	65	7	3	0	2	1	78
08:45	70	7	3	0	1	0	81	82	10	1	0	0	0	93
09:00	52	8	3	0	0	1	64	74	10	4	0	2	0	90
09:15	31	4	0	0	2	0	37	58	6	3	0	0	0	67
P/TOT	372	54	16	0	10	1	453	518	62	16	0	13	3	612

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	69	10	1	0	1	0	81	57	11	1	0	2	0	71
16:45	52	10	1	0	1	0	64	51	9	1	0	1	0	62
17:00	68	8	0	0	1	1	78	59	12	3	0	1	0	75
17:15	73	11	0	0	0	1	85	56	7	0	0	0	0	63
17:30	82	7	1	0	0	3	93	71	3	2	0	1	1	78
17:45	93	7	0	0	2	0	102	66	7	0	0	1	0	74
18:00	71	8	0	0	0	0	79	63	5	1	0	0	0	69
18:15	65	7	1	0	0	1	74	65	9	0	0	0	0	74
P/TOT	573	68	4	0	5	6	656	488	63	8	0	6	1	566



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	107	14	1	0	0	1	123	58	5	1	1	1	0	66
07:45	127	11	2	1	1	0	142	58	18	2	0	1	0	79
08:00	110	13	3	0	3	1	130	42	11	3	0	3	0	59
08:15	102	14	2	0	2	0	120	70	7	2	2	4	0	85
08:30	86	6	1	0	0	1	94	88	8	1	1	4	0	102
08:45	80	7	4	0	0	0	91	64	7	2	0	1	1	75
09:00	91	12	2	0	0	0	105	46	7	1	0	3	0	57
09:15	65	8	2	0	0	1	76	61	4	1	0	1	1	68
P/TOT	768	85	17	1	6	4	881	487	67	13	4	18	2	591

TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	75	10	3	0	0	0	88	93	7	0	0	2	0	102
16:45	72	11	1	0	0	0	84	84	10	1	0	1	2	98
17:00	85	15	3	0	0	2	105	110	17	1	0	0	2	130
17:15	68	7	0	0	0	0	75	108	12	1	0	3	1	125
17:30	75	8	0	0	0	0	83	108	13	2	0	1	4	128
17:45	72	7	2	0	0	0	81	104	9	0	0	0	0	113
18:00	83	5	3	0	0	1	92	97	4	1	0	0	0	102
18:15	71	4	0	0	0	1	76	80	9	1	0	3	0	93
P/TOT	601	67	12	0	0	4	684	784	81	7	0	10	9	891



SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	TO ARM D						TOT	FROM ARM D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	37	3	0	0	3	0	43	57	8	2	0	0	0	67
07:45	51	6	3	0	4	0	64	49	7	1	0	0	0	57
08:00	35	6	1	1	2	0	45	35	10	1	0	2	0	48
08:15	42	5	2	0	4	0	53	54	6	2	0	2	0	64
08:30	62	5	3	0	2	0	72	61	4	0	0	1	0	66
08:45	69	7	2	0	1	2	81	59	8	2	0	0	0	69
09:00	48	3	3	0	5	0	59	68	9	0	0	0	0	77
09:15	48	2	1	0	2	0	53	38	4	1	1	2	0	46
P/TOT	392	37	15	1	23	2	470	421	56	9	1	7	0	494

TIME	TO ARM D						TOT	FROM ARM D						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	68	12	0	0	1	0	81	60	4	1	0	2	0	67
16:45	44	13	1	0	3	1	62	50	5	0	0	0	0	55
17:00	63	15	2	0	2	1	83	51	9	0	0	1	0	61
17:15	71	8	0	0	3	0	82	48	6	0	0	0	1	55
17:30	76	7	2	0	3	0	88	52	7	0	0	0	0	59
17:45	68	3	0	0	1	0	72	59	6	0	0	1	0	66
18:00	70	6	1	0	0	0	77	55	7	0	0	0	0	62
18:15	50	9	0	0	2	1	62	38	8	1	0	0	1	48
P/TOT	510	73	6	0	15	3	607	413	52	2	0	4	2	473

SITE: 3

DATE: 05/07/2016

LOCATION: Gold Street / B576 / High Street

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
07:30	252	29	5	1	3	1	291
07:45	282	42	8	1	6	0	339
08:00	229	36	9	1	9	2	286
08:15	278	30	8	2	10	0	328
08:30	305	24	6	1	8	1	345
08:45	308	34	9	0	2	2	355
09:00	253	34	9	0	5	1	302
09:15	212	21	7	1	4	2	247
P/TOT	2119	250	61	7	47	9	2493

PEAK HOUR CALCULATION	
07:30 to 08:30	1244
07:45 to 08:45	1298
08:00 to 09:00	1314
08:15 to 09:15	1330
08:30 to 09:30	1249
PEAK VALUE	1330

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
16:30	290	37	4	0	6	0	337
16:45	259	45	3	0	4	3	314
17:00	312	56	5	0	3	4	380
17:15	315	33	1	0	3	2	354
17:30	325	30	4	0	3	6	368
17:45	332	29	2	0	3	0	366
18:00	329	23	5	0	0	1	358
18:15	268	29	2	0	3	3	305
P/TOT	2430	282	26	0	25	19	2782

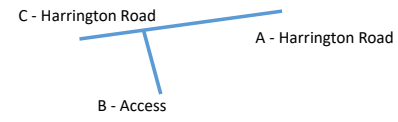
PEAK HOUR CALCULATION	
16:30 to 17:30	1385
16:45 to 17:45	1416
17:00 to 18:00	1468
17:15 to 18:15	1446
17:30 to 18:30	1397
PEAK VALUE	1468

**Appendix I
Census Distribution and Assignment
Inc. JPP drawing no. U8368PM-TA20**

Vehicle Trip Numbers

AM Peak			PM Peak		
Arr	Dep	Total	Arr	Dep	Total
10	37	47	27	13	40

Access - Harrington Road



Distribution

	A	B	C
A		100%	
B	100%		
C			

100%

AM

	A	B	C
A		10	
B	37		
C			

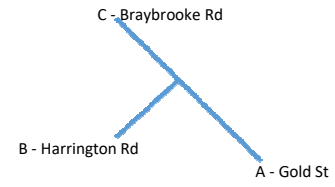
OK 47

PM

	A	B	C
A		27	
B	13		
C			

OK 40

1 - Harrington Road / Braybrooke Rd / Gold St



Distribution

	A	B	C
A		29%	
B	29%		71%
C		71%	

100%

AM

	A	B	C
A		3	
B	11		26
C		7	

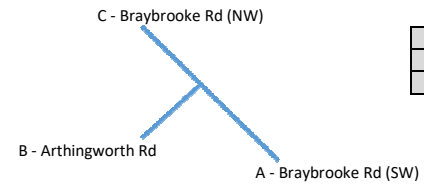
OK 47

PM

	A	B	C
A		8	
B	4		10
C		19	

OK 40

2 - Braybrooke Rd / Arthingworth Rd



Distribution

	A	B	C
A		1%	71%
B	1%		
C	71%		

71%

AM

	A	B	C
A		0	26
B	0		
C	7		

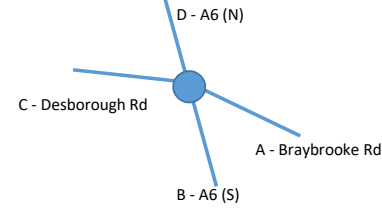
OK 33

PM

	A	B	C
A		0	10
B	0		
C	19		

OK 29

3 - Braybrooke Rd / A6 / Desborough Rd



Distribution

	A	B	C	D
A		54%		16%
B	54%			
C				
D	16%			

71%

AM

	A	B	C	D
A		20		6
B	5			
C				
D	2			

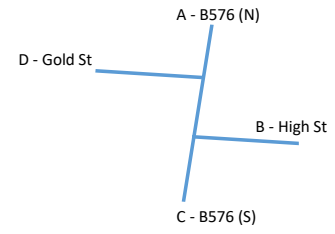
OK 33

PM

	A	B	C	D
A		7		2
B	15			
C				
D	4			

OK 29

4 - Gold St / B576 / High St



Distribution

	A	B	C	D
A				19%
B				3%
C				7%
D	19%	3%	7%	

29%

AM

	A	B	C	D
A				2
B				0
C				1
D	7	1	3	

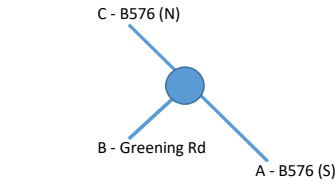
OK 13

PM

	A	B	C	D
A				5
B				1
C				2
D	3	0	1	

OK 12

5 - B576 / Desborough Rd / Greening Rd



Distribution

	A	B	C
A			1%
B			1%
C	1%	1%	

3%

AM

	A	B	C
A			0
B			0
C	1	1	

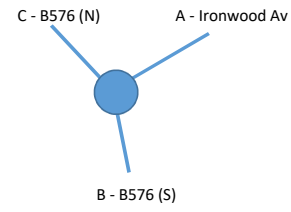
OK 1

PM

	A	B	C
A			0
B			0
C	0	0	

OK 1

6 - B576 (North) / Ironwood Av / B576 (South)



Distribution

	A	B	C
A		0%	15%
B	0%		
C		15%	

15%

AM

	A	B	C
A		0	
B	0		5
C		1	

OK

7

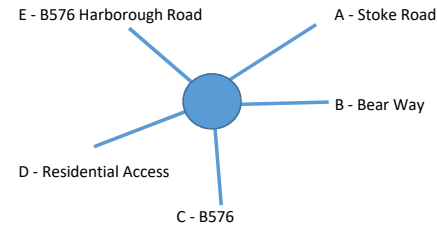
PM

	A	B	C
A		0	
B	0		2
C		4	

OK

6

7 - Stoke Rd / Bear Way / B576



Distribution

	A	B	C	D	E
A			15%		
B			0%		
C	15%	0%			
D					
E					

15%

AM

	A	B	C	D	E
A			1		
B			0		
C	5	0			
D					
E					

OK

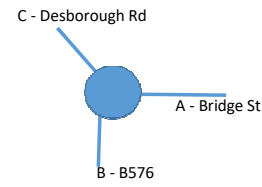
PM

	A	B	C	D	E
A			4		
B			0		
C	2	0			
D					
E					

OK

6

8 - Desborough Rd / Bridge St / High St



Distribution

	A	B	C
A			1%
B			1%
C	1%	1%	

3%

AM

	A	B	C
A			0
B			0
C	1	1	

OK

1

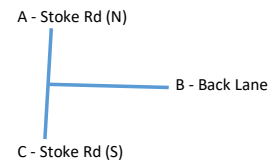
PM

	A	B	C
A			0
B			0
C	0	0	

OK

1

9 - Stoke Rd / Back Lane



Distribution

	A	B	C
A			4%
B			11%
C	4%	11%	

15%

AM

	A	B	C
A			0
B			1
C	2	4	

OK

7

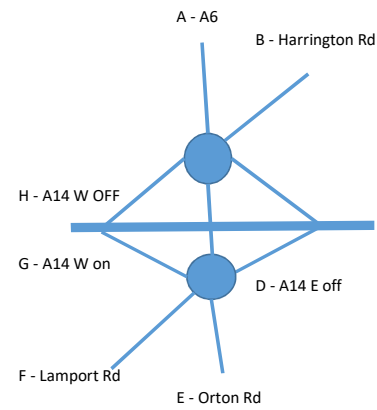
PM

	A	B	C
A			1
B			3
C	1	1	

OK

6

10 - Harrington Rd / A14 (E) / A14 (W)



Distribution

	A	B	C	D	E	F	G	H
A			45%				9%	
B								
C	45%							
D								
E								
F								
G	9%							
H								

C - A14 E on

AM

	A	B	C	D	E	F	G	H
A			17				3	
B								
C	4							
D								
E								
F								
G	1							
H								

54%

OK

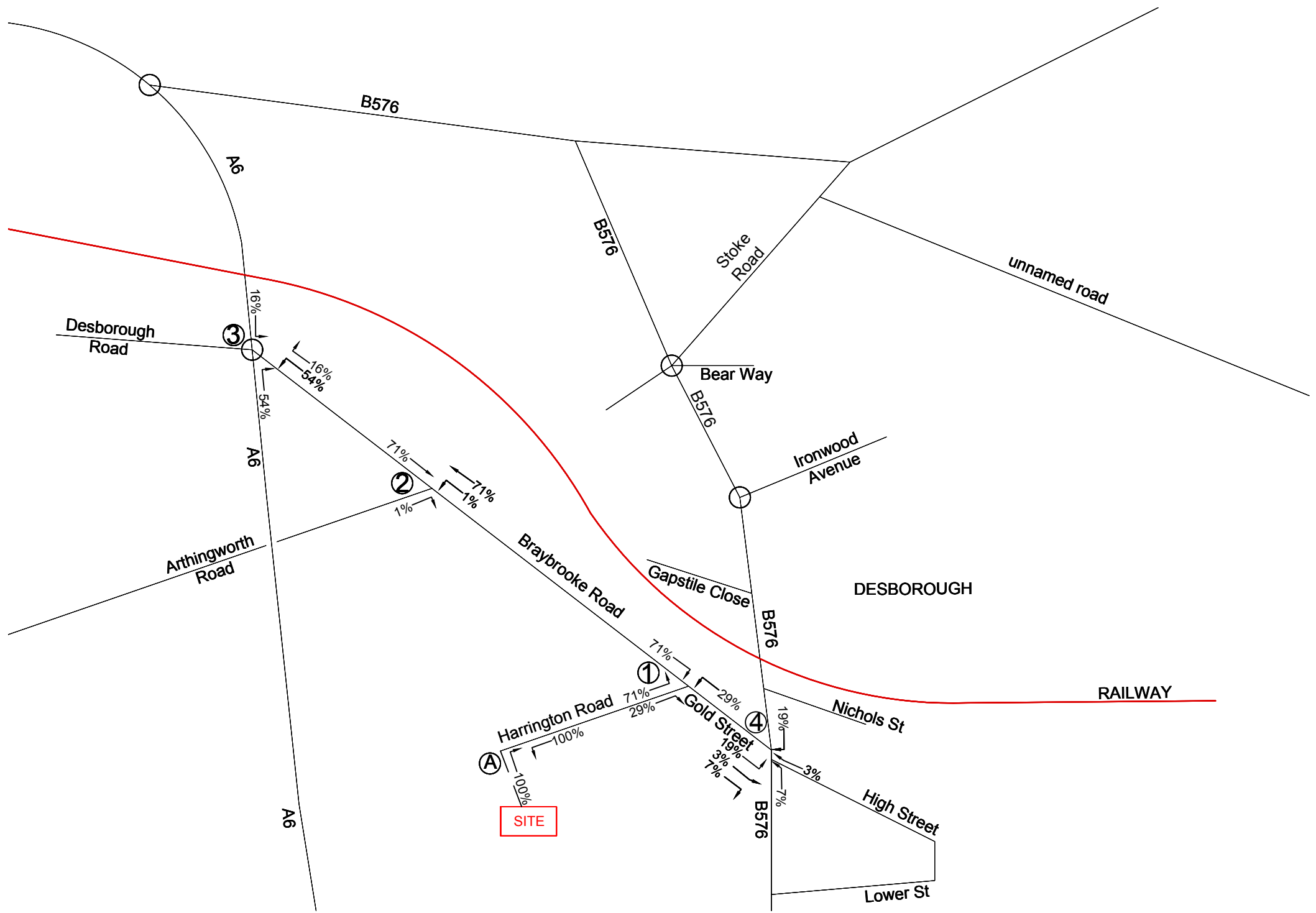
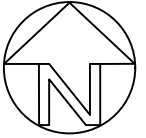
PM

	A	B	C	D	E	F	G	H
A			6				1	
B								
C	12							
D								
E								
F								
G	2							
H								

13


OK

22

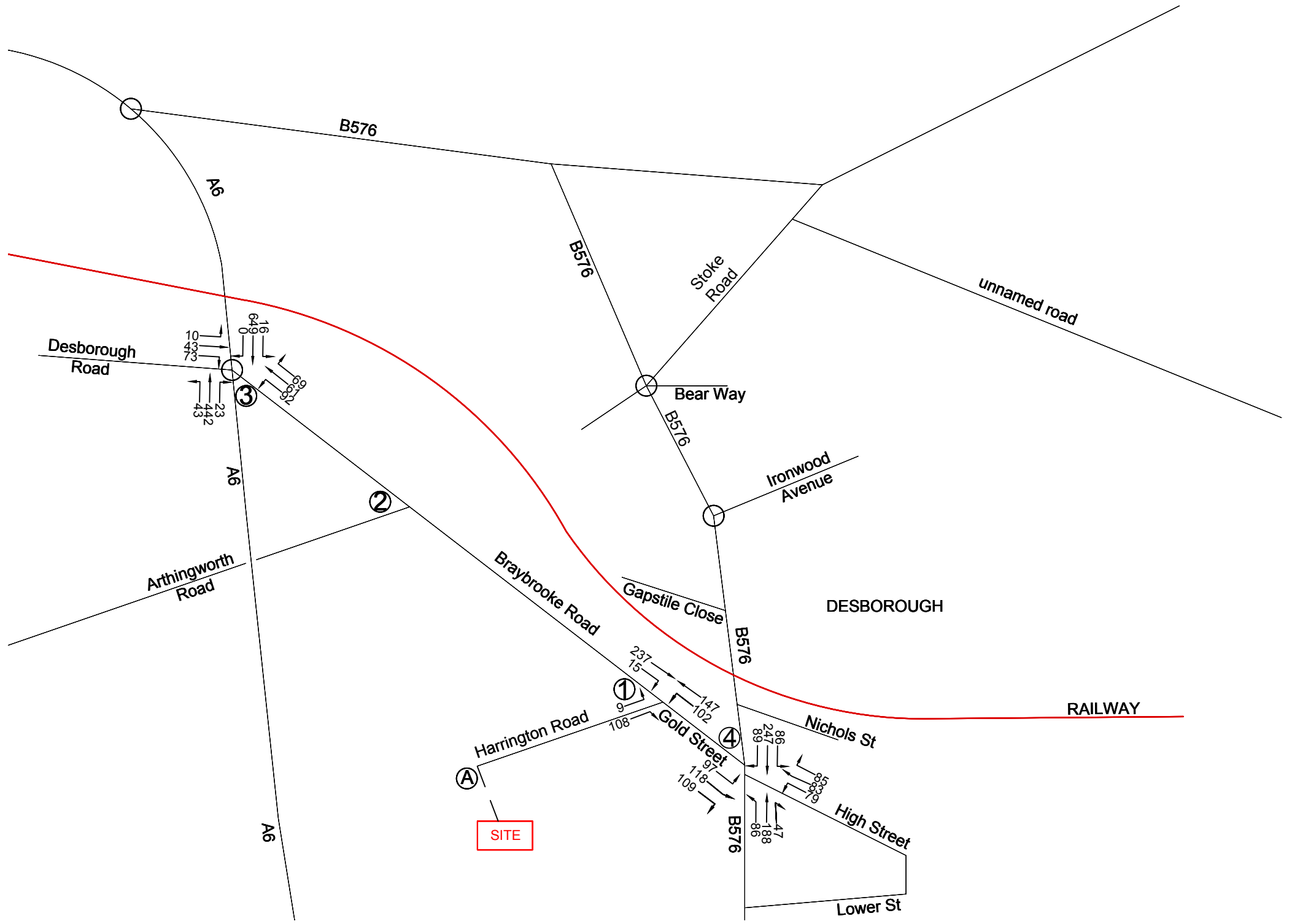
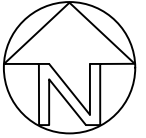


Junctions:

- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)


 <p>jpp consulting Civil & Structural Engineers</p> <p><small>Cedar Barn, White Lodge, Wexham, Northampton NN6 9PY</small></p> <p><small>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</small></p>	Client RDC
	Project Proposed Residential Development Harrington Road, Desborough
	Title Vehicle Distribution
Scale at A3 NTS Drawn by MN Checked by MJA Date 25.08.2016	
Status	Project ref U8368PM Drawing no. TA20 Revision

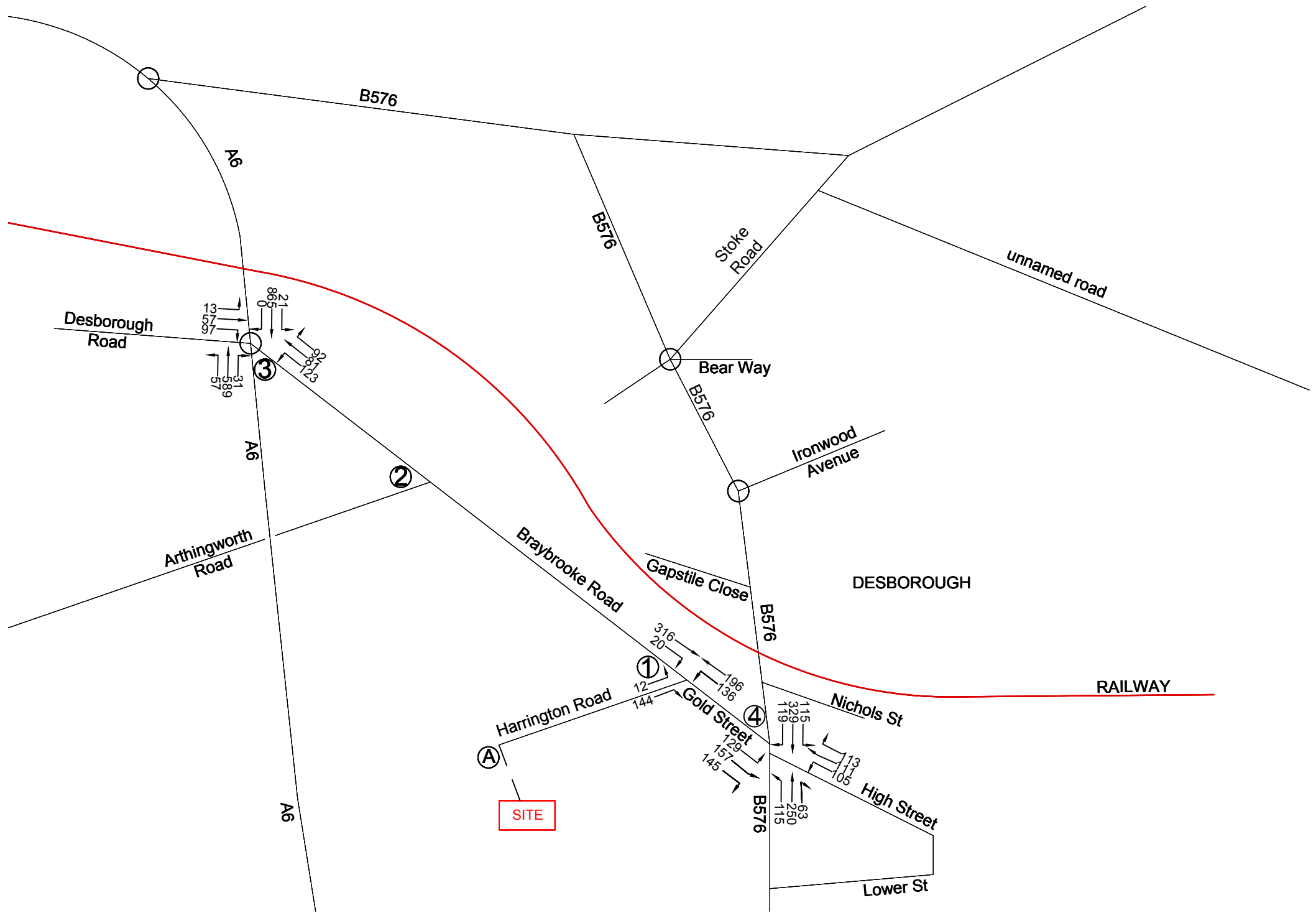
Appendix J
Vehicle Distribution Drawings
**JPP drawing no. U8368PM-TA30-33, TA34A, TA35A and TA40-43, TA44A,
TA45A**



Junctions:


- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

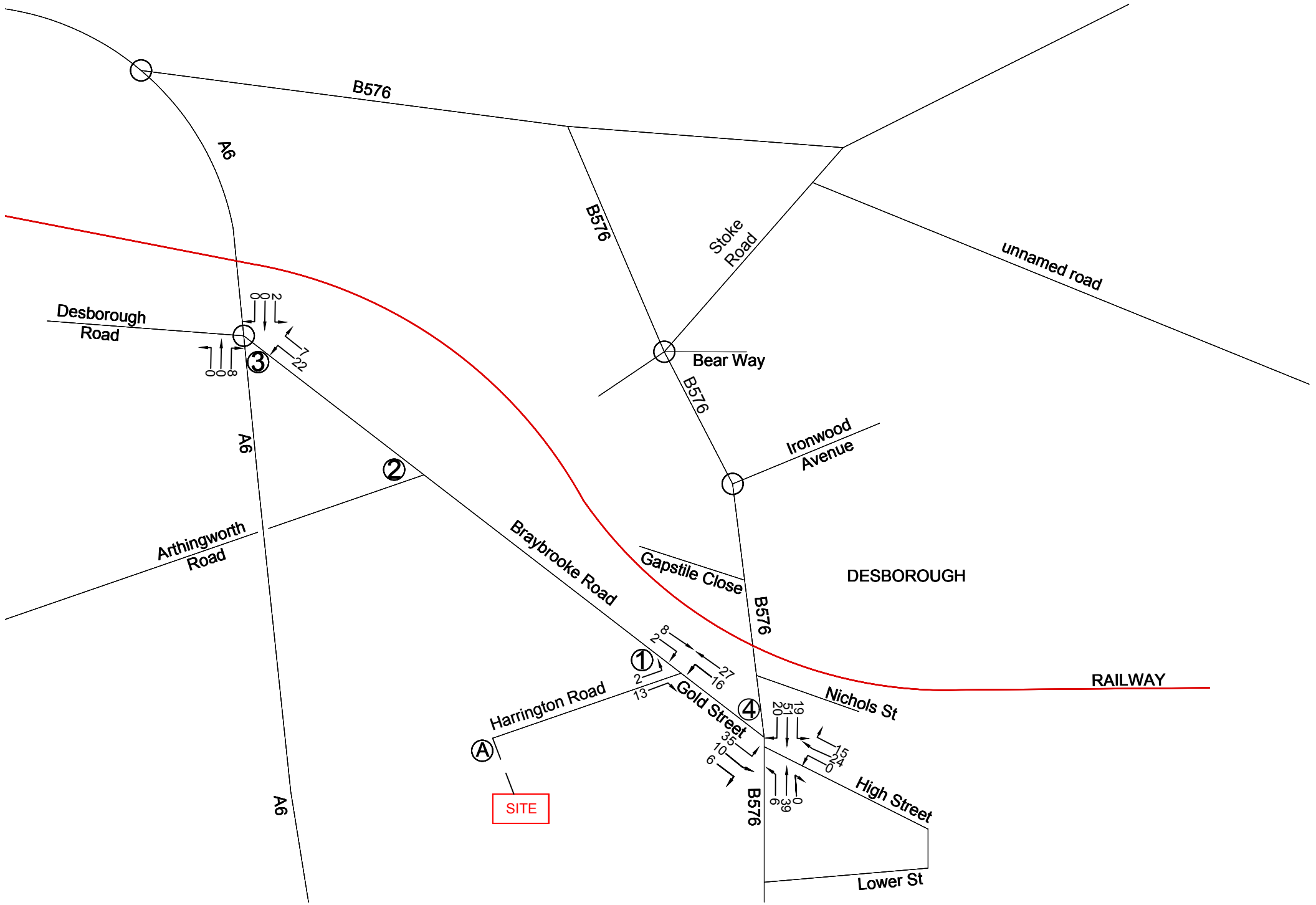
 <p>jpp consulting Civil & Structural Engineers</p> <p><small>Cedar Barn, White Lodge, Wexham, Northampton NN6 9PY</small></p> <p><small>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</small></p>	Client RDC
	Project Proposed Residential Development Harrington Road, Desborough
	Title Vehicle Assignment AM Peak 0800-0900 Background 2016
Scale at A3 NTS Drawn by MN Checked by MJA Date 25.08.2016	
Status	Project ref U8368PM Drawing no. TA30 Revision



Junctions:


- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

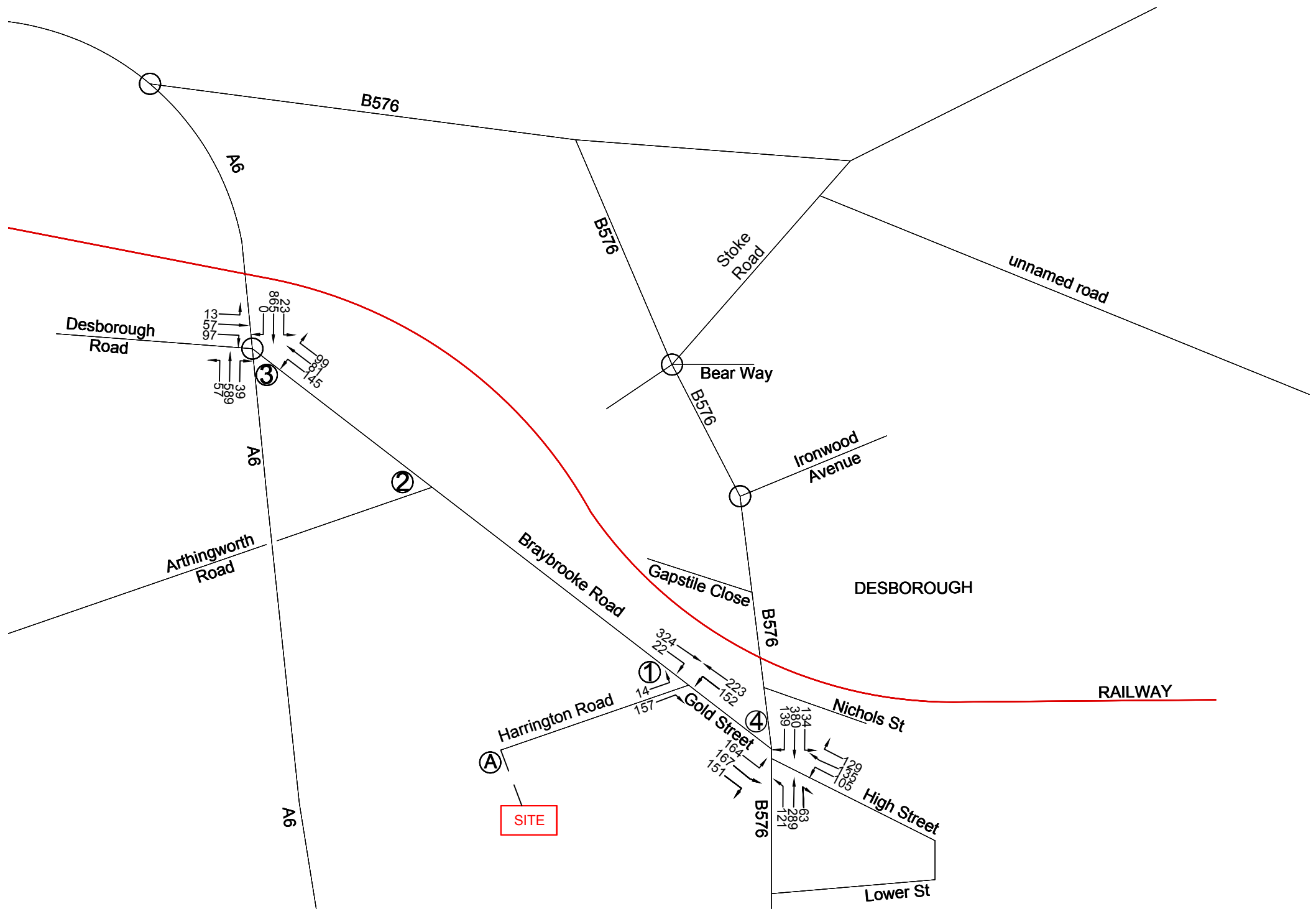
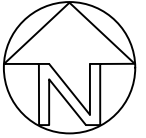
 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Welgrave, Northampton NN6 9PY</p> <p>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</p>	Client RDC
	Project Proposed Residential Development Harrington Road, Desborough
	Title Vehicle Assignment AM Peak 0800-0900 Background 2031
Scale at A3 NTS Drawn by MN Checked by MJA Date 25.08.2016	
Status	Project ref U8368PM Drawing no. TA31 Revision



Junctions:


- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

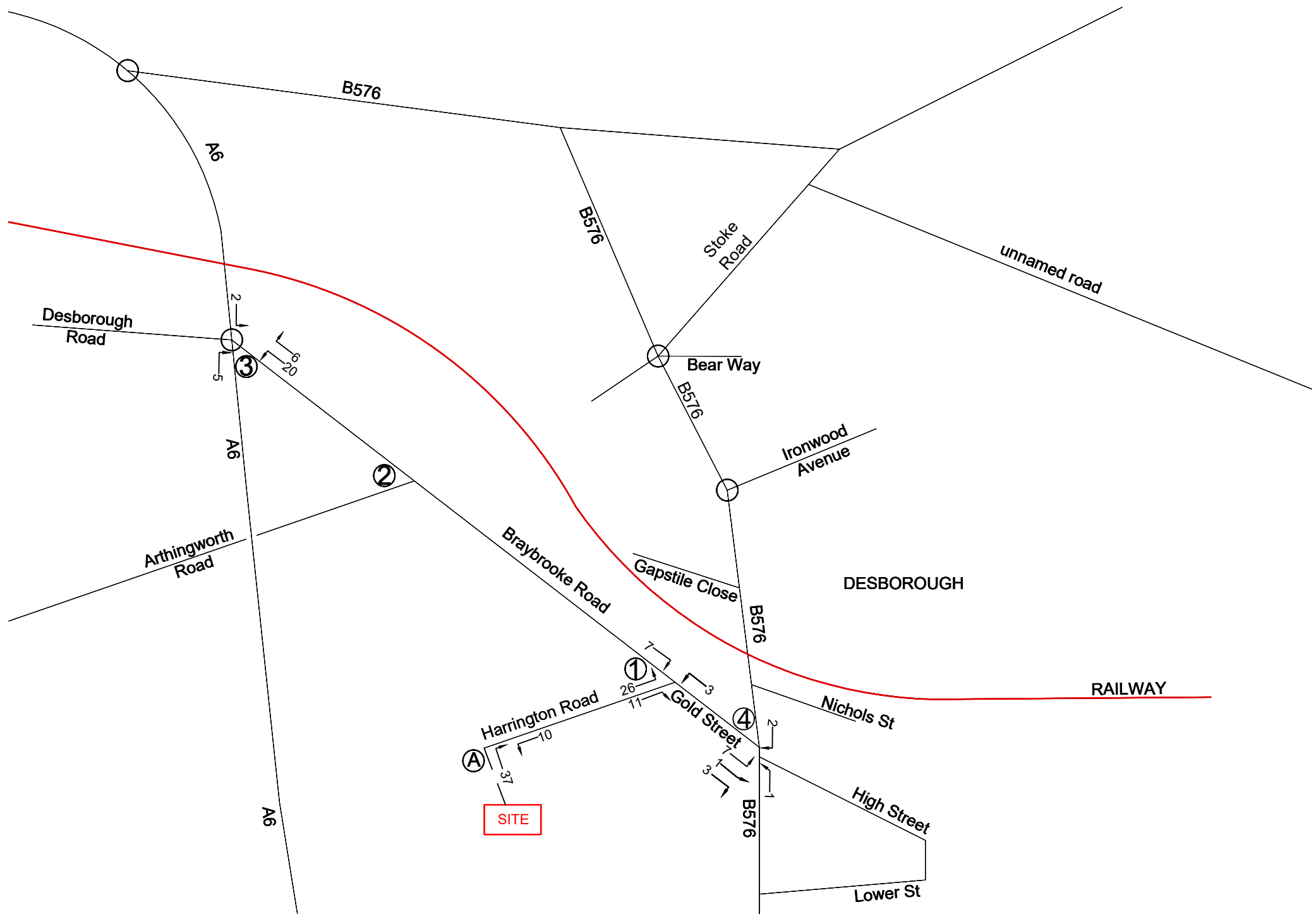
 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Wexham, Northampton NN6 9PY</p> <p>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</p>	Client RDC
	Project Proposed Development Harrington Road Desborough
	Title Vehicle Assignment AM Peak 0800-0900 Committed Development
Scale at A3 NTS Drawn by MN Checked by MJA Date 25.08.2016	
Status	Project ref U8368PM Drawing no. TA32 Revision



Junctions:

- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Walsgrave, Northampton NN6 9PY</p> <p>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</p>	Client RDC
	Project Proposed Development Harrington Road Desborough
	Title Vehicle Assignment AM Peak 0800-0900 Background 2031 + Committed
Scale at A3 NTS Drawn by MN Checked by MJA Date 25.08.2016	
Status	Project ref U8368PM Drawing no. TA33 Revision




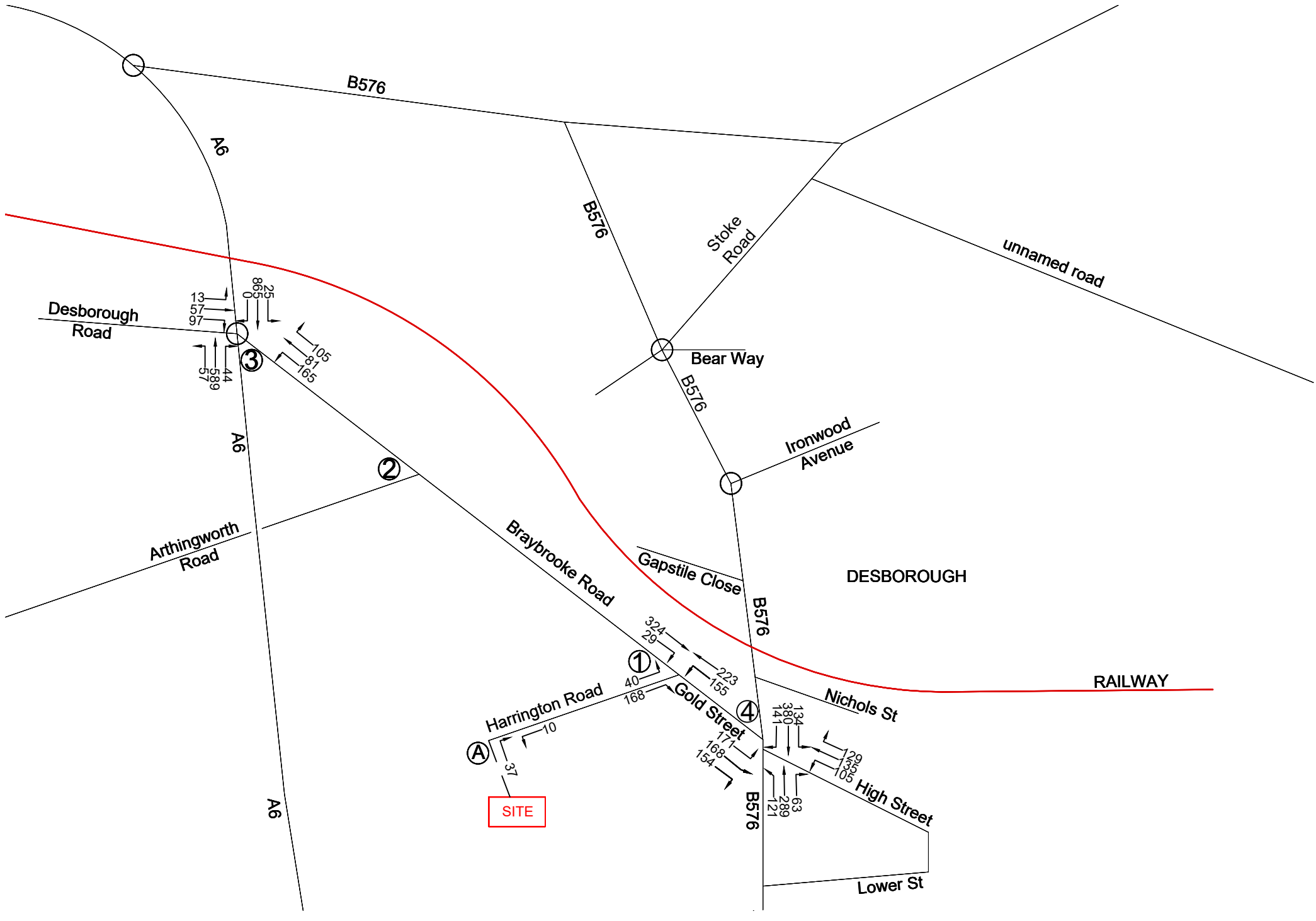
Junctions:

- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

Rev A Revised to suit reduction in dwelling number from 77 to 62.

JP Date 28.02.2018


 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Weigrove, Northampton NN6 8PY</p> <p>T: (01804) 781811 E: mal@jppuk.net F: (01804) 781889 W: www.jppuk.net</p>	Client RDC		
	Project Proposed Development Harrington Road Desborough		
	Title Vehicle Assignment AM Peak 0800-0900 Development		
Scale at A3 NTS	Drawn by MN	Checked by MJA	Date 25.08.2016
Status	Project ref U8368PM	Drawing no. TA34	Revision A

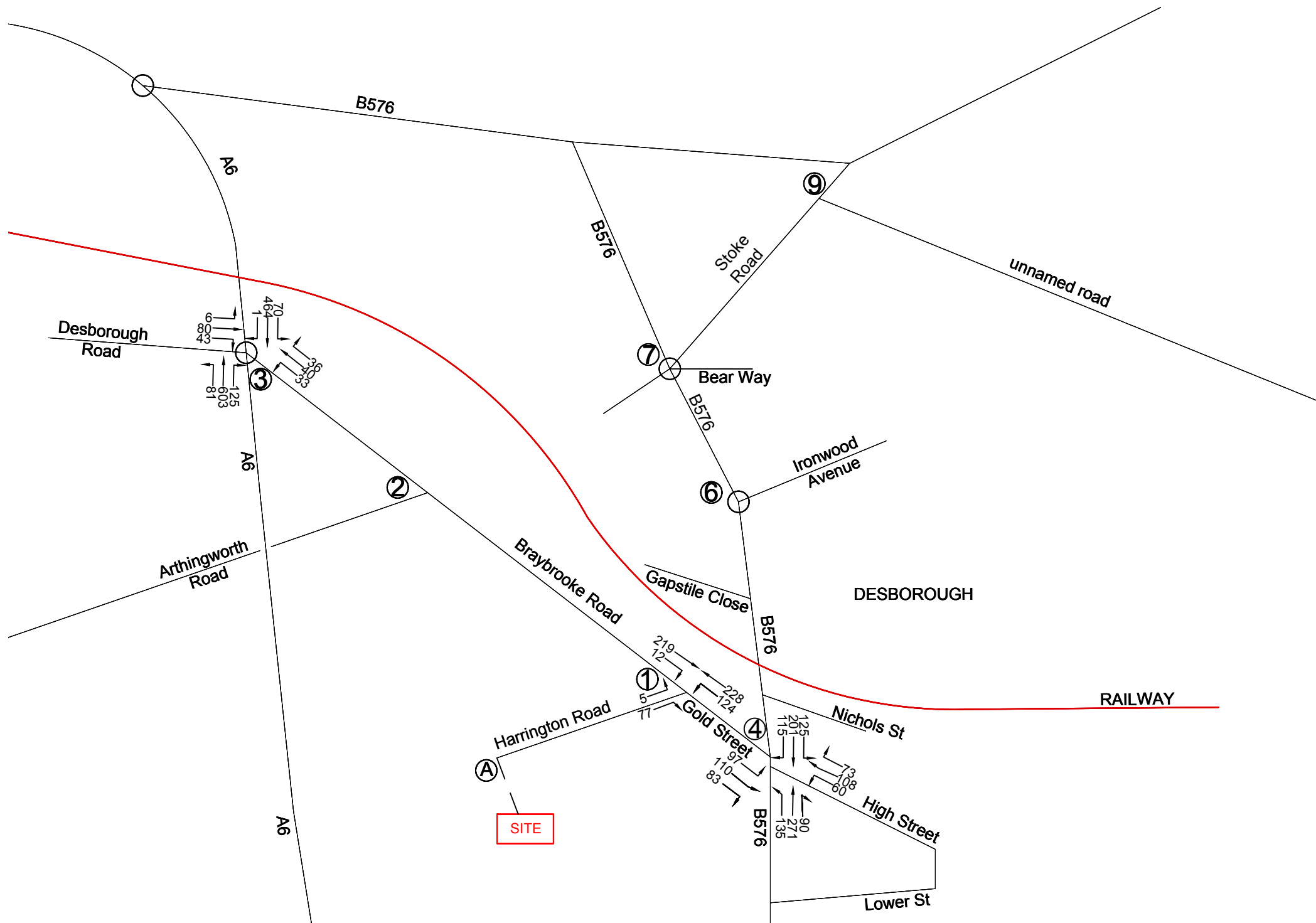
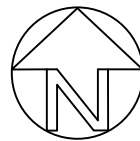


Junctions:

- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)


Rev A Revised to suit reduction in dwelling number from 77 to 62. JP Date 28.02.2018

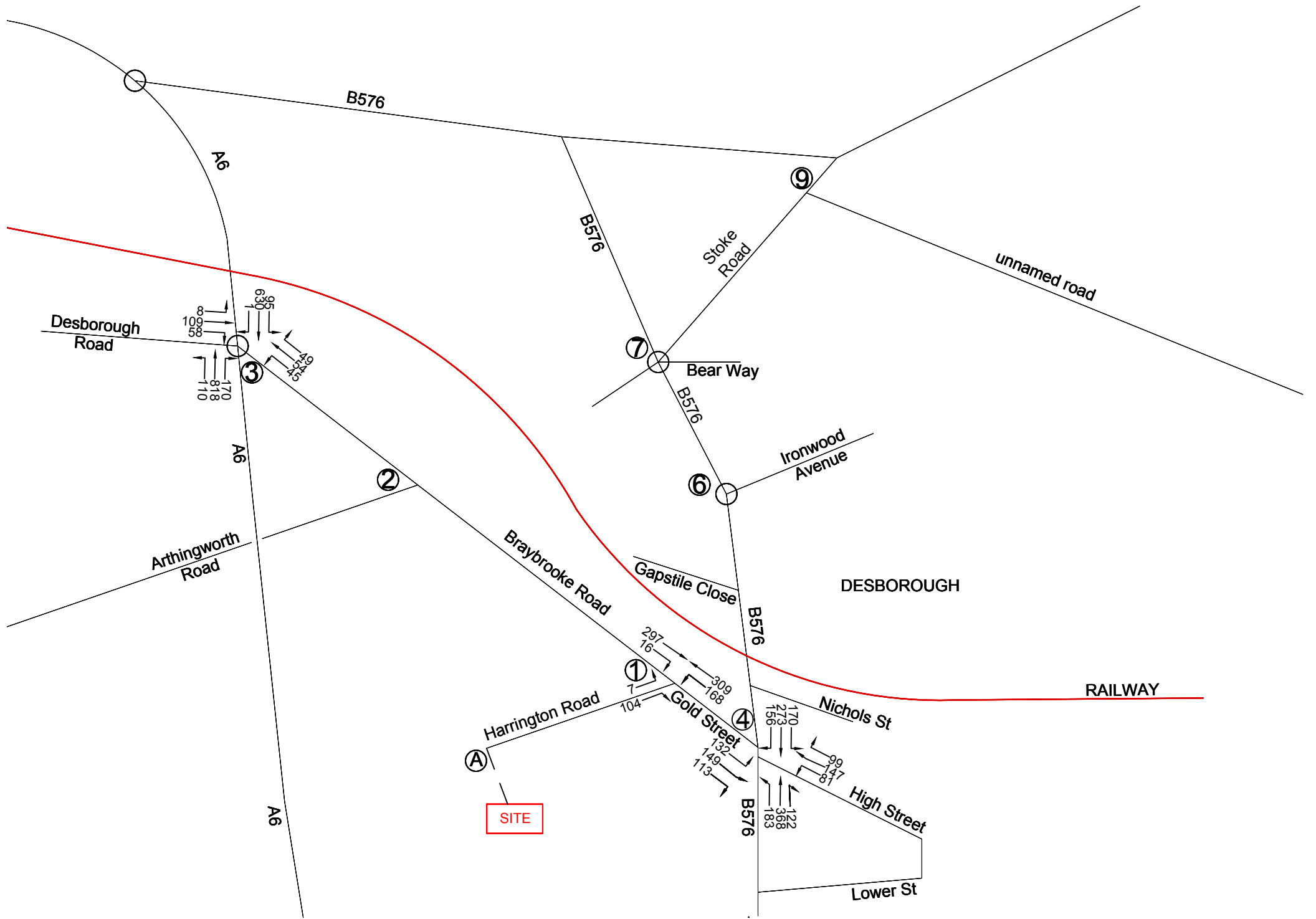
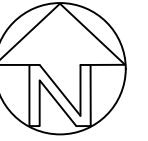
 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Weigrove, Northampton NN6 8PY</p> <p>T: (01804) 781811 E: mail@jppuk.net F: (01804) 781889 W: www.jppuk.net</p>	Client RDC		
	Project Proposed Development Harrington Road Desborough		
	Title Vehicle Assignment AM Peak 0800-0900 Background 2031 + Committed + Development		
Scale at A3 NTS	Drawn by MN	Checked by MJA	Date 25.08.2016
Status	Project ref U8368PM	Drawing no. TA35	Revision A



Junctions:


- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

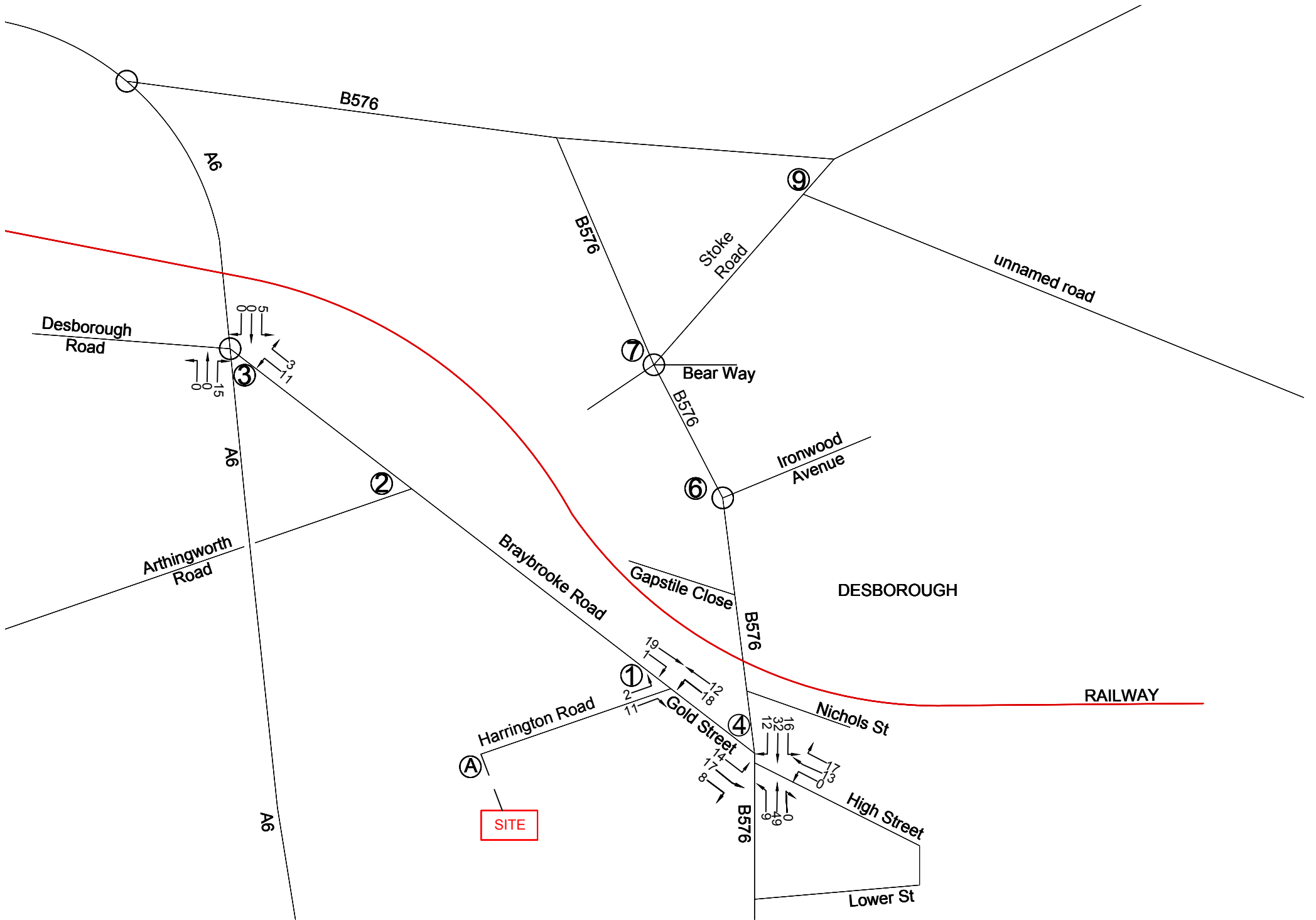
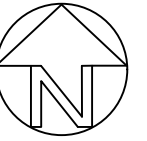
 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Walsgrave, Northampton NN6 9PY</p> <p>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</p>	Client RDC
	Project Proposed Development Harrington Road Desborough
	Title Vehicle Assignment PM Peak 1700-1800 Background 2016
Scale at A3 NTS Drawn by MN Checked by MJA Date 25.08.2016	
Status	Project ref U8368PM Drawing no. TA40 Revision



Junctions:


- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

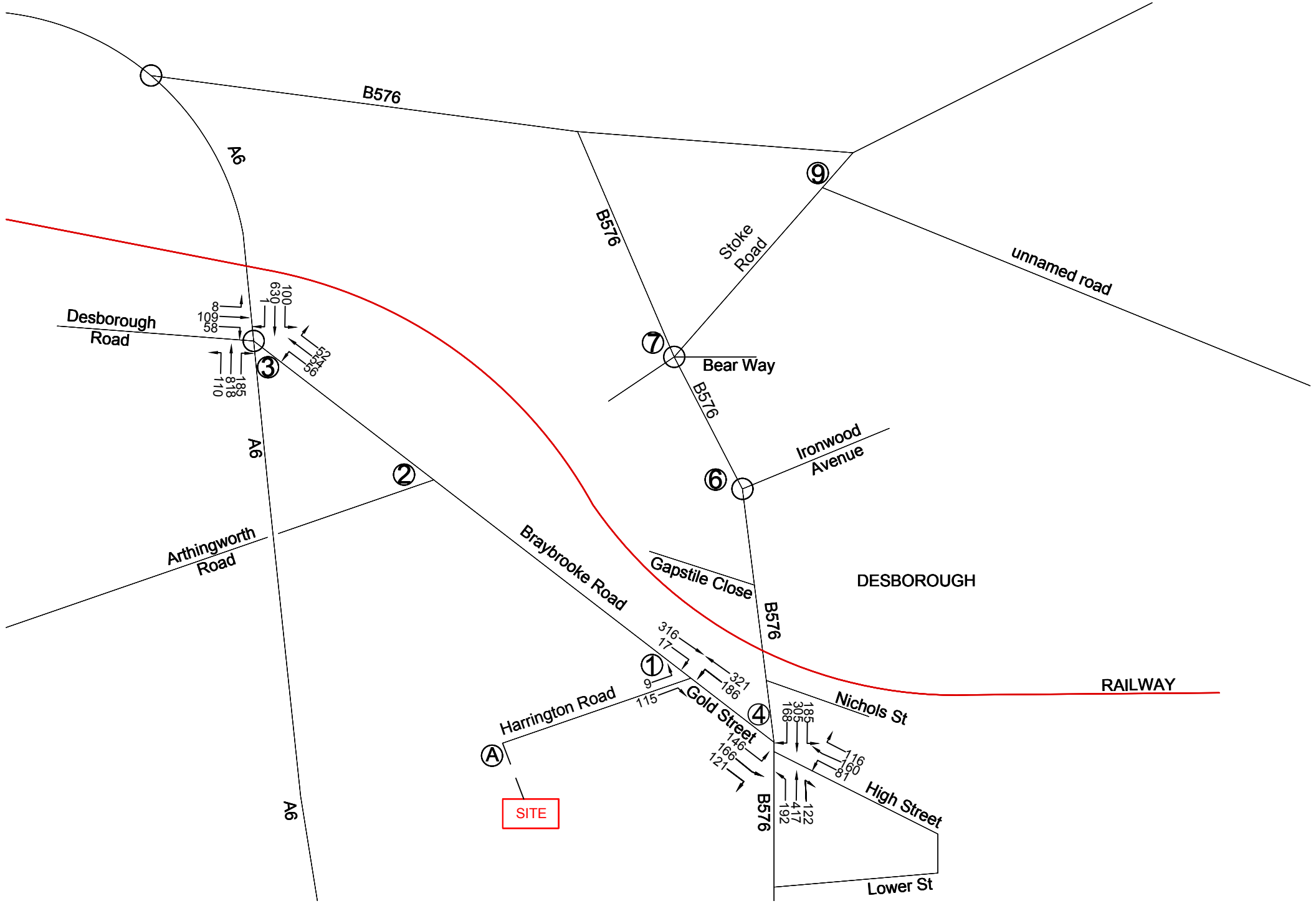
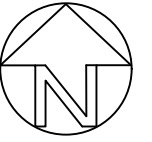
 <p>jpp consulting Civil & Structural Engineers</p> <p><small>Cedar Barn, White Lodge, Wexham, Northampton NN6 9PY</small></p> <p><small>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</small></p>	Client RDC
	Project Proposed Development Harrington Road Desborough
	Title Vehicle Assignment PM Peak 1700-1800 Background 2031
Scale at A3 NTS Drawn by MN Checked by MJA Date 25.08.2016	
Status	Project ref U8368PM Drawing no. TA41 Revision



Junctions:

- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

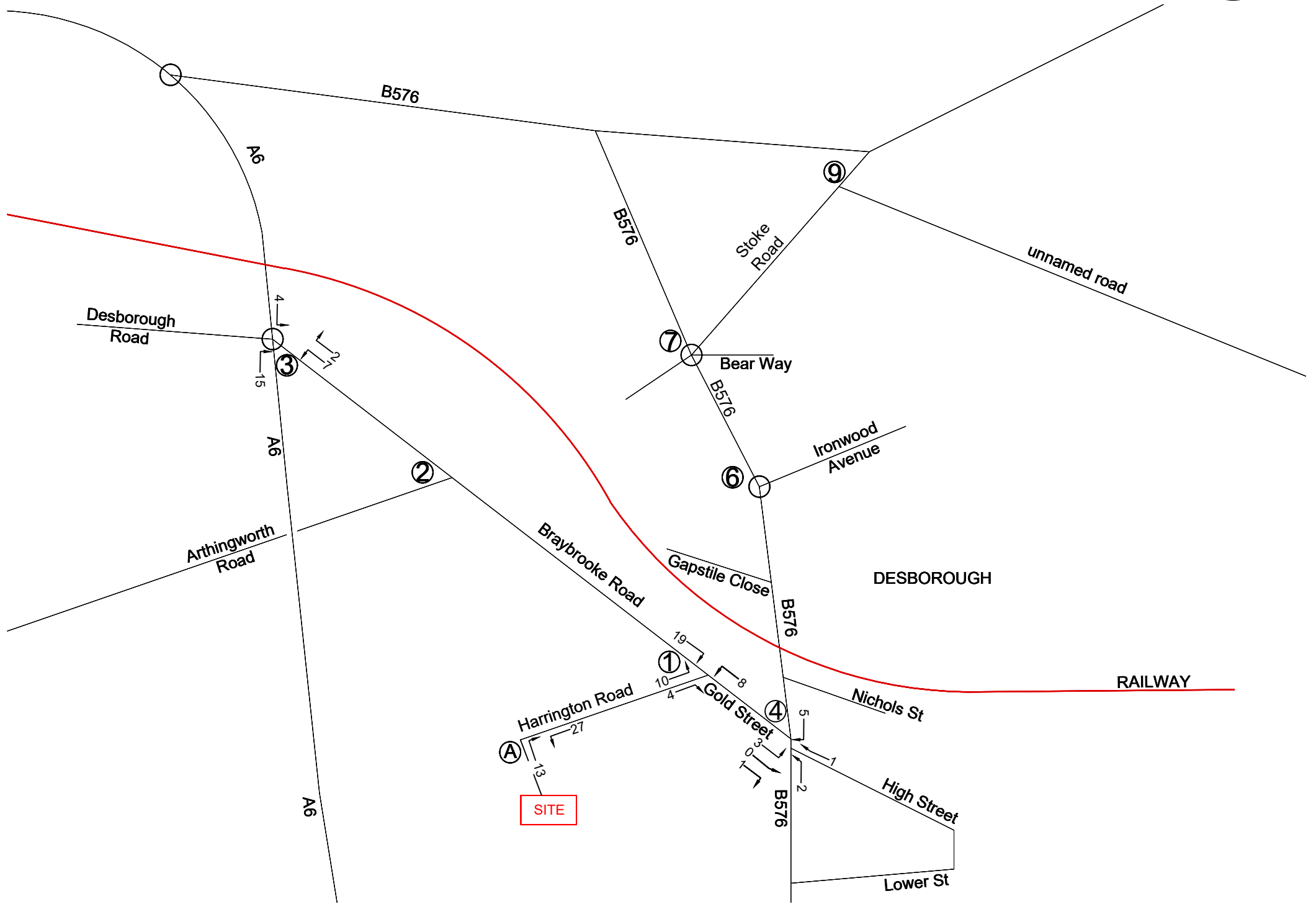
 <p>jpp consulting Civil & Structural Engineers</p> <p><small>Cedar Barn, White Lodge, Walsgrave, Northampton NN6 9PY</small></p> <p><small>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</small></p>	Client RDC
	Project Proposed Development Harrington Road Desborough
	Title Vehicle Assignment PM Peak 1700-1800 Committed Development
Scale at A3 NTS Drawn by MN Checked by MJA Date 25.08.2016	
Status	Project ref U8368PM Drawing no. TA42 Revision



Junctions:

- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)


 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Welgrave, Northampton NN8 9PY</p> <p>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</p>	Client RDC		
	Project Proposed Development Harrington Road Desborough		
	Title Vehicle Assignment PM Peak 1700-1800 Background 2031 + Committed		
Scale at A3 NTS	Drawn by MN	Checked by MJA	Date 25.08.2016
Status	Project ref U8368PM	Drawing no. TA43	Revision

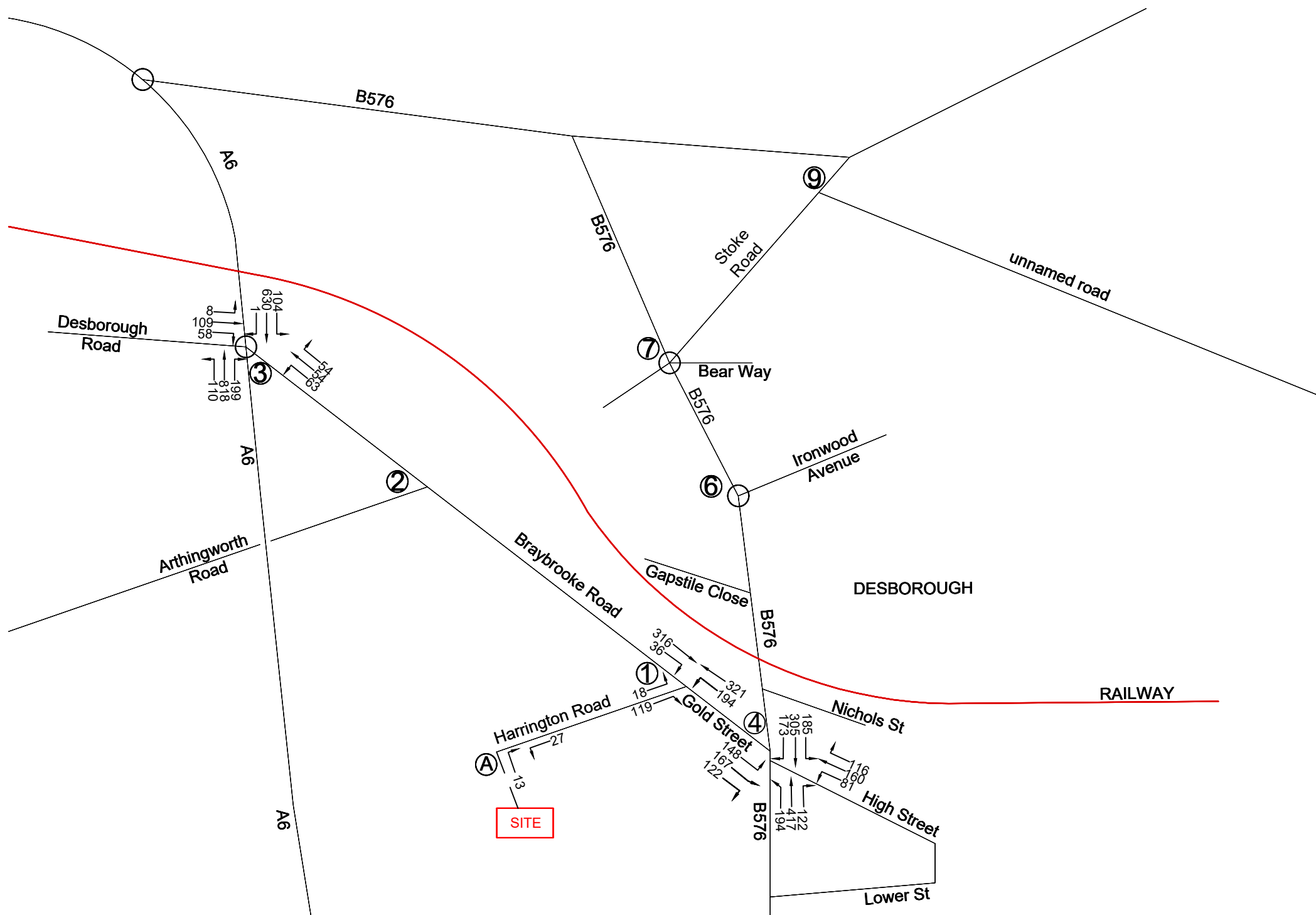


Junctions:

- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

Rev A Revised to suit reduction in dwelling number from 77 to 62. JP Date 28.02.2018

 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Walsgrave, Northampton NN6 8PY</p> <p>T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net</p>	Client	RDC
	Project	Proposed Development Harrington Road Desborough
	Title	Vehicle Assignment PM Peak 1700-1800 Development
Scale at A3	NTS	Drawn by MN
	Checked by MJA	Date 25.08.2016
Status	Project ref	Drawing no. Revision
	U8368PM	TA44 A




Junctions:

- A. Access / Harrington Road
- 1. Harrington Road / Braybrooke Road / Gold Street
- 2. Braybrooke Road / Arthingworth Road
- 3. Braybrooke Road / A6 (South) / Desborough Road / A6 (North)
- 4. Gold Street / B576 (North) / High Street / B576 (South)

Rev A Revised to suit reduction in dwelling number from 77 to 62.

JP Date 28.02.2018

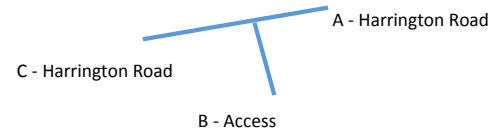
 <p>jpp consulting Civil & Structural Engineers</p> <p>Cedar Barn, White Lodge, Weigrove, Northampton NN6 8PY</p> <p>T: (01804) 781811 E: mail@jppuk.net F: (01804) 781889 W: www.jppuk.net</p>	Client RDC		
	Project Proposed Development Harrington Road Desborough		
	Title Vehicle Assignment PM Peak 1700-1800 Background 2031 + Committed + Development		
Scale at A3 NTS	Drawn by MN	Checked by MJA	Date 25.08.2016
Status	Project ref U8368PM	Drawing no. TA45	Revision A

**Appendix K
Committed Developments**

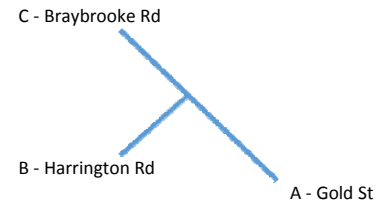
U8368PM Harrington Road, Desborough

Committed Developments

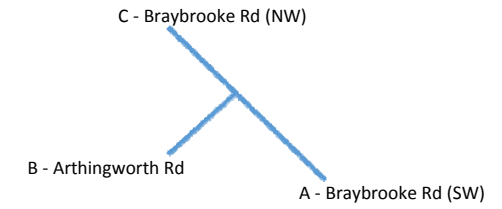
Access - Harrington Road



Junction 1 - Harrington Road / Braybrooke Road / Gold Street



Junction 2 - Braybrooke Road / Arthingworth Road



Desborough North
KET/2010/0559 &
KET/2010/0562

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

AM	A	B	C
A	0	0	7
B	0	0	0
C	2	0	0

PM	A	B	C
A	0	0	3
B	0	0	0
C	5	0	0

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

KET/2014/0139 &
KET/2012/0528 APPROVED

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

AM	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PM	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

KET/2014/0688 &
KET/2012/0780 APPROVED

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

AM	A	B	C
A	0	16	0
B	13	0	2
C	0	2	0

PM	A	B	C
A	0	18	0
B	11	0	2
C	0	1	0

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

KET/2015/0978 Outline
PENDING

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

AM	A	B	C
A	0	0	20
B	0	0	0
C	6	0	0

PM	A	B	C
A	0	0	9
B	0	0	0
C	14	0	0

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

KET/2016/0044 Outline
PENDING

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

AM	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PM	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

AM	A	B	C
A			
B			
C			

PM	A	B	C
A			
B			
C			

TOTAL

AM	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PM	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

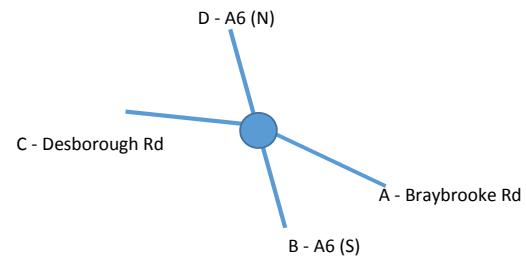
AM	A	B	C
A	0	16	27
B	13	0	2
C	8	2	0

PM	A	B	C
A	0	18	12
B	11	0	2
C	19	1	0

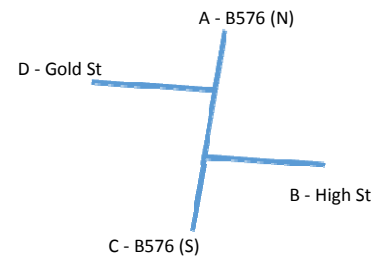
AM	A	B	C
A	0	0	29
B	0	0	0
C	10	0	0

PM	A	B	C
A	0	0	14
B	0	0	0
C	20	0	0

Junction 3 - Braybrooke Road / Desborough Road / A6 (North) / A6 (South)



Junction 4 - Gold Street / B576 (North) / B576 (South) / High Street



AM	A	B	C	D
A				
B				
C				
D				

PM	A	B	C	D
A				
B				
C				
D				

AM	A	B	C	D
A	0	14	27	7
B	4	0	0	0
C	9	0	0	0
D	2	0	0	0

PM	A	B	C	D
A	0	6	11	3
B	10	0	0	0
C	19	0	0	0
D	5	0	0	0

AM	A	B	C	D
A				
B				
C				
D				

PM	A	B	C	D
A				
B				
C				
D				

AM	A	B	C	D
A	0	2	20	7
B	1	0	0	0
C	8	0	0	0
D	30	0	0	0

PM	A	B	C	D
A	0	1	11	4
B	1	0	0	0
C	18	0	0	0
D	6	0	0	0

AM	A	B	C	D
A				
B				
C				
D				

PM	A	B	C	D
A				
B				
C				
D				

AM	A	B	C	D
A	0	0	0	6
B	0	0	0	4
C	0	0	0	6
D	3	4	6	0

PM	A	B	C	D
A	0	0	0	5
B	0	0	0	4
C	0	0	0	9
D	3	3	8	0

AM	A	B	C	D
A				
B				
C				
D				

PM	A	B	C	D
A				
B				
C				
D				

AM	A	B	C	D
A	0	0	0	0
B	0	0	0	20
C	0	0	0	0
D	0	6	0	0

PM	A	B	C	D
A	0	0	0	0
B	0	0	0	9
C	0	0	0	0
D	0	14	0	0

AM	A	B	C	D
A				
B				
C				
D				

PM	A	B	C	D
A				
B				
C				
D				

AM	A	B	C	D
A	0	3	4	0
B	10	0	0	0
C	22	0	0	0
D	0	0	0	0

PM	A	B	C	D
A	0	9	10	0
B	6	0	0	0
C	12	0	0	0
D	0	0	0	0

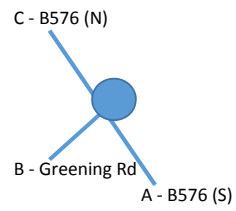
AM	A	B	C	D
A	0	22	0	7
B	8	0	0	0
C	0	0	0	0
D	2	0	0	0

PM	A	B	C	D
A	0	11	0	3
B	15	0	0	0
C	0	0	0	0
D	5	0	0	0

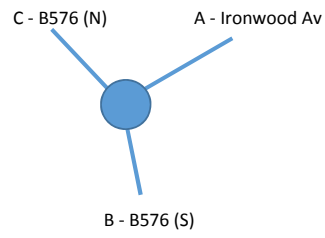
AM	A	B	C	D
A	0	19	51	20
B	15	0	0	24
C	39	0	0	6
D	35	10	6	0

PM	A	B	C	D
A	0	16	32	12
B	17	0	0	13
C	49	0	0	9
D	14	17	8	0

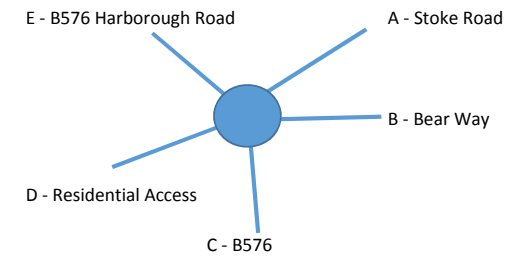
5 - B576 / Desborough Road / Greening Road



6 - B576 (North) / Ironwood Avenue / B576 (South)



7 - Stoke Road / Bear Way / B576



AM	A	B	C
A	0	0	4
B	0	0	0
C	12	1	0

PM	A	B	C
A	0	0	9
B	0	0	0
C	5	0	0

AM	A	B	C
A	0	45	118
B	29	0	5
C	37	17	0

PM	A	B	C
A	0	26	48
B	35	0	12
C	85	7	0

AM	A	B	C	D	E
A	0	0	17	18	188
B	0	0	0	0	0
C	5	0	0	0	118
D	25	0	0	0	0
E	60	0	37	0	0

PM	A	B	C	D	E
A	0	0	7	18	76
B	0	0	0	0	0
C	12	0	0	0	48
D	16	0	0	0	0
E	135	0	85	0	0

AM	A	B	C
A	0	0	8
B	0	0	0
C	20	0	0

PM	A	B	C
A	0	0	18
B	0	0	0
C	11	0	0

AM	A	B	C
A	0	0	0
B	0	0	13
C	0	33	0

PM	A	B	C
A	0	0	0
B	0	0	30
C	0	18	0

AM	A	B	C	D	E
A	0	0	0	5	0
B	0	0	0	0	0
C	0	0	0	13	0
D	12	0	33	0	28
E	0	0	0	11	0

PM	A	B	C	D	E
A	0	0	0	11	0
B	0	0	0	0	0
C	0	0	0	30	0
D	7	0	18	0	16
E	0	0	0	26	0

AM	A	B	C
A	0	0	5
B	0	0	1
C	5	1	0

PM	A	B	C
A	0	0	8
B	0	0	1
C	7	1	0

AM	A	B	C
A	0	0	0
B	0	0	3
C	0	6	0

PM	A	B	C
A	0	0	0
B	0	0	3
C	0	5	0

AM	A	B	C	D	E
A	0	0	3	0	0
B	0	0	0	0	0
C	1	0	0	0	2
D	0	0	0	0	0
E	0	0	3	0	0

PM	A	B	C	D	E
A	0	0	2	0	0
B	0	0	0	0	0
C	1	0	0	0	2
D	0	0	0	0	0
E	0	0	3	0	0

AM	A	B	C
A	0	0	4
B	0	0	1
C	13	3	0

PM	A	B	C
A	0	0	10
B	0	0	2
C	6	1	0

AM	A	B	C
A	0	0	0
B	0	0	15
C	0	4	0

PM	A	B	C
A	0	0	0
B	0	0	7
C	0	11	0

AM	A	B	C	D	E
A	0	0	2	0	0
B	0	0	0	0	0
C	7	0	0	0	8
D	0	0	0	0	0
E	0	0	2	0	0

PM	A	B	C	D	E
A	0	0	5	0	0
B	0	0	0	0	0
C	3	0	0	0	4
D	0	0	0	0	0
E	0	0	6	0	0

AM	A	B	C
A	0	0	22
B	0	0	4
C	66	12	0

PM	A	B	C
A	0	0	57
B	0	0	11
C	37	7	0

AM	A	B	C
A	0	0	0
B	0	0	32
C	0	7	0

PM	A	B	C
A	0	0	0
B	0	0	18
C	0	19	0

AM	A	B	C	D	E
A	0	0	3	0	0
B	0	0	0	0	0
C	15	0	0	0	17
D	0	0	0	0	0
E	0	0	4	0	0

PM	A	B	C	D	E
A	0	0	9	0	0
B	0	0	0	0	0
C	9	0	0	0	9
D	0	0	0	0	0
E	0	0	10	0	0

AM	A	B	C
A	0	0	43
B	0	0	6
C	116	17	0

PM	A	B	C
A	0	0	102
B	0	0	14
C	66	9	0

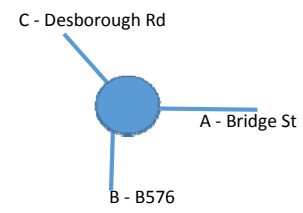
AM	A	B	C
A	0	45	118
B	29	0	68
C	37	67	0

PM	A	B	C
A	0	26	48
B	35	0	70
C	85	60	0

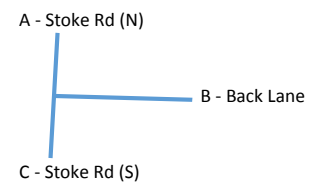
AM	A	B	C	D	E
A	0	0	25	23	188
B	0	0	0	0	0
C	28	0	0	13	145
D	37	0	33	0	28
E	60	0	46	11	0

PM	A	B	C	D	E
A	0	0	23	29	76
B	0	0	0	0	0
C	25	0	0	30	63
D	23	0	18	0	16
E	135	0	104	26	0

8 - Desborough Road / Bridge Street / High Street



9 - Stoke Road / Back Lane



AM	A	B	C
A	0	0	2
B	0	0	2
C	6	6	0

PM	A	B	C
A	0	0	4
B	0	0	4
C	2	2	0

AM	A	B	C
A	0	0	6
B	0	0	15
C	18	46	0

PM	A	B	C
A	0	0	13
B	0	0	33
C	7	19	0

AM	A	B	C
A	0	0	1
B	0	0	7
C	2	18	0

PM	A	B	C
A	0	0	2
B	0	0	16
C	1	10	0

AM	A	B	C
A	0	0	1
B	0	0	4
C	3	9	0

PM	A	B	C
A	0	0	3
B	0	0	8
C	2	5	0

AM	A	B	C
A	0	0	0
B	0	0	5
C	0	5	0

PM	A	B	C
A	0	0	0
B	0	0	8
C	0	7	0

AM	A	B	C
A	0	0	1
B	0	0	2
C	0	1	0

PM	A	B	C
A	0	0	1
B	0	0	1
C	0	1	0

AM	A	B	C
A	0	0	0
B	0	0	4
C	0	13	0

PM	A	B	C
A	0	0	0
B	0	0	6
C	0	6	0

AM	A	B	C
A	0	0	1
B	0	0	1
C	2	5	0

PM	A	B	C
A	0	0	1
B	0	0	4
C	1	2	0

AM	A	B	C
A	0	0	0
B	0	0	22
C	1	65	0

PM	A	B	C
A	0	0	1
B	0	0	56
C	1	36	0

AM	A	B	C
A	0	0	1
B	0	0	2
C	4	11	0

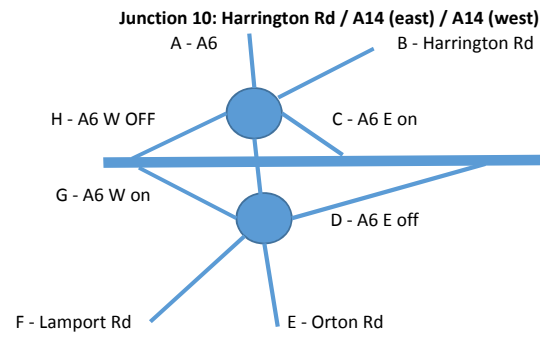
PM	A	B	C
A	0	0	2
B	0	0	7
C	2	7	0

AM	A	B	C
A	0	0	3
B	0	0	40
C	9	107	0

PM	A	B	C
A	0	0	7
B	0	0	90
C	4	61	0

AM	A	B	C
A	0	0	10
B	0	0	24
C	27	72	0

PM	A	B	C
A	0	0	20
B	0	0	53
C	12	34	0



AM	A	B	C	D	E	F	G	H
A	0	0	196	0	0	0	40	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	62	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	13	0	0	0	0	0	0	0

PM	A	B	C	D	E	F	G	H
A	0	0	79	0	0	0	16	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	140	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	29	0	0	0	0	0	0	0

AM	A	B	C	D	E	F	G	H
A	0	0	0	0	0	0	17	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	7	0	0	0	0	0	0	0

PM	A	B	C	D	E	F	G	H
A	0	0	0	0	0	0	10	0
B	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	16	0	0	0	0	0	0	0

AM	A	B	C	D	E	F	G	H
A	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	1	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	0	1	0	0	0	0	0	0

PM	A	B	C	D	E	F	G	H
A	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	1	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	0	1	0	0	0	0	0	0

AM	A	B	C	D	E	F	G	H
A	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	3	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	0	1	0	0	0	0	0	0

PM	A	B	C	D	E	F	G	H
A	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	1	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	0	2	0	0	0	0	0	0

AM	A	B	C	D	E	F	G	H
A	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	12	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	0	4	0	0	0	0	0	0

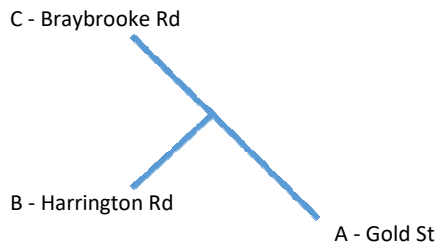
PM	A	B	C	D	E	F	G	H
A	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	7	0
C	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	0	11	0	0	0	0	0	0

AM	A	B	C	D	E	F	G	H
A	0	0	196	0	0	0	57	0
B	0	0	0	0	0	0	16	0
C	0	0	0	0	0	0	0	0
D	62	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	20	6	0	0	0	0	0	0

PM	A	B	C	D	E	F	G	H
A	0	0	79	0	0	0	26	0
B	0	0	0	0	0	0	9	0
C	0	0	0	0	0	0	0	0
D	140	0	0	0	0	0	0	0
E	0	0	0	0	0	0	0	0
F	0	0	0	0	0	0	0	0
G	0	0	0	0	0	0	0	0
H	45	14	0	0	0	0	0	0

Appendix L
Junction Analysis
J1: Harrington Road / Gold Street / Braybrooke Road

Junction 1 - Harrington Road / Braybrooke Road / Gold Street



AM Peak 0800-0900

Background traffic 2016 count

	A	B	C
A	0	102	147
B	108	0	9
C	237	15	0

TEMPro 2016-2031

	A	B	C
A	1.3323	1.3323	1.3323
B	1.3323	1.3323	1.3323
C	1.3323	1.3323	1.3323

Background 2031

	A	B	C
A	0	136	196
B	144	0	12
C	316	20	0

Committed Development

	A	B	C
A	0	16	27
B	13	0	2
C	8	2	0

Background 2031 + Committed

	A	B	C
A	0	152	223
B	157	0	14
C	324	22	0

Development

	A	B	C
A	0	3	0
B	11	0	26
C	0	7	0

Background 2031 + Committed + Development

	A	B	C
A	0	155	223
B	168	0	40
C	324	29	0

PM Peak 1700-1800

Background traffic 2016 count

	A	B	C
A	0	124	228
B	77	0	5
C	219	12	0

TEMPro 2016-2031

	A	B	C
A	1.3568	1.3568	1.3568
B	1.3568	1.3568	1.3568
C	1.3568	1.3568	1.3568

Background 2031

	A	B	C
A	0	168	309
B	104	0	7
C	297	16	0

Committed Development

	A	B	C
A	0	18	12
B	11	0	2
C	19	1	0

Background 2031 + Committed

	A	B	C
A	0	186	321
B	115	0	9
C	316	17	0

Development

	A	B	C
A	0	8	0
B	4	0	10
C	0	19	0

Background 2031 + Committed + Development

	A	B	C
A	0	194	321
B	119	0	18
C	316	36	0

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J1-HarringtonRd_GoldSt_BraybrookeRd - 2018.02.27.arc8

Path: S:\JPP Schemes UU8368PM - Harrington Road, Desborough\Reports\TA\Junction analysis

Report generation date: 27-Feb-18 3:14:38 PM

-
- » (Default Analysis Set) - 2016-Background 2016, AM
 - » (Default Analysis Set) - 2016-Background 2016, PM
 - » (Default Analysis Set) - 2031-Background 2031, AM
 - » (Default Analysis Set) - 2031-Background 2031, PM
 - » (Default Analysis Set) - 2031-Background 2031+Committed, AM
 - » (Default Analysis Set) - 2031-Background 2031+Committed, PM
 - » (Default Analysis Set) - 2031-Background 2031+Committed+Dev, AM
 - » (Default Analysis Set) - 2031-Background 2031+Committed+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2016-Background 2016								
Stream B-C	0.02	6.77	0.02	A	0.01	6.82	0.01	A
Stream B-A	0.34	10.27	0.25	B	0.23	9.90	0.19	A
Stream C-AB	0.05	5.24	0.03	A	0.04	5.42	0.03	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2031-Background 2031								
Stream B-C	0.03	7.49	0.03	A	0.02	7.50	0.02	A
Stream B-A	0.57	13.01	0.36	B	0.39	12.42	0.28	B
Stream C-AB	0.07	5.11	0.05	A	0.06	5.31	0.04	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2031-Background 2031+Committed								
Stream B-C	0.03	7.91	0.03	A	0.02	7.77	0.02	A
Stream B-A	0.68	14.37	0.41	B	0.47	13.42	0.32	B
Stream C-AB	0.09	5.14	0.06	A	0.07	5.29	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2031-Background 2031+Committed+Dev								
Stream B-C	0.10	8.51	0.09	A	0.04	8.02	0.04	A
Stream B-A	0.79	15.57	0.44	C	0.51	14.14	0.34	B
Stream C-AB	0.14	5.21	0.08	A	0.21	5.47	0.10	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2016-Background 2016, AM" model duration: 7:45 AM - 9:15 AM

"D2 - 2016-Background 2016, PM" model duration: 4:45 PM - 6:15 PM

"D3 - 2031-Background 2031, AM" model duration: 7:45 AM - 9:15 AM

"D4 - 2031-Background 2031, PM" model duration: 4:45 PM - 6:15 PM

"D5 - 2031-Background 2031+Committed, AM" model duration: 7:45 AM - 9:15 AM

"D6 - 2031-Background 2031+Committed, PM" model duration: 4:45 PM - 6:15 PM

"D7 - 2031-Background 2031+Committed+Dev, AM" model duration: 7:45 AM - 9:15 AM

"D8 - 2031-Background 2031+Committed+Dev, PM" model duration: 4:45 PM - 6:15 PM

Run using Junctions 8.0.4.487 at 27-Feb-18 3:14:35 PM

File summary

Title	Harrington Road, Desborough
Location	Harrington Road / Gold Street / Braybrooke Road
Site Number	J1
Date	27-Feb-18
Version	62 dwellings
Status	(new file)
Identifier	
Client	
Jobnumber	U8368PM
Enumerator	KatherineR
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2016-Background 2016, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016-Background 2016, AM	2016-Background 2016	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	9.26	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.22		0.00		2.20	91.33	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	3.80	3.80	3.80	✓	1.00	33	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	572.493	0.103	0.261	0.164	0.373
1	B-C	638.750	0.097	0.245	-	-
1	C-B	626.853	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	249.00	100.000
B	ONE HOUR	✓	117.00	100.000
C	ONE HOUR	✓	252.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	102.000	147.000
	B	108.000	0.000	9.000
	C	237.000	15.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.41	0.59
	B	0.92	0.00	0.08
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.77	0.02	A
B-A	0.25	10.27	0.34	B
C-AB	0.03	5.24	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.78	6.73	0.00	577.40	0.012	0.01	6.308	A
B-A	81.31	80.54	0.00	502.15	0.162	0.19	8.523	A
C-AB	14.97	14.86	0.00	701.45	0.021	0.03	5.243	A
C-A	174.75	174.75	0.00	-	-	-	-	-
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	110.67	110.67	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	8.09	8.08	0.00	563.25	0.014	0.01	6.483	A
B-A	97.09	96.87	0.00	488.46	0.199	0.25	9.189	A
C-AB	18.89	18.86	0.00	716.46	0.026	0.03	5.160	A
C-A	207.66	207.66	0.00	-	-	-	-	-
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	132.15	132.15	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.91	9.89	0.00	542.01	0.018	0.02	6.764	A
B-A	118.91	118.55	0.00	469.56	0.253	0.33	10.246	B
C-AB	24.90	24.86	0.00	737.32	0.034	0.05	5.052	A
C-A	252.55	252.55	0.00	-	-	-	-	-
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	161.85	161.85	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.91	9.91	0.00	541.82	0.018	0.02	6.767	A
B-A	118.91	118.90	0.00	469.54	0.253	0.34	10.266	B
C-AB	24.92	24.92	0.00	737.34	0.034	0.05	5.053	A
C-A	252.54	252.54	0.00	-	-	-	-	-
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	161.85	161.85	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	8.09	8.11	0.00	562.99	0.014	0.01	6.487	A
B-A	97.09	97.43	0.00	488.44	0.199	0.25	9.216	A
C-AB	18.90	18.95	0.00	716.48	0.026	0.03	5.161	A
C-A	207.64	207.64	0.00	-	-	-	-	-
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	132.15	132.15	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.78	6.79	0.00	577.01	0.012	0.01	6.315	A
B-A	81.31	81.53	0.00	502.11	0.162	0.20	8.565	A
C-AB	15.00	15.03	0.00	701.47	0.021	0.03	5.244	A
C-A	174.72	174.72	0.00	-	-	-	-	-
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	110.67	110.67	0.00	-	-	-	-	-

(Default Analysis Set) - 2016-Background 2016, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016-Background 2016, PM	2016-Background 2016	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.98	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.22		0.00		2.20	91.33	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	3.80	3.80	3.80	✓	1.00	33	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	572.493	0.103	0.261	0.164	0.373
1	B-C	638.750	0.097	0.245	-	-
1	C-B	626.853	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	352.00	100.000
B	ONE HOUR	✓	82.00	100.000
C	ONE HOUR	✓	231.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	124.000	228.000
	B	77.000	0.000	5.000
	C	219.000	12.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.35	0.65
	B	0.94	0.00	0.06
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.82	0.01	A
B-A	0.19	9.90	0.23	A
C-AB	0.03	5.42	0.04	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	3.76	3.74	0.00	569.24	0.007	0.01	6.365	A
B-A	57.97	57.44	0.00	487.60	0.119	0.13	8.359	A
C-AB	11.83	11.75	0.00	675.54	0.018	0.02	5.423	A
C-A	162.08	162.08	0.00	-	-	-	-	-
A-B	93.35	93.35	0.00	-	-	-	-	-
A-C	171.65	171.65	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	4.49	4.49	0.00	554.59	0.008	0.01	6.543	A
B-A	69.22	69.07	0.00	471.09	0.147	0.17	8.952	A
C-AB	14.93	14.91	0.00	685.93	0.022	0.03	5.364	A
C-A	192.74	192.74	0.00	-	-	-	-	-
A-B	111.47	111.47	0.00	-	-	-	-	-
A-C	204.97	204.97	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	5.51	5.50	0.00	533.55	0.010	0.01	6.816	A
B-A	84.78	84.54	0.00	448.30	0.189	0.23	9.891	A
C-AB	19.71	19.67	0.00	700.64	0.028	0.04	5.286	A
C-A	234.63	234.63	0.00	-	-	-	-	-
A-B	136.53	136.53	0.00	-	-	-	-	-
A-C	251.03	251.03	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	5.51	5.50	0.00	533.45	0.010	0.01	6.818	A
B-A	84.78	84.77	0.00	448.29	0.189	0.23	9.902	A
C-AB	19.72	19.72	0.00	700.66	0.028	0.04	5.288	A
C-A	234.62	234.62	0.00	-	-	-	-	-
A-B	136.53	136.53	0.00	-	-	-	-	-
A-C	251.03	251.03	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	4.49	4.50	0.00	554.44	0.008	0.01	6.548	A
B-A	69.22	69.45	0.00	471.07	0.147	0.17	8.970	A
C-AB	14.94	14.98	0.00	685.95	0.022	0.03	5.367	A
C-A	192.72	192.72	0.00	-	-	-	-	-
A-B	111.47	111.47	0.00	-	-	-	-	-
A-C	204.97	204.97	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	3.76	3.77	0.00	569.00	0.007	0.01	6.370	A
B-A	57.97	58.12	0.00	487.56	0.119	0.14	8.387	A
C-AB	11.85	11.88	0.00	675.56	0.018	0.02	5.424	A
C-A	162.05	162.05	0.00	-	-	-	-	-
A-B	93.35	93.35	0.00	-	-	-	-	-
A-C	171.65	171.65	0.00	-	-	-	-	-

(Default Analysis Set) - 2031-Background 2031, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031, AM	2031-Background 2031	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	11.31	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.22		0.00		2.20	91.33	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	3.80	3.80	3.80	✓	1.00	33	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	572.493	0.103	0.261	0.164	0.373
1	B-C	638.750	0.097	0.245	-	-
1	C-B	626.853	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	332.00	100.000
B	ONE HOUR	✓	156.00	100.000
C	ONE HOUR	✓	336.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	136.000	196.000
	B	144.000	0.000	12.000
	C	316.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.41	0.59
	B	0.92	0.00	0.08
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.49	0.03	A
B-A	0.36	13.01	0.57	B
C-AB	0.05	5.11	0.07	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.03	8.97	0.00	552.98	0.016	0.02	6.617	A
B-A	108.41	107.26	0.00	478.69	0.226	0.29	9.663	A
C-AB	21.88	21.72	0.00	727.25	0.030	0.04	5.103	A
C-A	231.08	231.08	0.00	-	-	-	-	-
A-B	102.39	102.39	0.00	-	-	-	-	-
A-C	147.56	147.56	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	10.79	10.77	0.00	530.65	0.020	0.02	6.924	A
B-A	129.45	129.07	0.00	460.42	0.281	0.38	10.851	B
C-AB	28.09	28.04	0.00	747.43	0.038	0.05	5.004	A
C-A	273.97	273.97	0.00	-	-	-	-	-
A-B	122.26	122.26	0.00	-	-	-	-	-
A-C	176.20	176.20	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	13.21	13.19	0.00	494.46	0.027	0.03	7.479	A
B-A	158.55	157.84	0.00	435.19	0.364	0.56	12.946	B
C-AB	37.90	37.81	0.00	775.32	0.049	0.07	4.881	A
C-A	332.05	332.05	0.00	-	-	-	-	-
A-B	149.74	149.74	0.00	-	-	-	-	-
A-C	215.80	215.80	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	13.21	13.21	0.00	493.91	0.027	0.03	7.488	A
B-A	158.55	158.52	0.00	435.17	0.364	0.57	13.010	B
C-AB	37.92	37.92	0.00	775.36	0.049	0.07	4.884	A
C-A	332.02	332.02	0.00	-	-	-	-	-
A-B	149.74	149.74	0.00	-	-	-	-	-
A-C	215.80	215.80	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	10.79	10.81	0.00	529.99	0.020	0.02	6.936	A
B-A	129.45	130.13	0.00	460.38	0.281	0.40	10.924	B
C-AB	28.13	28.21	0.00	747.48	0.038	0.05	5.005	A
C-A	273.93	273.93	0.00	-	-	-	-	-
A-B	122.26	122.26	0.00	-	-	-	-	-
A-C	176.20	176.20	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.03	9.05	0.00	552.21	0.016	0.02	6.629	A
B-A	108.41	108.81	0.00	478.63	0.227	0.30	9.746	A
C-AB	21.94	21.99	0.00	727.30	0.030	0.04	5.106	A
C-A	231.02	231.02	0.00	-	-	-	-	-
A-B	102.39	102.39	0.00	-	-	-	-	-
A-C	147.56	147.56	0.00	-	-	-	-	-

(Default Analysis Set) - 2031-Background 2031, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031, PM	2031-Background 2031	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	10.84	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.22		0.00		2.20	91.33	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	3.80	3.80	3.80	✓	1.00	33	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	572.493	0.103	0.261	0.164	0.373
1	B-C	638.750	0.097	0.245	-	-
1	C-B	626.853	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	477.00	100.000
B	ONE HOUR	✓	111.00	100.000
C	ONE HOUR	✓	313.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	168.000	309.000
	B	104.000	0.000	7.000
	C	297.000	16.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.35	0.65
	B	0.94	0.00	0.06
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.50	0.02	A
B-A	0.28	12.42	0.39	B
C-AB	0.04	5.31	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	5.23	0.00	542.50	0.010	0.01	6.700	A
B-A	78.30	77.48	0.00	457.49	0.171	0.20	9.454	A
C-AB	17.41	17.28	0.00	694.81	0.025	0.03	5.313	A
C-A	218.23	218.23	0.00	-	-	-	-	-
A-B	126.48	126.48	0.00	-	-	-	-	-
A-C	232.63	232.63	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	6.28	0.00	520.79	0.012	0.01	6.996	A
B-A	93.49	93.23	0.00	435.12	0.215	0.27	10.520	B
C-AB	22.42	22.38	0.00	709.48	0.032	0.04	5.239	A
C-A	258.96	258.96	0.00	-	-	-	-	-
A-B	151.03	151.03	0.00	-	-	-	-	-
A-C	277.78	277.78	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	7.71	7.69	0.00	487.88	0.016	0.02	7.496	A
B-A	114.51	114.03	0.00	404.24	0.283	0.39	12.383	B
C-AB	30.45	30.37	0.00	730.22	0.042	0.06	5.144	A
C-A	314.17	314.17	0.00	-	-	-	-	-
A-B	184.97	184.97	0.00	-	-	-	-	-
A-C	340.22	340.22	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	7.71	7.71	0.00	487.59	0.016	0.02	7.500	A
B-A	114.51	114.49	0.00	404.22	0.283	0.39	12.425	B
C-AB	30.47	30.47	0.00	730.25	0.042	0.06	5.146	A
C-A	314.15	314.15	0.00	-	-	-	-	-
A-B	184.97	184.97	0.00	-	-	-	-	-
A-C	340.22	340.22	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.29	6.31	0.00	520.42	0.012	0.01	7.001	A
B-A	93.49	93.95	0.00	435.09	0.215	0.28	10.568	B
C-AB	22.45	22.52	0.00	709.53	0.032	0.04	5.242	A
C-A	258.93	258.93	0.00	-	-	-	-	-
A-B	151.03	151.03	0.00	-	-	-	-	-
A-C	277.78	277.78	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	5.27	5.28	0.00	542.04	0.010	0.01	6.708	A
B-A	78.30	78.57	0.00	457.44	0.171	0.21	9.510	A
C-AB	17.46	17.50	0.00	694.85	0.025	0.03	5.314	A
C-A	218.19	218.19	0.00	-	-	-	-	-
A-B	126.48	126.48	0.00	-	-	-	-	-
A-C	232.63	232.63	0.00	-	-	-	-	-

(Default Analysis Set) - 2031-Background 2031+Committed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031+Committed, AM	2031-Background 2031+Committed	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.34	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.22		0.00		2.20	91.33	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	3.80	3.80	3.80	✓	1.00	33	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	572.493	0.103	0.261	0.164	0.373
1	B-C	638.750	0.097	0.245	-	-
1	C-B	626.853	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	375.00	100.000
B	ONE HOUR	✓	171.00	100.000
C	ONE HOUR	✓	346.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	152.000	223.000
	B	157.000	0.000	14.000
	C	324.000	22.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.41	0.59
	B	0.92	0.00	0.08
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
	A	B	C	
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.91	0.03	A
B-A	0.41	14.37	0.68	B
C-AB	0.06	5.14	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	10.54	10.46	0.00	541.50	0.019	0.02	6.779	A
B-A	118.20	116.88	0.00	470.58	0.251	0.33	10.141	B
C-AB	24.38	24.20	0.00	724.44	0.034	0.04	5.139	A
C-A	236.11	236.11	0.00	-	-	-	-	-
A-B	114.43	114.43	0.00	-	-	-	-	-
A-C	167.89	167.89	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	12.59	12.57	0.00	515.08	0.024	0.02	7.163	A
B-A	141.14	140.67	0.00	450.71	0.313	0.45	11.611	B
C-AB	31.41	31.35	0.00	744.28	0.042	0.06	5.051	A
C-A	279.64	279.64	0.00	-	-	-	-	-
A-B	136.64	136.64	0.00	-	-	-	-	-
A-C	200.47	200.47	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.41	15.38	0.00	471.07	0.033	0.03	7.900	A
B-A	172.86	171.96	0.00	423.28	0.408	0.67	14.271	B
C-AB	42.57	42.47	0.00	771.77	0.055	0.09	4.936	A
C-A	338.38	338.38	0.00	-	-	-	-	-
A-B	167.36	167.36	0.00	-	-	-	-	-
A-C	245.53	245.53	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.41	15.41	0.00	470.26	0.033	0.03	7.914	A
B-A	172.86	172.83	0.00	423.25	0.408	0.68	14.371	B
C-AB	42.61	42.60	0.00	771.81	0.055	0.09	4.939	A
C-A	338.35	338.35	0.00	-	-	-	-	-
A-B	167.36	167.36	0.00	-	-	-	-	-
A-C	245.53	245.53	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	12.59	12.62	0.00	514.16	0.024	0.03	7.180	A
B-A	141.14	142.01	0.00	450.67	0.313	0.46	11.695	B
C-AB	31.45	31.55	0.00	744.34	0.042	0.06	5.053	A
C-A	279.60	279.60	0.00	-	-	-	-	-
A-B	136.64	136.64	0.00	-	-	-	-	-
A-C	200.47	200.47	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	10.54	10.56	0.00	540.52	0.020	0.02	6.795	A
B-A	118.20	118.69	0.00	470.50	0.251	0.34	10.249	B
C-AB	24.45	24.51	0.00	724.50	0.034	0.05	5.143	A
C-A	236.04	236.04	0.00	-	-	-	-	-
A-B	114.43	114.43	0.00	-	-	-	-	-
A-C	167.89	167.89	0.00	-	-	-	-	-

(Default Analysis Set) - 2031-Background 2031+Committed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031+Committed, PM	2031-Background 2031+Committed	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	11.59	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.22		0.00		2.20	91.33	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	3.80	3.80	3.80	✓	1.00	33	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	572.493	0.103	0.261	0.164	0.373
1	B-C	638.750	0.097	0.245	-	-
1	C-B	626.853	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	507.00	100.000
B	ONE HOUR	✓	124.00	100.000
C	ONE HOUR	✓	333.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	186.000	321.000
	B	115.000	0.000	9.000
	C	316.000	17.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.37	0.63
	B	0.93	0.00	0.07
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	7.77	0.02	A
B-A	0.32	13.42	0.47	B
C-AB	0.05	5.29	0.07	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.78	6.72	0.00	535.18	0.013	0.01	6.812	A
B-A	86.58	85.64	0.00	451.09	0.192	0.23	9.827	A
C-AB	18.95	18.81	0.00	699.68	0.027	0.03	5.287	A
C-A	231.75	231.75	0.00	-	-	-	-	-
A-B	140.03	140.03	0.00	-	-	-	-	-
A-C	241.67	241.67	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	8.09	8.08	0.00	511.01	0.016	0.02	7.157	A
B-A	103.38	103.06	0.00	427.48	0.242	0.31	11.085	B
C-AB	24.53	24.48	0.00	715.43	0.034	0.05	5.210	A
C-A	274.83	274.83	0.00	-	-	-	-	-
A-B	167.21	167.21	0.00	-	-	-	-	-
A-C	288.57	288.57	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.91	9.89	0.00	473.43	0.021	0.02	7.766	A
B-A	126.62	126.02	0.00	394.87	0.321	0.46	13.361	B
C-AB	33.54	33.46	0.00	737.66	0.045	0.07	5.112	A
C-A	333.10	333.10	0.00	-	-	-	-	-
A-B	204.79	204.79	0.00	-	-	-	-	-
A-C	353.43	353.43	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.91	9.91	0.00	473.01	0.021	0.02	7.773	A
B-A	126.62	126.60	0.00	394.85	0.321	0.47	13.418	B
C-AB	33.56	33.56	0.00	737.69	0.046	0.07	5.115	A
C-A	333.08	333.08	0.00	-	-	-	-	-
A-B	204.79	204.79	0.00	-	-	-	-	-
A-C	353.43	353.43	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	8.09	8.11	0.00	510.52	0.016	0.02	7.167	A
B-A	103.38	103.95	0.00	427.45	0.242	0.32	11.149	B
C-AB	24.56	24.64	0.00	715.48	0.034	0.05	5.213	A
C-A	274.80	274.80	0.00	-	-	-	-	-
A-B	167.21	167.21	0.00	-	-	-	-	-
A-C	288.57	288.57	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.78	6.79	0.00	534.60	0.013	0.01	6.822	A
B-A	86.58	86.91	0.00	451.04	0.192	0.24	9.895	A
C-AB	19.01	19.05	0.00	699.73	0.027	0.04	5.291	A
C-A	231.69	231.69	0.00	-	-	-	-	-
A-B	140.03	140.03	0.00	-	-	-	-	-
A-C	241.67	241.67	0.00	-	-	-	-	-

(Default Analysis Set) - 2031-Background 2031+Committed+Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031+Committed+Dev, AM	2031-Background 2031+Committed+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.53	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.22		0.00		2.20	91.33	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	3.80	3.80	3.80	✓	1.00	33	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	568.467	0.103	0.259	0.163	0.370
1	B-C	651.610	0.099	0.250	-	-
1	C-B	626.853	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	378.00	100.000
B	ONE HOUR	✓	208.00	100.000
C	ONE HOUR	✓	353.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	155.000	223.000
	B	168.000	0.000	40.000
	C	324.000	29.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.41	0.59
	B	0.81	0.00	0.19
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	8.51	0.10	A
B-A	0.44	15.57	0.79	C
C-AB	0.08	5.21	0.14	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.11	29.88	0.00	547.45	0.055	0.06	6.952	A
B-A	126.48	125.01	0.00	464.80	0.272	0.37	10.551	B
C-AB	32.14	31.89	0.00	723.97	0.044	0.06	5.201	A
C-A	233.61	233.61	0.00	-	-	-	-	-
A-B	116.69	116.69	0.00	-	-	-	-	-
A-C	167.89	167.89	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.96	35.89	0.00	518.01	0.069	0.07	7.467	A
B-A	151.03	150.48	0.00	444.39	0.340	0.50	12.225	B
C-AB	41.43	41.33	0.00	743.75	0.056	0.09	5.125	A
C-A	275.91	275.91	0.00	-	-	-	-	-
A-B	139.34	139.34	0.00	-	-	-	-	-
A-C	200.47	200.47	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.04	43.93	0.00	468.18	0.094	0.10	8.484	A
B-A	184.97	183.88	0.00	415.99	0.445	0.78	15.435	C
C-AB	58.51	58.32	0.00	777.59	0.075	0.13	5.006	A
C-A	330.15	330.15	0.00	-	-	-	-	-
A-B	170.66	170.66	0.00	-	-	-	-	-
A-C	245.53	245.53	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.04	44.04	0.00	467.04	0.094	0.10	8.510	A
B-A	184.97	184.93	0.00	415.95	0.445	0.79	15.574	C
C-AB	58.57	58.56	0.00	777.67	0.075	0.14	5.010	A
C-A	330.09	330.09	0.00	-	-	-	-	-
A-B	170.66	170.66	0.00	-	-	-	-	-
A-C	245.53	245.53	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.96	36.07	0.00	516.69	0.070	0.08	7.494	A
B-A	151.03	152.08	0.00	444.35	0.340	0.53	12.361	B
C-AB	41.50	41.68	0.00	743.86	0.056	0.09	5.131	A
C-A	275.84	275.84	0.00	-	-	-	-	-
A-B	139.34	139.34	0.00	-	-	-	-	-
A-C	200.47	200.47	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.11	30.18	0.00	546.12	0.055	0.06	6.980	A
B-A	126.48	127.06	0.00	464.73	0.272	0.38	10.679	B
C-AB	32.25	32.34	0.00	724.06	0.045	0.07	5.207	A
C-A	233.51	233.51	0.00	-	-	-	-	-
A-B	116.69	116.69	0.00	-	-	-	-	-
A-C	167.89	167.89	0.00	-	-	-	-	-

(Default Analysis Set) - 2031-Background 2031+Committed+Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031+Committed+Dev, PM	2031-Background 2031+Committed+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	10.92	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.22		0.00		2.20	91.33	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.70	3.80	3.80	3.80	✓	1.00	33	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571.996	0.103	0.261	0.164	0.373
1	B-C	640.337	0.097	0.246	-	-
1	C-B	626.853	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	515.00	100.000
B	ONE HOUR	✓	137.00	100.000
C	ONE HOUR	✓	352.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	194.000	321.000
	B	119.000	0.000	18.000
	C	316.000	36.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.38	0.62
	B	0.87	0.00	0.13
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	8.02	0.04	A
B-A	0.34	14.14	0.51	B
C-AB	0.10	5.47	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	13.55	13.45	0.00	534.20	0.025	0.03	6.910	A
B-A	89.59	88.59	0.00	444.71	0.201	0.25	10.081	B
C-AB	40.16	39.80	0.00	698.42	0.058	0.09	5.466	A
C-A	224.84	224.84	0.00	-	-	-	-	-
A-B	146.05	146.05	0.00	-	-	-	-	-
A-C	241.67	241.67	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	16.18	16.15	0.00	508.88	0.032	0.03	7.305	A
B-A	106.98	106.63	0.00	419.87	0.255	0.34	11.480	B
C-AB	52.05	51.90	0.00	714.02	0.073	0.13	5.438	A
C-A	264.39	264.39	0.00	-	-	-	-	-
A-B	174.40	174.40	0.00	-	-	-	-	-
A-C	288.57	288.57	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.82	19.77	0.00	468.95	0.042	0.04	8.013	A
B-A	131.02	130.35	0.00	385.59	0.340	0.50	14.066	B
C-AB	74.09	73.77	0.00	742.24	0.100	0.21	5.390	A
C-A	313.47	313.47	0.00	-	-	-	-	-
A-B	213.60	213.60	0.00	-	-	-	-	-
A-C	353.43	353.43	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.82	19.82	0.00	468.39	0.042	0.04	8.025	A
B-A	131.02	131.00	0.00	385.52	0.340	0.51	14.141	B
C-AB	74.20	74.19	0.00	742.37	0.100	0.21	5.393	A
C-A	313.36	313.36	0.00	-	-	-	-	-
A-B	213.60	213.60	0.00	-	-	-	-	-
A-C	353.43	353.43	0.00	-	-	-	-	-

Main results: (17:45-18:00)

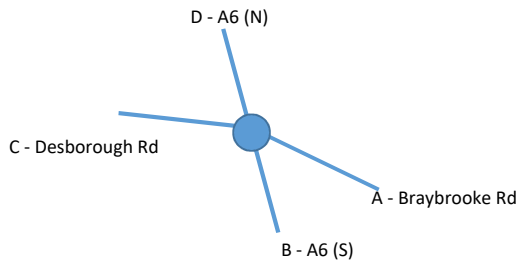
Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	16.18	16.22	0.00	508.21	0.032	0.03	7.319	A
B-A	106.98	107.62	0.00	419.78	0.255	0.35	11.558	B
C-AB	53.57	53.86	0.00	717.81	0.075	0.14	5.427	A
C-A	262.87	262.87	0.00	-	-	-	-	-
A-B	174.40	174.40	0.00	-	-	-	-	-
A-C	288.57	288.57	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	13.55	13.58	0.00	533.45	0.025	0.03	6.924	A
B-A	89.59	89.96	0.00	444.58	0.202	0.26	10.163	B
C-AB	40.32	40.49	0.00	698.57	0.058	0.09	5.473	A
C-A	224.68	224.68	0.00	-	-	-	-	-
A-B	146.05	146.05	0.00	-	-	-	-	-
A-C	241.67	241.67	0.00	-	-	-	-	-

Appendix M
Junction Analysis
J3: Braybrooke Road /A6 / Desborough Road

Junction 3 - Braybrooke Road / Desborough Road / A6 (North) / A6 (South)



AM Peak 0800-0900

Background traffic 2016 count

	A	B	C	D
A	2	92	61	69
B	23	1	43	442
C	43	73	0	10
D	16	649	0	0

TEMPro 2016-2031

	A	B	C	D
A	1.3323	1.3323	1.3323	1.3323
B	1.3323	1.3323	1.3323	1.3323
C	1.3323	1.3323	1.3323	1.3323
D	1.3323	1.3323	1.3323	1.3323

Background 2031

	A	B	C	D
A	3	123	81	92
B	31	1	57	589
C	57	97	0	13
D	21	865	0	0

Committed Development

	A	B	C	D
A	0	22	0	7
B	8	0	0	0
C	0	0	0	0
D	2	0	0	0

Background 2031 + Committed

	A	B	C	D
A	3	145	81	99
B	39	1	57	589
C	57	97	0	13
D	23	865	0	0

Development

	A	B	C	D
A	0	20	0	6
B	5	0	0	0
C	0	0	0	0
D	2	0	0	0

Background 2031 + Committed + Development

	A	B	C	D
A	3	165	81	105
B	44	1	57	589
C	57	97	0	13
D	25	865	0	0

PM Peak 1700-1800

Background traffic 2016 count

	A	B	C	D
A	4	33	40	36
B	125	1	81	603
C	80	43	0	6
D	70	464	1	0

TEMPro 2016-2031

	A	B	C	D
A	1.3568	1.3568	1.3568	1.3568
B	1.3568	1.3568	1.3568	1.3568
C	1.3568	1.3568	1.3568	1.3568
D	1.3568	1.3568	1.3568	1.3568

Background 2031

	A	B	C	D
A	5	45	54	49
B	170	1	110	818
C	109	58	0	8
D	95	630	1	0

Committed Development

	A	B	C	D
A	0	11	0	3
B	15	0	0	0
C	0	0	0	0
D	5	0	0	0

Background 2031 + Committed

	A	B	C	D
A	5	56	54	52
B	185	1	110	818
C	109	58	0	8
D	100	630	1	0

Development

	A	B	C	D
A	0	7	0	2
B	15	0	0	0
C	0	0	0	0
D	4	0	0	0

Background 2031 + Committed + Development

	A	B	C	D
A	5	63	54	54
B	199	1	110	818
C	109	58	0	8
D	104	630	1	0

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]
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Filename: J3-BraybrookeRd_A6_DesboroughRd - 2018.02.27.arc8

Path: S:\JPP Schemes U\U8368PM - Harrington Road, Desborough\Reports\TA\Junction analysis

Report generation date: 27-Feb-18 3:24:05 PM

-
- » (Default Analysis Set) - 2016-Background 2016, AM
 - » (Default Analysis Set) - 2016-Background 2016, PM
 - » (Default Analysis Set) - 2031-Background 2031, AM
 - » (Default Analysis Set) - 2031-Background 2031, PM
 - » (Default Analysis Set) - 2031-Background 2031+Committed, AM
 - » (Default Analysis Set) - 2031-Background 2031+Committed, PM
 - » (Default Analysis Set) - 2031-Background 2031+Committed+Dev, AM
 - » (Default Analysis Set) - 2031-Background 2031+Committed+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2016-Background 2016								
Arm 1	0.34	4.97	0.25	A	0.12	3.69	0.11	A
Arm 2	0.50	3.22	0.33	A	1.08	4.38	0.52	A
Arm 3	0.14	3.76	0.13	A	0.17	4.39	0.15	A
Arm 4	0.77	3.80	0.44	A	0.58	3.54	0.37	A
A1 - 2031-Background 2031								
Arm 1	0.65	7.19	0.39	A	0.20	4.37	0.17	A
Arm 2	0.82	3.99	0.45	A	2.46	7.42	0.71	A
Arm 3	0.23	4.46	0.19	A	0.32	5.93	0.24	A
Arm 4	1.44	5.35	0.59	A	1.06	4.82	0.52	A
A1 - 2031-Background 2031+Committed								
Arm 1	0.76	7.68	0.43	A	0.22	4.45	0.18	A
Arm 2	0.85	4.05	0.46	A	2.59	7.71	0.72	A
Arm 3	0.23	4.50	0.19	A	0.32	6.04	0.24	A
Arm 4	1.46	5.41	0.60	A	1.09	4.92	0.52	A
A1 - 2031-Background 2031+Committed+Dev								
Arm 1	0.87	8.18	0.47	A	0.23	4.50	0.19	A
Arm 2	0.86	4.10	0.46	A	2.72	8.00	0.73	A
Arm 3	0.23	4.54	0.19	A	0.33	6.13	0.25	A
Arm 4	1.47	5.46	0.60	A	1.12	5.02	0.53	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2016-Background 2016, AM" model duration: 7:45 AM - 9:15 AM

"D2 - 2016-Background 2016, PM" model duration: 4:45 PM - 6:15 PM

"D3 - 2031-Background 2031, AM" model duration: 7:45 AM - 9:15 AM

"D4 - 2031-Background 2031, PM" model duration: 4:45 PM - 6:15 PM

"D5 - 2031-Background 2031+Committed, AM" model duration: 7:45 AM - 9:15 AM

"D6 - 2031-Background 2031+Committed, PM" model duration: 4:45 PM - 6:15 PM

"D7 - 2031-Background 2031+Committed+Dev, AM" model duration: 7:45 AM - 9:15 AM

"D8 - 2031-Background 2031+Committed+Dev, PM" model duration: 4:45 PM - 6:15 PM

Run using Junctions 8.0.4.487 at 27-Feb-18 3:24:03 PM

File summary

Title	Harrington Road, Desborough
Location	Braybrooke Road / A6 / Desborough Road
Site Number	J3
Date	27-Feb-18
Version	62 dwellings
Status	(new file)
Identifier	
Client	
Jobnumber	U8368PM
Enumerator	KatherineR
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2016-Background 2016, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016-Background 2016, AM	2016-Background 2016	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			3.77	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	
4	4	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	2.98	7.37	11.74	21.93	47.96	53.00	
2	3.83	6.84	27.68	20.96	47.96	42.00	
3	2.95	6.61	16.68	16.66	47.96	52.00	
4	3.76	7.57	24.85	18.27	47.96	50.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.536	1394.434
2		(calculated)	(calculated)	0.618	1764.307
3		(calculated)	(calculated)	0.537	1412.578
4		(calculated)	(calculated)	0.609	1772.518

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	222.00	100.000
2	ONE HOUR	✓	508.00	100.000
3	ONE HOUR	✓	126.00	100.000
4	ONE HOUR	✓	665.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	92.000	61.000	69.000
	2	23.000	0.000	43.000	442.000
	3	43.000	73.000	0.000	10.000
	4	16.000	649.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.41	0.27	0.31
	2	0.05	0.00	0.08	0.87
	3	0.34	0.58	0.00	0.08
	4	0.02	0.98	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	4.97	0.34	A
2	0.33	3.22	0.50	A
3	0.13	3.76	0.14	A
4	0.44	3.80	0.77	A

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	167.13	166.42	541.75	0.00	1103.81	0.151	0.18	3.838	A
2	382.45	381.30	97.45	0.00	1704.09	0.224	0.29	2.719	A
3	94.86	94.52	400.75	0.00	1197.45	0.079	0.09	3.264	A
4	500.65	499.00	104.28	0.00	1708.97	0.293	0.41	2.971	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	199.57	199.35	648.51	0.00	1046.54	0.191	0.23	4.248	A
2	456.68	456.36	116.73	0.00	1692.17	0.270	0.37	2.913	A
3	113.27	113.18	479.69	0.00	1155.07	0.098	0.11	3.454	A
4	597.82	597.31	124.86	0.00	1696.42	0.352	0.54	3.273	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	244.43	244.02	793.97	0.00	968.51	0.252	0.34	4.967	A
2	559.32	558.80	142.90	0.00	1676.01	0.334	0.50	3.220	A
3	138.73	138.59	587.34	0.00	1097.28	0.126	0.14	3.754	A
4	732.18	731.27	152.89	0.00	1679.34	0.436	0.77	3.793	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	244.43	244.42	794.92	0.00	968.00	0.253	0.34	4.974	A
2	559.32	559.31	143.13	0.00	1675.86	0.334	0.50	3.223	A
3	138.73	138.73	587.94	0.00	1096.96	0.126	0.14	3.755	A
4	732.18	732.17	153.04	0.00	1679.25	0.436	0.77	3.800	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	199.57	199.97	650.02	0.00	1045.73	0.191	0.24	4.258	A
2	456.68	457.19	117.10	0.00	1691.95	0.270	0.37	2.918	A
3	113.27	113.41	480.65	0.00	1154.55	0.098	0.11	3.460	A
4	597.82	598.71	125.11	0.00	1696.27	0.352	0.55	3.281	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	167.13	167.36	544.12	0.00	1102.54	0.152	0.18	3.850	A
2	382.45	382.77	98.01	0.00	1703.75	0.224	0.29	2.727	A
3	94.86	94.95	402.39	0.00	1196.56	0.079	0.09	3.269	A
4	500.65	501.17	104.75	0.00	1708.68	0.293	0.42	2.981	A

(Default Analysis Set) - 2016-Background 2016, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2016-Background 2016, PM	2016-Background 2016	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			4.05	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	
4	4	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	2.98	7.37	11.74	21.93	47.96	53.00	
2	3.83	6.84	27.68	20.96	47.96	42.00	
3	2.95	6.61	16.68	16.66	47.96	52.00	
4	3.76	7.57	24.85	18.27	47.96	50.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.536	1394.434
2		(calculated)	(calculated)	0.618	1764.307
3		(calculated)	(calculated)	0.537	1412.578
4		(calculated)	(calculated)	0.609	1772.518

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	109.00	100.000
2	ONE HOUR	✓	809.00	100.000
3	ONE HOUR	✓	129.00	100.000
4	ONE HOUR	✓	535.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	33.000	40.000	36.000
	2	125.000	0.000	81.000	603.000
	3	80.000	43.000	0.000	6.000
	4	70.000	464.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.30	0.37	0.33
	2	0.15	0.00	0.10	0.75
	3	0.62	0.33	0.00	0.05
	4	0.13	0.87	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.11	3.69	0.12	A
2	0.52	4.38	1.08	A
3	0.15	4.39	0.17	A
4	0.37	3.54	0.58	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	82.06	81.77	381.21	0.00	1189.93	0.069	0.07	3.248	A
2	609.06	606.89	57.76	0.00	1728.61	0.352	0.54	3.204	A
3	97.12	96.73	573.13	0.00	1104.90	0.088	0.10	3.571	A
4	402.78	401.50	186.01	0.00	1659.16	0.243	0.32	2.860	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	97.99	97.91	456.31	0.00	1149.64	0.085	0.09	3.422	A
2	727.27	726.53	69.17	0.00	1721.57	0.422	0.73	3.616	A
3	115.97	115.85	686.13	0.00	1044.24	0.111	0.12	3.877	A
4	480.95	480.57	222.72	0.00	1636.78	0.294	0.41	3.113	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	120.01	119.89	558.69	0.00	1094.72	0.110	0.12	3.692	A
2	890.73	889.34	84.69	0.00	1711.97	0.520	1.07	4.369	A
3	142.03	141.84	839.89	0.00	961.70	0.148	0.17	4.389	A
4	589.05	588.40	272.66	0.00	1606.35	0.367	0.58	3.535	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	120.01	120.01	559.31	0.00	1094.39	0.110	0.12	3.693	A
2	890.73	890.70	84.78	0.00	1711.92	0.520	1.08	4.383	A
3	142.03	142.03	841.16	0.00	961.02	0.148	0.17	4.395	A
4	589.05	589.04	273.05	0.00	1606.11	0.367	0.58	3.538	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	97.99	98.11	457.30	0.00	1149.12	0.085	0.09	3.427	A
2	727.27	728.65	69.30	0.00	1721.48	0.422	0.74	3.630	A
3	115.97	116.16	688.09	0.00	1043.19	0.111	0.13	3.885	A
4	480.95	481.59	223.34	0.00	1636.41	0.294	0.42	3.120	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	82.06	82.14	382.82	0.00	1189.07	0.069	0.07	3.251	A
2	609.06	609.82	58.02	0.00	1728.45	0.352	0.55	3.219	A
3	97.12	97.23	575.89	0.00	1103.43	0.088	0.10	3.580	A
4	402.78	403.16	186.93	0.00	1658.59	0.243	0.32	2.870	A

(Default Analysis Set) - 2031-Background 2031, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031, AM	2031-Background 2031	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.09	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	
4	4	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	2.98	7.37	11.74	21.93	47.96	53.00	
2	3.83	6.84	27.68	20.96	47.96	42.00	
3	2.95	6.61	16.68	16.66	47.96	52.00	
4	3.76	7.57	24.85	18.27	47.96	50.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.536	1394.434
2		(calculated)	(calculated)	0.618	1764.307
3		(calculated)	(calculated)	0.537	1412.578
4		(calculated)	(calculated)	0.609	1772.518

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	296.00	100.000
2	ONE HOUR	✓	677.00	100.000
3	ONE HOUR	✓	167.00	100.000
4	ONE HOUR	✓	886.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	123.000	81.000	92.000
	2	31.000	0.000	57.000	589.000
	3	57.000	97.000	0.000	13.000
	4	21.000	865.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.42	0.27	0.31
	2	0.05	0.00	0.08	0.87
	3	0.34	0.58	0.00	0.08
	4	0.02	0.98	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	7.19	0.65	A
2	0.45	3.99	0.82	A
3	0.19	4.46	0.23	A
4	0.59	5.35	1.44	A

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	222.84	221.72	721.42	0.00	1007.43	0.221	0.28	4.575	A
2	509.68	507.95	129.58	0.00	1684.23	0.303	0.43	3.057	A
3	125.73	125.23	534.10	0.00	1125.86	0.112	0.13	3.595	A
4	667.03	664.43	138.74	0.00	1687.97	0.395	0.65	3.508	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	266.10	265.64	863.74	0.00	931.08	0.286	0.40	5.406	A
2	608.61	608.05	155.26	0.00	1668.37	0.365	0.57	3.393	A
3	150.13	149.98	639.42	0.00	1069.32	0.140	0.16	3.916	A
4	796.50	795.48	166.15	0.00	1671.26	0.477	0.90	4.104	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	325.90	324.92	1056.98	0.00	827.42	0.394	0.64	7.147	A
2	745.39	744.39	189.90	0.00	1646.96	0.453	0.82	3.984	A
3	183.87	183.62	782.71	0.00	992.40	0.185	0.23	4.450	A
4	975.50	973.40	203.41	0.00	1648.55	0.592	1.43	5.314	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	325.90	325.88	1059.14	0.00	826.26	0.394	0.65	7.193	A
2	745.39	745.38	190.46	0.00	1646.61	0.453	0.82	3.994	A
3	183.87	183.87	783.91	0.00	991.75	0.185	0.23	4.455	A
4	975.50	975.46	203.69	0.00	1648.38	0.592	1.44	5.349	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	266.10	267.07	867.00	0.00	929.33	0.286	0.40	5.445	A
2	608.61	609.59	156.09	0.00	1667.85	0.365	0.58	3.406	A
3	150.13	150.38	641.27	0.00	1068.32	0.141	0.16	3.922	A
4	796.50	798.58	166.59	0.00	1670.99	0.477	0.92	4.136	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	222.84	223.32	725.35	0.00	1005.32	0.222	0.29	4.605	A
2	509.68	510.25	130.52	0.00	1683.66	0.303	0.44	3.068	A
3	125.73	125.88	536.70	0.00	1124.46	0.112	0.13	3.604	A
4	667.03	668.07	139.44	0.00	1687.54	0.395	0.66	3.536	A

(Default Analysis Set) - 2031-Background 2031, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031, PM	2031-Background 2031	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			6.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	
4	4	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	2.98	7.37	11.74	21.93	47.96	53.00	
2	3.83	6.84	27.68	20.96	47.96	42.00	
3	2.95	6.61	16.68	16.66	47.96	52.00	
4	3.76	7.57	24.85	18.27	47.96	50.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.536	1394.434
2		(calculated)	(calculated)	0.618	1764.307
3		(calculated)	(calculated)	0.537	1412.578
4		(calculated)	(calculated)	0.609	1772.518

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	148.00	100.000
2	ONE HOUR	✓	1098.00	100.000
3	ONE HOUR	✓	175.00	100.000
4	ONE HOUR	✓	726.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	45.000	54.000	49.000
	2	170.000	0.000	110.000	818.000
	3	109.000	58.000	0.000	8.000
	4	95.000	630.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.30	0.36	0.33
	2	0.15	0.00	0.10	0.74
	3	0.62	0.33	0.00	0.05
	4	0.13	0.87	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	4.37	0.20	A
2	0.71	7.42	2.46	A
3	0.24	5.93	0.32	A
4	0.52	4.82	1.06	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	111.42	110.98	516.75	0.00	1117.22	0.100	0.11	3.575	A
2	826.63	822.95	77.99	0.00	1716.12	0.482	0.92	4.015	A
3	131.75	131.14	777.25	0.00	995.33	0.132	0.15	4.163	A
4	546.57	544.54	252.56	0.00	1618.60	0.338	0.51	3.346	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	133.05	132.92	618.68	0.00	1062.54	0.125	0.14	3.872	A
2	987.08	985.35	93.40	0.00	1706.59	0.578	1.35	4.979	A
3	157.32	157.10	930.64	0.00	912.98	0.172	0.21	4.761	A
4	652.66	651.92	302.48	0.00	1588.18	0.411	0.69	3.841	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	162.95	162.74	757.19	0.00	988.24	0.165	0.20	4.360	A
2	1208.92	1204.63	114.35	0.00	1693.64	0.714	2.43	7.298	A
3	192.68	192.25	1137.83	0.00	801.76	0.240	0.31	5.902	A
4	799.34	797.88	369.97	0.00	1547.04	0.517	1.06	4.795	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	162.95	162.95	758.58	0.00	987.49	0.165	0.20	4.365	A
2	1208.92	1208.79	114.50	0.00	1693.55	0.714	2.46	7.421	A
3	192.68	192.67	1141.64	0.00	799.71	0.241	0.32	5.929	A
4	799.34	799.32	371.02	0.00	1546.41	0.517	1.06	4.818	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	133.05	133.26	620.79	0.00	1061.41	0.125	0.14	3.879	A
2	987.08	991.36	93.64	0.00	1706.44	0.578	1.39	5.063	A
3	157.32	157.74	936.16	0.00	910.02	0.173	0.21	4.787	A
4	652.66	654.10	304.02	0.00	1587.23	0.411	0.70	3.865	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	111.42	111.55	519.45	0.00	1115.77	0.100	0.11	3.587	A
2	826.63	828.44	78.39	0.00	1715.87	0.482	0.94	4.064	A
3	131.75	131.98	782.38	0.00	992.57	0.133	0.15	4.183	A
4	546.57	547.33	254.21	0.00	1617.59	0.338	0.51	3.365	A

(Default Analysis Set) - 2031-Background 2031+Committed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031+Committed, AM	2031-Background 2031+Committed	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.24	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	
4	4	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	2.98	7.37	11.74	21.93	47.96	53.00	
2	3.83	6.84	27.68	20.96	47.96	42.00	
3	2.95	6.61	16.68	16.66	47.96	52.00	
4	3.76	7.57	24.85	18.27	47.96	50.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.536	1394.434
2		(calculated)	(calculated)	0.618	1764.307
3		(calculated)	(calculated)	0.537	1412.578
4		(calculated)	(calculated)	0.609	1772.518

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	325.00	100.000
2	ONE HOUR	✓	685.00	100.000
3	ONE HOUR	✓	167.00	100.000
4	ONE HOUR	✓	888.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	145.000	81.000	99.000
	2	39.000	0.000	57.000	589.000
	3	57.000	97.000	0.000	13.000
	4	23.000	865.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.45	0.25	0.30
	2	0.06	0.00	0.08	0.86
	3	0.34	0.58	0.00	0.08
	4	0.03	0.97	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.43	7.68	0.76	A
2	0.46	4.05	0.85	A
3	0.19	4.50	0.23	A
4	0.60	5.41	1.46	A

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	244.68	243.40	721.40	0.00	1007.44	0.243	0.32	4.704	A
2	515.70	513.94	134.81	0.00	1681.01	0.307	0.44	3.081	A
3	125.73	125.22	545.32	0.00	1119.83	0.112	0.13	3.617	A
4	668.53	665.92	144.74	0.00	1684.31	0.397	0.65	3.526	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	292.17	291.63	863.73	0.00	931.09	0.314	0.45	5.625	A
2	615.80	615.23	161.52	0.00	1664.50	0.370	0.58	3.429	A
3	150.13	149.98	652.87	0.00	1062.10	0.141	0.16	3.947	A
4	798.29	797.26	173.33	0.00	1666.88	0.479	0.91	4.134	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	357.83	356.64	1056.94	0.00	827.44	0.432	0.75	7.626	A
2	754.20	753.16	197.52	0.00	1642.25	0.459	0.84	4.043	A
3	183.87	183.61	799.13	0.00	983.58	0.187	0.23	4.499	A
4	977.71	975.56	212.20	0.00	1643.19	0.595	1.45	5.375	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	357.83	357.80	1059.14	0.00	826.26	0.433	0.76	7.683	A
2	754.20	754.18	198.17	0.00	1641.85	0.459	0.85	4.055	A
3	183.87	183.87	800.42	0.00	982.89	0.187	0.23	4.505	A
4	977.71	977.66	212.49	0.00	1643.02	0.595	1.46	5.410	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	292.17	293.35	867.04	0.00	929.31	0.314	0.46	5.672	A
2	615.80	616.82	162.47	0.00	1663.91	0.370	0.59	3.440	A
3	150.13	150.38	654.85	0.00	1061.03	0.141	0.17	3.954	A
4	798.29	800.42	173.80	0.00	1666.60	0.479	0.93	4.166	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	244.68	245.23	725.36	0.00	1005.31	0.243	0.32	4.741	A
2	515.70	516.29	135.82	0.00	1680.38	0.307	0.44	3.095	A
3	125.73	125.88	548.03	0.00	1118.38	0.112	0.13	3.629	A
4	668.53	669.59	145.48	0.00	1683.86	0.397	0.66	3.552	A

(Default Analysis Set) - 2031-Background 2031+Committed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031+Committed, PM	2031-Background 2031+Committed	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			6.40	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	
4	4	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	2.98	7.37	11.74	21.93	47.96	53.00	
2	3.83	6.84	27.68	20.96	47.96	42.00	
3	2.95	6.61	16.68	16.66	47.96	52.00	
4	3.76	7.57	24.85	18.27	47.96	50.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.536	1394.434
2		(calculated)	(calculated)	0.618	1764.307
3		(calculated)	(calculated)	0.537	1412.578
4		(calculated)	(calculated)	0.609	1772.518

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	162.00	100.000
2	ONE HOUR	✓	1113.00	100.000
3	ONE HOUR	✓	175.00	100.000
4	ONE HOUR	✓	731.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	56.000	54.000	52.000
	2	185.000	0.000	110.000	818.000
	3	109.000	58.000	0.000	8.000
	4	100.000	630.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.35	0.33	0.32
	2	0.17	0.00	0.10	0.73
	3	0.62	0.33	0.00	0.05
	4	0.14	0.86	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	4.45	0.22	A
2	0.72	7.71	2.59	A
3	0.24	6.04	0.32	A
4	0.52	4.92	1.09	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	121.96	121.47	516.73	0.00	1117.23	0.109	0.12	3.613	A
2	837.92	834.14	80.23	0.00	1714.73	0.489	0.95	4.071	A
3	131.75	131.14	790.69	0.00	988.11	0.133	0.15	4.198	A
4	550.34	548.27	263.79	0.00	1611.75	0.341	0.52	3.380	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	145.63	145.49	618.66	0.00	1062.55	0.137	0.16	3.925	A
2	1000.56	998.75	96.10	0.00	1704.93	0.587	1.40	5.084	A
3	157.32	157.10	946.74	0.00	904.34	0.174	0.21	4.816	A
4	657.15	656.39	315.92	0.00	1579.98	0.416	0.71	3.894	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	178.37	178.12	757.15	0.00	988.26	0.180	0.22	4.442	A
2	1225.44	1220.83	117.65	0.00	1691.61	0.724	2.55	7.572	A
3	192.68	192.24	1157.35	0.00	791.28	0.244	0.32	6.006	A
4	804.85	803.33	386.37	0.00	1537.05	0.524	1.09	4.897	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	178.37	178.36	758.58	0.00	987.50	0.181	0.22	4.448	A
2	1225.44	1225.29	117.81	0.00	1691.51	0.724	2.59	7.714	A
3	192.68	192.67	1161.44	0.00	789.08	0.244	0.32	6.035	A
4	804.85	804.82	387.53	0.00	1536.34	0.524	1.09	4.920	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	145.63	145.87	620.84	0.00	1061.39	0.137	0.16	3.933	A
2	1000.56	1005.16	96.35	0.00	1704.77	0.587	1.44	5.178	A
3	157.32	157.76	952.64	0.00	901.17	0.175	0.21	4.844	A
4	657.15	658.66	317.62	0.00	1578.95	0.416	0.72	3.917	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	121.96	122.11	519.47	0.00	1115.76	0.109	0.12	3.625	A
2	837.92	839.83	80.65	0.00	1714.47	0.489	0.96	4.124	A
3	131.75	131.98	796.02	0.00	985.25	0.134	0.16	4.219	A
4	550.34	551.12	265.54	0.00	1610.69	0.342	0.52	3.401	A

(Default Analysis Set) - 2031-Background 2031+Committed+Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031+Committed+Dev, AM	2031-Background 2031+Committed+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.39	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	
4	4	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	2.98	7.37	11.74	21.93	47.96	53.00	
2	3.83	6.84	27.68	20.96	47.96	42.00	
3	2.95	6.61	16.68	16.66	47.96	52.00	
4	3.76	7.57	24.85	18.27	47.96	50.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.536	1394.434
2		(calculated)	(calculated)	0.618	1764.307
3		(calculated)	(calculated)	0.537	1412.578
4		(calculated)	(calculated)	0.609	1772.518

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	351.00	100.000
2	ONE HOUR	✓	690.00	100.000
3	ONE HOUR	✓	167.00	100.000
4	ONE HOUR	✓	890.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	165.000	81.000	105.000
	2	44.000	0.000	57.000	589.000
	3	57.000	97.000	0.000	13.000
	4	25.000	865.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.47	0.23	0.30
	2	0.06	0.00	0.08	0.85
	3	0.34	0.58	0.00	0.08
	4	0.03	0.97	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.47	8.18	0.87	A
2	0.46	4.10	0.86	A
3	0.19	4.54	0.23	A
4	0.60	5.46	1.47	A

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	264.25	262.84	721.39	0.00	1007.44	0.262	0.35	4.826	A
2	519.47	517.68	139.28	0.00	1678.24	0.310	0.45	3.098	A
3	125.73	125.22	553.55	0.00	1115.42	0.113	0.13	3.633	A
4	670.04	667.41	148.48	0.00	1682.03	0.398	0.66	3.539	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	315.54	314.92	863.72	0.00	931.09	0.339	0.51	5.836	A
2	620.30	619.71	166.88	0.00	1661.19	0.373	0.59	3.455	A
3	150.13	149.98	662.72	0.00	1056.81	0.142	0.16	3.970	A
4	800.09	799.05	177.82	0.00	1664.15	0.481	0.92	4.156	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	386.46	385.04	1056.91	0.00	827.46	0.467	0.86	8.112	A
2	759.70	758.64	204.04	0.00	1638.23	0.464	0.86	4.087	A
3	183.87	183.61	811.16	0.00	977.13	0.188	0.23	4.536	A
4	979.91	977.73	217.69	0.00	1639.85	0.598	1.46	5.420	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	386.46	386.42	1059.14	0.00	826.26	0.468	0.87	8.183	A
2	759.70	759.69	204.77	0.00	1637.77	0.464	0.86	4.099	A
3	183.87	183.87	812.53	0.00	976.39	0.188	0.23	4.542	A
4	979.91	979.87	218.00	0.00	1639.66	0.598	1.47	5.456	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	315.54	316.95	867.07	0.00	929.30	0.340	0.52	5.894	A
2	620.30	621.34	167.96	0.00	1660.52	0.374	0.60	3.466	A
3	150.13	150.39	664.83	0.00	1055.68	0.142	0.17	3.977	A
4	800.09	802.25	178.30	0.00	1663.85	0.481	0.93	4.188	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	264.25	264.89	725.38	0.00	1005.31	0.263	0.36	4.865	A
2	519.47	520.06	140.37	0.00	1677.57	0.310	0.45	3.111	A
3	125.73	125.88	556.34	0.00	1113.92	0.113	0.13	3.643	A
4	670.04	671.11	149.25	0.00	1681.56	0.398	0.67	3.565	A

(Default Analysis Set) - 2031-Background 2031+Committed+Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031-Background 2031+Committed+Dev, PM	2031-Background 2031+Committed+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			6.59	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	(untitled)	
2	2	(untitled)	
3	3	(untitled)	
4	4	(untitled)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

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)	Exit Only
1	2.98	7.37	11.74	21.93	47.96	53.00	
2	3.83	6.84	27.68	20.96	47.96	42.00	
3	2.95	6.61	16.68	16.66	47.96	52.00	
4	3.76	7.57	24.85	18.27	47.96	50.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.536	1394.434
2		(calculated)	(calculated)	0.618	1764.307
3		(calculated)	(calculated)	0.537	1412.578
4		(calculated)	(calculated)	0.609	1772.518

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	171.00	100.000
2	ONE HOUR	✓	1127.00	100.000
3	ONE HOUR	✓	175.00	100.000
4	ONE HOUR	✓	735.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	63.000	54.000	54.000
	2	199.000	0.000	110.000	818.000
	3	109.000	58.000	0.000	8.000
	4	104.000	630.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.37	0.32	0.32
	2	0.18	0.00	0.10	0.73
	3	0.62	0.33	0.00	0.05
	4	0.14	0.86	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	4.50	0.23	A
2	0.73	8.00	2.72	A
3	0.25	6.13	0.33	A
4	0.53	5.02	1.12	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	128.74	128.22	516.72	0.00	1117.24	0.115	0.13	3.638	A
2	848.46	844.58	81.73	0.00	1713.80	0.495	0.97	4.124	A
3	131.75	131.13	802.63	0.00	981.70	0.134	0.15	4.230	A
4	553.35	551.25	274.27	0.00	1605.37	0.345	0.52	3.407	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	153.73	153.57	618.65	0.00	1062.56	0.145	0.17	3.960	A
2	1013.15	1011.25	97.89	0.00	1703.82	0.595	1.45	5.183	A
3	157.32	157.09	961.04	0.00	896.66	0.175	0.21	4.866	A
4	660.75	659.96	328.47	0.00	1572.33	0.420	0.72	3.942	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	188.27	188.01	757.10	0.00	988.29	0.191	0.23	4.497	A
2	1240.85	1235.94	119.84	0.00	1690.25	0.734	2.68	7.837	A
3	192.68	192.23	1174.67	0.00	781.98	0.246	0.32	6.101	A
4	809.25	807.67	401.68	0.00	1527.72	0.530	1.11	4.988	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	188.27	188.27	758.58	0.00	987.50	0.191	0.23	4.504	A
2	1240.85	1240.68	120.01	0.00	1690.15	0.734	2.72	8.001	A
3	192.68	192.67	1179.04	0.00	779.63	0.247	0.33	6.132	A
4	809.25	809.22	402.93	0.00	1526.95	0.530	1.12	5.015	A

Main results: (17:45-18:00)

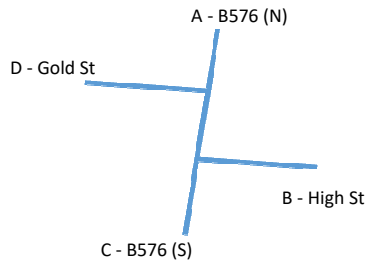
Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	153.73	153.98	620.88	0.00	1061.36	0.145	0.17	3.969	A
2	1013.15	1018.07	98.15	0.00	1703.66	0.595	1.49	5.287	A
3	157.32	157.77	967.33	0.00	893.29	0.176	0.22	4.898	A
4	660.75	662.31	330.32	0.00	1571.21	0.421	0.73	3.967	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	128.74	128.89	519.49	0.00	1115.76	0.115	0.13	3.650	A
2	848.46	850.46	82.16	0.00	1713.54	0.495	0.99	4.182	A
3	131.75	131.98	808.15	0.00	978.74	0.135	0.16	4.252	A
4	553.35	554.15	276.12	0.00	1604.24	0.345	0.53	3.430	A

Appendix N
Junction Analysis
J4: Gold Street / B576 / High Street

Junction 4 - Gold Street / B576 (North) / B576 (South) / High Street



AM Peak 0800-0900

Background traffic 2016 count

	A	B	C	D
A	0	86	247	89
B	85	0	79	83
C	188	47	0	86
D	97	118	109	0

TEMPro 2016-2031

	A	B	C	D
A	1.3323	1.3323	1.3323	1.3323
B	1.3323	1.3323	1.3323	1.3323
C	1.3323	1.3323	1.3323	1.3323
D	1.3323	1.3323	1.3323	1.3323

Background 2031

	A	B	C	D
A	0	115	329	119
B	113	0	105	111
C	250	63	0	115
D	129	157	145	0

Committed Development

	A	B	C	D
A	0	19	51	20
B	15	0	0	24
C	39	0	0	6
D	35	10	6	0

Background 2031 + Committed

	A	B	C	D
A	0	134	380	139
B	129	0	105	135
C	289	63	0	121
D	164	167	151	0

Development

	A	B	C	D
A	0	0	0	2
B	0	0	0	0
C	0	0	0	1
D	7	1	3	0

Background 2031 + Committed + Development

	A	B	C	D
A	0	134	380	141
B	129	0	105	135
C	289	63	0	121
D	171	168	154	0

PM Peak 1700-1800

Background traffic 2016 count

	A	B	C	D
A	0	125	201	115
B	73	0	60	108
C	271	90	0	135
D	97	110	83	0

TEMPro 2016-2031

	A	B	C	D
A	1.3568	1.3568	1.3568	1.3568
B	1.3568	1.3568	1.3568	1.3568
C	1.3568	1.3568	1.3568	1.3568
D	1.3568	1.3568	1.3568	1.3568

Background 2031

	A	B	C	D
A	0	170	273	156
B	99	0	81	147
C	368	122	0	183
D	132	149	113	0

Committed Development

	A	B	C	D
A	0	16	32	12
B	17	0	0	13
C	49	0	0	9
D	14	17	8	0

Background 2031 + Committed

	A	B	C	D
A	0	185	305	168
B	116	0	81	160
C	417	122	0	192
D	146	166	121	0

Development

	A	B	C	D
A	0	0	0	5
B	0	0	0	1
C	0	0	0	2
D	3	0	1	0

Background 2031 + Committed + Development

	A	B	C	D
A	0	185	305	173
B	116	0	81	160
C	417	122	0	194
D	148	167	122	0

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2018
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Filename: J4-B576_HighSt_GoldSt_ - 2018.02.27.arc8

Path: S:\JPP Schemes U\U8368PM - Harrington Road, Desborough\Reports\TA\Junction analysis

Report generation date: 27-Feb-18 3:32:29 PM

- » (Default Analysis Set) - 2016-Background 2016, AM
- » (Default Analysis Set) - 2016-Background 2016, PM
- » (Default Analysis Set) - 2031-Background 2031, AM
- » (Default Analysis Set) - 2031-Background 2031, PM
- » (Default Analysis Set) - 2031-Background 2031+Committed, AM
- » (Default Analysis Set) - 2031-Background 2031+Committed, PM
- » (Default Analysis Set) - 2031-Background 2031+Committed+Dev, AM
- » (Default Analysis Set) - 2031-Background 2031+Committed+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2016-Background 2016								
Stream B-C	0.20	8.24	0.17	A	0.15	8.06	0.13	A
Stream B-AD	0.67	13.14	0.40	B	0.80	14.72	0.45	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.17	6.12	0.14	A	0.25	7.04	0.20	A
Stream D-A	0.33	11.16	0.25	B	0.33	11.20	0.25	B
Stream D-BC	1.53	22.65	0.61	C	1.32	23.00	0.58	C
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.09	6.36	0.08	A	0.19	6.78	0.16	A
A1 - 2031-Background 2031								
Stream B-C	0.38	11.89	0.28	B	0.36	14.79	0.27	B
Stream B-AD	1.70	25.72	0.64	D	2.96	41.79	0.77	E
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.26	7.12	0.21	A	0.43	9.12	0.30	A
Stream D-A	7.01	182.49	1.00	F	8.92	222.48	1.05	F
Stream D-BC	12.30	136.58	1.00	F	15.08	187.36	1.05	F
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.14	7.43	0.13	A	0.31	8.36	0.24	A
A1 - 2031-Background 2031+Committed								
Stream B-C	0.72	23.16	0.43	C	4.28	155.34	0.99	F
Stream B-AD	3.97	52.93	0.83	F	8.30	103.09	0.95	F
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Stream A-D	0.34	7.94	0.25	A	0.52	10.32	0.35	B
Stream D-A	18.94	385.99	1.22	F	21.42	497.44	1.31	F
Stream D-BC	35.23	352.99	1.21	F	40.95	464.93	1.30	F
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.15	8.07	0.13	A	0.34	9.11	0.25	A
A1 - 2031-Background 2031+Committed+Dev								
Stream B-C	0.75	24.10	0.44	C	4.34	157.53	0.99	F
Stream B-AD	4.08	54.36	0.83	F	8.54	105.68	0.96	F
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.34	7.98	0.26	A	0.55	10.50	0.36	B
Stream D-A	21.03	411.40	1.24	F	22.66	521.70	1.33	F
Stream D-BC	38.31	381.54	1.23	F	43.21	490.76	1.32	F
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.16	8.12	0.14	A	0.34	9.15	0.25	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2016-Background 2016, AM" model duration: 7:45 AM - 9:15 AM

"D2 - 2016-Background 2016, PM" model duration: 4:45 PM - 6:15 PM

"D3 - 2031-Background 2031, AM" model duration: 7:45 AM - 9:15 AM

"D4 - 2031-Background 2031, PM" model duration: 4:45 PM - 6:15 PM

"D5 - 2031-Background 2031+Committed, AM" model duration: 7:45 AM - 9:15 AM

"D6 - 2031-Background 2031+Committed, PM" model duration: 4:45 PM - 6:15 PM

"D7 - 2031-Background 2031+Committed+Dev, AM" model duration: 7:45 AM - 9:15 AM

"D8 - 2031-Background 2031+Committed+Dev, PM" model duration: 4:45 PM - 6:15 PM

Run using Junctions 8.0.4.487 at 27-Feb-18 3:32:25 PM

File summary

Title	Harrington Road, Desborough
Location	B576 / High Street / Gold Street
Site Number	J4
Date	27-Feb-18
Version	62 dwellings
Status	(new file)
Identifier	
Client	
Jobnumber	U8368PM
Enumerator	KatherineR
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2016-Background 2016, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Rel
2016-Background 2016, AM	2016-Background 2016	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		14.04	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major
D	D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.60		0.00	✓	3.78	236.60		
C	8.40		0.00	✓	4.20	126.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	6.30	5.80	5.40	✓	3.00	50	182
D	One lane plus flare				10.00	7.60	4.90	3.60	2.70	✓	2.00	58	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	833.240	-	-	-	0.300	0.300	0.300	-	0.300	-	-
1	B-AD	663.798	0.108	0.274	-	-	-	0.172	0.391	0.172	0.108	0.274
1	B-C	707.458	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	787.747	0.273	0.273	-	-	-	-	-	-	0.273	0.273
1	D-A	662.557	-	-	-	0.239	0.094	0.239	-	0.094	-	-
1	D-BC	603.426	0.163	0.163	0.369	0.258	0.102	0.258	-	0.102	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	422.00	100.000
B	ONE HOUR	✓	247.00	100.000
C	ONE HOUR	✓	321.00	100.000
D	ONE HOUR	✓	324.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	86.000	247.000	89.000
	B	85.000	0.000	79.000	83.000
	C	188.000	47.000	0.000	86.000
	D	97.000	118.000	109.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.20	0.59	0.21
	B	0.34	0.00	0.32	0.34
	C	0.59	0.15	0.00	0.27
	D	0.30	0.36	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.17	8.24	0.20	A	72.49	108.74	13.54	7.47	0.15	13.54	7.47
B-AD	0.40	13.14	0.67	B	154.16	231.24	42.06	10.91	0.47	42.06	10.91
A-B	-	-	-	-	78.92	118.37	-	-	-	-	-
A-C	-	-	-	-	226.65	339.98	-	-	-	-	-
A-D	0.14	6.12	0.17	A	81.67	122.50	11.71	5.74	0.13	11.71	5.74
D-A	0.25	11.16	0.33	B	89.01	133.51	20.57	9.24	0.23	20.57	9.24
D-BC	0.61	22.65	1.53	C	208.30	312.45	85.83	16.48	0.95	85.86	16.49
C-D	-	-	-	-	78.92	118.37	-	-	-	-	-
C-A	-	-	-	-	172.51	258.77	-	-	-	-	-
C-B	0.08	6.36	0.09	A	43.13	64.69	6.45	5.98	0.07	6.45	5.98

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	59.48	14.87	59.03	0.00	588.65	0.101	0.00	0.11	6.791	A
B-AD	126.48	31.62	125.22	0.00	524.46	0.241	0.00	0.31	8.990	A
A-B	64.75	16.19	64.75	0.00	-	-	-	-	-	-
A-C	185.95	46.49	185.95	0.00	-	-	-	-	-	-
A-D	67.00	16.75	66.60	0.00	733.29	0.091	0.00	0.10	5.396	A
D-A	73.03	18.26	72.41	0.00	540.08	0.135	0.00	0.15	7.688	A
D-BC	170.90	42.72	168.67	0.00	471.49	0.362	0.00	0.56	11.804	B
C-D	64.75	16.19	64.75	0.00	-	-	-	-	-	-
C-A	141.54	35.38	141.54	0.00	-	-	-	-	-	-
C-B	35.38	8.85	35.16	0.00	672.51	0.053	0.00	0.06	5.647	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	71.02	17.75	70.89	0.00	562.81	0.126	0.11	0.14	7.316	A
B-AD	151.03	37.76	150.56	0.00	496.99	0.304	0.31	0.43	10.375	B
A-B	77.31	19.33	77.31	0.00	-	-	-	-	-	-
A-C	222.05	55.51	222.05	0.00	-	-	-	-	-	-
A-D	80.01	20.00	79.91	0.00	713.51	0.112	0.10	0.13	5.682	A
D-A	87.20	21.80	86.99	0.00	503.60	0.173	0.15	0.21	8.636	A
D-BC	204.07	51.02	203.01	0.00	445.19	0.458	0.56	0.82	14.798	B
C-D	77.31	19.33	77.31	0.00	-	-	-	-	-	-
C-A	169.01	42.25	169.01	0.00	-	-	-	-	-	-
C-B	42.25	10.56	42.20	0.00	649.53	0.065	0.06	0.07	5.927	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	86.98	21.75	86.77	0.00	525.07	0.166	0.14	0.20	8.209	A
B-AD	184.97	46.24	184.05	0.00	459.33	0.403	0.43	0.66	13.033	B
A-B	94.69	23.67	94.69	0.00	-	-	-	-	-	-
A-C	271.95	67.99	271.95	0.00	-	-	-	-	-	-
A-D	97.99	24.50	97.83	0.00	686.55	0.143	0.13	0.17	6.113	A
D-A	106.80	26.70	106.34	0.00	432.79	0.247	0.21	0.32	11.012	B
D-BC	249.93	62.48	247.27	0.00	408.44	0.612	0.82	1.49	21.970	C
C-D	94.69	23.67	94.69	0.00	-	-	-	-	-	-
C-A	206.99	51.75	206.99	0.00	-	-	-	-	-	-
C-B	51.75	12.94	51.66	0.00	618.31	0.084	0.07	0.09	6.353	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	86.98	21.75	86.98	0.00	524.06	0.166	0.20	0.20	8.236	A
B-AD	184.97	46.24	184.94	0.00	458.90	0.403	0.66	0.67	13.136	B
A-B	94.69	23.67	94.69	0.00	-	-	-	-	-	-
A-C	271.95	67.99	271.95	0.00	-	-	-	-	-	-
A-D	97.99	24.50	97.99	0.00	686.27	0.143	0.17	0.17	6.118	A
D-A	106.80	26.70	106.78	0.00	429.41	0.249	0.32	0.33	11.156	B
D-BC	249.93	62.48	249.76	0.00	408.22	0.612	1.49	1.53	22.651	C
C-D	94.69	23.67	94.69	0.00	-	-	-	-	-	-
C-A	206.99	51.75	206.99	0.00	-	-	-	-	-	-
C-B	51.75	12.94	51.75	0.00	617.58	0.084	0.09	0.09	6.361	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	71.02	17.75	71.23	0.00	561.39	0.127	0.20	0.15	7.346	A
B-AD	151.03	37.76	151.92	0.00	496.40	0.304	0.67	0.44	10.476	B
A-B	77.31	19.33	77.31	0.00	-	-	-	-	-	-
A-C	222.05	55.51	222.05	0.00	-	-	-	-	-	-
A-D	80.01	20.00	80.16	0.00	713.09	0.112	0.17	0.13	5.688	A
D-A	87.20	21.80	87.66	0.00	500.51	0.174	0.33	0.21	8.730	A
D-BC	204.07	51.02	206.70	0.00	444.94	0.459	1.53	0.87	15.273	C
C-D	77.31	19.33	77.31	0.00	-	-	-	-	-	-
C-A	169.01	42.25	169.01	0.00	-	-	-	-	-	-
C-B	42.25	10.56	42.34	0.00	648.46	0.065	0.09	0.07	5.941	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	59.48	14.87	59.61	0.00	587.23	0.101	0.15	0.11	6.823	A
B-AD	126.48	31.62	126.97	0.00	523.90	0.241	0.44	0.32	9.080	A
A-B	64.75	16.19	64.75	0.00	-	-	-	-	-	-
A-C	185.95	46.49	185.95	0.00	-	-	-	-	-	-
A-D	67.00	16.75	67.11	0.00	732.76	0.091	0.13	0.10	5.408	A
D-A	73.03	18.26	73.25	0.00	537.89	0.136	0.21	0.16	7.752	A
D-BC	170.90	42.72	172.06	0.00	471.08	0.363	0.87	0.58	12.085	B
C-D	64.75	16.19	64.75	0.00	-	-	-	-	-	-
C-A	141.54	35.38	141.54	0.00	-	-	-	-	-	-
C-B	35.38	8.85	35.44	0.00	671.55	0.053	0.07	0.06	5.661	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.62	0.11	6.791	A	A
B-AD	4.50	0.30	8.990	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	1.46	0.10	5.396	A	A
D-A	2.24	0.15	7.688	A	A
D-BC	7.87	0.52	11.804	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.81	0.05	5.647	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.10	0.14	7.316	A	A
B-AD	6.24	0.42	10.375	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	1.85	0.12	5.682	A	A
D-A	3.03	0.20	8.636	A	A
D-BC	11.73	0.78	14.798	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.02	0.07	5.927	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.87	0.19	8.209	A	A
B-AD	9.44	0.63	13.033	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.43	0.16	6.113	A	A
D-A	4.66	0.31	11.012	B	B
D-BC	20.47	1.36	21.970	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.33	0.09	6.353	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.96	0.20	8.236	A	A
B-AD	9.96	0.66	13.136	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.48	0.17	6.118	A	A
D-A	4.89	0.33	11.156	B	B
D-BC	22.71	1.51	22.651	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.36	0.09	6.361	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.25	0.15	7.346	A	A
B-AD	6.94	0.46	10.476	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	1.95	0.13	5.688	A	A
D-A	3.31	0.22	8.730	A	A
D-BC	13.94	0.93	15.273	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.07	0.07	5.941	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.74	0.12	6.823	A	A
B-AD	4.99	0.33	9.080	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	1.55	0.10	5.408	A	A
D-A	2.44	0.16	7.752	A	A
D-BC	9.12	0.61	12.085	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.85	0.06	5.661	A	A

(Default Analysis Set) - 2016-Background 2016, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Rel
2016-Background 2016, PM	2016-Background 2016	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		13.71	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major
D	D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.60		0.00	✓	3.78	236.60		
C	8.40		0.00	✓	4.20	126.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	6.30	5.80	5.40	✓	3.00	50	182
D	One lane plus flare				10.00	7.60	4.90	3.60	2.70	✓	2.00	58	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	833.240	-	-	-	0.300	0.300	0.300	-	0.300	-	-
1	B-AD	679.511	0.111	0.280	-	-	-	0.176	0.400	0.176	0.111	0.280
1	B-C	687.596	0.094	0.239	-	-	-	-	-	-	0.094	0.239
1	C-B	787.747	0.273	0.273	-	-	-	-	-	-	0.273	0.273
1	D-A	666.351	-	-	-	0.240	0.095	0.240	-	0.095	-	-
1	D-BC	600.409	0.162	0.162	0.367	0.257	0.102	0.257	-	0.102	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	441.00	100.000
B	ONE HOUR	✓	241.00	100.000
C	ONE HOUR	✓	496.00	100.000
D	ONE HOUR	✓	290.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	125.000	201.000	115.000
	B	73.000	0.000	60.000	108.000
	C	271.000	90.000	0.000	135.000
	D	97.000	110.000	83.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.28	0.46	0.26
	B	0.30	0.00	0.25	0.45
	C	0.55	0.18	0.00	0.27
	D	0.33	0.38	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.13	8.06	0.15	A	55.06	82.59	10.12	7.35	0.11	10.12	7.35
B-AD	0.45	14.72	0.80	B	166.09	249.13	49.02	11.80	0.54	49.02	11.81
A-B	-	-	-	-	114.70	172.05	-	-	-	-	-
A-C	-	-	-	-	184.44	276.66	-	-	-	-	-
A-D	0.20	7.04	0.25	A	105.53	158.29	16.94	6.42	0.19	16.94	6.42
D-A	0.25	11.20	0.33	B	89.01	133.51	20.75	9.32	0.23	20.75	9.32
D-BC	0.58	23.00	1.32	C	177.10	265.65	74.01	16.71	0.82	74.02	16.72
C-D	-	-	-	-	123.88	185.82	-	-	-	-	-
C-A	-	-	-	-	248.67	373.01	-	-	-	-	-
C-B	0.16	6.78	0.19	A	82.59	123.88	13.00	6.30	0.14	13.00	6.30

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	45.17	11.29	44.84	0.00	578.67	0.078	0.00	0.08	6.739	A
B-AD	136.27	34.07	134.86	0.00	519.00	0.263	0.00	0.35	9.339	A
A-B	94.11	23.53	94.11	0.00	-	-	-	-	-	-
A-C	151.32	37.83	151.32	0.00	-	-	-	-	-	-
A-D	86.58	21.64	86.02	0.00	700.50	0.124	0.00	0.14	5.854	A
D-A	73.03	18.26	72.40	0.00	534.26	0.137	0.00	0.16	7.785	A
D-BC	145.30	36.33	143.39	0.00	443.42	0.328	0.00	0.48	11.926	B
C-D	101.64	25.41	101.64	0.00	-	-	-	-	-	-
C-A	204.02	51.01	204.02	0.00	-	-	-	-	-	-
C-B	67.76	16.94	67.32	0.00	680.94	0.100	0.00	0.11	5.863	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	53.94	13.48	53.85	0.00	553.54	0.097	0.08	0.11	7.204	A
B-AD	162.72	40.68	162.15	0.00	487.38	0.334	0.35	0.49	11.048	B
A-B	112.37	28.09	112.37	0.00	-	-	-	-	-	-
A-C	180.69	45.17	180.69	0.00	-	-	-	-	-	-
A-D	103.38	25.85	103.22	0.00	674.31	0.153	0.14	0.18	6.302	A
D-A	87.20	21.80	86.99	0.00	498.36	0.175	0.16	0.21	8.746	A
D-BC	173.50	43.38	172.58	0.00	412.23	0.421	0.48	0.71	14.961	B
C-D	121.36	30.34	121.36	0.00	-	-	-	-	-	-
C-A	243.62	60.91	243.62	0.00	-	-	-	-	-	-
C-B	80.91	20.23	80.79	0.00	659.69	0.123	0.11	0.14	6.216	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	66.06	16.52	65.91	0.00	514.04	0.129	0.11	0.15	8.031	A
B-AD	199.28	49.82	198.09	0.00	444.08	0.449	0.49	0.79	14.561	B
A-B	137.63	34.41	137.63	0.00	-	-	-	-	-	-
A-C	221.31	55.33	221.31	0.00	-	-	-	-	-	-
A-D	126.62	31.65	126.36	0.00	638.52	0.198	0.18	0.25	7.026	A
D-A	106.80	26.70	106.34	0.00	430.96	0.248	0.21	0.32	11.074	B
D-BC	212.50	53.12	210.18	0.00	368.79	0.576	0.71	1.29	22.364	C
C-D	148.64	37.16	148.64	0.00	-	-	-	-	-	-
C-A	298.38	74.59	298.38	0.00	-	-	-	-	-	-
C-B	99.09	24.77	98.91	0.00	630.78	0.157	0.14	0.18	6.767	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	66.06	16.52	66.06	0.00	512.88	0.129	0.15	0.15	8.056	A
B-AD	199.28	49.82	199.24	0.00	443.67	0.449	0.79	0.80	14.721	B
A-B	137.63	34.41	137.63	0.00	-	-	-	-	-	-
A-C	221.31	55.33	221.31	0.00	-	-	-	-	-	-
A-D	126.62	31.65	126.61	0.00	638.16	0.198	0.25	0.25	7.036	A
D-A	106.80	26.70	106.78	0.00	428.06	0.249	0.32	0.33	11.203	B
D-BC	212.50	53.12	212.36	0.00	368.52	0.577	1.29	1.32	22.996	C
C-D	148.64	37.16	148.64	0.00	-	-	-	-	-	-
C-A	298.38	74.59	298.38	0.00	-	-	-	-	-	-
C-B	99.09	24.77	99.09	0.00	630.14	0.157	0.18	0.19	6.778	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	53.94	13.48	54.09	0.00	552.08	0.098	0.15	0.11	7.233	A
B-AD	162.72	40.68	163.88	0.00	486.81	0.334	0.80	0.51	11.189	B
A-B	112.37	28.09	112.37	0.00	-	-	-	-	-	-
A-C	180.69	45.17	180.69	0.00	-	-	-	-	-	-
A-D	103.38	25.85	103.64	0.00	673.77	0.153	0.25	0.18	6.316	A
D-A	87.20	21.80	87.65	0.00	495.73	0.176	0.33	0.22	8.831	A
D-BC	173.50	43.38	175.80	0.00	411.88	0.421	1.32	0.75	15.393	C
C-D	121.36	30.34	121.36	0.00	-	-	-	-	-	-
C-A	243.62	60.91	243.62	0.00	-	-	-	-	-	-
C-B	80.91	20.23	81.09	0.00	658.77	0.123	0.19	0.14	6.235	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	45.17	11.29	45.27	0.00	577.32	0.078	0.11	0.09	6.766	A
B-AD	136.27	34.07	136.86	0.00	518.38	0.263	0.51	0.36	9.452	A
A-B	94.11	23.53	94.11	0.00	-	-	-	-	-	-
A-C	151.32	37.83	151.32	0.00	-	-	-	-	-	-
A-D	86.58	21.64	86.74	0.00	699.89	0.124	0.18	0.14	5.872	A
D-A	73.03	18.26	73.25	0.00	532.37	0.137	0.22	0.16	7.846	A
D-BC	145.30	36.33	146.30	0.00	442.92	0.328	0.75	0.50	12.179	B
C-D	101.64	25.41	101.64	0.00	-	-	-	-	-	-
C-A	204.02	51.01	204.02	0.00	-	-	-	-	-	-
C-B	67.76	16.94	67.88	0.00	680.12	0.100	0.14	0.11	5.882	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.22	0.08	6.739	A	A
B-AD	5.03	0.34	9.339	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.04	0.14	5.854	A	A
D-A	2.27	0.15	7.785	A	A
D-BC	6.76	0.45	11.926	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.60	0.11	5.863	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.57	0.10	7.204	A	A
B-AD	7.12	0.47	11.048	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.64	0.18	6.302	A	A
D-A	3.06	0.20	8.746	A	A
D-BC	10.10	0.67	14.961	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.04	0.14	6.216	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.14	0.14	8.031	A	A
B-AD	11.26	0.75	14.561	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.59	0.24	7.026	A	A
D-A	4.69	0.31	11.074	B	B
D-BC	17.76	1.18	22.364	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.71	0.18	6.767	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.20	0.15	8.056	A	A
B-AD	11.98	0.80	14.721	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.69	0.25	7.036	A	A
D-A	4.91	0.33	11.203	B	B
D-BC	19.63	1.31	22.996	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.78	0.19	6.778	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.68	0.11	7.233	A	A
B-AD	8.01	0.53	11.189	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.80	0.19	6.316	A	A
D-A	3.35	0.22	8.831	A	A
D-BC	11.94	0.80	15.393	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.16	0.14	6.235	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.31	0.09	6.766	A	A
B-AD	5.61	0.37	9.452	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.18	0.15	5.872	A	A
D-A	2.47	0.16	7.846	A	A
D-BC	7.80	0.52	12.179	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.70	0.11	5.882	A	A

(Default Analysis Set) - 2031-Background 2031, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Rel
2031-Background 2031, AM	2031-Background 2031	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		77.61	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major
D	D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.60		0.00	✓	3.78	236.60		
C	8.40		0.00	✓	4.20	126.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	6.30	5.80	5.40	✓	3.00	50	182
D	One lane plus flare				10.00	7.60	4.90	3.60	2.70	✓	2.00	58	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	833.240	-	-	-	0.300	0.300	0.300	-	0.300	-	-
1	B-AD	663.997	0.108	0.274	-	-	-	0.172	0.391	0.172	0.108	0.274
1	B-C	707.206	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	787.747	0.273	0.273	-	-	-	-	-	-	0.273	0.273
1	D-A	662.548	-	-	-	0.239	0.094	0.239	-	0.094	-	-
1	D-BC	603.433	0.163	0.163	0.369	0.258	0.102	0.258	-	0.102	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	563.00	100.000
B	ONE HOUR	✓	329.00	100.000
C	ONE HOUR	✓	428.00	100.000
D	ONE HOUR	✓	431.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	115.000	329.000	119.000
	B	113.000	0.000	105.000	111.000
	C	250.000	63.000	0.000	115.000
	D	129.000	157.000	145.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.20	0.58	0.21
	B	0.34	0.00	0.32	0.34
	C	0.58	0.15	0.00	0.27
	D	0.30	0.36	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.28	11.89	0.38	B	96.35	144.52	22.98	9.54	0.26	22.98	9.54
B-AD	0.64	25.72	1.70	D	205.55	308.32	89.18	17.35	0.99	89.20	17.36
A-B	-	-	-	-	105.53	158.29	-	-	-	-	-
A-C	-	-	-	-	301.90	452.84	-	-	-	-	-
A-D	0.21	7.12	0.26	A	109.20	163.79	17.68	6.48	0.20	17.68	6.48
D-A	1.00	182.49	7.01	F	118.37	177.56	181.85	61.45	2.02	181.86	61.45
D-BC	1.00	136.58	12.30	F	277.12	415.68	386.69	55.82	4.30	386.79	55.83
C-D	-	-	-	-	105.53	158.29	-	-	-	-	-
C-A	-	-	-	-	229.40	344.11	-	-	-	-	-
C-B	0.13	7.43	0.14	A	57.81	86.71	9.74	6.74	0.11	9.74	6.74

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	79.05	19.76	78.38	0.00	544.95	0.145	0.00	0.17	7.705	A
B-AD	168.64	42.16	166.50	0.00	478.20	0.353	0.00	0.53	11.474	B
A-B	86.58	21.64	86.58	0.00	-	-	-	-	-	-
A-C	247.69	61.92	247.69	0.00	-	-	-	-	-	-
A-D	89.59	22.40	89.01	0.00	700.05	0.128	0.00	0.15	5.887	A
D-A	97.12	24.28	96.10	0.00	474.48	0.205	0.00	0.25	9.489	A
D-BC	227.36	56.84	222.98	0.00	426.77	0.533	0.00	1.09	17.321	C
C-D	86.58	21.64	86.58	0.00	-	-	-	-	-	-
C-A	188.21	47.05	188.21	0.00	-	-	-	-	-	-
C-B	47.43	11.86	47.11	0.00	634.23	0.075	0.00	0.08	6.129	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	94.39	23.60	94.15	0.00	504.36	0.187	0.17	0.23	8.769	A
B-AD	201.37	50.34	200.24	0.00	441.23	0.456	0.53	0.82	14.867	B
A-B	103.38	25.85	103.38	0.00	-	-	-	-	-	-
A-C	295.76	73.94	295.76	0.00	-	-	-	-	-	-
A-D	106.98	26.74	106.81	0.00	673.55	0.159	0.15	0.19	6.350	A
D-A	115.97	28.99	115.28	0.00	382.83	0.303	0.25	0.43	13.420	B
D-BC	271.49	67.87	267.53	0.00	390.17	0.696	1.09	2.08	28.439	D
C-D	103.38	25.85	103.38	0.00	-	-	-	-	-	-
C-A	224.74	56.19	224.74	0.00	-	-	-	-	-	-
C-B	56.64	14.16	56.55	0.00	603.23	0.094	0.08	0.10	6.585	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	115.61	28.90	115.06	0.00	428.28	0.270	0.23	0.36	11.475	B
B-AD	246.63	61.66	243.46	0.00	390.14	0.632	0.82	1.61	24.030	C
A-B	126.62	31.65	126.62	0.00	-	-	-	-	-	-
A-C	362.24	90.56	362.24	0.00	-	-	-	-	-	-
A-D	131.02	32.76	130.75	0.00	637.47	0.206	0.19	0.26	7.101	A
D-A	142.03	35.51	121.42	0.00	141.61	1.003	0.43	5.58	126.722	F
D-BC	332.51	83.13	306.56	0.00	335.82	0.990	2.08	8.57	85.280	F
C-D	126.62	31.65	126.62	0.00	-	-	-	-	-	-
C-A	275.26	68.81	275.26	0.00	-	-	-	-	-	-
C-B	69.36	17.34	69.22	0.00	560.95	0.124	0.10	0.14	7.319	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	115.61	28.90	115.55	0.00	418.23	0.276	0.36	0.38	11.890	B
B-AD	246.63	61.66	246.26	0.00	385.44	0.640	1.61	1.70	25.719	D
A-B	126.62	31.65	126.62	0.00	-	-	-	-	-	-
A-C	362.24	90.56	362.24	0.00	-	-	-	-	-	-
A-D	131.02	32.76	131.02	0.00	636.52	0.206	0.26	0.26	7.120	A
D-A	142.03	35.51	136.32	0.00	149.15	0.952	5.58	7.01	182.494	F
D-BC	332.51	83.13	317.58	0.00	332.88	0.999	8.57	12.30	136.579	F
C-D	126.62	31.65	126.62	0.00	-	-	-	-	-	-
C-A	275.26	68.81	275.26	0.00	-	-	-	-	-	-
C-B	69.36	17.34	69.35	0.00	553.86	0.125	0.14	0.14	7.429	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	94.39	23.60	94.94	0.00	492.72	0.192	0.38	0.24	9.063	A
B-AD	201.37	50.34	204.59	0.00	433.26	0.465	1.70	0.90	15.955	C
A-B	103.38	25.85	103.38	0.00	-	-	-	-	-	-
A-C	295.76	73.94	295.76	0.00	-	-	-	-	-	-
A-D	106.98	26.74	107.25	0.00	672.15	0.159	0.26	0.19	6.375	A
D-A	115.97	28.99	141.42	0.00	302.92	0.383	7.01	0.64	25.678	D
D-BC	271.49	67.87	309.66	0.00	384.06	0.707	12.30	2.76	61.453	F
C-D	103.38	25.85	103.38	0.00	-	-	-	-	-	-
C-A	224.74	56.19	224.74	0.00	-	-	-	-	-	-
C-B	56.64	14.16	56.78	0.00	590.98	0.096	0.14	0.11	6.740	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	79.05	19.76	79.32	0.00	541.13	0.146	0.24	0.17	7.799	A
B-AD	168.64	42.16	169.98	0.00	476.36	0.354	0.90	0.56	11.803	B
A-B	86.58	21.64	86.58	0.00	-	-	-	-	-	-
A-C	247.69	61.92	247.69	0.00	-	-	-	-	-	-
A-D	89.59	22.40	89.76	0.00	698.97	0.128	0.19	0.15	5.910	A
D-A	97.12	24.28	98.62	0.00	463.60	0.209	0.64	0.27	9.902	A
D-BC	227.36	56.84	233.64	0.00	425.91	0.534	2.76	1.19	19.281	C
C-D	86.58	21.64	86.58	0.00	-	-	-	-	-	-
C-A	188.21	47.05	188.21	0.00	-	-	-	-	-	-
C-B	47.43	11.86	47.53	0.00	631.21	0.075	0.11	0.08	6.170	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.43	0.16	7.705	A	A
B-AD	7.56	0.50	11.474	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.12	0.14	5.887	A	A
D-A	3.64	0.24	9.489	A	A
D-BC	14.94	1.00	17.321	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.17	0.08	6.129	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.32	0.22	8.769	A	A
B-AD	11.62	0.77	14.867	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.75	0.18	6.350	A	A
D-A	6.10	0.41	13.420	B	B
D-BC	27.94	1.86	28.439	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.51	0.10	6.585	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	5.24	0.35	11.475	B	B
B-AD	21.86	1.46	24.030	C	C
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.75	0.25	7.101	A	A
D-A	54.40	3.63	126.722	F	F
D-BC	89.70	5.98	85.280	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.05	0.14	7.319	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	5.59	0.37	11.890	B	B
B-AD	24.98	1.67	25.719	D	C
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.86	0.26	7.120	A	A
D-A	95.07	6.34	182.494	F	F
D-BC	158.19	10.55	136.579	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.12	0.14	7.429	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.72	0.25	9.063	A	A
B-AD	14.38	0.96	15.955	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.93	0.20	6.375	A	A
D-A	18.42	1.23	25.678	D	C
D-BC	76.13	5.08	61.453	F	E
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.64	0.11	6.740	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.66	0.18	7.799	A	A
B-AD	8.79	0.59	11.803	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.27	0.15	5.910	A	A
D-A	4.23	0.28	9.902	A	A
D-BC	19.80	1.32	19.281	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.25	0.08	6.170	A	A

(Default Analysis Set) - 2031-Background 2031, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Rel
2031-Background 2031, PM	2031-Background 2031	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		92.47	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major
D	D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.60		0.00	✓	3.78	236.60		
C	8.40		0.00	✓	4.20	126.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	6.30	5.80	5.40	✓	3.00	50	182
D	One lane plus flare				10.00	7.60	4.90	3.60	2.70	✓	2.00	58	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	833.240	-	-	-	0.300	0.300	0.300	-	0.300	-	-
1	B-AD	679.768	0.111	0.280	-	-	-	0.176	0.400	0.176	0.111	0.280
1	B-C	687.271	0.094	0.238	-	-	-	-	-	-	0.094	0.238
1	C-B	787.747	0.273	0.273	-	-	-	-	-	-	0.273	0.273
1	D-A	666.410	-	-	-	0.240	0.095	0.240	-	0.095	-	-
1	D-BC	600.362	0.162	0.162	0.367	0.257	0.102	0.257	-	0.102	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	599.00	100.000
B	ONE HOUR	✓	327.00	100.000
C	ONE HOUR	✓	673.00	100.000
D	ONE HOUR	✓	394.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	170.000	273.000	156.000
	B	99.000	0.000	81.000	147.000
	C	368.000	122.000	0.000	183.000
	D	132.000	149.000	113.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.28	0.46	0.26
	B	0.30	0.00	0.25	0.45
	C	0.55	0.18	0.00	0.27
	D	0.34	0.38	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.27	14.79	0.36	B	74.33	111.49	19.35	10.41	0.21	19.35	10.41
B-AD	0.77	41.79	2.96	E	225.73	338.60	132.63	23.50	1.47	132.66	23.51
A-B	-	-	-	-	155.99	233.99	-	-	-	-	-
A-C	-	-	-	-	250.51	375.76	-	-	-	-	-
A-D	0.30	9.12	0.43	A	143.15	214.72	28.08	7.85	0.31	28.09	7.85
D-A	1.05	222.48	8.92	F	121.13	181.69	225.16	74.36	2.50	225.16	74.36
D-BC	1.05	187.36	15.08	F	240.42	360.62	445.94	74.19	4.95	446.03	74.21
C-D	-	-	-	-	167.92	251.89	-	-	-	-	-
C-A	-	-	-	-	337.68	506.52	-	-	-	-	-
C-B	0.24	8.36	0.31	A	111.95	167.92	20.67	7.39	0.23	20.67	7.39

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	60.98	15.25	60.47	0.00	531.54	0.115	0.00	0.13	7.634	A
B-AD	185.20	46.30	182.59	0.00	461.75	0.401	0.00	0.65	12.782	B
A-B	127.98	32.00	127.98	0.00	-	-	-	-	-	-
A-C	205.53	51.38	205.53	0.00	-	-	-	-	-	-
A-D	117.44	29.36	116.58	0.00	653.01	0.180	0.00	0.22	6.700	A
D-A	99.38	24.84	98.30	0.00	463.67	0.214	0.00	0.27	9.825	A
D-BC	197.25	49.31	193.24	0.00	386.37	0.511	0.00	1.00	18.291	C
C-D	137.77	34.44	137.77	0.00	-	-	-	-	-	-
C-A	277.05	69.26	277.05	0.00	-	-	-	-	-	-
C-B	91.85	22.96	91.19	0.00	642.67	0.143	0.00	0.17	6.519	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	72.82	18.20	72.63	0.00	483.40	0.151	0.13	0.18	8.760	A
B-AD	221.15	55.29	219.46	0.00	418.50	0.528	0.65	1.08	17.929	C
A-B	152.83	38.21	152.83	0.00	-	-	-	-	-	-
A-C	245.42	61.36	245.42	0.00	-	-	-	-	-	-
A-D	140.24	35.06	139.95	0.00	617.24	0.227	0.22	0.29	7.537	A
D-A	118.67	29.67	117.89	0.00	369.41	0.321	0.27	0.46	14.269	B
D-BC	235.53	58.88	231.55	0.00	342.20	0.688	1.00	2.00	31.426	D
C-D	164.51	41.13	164.51	0.00	-	-	-	-	-	-
C-A	330.82	82.71	330.82	0.00	-	-	-	-	-	-
C-B	109.68	27.42	109.47	0.00	613.41	0.179	0.17	0.22	7.140	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	89.18	22.30	88.58	0.00	357.55	0.249	0.18	0.33	13.355	B
B-AD	270.85	67.71	264.54	0.00	358.97	0.755	1.08	2.65	35.908	E
A-B	187.17	46.79	187.17	0.00	-	-	-	-	-	-
A-C	300.58	75.14	300.58	0.00	-	-	-	-	-	-
A-D	171.76	42.94	171.21	0.00	568.37	0.302	0.29	0.43	9.051	A
D-A	145.33	36.33	121.19	0.00	138.23	1.051	0.46	6.50	142.369	F
D-BC	288.47	72.12	257.62	0.00	278.42	1.036	2.00	9.71	108.682	F
C-D	201.49	50.37	201.49	0.00	-	-	-	-	-	-
C-A	405.18	101.29	405.18	0.00	-	-	-	-	-	-
C-B	134.32	33.58	133.98	0.00	573.39	0.234	0.22	0.30	8.186	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	89.18	22.30	89.05	0.00	332.26	0.268	0.33	0.36	14.791	B
B-AD	270.85	67.71	269.64	0.00	353.42	0.766	2.65	2.96	41.788	E
A-B	187.17	46.79	187.17	0.00	-	-	-	-	-	-
A-C	300.58	75.14	300.58	0.00	-	-	-	-	-	-
A-D	171.76	42.94	171.74	0.00	566.47	0.303	0.43	0.43	9.120	A
D-A	145.33	36.33	135.66	0.00	144.21	1.008	6.50	8.92	222.475	F
D-BC	288.47	72.12	266.99	0.00	275.50	1.047	9.71	15.08	187.365	F
C-D	201.49	50.37	201.49	0.00	-	-	-	-	-	-
C-A	405.18	101.29	405.18	0.00	-	-	-	-	-	-
C-B	134.32	33.58	134.30	0.00	564.95	0.238	0.30	0.31	8.359	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	72.82	18.20	73.50	0.00	464.08	0.157	0.36	0.19	9.234	A
B-AD	221.15	55.29	228.04	0.00	408.52	0.541	2.96	1.23	20.635	C
A-B	152.83	38.21	152.83	0.00	-	-	-	-	-	-
A-C	245.42	61.36	245.42	0.00	-	-	-	-	-	-
A-D	140.24	35.06	140.77	0.00	614.48	0.228	0.43	0.30	7.607	A
D-A	118.67	29.67	150.60	0.00	254.45	0.466	8.92	0.93	44.207	E
D-BC	235.53	58.88	284.18	0.00	332.80	0.708	15.08	2.92	94.123	F
C-D	164.51	41.13	164.51	0.00	-	-	-	-	-	-
C-A	330.82	82.71	330.82	0.00	-	-	-	-	-	-
C-B	109.68	27.42	110.01	0.00	598.02	0.183	0.31	0.23	7.383	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	60.98	15.25	61.21	0.00	526.84	0.116	0.19	0.13	7.734	A
B-AD	185.20	46.30	187.37	0.00	459.60	0.403	1.23	0.69	13.325	B
A-B	127.98	32.00	127.98	0.00	-	-	-	-	-	-
A-C	205.53	51.38	205.53	0.00	-	-	-	-	-	-
A-D	117.44	29.36	117.75	0.00	651.53	0.180	0.30	0.22	6.747	A
D-A	99.38	24.84	101.96	0.00	452.11	0.220	0.93	0.29	10.353	B
D-BC	197.25	49.31	204.54	0.00	385.10	0.512	2.92	1.09	20.668	C
C-D	137.77	34.44	137.77	0.00	-	-	-	-	-	-
C-A	277.05	69.26	277.05	0.00	-	-	-	-	-	-
C-B	91.85	22.96	92.08	0.00	639.47	0.144	0.23	0.17	6.581	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.86	0.12	7.634	A	A
B-AD	9.18	0.61	12.782	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.15	0.21	6.700	A	A
D-A	3.85	0.26	9.825	A	A
D-BC	13.65	0.91	18.291	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.40	0.16	6.519	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.56	0.17	8.760	A	A
B-AD	15.12	1.01	17.929	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	4.26	0.28	7.537	A	A
D-A	6.61	0.44	14.269	B	B
D-BC	26.57	1.77	31.426	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	3.16	0.21	7.140	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.67	0.31	13.355	B	B
B-AD	34.09	2.27	35.908	E	D
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	6.20	0.41	9.051	A	A
D-A	61.38	4.09	142.369	F	F
D-BC	96.73	6.45	108.682	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	4.41	0.29	8.186	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	5.28	0.35	14.791	B	B
B-AD	42.58	2.84	41.788	E	D
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	6.45	0.43	9.120	A	A
D-A	116.44	7.76	222.475	F	F
D-BC	187.28	12.49	187.365	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	4.61	0.31	8.359	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.94	0.20	9.234	A	A
B-AD	20.67	1.38	20.635	C	C
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	4.62	0.31	7.607	A	A
D-A	32.31	2.15	44.207	E	D
D-BC	103.15	6.88	94.123	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	3.49	0.23	7.383	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.04	0.14	7.734	A	A
B-AD	10.97	0.73	13.325	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.41	0.23	6.747	A	A
D-A	4.57	0.30	10.353	B	B
D-BC	18.55	1.24	20.668	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.60	0.17	6.581	A	A

(Default Analysis Set) - 2031-Background 2031+Committed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Us Relatio
2031-Background 2031+Committed, AM	2031-Background 2031+Committed	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		183.83	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major
D	D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.60		0.00	✓	3.78	236.60		
C	8.40		0.00	✓	4.20	126.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	6.30	5.80	5.40	✓	3.00	50	182
D	One lane plus flare				10.00	7.60	4.90	3.60	2.70	✓	2.00	58	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	833.240	-	-	-	0.300	0.300	0.300	-	0.300	-	-
1	B-AD	672.224	0.110	0.277	-	-	-	0.174	0.396	0.174	0.110	0.277
1	B-C	696.806	0.096	0.242	-	-	-	-	-	-	0.096	0.242
1	C-B	787.747	0.273	0.273	-	-	-	-	-	-	0.273	0.273
1	D-A	666.974	-	-	-	0.240	0.095	0.240	-	0.095	-	-
1	D-BC	599.913	0.162	0.162	0.367	0.257	0.102	0.257	-	0.102	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	653.00	100.000
B	ONE HOUR	✓	369.00	100.000
C	ONE HOUR	✓	473.00	100.000
D	ONE HOUR	✓	482.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	134.000	380.000	139.000
	B	129.000	0.000	105.000	135.000
	C	289.000	63.000	0.000	121.000
	D	164.000	167.000	151.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.21	0.58	0.21
	B	0.35	0.00	0.28	0.37
	C	0.61	0.13	0.00	0.26
	D	0.34	0.35	0.31	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.43	23.16	0.72	C	96.35	144.52	32.29	13.41	0.36	32.30	13.41
B-AD	0.83	52.93	3.97	F	242.25	363.38	164.03	27.08	1.82	164.07	27.09
A-B	-	-	-	-	122.96	184.44	-	-	-	-	-
A-C	-	-	-	-	348.69	523.04	-	-	-	-	-
A-D	0.25	7.94	0.34	A	127.55	191.32	22.47	7.05	0.25	22.47	7.05
D-A	1.22	385.99	18.94	F	150.49	225.73	642.45	170.76	7.14	642.53	170.78
D-BC	1.21	352.99	35.23	F	291.80	437.70	1258.57	172.52	13.98	1258.87	172.57
C-D	-	-	-	-	111.03	166.55	-	-	-	-	-
C-A	-	-	-	-	265.19	397.79	-	-	-	-	-
C-B	0.13	8.07	0.15	A	57.81	86.71	10.38	7.18	0.12	10.38	7.18

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	79.05	19.76	78.33	0.00	511.44	0.155	0.00	0.18	8.299	A
B-AD	198.75	49.69	195.83	0.00	463.90	0.428	0.00	0.73	13.292	B
A-B	100.88	25.22	100.88	0.00	-	-	-	-	-	-
A-C	286.08	71.52	286.08	0.00	-	-	-	-	-	-
A-D	104.65	26.16	103.93	0.00	680.83	0.154	0.00	0.18	6.232	A
D-A	123.47	30.87	121.94	0.00	441.42	0.280	0.00	0.38	11.217	B
D-BC	239.41	59.85	233.64	0.00	395.69	0.605	0.00	1.44	21.529	C
C-D	91.10	22.77	91.10	0.00	-	-	-	-	-	-
C-A	217.57	54.39	217.57	0.00	-	-	-	-	-	-
C-B	47.43	11.86	47.10	0.00	616.53	0.077	0.00	0.08	6.320	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	94.39	23.60	94.09	0.00	456.16	0.207	0.18	0.26	9.935	A
B-AD	237.33	59.33	235.34	0.00	422.19	0.562	0.73	1.23	19.058	C
A-B	120.46	30.12	120.46	0.00	-	-	-	-	-	-
A-C	341.61	85.40	341.61	0.00	-	-	-	-	-	-
A-D	124.96	31.24	124.74	0.00	650.37	0.192	0.18	0.24	6.845	A
D-A	147.43	36.86	145.34	0.00	302.77	0.487	0.38	0.91	22.574	C
D-BC	285.88	71.47	277.63	0.00	350.66	0.815	1.44	3.50	44.874	E
C-D	108.78	27.19	108.78	0.00	-	-	-	-	-	-
C-A	259.81	64.95	259.81	0.00	-	-	-	-	-	-
C-B	56.64	14.16	56.54	0.00	581.72	0.097	0.08	0.11	6.855	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	115.61	28.90	114.40	0.00	315.98	0.366	0.26	0.56	17.754	C
B-AD	290.67	72.67	282.55	0.00	363.77	0.799	1.23	3.26	40.791	E
A-B	147.54	36.88	147.54	0.00	-	-	-	-	-	-
A-C	418.39	104.60	418.39	0.00	-	-	-	-	-	-
A-D	153.04	38.26	152.66	0.00	608.87	0.251	0.24	0.33	7.885	A
D-A	180.57	45.14	138.51	0.00	148.28	1.218	0.91	11.42	197.915	F
D-BC	350.12	87.53	284.91	0.00	293.15	1.194	3.50	19.81	174.796	F
C-D	133.22	33.31	133.22	0.00	-	-	-	-	-	-
C-A	318.19	79.55	318.19	0.00	-	-	-	-	-	-
C-B	69.36	17.34	69.20	0.00	533.52	0.130	0.11	0.15	7.751	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	115.61	28.90	114.96	0.00	269.64	0.429	0.56	0.72	23.160	C
B-AD	290.67	72.67	287.81	0.00	351.40	0.827	3.26	3.97	52.932	F
A-B	147.54	36.88	147.54	0.00	-	-	-	-	-	-
A-C	418.39	104.60	418.39	0.00	-	-	-	-	-	-
A-D	153.04	38.26	153.03	0.00	606.43	0.252	0.33	0.34	7.939	A
D-A	180.57	45.14	150.49	0.00	152.86	1.181	11.42	18.94	385.988	F
D-BC	350.12	87.53	288.43	0.00	290.08	1.207	19.81	35.23	352.991	F
C-D	133.22	33.31	133.22	0.00	-	-	-	-	-	-
C-A	318.19	79.55	318.19	0.00	-	-	-	-	-	-
C-B	69.36	17.34	69.34	0.00	515.69	0.135	0.15	0.15	8.065	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	94.39	23.60	96.08	0.00	413.93	0.228	0.72	0.30	11.385	B
B-AD	237.33	59.33	246.92	0.00	397.10	0.598	3.97	1.57	25.294	D
A-B	120.46	30.12	120.46	0.00	-	-	-	-	-	-
A-C	341.61	85.40	341.61	0.00	-	-	-	-	-	-
A-D	124.96	31.24	125.33	0.00	646.47	0.193	0.34	0.24	6.914	A
D-A	147.43	36.86	167.55	0.00	176.40	0.836	18.94	13.91	337.485	F
D-BC	285.88	71.47	328.01	0.00	337.32	0.847	35.23	24.70	327.065	F
C-D	108.78	27.19	108.78	0.00	-	-	-	-	-	-
C-A	259.81	64.95	259.81	0.00	-	-	-	-	-	-
C-B	56.64	14.16	56.78	0.00	544.78	0.104	0.15	0.12	7.378	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	79.05	19.76	79.47	0.00	489.85	0.161	0.30	0.19	8.781	A
B-AD	198.75	49.69	201.73	0.00	445.45	0.446	1.57	0.83	14.942	B
A-B	100.88	25.22	100.88	0.00	-	-	-	-	-	-
A-C	286.08	71.52	286.08	0.00	-	-	-	-	-	-
A-D	104.65	26.16	104.88	0.00	678.94	0.154	0.24	0.18	6.273	A
D-A	123.47	30.87	175.78	0.00	281.58	0.438	13.91	0.83	50.922	F
D-BC	239.41	59.85	330.29	0.00	381.30	0.628	24.70	1.98	112.818	F
C-D	91.10	22.77	91.10	0.00	-	-	-	-	-	-
C-A	217.57	54.39	217.57	0.00	-	-	-	-	-	-
C-B	47.43	11.86	47.55	0.00	589.53	0.080	0.12	0.09	6.645	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.61	0.17	8.299	A	A
B-AD	10.22	0.68	13.292	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.62	0.17	6.232	A	A
D-A	5.42	0.36	11.217	B	B
D-BC	19.21	1.28	21.529	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.20	0.08	6.320	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.74	0.25	9.935	A	A
B-AD	17.13	1.14	19.058	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.46	0.23	6.845	A	A
D-A	12.46	0.83	22.574	C	C
D-BC	43.68	2.91	44.874	E	D
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.57	0.10	6.855	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	7.87	0.52	17.754	C	B
B-AD	40.76	2.72	40.791	E	D
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	4.84	0.32	7.885	A	A
D-A	99.87	6.66	197.915	F	F
D-BC	180.48	12.03	174.796	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.17	0.14	7.751	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	10.30	0.69	23.160	C	C
B-AD	55.38	3.69	52.932	F	D
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	5.01	0.33	7.939	A	A
D-A	228.26	15.22	385.988	F	F
D-BC	413.28	27.55	352.991	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.29	0.15	8.065	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.76	0.32	11.385	B	B
B-AD	27.27	1.82	25.294	D	C
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.72	0.25	6.914	A	A
D-A	246.37	16.42	337.485	F	F
D-BC	449.46	29.96	327.065	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.80	0.12	7.378	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.02	0.20	8.781	A	A
B-AD	13.26	0.88	14.942	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.82	0.19	6.273	A	A
D-A	50.06	3.34	50.922	F	D
D-BC	152.46	10.16	112.818	F	F
C-D	-	-	-	-	-
C-B	1.35	0.09	6.645	A	A

(Default Analysis Set) - 2031-Background 2031+Committed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Us Relatio
2031-Background 2031+Committed, PM	2031-Background 2031+Committed	PM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		231.43	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major
D	D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.60		0.00	✓	3.78	236.60		
C	8.40		0.00	✓	4.20	126.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	6.30	5.80	5.40	✓	3.00	50	182
D	One lane plus flare				10.00	7.60	4.90	3.60	2.70	✓	2.00	58	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	833.240	-	-	-	0.300	0.300	0.300	-	0.300	-	-
1	B-AD	684.029	0.112	0.282	-	-	-	0.177	0.403	0.177	0.112	0.282
1	B-C	681.884	0.094	0.237	-	-	-	-	-	-	0.094	0.237
1	C-B	787.747	0.273	0.273	-	-	-	-	-	-	0.273	0.273
1	D-A	666.643	-	-	-	0.240	0.095	0.240	-	0.095	-	-
1	D-BC	600.177	0.162	0.162	0.367	0.257	0.102	0.257	-	0.102	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	658.00	100.000
B	ONE HOUR	✓	357.00	100.000
C	ONE HOUR	✓	731.00	100.000
D	ONE HOUR	✓	433.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	185.000	305.000	168.000
	B	116.000	0.000	81.000	160.000
	C	417.000	122.000	0.000	192.000
	D	146.000	166.000	121.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.28	0.46	0.26
	B	0.32	0.00	0.23	0.45
	C	0.57	0.17	0.00	0.26
	D	0.34	0.38	0.28	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.99	155.34	4.28	F	74.33	111.49	68.57	36.90	0.76	68.57	36.90
B-AD	0.95	103.09	8.30	F	253.26	379.89	270.95	42.79	3.01	271.02	42.80
A-B	-	-	-	-	169.76	254.64	-	-	-	-	-
A-C	-	-	-	-	279.87	419.81	-	-	-	-	-
A-D	0.35	10.32	0.52	B	154.16	231.24	33.12	8.59	0.37	33.13	8.60
D-A	1.31	497.44	21.42	F	133.97	200.96	821.87	245.39	9.13	823.31	245.81
D-BC	1.30	464.93	40.95	F	263.36	395.03	1562.63	237.34	17.36	1563.79	237.52
C-D	-	-	-	-	176.18	264.27	-	-	-	-	-
C-A	-	-	-	-	382.65	573.97	-	-	-	-	-
C-B	0.25	9.11	0.34	A	111.95	167.92	22.09	7.89	0.25	22.09	7.89

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	60.98	15.25	60.44	0.00	504.96	0.121	0.00	0.14	8.089	A
B-AD	207.79	51.95	204.40	0.00	445.71	0.466	0.00	0.85	14.725	B
A-B	139.28	34.82	139.28	0.00	-	-	-	-	-	-
A-C	229.62	57.41	229.62	0.00	-	-	-	-	-	-
A-D	126.48	31.62	125.49	0.00	633.11	0.200	0.00	0.25	7.079	A
D-A	109.92	27.48	108.53	0.00	422.42	0.260	0.00	0.35	11.420	B
D-BC	216.07	54.02	210.51	0.00	361.89	0.597	0.00	1.39	23.029	C
C-D	144.55	36.14	144.55	0.00	-	-	-	-	-	-
C-A	313.94	78.48	313.94	0.00	-	-	-	-	-	-
C-B	91.85	22.96	91.17	0.00	627.85	0.146	0.00	0.17	6.699	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	72.82	18.20	72.57	0.00	435.89	0.167	0.14	0.20	9.901	A
B-AD	248.12	62.03	245.30	0.00	398.21	0.623	0.85	1.55	23.110	C
A-B	166.31	41.58	166.31	0.00	-	-	-	-	-	-
A-C	274.19	68.55	274.19	0.00	-	-	-	-	-	-
A-D	151.03	37.76	150.67	0.00	593.25	0.255	0.25	0.34	8.127	A
D-A	131.25	32.81	129.04	0.00	269.72	0.487	0.35	0.90	25.208	D
D-BC	258.01	64.50	248.90	0.00	310.93	0.830	1.39	3.67	51.757	F
C-D	172.60	43.15	172.60	0.00	-	-	-	-	-	-
C-A	374.87	93.72	374.87	0.00	-	-	-	-	-	-
C-B	109.68	27.42	109.46	0.00	595.29	0.184	0.17	0.22	7.406	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	89.18	22.30	86.55	0.00	186.11	0.479	0.20	0.86	35.313	E
B-AD	303.88	75.97	287.35	0.00	332.12	0.915	1.55	5.69	64.743	F
A-B	203.69	50.92	203.69	0.00	-	-	-	-	-	-
A-C	335.81	83.95	335.81	0.00	-	-	-	-	-	-
A-D	184.97	46.24	184.26	0.00	538.69	0.343	0.34	0.51	10.137	B
D-A	160.75	40.19	115.22	0.00	122.51	1.312	0.90	12.28	247.790	F
D-BC	315.99	79.00	241.03	0.00	246.49	1.282	3.67	22.41	225.194	F
C-D	211.40	52.85	211.40	0.00	-	-	-	-	-	-
C-A	459.13	114.78	459.13	0.00	-	-	-	-	-	-
C-B	134.32	33.58	133.94	0.00	549.89	0.244	0.22	0.32	8.647	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	89.18	22.30	75.47	0.00	90.29	0.988	0.86	4.28	155.342	F
B-AD	303.88	75.97	293.42	0.00	318.45	0.954	5.69	8.30	103.091	F
A-B	203.69	50.92	203.69	0.00	-	-	-	-	-	-
A-C	335.81	83.95	335.81	0.00	-	-	-	-	-	-
A-D	184.97	46.24	184.93	0.00	533.73	0.347	0.51	0.52	10.319	B
D-A	160.75	40.19	124.21	0.00	125.57	1.280	12.28	21.42	497.439	F
D-BC	315.99	79.00	241.81	0.00	242.69	1.302	22.41	40.95	464.928	F
C-D	211.40	52.85	211.40	0.00	-	-	-	-	-	-
C-A	459.13	114.78	459.13	0.00	-	-	-	-	-	-
C-B	134.32	33.58	134.26	0.00	529.40	0.254	0.32	0.34	9.108	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	72.82	18.20	88.88	0.00	350.37	0.208	4.28	0.27	14.597	B
B-AD	248.12	62.03	272.05	0.00	366.82	0.676	8.30	2.32	44.626	E
A-B	166.31	41.58	166.31	0.00	-	-	-	-	-	-
A-C	274.19	68.55	274.19	0.00	-	-	-	-	-	-
A-D	151.03	37.76	151.72	0.00	584.29	0.258	0.52	0.35	8.336	A
D-A	131.25	32.81	146.58	0.00	153.42	0.855	21.42	17.59	467.106	F
D-BC	258.01	64.50	291.24	0.00	298.35	0.865	40.95	32.65	444.241	F
C-D	172.60	43.15	172.60	0.00	-	-	-	-	-	-
C-A	374.87	93.72	374.87	0.00	-	-	-	-	-	-
C-B	109.68	27.42	110.02	0.00	552.03	0.199	0.34	0.25	8.152	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	60.98	15.25	61.45	0.00	474.72	0.128	0.27	0.15	8.722	A
B-AD	207.79	51.95	213.04	0.00	421.92	0.492	2.32	1.00	17.637	C
A-B	139.28	34.82	139.28	0.00	-	-	-	-	-	-
A-C	229.62	57.41	229.62	0.00	-	-	-	-	-	-
A-D	126.48	31.62	126.88	0.00	630.33	0.201	0.35	0.25	7.155	A
D-A	109.92	27.48	168.58	0.00	177.98	0.618	17.59	2.92	241.509	F
D-BC	216.07	54.02	332.11	0.00	342.28	0.631	32.65	3.64	210.441	F
C-D	144.55	36.14	144.55	0.00	-	-	-	-	-	-
C-A	313.94	78.48	313.94	0.00	-	-	-	-	-	-
C-B	91.85	22.96	92.11	0.00	592.15	0.155	0.25	0.19	7.205	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.96	0.13	8.089	A	A
B-AD	11.75	0.78	14.725	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.58	0.24	7.079	A	A
D-A	4.92	0.33	11.420	B	B
D-BC	18.46	1.23	23.029	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.47	0.16	6.699	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.88	0.19	9.901	A	A
B-AD	21.27	1.42	23.110	C	C
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	4.93	0.33	8.127	A	A
D-A	12.28	0.82	25.208	D	C
D-BC	44.76	2.98	51.757	F	D
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	3.28	0.22	7.406	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	11.32	0.75	35.313	E	D
B-AD	63.93	4.26	64.743	F	E
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	7.43	0.50	10.137	B	B
D-A	104.94	7.00	247.790	F	F
D-BC	199.76	13.32	225.194	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	4.65	0.31	8.647	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	43.59	2.91	155.342	F	F
B-AD	107.02	7.13	103.091	F	F
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	7.82	0.52	10.319	B	B
D-A	253.12	16.87	497.439	F	F
D-BC	475.52	31.70	464.928	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	4.98	0.33	9.108	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	6.50	0.43	14.597	B	B
B-AD	50.46	3.36	44.626	E	D
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	5.47	0.36	8.336	A	A
D-A	292.52	19.50	467.106	F	F
D-BC	552.01	36.80	444.241	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	3.86	0.26	8.152	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.32	0.15	8.722	A	A
B-AD	16.51	1.10	17.637	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.90	0.26	7.155	A	A
D-A	154.10	10.27	241.509	F	F
D-BC	272.12	18.14	210.441	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.85	0.19	7.205	A	A

(Default Analysis Set) - 2031-Background 2031+Committed+Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically
2031-Background 2031+Committed+Dev, AM	2031-Background 2031+Committed+Dev	AM		ONE HOUR	07:45	09:15	90	15				✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		198.62	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major
D	D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.60		0.00	✓	3.78	236.60		
C	8.40		0.00	✓	4.20	126.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	6.30	5.80	5.40	✓	3.00	50	182
D	One lane plus flare				10.00	7.60	4.90	3.60	2.70	✓	2.00	58	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	833.240	-	-	-	0.300	0.300	0.300	-	0.300	-	-
1	B-AD	672.224	0.110	0.277	-	-	-	0.174	0.396	0.174	0.110	0.277
1	B-C	696.806	0.096	0.242	-	-	-	-	-	-	0.096	0.242
1	C-B	787.747	0.273	0.273	-	-	-	-	-	-	0.273	0.273
1	D-A	668.485	-	-	-	0.241	0.095	0.241	-	0.095	-	-
1	D-BC	598.712	0.161	0.161	0.366	0.256	0.101	0.256	-	0.101	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	655.00	100.000
B	ONE HOUR	✓	369.00	100.000
C	ONE HOUR	✓	473.00	100.000
D	ONE HOUR	✓	493.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	134.000	380.000	141.000
	B	129.000	0.000	105.000	135.000
	C	289.000	63.000	0.000	121.000
	D	171.000	168.000	154.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.20	0.58	0.22
	B	0.35	0.00	0.28	0.37
	C	0.61	0.13	0.00	0.26
	D	0.35	0.34	0.31	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.44	24.10	0.75	C	96.35	144.52	32.88	13.65	0.37	32.88	13.65
B-AD	0.83	54.36	4.08	F	242.25	363.38	166.73	27.53	1.85	166.77	27.54
A-B	-	-	-	-	122.96	184.44	-	-	-	-	-
A-C	-	-	-	-	348.69	523.04	-	-	-	-	-
A-D	0.26	7.98	0.34	A	129.38	194.08	22.88	7.07	0.25	22.88	7.07
D-A	1.24	411.40	21.03	F	156.91	235.37	760.04	193.75	8.44	760.32	193.82
D-BC	1.23	381.54	38.31	F	295.47	443.21	1429.49	193.52	15.88	1429.97	193.58
C-D	-	-	-	-	111.03	166.55	-	-	-	-	-
C-A	-	-	-	-	265.19	397.79	-	-	-	-	-
C-B	0.14	8.12	0.16	A	57.81	86.71	10.44	7.22	0.12	10.44	7.22

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	79.05	19.76	78.33	0.00	510.76	0.155	0.00	0.18	8.312	A
B-AD	198.75	49.69	195.82	0.00	463.20	0.429	0.00	0.73	13.325	B
A-B	100.88	25.22	100.88	0.00	-	-	-	-	-	-
A-C	286.08	71.52	286.08	0.00	-	-	-	-	-	-
A-D	106.15	26.54	105.42	0.00	680.83	0.156	0.00	0.18	6.249	A
D-A	128.74	32.18	127.10	0.00	438.37	0.294	0.00	0.41	11.507	B
D-BC	242.42	60.60	236.41	0.00	393.93	0.615	0.00	1.50	22.105	C
C-D	91.10	22.77	91.10	0.00	-	-	-	-	-	-
C-A	217.57	54.39	217.57	0.00	-	-	-	-	-	-
C-B	47.43	11.86	47.10	0.00	615.71	0.077	0.00	0.08	6.329	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	94.39	23.60	94.08	0.00	455.14	0.207	0.18	0.26	9.963	A
B-AD	237.33	59.33	235.33	0.00	421.30	0.563	0.73	1.23	19.145	C
A-B	120.46	30.12	120.46	0.00	-	-	-	-	-	-
A-C	341.61	85.40	341.61	0.00	-	-	-	-	-	-
A-D	126.76	31.69	126.53	0.00	650.36	0.195	0.18	0.24	6.869	A
D-A	153.73	38.43	151.19	0.00	293.24	0.524	0.41	1.04	24.916	C
D-BC	289.47	72.37	280.35	0.00	348.23	0.831	1.50	3.78	47.619	E
C-D	108.78	27.19	108.78	0.00	-	-	-	-	-	-
C-A	259.81	64.95	259.81	0.00	-	-	-	-	-	-
C-B	56.64	14.16	56.54	0.00	580.67	0.098	0.08	0.11	6.868	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	115.61	28.90	114.37	0.00	313.25	0.369	0.26	0.57	17.991	C
B-AD	290.67	72.67	282.41	0.00	362.50	0.802	1.23	3.30	41.277	E
A-B	147.54	36.88	147.54	0.00	-	-	-	-	-	-
A-C	418.39	104.60	418.39	0.00	-	-	-	-	-	-
A-D	155.24	38.81	154.85	0.00	608.86	0.255	0.24	0.34	7.922	A
D-A	188.27	47.07	142.77	0.00	151.70	1.241	1.04	12.42	207.058	F
D-BC	354.53	88.63	284.21	0.00	291.40	1.217	3.78	21.36	186.814	F
C-D	133.22	33.31	133.22	0.00	-	-	-	-	-	-
C-A	318.19	79.55	318.19	0.00	-	-	-	-	-	-
C-B	69.36	17.34	69.20	0.00	532.01	0.130	0.11	0.15	7.776	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	115.61	28.90	114.88	0.00	263.44	0.439	0.57	0.75	24.095	C
B-AD	290.67	72.67	287.55	0.00	349.10	0.833	3.30	4.08	54.362	F
A-B	147.54	36.88	147.54	0.00	-	-	-	-	-	-
A-C	418.39	104.60	418.39	0.00	-	-	-	-	-	-
A-D	155.24	38.81	155.23	0.00	606.38	0.256	0.34	0.34	7.979	A
D-A	188.27	47.07	153.85	0.00	155.81	1.208	12.42	21.03	411.398	F
D-BC	354.53	88.63	286.74	0.00	288.09	1.231	21.36	38.31	381.544	F
C-D	133.22	33.31	133.22	0.00	-	-	-	-	-	-
C-A	318.19	79.55	318.19	0.00	-	-	-	-	-	-
C-B	69.36	17.34	69.34	0.00	512.79	0.135	0.15	0.16	8.118	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	94.39	23.60	96.17	0.00	409.28	0.231	0.75	0.30	11.560	B
B-AD	237.33	59.33	247.20	0.00	393.83	0.603	4.08	1.61	25.973	D
A-B	120.46	30.12	120.46	0.00	-	-	-	-	-	-
A-C	341.61	85.40	341.61	0.00	-	-	-	-	-	-
A-D	126.76	31.69	127.14	0.00	646.34	0.196	0.34	0.25	6.940	A
D-A	153.73	38.43	171.78	0.00	179.95	0.854	21.03	16.51	381.452	F
D-BC	289.47	72.37	326.45	0.00	334.97	0.864	38.31	29.06	367.646	F
C-D	108.78	27.19	108.78	0.00	-	-	-	-	-	-
C-A	259.81	64.95	259.81	0.00	-	-	-	-	-	-
C-B	56.64	14.16	56.78	0.00	540.43	0.105	0.16	0.12	7.444	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	79.05	19.76	79.48	0.00	485.74	0.163	0.30	0.20	8.870	A
B-AD	198.75	49.69	201.82	0.00	441.37	0.450	1.61	0.84	15.210	C
A-B	100.88	25.22	100.88	0.00	-	-	-	-	-	-
A-C	286.08	71.52	286.08	0.00	-	-	-	-	-	-
A-D	106.15	26.54	106.39	0.00	678.89	0.156	0.25	0.19	6.292	A
D-A	128.74	32.18	188.86	0.00	230.93	0.557	16.51	1.48	128.459	F
D-BC	242.42	60.60	348.90	0.00	373.54	0.649	29.06	2.44	159.046	F
C-D	91.10	22.77	91.10	0.00	-	-	-	-	-	-
C-A	217.57	54.39	217.57	0.00	-	-	-	-	-	-
C-B	47.43	11.86	47.55	0.00	583.93	0.081	0.12	0.09	6.712	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.61	0.17	8.312	A	A
B-AD	10.24	0.68	13.325	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.66	0.18	6.249	A	A
D-A	5.79	0.39	11.507	B	B
D-BC	19.92	1.33	22.105	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.21	0.08	6.329	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.75	0.25	9.963	A	A
B-AD	17.20	1.15	19.145	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.52	0.23	6.869	A	A
D-A	14.19	0.95	24.916	C	C
D-BC	46.55	3.10	47.619	E	D
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.58	0.11	6.868	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	7.97	0.53	17.991	C	B
B-AD	41.19	2.75	41.277	E	D
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	4.94	0.33	7.922	A	A
D-A	107.96	7.20	207.058	F	F
D-BC	193.67	12.91	186.814	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.17	0.14	7.776	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	10.66	0.71	24.095	C	C
B-AD	56.58	3.77	54.362	F	D
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	5.11	0.34	7.979	A	A
D-A	251.35	16.76	411.398	F	F
D-BC	447.95	29.86	381.544	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.30	0.15	8.118	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.84	0.32	11.560	B	B
B-AD	28.01	1.87	25.973	D	C
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.79	0.25	6.940	A	A
D-A	281.54	18.77	381.452	F	F
D-BC	505.30	33.69	367.646	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.81	0.12	7.444	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.05	0.20	8.870	A	A
B-AD	13.51	0.90	15.210	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	2.87	0.19	6.292	A	A
D-A	99.21	6.61	128.459	F	F
D-BC	216.10	14.41	159.046	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	1.37	0.09	6.712	A	A

(Default Analysis Set) - 2031-Background 2031+Committed+Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically
2031-Background 2031+Committed+Dev, PM	2031-Background 2031+Committed+Dev	PM		ONE HOUR	16:45	18:15	90	15				✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		242.33	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major
D	D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.60		0.00	✓	3.78	236.60		
C	8.40		0.00	✓	4.20	126.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	6.30	5.80	5.40	✓	3.00	50	182
D	One lane plus flare				10.00	7.60	4.90	3.60	2.70	✓	2.00	58	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	833.240	-	-	-	0.300	0.300	0.300	-	0.300	-	-
1	B-AD	684.029	0.112	0.282	-	-	-	0.177	0.403	0.177	0.112	0.282
1	B-C	681.884	0.094	0.237	-	-	-	-	-	-	0.094	0.237
1	C-B	787.747	0.273	0.273	-	-	-	-	-	-	0.273	0.273
1	D-A	666.804	-	-	-	0.240	0.095	0.240	-	0.095	-	-
1	D-BC	600.049	0.162	0.162	0.367	0.257	0.102	0.257	-	0.102	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	663.00	100.000
B	ONE HOUR	✓	357.00	100.000
C	ONE HOUR	✓	733.00	100.000
D	ONE HOUR	✓	437.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	185.000	305.000	173.000
	B	116.000	0.000	81.000	160.000
	C	417.000	122.000	0.000	194.000
	D	148.000	167.000	122.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.28	0.46	0.26
	B	0.32	0.00	0.23	0.45
	C	0.57	0.17	0.00	0.26
	D	0.34	0.38	0.28	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.99	157.53	4.34	F	74.33	111.49	69.75	37.54	0.78	69.76	37.54
B-AD	0.96	105.68	8.54	F	253.26	379.89	276.25	43.63	3.07	276.32	43.64
A-B	-	-	-	-	169.76	254.64	-	-	-	-	-
A-C	-	-	-	-	279.87	419.81	-	-	-	-	-
A-D	0.36	10.50	0.55	B	158.75	238.12	34.57	8.71	0.38	34.58	8.71
D-A	1.33	521.70	22.66	F	135.81	203.71	889.80	262.08	9.89	893.81	263.26
D-BC	1.32	490.76	43.21	F	265.19	397.79	1692.65	255.31	18.81	1697.54	256.05
C-D	-	-	-	-	178.02	267.03	-	-	-	-	-
C-A	-	-	-	-	382.65	573.97	-	-	-	-	-
C-B	0.25	9.15	0.34	A	111.95	167.92	22.17	7.92	0.25	22.17	7.92

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	60.98	15.25	60.44	0.00	504.60	0.121	0.00	0.14	8.095	A
B-AD	207.79	51.95	204.39	0.00	445.15	0.467	0.00	0.85	14.757	B
A-B	139.28	34.82	139.28	0.00	-	-	-	-	-	-
A-C	229.62	57.41	229.62	0.00	-	-	-	-	-	-
A-D	130.24	32.56	129.22	0.00	632.66	0.206	0.00	0.26	7.136	A
D-A	111.42	27.86	110.00	0.00	419.66	0.266	0.00	0.36	11.577	B
D-BC	217.57	54.39	211.86	0.00	360.16	0.604	0.00	1.43	23.472	C
C-D	146.05	36.51	146.05	0.00	-	-	-	-	-	-
C-A	313.94	78.48	313.94	0.00	-	-	-	-	-	-
C-B	91.85	22.96	91.17	0.00	627.44	0.146	0.00	0.17	6.705	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	72.82	18.20	72.57	0.00	435.16	0.167	0.14	0.20	9.921	A
B-AD	248.12	62.03	245.28	0.00	397.51	0.624	0.85	1.56	23.209	C
A-B	166.31	41.58	166.31	0.00	-	-	-	-	-	-
A-C	274.19	68.55	274.19	0.00	-	-	-	-	-	-
A-D	155.52	38.88	155.14	0.00	592.71	0.262	0.26	0.35	8.219	A
D-A	133.05	33.26	130.55	0.00	260.99	0.510	0.36	0.98	27.104	D
D-BC	259.81	64.95	250.01	0.00	308.63	0.842	1.43	3.88	54.125	F
C-D	174.40	43.60	174.40	0.00	-	-	-	-	-	-
C-A	374.87	93.72	374.87	0.00	-	-	-	-	-	-
C-B	109.68	27.42	109.46	0.00	594.76	0.184	0.17	0.22	7.414	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	89.18	22.30	86.43	0.00	182.31	0.489	0.20	0.89	36.599	E
B-AD	303.88	75.97	287.07	0.00	331.14	0.918	1.56	5.76	65.486	F
A-B	203.69	50.92	203.69	0.00	-	-	-	-	-	-
A-C	335.81	83.95	335.81	0.00	-	-	-	-	-	-
A-D	190.48	47.62	189.73	0.00	538.03	0.354	0.35	0.54	10.313	B
D-A	162.95	40.74	115.37	0.00	122.15	1.334	0.98	12.87	258.162	F
D-BC	318.19	79.55	239.36	0.00	244.28	1.303	3.88	23.59	237.054	F
C-D	213.60	53.40	213.60	0.00	-	-	-	-	-	-
C-A	459.13	114.78	459.13	0.00	-	-	-	-	-	-
C-B	134.32	33.58	133.94	0.00	549.06	0.245	0.22	0.32	8.664	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	89.18	22.30	75.36	0.00	89.84	0.993	0.89	4.34	157.534	F
B-AD	303.88	75.97	292.78	0.00	316.75	0.959	5.76	8.54	105.676	F
A-B	203.69	50.92	203.69	0.00	-	-	-	-	-	-
A-C	335.81	83.95	335.81	0.00	-	-	-	-	-	-
A-D	190.48	47.62	190.43	0.00	532.98	0.357	0.54	0.55	10.505	B
D-A	162.95	40.74	123.81	0.00	125.00	1.304	12.87	22.66	521.696	F
D-BC	318.19	79.55	239.71	0.00	240.47	1.323	23.59	43.21	490.758	F
C-D	213.60	53.40	213.60	0.00	-	-	-	-	-	-
C-A	459.13	114.78	459.13	0.00	-	-	-	-	-	-
C-B	134.32	33.58	134.25	0.00	527.51	0.255	0.32	0.34	9.151	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	72.82	18.20	89.10	0.00	344.17	0.212	4.34	0.27	14.994	B
B-AD	248.12	62.03	272.77	0.00	364.49	0.681	8.54	2.37	46.368	E
A-B	166.31	41.58	166.31	0.00	-	-	-	-	-	-
A-C	274.19	68.55	274.19	0.00	-	-	-	-	-	-
A-D	155.52	38.88	156.25	0.00	583.47	0.267	0.55	0.37	8.442	A
D-A	133.05	33.26	146.77	0.00	153.25	0.868	22.66	19.23	498.554	F
D-BC	259.81	64.95	289.68	0.00	296.38	0.877	43.21	35.74	476.946	F
C-D	174.40	43.60	174.40	0.00	-	-	-	-	-	-
C-A	374.87	93.72	374.87	0.00	-	-	-	-	-	-
C-B	109.68	27.42	110.02	0.00	549.08	0.200	0.34	0.25	8.207	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	60.98	15.25	61.48	0.00	471.78	0.129	0.27	0.15	8.783	A
B-AD	207.79	51.95	213.20	0.00	419.08	0.496	2.37	1.02	17.910	C
A-B	139.28	34.82	139.28	0.00	-	-	-	-	-	-
A-C	229.62	57.41	229.62	0.00	-	-	-	-	-	-
A-D	130.24	32.56	130.66	0.00	629.81	0.207	0.37	0.26	7.217	A
D-A	111.42	27.86	168.86	0.00	177.64	0.627	19.23	4.87	275.378	F
D-BC	217.57	54.39	330.77	0.00	340.03	0.640	35.74	7.44	246.249	F
C-D	146.05	36.51	146.05	0.00	-	-	-	-	-	-
C-A	313.94	78.48	313.94	0.00	-	-	-	-	-	-
C-B	91.85	22.96	92.11	0.00	588.36	0.156	0.25	0.19	7.257	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.97	0.13	8.095	A	A
B-AD	11.78	0.79	14.757	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	3.71	0.25	7.136	A	A
D-A	5.05	0.34	11.577	B	B
D-BC	18.91	1.26	23.472	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.47	0.16	6.705	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.89	0.19	9.921	A	A
B-AD	21.35	1.42	23.209	C	C
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	5.13	0.34	8.219	A	A
D-A	13.28	0.89	27.104	D	C
D-BC	46.85	3.12	54.125	F	D
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	3.28	0.22	7.414	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	11.69	0.78	36.599	E	D
B-AD	64.59	4.31	65.486	F	E
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	7.78	0.52	10.313	B	B
D-A	109.66	7.31	258.162	F	F
D-BC	209.80	13.99	237.054	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	4.66	0.31	8.664	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	44.17	2.94	157.534	F	F
B-AD	109.41	7.29	105.676	F	F
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	8.19	0.55	10.505	B	B
D-A	266.86	17.79	521.696	F	F
D-BC	501.19	33.41	490.758	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	5.00	0.33	9.151	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	6.71	0.45	14.994	B	B
B-AD	52.34	3.49	46.368	E	D
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	5.71	0.38	8.442	A	A
D-A	314.18	20.95	498.554	F	F
D-BC	592.08	39.47	476.946	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	3.89	0.26	8.207	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.33	0.16	8.783	A	A
B-AD	16.78	1.12	17.910	C	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	4.06	0.27	7.217	A	A
D-A	180.77	12.05	275.378	F	F
D-BC	323.82	21.59	246.249	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	2.87	0.19	7.257	A	A



Appendix O
Access Strategy Report
JPP Report Reference R-AS-U8368PM-01-A



**Proposed Residential Development
Land off Harrington Road
Desborough
Northamptonshire**

Access Strategy

**Revision A: April 2017
R-AS-U8368PM-01-A**

Northampton Office
Cedar Barn, White Lodge,
Walgrave,
Northampton,
NN6 9PY

T: 01604 781811
F: 01604 781999
E: mail@jppuk.net
W: jppuk.net

**Proposed Residential Development
Land off Harrington Road
Desborough
Northamptonshire**

Access Strategy

JPP Consulting Ltd., Cedar Barn, White Lodge, Walgrave, Northampton, NN6 9PY			
T: 01604 781811	F: 01604 781999	E: mail@jppuk.net	W: jppuk.net

Report Reference R-AS-U8368PM-01-A
Date Revision A: April 2017

Report Originators

Prepared by



Katherine Rose BSc (Hons) AMIEnvSc
Engineer
katherine.rose@jppuk.net

Reviewed by



Martin Andrews MEng (Hons) CEng MICE MCIHT
Director
martin.andrews@jppuk.net

Revision	Date	Description	Prepared	Reviewed
0	6 th April 2017	Initial Report	Katherine Rose	Martin Andrews
A	20 th April 2017	Revised to suit comments from Harris Lamb	Katherine Rose	Martin Andrews

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Appendix A A

 Geometry Analysis of Harrington Road..... A

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 Highway Boundary Plan B

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**Proposed Residential Development
Land off Harrington Road, Desborough
Access Strategy**



TMS ref. 13471 H

Appendix I..... I

Forward Visibility..... I

JPP drawing no. U8368PM-TA14..... I

1.0 Introduction

1.1 Background

1.1.1 This report is an Access Strategy which has been prepared by JPP Consulting Limited on behalf of RDC Development Consultants for a proposed residential development. The benefit of this report is to our instructing Client.

1.1.2 The proposed residential development is located at land off Harrington Road, Desborough, as shown in Figure 1.1 below. The National Grid Reference for the site is E479391 N283130.

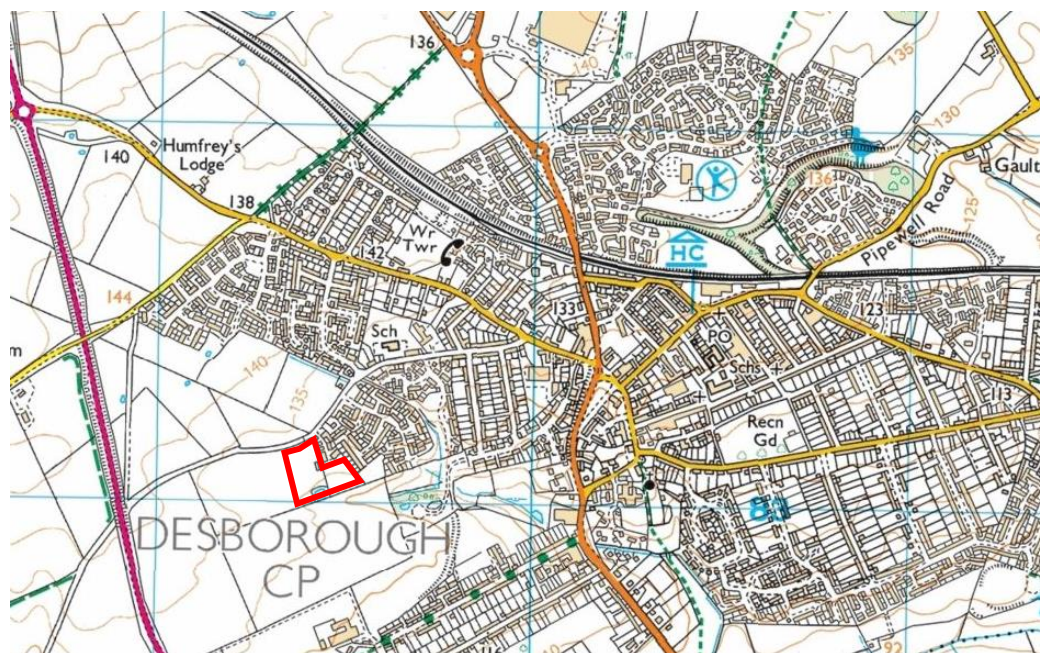


Figure 1.1 Site Location Plan

1.2 Scope of assessment

1.2.1 This report aims to demonstrate that the current layout of Harrington Road provides a suitable access road for the proposed development, which comprises 77 dwellings with associated highway infrastructure.

1.2.2 This report accompanies a Transport Assessment for the site, JPP reference R-TA-U8368PM-01.

2.0 Local policy

- 2.1 Northamptonshire Highways published their ‘Development Management and Adoptions Specification and Standards for Highway Layouts’ in September 2016. This document states that all residential roads, except those on bus routes or located adjacent to schools, require a minimum carriageway width of 5.5m.
- 2.2 Correspondence from Ms Clare Dunderdale at Northamptonshire Highways has requested that improvements are made to Harrington Road in order to provide a 5.5m wide carriageway with 2 x 1.8m wide footways, which reflects the current September 2016.
- 2.3 To set the context of the design standards when the nearby Persimmon development was approved, Northamptonshire County Council (NCC) published their Design Guide for Residential Roads in November 2003. The document sets out NCC’s design criteria upon which residential development schemes should be based.
- 2.4 An extract of Appendix A ‘Road Hierarchy Table’ from NCC’s Design Guide for Residential Roads is shown in Table 2.1 below. The Persimmon development serves 75 dwellings, therefore, a ‘major access collector’ is required to serve this development, as per the 2003 requirements applicable to the development.

NCC Road Hierarchy		
	Number of Houses Served	
	21-60	61-200
Type of Road	Minor access collector	Major access collector
Road Width	4.8m	5.5m
Footways	2 x 1.8m	2 x 1.8m
Design Speed	15mph	20mph

Source: Appendix A of NCC’s Design Guide for Residential Roads (November 2003)

Table 2.1

3.0 Harrington Road assessment

3.1 Introduction

3.1.1 This section assesses the existing highway conditions on Harrington Road and looks at the guidance provided within Manual for Streets. A number of studies have been undertaken for Harrington Road: swept path analysis, calculation of daily traffic flows and a parking beat survey have been carried out, which are discussed in this section. A Road Safety Audit has been completed by TMS: the designer's response is in Section 4.0 of this report.

3.2 Existing conditions

3.2.1 On the approach to the proposed development, Harrington Road from the junction with Meissen Avenue is a short (150m), straight section of highway. Harrington Road is a dead-end serving Orchard Close (10 dwellings according to Royal Mail's Postcode Finder) and the Persimmon development (75 dwellings) currently under construction. As such, there is no through-traffic on Harrington Road within the vicinity of the site.

3.2.2 Harrington Road is gated near the proposed development, marking the end of the metalled surface. Beyond this, the public highway extends at full width to Green Lane, both of which are unsurfaced highways.

3.2.3 Within the vicinity of the site, Harrington Road has a carriageway width of approximately 4.8m. The carriageway is bound by a single footway to the south, approximately 1.8m wide, and by a ditch to the north. The overall highway width varies between approximately 7.0m and 7.6m. The highway boundary is hard against the back of footway and the ditch. The layout of Harrington Road, including widths and extent of highway boundaries, is shown on the plan enclosed in Appendix A.

3.2.4 Due to the existing highway layout of Harrington Road within the vicinity of the development, we would expect vehicle speeds to be low. As such, this satisfies Northamptonshire Highways' 2016 guidance with regard to design speed for minor residential roads which have a design speed of 20mph.

3.2.2 Adjacent development

3.2.2.1 The Persimmon development is located at land north of Harrington Road, to the north-east of the proposed development site. The Persimmon development received outline planning approval from Kettering Borough Council on 30th October 2013 for "residential development of up to 75 dwellings with associated open space, landscaping, highways and utility infrastructure" (planning reference KET/2012/0780). The reserved matters application (planning reference KET/2014/0688) was approved by Kettering Borough Council on 16th January 2015.

3.2.2.2 The access of the Persimmon development is located approximately 70m from the Harrington Road / Meissen Avenue junction.

- 3.2.2.3 It is our understanding that Northamptonshire County Council required no highway improvements to the width of Harrington Road to be carried out as part of the Persimmon development.

3.3 Local policy

- 3.3.1 NCC's and Northamptonshire Highways' design criteria for residential developments is set out in Section 2.0 above. The 2003 and 2016 guidance requires the development road to have a 5.5m wide carriageway with 2 x 1.8m wide footways. The internal roads on the development will comply with this guidance providing 5.5m wide internal roads.

- 3.3.2 Ms Clare Dunderdale at Northamptonshire Highways has requested that improvements are made to Harrington Road in order to provide a 5.5m wide carriageway with 2 x 1.8m wide footways. However, it should be noted that NCC's 2003 guidance states:

"The Highway Authority acknowledges that where developments utilise land within existing built up areas or on reclaimed land, constraints may make full compliance difficult."

- 3.3.3 As Harrington Road is located within an existing residential area, there are constraints to providing highway improvements to the existing carriageway. Due to the existing 1.8m wide footway and adjacent dwellings, there is no potential to widen Harrington Road to the south of the carriageway. The northern side of Harrington Road is bound by a ditch and the Persimmon development which is currently under construction. A highway boundary plan for Harrington Road has been obtained from Northamptonshire County Council, see Appendix B. It can be seen that there is insufficient highway land to the north of the carriageway to widen the carriageway and provide an additional footway.

- 3.3.4 We therefore consider that there are no opportunities to widen Harrington Road to 5.5m wide with 2 x 1.8m wide footways in line with the request of Northamptonshire Highways.

- 3.3.5 We will therefore consider the suitability of Harrington Road to serve an additional 75 dwellings based on its existing geometry.

3.4 Manual for Streets

- 3.4.1 Manual for Streets was published in 2007 and provides technical guidance focussing on lightly-trafficked residential streets. This guidance is appropriate to Harrington Road.

- 3.4.2 Harrington Road has a carriageway width of approximately 4.8m. Figure 7.1 of Manual for Streets indicates that a 4.8m wide carriageway is sufficient for a lorry to pass a car. Manual for Streets states that carriageway widths should "be appropriate for the particular context and uses of the street" and should take into account "the volume of vehicular traffic and pedestrian activity" and "the traffic composition".

3.4.3 Due to the residential location and dead-end nature of Harrington Road, traffic volumes are low and will predominantly comprise cars. A width of 4.8m is sufficient to accommodate a refuse vehicle passing a car. It is unlikely that two lorries will need to pass along this section of carriageway.

3.4.4 Based on guidance set out within Manual for Streets, this report considers the current width of Harrington Road to be appropriate for both pre- and post-development.

3.5 Swept path analysis

3.5.1 Swept path analysis has been completed for Harrington Road for a refuse vehicle opposed by a car (see Appendix C) and for a refuse vehicle required to manoeuvre around a parked car (see Appendix D). A 4-axle Olympus refuse truck has been used for the swept path analysis, which we understand is the refuse vehicle currently requested by Northamptonshire Highways.

3.5.2 It can be seen that the existing 4.8m carriageway width of Harrington Road is sufficient for a refuse vehicle to pass a car travelling in the opposite direction, and for a refuse vehicle required to manoeuvre around a parked car.

3.5.3 Based on the swept path analysis, this report considers the existing 4.8m wide carriageway to be sufficient for a refuse vehicle opposed by a car. We do not consider it necessary to widen the carriageway from 4.8m to 5.5m wide to enable two lorries to pass each other, as this would be a very infrequent event.

3.6 Daily traffic flows

3.6.1 The daily traffic generation for the proposed development and the existing dwellings on Orchard Close has been calculated using person trip generation rates obtained from the TRICS database version 7.4.1. The parameters selected to obtain the TRICS data is detailed in Table 3.1 below. The TRICS data is enclosed in Appendix E.

TRICS Parameters	
Parameter	Selection
Main Land Use	03 – Residential
Sub Land Use	A – Houses Privately Owned
Locations	Edge of Town Centre Suburban Area Edge of Town
Quantum of Development	Number of Dwellings

Table 3.1

3.6.2 The daily traffic generation calculation is based on the following parameters:

Size of proposed development	= 75 dwellings
Existing dwellings on Orchard Close	= 10 (Royal Mail postcode finder)
Percentage driving a car or van	= 79% (Travel to Work census data)
Time period	= 0700 – 1900

3.6.3 An analysis of the TRICS data is provided in Table 3.2 below.

Analysis of TRICS Data			
	Arrivals	Departures	Total
Daily Person Trip Rate	3.556	3.767	7.323
Daily Vehicle Trip Rate	2.815	2.982	5.797
Vehicle Trips – Proposed Development	211	224	435
Vehicle Trips – Orchard Close	28	30	58
Vehicle Trips - TOTAL	239	253	493

Based on data obtained from TRICS database version 7.4.1

Table 3.2

3.6.4 Using the data summarised in Table 3.2 above, the hourly two-way traffic flows generated from the proposed development and the existing dwellings on Orchard Close have been calculated for the 12-hour period 0700-1900, based on the TRICS data available, see Table 3.3 below.

Hourly Vehicle Generation – Proposed Development and Orchard Close	
Time	Hourly Trips Two-Way (Number of Vehicles)
0700-0800	39
0800-0900	67
0900-1000	36
1000-1100	36
1100-1200	35
1200-1300	37
1300-1400	37
1400-1500	40
1500-1600	60
1600-1700	58
1700-1800	59
1800-1900	46

Table 3.3

- 3.6.5 From the data in Table 3.3 above, it can be seen that the hourly two-way vehicle trips generated by the proposed development and Orchard Close ranges from 35 to 67 vehicles, based on TRICS data. The peak hour is shown to be 0800-0900, with a total of 67 two-way vehicle trips generated by the 85 dwellings.
- 3.6.6 The TRICS data does not take account of vehicle trips occurring 1900-0700, however, traffic generation is likely to be considerably lower during this time frame.
- 3.6.7 The hourly two-way vehicle generation rates listed in Table 3.3 above show that traffic flows on Harrington Road will be relatively minor post development. As such, we consider the existing 4.8m wide carriageway to be sufficient to accommodate future peak traffic flows on Harrington Road.

3.7 Parking beat survey

- 3.7.1 A parking beat survey has been completed by Nationwide Data Collection (NDC) for a 24-hour period starting 12:30 on Wednesday 22nd March 2017. The data provided by NDC, including a plan showing their parking zones, is enclosed in Appendix F. JPP have analysed the parking beat data provided by NDC, see Appendix G.
- 3.7.2 Parking zones HR1 and HR2 are located along the north of the carriageway, whilst parking zones HR3, HR4 and HR5 are located along the south of the carriageway. With the exception of one car parked in zone HR1 for a 45 minute period around midday, it can be seen that vehicles did not park along the north of the Harrington Road carriageway during this 24-hour period. Based on the results of the parking beat survey, it is unlikely that a refuse vehicle would encounter parked vehicles on both sides of the carriageway, which would prevent it gaining access to the proposed development.
- 3.7.3 The parking beat survey recorded 5 Light Goods Vehicles (LGV): 2 were parked within zone HR3 for a duration of more than 4 hours, and were 3 parked within zone HR4 for a duration of 1 hour or less. Two Other Goods Vehicles (OGV2) were recorded, both within zone HR4 for a duration of 45 minutes or less. Due to the nearby Persimmon development currently being constructed, it is our assumption that a number of these larger vehicles parked on Harrington Road are associated with the ongoing construction works. Should this be the case, it is unlikely that the current construction traffic will be present post-completion of the proposed development. Therefore, refuse vehicles are unlikely to be opposed by larger vehicles parked along Harrington Road post-development.
- 3.7.4 Based on the results of the parking beat survey, this report considers parked vehicles to have a minimal impact on the flow of traffic along Harrington Road within the vicinity of the proposed development site.

4.0 Road Safety Audit

4.1 Introduction

4.1.1 A Stage 1 Road Safety Audit (RSA) has been undertaken by TMS (reference 13471), see Appendix H. The site was visited by the audit team on Thursday 23rd March 2017 and the audit was carried out on Friday 24th March 2017 in the offices of TMS.

4.1.2 TMS have identified 5 potential problems at the proposed development's access. These are discussed in sections 4.2.1 to 4.2.4 below. TMS have also identified a number of safety issues for the section of Harrington Road between the proposed development access and the existing junction with Meissen Avenue. These safety issues are discussed in sections 4.2.5 to 4.2.11 below.

4.2 Designer's response

4.2.1 2.1 Problem

Location: Proposed access junction onto Harrington Road

Summary: Potential vehicle collisions

Recommendation: The junction radii should be tightened. It is recommended the 6m radii are used for residential developments.

4.2.1.1 Response: Accepted

4.2.1.2 The proposed access design will be reviewed at detailed design stage subject to Northamptonshire Highways' requirements for swept path analysis for a refuse vehicle turning in and out of the proposed access.

4.2.2 2.2 Problem

Location: Proposed access junction onto Harrington Road

Summary: Potential trip hazard to pedestrians

Recommendation: At detailed design stage, an uncontrolled pedestrian crossing point should be provided across the development access road adjacent to the junction onto Harrington Road.

4.2.2.1 Response: Accepted

4.2.2.2 Crossing points will be investigated at detailed design stage.

4.2.3 2.3 Problem

Location: Harrington Road extension and proposed access junction

Summary: Potential darkness related hazards and collisions between all road users

Recommendation: Street lighting should be extended to cover the extended road and access junction.

4.2.3.1 The provision of street lighting will be investigated at detailed design stage.

4.2.4 2.4 Problem

Location: *Harrington Road (footway endpoint on western side)*

Summary: *Potential hazard to pedestrians*

Recommendation: *At detailed design stage a dropped kerb should be provided where the footway terminates.*

4.2.4.1 The provision of a dropped kerb where the footway terminates will be investigated at detailed design stage.

4.2.5 Safety issue 1

There are existing dropped kerbs at the junction of Orchard Close and Harrington Road but no tactile paving is present. Visually impaired pedestrians may inadvertently step out into the carriageway due to the lack of warning paving, which may result in collisions between vehicles and pedestrians. Tactile paving should be provided.

4.2.5.1 Response: Accepted

4.2.5.2 We expect that this item will be picked up by the Stage 3 Road Safety Audit for the nearby Persimmon development. Should this safety issue not be addressed by Persimmon, it will be investigated at detailed design stage.

4.2.6 Safety issue 2

At the time of the site visit, there was some on-street parking present on the southwest side of Harrington Road (to the north of Orchard Close). Where southbound drivers have to use the opposing side of the carriageway, inter-visibility between oncoming drivers on Harrington Road maybe restricted due to the vegetation on the bend in the carriageway. Poor inter-visibility may lead to head-on vehicle collisions. Either the vegetation should be removed to ensure that adequate inter-visibility can be provided or alternatively, parking prohibitions should be introduced.

4.2.6.1 Response: Accepted

4.2.6.2 An exercise looking at the forward visibility along Harrington Road has been completed. The forward visibility requirements at bends set out within Northamptonshire Highways' 2016 guidance is summarised in Table 4.1 below.

Forward Visibility at Bends		
Road Type	Design Speed	Required Forward Visibility
Minor residential roads within development or unclassified roads	20mph	25m

Northamptonshire Highways guidance – September 2016

Table 4.1

4.2.6.3 A forward visibility splay of 25m can be achieved travelling eastbound on Harrington Road based on a design speed of 20mph, see plan enclosed in Appendix I. It can be seen that the 25m visibility splay can be achieved within the highway boundary. Adjacent vegetation may require trimming at intervals to maintain required visibility splay, although forward visibility can currently be achieved without any maintenance.

4.2.7 Safety issue 3

There is a drainage ditch running alongside the north-west side of Harrington Road. The ditch embankment slopes off directly from the back of the carriageway edge kerbs. In the event that a vehicle mounts the kerb, they may be at a risk of sliding down into the ditch. The ditch should be re-profiled and a level verge strip provided.

4.2.7.1 Response: Not Accepted

4.2.7.2 This is an existing arrangement that has not been altered by the Persimmon development. Neither will it be altered by the proposed development. The Parking Beat Survey detailed in Section 3.7 above identified that vehicles rarely park along the north of the Harrington Road. We therefore consider the existing arrangement to be acceptable.

4.2.8 Safety issue 4

At the time of the site visit, there was some localised surface water ponding on Harrington Road (just to the south of the junction with Meissen Avenue). Ponding in the carriageway may be a slip / skid hazard to vehicles, particularly two wheeled vehicles. Localised drainage should be checked and improved as necessary.

4.2.8.1 Response: Accepted

4.2.8.2 We expect that this item will be picked up by the Stage 3 Road Safety Audit for the nearby Persimmon development. Should this safety issue not be addressed by Persimmon, it will be investigated at detailed design stage.

4.2.9 Safety issue 5

There is an excessive kerb upstand at the tactile paving on the south side of the crossing on Meissen Avenue at the junction with Harrington Road. The high kerb upstand is likely to be a trip hazard to pedestrian, particularly to those with visual and mobility impairments. The dropped kerbs should be lowered to between 0 and 6mm.

4.2.9.1 Response: Accepted

4.2.9.2 We expect that this item will be picked up by the Stage 3 Road Safety Audit for the nearby Persimmon development. Should this safety issue not be addressed by Persimmon, it will be investigated at detailed design stage.

4.2.10 Safety issue 6

The overrun area on the north side of the junction of Harrington Road with Meissen Avenue is in a poor state of repair with an uneven and varying surface and as such is a loss of control hazard to vehicles, particularly to two wheeled vehicles. The overrun area should be improved.

4.2.10.1 Response: Accepted

4.2.10.2 We expect that this item will be picked up by the Stage 3 Road Safety Audit for the nearby Persimmon development. Should this safety issue not be addressed by Persimmon, it will be investigated at detailed design stage.

4.2.11 Safety issue 7

There was evidence of kerb strikes and kerb stone displacement on the north-west side of Harrington Road, which is assumed to have been caused by large / heavy construction vehicles. At such point that construction is complete, the kerbs should be replaced.

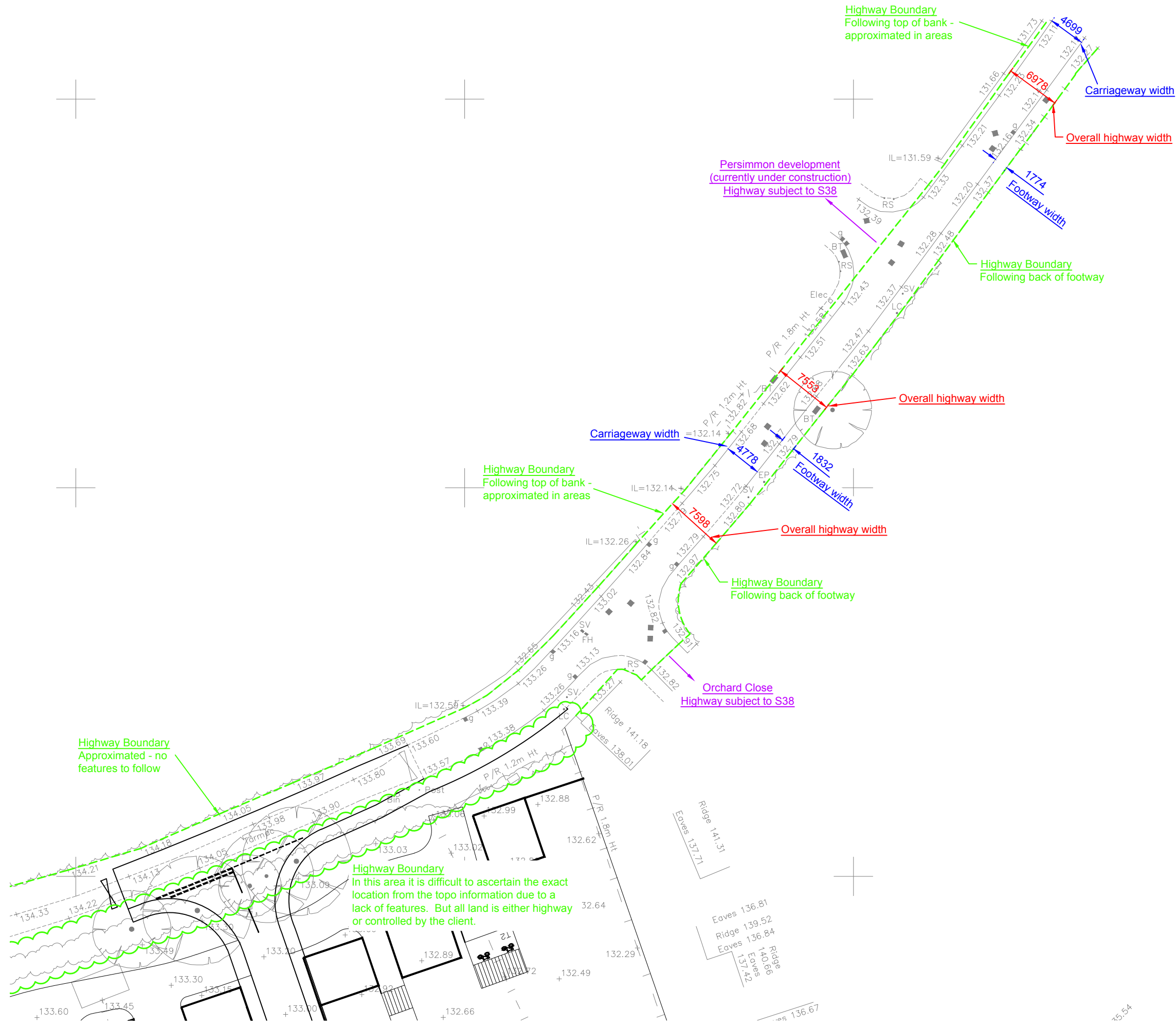
4.2.11.1 Response: Accepted

4.2.11.2 We expect that this item will be picked up by the Stage 3 Road Safety Audit for the nearby Persimmon development. Should this safety issue not be addressed by Persimmon, it will be investigated at detailed design stage.

5.0 Conclusions

- 5.1 The proposed residential development is located at land off Harrington Road, Desborough. The proposed residential development will comprise 77 dwellings with associated highway infrastructure.
- 5.2 On the approach to the proposed development, Harrington Road is a short, straight section of highway. Harrington Road is a dead-end resulting in no through-traffic within the vicinity of the site.
- 5.3 Within the vicinity of the site, Harrington Road has a carriageway width of approximately 4.8m and is bound by a single 1.8m wide footway to the south.
- 5.4 Northamptonshire County Council's Design Guide for Residential Roads, in addition to correspondence from NCC, requires Harrington Road to provide a 5.5m wide carriageway with 2 x 1.8m wide footways.
- 5.5 Based on guidance set out within Manual for Streets, the existing 4.8m wide Harrington Road carriageway is sufficient based on the volume and nature of traffic flows within the vicinity of the site.
- 5.6 Swept path analysis shows that the existing 4.8m carriageway width of Harrington Road is sufficient for a refuse vehicle to pass a car travelling in the opposite direction, and for a refuse vehicle required to manoeuvre around a parked car.
- 5.7 A parking beat survey has been carried out, which suggests that parked vehicles have a minimal impact on the flow of traffic along Harrington Road within the vicinity of the proposed development site.
- 5.8 A Road Safety Audit has identified 5 potential problems at the proposed development's access, which will be addressed at detailed design stage. Seven safety issues have also been identified for the section of Harrington Road between the proposed development access and the existing junction with Meissen Avenue. Forward visibility along Harrington Road has been addressed within this report. We expect that the remaining 6 safety issues will be picked up by the Stage 3 Road Safety Audit of the nearby Persimmon development. Should these safety issues not be addressed by Persimmon, they will be investigated at detailed design stage.
- 5.9 This report demonstrates that the existing layout of Harrington Road provides a suitable access road for the proposed development.

Appendix A
Geometry Analysis of Harrington Road
JPP drawing no. U8368PM-TA13



Notes

1. Based on Indicative Master Plan by RDC.
2. Based on Topographical Survey by MSURV, drawing number 1215/1807/1A dated 13/5/16.
3. Based on Highway Boundary Plan by Northamptonshire County Council, dated 19th December 2016.
4. Based on Proposed Access by JPP Consulting, drawing number U8368PM-TA10 dated 25.08.2016.

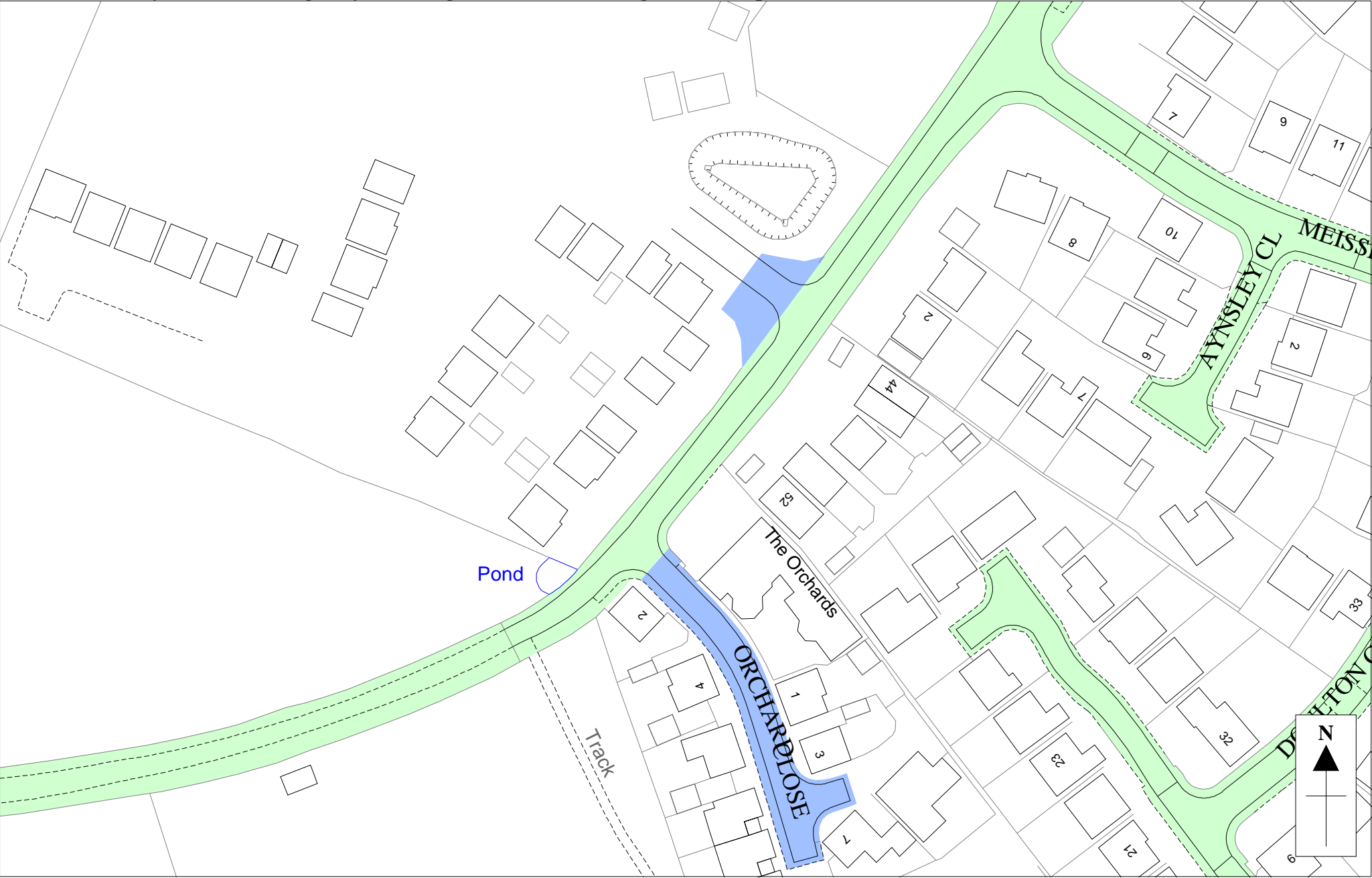
Key

--- Highway Boundary

<p>Cedar Barn, White Lodge, Waigrove, Northampton NN6 9PY</p> <p>T: (01804) 781811 E: mail@jppuk.net F: (01804) 781888 W: www.jppuk.net</p>	Client RDC
	Project Proposed Residential Development, Harrington Rd, Desborough, Northants
	Title <u>Geometry Analysis of Harrington Road</u>
Scale at A3 1:500 Drawn by KER Checked by MJA Date 04.04.2017	Status FOR INFORMATION Project ref U8368PM Drawing no. TA13 Revision -

Appendix B
Highway Boundary Plan
Northamptonshire County Council drawing

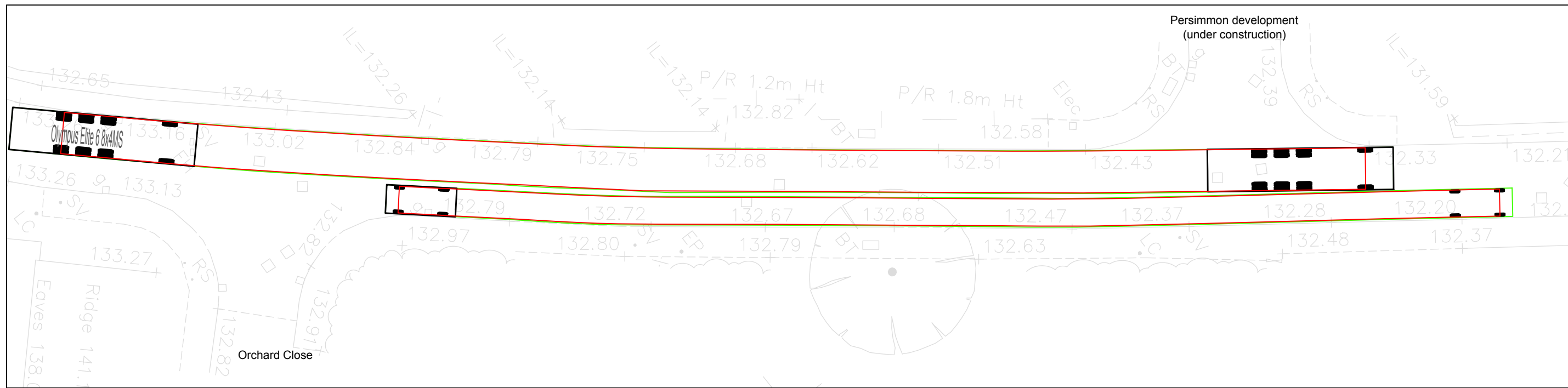
Extent of Publicly Maintained Highway - Harrington Road, Desborough, Northamptonshire



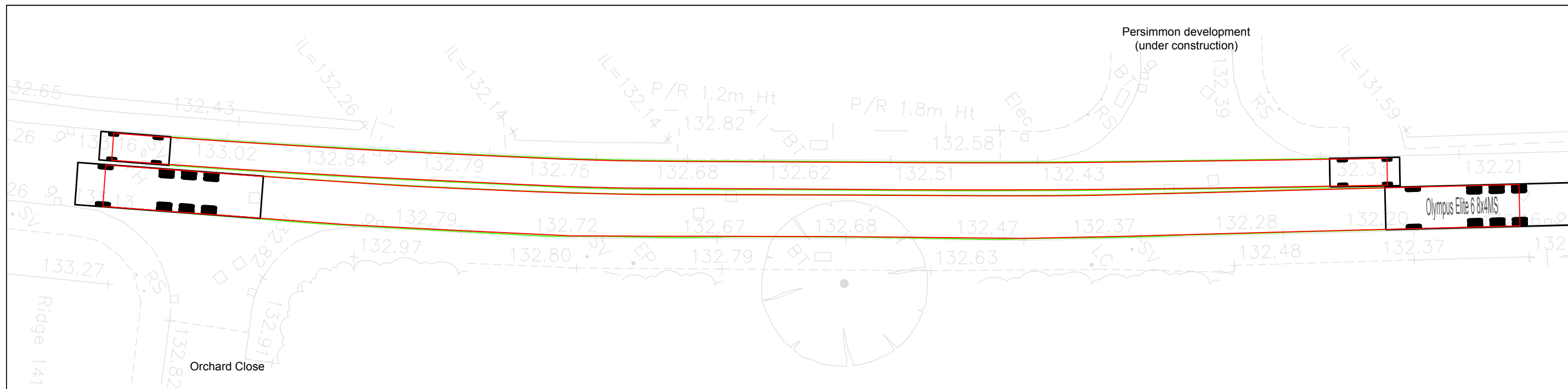
Appendix C
Swept Path Analysis 1
JPP drawing no. U8368PM-TA06



Eastbound Refuse Vehicle



Westbound Refuse Vehicle



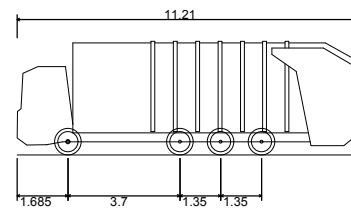
Notes

1. Based on Indicative Master Plan by RDC.
2. Based on Topographical Survey by MSURV, drawing number 1215/1807/1A dated 13/5/16.

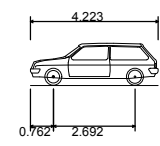
Key

- Vehicle Body
- Wheels

Vehicle Details



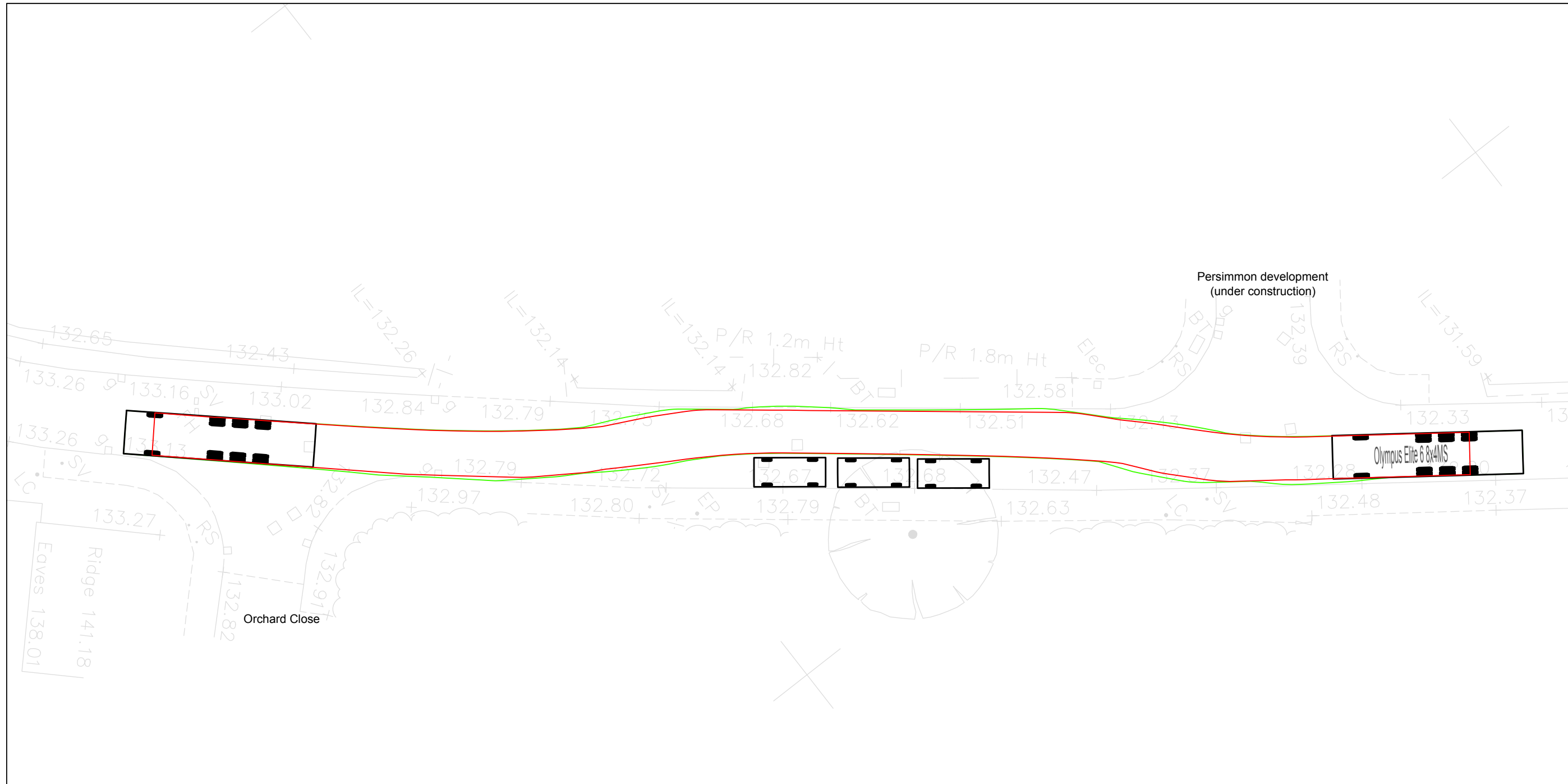
Olympus Elite 6 8x4MS	11.210m
Overall Length	2.550m
Overall Width	3.751m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	6.50s
Lock to Lock Time	10.329m
Kerb to Kerb Turning Radius	



DB32 Private Car	4.223m
Overall Length	1.715m
Overall Width	1.392m
Overall Body Height	0.233m
Min Body Ground Clearance	1.629m
Max Track Width	4.00s
Lock to Lock Time	5.780m
Kerb to Kerb Turning Radius	

 Civil & Structural Engineers Cedar Barn, White Lodge, Welgrave, Northampton NN6 9PY T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net	Client RDC
	Project Proposed Residential Development, Harrington Rd, Desborough, Northants
	Title Swept Path Analysis: Refuse Vehicle Opposed by Private Car
Scale at A3 1:250 Drawn by KER Checked by MJA Date 06.04.2017	Status FOR INFORMATION Project ref U8368PM Drawing no. TA06 Revision

Appendix D
Swept Path Analysis 2
JPP drawing no. U8368PM-TA07



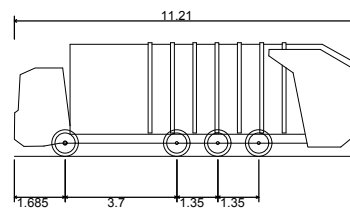
Notes

1. Based on Indicative Master Plan by RDC.
2. Based on Topographical Survey by MSURV, drawing number 1215/1807/1A dated 13/5/16.

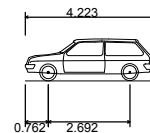
Key

- Vehicle Body
- Wheels

Vehicle Details



Olympus Elite 6 8x4MS
 Overall Length 11.210m
 Overall Width 2.550m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to Lock Time 6.50s
 Kerb to Kerb Turning Radius 10.329m



DB32 Private Car
 Overall Length 4.223m
 Overall Width 1.715m
 Overall Body Height 1.392m
 Min Body Ground Clearance 0.233m
 Max Track Width 1.629m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.780m

 Cedar Barn, White Lodge, Walgrave, Northampton NN8 9PY T: (01604) 781811 E: mail@jppuk.net F: (01604) 781999 W: www.jppuk.net	Client RDC
	Project Proposed Residential Development, Harrington Rd, Desborough, Northants
	Title Swept Path Analysis: Refuse Vehicle Manoeuvring Around a Parked Car
Scale at A3 1:250	Drawn by KER
Status FOR INFORMATION	Checked by MJA Date 06.04.2017
	Project ref U8368PM
	Drawing no. TA07
	Revision

**Appendix E
TRICS Data**

Calculation Reference: AUDIT-252601-170404-0424

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 6 to 432 (units:)
 Range Selected by User: 6 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	9 days
Tuesday	9 days
Wednesday	7 days
Thursday	7 days
Friday	9 days

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

Selected survey types:

Manual count	41 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	19
Edge of Town	17

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	35
No Sub Category	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:**Use Class:**

C1	1 days
C3	39 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	10 days
10,001 to 15,000	12 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	10 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	6 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	14 days
1.1 to 1.5	26 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	37 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	41 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: TUESDAY 18/10/11			Survey Type: MANUAL
2	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09			Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 Survey date: TUESDAY 22/05/12			Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14			Survey Type: MANUAL
5	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14			Survey Type: MANUAL
6	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15			Survey Type: MANUAL
7	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-03 LOWER BRAND LANE	TERRACED & SEMI DETACHED	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15		
9	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING	EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11		
10	GM-03-A-10 BUTT HILL DRIVE	DETACHED/SEMI	GREATER MANCHESTER
	PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11		
11	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		
12	LC-03-A-30 WATSON ROAD	SEMI-DETACHED	LANCASHIRE
	BLACKPOOL Edge of Town Centre Residential Zone Total Number of dwellings: 24 Survey date: FRIDAY 14/06/13		
13	LN-03-A-03 ROOKERY LANE	SEMI DETACHED	LINCOLNSHIRE
	BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		
14	LN-03-A-04 EGERTON ROAD	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	LINCOLN Edge of Town Centre Residential Zone Total Number of dwellings: 30 Survey date: MONDAY 29/06/15		

LIST OF SITES relevant to selection parameters (Cont.)

15	MS-03-A-03 BEMPTON ROAD OTTERSPOOL LIVERPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 Survey date: FRIDAY 21/06/13	DETACHED	MERSEYSIDE	Survey Type: MANUAL
16	NE-03-A-02 HANOVER WALK SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
17	NE-03-A-03 STATION ROAD SCUNTHORPE Edge of Town Centre Residential Zone Total Number of dwellings: 180 Survey date: TUESDAY 20/05/14	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
18	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12	SEMI DET. & BUNGALOWS	NORFOLK	Survey Type: MANUAL
19	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
20	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
21	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		21	
	Survey date:	MONDAY	16/09/13	Survey Type: MANUAL
23	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
	Survey date:	MONDAY	16/09/13	Survey Type: MANUAL
24	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		71	
	Survey date:	TUESDAY	17/09/13	Survey Type: MANUAL
25	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL
26	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE			
	NORTHALLERTON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		47	
	Survey date:	TUESDAY	27/09/16	Survey Type: MANUAL
27	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		71	
	Survey date:	THURSDAY	23/01/14	Survey Type: MANUAL
28	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date:	TUESDAY	23/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK
	BURY ST EDMUNDS Edge of Town Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
30	SH-03-A-03 SOMERBY DRIVE	DETACHED		SHROPSHIRE
	BICTON HEATH SHREWSBURY Edge of Town No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
31	SH-03-A-04 ST MICHAEL'S STREET	TERRACED		SHROPSHIRE
	SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
32	SH-03-A-05 SANDCROFT	SEMI -DETACHED/TERRACED		SHROPSHIRE
	SUTTON HILL TELFORD Edge of Town Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
33	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY Edge of Town Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
34	SM-03-A-01 WEMBDON ROAD	DETACHED & SEMI		SOMERSET
	NORTHFIELD BRIDGWATER Edge of Town Residential Zone			
	Total Number of dwellings:	33		
	Survey date: THURSDAY	24/09/15		Survey Type: MANUAL
35	ST-03-A-06 STANFORD ROAD	SEMI -DET. & TERRACED		STAFFORDSHIRE
	BLAKENHALL WOLVERHAMPTON Edge of Town Centre No Sub Category			
	Total Number of dwellings:	17		
	Survey date: FRIDAY	09/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
37	TW-03-A-02	SEMI -DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL
38	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
39	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL
40	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	BROADBRIDGE HEATH			
	HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	151		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
41	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: WEDNESDAY	18/04/12		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	41	56	0.097	41	56	0.421	41	56	0.518
08:00 - 09:00	41	56	0.201	41	56	0.695	41	56	0.896
09:00 - 10:00	41	56	0.212	41	56	0.266	41	56	0.478
10:00 - 11:00	41	56	0.221	41	56	0.262	41	56	0.483
11:00 - 12:00	41	56	0.221	41	56	0.239	41	56	0.460
12:00 - 13:00	41	56	0.253	41	56	0.245	41	56	0.498
13:00 - 14:00	41	56	0.238	41	56	0.250	41	56	0.488
14:00 - 15:00	41	56	0.250	41	56	0.288	41	56	0.538
15:00 - 16:00	41	56	0.502	41	56	0.301	41	56	0.803
16:00 - 17:00	41	56	0.491	41	56	0.277	41	56	0.768
17:00 - 18:00	41	56	0.529	41	56	0.257	41	56	0.786
18:00 - 19:00	41	56	0.341	41	56	0.266	41	56	0.607
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.556			3.767			7.323

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 41
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

**Appendix F
Parking Beat Survey
NDC ref. 7314**



Midlands

Haseley Office Centre,
Firs Lane, Haseley,
Warwick,
CV35 7LS

Tel: 01926 485504
Fax: 01926 485537

JPP CONSULTING DESBOROUGH TRAFFIC SURVEY

SURVEY REPORT MARCH 2017

PROJECT NO.	7314
CHECKED	N. TOONE
DATE	30/03/2017
CONTACT	J. ELLIOT
REVISION	



CONTENTS

Introduction

General Location Plan

Drawing 7314-01

Appendix A – Vehicle Categories

Appendix B – Parking Beat Data

INTRODUCTION

Nationwide Data Collection (NDC) was instructed by JPP Consulting to undertake a Parking Beat Survey on Harrington Road in Desborough, Northamptonshire. The survey was carried out from Wednesday 22nd to Thursday 23rd March 2017. A general location plan is given in Diagram 1.

Parking Beat Survey

The survey was a continuous 24hr parking beat carried out from 12:30 on 22nd March. For ease of survey the study area was divided into 5 individual beat areas, the details of which are shown on Drawing 7314-01.

Vehicles were classified into the following categories:

Cars and taxis (**CAR**), Light Goods Vehicles (**LGV**), Other Goods Vehicles type 1 (**OGV1**), Other Goods Vehicles type 2 (**OGV2**), Public Service Vehicles (**PSV**) & Motorcycles (**MCL**).

Only Cars, LGVs and OGV2s were actually observed throughout the survey.

A detailed description of the vehicles included in each category is included in Appendix A.

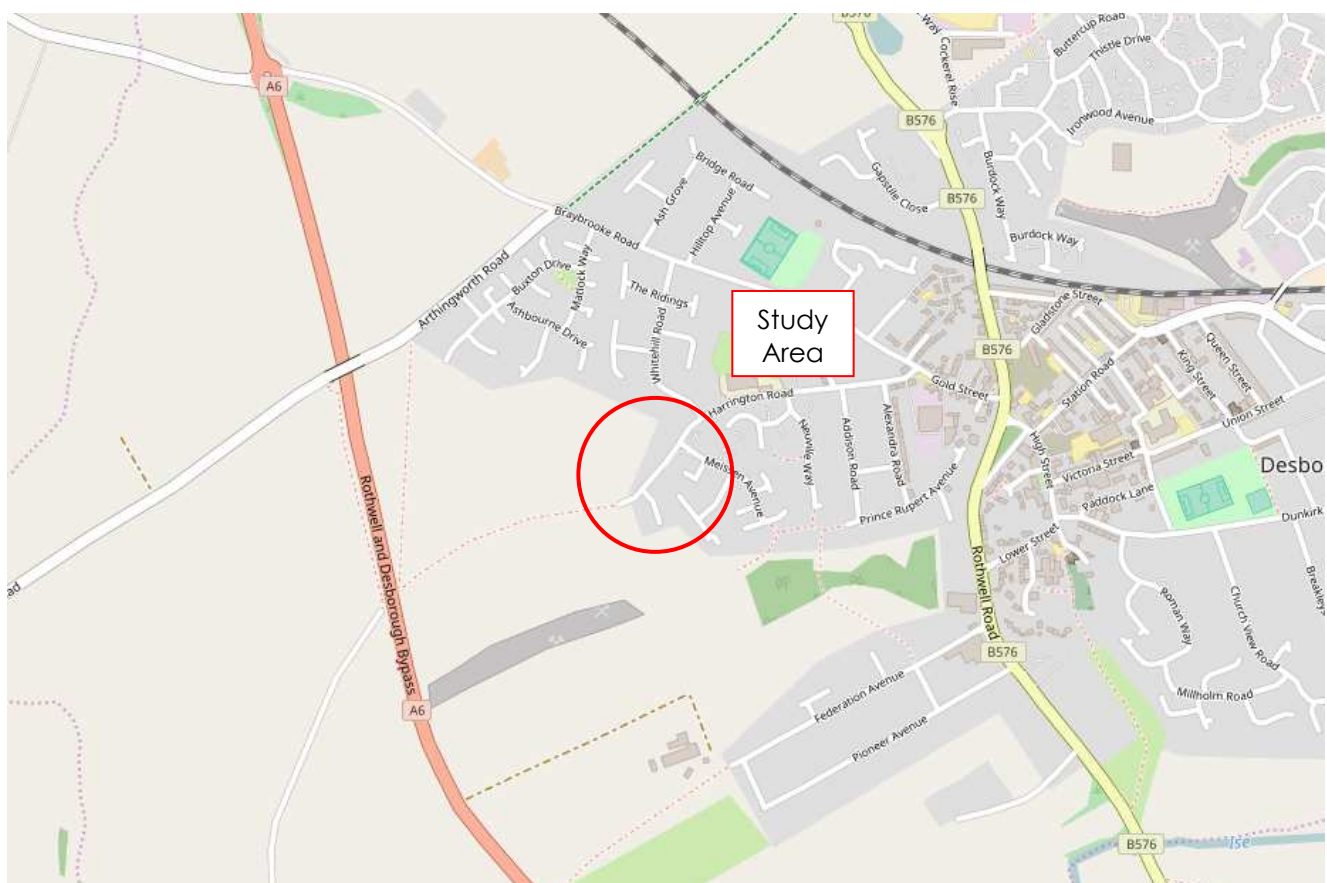
A copy of the data is included in Appendix B.

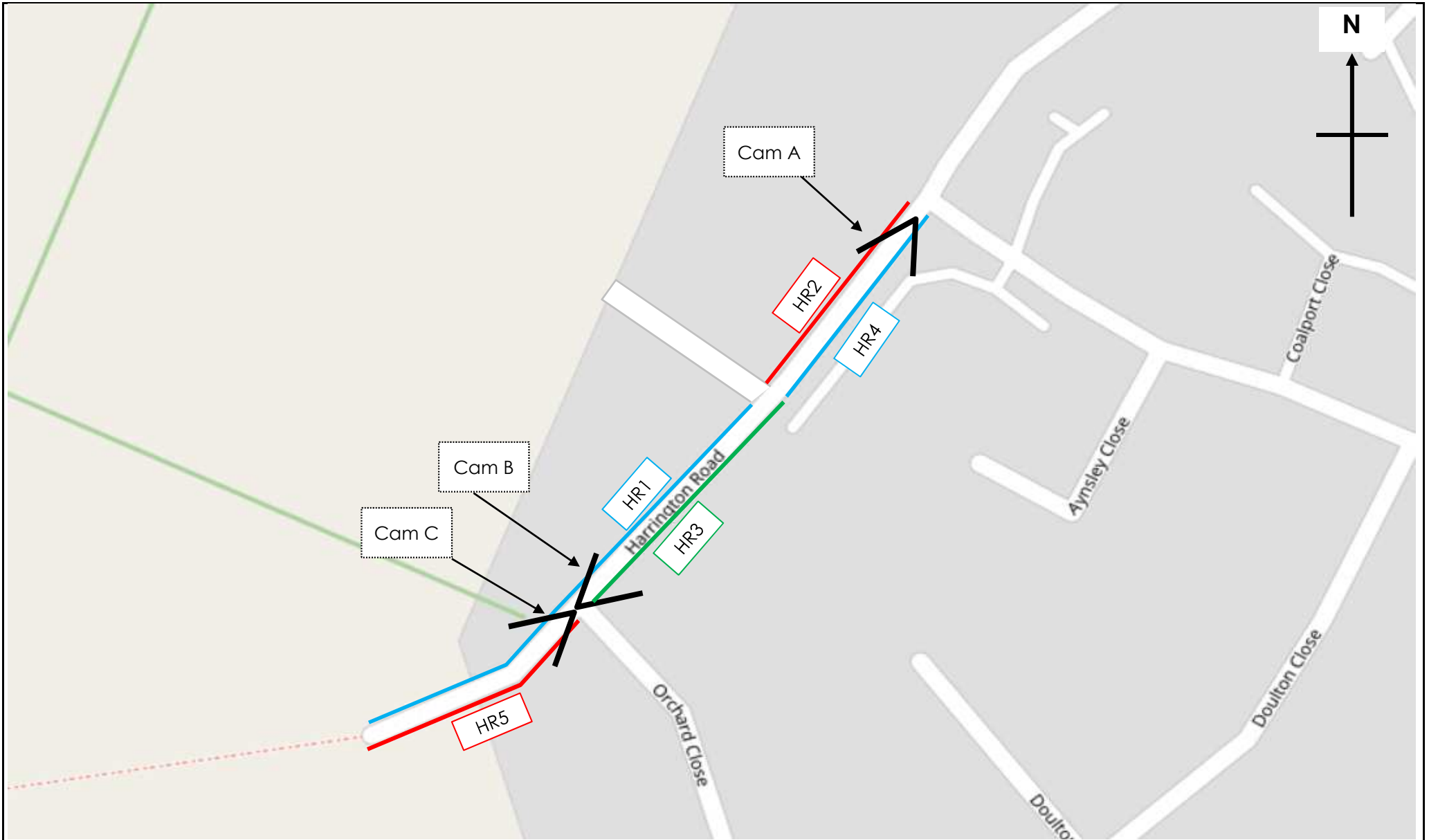
Site Notes


The weather started wet with some rain at the start of the survey, however it remained dry with sunny intervals later on and there were no incidents or accidents likely to have had an effect on the results.

All data has been emailed to Martin Andrews at Martin.Andrews@jppuk.net

Diagram 1 - General Location Plan











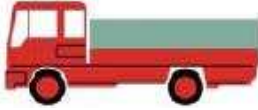






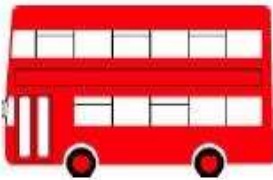



	Site / Location:	Harrington Road	Project No:	7314	Drawing No:	7314-01	Drawn By:	MN
	Survey Date:	Wednesday 22nd March 2017		Project Name:	Desborough			
	Survey Times:	24 hours		Drawing Title:	Site Layout and Observed Movements			



APPENDIX A Vehicle Categories

COBA VEHICLE CATEGORIES

<p>CAR</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  SALOON </div> <div style="text-align: center;">  ESTATE </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  PEOPLE CARRIER </div> <div style="text-align: center;">  CAR TOWING CARAVAN / TRAILER </div> </div>
<p>LIGHT GOODS VEHICLE (LGV)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  VAN </div> <div style="text-align: center;">  <3.5 TONNES – single rear tyres </div> <div style="text-align: center;">  PICK-UP </div> </div>
<p>OTHER GOODS VEHICLE (OGV1)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  > 3.5 TONNES – twin rear tyres </div> <div style="text-align: center;">  2-AXLES RIGID </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  2-AXLES RIGID </div> <div style="text-align: center;">  3 AXLES-RIGID </div> </div>
<p>OTHER GOODS VEHICLE (OGV2)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  4 OR MORE AXLES RIGID </div> <div style="text-align: center;">  3-AXLES ARTIC </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  4 OR MORE AXLES ARTIC </div> <div style="text-align: center;">  OTHER GOODS VEHICLE WITH TRAILER </div> </div>
<p>BUSES & COACHES (PSV)</p>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  DOUBLE DECK BUS </div> <div style="text-align: center;">  SINGLE DECK BUS OR COACH </div> </div>

COBA VEHICLE CATEGORIES

Definition of Categories

The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. The most common categories into which the traffic is split in COBA; these are defined as:

Cars (CARS)

Including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class.

Light Goods Vehicles (LGV)

Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group is delivery vans of one type or another.

Other Goods Vehicles (OGV 1)

Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles. Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included.

Other Goods Vehicles (OGV 2)

This category includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer.

Buses and Coaches (PSV)

Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.



APPENDIX B

Parking Beat Data



**7314 / DESBOROUGH
MARCH 2017
PARKING BEAT SURVEY**

SITE: 1

DATE: 22/03/2017

LOCATION: Harrington Road

DAY: WEDNESDAY

START 12:30:00 22nd March
FINISH 12:30:00 23rd March

Beat Zone	Arrival Time	Departure Time	Duration	Vehicle Type
HR3	12:38:15	16:34:28	03:56:13	LGV
HR3	12:38:15	16:37:42	03:59:27	CAR
HR3	14:31:37	14:36:07	00:04:30	CAR
HR4	14:38:48	14:45:25	00:06:37	OGV2
HR4	14:59:19	15:26:10	00:26:51	OGV2
HR3	15:08:24	12:30:00	21:21:36	CAR
HR3	15:08:30	16:14:29	01:05:59	CAR
HR3	15:58:44	16:02:06	00:03:22	CAR
HR3	17:10:38	18:12:34	01:01:56	CAR
HR3	18:48:38	04:09:43	09:21:05	CAR
HR5	19:01:50	19:28:06	00:26:16	CAR
HR4	19:27:50	20:05:07	00:37:17	CAR
HR3	19:43:27	12:30:00	16:46:33	CAR
HR3	20:31:30	08:39:00	12:07:30	LGV
HR4	07:38:35	07:53:30	00:14:55	LGV
HR4	08:05:34	08:09:58	00:04:24	LGV
HR4	08:15:40	08:16:03	00:00:23	CAR
HR3	09:59:51	11:20:50	01:20:59	CAR
HR3	11:38:07	12:30:00	00:51:53	CAR
HR1	11:43:58	12:30:00	00:46:02	CAR

Maximum Duration of Stay	21:21:36
Minimum Duration of Stay	00:00:23
Average Duration of Stay	03:44:11

Appendix G
JPP Analysis of Parking Beat Survey

U8368PM Harrington Road, Desborough

Analysis of Parking Beat Survey

Zone	1230 - 1330	13:30-1430	14:30-1530	1530-16:30	16:30-1730	17:30-1830	18:30-19:30	19:30-20:30	20:30-21:30	04:00-04:30	07:30-08:30	08:30-09:30	09:30-10:30	10:30-11:30	11:30-12:30	
HR1																
HR2																
HR3	█	█	█	█	█	█	█	█	█							
HR3	█	█	█	█	█	█	█	█	█							
HR3			█													
HR3			█	█	█	█	█	█	█	█	█	█	█	█	█	█
HR3			█	█	█											
HR3					█	█										
HR3						█	█	█								
HR3							█	█	█	█	█	█	█	█	█	█
HR3									█	█	█	█	█	█	█	█
HR3										█	█	█	█	█	█	█
HR3													█	█	█	█
HR3															█	█
HR4			█	█												
HR4			█	█	█											
HR4								█	█	█						
HR4											█	█				
HR4												█				
HR4													█			
HR5								█	█							

KEY

█ LGV

█ OGV2

█ Car

**Appendix H
Road Safety Audit Stage 1
TMS ref. 13471**



safer roads for everyone

**Harrington Road, Desborough,
Northamptonshire**

Road Safety Audit Stage 1

on behalf of JPP Consulting

TMS reference no: 13471

Harrington Road, Desborough, Northamptonshire

Road Safety Audit Stage 1

1. Introduction

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on the proposed extension of Harrington Road, Desborough, Northamptonshire, on behalf of JPP Consulting. The audit was carried out on 24th March 2017 in the offices of TMS Consultancy.
- 1.2 The audit team members (approved by Bill Rhodes – Kier WSP / Northamptonshire Highways) were as follows:-

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Engineer, TMS Consultancy

Audit Team Member

Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

- 1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by JPP Consulting. The site was visited by the Audit Team on 23rd March 2017 between 11.30am and 11.45am. The weather was sunny and dry. Traffic flows were very light. No pedestrian and cycle flows were observed.
- 1.4 The terms of reference of the audit are as described in HD 19/15. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence. The locations of specific problems are referenced on the plan in **Appendix B**.



safer roads for everyone

Client: JPP Consulting

Scheme: Harrington Road, Desborough, Northamptonshire

- 1.6 The scheme consists of the proposed extension of Harrington Road, Desborough, to facilitate a proposed bellmouth priority junction which will provide access to a 77 dwelling housing development. The scheme will also include the provision of footways from Harrington Road into the development.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – Proposed access junction onto Harrington Road

Summary: Potential vehicle collisions

10m radii are proposed at the bellmouth junction onto the extended Harrington Road. The large radii may encourage high vehicle entry speeds into the proposed development access road which may result in shunt type vehicle collisions or collisions with vehicles exiting from the private car parking areas.

RECOMMENDATION

The junction radii should be tightened. It is recommended that 6m radii are used for residential developments.

2.2 PROBLEM

Location – Proposed access junction onto Harrington Road

Summary: Potential trip hazard to pedestrians

Footways are provided on both sides of the development access road to the junction with Harrington Road. It is not clear if a crossing is proposed near the junction, but the presence of full height kerbs could pose a trip and fall hazard for pedestrians with mobility and visual impairments.

RECOMMENDATION

At detailed design stage, an uncontrolled pedestrian crossing point should be provided across the development access road adjacent to the junction onto Harrington Road.

2.3 PROBLEM

Location – Harrington Road extension and proposed access junction

Summary: Potential darkness related hazards and collisions between all road users

Existing street lighting on Harrington Road terminates at the junction with Orchard Close. Poor illumination of the extended road and access junction may result in darkness related hazards and collisions between all road users.

RECOMMENDATION

Street lighting should be extended to cover the extended road and access junction.

2.4 PROBLEM

Location – Harrington Road (footway endpoint on western side)

Summary: Potential hazard to pedestrians

The footway on the western side of the proposed access junction is shown to terminate at the replacement gate. Therefore, it is not known how pedestrians will be able to access the existing track. A trip hazard may be present if pedestrians have to make the transition between the footway and track via a full height kerb.

RECOMMENDATION

At detailed design stage a dropped kerb should be provided where the footway terminates.

2.5 Additional Safety Issues identified on Harrington Road to junction with Meissen Avenue

In addition to the proposed extension of Harrington Road and access junction, the Audit Team have been asked to assess the existing Harrington Road from the proposed scheme to the junction with Meissen Avenue to the east, to highlight any additional safety issues. These are listed below:

- 1) There are existing dropped kerbs at the junction of Orchard Close and Harrington Road but no tactile paving is present. Visually impaired pedestrians may inadvertently step out into the carriageway due to the lack of warning paving, which may result in collisions between vehicles and pedestrians. Tactile paving should be provided.



- 2) At the time of the site visit, there was some on-street parking present on the southeast side of Harrington Road (to the north of Orchard Close). Where southbound drivers have to use the opposing side of the carriageway, inter-visibility between oncoming drivers on Harrington Road maybe restricted due to the vegetation on the bend in the carriageway. Poor inter-visibility may lead to head-on vehicle collisions. Either the vegetation should be removed to ensure that adequate inter-visibility can be provided or alternatively, parking prohibitions should be introduced.



- 3) There is a drainage ditch running alongside the north-west side of Harrington Road. The ditch embankment slopes off directly from the back of the carriageway edge kerbs. In the event that a vehicle mounts the kerb, they may be at risk of sliding down into the ditch. The ditch slopes should be re-profiled and a level verge strip provided.



- 4) At the time of the site visit, there was some localised surface water ponding on Harrington Road (just to the south of the junction with Meissen Avenue). Ponding in the carriageway may be a slip / skid hazard to vehicles, particularly two wheeled vehicles. Localised drainage should be checked and improved as necessary.



- 5) There is an excessive kerb upstand at the tactile paving on the south side of the crossing on Meissen Avenue at the junction with Harrington Road. The high kerb upstand is likely to be a trip hazard to pedestrians, particularly to those with visual and mobility impairments. The dropped kerbs should be lowered to between 0 and 6mm.



- 6) The overrun area on the north side of the junction of Harrington Road with Meissen Avenue is in a poor state of repair with an uneven and varying surface and as such is a loss of control hazard to vehicles, particularly to two wheeled vehicles. The overrun area should be improved.



- 7) There was evidence of kerb strikes and kerb stone displacement on the north-west side of Harrington Road, which is assumed to have been caused by large / heavy construction vehicles. At such point that construction is complete, the kerbs should be replaced.



3. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in HD 19/15.

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Engineer, TMS Consultancy

Signed



Date 24th March 2017

Audit Team Member

Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

Signed



Date 24th March 2017

TMS Consultancy

Unit 1b, Sovereign Court 2,
University of Warwick Science Park
Sir William Lyons Road
Coventry, CV4 7EZ



+ 44 (0)24 7669 0900



info@tmsconsultancy.co.uk



www.tmsconsultancy.co.uk

Appendix A

Documents Examined:

- Drawing No. TA11
- Drawing No. TA10

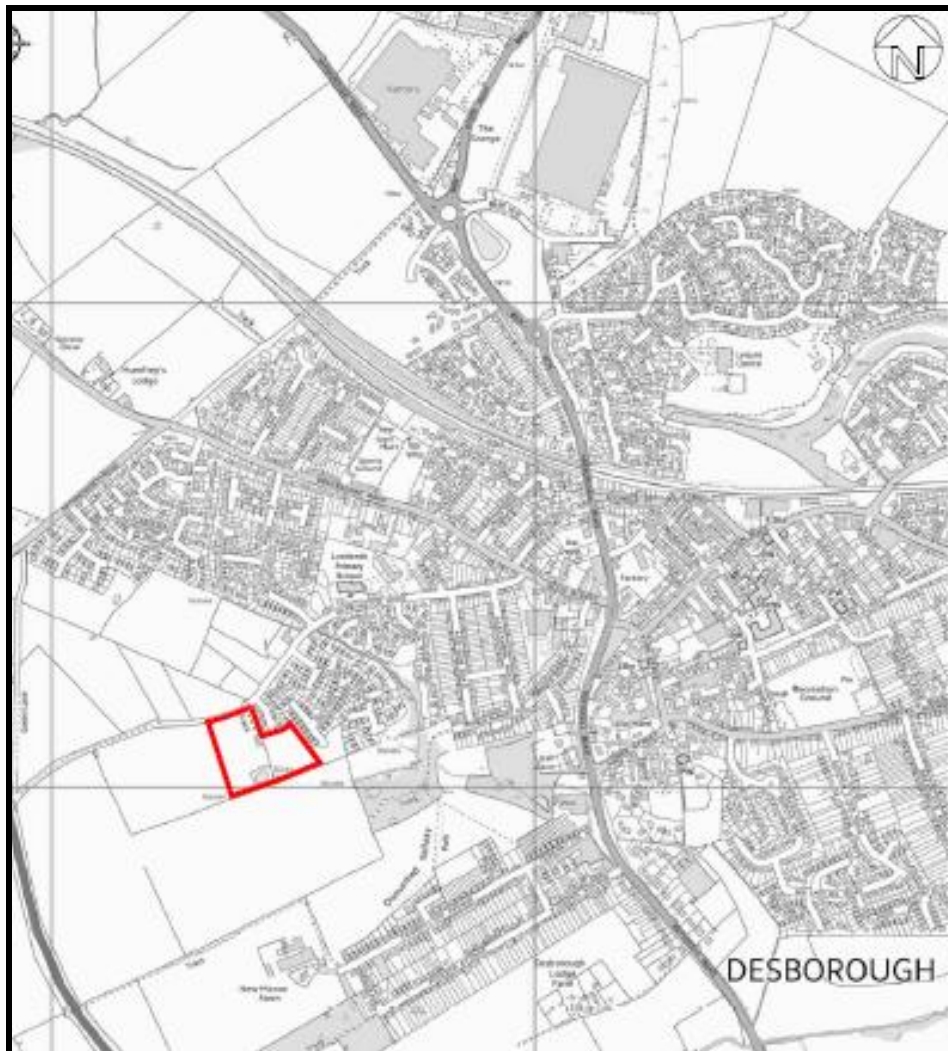
Other Information Provided:

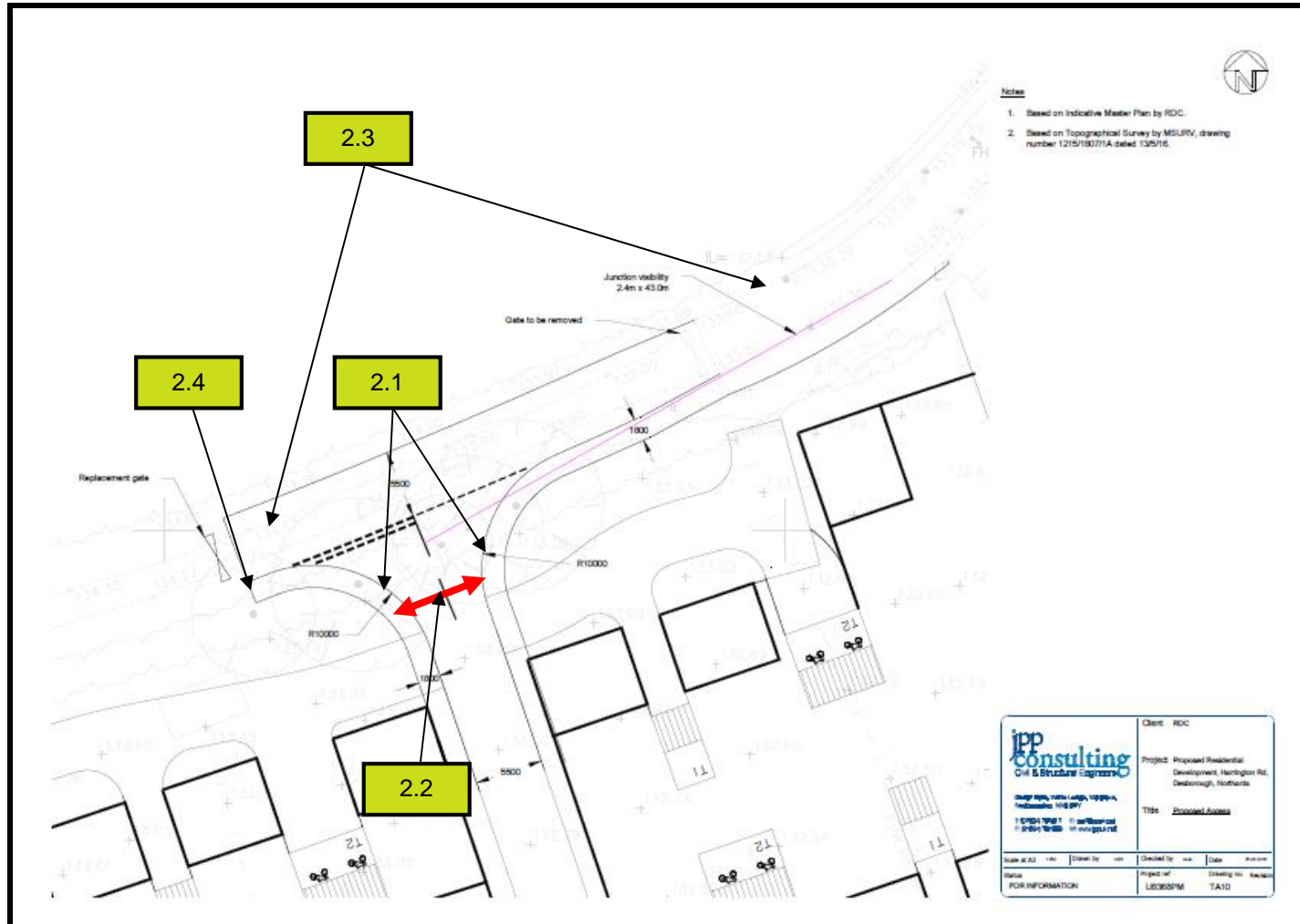
- Accident Data
- Location Plan
- Indicative Masterplan

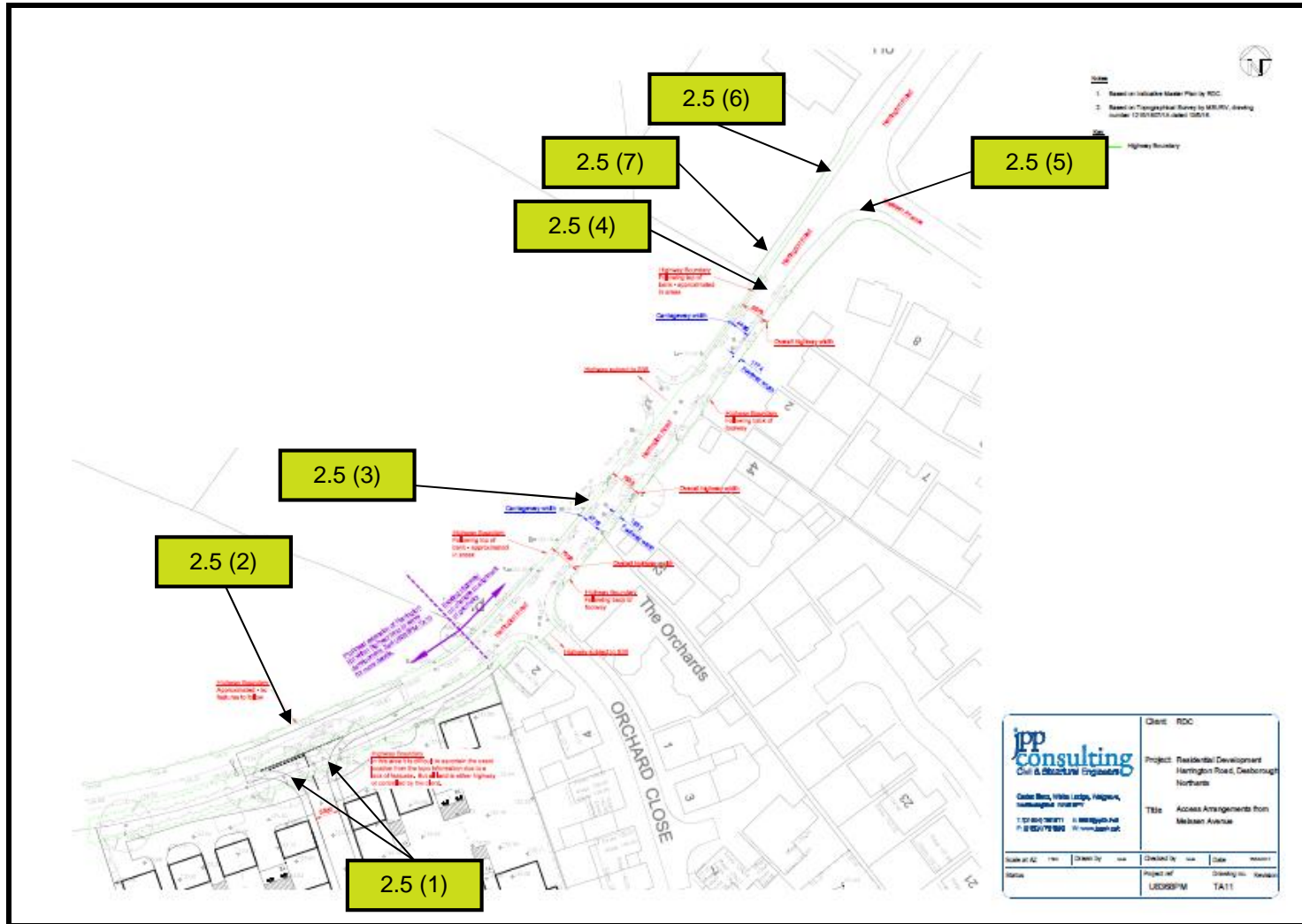
Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:







Appendix I
Forward Visibility
JPP drawing no. U8368PM-TA14

