EAST PARK ENERGY

East Park Energy

EN010141

Technical Note on Impact on B645 / A1 St Neots Junction

Document Reference: EN010141/DR/8.23

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009: Regulation 5(2)(q)

April 2026

Version P01

EAST PARK ENERGY

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Technical Note on Impact on B645 / A1 St Neots Junction

APFP Regulation Reference:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference:	EN010141
Application Document Number:	EN010141/DR/8.23
Author:	Axis PED Ltd

Version	Date	Status
P01	April 2026	Deadline 1

CONTENTS

1.0 INTRODUCTION

1.1.1 This Technical Note (TN) has been prepared to provide additional evidence in response to a number of comments raised by National Highways and the Local Highway Authorities (LHAs), Cambridgeshire County Council (CCC) and Bedford Borough Council (BBC), both in their respective Relevant Representations and at Issue Specific Hearing 2 (ISH2) of the East Park Energy Examination.

1.1.2 The purpose of this Technical Note is to outline the main items raised by National Highways and the LHAs regarding Traffic and Transport and provide responses with a view to resolving the matters raised and to work towards a Statement of Common Ground (SoCG).

1.1.3 The content of this TN covers the following topics, corresponding with the matters raised, with each discussed in turn in the following sections:

i) Appraisal of Impact on A1 St Neot's Junction; and
ii) Construction Staff Car Occupancy Assumptions.

2.0 APPRAISAL OF IMPACT ON A1 ST NEOTS JUNCTION

2.1 Overview

2.1.1 The relevant representations submitted by National Highways requested that additional information should be provided to explain the expected impact on the A1 junction with the B645 during the peak hours, specifically with regard to the potential impact on the A1 as a result of the forecast construction staff trips.

2.1.2 Additional traffic count data has therefore been obtained, and junction capacity assessments have been undertaken, to appraise the existing operation of the A1 junction with the B645 and the likely impact resulting from the forecast construction staff trips.

2.2 Baseline Traffic Flows

2.2.1 The A1 St Neots junction effectively comprises three separate junctions, as illustrated in **Image 1**.

Image 1: Traffic Count Locations

2.2.2 The northbound exit and entry slip roads form a priority T-junction with the B645, which is situated approximately 100m north-west of the A1 mainline. The southbound exit and entry slip roads connect to Great N Road via a mini roundabout junction. A second mini roundabout junction approximately 185m north of this connects to the B645.

2.2.3 Classified turning count and queue length surveys were undertaken at each of these junctions on Wednesday 11th March 2026, covering a 12-hour period between 07:00 and 19:00. The raw survey data is included within **Appendix A**.

2.2.4 The baseline traffic data indicates that the AM and PM peak hours at this location are in line with 'traditional' highway peak hours, with AM and PM peak hour periods of 08:00-09:00 and 17:00-18:00, respectively. The queue length survey data indicates that these junctions operate without issue at present. The observed average queue length on the A1 northbound exit slip was 1 vehicle in the AM peak and 0.5 vehicles in the PM peak. The observed average queue length on the A1 southbound exit slip was less than 0.5 vehicles in both the AM and PM peak hours.

2.2.5 However, as described within Section 6.6 of the TA [APP-101], based on the anticipated daily hours of construction, staff would travel to and from the Site outside of the observed highway peak hours, arriving at the Site before 08:00 and departing after 18:00.

2.2.6 The baseline traffic count data indicates that traffic flows at the A1 St Neots junction are significantly lower during the 'shoulder' of each peak hour compared to the peak hour itself. The purpose of this assessment, therefore, will be to determine whether the addition of development traffic to these 'peak hour shoulder' periods would result in any adverse impact on the operation of these junctions, specifically with regard to an increase in queuing on the A1 exit slip roads that may impact on the flow of traffic along the A1 mainline.

2.2.7 The assessment has therefore been undertaken for the Development Peak Hours of 07:00-08:00 and 18:00-19:00.

2.2.8 The 2026 AM and PM development peak hour base flows are illustrated in **Figure 1** in **Appendix B**.

2.3 Growth Factors

2.3.1 As described within Section 4.2 of **Environmental Statement (ES) Vol 2 Appendix 9: Transport Assessment (the TA) [APP-101]**, the construction programme for the Proposed Development is anticipated to commence in early 2028 and last for 30 months. The peak period for construction HGV traffic is forecast to occur in month 2, with construction staff movements peaking in month 12. As such, the peak of construction activity is forecast to occur in late-2028, and this has therefore been taken as the future assessment year for this assessment, in line with the assessments included within the TA and **ES Vol 1 Chapter 9 Traffic and Transport [APP-045]**.

2.3.2 Accordingly, the 2026 baseline traffic flow data has been factored up to a 2028 future baseline using TEMPRO v8.1 database. The TEMPRO growth factors have been calculated for 'Huntingdonshire 020' (E02003767) Middle Super Output Area (MSOA); the area in which the B645 / A1 St Neots junction is located. The locally adjusted growth figures used to estimate the future year traffic flows are detailed in **Table 1**.

Table 1: TEMPRO Growth Factors

MSOA	Period	Factor
		2022 – 2028
Huntingdonshire 020 (E02003772)	Weekday AM	1.0188
	Weekday PM	1.0187

2.3.3 The resultant TEMPRO-adjusted 2028 future baseline traffic flows are illustrated in **Figure 2** in **Appendix B**.

2.4 Committed Development Traffic

2.4.1 In order to presents a robust appraisal of the likely impact on the A1 St Neots junction, this assessment has taken into account traffic associated with the proposed High Wood Solar Farm. As described in Section 9.11 of ES Vol 1 Chapter 9 Traffic and Transport [APP-045], this was the only committed development that has the potential to result in any significant cumulative impacts with regard to the impact of construction traffic.

2.4.2 Vehicle trip generation for the High Wood Solar Farm development site was taken from the Indicative Traffic Management Plan which was submitted as part of the planning application for that development. This identified an anticipated construction programme of 40 weeks, with a peak traffic generation of 40 two-way vehicle movements per day (inclusive of approximately 8 daily two-way HGV movements).

2.4.3 As such, in order to present a robust appraisal, for the purpose of this assessment it has been assumed that all trips associated with the High Wood scheme will arrive during the AM peak hour and depart during the PM peak hour, and all trips would use the A1 northbound slip roads only.

2.4.4 It has therefore been assumed that this committed development traffic will result in 20 arrivals (including 4 HGVs) using the A1 northbound exit slip in the AM peak hour, and 20 departures (including 4 HGVs) using the A1 northbound entry slip in the PM peak hour.

2.5 Proposed Development Trips

2.5.1 As set out in Table 5.4 of the **TA [APP-101]**, there is a forecast maximum trip generation of approximately 427 staff trips in each direction (i.e. 427 arrivals in the AM peak and 427 departures in the PM peak), which is forecast to occur during month 12 of the construction phase. These trip generation forecasts are based on the assumption that a significant number of staff would participate in a car share, with an average car occupancy of 2 assumed for construction staff trips to the main site access.

2.5.2 It is likely that construction staff will either be locally based or billeted within visitor accommodation across an area within a 30-minute drive time from the Site. As such, for the purpose of this assessment, the proposed development trips have been distributed onto the local highway network based on existing turning proportions at the A1 St Neots junction. The distribution of development trips, including committed development trips as described in Section 2.4 above, are illustrated in **Figure 3** in **Appendix B**. The resultant 2028 Base + Development flows for the AM and PM development peak hours are illustrated in **Figure 4** in **Appendix B**.

2.6 Junction Capacity Assessment

B645 / A1 Northbound Slip Roads

2.6.1 The B645 / A1 northbound slip roads priority junction has been assessed using the PICADY module within the TRL software package Junctions 10.

2.6.2 Results refer to the Ratio of Flow to Capacity (RFC) and queue length predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity. The average maximum queue lengths are expressed as Passenger Car Units (PCUs).

2.6.3 The detailed Junctions 10 output is provided in **Appendix C**. The junction capacity assessment results for the 2026 'Base', 2028 'Base' and 2028 'With Development' scenarios are summarised in **Table 2** below.

Table 2: B614 /A1 Northbound Slip Roads PICADY Capacity Assessment

Link		2026 Base		2028 Base		2028 With Development	
		RFC	Queue	RFC	Queue	RFC	Queue
AM Development Peak Hour (07:00 – 08:00)							
Stream B – C	Left turn from A1 NB Exit Slip	0.17	0.2	0.17	0.1	0.57	1.3
Stream B – A	Right turn from A1 NB Exit Slip	0.08	0.1	0.09	0.1	0.12	0.2
Stream C - B	Right turn from B645 (W)	0.09	0.2	0.10	0.2	0.11	0.2
PM Development Peak Hour (18:00 – 19:00)							
Stream B – C	Left turn from A1 NB Exit Slip	0.18	0.2	0.18	0.2	0.18	0.2
Stream B – A	Right turn from A1 NB Exit Slip	0.15	0.2	0.15	0.2	0.19	0.2
Stream C - B	Right turn from B645 (W)	0.06	0.1	0.06	0.1	0.29	0.8

2.6.4 **Table 2** shows that the B645 / A1 northbound slip roads junction would operate within capacity without any significant queuing in all modelled scenarios.

B645 / B1048 Crosshall Road / Great N Road

2.6.5 The B645 / B1048 Crosshall Road / Great N Road mini roundabout has been assessed using the ARCADY module within the TRL software package Junctions 10.

2.6.6 Results refer to the Ratio of Flow to Capacity (RFC) and queue length predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity. The average maximum queue lengths are expressed as PCUs.

2.6.7 The detailed Junctions 10 output is provided in **Appendix C**. The junction capacity assessment results for the 2026 'Base', 2028 'Base' and 2028 'With Development' scenarios are summarised in **Table 3** below.

Table 3: B645 / B1048 Crosshall Road / Great N Road ARCADY Capacity Assessment

Link		2026 Base		2028 Base		2028 With Development	
		RFC	Queue	RFC	Queue	RFC	Queue
AM Development Peak Hour (07:00 – 08:00)							
Arm 1	B1048 Crosshall Road	0.19	0.2	0.20	0.2	0.30	0.4
Arm 2	Great N Road	0.38	0.6	0.39	0.6	0.65	1.9
Arm 3	B645	0.30	0.4	0.30	0.4	0.30	0.4
PM Development Peak Hour (18:00 – 19:00)							
Arm 1	B1048 Crosshall Road	0.17	0.2	0.17	0.2	0.20	0.3
Arm 2	Great N Road	0.26	0.3	0.26	0.4	0.26	0.4
Arm 3	B645	0.23	0.3	0.23	0.3	0.55	1.2

2.6.8 **Table 3** shows that the B645 / B1048 Crosshall Road / Great N Road junction would operate within capacity without any significant queuing in all modelled scenarios.

Great N Road / A1 Southbound Slip Roads

2.6.9 The Great N Road / A1 southbound slip roads mini roundabout has been assessed using the ARCADY module within the TRL software package Junctions 10.

2.6.10 Results refer to the Ratio of Flow to Capacity (RFC) and queue length predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity. The average maximum queue lengths are expressed as PCUs.

2.6.11 The detailed Junctions 10 output is provided in **Appendix C**. The junction capacity assessment results for the 2026 'Base', 2028 'Base' and 2028 'With Development' scenarios are summarised in **Table 4** below.

Table 4: Great N Road / A1 Southbound Slip Roads ARCADY Capacity Assessment

Link		2026 Base		2028 Base		2028 With Development	
		RFC	Queue	RFC	Queue	RFC	Queue
AM Development Peak Hour (07:00 – 08:00)							
Arm 1	Great N Road (S)	0.38	0.6	0.39	0.6	0.59	1.4
Arm 2	A1 SB Exit Slip	0.35	0.6	0.36	0.6	0.48	0.9
Arm 3	Great N Road (N)	0.18	0.2	0.19	0.2	0.19	0.2
PM Development Peak Hour (18:00 – 19:00)							
Arm 1	Great N Road (S)	0.24	0.3	0.24	0.3	0.27	0.4
Arm 2	A1 SB Exit Slip	0.28	0.4	0.29	0.4	0.29	0.4
Arm 3	Great N Road (N)	0.16	0.2	0.16	0.2	0.34	0.5

2.6.12 **Table 4** shows that the Great N Road / A1 southbound slip roads junction would operate within capacity without any significant queuing in all modelled scenarios.

2.6.13 The above analysis provides comfort that the Proposed Development would have negligible impact on the operation of the local highway network in the vicinity of the A1 St Neots junction and would not result in any queuing issues which would impact on the A1 mainline.

3.0 CONSTRUCTION STAFF CAR OCCUPANCY ASSUMPTIONS

3.1 Overview

3.1.1 As described in paragraph 2.5.1 above, the forecast construction staff trip generation presented within **ES Chapter 9 [APP-045]** and the **TA [APP-101]** was calculated based on an assumed vehicle occupancy of 2.0 staff per car.

3.1.2 However, it has been noted by National Highways and both LHAs that this represents a high car share assumption for a scheme in a rural area, with National Highways noting that an occupancy figure of 1.4 staff per vehicle has more commonly been used as the basis for travel planning on several recently consented and live DCO applications for energy projects in rural locations.

3.1.3 While the assumed car share assumption of 2.0 represents a deliberately ambitious target, in order to minimise the number of construction staff trips, nevertheless in order to appraise the potential impacts resulting from the additional construction traffic that would be generated should this target not be achieved, a sensitivity test has been undertaken to consider the impact of the forecast construction staff trips that would be generated based on a car share occupancy figure of 1.4.

3.2 Sensitivity Test Proposed Development Trips

3.2.1 As described in paragraph 2.5.1 above, based on a car share occupancy figure of 2.0, the Proposed Development would result in a forecast maximum trip generation of approximately 427 staff trips in each direction at the peak of the construction phase.

3.2.2 Using an assumed car share occupancy figure of 1.4 would result in a forecast maximum daily construction staff trip generation of 610 staff trips in each direction (i.e. 610 arrivals in the AM peak and 610 departures in the PM peak). This therefore represents an increase of 183 movements in each peak hour compared to the assessment presented within **ES Chapter 9 [APP-045]** and the **TA [APP-101]**.

3.2.3 The distribution of development trips in the sensitivity test scenario, including committed development trips as described in Section 2.4 above, are illustrated in **Figure 5** in **Appendix B**. The resultant 2028 Base + Development (Sensitivity Test) flows for the AM and PM development peak hours are illustrated in **Figure 6** in **Appendix B**.

3.3 Junction Capacity Assessment

3.3.1 In order to appraise the impact of construction staff trips on the operation of the local highway network in the vicinity of the A1 St Neots junction, the 2028 Base + Development (Sensitivity Test) scenario has been modelled in Junctions 10, as described in Section 2.6 above.

3.3.2 The detailed Junctions 10 output is provided in **Appendix C**. The junction capacity assessment results for the 2028 'With Development' and 2028 'With Development (Sensitivity Test) scenarios are summarised in **Tables 5, 6 and 7** below.

Table 5: B614 /A1 Northbound Slip Roads PICADY Capacity Assessment (Sensitivity Test)

Link		2028 With Development (2.0 Ave Vehicle Occupancy)		2028 With Development – Sensitivity Test (1.4 Ave Vehicle Occupancy)	
		RFC	Queue	RFC	Queue
AM Development Peak Hour (07:00 – 08:00)					
Stream B – C	Left turn from A1 NB Exit Slip	0.57	1.3	0.76	3.0
Stream B – A	Right turn from A1 NB Exit Slip	0.12	0.2	0.18	0.2
Stream C - B	Right turn from B645 (W)	0.11	0.2	0.12	0.3
PM Development Peak Hour (18:00 – 19:00)					
Stream B – C	Left turn from A1 NB Exit Slip	0.18	0.2	0.19	0.2
Stream B – A	Right turn from A1 NB Exit Slip	0.19	0.2	0.21	0.3
Stream C - B	Right turn from B645 (W)	0.29	0.8	0.42	1.5

Table 6: B645 / B1048 Crosshall Road / Great N Road ARCADY Capacity Assessment (Sensitivity Test)

Link		2028 With Development (2.0 Ave Vehicle Occupancy)		2028 With Development – Sensitivity Test (1.4 Ave Vehicle Occupancy)	
		RFC	Queue	RFC	Queue
AM Development Peak Hour (07:00 – 08:00)					
Arm 1	B1048 Crosshall Road	0.30	0.4	0.34	0.5
Arm 2	Great N Road	0.65	1.9	0.78	3.4
Arm 3	B645	0.30	0.4	0.30	0.4
PM Development Peak Hour (18:00 – 19:00)					
Arm 1	B1048 Crosshall Road	0.20	0.3	0.22	0.3
Arm 2	Great N Road	0.26	0.4	0.26	0.4
Arm 3	B645	0.55	1.2	0.69	2.2

Table 7: Great N Road / A1 Southbound Slip Roads ARCADY Capacity Assessment (Sensitivity Test)

Link		2028 With Development (2.0 Ave Vehicle Occupancy)		2028 With Development – Sensitivity Test (1.4 Ave Vehicle Occupancy)	
		RFC	Queue	RFC	Queue
AM Development Peak Hour (07:00 – 08:00)					
Arm 1	Great N Road (S)	0.59	1.4	0.67	2.0
Arm 2	A1 SB Exit Slip	0.48	0.9	0.54	1.2
Arm 3	Great N Road (N)	0.19	0.2	0.19	0.2
PM Development Peak Hour (18:00 – 19:00)					
Arm 1	Great N Road (S)	0.27	0.4	0.28	0.4
Arm 2	A1 SB Exit Slip	0.29	0.4	0.29	0.4
Arm 3	Great N Road (N)	0.34	0.5	0.41	0.7

3.3.3 The Junctions 10 outputs presented in **Tables 5**, **6** and **7** above show that the level of construction traffic associated with an average car share occupancy of 1.4 would not result in a material impact on the operation of the local highway network in the vicinity of the A1 St Neots junction.

3.3.4 The model outputs indicate that in the sensitivity test scenario there would be a maximum average queue length of 3.0 PCU on the A1 northbound exit slip and 1.2 PCU on the A1 southbound exit slip in the AM development peak hour. In the PM development peak hour, the maximum average queue length is less than 0.5 PCU on both slip roads in the sensitivity test scenario.

3.3.5 The above analysis provides comfort that in the Sensitivity Test scenario the Proposed Development would have negligible impact on the operation of the local highway network in the vicinity of the A1 St Neots junction and would not result in any queuing issues which would impact on the A1 mainline.

3.4 Link Percentage Impact Assessment

3.4.1 In addition to the junction capacity assessments presented above, a link percentage impact assessment has also been undertaken to determine the potential impact on the local highway network, with regard to environmental effects, that could occur in the sensitivity test scenario.

3.4.2 As described in paragraph 9.8.11 of **ES Vol 1 Chapter 9 Traffic and Transport [APP-045]**, the development trip distribution used in the assessment of environmental effects assumed that construction staff would car share at an average occupancy of 2.0 as far as the main site access junction. From there, it was assumed that 75% of all staff travelling to each of Sites A, B and C would be transported by 15-seater minibus, with the remainder travelling by car/van with an average occupancy of 2.

3.4.3 For the purpose of this sensitivity test, therefore, the trip generation forecasts have been amended to reflect the assumption that staff would car share at an average occupancy of 1.4 as far as the main site access junction. 75% of all staff travelling to each of Sites A, B and C would be transported by 15-seater minibus, with the remainder travelling by car/van with an average occupancy of 1.4.

3.4.4 **Table 8** below summarises the resultant change in the forecast number of staff vehicle movements for each of the assessment scenarios presented within ES Chapter 9, as summarised below.

i) Period of Maximum HGVs (Month 2);
ii) Period of Maximum Staff (Month 12); and
iii) Average Across Whole Construction Period (30 months).

Table 8: Forecast Daily Construction Staff Vehicle Trip Generation (Two-Way Movements) (Sensitivity Test)

Area	Scenario								
	Max HGVs			Max Staff			Average		
	2.0 Occupancy	1.4 Occupancy	Change	2.0 Occupancy	1.4 Occupancy	Change	2.0 Occupancy	1.4 Occupancy	Change
Site D	52	72	+20	860	1226	+366	498	710	+212
Site C	6	10	+4	78	100	+22	12	36	+24
Site B	4	6	+2	150	194	+44	32	108	+76
Site A	2	4	+2	75	98	+23	14	46	+32
Grid Connection	0	0	+0	10	12	+2	0	2	+2

3.4.5 **Tables 9**, **10** and **11** set out the predicted changes in vehicle movements during the 2028 assessment year, for each of the scenarios outlined above. Note that the changes in forecast construction traffic generation in the sensitivity test scenario would only result in a change to the total number of vehicle movements. The number of HGV movements generated by the Proposed Development would remain the same as assessed within ES Chapter 9.

Table 9: Sensitivity Test Percentage Impact Assessment Summary (2028 Max HGVs (Month 2))

Link	Base Vehicles	Development Vehicles	% Impact Vehicles	Base Vehicles	Development Vehicles	% Impact Vehicles
	2028 12hr AAWT Scenario – Two-Way Traffic Flows			2028 24hr AADT Scenario – Two-Way Traffic Flows		
1 – B645 between A1 & Hail Weston	6,746	132	1.95%	8,228	132	1.60%
2 – B645 between Hail Weston & main site access	5,629	132	2.34%	6,981	132	1.89%

Link	Base Vehicles	Development Vehicles	% Impact Vehicles	Base Vehicles	Development Vehicles	% Impact Vehicles
	2028 12hr AAWT Scenario – Two-Way Traffic Flows			2028 24hr AADT Scenario – Two-Way Traffic Flows		
3 – Moor Road at temp. crossing point	312	56	17.79%	307	56	18.06%
4 – Great Staughton Road between Zantra & Spring Hill	1,349	36	6.26%	1,372	36	2.65%
5 – Spring Hill between Great Staughton Road & Site B access	581	36	6.26%	578	36	6.29%
6 – Green End between Site B and Great Staughton Road	525	3	0.58%	555	3	0.55%
7 – Green End between Site B accesses SA07/SA08 and SA09	525	3	0.53%	555	3	0.50%
8 – Great Staughton Road between Green End and Site B accesses SA05/SA06	735	2	0.26%	815	2	0.23%
9 – Great Staughton Road between Green End and Site B accesses SA03/SA04	327	1	0.28%	358	1	0.25%
10 – B660 between Site B & Site A	937	13	1.39%	1,044	13	1.24%
11 – Duloe Road at grid connection temp. crossing point	709	5	0.72%	747	5	0.68%
12– Bushmead Road at grid connection temp. crossing point	3,030	5	0.17%	3,098	5	0.16%

Table 10: Sensitivity Test Percentage Impact Assessment Summary (2028 Max Staff (Month 12))

Link	Base Vehicles	Development Vehicles	% Impact Vehicles	Base Vehicles	Development Vehicles	% Impact Vehicles
	2028 12hr AAWT Scenario – Two-Way Traffic Flows			2028 24hr AADT Scenario – Two-Way Traffic Flows		
1 – B645 between A1 & Hail Weston	6,746	1250	18.52%	8,228	1250	15.19%
2 – B645 between Hail Weston & main site access	5,629	1250	22.20%	6,981	1250	17.90%
3 – Moor Road at temp. crossing point	312	405	129.77%	307	405	131.69%
4 – Great Staughton Road between Zantra & Spring Hill	1,349	301	22.34%	1,372	301	21.97%
5 – Spring Hill between Great Staughton Road & Site B access	581	301	51.85%	578	301	52.12%
6 – Green End between Site B and Great Staughton Road	525	26	4.96%	555	26	4.70%
7 – Green End between Site B accesses SA07/SA08 and SA09	525	24	4.56%	555	24	4.32%
8 – Great Staughton Road between Green End and Site B accesses SA05/SA06	727	16	2.20%	815	16	1.99%
9 – Great Staughton Road between Green End and Site B accesses SA03/SA04	327	8	2.37%	358	8	2.16%
10 – B660 between Site B & Site A	937	100	10.72%	1,044	100	9.63%

Link	Base Vehicles	Development Vehicles	% Impact Vehicles	Base Vehicles	Development Vehicles	% Impact Vehicles
	2028 12hr AAWT Scenario – Two-Way Traffic Flows			2028 24hr AADT Scenario – Two-Way Traffic Flows		
11 – Duloe Road at grid connection temp. crossing point	709	16	2.33%	747	16	2.21%
12– Bushmead Road at grid connection temp. crossing point	3,030	16	0.54%	3,098	16	0.53%

Table 11: Sensitivity Test Percentage Impact Assessment Summary (2028 Average Construction Trips)

Link	Base Vehicles	Development Vehicles	% Impact Vehicles	Base Vehicles	Development Vehicles	% Impact Vehicles
	2028 12hr AAWT Scenario – Two-Way Traffic Flows			2028 24hr AADT Scenario – Two-Way Traffic Flows		
1 – B645 between A1 & Hail Weston	6,746	726	10.77%	8,228	726	8.83%
2 – B645 between Hail Weston & main site access	5,629	726	12.90%	6,981	726	10.40%
3 – Moor Road at temp. crossing point	312	199	63.63%	307	199	64.57%
4 – Great Staughton Road between Zantra & Spring Hill	1,349	161	11.96%	1,372	161	11.77%
5 – Spring Hill between Great Staughton Road & Site B access	581	161	27.77%	578	161	27.91%
6 – Green End between Site B and Great Staughton Road	525	15	2.79%	555	15	2.64%

Link	Base Vehicles	Development Vehicles	% Impact Vehicles	Base Vehicles	Development Vehicles	% Impact Vehicles
	2028 12hr AAWT Scenario – Two-Way Traffic Flows			2028 24hr AADT Scenario – Two-Way Traffic Flows		
7 – Green End between Site B accesses SA07/SA08 and SA09	525	13	2.57%	555	13	2.43%
8 – Great Staughton Road between Green End and Site B accesses SA05/SA06	727	9	1.24%	815	9	1.12%
9 – Great Staughton Road between Green End and Site B accesses SA03/SA04	327	4	1.34%	358	4	1.22%
10 – B660 between Site B & Site A	937	48	5.15%	1,044	48	4.62%
11 – Duloe Road at grid connection temp. crossing point	709	4	0.54%	747	4	0.51%
12– Bushmead Road at grid connection temp. crossing point	3,030	4	0.13%	3,098	4	0.12%

3.4.6 As per the methodology used to assess environmental effects within ES Chapter 9, the rules set out within the Institute of Environmental Management and Assessment (IEMA) Guidelines 'Environmental Assessment of Traffic and Movement' (July 2023), further detailed assessment of environmental impacts is only required where traffic flows increase by more than 30% (or 10% for a sensitive area).

3.4.7 The local highway network within the study area is largely rural in nature, and there are relatively few properties with direct frontages onto any of the highway links. Where there are properties which are directly accessed from

the impacted sections of highway, these are generally well set back from the edge of the carriageway or otherwise screened with hedgerows.

3.4.8 Furthermore, the majority of the impacted links cover very short sections of road of generally less than 1km in length. In particular, the impacted sections of Spring Hill and the B660 Kimbolton Road comprise distances of approximately 280m and 70m, respectively. The impacted sections of Moor Road, Duloe Road and Bushmead Road each comprise a single temporary crossing point.

3.4.9 As such, the sensitivity of all highway links within the study area is considered to be Low, and the assessment of impacts has therefore been appraised against the IEMA Rule 1 30% threshold for all links.

3.4.10 **Table 9** indicates that during the period of peak HGV traffic, the impact of construction traffic would be below the IEMA 30% threshold on all links with regard to the increase in total vehicle numbers based on an average car occupancy of 1.4.

3.4.11 **Table 10** indicates that during the period of peak construction staff traffic, overall construction traffic in the sensitivity test scenario is forecast to exceed the 30% threshold only on links 3 and 5, in both the AAWT and AADT time periods.

3.4.12 **Table 11** indicates that on average across the whole construction period, the magnitude of impact of construction traffic in the sensitivity test scenario is only forecast to exceed the 30% threshold on link 3, in both the AAWT and AADT time periods.

3.4.13 As set out in Section 9.8 of ES Chapter 9, the assessment of environmental effects based on an average car occupancy of 2.0 also identified that only links 3 and 5 would experience an increase in traffic flows greater than 30% during the period of peak construction traffic. In the sensitivity test scenario, the magnitude of change is forecast to increase from approximately 102% to 130% on link 3, and from approximately 40% to 52% on link 5.

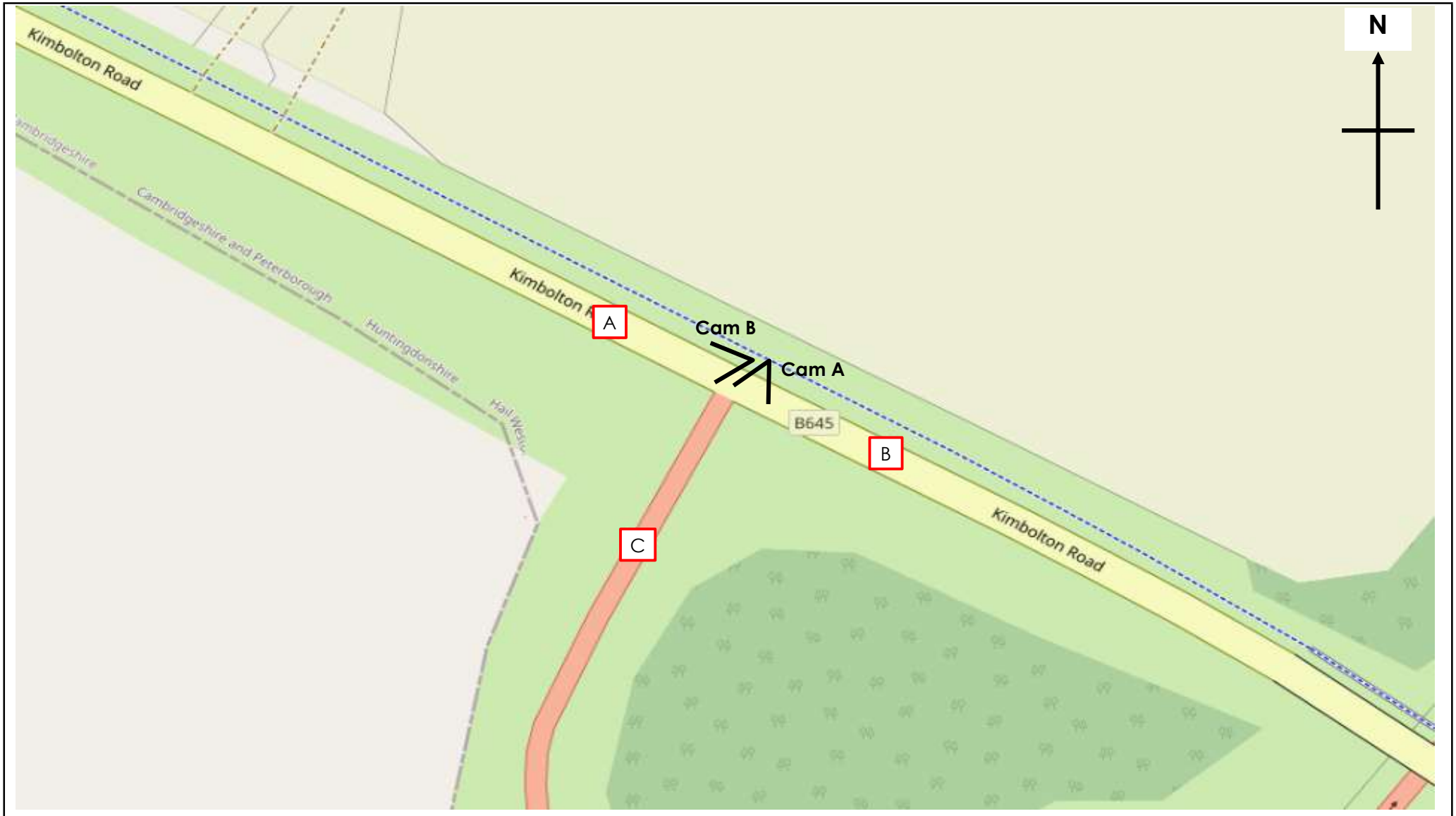
3.4.14 The only material difference in the sensitivity test scenario compared to the original assessment in ES Chapter 9 is the forecast exceedance of the IEMA 30% threshold on link 3 in the 'Average Construction' scenario. This is indicated to experience a magnitude of change of approximately 64% based on an average car occupancy of 1.4, compared to approximately 22% based on an average car occupancy of 2.0.

3.4.15 The impact on link 3, Moor Road, would be at a single crossing point, which would be manned by banksmen to ensure that construction traffic only crosses Moor Road when there is an appropriate gap in traffic, to ensure there is no additional delay to traffic travelling along Moor Road. Furthermore, the magnitude of the percentage increase indicated on this link is reflective of a low level of baseline traffic along Moor Road, which was observed to have an average two-way flow of approximately 40 vehicles per hour, or one vehicle every 1-2 minutes, during the daytime.

3.4.16 Similarly, construction traffic would only impact on link 5, Spring Hill, for a distance of less than 300m, and the percentage increases forecast on this link are again reflective of a relatively low level of baseline traffic.

3.4.17 As such, it is considered that the additional construction traffic which would be generated based on an average car share occupancy of 1.4 would not change the overall conclusions set out in ES Chapter 9, and there would be no significant environmental effects in this scenario.

APPENDIX A – 2026 TRAFFIC SURVEY DATA



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1, B645 / A1 NB Slip Road	**Project No:**	17838	**Drawing No:**	17838-01	**Drawn By:** MN
	Survey Date:	Wednesday 11th March 2026	**Project Name:**	St Neots			
	Survey Times:	07:00 - 19:00	**Drawing Title:**	Site Layout and Observed Movements			

SITE: 1 DATE: 11/03/2026

LOCATION B645 / A1 NB Slip Road DAY: Wednesday

TIME	CAR	LGV	OGV1	A to C OGV2	PSV	MCL	PCL	TOT
07:00	9	1	0	0	0	0	0	10
07:15	7	0	0	0	0	0	0	7
07:30	15	3	0	0	0	0	0	18
07:45	3	1	0	0	0	0	0	4
H/TOT	34	5	0	0	0	0	0	39
08:00	11	3	0	0	0	0	0	14
08:15	9	2	0	0	0	0	0	11
08:30	10	3	0	0	0	0	0	13
08:45	12	1	0	0	0	0	0	13
H/TOT	42	9	0	0	0	0	0	51
09:00	7	2	1	0	0	0	0	10
09:15	6	1	0	1	0	0	0	8
09:30	1	2	1	1	0	0	0	5
09:45	5	1	1	1	0	0	0	8
H/TOT	19	6	3	3	0	0	0	31
10:00	6	1	0	0	0	0	0	7
10:15	1	2	0	0	0	0	0	3
10:30	1	2	0	0	0	0	0	3
10:45	5	1	0	0	0	0	0	6
H/TOT	13	6	0	0	0	0	0	19
11:00	5	3	0	0	0	0	0	8
11:15	4	3	0	1	0	0	0	8
11:30	5	0	0	0	0	0	0	5
11:45	5	2	2	0	0	0	0	9
H/TOT	19	8	2	1	0	0	0	30
12:00	8	1	0	0	0	0	0	9
12:15	6	1	0	2	0	0	0	9
12:30	4	3	1	0	0	0	0	8
12:45	6	2	0	0	0	0	0	8
H/TOT	24	7	1	2	0	0	0	34
13:00	6	1	0	0	0	0	0	7
13:15	3	3	0	0	0	0	0	6
13:30	3	2	1	0	0	0	0	6
13:45	1	4	0	0	0	0	0	5
H/TOT	13	10	1	0	0	0	0	24
14:00	5	3	0	1	0	0	0	9
14:15	4	2	0	0	0	0	0	6
14:30	10	2	0	0	0	0	0	12
14:45	8	2	0	0	0	0	0	10
H/TOT	27	9	0	1	0	0	0	37
15:00	7	4	0	0	0	0	0	11
15:15	0	0	0	0	0	0	0	0
15:30	8	2	0	1	0	0	0	11
15:45	3	2	0	0	0	0	0	5
H/TOT	18	8	0	1	0	0	0	27
16:00	12	1	0	0	0	0	0	13
16:15	4	1	0	0	0	0	0	5
16:30	16	0	0	0	0	0	0	16
16:45	6	4	0	2	2	0	0	14
H/TOT	38	6	0	2	2	0	0	48
17:00	7	4	0	0	0	0	0	11
17:15	11	1	0	0	0	0	0	12
17:30	10	1	1	0	0	0	0	12
17:45	8	1	0	0	0	0	0	9
H/TOT	36	7	1	0	0	0	0	44
18:00	12	0	0	0	1	0	0	13
18:15	6	0	0	0	0	0	0	6
18:30	6	0	0	0	0	0	0	6
18:45	2	0	0	0	0	0	0	2
H/TOT	26	0	0	0	1	0	0	27
P/TOT	309	81	8	10	3	0	0	411

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 11/03/2026

LOCATION B645 / A1 NB Slip Road DAY: Wednesday

TIME	CAR	LGV	OGV1	A to B OGV2	PSV	MCL	PCL	TOT
07:00	57	11	0	0	0	0	0	68
07:15	57	15	1	0	0	0	0	73
07:30	61	18	0	0	1	0	0	80
07:45	70	18	0	0	1	0	0	89
H/TOT	245	62	1	0	2	0	0	310
08:00	56	10	1	0	1	0	0	68
08:15	53	9	2	0	0	0	0	64
08:30	85	13	0	0	0	0	0	98
08:45	78	9	0	0	0	0	0	87
H/TOT	272	41	3	0	1	0	0	317
09:00	48	6	0	0	0	1	0	55
09:15	41	8	1	0	0	0	0	50
09:30	47	10	0	0	0	0	0	57
09:45	41	9	2	0	0	0	0	52
H/TOT	177	33	3	0	0	1	0	214
10:00	29	12	1	0	0	0	0	42
10:15	30	8	0	0	0	0	0	38
10:30	42	7	3	0	0	1	0	53
10:45	57	10	2	0	0	0	0	69
H/TOT	158	37	6	0	0	1	0	202
11:00	36	9	0	0	0	0	0	45
11:15	32	7	0	0	0	2	0	41
11:30	33	9	1	0	0	0	0	43
11:45	37	9	1	0	0	3	0	50
H/TOT	138	34	2	0	0	5	0	179
12:00	36	5	1	0	0	0	0	42
12:15	30	3	0	2	0	0	0	35
12:30	48	4	0	0	0	1	0	53
12:45	39	12	1	0	0	0	0	52
H/TOT	153	24	2	2	0	1	0	182
13:00	35	5	1	0	0	0	0	41
13:15	31	7	0	1	0	0	0	39
13:30	31	3	0	1	0	2	0	37
13:45	33	9	0	0	0	0	0	42
H/TOT	130	24	1	2	0	2	0	159
14:00	35	8	0	1	0	1	0	45
14:15	37	10	2	0	0	0	0	49
14:30	32	9	2	0	0	0	0	43
14:45	50	12	0	0	0	0	0	62
H/TOT	154	39	4	1	0	1	0	199
15:00	43	9	1	0	0	0	0	53
15:15	30	9	0	0	0	2	0	41
15:30	42	19	1	2	0	1	0	65
15:45	42	8	1	0	0	0	0	51
H/TOT	157	45	3	2	0	3	0	210
16:00	46	12	0	0	0	1	0	59
16:15	43	19	0	0	0	0	0	62
16:30	64	7	2	0	0	0	0	73
16:45	40	8	0	0	1	2	0	51
H/TOT	193	46	2	0	1	3	0	245
17:00	62	10	0	0	0	1	0	73
17:15	69	6	0	0	0	0	0	75
17:30	61	11	0	2	0	0	0	74
17:45	60	7	0	0	0	1	0	68
H/TOT	252	34	0	2	0	2	0	290
18:00	62	6	0	0	0	0	0	68
18:15	43	4	0	0	0	1	0	48
18:30	40	3	0	0	0	0	0	43
18:45	46	2	0	0	0	0	0	48
H/TOT	191	15	0	0	0	1	0	207
P/TOT	2220	434	27	9	4	20	0	2714

SITE: 1 DATE: 11/03/2026

LOCATION B645 / A1 NB Slip Road DAY: Wednesday

TIME	CAR	LGV	OGV1	B to A OGV2	PSV	MCL	PCL	TOT
07:00	29	4	0	0	0	0	0	33
07:15	42	4	0	0	0	0	0	46
07:30	34	10	1	0	0	0	0	45
07:45	41	19	0	0	0	0	0	60
H/TOT	146	37	1	0	0	0	0	184
08:00	57	9	0	0	3	0	0	69
08:15	62	9	1	0	1	0	0	73
08:30	45	7	0	0	0	0	0	52
08:45	34	6	1	0	0	1	0	42
H/TOT	198	31	2	0	4	1	0	236
09:00	27	4	1	0	0	0	0	32
09:15	18	9	0	0	0	0	0	27
09:30	29	1	0	0	0	0	0	30
09:45	26	5	2	0	0	0	0	33
H/TOT	100	19	3	0	0	0	0	122
10:00	15	4	0	0	0	0	0	19
10:15	26	5	0	0	0	0	0	31
10:30	27	9	0	0	0	0	0	36
10:45	24	6	0	0	0	0	0	30
H/TOT	92	24	0	0	0	0	0	116
11:00	28	6	0	0	0	0	0	34
11:15	25	9	0	0	0	1	0	35
11:30	22	9	1	0	0	0	0	32
11:45	28	5	0	0	0	0	0	33
H/TOT	103	29	1	0	0	1	0	134
12:00	30	6	0	0	0	0	0	36
12:15	31	6	0	0	0	1	0	38
12:30	30	2	0	1	0	0	0	33
12:45	31	5	0	0	0	1	0	37
H/TOT	122	19	0	1	0	2	0	144
13:00	26	2	1	0	0	0	0	29
13:15	26	6	0	0	0	0	0	32
13:30	20	4	1	0	0	0	0	25
13:45	27	3	0	0	0	0	0	30
H/TOT	99	15	2	0	0	0	0	116
14:00	30	5	2	0	0	0	0	37
14:15	20	1	0	0	0	1	0	22
14:30	28	4	0	0	0	0	0	32
14:45	31	7	0	1	0	0	0	39
H/TOT	109	17	2	1	0	1	0	130
15:00	31	6	0	0	0	0	0	37
15:15	45	8	0	1	0	0	1	55
15:30	40	2	1	0	1	0	0	44
15:45	43	11	0	0	0	0	0	54
H/TOT	159	27	1	1	1	0	1	190
16:00	33	10	0	0	0	0	0	43
16:15	37	11	0	0	0	0	0	48
16:30	56	7	0	1	0	0	0	64
16:45	57	5	0	0	0	1	0	63
H/TOT	183	33	0	1	0	1	0	218
17:00	56	11	0	0	1	1	0	69
17:15	51	4	0	0	0	1	0	56
17:30	69	1	0	0	0	0	0	70
17:45	40	8	0	0	0	1	0	49
H/TOT	216	24	0	0	1	3	0	244
18:00	31	2	0	0	0	0	0	33
18:15	31	2	0	0	0	0	0	33
18:30	52	1	0	0	0	0	0	53
18:45	40	1	0	0	0	0	0	41
H/TOT	154	6	0	0	0	0	0	160
P/TOT	1681	281	12	4	6	9	1	1994

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 11/03/2026

LOCATION B645 / A1 NB Slip Road DAY: Wednesday

TIME	CAR	LGV	OGV1	B to C OGV2	PSV	MCL	PCL	TOT
07:00	35	6	1	1	0	0	0	43
07:15	52	12	0	0	0	0	0	64
07:30	46	8	0	0	1	0	0	55
07:45	43	8	0	0	0	0	0	51
H/TOT	176	34	1	1	1	0	0	213
08:00	45	12	0	0	0	0	0	57
08:15	48	2	0	0	0	0	0	50
08:30	45	3	1	0	0	0	0	49
08:45	49	4	0	0	0	0	0	53
H/TOT	187	21	1	0	0	0	0	209
09:00	39	8	1	0	0	0	0	48
09:15	42	6	2	0	0	0	0	50
09:30	35	7	1	1	0	0	0	44
09:45	14	4	0	0	0	0	0	18
H/TOT	130	25	4	1	0	0	0	160
10:00	23	5	1	1	0	1	0	31
10:15	21	5	1	0	0	0	0	27
10:30	24	6	1	0	0	0	0	31
10:45	27	5	1	0	0	0	0	33
H/TOT	95	21	4	1	0	1	0	122
11:00	14	2	0	0	0	0	0	16
11:15	21	7	0	0	0	0	0	28
11:30	17	9	3	0	0	0	0	29
11:45	18	2	0	0	0	0	0	20
H/TOT	70	20	3	0	0	0	0	93
12:00	33	5	0	0	0	0	0	38
12:15	21	7	0	1	0	0	0	29
12:30	21	9	0	0	0	0	0	30
12:45	22	7	1	0	0	0	0	30
H/TOT	97	28	1	1	0	0	0	127
13:00	20	1	1	1	0	0	0	23
13:15	33	3	0	0	0	0	0	36
13:30	35	5	0	0	0	0	0	40
13:45	18	7	1	1	0	0	0	27
H/TOT	106	16	2	2	0	0	0	126
14:00	22	3	1	0	0	0	0	26
14:15	17	11	1	0	0	0	0	29
14:30	23	12	1	1	0	0	0	37
14:45	25	13	0	0	0	0	0	38
H/TOT	87	39	3	1	0	0	0	130
15:00	26	5	0	0	0	0	0	31
15:15	33	7	0	0	0	0	0	40
15:30	42	7	2	0	0	0	0	51
15:45	34	2	0	0	1	0	0	37
H/TOT	135	21	2	0	1	0	0	159
16:00	28	6	1	0	0	0	0	35
16:15	37	11	1	0	0	0	0	49
16:30	36	9	0	0	0	0	0	45
16:45	31	12	1	0	0	0	0	44
H/TOT	132	38	3	0	0	0	0	173
17:00	36	8	1	0	0	0	0	45
17:15	34	12	0	0	0	0	0	46
17:30	40	9	0	0	1	0	0	50
17:45	21	3	0	0	0	0	0	24
H/TOT	131	32	1	0	1	0	0	165
18:00	36	2	0	0	0	0	0	38
18:15	25	2	1	0	0	0	0	28
18:30	20	3	0	0	1	0	0	24
18:45	24	1	0	0	0	0	0	25
H/TOT	105	8	1	0	1	0	0	115
P/TOT	1451	303	26	7	4	1	0	1792

SITE: 1 DATE: 11/03/2026

LOCATION B645 / A1 NB Slip Road DAY: Wednesday

TIME	CAR	LGV	OGV1	C to B OGV2	PSV	MCL	PCL	TOT
07:00	4	2	0	0	0	0	0	6
07:15	4	1	1	0	0	0	0	6
07:30	4	2	1	1	0	0	0	8
07:45	5	3	0	0	0	0	0	8
H/TOT	17	8	2	1	0	0	0	28
08:00	11	0	0	0	0	0	0	11
08:15	9	6	1	1	0	0	0	17
08:30	10	2	1	0	0	0	0	13
08:45	7	3	0	1	0	0	0	11
H/TOT	37	11	2	2	0	0	0	52
09:00	4	1	0	1	0	0	0	6
09:15	7	2	0	1	0	0	0	10
09:30	11	1	0	0	0	0	0	12
09:45	12	1	1	0	0	0	0	14
H/TOT	34	5	1	2	0	0	0	42
10:00	6	0	0	0	0	0	0	6
10:15	9	0	0	0	0	0	0	9
10:30	9	4	1	0	0	0	0	14
10:45	7	1	0	0	0	0	0	8
H/TOT	31	5	1	0	0	0	0	37
11:00	6	0	1	0	0	0	0	7
11:15	7	3	1	0	0	0	0	11
11:30	16	0	0	0	0	0	0	16
11:45	17	1	0	0	0	0	0	18
H/TOT	46	4	2	0	0	0	0	52
12:00	13	2	0	0	0	0	0	15
12:15	10	2	0	0	0	0	0	12
12:30	9	1	0	0	0	0	0	10
12:45	6	0	0	0	0	0	0	6
H/TOT	38	5	0	0	0	0	0	43
13:00	7	2	0	0	0	0	0	9
13:15	10	0	0	0	0	0	0	10
13:30	12	1	0	0	0	0	0	13
13:45	4	0	0	1	0	0	0	5
H/TOT	33	3	0	1	0	0	0	37
14:00	6	1	0	0	0	0	0	7
14:15	9	1	0	0	0	0	0	10
14:30	8	1	0	0	0	0	0	9
14:45	12	1	0	0	0	0	0	13
H/TOT	35	4	0	0	0	0	0	39
15:00	9	1	0	0	0	0	0	10
15:15	8	2	0	1	0	0	0	11
15:30	11	2	0	0	0	1	0	14
15:45	11	1	0	0	0	0	0	12
H/TOT	39	6	0	1	0	1	0	47
16:00	11	1	0	0	0	0	0	12
16:15	16	3	0	0	0	0	0	19
16:30	14	1	0	0	0	1	0	16
16:45	16	1	0	0	0	0	0	17
H/TOT	57	6	0	0	0	1	0	64
17:00	11	1	0	0	0	0	0	12
17:15	15	2	0	0	0	0	0	17
17:30	17	1	0	0	0	0	0	18
17:45	11	1	0	0	0	0	0	12
H/TOT	54	5	0	0	0	0	0	59
18:00	13	1	0	0	0	0	0	14
18:15	12	1	0	0	0	0	0	13
18:30	14	1	0	0	0	0	0	15
18:45	16	0	0	1	0	0	0	17
H/TOT	55	3	0	1	0	0	0	59
P/TOT	476	65	8	8	0	2	0	559

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 11/03/2026

LOCATION B645 / A1 NB Slip Road DAY: Wednesday

TIME	CAR	LGV	OGV1	C to A OGV2	PSV	MCL	PCL	TOT
07:00	10	8	0	0	0	0	0	18
07:15	19	3	0	0	0	0	0	22
07:30	22	8	0	1	0	0	0	31
07:45	18	5	0	0	0	0	0	23
H/TOT	69	24	0	1	0	0	0	94
08:00	20	6	1	0	0	0	0	27
08:15	29	5	2	0	0	0	0	36
08:30	26	8	1	0	0	0	0	35
08:45	9	2	2	0	0	0	0	13
H/TOT	84	21	6	0	0	0	0	111
09:00	10	6	0	0	0	0	0	16
09:15	15	4	0	0	0	0	0	19
09:30	7	0	3	0	0	0	0	10
09:45	13	10	0	0	0	0	0	23
H/TOT	45	20	3	0	0	0	0	68
10:00	10	2	0	0	0	1	0	13
10:15	17	4	0	0	0	0	0	21
10:30	18	4	0	0	0	0	0	22
10:45	10	3	1	0	0	0	0	14
H/TOT	55	13	1	0	0	1	0	70
11:00	12	8	0	0	0	0	0	20
11:15	10	3	1	2	0	0	0	16
11:30	11	2	1	0	0	0	0	14
11:45	18	5	0	2	0	2	0	27
H/TOT	51	18	2	4	0	2	0	77
12:00	13	8	0	0	0	0	0	21
12:15	14	6	0	0	0	0	0	20
12:30	11	4	0	1	0	0	0	16
12:45	20	7	1	0	0	0	0	28
H/TOT	58	25	1	1	0	0	0	85
13:00	14	4	0	0	0	0	0	18
13:15	14	3	0	1	0	1	0	19
13:30	17	3	0	0	0	1	0	21
13:45	9	3	1	1	0	0	0	14
H/TOT	54	13	1	2	0	2	0	72
14:00	15	5	0	0	0	0	0	20
14:15	15	7	1	2	0	0	0	25
14:30	15	2	2	0	0	0	0	19
14:45	19	2	1	0	0	0	0	22
H/TOT	64	16	4	2	0	0	0	86
15:00	24	10	0	2	0	0	0	36
15:15	22	5	1	0	0	0	0	28
15:30	24	6	1	0	0	0	0	31
15:45	28	11	1	0	0	0	0	40
H/TOT	98	32	3	2	0	0	0	135
16:00	33	12	0	0	0	0	0	45
16:15	34	9	0	0	0	1	0	44
16:30	23	14	2	1	0	2	0	42
16:45	32	8	0	0	0	0	0	40
H/TOT	122	43	2	1	0	3	0	171
17:00	33	10	0	0	0	1	0	44
17:15	27	4	0	0	0	1	0	32
17:30	32	6	0	0	0	0	0	38
17:45	28	3	0	0	0	0	0	31
H/TOT	120	23	0	0	0	2	0	145
18:00	25	1	1	0	0	0	0	27
18:15	15	4	1	0	0	0	0	20
18:30	27	2	0	0	0	0	0	29
18:45	27	0	0	0	0	0	0	27
H/TOT	94	7	2	0	0	0	0	103
P/TOT	914	255	25	13	0	10	0	1217

17838 / ST NEOTS
MARCH 2026
QUEUE LENGTH SURVEY

SITE: 1 DATE: 11/03/2026

LOCATION: B645 / A1 NB Slip Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	1
07:25	0	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	2
07:45	0	0	1
07:50	0	0	0
07:55	0	0	0
08:00	0	0	0
08:05	0	0	0
08:10	9	0	0
08:15	0	0	1
08:20	0	0	3
08:25	0	0	1
08:30	0	0	0
08:35	0	0	1
08:40	0	0	0
08:45	0	0	0
08:50	0	0	0
08:55	0	0	5
09:00	0	0	0
09:05	0	0	1
09:10	0	0	0
09:15	0	0	0
09:20	0	0	1
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	1
09:50	0	0	0
09:55	0	0	0
10:00	0	0	0
10:05	0	0	0
10:10	0	0	0
10:15	0	0	0
10:20	0	0	0
10:25	0	0	0
10:30	0	0	0
10:35	0	0	0
10:40	0	0	0
10:45	0	0	0
10:50	0	0	0
10:55	0	0	0
11:00	0	0	0

SITE: 1 DATE: 11/03/2026

LOCATION: B645 / A1 NB Slip Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
11:05	0	0	0
11:10	0	0	0
11:15	0	0	0
11:20	0	0	0
11:25	0	0	0
11:30	0	0	0
11:35	0	0	0
11:40	0	0	0
11:45	0	0	0
11:50	0	0	0
11:55	0	0	1
12:00	0	0	0
12:05	0	0	0
12:10	0	0	0
12:15	0	0	0
12:20	0	0	0
12:25	0	0	0
12:30	2	0	0
12:35	0	0	0
12:40	0	0	0
12:45	0	0	0
12:50	0	0	0
12:55	0	0	0
13:00	0	0	0
13:05	0	0	0
13:10	0	0	0
13:15	0	0	0
13:20	0	0	0
13:25	0	0	0
13:30	0	0	0
13:35	0	0	0
13:40	0	0	0
13:45	0	0	0
13:50	0	0	0
13:55	0	0	0
14:00	0	0	0
14:05	0	0	2
14:10	0	0	0
14:15	0	0	0
14:20	0	0	0
14:25	0	0	0
14:30	0	0	0
14:35	0	0	0
14:40	0	0	0
14:45	0	0	0
14:50	0	0	1
14:55	0	0	0
15:00	0	0	0
15:05	0	0	0

SITE: 1 DATE: 11/03/2026

LOCATION: B645 / A1 NB Slip Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
15:10	0	0	0
15:15	0	0	0
15:20	0	0	0
15:25	0	0	1
15:30	0	0	0
15:35	8	0	0
15:40	0	0	0
15:45	0	0	0
15:50	0	0	0
15:55	0	0	0
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	1
17:10	0	0	4
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	1
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	2
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
MAX QUEUE	9	0	5

NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 2, B645 / Crosshall Road / Great North Road	**Project No:**	17838	**Drawing No:**	17838-02	**Drawn By:** MN
	Survey Date:	Wednesday 11th March 2026	**Project Name:**	St Neots			
	Survey Times:	07:00 - 19:00	**Drawing Title:**	Site Layout and Observed Movements			

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

	A to C								A to B								A to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	7	0	0	0	0	0	32	07:00	34	5	0	0	0	0	0	39	07:00	0	0	0	0	0	0	0	0
07:15	33	11	1	0	0	0	0	45	07:15	29	5	1	0	0	0	0	35	07:15	0	0	0	0	0	0	0	0
07:30	38	10	0	1	0	0	0	49	07:30	30	7	1	0	1	0	0	39	07:30	0	0	0	0	0	0	0	0
07:45	39	9	0	0	0	0	0	48	07:45	40	12	0	0	1	0	0	53	07:45	0	0	0	0	0	0	0	0
H/TOT	135	37	1	1	0	0	0	174	**H/TOT**	133	29	2	0	2	0	0	166	**H/TOT**	0	0	0	0	0	0	0	0
08:00	30	6	1	0	0	0	0	37	08:00	34	4	0	0	1	0	0	39	08:00	0	0	0	0	0	0	0	0
08:15	36	4	2	1	0	0	0	43	08:15	28	10	1	0	0	0	0	39	08:15	0	0	0	0	0	0	0	0
08:30	54	8	0	0	0	0	0	62	08:30	41	5	1	0	0	0	0	47	08:30	0	0	0	0	0	0	0	0
08:45	44	4	0	1	0	0	0	49	08:45	43	8	0	0	0	0	0	51	08:45	0	0	0	0	0	0	0	0
H/TOT	164	22	3	2	0	0	0	191	**H/TOT**	146	27	2	0	1	0	0	176	**H/TOT**	0	0	0	0	0	0	0	0
09:00	28	3	0	0	0	0	0	31	09:00	25	5	0	0	0	1	0	31	09:00	0	0	0	0	0	0	0	0
09:15	27	5	1	2	0	0	0	35	09:15	22	5	0	0	0	0	0	27	09:15	0	0	0	0	0	0	0	0
09:30	28	8	0	0	0	0	1	37	09:30	26	2	0	0	0	0	0	28	09:30	0	0	0	0	0	0	0	0
09:45	28	7	3	0	0	0	0	38	09:45	32	4	0	0	0	0	0	36	09:45	0	0	0	0	0	0	0	0
H/TOT	111	23	4	2	0	0	1	141	**H/TOT**	105	16	0	0	0	1	0	122	**H/TOT**	0	0	0	0	0	0	0	0
10:00	16	7	1	0	0	0	0	24	10:00	19	4	0	0	0	0	0	23	10:00	0	0	0	0	0	0	0	0
10:15	28	6	0	0	0	0	0	34	10:15	11	3	0	0	0	0	0	14	10:15	0	0	0	0	0	0	0	0
10:30	29	6	2	0	0	1	0	38	10:30	22	6	2	0	0	0	0	30	10:30	0	0	0	0	0	0	0	0
10:45	33	7	1	0	0	0	0	41	10:45	31	4	0	0	0	0	0	35	10:45	0	0	0	0	0	0	0	0
H/TOT	106	26	4	0	0	1	0	137	**H/TOT**	83	17	2	0	0	0	0	102	**H/TOT**	0	0	0	0	0	0	0	0
11:00	19	6	0	0	0	0	0	25	11:00	23	4	1	0	0	0	0	28	11:00	0	0	0	0	0	0	0	0
11:15	24	3	1	0	0	1	0	29	11:15	15	5	0	0	0	1	0	21	11:15	0	0	0	0	0	0	0	0
11:30	24	5	1	0	0	0	0	30	11:30	28	4	0	0	0	0	0	32	11:30	0	0	0	0	0	0	0	0
11:45	29	6	1	0	0	1	0	37	11:45	24	4	0	0	0	2	0	30	11:45	0	0	0	0	0	0	0	0
H/TOT	96	20	3	0	0	2	0	121	**H/TOT**	90	17	1	0	0	3	0	111	**H/TOT**	0	0	0	0	0	0	0	0
12:00	37	4	1	0	0	0	0	42	12:00	14	3	1	0	0	0	0	18	12:00	0	0	0	0	0	0	0	0
12:15	21	2	0	2	0	0	0	25	12:15	21	3	0	0	0	0	0	24	12:15	0	0	0	0	0	0	0	0
12:30	31	5	0	0	0	0	0	36	12:30	24	1	0	0	0	1	0	26	12:30	0	0	0	0	0	0	0	0
12:45	26	8	1	0	0	0	0	35	12:45	19	4	0	0	0	0	0	23	12:45	0	0	0	0	0	0	0	0
H/TOT	115	19	2	2	0	0	0	138	**H/TOT**	78	11	1	0	0	1	0	91	**H/TOT**	0	0	0	0	0	0	0	0
13:00	27	4	0	0	0	0	0	31	13:00	21	2	0	0	0	0	0	23	13:00	0	0	0	0	0	0	0	0
13:15	21	6	0	1	0	0	0	28	13:15	19	2	1	0	0	0	2	24	13:15	0	0	0	0	0	0	0	0
13:30	27	1	0	1	0	1	0	30	13:30	16	3	0	0	0	1	0	20	13:30	0	0	0	0	0	0	0	0
13:45	24	8	0	0	0	0	0	32	13:45	12	3	0	1	0	0	0	16	13:45	0	0	0	0	0	0	0	0
H/TOT	99	19	0	2	0	1	0	121	**H/TOT**	68	10	1	1	0	1	2	83	**H/TOT**	0	0	0	0	0	0	0	0
14:00	24	6	0	1	0	0	0	31	14:00	12	2	0	0	0	1	0	15	14:00	0	0	0	0	0	0	0	0
14:15	26	6	2	0	0	0	0	34	14:15	22	5	0	0	0	0	0	27	14:15	0	0	0	0	0	0	0	0
14:30	21	8	1	0	0	0	0	30	14:30	19	2	0	0	0	0	0	21	14:30	0	0	0	0	0	0	0	0
14:45	34	10	0	0	0	0	0	44	14:45	31	4	0	0	0	0	0	35	14:45	0	0	0	0	0	0	0	0
H/TOT	105	30	3	1	0	0	0	139	**H/TOT**	84	13	0	0	0	1	0	98	**H/TOT**	0	0	0	0	0	0	0	0
15:00	35	6	1	0	0	0	0	42	15:00	18	2	0	0	0	0	0	20	15:00	0	0	0	0	0	0	0	0
15:15	19	7	0	1	0	0	0	27	15:15	19	3	0	0	0	2	0	24	15:15	0	0	0	0	0	0	0	0
15:30	28	15	1	2	0	1	0	47	15:30	28	6	0	0	0	1	0	35	15:30	0	0	0	0	0	0	0	0
15:45	29	7	0	0	0	0	0	36	15:45	24	2	1	0	0	0	0	27	15:45	0	0	0	0	0	0	0	0
H/TOT	111	35	2	3	0	1	0	152	**H/TOT**	89	13	1	0	0	3	0	106	**H/TOT**	0	0	0	0	0	0	0	0
16:00	35	8	0	0	0	1	0	44	16:00	20	3	0	0	0	0	0	23	16:00	0	0	0	0	0	0	0	0
16:15	25	12	0	0	0	0	0	37	16:15	33	12	0	0	0	0	0	45	16:15	0	0	0	0	0	0	0	0
16:30	35	6	1	0	0	0	1	43	16:30	39	3	1	0	0	1	0	44	16:30	0	0	0	0	0	0	0	0
16:45	33	6	0	0	1	0	0	40	16:45	25	4	0	0	0	2	0	31	16:45	0	0	0	0	0	0	0	0
H/TOT	128	32	1	0	1	1	1	164	**H/TOT**	117	22	1	0	0	3	0	143	**H/TOT**	0	0	0	0	0	0	0	0
17:00	42	4	0	0	0	1	0	47	17:00	32	5	0	0	0	0	0	37	17:00	0	0	0	0	0	0	0	0
17:15	46	8	0	0	0	0	0	54	17:15	37	4	0	0	0	0	0	41	17:15	0	0	0	0	0	0	0	0
17:30	46	9	0	2	0	0	0	57	17:30	32	3	0	0	0	0	0	35	17:30	0	0	0	0	0	0	0	0
17:45	37	6	0	0	0	1	0	44	17:45	34	2	0	0	0	0	0	36	17:45	0	0	0	0	0	0	0	0
H/TOT	171	27	0	2	0	2	0	202	**H/TOT**	135	14	0	0	0	0	0	149	**H/TOT**	0	0	0	0	0	0	0	0
18:00	44	3	0	0	0	0	0	47	18:00	32	4	0	0	0	0	0	36	18:00	0	0	0	0	0	0	0	0
18:15	24	3	0	0	0	1	0	28	18:15	29	2	1	0	0	0	1	33	18:15	0	0	0	0	0	0	0	0
18:30	28	3	0	0	0	0	0	31	18:30	25	2	0	0	0	0	0	27	18:30	0	0	0	0	0	0	0	0
18:45	39	1	0	1	0	0	0	41	18:45	25	0	0	0	0	0	0	25	18:45	0	0	0	0	0	0	0	0
H/TOT	135	10	0	1	0	1	0	147	**H/TOT**	111	8	1	0	0	0	1	121	**H/TOT**	0	0	0	0	0	0	0	0
P/TOT	1476	300	23	16	1	9	2	1827	**P/TOT**	1239	197	12	1	3	13	3	1468	**P/TOT**	0	0	0	0	0	0	0	0

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

TIME	B to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	4	0	1	0	0	0	22
07:15	37	2	0	0	0	0	0	39
07:30	25	7	0	0	1	0	0	33
07:45	31	11	0	0	0	0	0	42
H/TOT	110	24	0	1	1	0	0	136
08:00	35	5	0	0	2	0	0	42
08:15	32	3	0	0	0	0	0	35
08:30	39	3	0	0	0	0	0	42
08:45	30	4	0	0	0	1	0	35
H/TOT	136	15	0	0	2	1	0	154
09:00	17	4	1	0	0	0	0	22
09:15	20	5	2	0	0	0	0	27
09:30	19	2	0	0	0	0	0	21
09:45	13	3	2	0	0	0	0	18
H/TOT	69	14	5	0	0	0	0	88
10:00	12	2	0	1	0	0	0	15
10:15	20	3	0	0	0	0	0	23
10:30	19	5	1	0	0	0	0	25
10:45	20	3	0	0	0	0	0	23
H/TOT	71	13	1	1	0	0	0	86
11:00	18	5	0	0	0	0	0	23
11:15	19	2	0	0	0	0	0	21
11:30	16	6	2	0	0	0	0	24
11:45	20	2	0	0	0	0	0	22
H/TOT	73	15	2	0	0	0	0	90
12:00	28	2	0	0	0	0	0	30
12:15	26	4	0	0	0	1	0	31
12:30	28	2	0	0	0	0	0	30
12:45	23	4	1	0	0	1	0	29
H/TOT	105	12	1	0	0	2	0	120
13:00	25	0	1	0	0	0	0	26
13:15	21	3	0	0	0	0	0	24
13:30	17	3	0	0	0	0	0	20
13:45	16	1	0	1	0	0	0	18
H/TOT	79	7	1	1	0	0	0	88
14:00	21	0	2	0	0	0	0	23
14:15	20	3	1	0	0	1	0	25
14:30	24	0	0	1	0	0	0	25
14:45	21	8	0	0	0	0	0	29
H/TOT	86	11	3	1	0	1	0	102
15:00	20	3	0	0	0	0	0	23
15:15	31	9	0	0	0	0	1	41
15:30	27	2	0	0	1	0	0	30
15:45	25	5	0	0	1	0	0	31
H/TOT	103	19	0	0	2	0	1	125
16:00	23	5	0	0	0	0	0	28
16:15	18	8	1	0	0	0	0	27
16:30	28	5	0	0	0	0	0	33
16:45	36	4	0	0	0	1	0	41
H/TOT	105	22	1	0	0	1	0	129
17:00	34	3	0	0	1	1	0	39
17:15	30	4	0	0	0	1	0	35
17:30	38	3	0	0	0	0	0	41
17:45	24	5	0	0	0	1	0	30
H/TOT	126	15	0	0	1	3	0	145
18:00	19	0	0	0	0	0	0	19
18:15	17	1	0	0	0	0	0	18
18:30	33	1	0	0	1	0	0	35
18:45	35	1	0	0	0	0	0	36
H/TOT	104	3	0	0	1	0	0	108
P/TOT	1167	170	14	4	7	8	1	1371

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

TIME	B to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	0	0	0	0	0	0	9
07:15	8	0	1	0	0	0	0	9
07:30	3	2	0	0	0	0	0	5
07:45	7	1	0	0	0	0	0	8
H/TOT	27	3	1	0	0	0	0	31
08:00	9	0	0	0	0	0	0	9
08:15	17	1	0	0	0	0	0	18
08:30	15	0	0	0	0	0	0	15
08:45	23	1	0	0	0	0	0	24
H/TOT	64	2	0	0	0	0	0	66
09:00	7	2	0	0	0	0	0	9
09:15	11	1	0	0	0	0	0	12
09:30	8	3	0	0	0	0	0	11
09:45	4	1	0	0	0	0	0	5
H/TOT	30	7	0	0	0	0	0	37
10:00	12	1	0	0	0	0	0	13
10:15	5	1	0	0	0	0	0	6
10:30	4	0	0	0	0	0	0	4
10:45	5	0	0	0	0	0	0	5
H/TOT	26	2	0	0	0	0	0	28
11:00	8	3	0	0	0	0	0	11
11:15	12	2	0	0	0	0	0	14
11:30	13	0	0	0	0	0	0	13
11:45	6	1	1	0	0	0	0	8
H/TOT	39	6	1	0	0	0	0	46
12:00	6	2	0	0	0	0	0	8
12:15	12	2	0	0	0	0	0	14
12:30	3	0	0	0	0	0	0	3
12:45	8	1	0	0	0	0	0	9
H/TOT	29	5	0	0	0	0	0	34
13:00	7	1	0	1	0	1	0	10
13:15	13	2	0	0	0	0	0	15
13:30	12	0	0	0	0	0	0	12
13:45	9	0	0	0	0	0	0	9
H/TOT	41	3	0	1	0	1	0	46
14:00	12	0	0	1	0	0	0	13
14:15	11	4	0	0	0	0	0	15
14:30	12	4	0	0	0	0	0	16
14:45	14	0	0	0	0	0	0	14
H/TOT	49	8	0	1	0	0	0	58
15:00	20	1	0	0	0	0	0	21
15:15	15	0	0	0	0	0	0	15
15:30	16	3	0	0	0	0	0	19
15:45	16	7	0	0	0	0	0	23
H/TOT	67	11	0	0	0	0	0	78
16:00	9	0	0	0	0	0	0	9
16:15	14	2	0	0	0	1	0	17
16:30	8	1	0	0	0	0	0	9
16:45	12	0	0	0	0	0	0	12
H/TOT	43	3	0	0	0	1	0	47
17:00	11	1	0	0	0	0	1	13
17:15	15	1	0	0	0	0	0	16
17:30	10	0	0	0	0	0	0	10
17:45	8	2	0	0	0	0	0	10
H/TOT	44	4	0	0	0	0	1	49
18:00	10	2	0	0	0	0	0	12
18:15	14	1	0	0	0	0	0	15
18:30	5	1	0	0	0	0	0	6
18:45	10	0	0	0	0	0	0	10
H/TOT	39	4	0	0	0	0	0	43
P/TOT	498	58	2	2	0	2	1	563

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

TIME	B to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

	C to B								C to A								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	1	0	0	2	0	0	11	07:00	49	6	1	0	0	0	0	56	07:00	0	0	0	0	0	0	0	0
07:15	3	1	0	0	1	0	0	5	07:15	57	15	0	0	0	0	0	72	07:15	0	0	0	0	0	0	0	0
07:30	19	1	0	0	0	0	0	20	07:30	54	11	1	0	0	0	0	66	07:30	0	0	0	0	0	0	0	0
07:45	13	4	0	0	0	0	0	17	07:45	48	16	0	0	0	0	0	64	07:45	0	0	0	0	0	0	0	0
H/TOT	43	7	0	0	3	0	0	53	**H/TOT**	208	48	2	0	0	0	0	258	**H/TOT**	0	0	0	0	0	0	0	0
08:00	19	3	0	0	0	0	0	22	08:00	75	16	0	0	1	0	0	92	08:00	0	0	0	0	0	0	0	0
08:15	24	1	0	0	0	0	0	25	08:15	73	10	1	0	1	0	0	85	08:15	0	0	0	0	0	0	0	0
08:30	39	3	1	0	0	0	0	43	08:30	52	7	1	0	0	0	0	60	08:30	0	0	0	0	0	0	0	0
08:45	13	3	1	0	0	0	0	17	08:45	51	7	1	0	0	0	0	59	08:45	0	0	0	0	0	0	0	0
H/TOT	95	10	2	0	0	0	0	107	**H/TOT**	251	40	3	0	2	0	0	296	**H/TOT**	0	0	0	0	0	0	0	0
09:00	14	1	0	0	0	0	0	15	09:00	52	6	1	0	0	0	0	59	09:00	0	0	0	0	0	0	0	0
09:15	13	1	1	0	0	0	0	15	09:15	37	11	0	0	0	0	0	48	09:15	0	0	0	0	0	0	0	0
09:30	13	1	0	0	0	0	0	14	09:30	44	8	1	1	0	0	0	54	09:30	0	0	0	0	0	0	0	0
09:45	16	1	0	0	0	0	0	17	09:45	28	8	0	0	0	0	1	37	09:45	0	0	0	0	0	0	0	0
H/TOT	56	4	1	0	0	0	0	61	**H/TOT**	161	33	2	1	0	0	1	198	**H/TOT**	0	0	0	0	0	0	0	0
10:00	12	2	0	0	0	0	0	14	10:00	29	6	1	0	0	1	0	37	10:00	0	0	0	0	0	0	0	0
10:15	16	2	0	0	0	0	0	18	10:15	27	9	1	0	0	0	0	37	10:15	0	0	0	0	0	0	0	0
10:30	7	3	0	0	0	0	0	10	10:30	32	7	0	0	0	0	0	39	10:30	0	0	0	0	0	0	0	0
10:45	10	1	1	0	0	0	0	12	10:45	28	7	1	0	0	1	0	37	10:45	0	0	0	0	0	0	0	0
H/TOT	45	8	1	0	0	0	0	54	**H/TOT**	116	29	3	0	0	2	0	150	**H/TOT**	0	0	0	0	0	0	0	0
11:00	8	3	0	0	0	0	0	11	11:00	25	2	0	0	0	0	0	27	11:00	0	0	0	0	0	0	0	0
11:15	9	2	1	0	0	0	0	12	11:15	27	13	0	0	0	0	0	40	11:15	0	0	0	0	0	0	0	0
11:30	11	3	1	0	0	0	0	15	11:30	24	12	2	0	0	0	0	38	11:30	0	0	0	0	0	0	0	0
11:45	16	2	0	0	0	0	0	18	11:45	26	5	1	0	0	0	0	32	11:45	0	0	0	0	0	0	0	0
H/TOT	44	10	2	0	0	0	0	56	**H/TOT**	102	32	3	0	0	0	0	137	**H/TOT**	0	0	0	0	0	0	0	0
12:00	23	0	0	0	0	0	0	23	12:00	43	9	0	0	0	0	0	52	12:00	0	0	0	0	0	0	0	0
12:15	21	2	0	0	0	0	0	23	12:15	29	9	0	1	0	0	1	40	12:15	0	0	0	0	0	0	0	0
12:30	16	3	0	0	0	0	0	19	12:30	27	9	0	1	0	0	0	37	12:30	0	0	0	0	0	0	0	0
12:45	10	2	0	0	0	0	0	12	12:45	31	8	0	0	0	0	0	39	12:45	0	0	0	0	0	0	0	0
H/TOT	70	7	0	0	0	0	0	77	**H/TOT**	130	35	0	2	0	0	1	168	**H/TOT**	0	0	0	0	0	0	0	0
13:00	20	2	0	0	0	0	0	22	13:00	23	3	0	1	0	0	0	27	13:00	0	0	0	0	0	0	0	0
13:15	11	3	0	0	0	0	0	14	13:15	36	6	0	0	0	0	0	42	13:15	0	0	0	0	0	0	0	0
13:30	10	4	1	0	0	0	0	15	13:30	36	8	1	0	0	0	1	46	13:30	0	0	0	0	0	0	0	0
13:45	12	1	1	0	0	0	0	14	13:45	29	8	1	0	0	0	0	38	13:45	0	0	0	0	0	0	0	0
H/TOT	53	10	2	0	0	0	0	65	**H/TOT**	124	25	2	1	0	0	1	153	**H/TOT**	0	0	0	0	0	0	0	0
14:00	12	2	1	0	0	0	0	15	14:00	27	8	1	0	0	0	0	36	14:00	0	0	0	0	0	0	0	0
14:15	15	2	0	0	0	0	0	17	14:15	19	9	0	0	0	0	1	29	14:15	0	0	0	0	0	0	0	0
14:30	5	2	0	0	0	0	0	7	14:30	29	17	1	0	0	0	0	47	14:30	0	0	0	0	0	0	0	0
14:45	13	1	1	0	0	0	0	15	14:45	37	12	0	1	0	0	0	50	14:45	0	0	0	0	0	0	0	0
H/TOT	45	7	2	0	0	0	0	54	**H/TOT**	112	46	2	1	0	0	1	162	**H/TOT**	0	0	0	0	0	0	0	0
15:00	26	2	0	0	0	0	0	28	15:00	38	8	0	0	0	0	0	46	15:00	0	0	0	0	0	0	0	0
15:15	33	2	0	0	0	0	0	35	15:15	46	7	0	1	0	0	0	54	15:15	0	0	0	0	0	0	0	0
15:30	21	0	0	0	0	0	0	21	15:30	55	6	3	0	0	0	0	64	15:30	0	0	0	0	0	0	0	0
15:45	14	4	0	0	0	0	0	18	15:45	47	8	0	0	0	0	0	55	15:45	0	0	0	0	0	0	0	0
H/TOT	94	8	0	0	0	0	0	102	**H/TOT**	186	29	3	1	0	0	0	219	**H/TOT**	0	0	0	0	0	0	0	0
16:00	15	0	0	0	0	1	0	16	16:00	43	10	1	0	0	0	0	54	16:00	0	0	0	0	0	0	0	0
16:15	16	4	1	0	0	0	0	21	16:15	60	14	0	0	0	0	0	74	16:15	0	0	0	0	0	0	0	0
16:30	13	5	0	0	0	0	0	18	16:30	64	11	0	1	0	0	0	76	16:30	0	0	0	0	0	0	0	0
16:45	9	1	0	0	0	0	0	10	16:45	54	13	1	0	0	0	0	68	16:45	0	0	0	0	0	0	0	0
H/TOT	53	10	1	0	0	1	0	65	**H/TOT**	221	48	2	1	0	0	0	272	**H/TOT**	0	0	0	0	0	0	0	0
17:00	18	3	0	0	0	0	0	21	17:00	58	17	1	0	0	0	0	76	17:00	0	0	0	0	0	0	0	0
17:15	25	3	0	0	0	0	0	28	17:15	57	11	0	0	0	0	0	68	17:15	0	0	0	0	0	0	0	0
17:30	18	5	0	1	0	0	0	24	17:30	71	8	0	0	1	0	0	80	17:30	0	0	0	0	0	0	0	0
17:45	17	0	0	0	0	0	0	17	17:45	38	5	0	0	0	0	0	43	17:45	0	0	0	0	0	0	0	0
H/TOT	78	11	0	1	0	0	0	90	**H/TOT**	224	41	1	0	1	0	0	267	**H/TOT**	0	0	0	0	0	0	0	0
18:00	20	1	0	0	0	1	0	22	18:00	47	5	0	0	0	0	0	52	18:00	0	0	0	0	0	0	0	0
18:15	11	2	0	0	0	0	0	13	18:15	39	3	1	0	0	0	0	43	18:15	0	0	0	0	0	0	0	0
18:30	10	0	0	0	0	0	0	10	18:30	39	3	0	0	0	0	0	42	18:30	0	0	0	0	0	0	0	0
18:45	6	0	0	0	0	0	0	6	18:45	27	1	0	0	0	0	0	28	18:45	0	0	0	0	0	0	0	0
H/TOT	47	3	0	0	0	1	0	51	**H/TOT**	152	12	1	0	0	0	0	165	**H/TOT**	0	0	0	0	0	0	0	0
P/TOT	723	95	11	1	3	2	0	835	**P/TOT**	1987	418	24	7	3	2	4	2445	**P/TOT**	0	0	0	0	0	0	0	0

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	0	0
08:00	0	0	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	2	0
08:30	0	0	0
08:35	0	0	0
08:40	0	0	0
08:45	0	0	0
08:50	0	0	0
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0
10:00	0	0	0
10:05	0	0	0
10:10	0	0	2
10:15	0	0	0
10:20	4	0	0
10:25	0	0	0
10:30	0	0	0
10:35	0	0	0
10:40	0	0	0
10:45	0	0	0
10:50	0	0	0
10:55	0	0	0
11:00	0	0	0
11:05	0	0	0
11:10	0	0	0
11:15	0	0	0
11:20	0	0	0
11:25	0	0	0
11:30	0	0	0
11:35	0	0	0
11:40	0	0	0

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

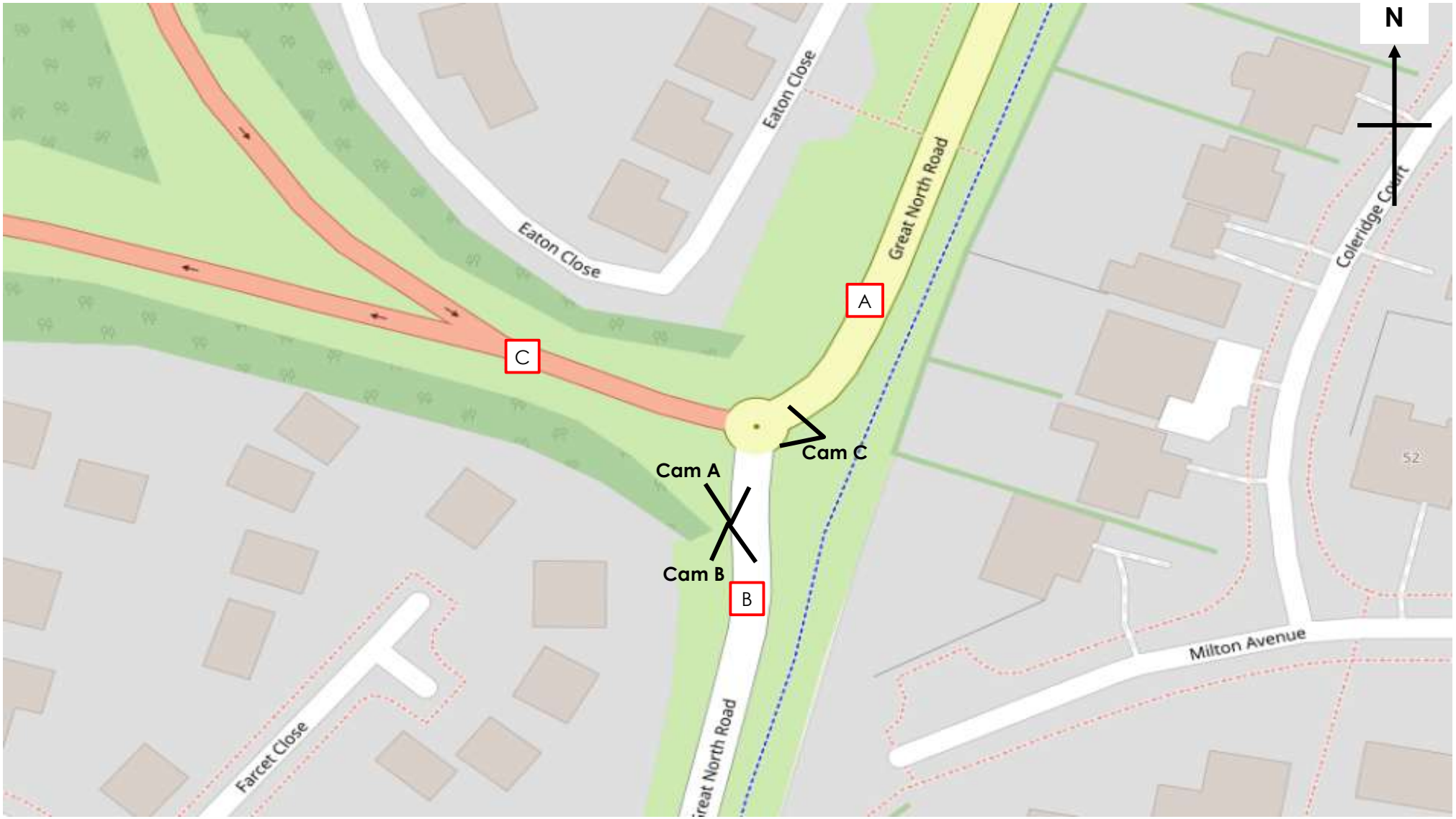
	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
11:45	0	0	0
11:50	0	0	0
11:55	0	0	0
12:00	0	0	0
12:05	1	0	0
12:10	0	0	0
12:15	0	0	0
12:20	0	0	0
12:25	0	0	0
12:30	0	0	0
12:35	0	0	0
12:40	0	0	0
12:45	0	0	0
12:50	0	0	0
12:55	0	0	**3**
13:00	0	0	1
13:05	0	0	0
13:10	0	0	0
13:15	0	0	1
13:20	0	0	0
13:25	0	0	0
13:30	0	0	0
13:35	0	0	0
13:40	0	0	0
13:45	0	0	0
13:50	0	0	0
13:55	0	0	0
14:00	0	0	0
14:05	0	0	0
14:10	0	0	0
14:15	0	0	0
14:20	0	**3**	0
14:25	0	0	0
14:30	0	0	0
14:35	0	0	0
14:40	0	0	0
14:45	0	0	0
14:50	0	0	0
14:55	0	0	0
15:00	0	0	0
15:05	0	1	0
15:10	0	0	0
15:15	0	0	0
15:20	0	0	0
15:25	0	0	0
15:30	0	0	0
15:35	0	0	0
15:40	0	0	0
15:45	0	0	0
15:50	0	0	0
15:55	0	0	0
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0

SITE: 2 DATE: 11/03/2026

LOCATION: B645 / Crosshall Road / Great North Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	1	2
18:50	0	0	0
18:55	0	0	0
MAX QUEUE	4	3	3



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 3, Great North Road / A1 SB Slip Road	**Project No:**	17838	**Drawing No:**	17838-03	**Drawn By:** MN
	Survey Date:	Wednesday 11th March 2026	**Project Name:**	St Neots			
	Survey Times:	07:00 - 19:00	**Drawing Title:**	Site Layout and Observed Movements			

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 11/03/2026

LOCATION: Great North Road / A1 SB Slip Road DAY: Wednesday

	A to C								A to B								A to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	9	0	1	0	0	0	32	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:15	26	8	1	0	0	0	0	35	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
07:30	28	9	0	1	0	0	0	38	13	4	1	0	0	0	0	18	0	0	0	0	0	0	0	0
07:45	30	8	0	0	0	0	0	38	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	106	34	1	2	0	0	0	143	57	9	1	0	0	0	0	67	0	0	0	0	0	0	0	0
08:00	15	4	1	0	0	0	0	20	21	3	0	0	0	0	0	24	0	0	0	0	0	0	0	0
08:15	29	4	2	1	0	0	0	36	30	1	0	0	0	0	0	31	1	0	0	0	0	0	0	1
08:30	37	7	0	0	0	0	0	44	27	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0
08:45	37	4	0	1	0	0	0	42	39	2	0	0	0	0	0	41	0	0	0	0	0	0	0	0
H/TOT	118	19	3	2	0	0	0	142	117	7	0	0	0	0	0	124	1	0	0	0	0	0	0	1
09:00	23	3	0	0	0	0	0	26	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
09:15	15	3	1	2	0	0	0	21	21	3	0	0	0	0	0	24	0	0	0	0	0	0	0	0
09:30	16	5	0	0	0	0	0	21	17	7	0	0	0	0	0	24	0	0	0	0	0	0	0	0
09:45	15	6	3	0	0	0	0	24	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	69	17	4	2	0	0	0	92	66	14	0	0	0	0	0	80	0	0	0	0	0	0	0	0
10:00	14	4	1	0	0	0	0	19	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0
10:15	22	5	0	0	0	0	0	27	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0
10:30	21	5	2	0	0	0	0	28	11	1	0	0	0	1	0	13	0	0	0	0	0	0	0	0
10:45	20	1	0	0	0	0	0	21	15	6	1	0	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	77	15	3	0	0	0	0	95	51	14	1	0	0	1	0	67	0	0	0	0	0	0	0	0
11:00	21	4	0	0	0	0	0	25	11	5	0	0	0	0	0	16	0	0	0	0	0	0	0	0
11:15	16	4	1	0	0	0	0	21	20	2	0	0	0	1	0	23	0	0	0	0	0	0	0	0
11:30	12	2	0	0	0	0	0	14	22	3	1	0	0	0	0	26	1	0	0	0	0	0	0	1
11:45	20	3	2	0	0	0	0	25	16	2	0	0	0	1	0	19	0	0	0	0	0	0	0	0
H/TOT	69	13	3	0	0	0	0	85	69	12	1	0	0	2	0	84	1	0	0	0	0	0	0	1
12:00	18	3	1	0	0	0	0	22	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0
12:15	17	1	0	2	0	0	0	20	12	4	0	0	0	0	0	16	0	0	0	0	0	0	0	0
12:30	11	5	0	0	0	0	0	16	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
12:45	22	6	1	0	0	0	0	29	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	68	15	2	2	0	0	0	87	68	11	0	0	0	0	0	79	0	0	0	0	0	0	0	0
13:00	16	5	0	1	0	1	0	23	16	1	0	0	0	0	0	17	1	0	0	0	0	0	0	1
13:15	21	3	0	1	0	0	0	25	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
13:30	15	0	0	1	0	1	0	17	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0
13:45	21	6	0	0	0	0	0	27	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	73	14	0	3	0	2	0	92	65	7	0	0	0	0	0	72	1	0	0	0	0	0	0	1
14:00	26	6	0	2	0	0	0	34	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
14:15	16	5	2	0	0	0	0	23	22	5	0	0	0	0	0	27	0	0	0	0	0	0	0	0
14:30	9	6	1	0	0	0	0	16	22	6	0	0	0	0	0	28	0	0	0	0	0	0	0	0
14:45	18	6	0	0	0	0	0	24	29	3	0	0	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	69	23	3	2	0	0	0	97	91	15	0	0	0	0	0	106	0	0	0	0	0	0	0	0
15:00	24	6	0	0	0	0	0	30	31	2	1	0	0	0	0	34	1	0	0	0	0	0	0	1
15:15	12	3	0	1	0	0	0	16	26	5	0	0	0	0	0	31	0	0	0	0	0	0	0	0
15:30	21	12	1	2	0	1	0	37	22	5	0	0	0	0	0	27	0	0	0	0	0	0	0	0
15:45	20	7	0	0	0	0	0	27	26	5	0	0	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	77	28	1	3	0	1	0	110	105	17	1	0	0	0	0	123	1	0	0	0	0	0	0	1
16:00	19	8	0	0	0	0	0	27	27	1	0	0	0	1	0	29	0	0	0	0	0	0	0	0
16:15	12	8	0	0	0	0	0	20	28	5	0	0	0	1	0	34	0	0	0	0	0	0	0	0
16:30	22	4	0	0	0	0	0	26	19	2	0	0	0	0	1	22	1	0	0	0	0	0	0	1
16:45	26	3	1	0	1	0	0	31	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	79	23	1	0	1	0	0	104	95	12	0	0	0	2	1	110	1	0	0	0	0	0	0	1
17:00	25	3	0	0	0	1	0	29	26	1	0	0	0	0	0	27	0	0	0	0	0	0	0	0
17:15	21	5	0	0	0	0	0	26	44	3	0	0	0	0	0	47	0	0	0	0	0	0	0	0
17:30	27	5	0	2	0	0	0	34	26	5	0	0	0	0	0	31	0	0	0	0	0	0	0	0
17:45	19	4	0	0	0	1	0	24	25	4	0	0	0	0	0	29	0	0	0	0	0	0	0	0
H/TOT	92	17	0	2	0	2	0	113	121	13	0	0	0	0	0	134	0	0	0	0	0	0	0	0
18:00	25	1	0	0	0	0	0	26	28	4	0	0	0	0	0	32	0	0	0	0	0	0	0	0
18:15	21	1	0	0	0	0	0	22	17	3	0	0	0	1	0	21	0	0	0	0	0	0	0	0
18:30	16	2	0	0	0	0	0	18	13	2	0	0	0	0	0	15	1	0	0	0	0	0	0	1
18:45	30	1	0	1	0	0	0	32	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	92	5	0	1	0	0	0	98	77	10	0	0	0	1	0	88	1	0	0	0	0	0	0	1
P/TOT	989	223	21	19	1	5	0	1258	982	141	4	0	0	6	1	1134	6	0	0	0	0	0	0	6

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 11/03/2026
LOCATION: Great North Road / A1 SB Slip Road DAY: Wednesday

	B to A								B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	53	5	1	0	0	0	0	59	07:00	4	0	0	0	0	0	0	4	07:00	0	0	0	0	0	0	0	0
07:15	51	15	0	0	0	0	0	66	07:15	3	2	0	0	0	0	0	5	07:15	0	0	0	0	0	0	0	0
07:30	61	10	1	0	0	0	0	72	07:30	3	0	0	0	0	0	0	3	07:30	0	0	0	0	0	0	0	0
07:45	52	9	0	0	0	0	0	61	07:45	2	1	0	0	0	0	0	3	07:45	0	0	0	0	0	0	0	0
H/TOT	217	39	2	0	0	0	0	258	**H/TOT**	12	3	0	0	0	0	0	15	**H/TOT**	0	0	0	0	0	0	0	0
08:00	70	13	0	0	0	0	0	83	08:00	3	0	0	0	0	0	0	3	08:00	0	0	0	0	0	0	0	0
08:15	65	8	0	0	0	0	0	73	08:15	7	0	0	0	0	0	0	7	08:15	1	0	0	0	0	0	0	1
08:30	60	6	1	0	0	0	0	67	08:30	10	1	0	0	0	0	0	11	08:30	3	0	0	0	0	0	0	3
08:45	50	4	0	0	0	0	0	54	08:45	14	2	0	0	0	0	0	16	08:45	2	0	0	0	0	0	0	2
H/TOT	245	31	1	0	0	0	0	277	**H/TOT**	34	3	0	0	0	0	0	37	**H/TOT**	6	0	0	0	0	0	0	6
09:00	53	5	1	0	0	0	0	59	09:00	2	0	0	0	0	0	0	2	09:00	1	0	0	0	0	0	0	1
09:15	42	10	0	0	0	0	0	52	09:15	4	1	0	0	0	0	0	5	09:15	0	0	0	0	0	0	0	0
09:30	42	6	0	0	0	0	0	48	09:30	2	1	0	0	0	0	0	3	09:30	0	0	0	0	0	0	0	0
09:45	29	7	0	0	0	0	1	37	09:45	5	0	0	0	0	0	0	5	09:45	0	0	0	0	0	0	0	0
H/TOT	166	28	1	0	0	0	1	196	**H/TOT**	13	2	0	0	0	0	0	15	**H/TOT**	1	0	0	0	0	0	0	1
10:00	29	6	1	0	0	1	0	37	10:00	4	3	0	0	0	0	0	7	10:00	0	0	0	0	0	0	0	0
10:15	37	6	1	0	0	0	0	44	10:15	6	0	0	0	0	0	0	6	10:15	0	0	0	0	0	0	0	0
10:30	36	4	0	0	0	0	0	40	10:30	3	0	0	0	0	0	0	3	10:30	0	0	0	0	0	0	0	0
10:45	27	3	1	0	0	1	0	32	10:45	3	1	0	0	0	0	0	4	10:45	0	0	0	0	0	0	0	0
H/TOT	129	19	3	0	0	2	0	153	**H/TOT**	16	4	0	0	0	0	0	20	**H/TOT**	0	0	0	0	0	0	0	0
11:00	26	3	0	0	0	0	0	29	11:00	9	0	1	0	0	0	0	10	11:00	0	0	0	0	0	0	0	0
11:15	31	11	0	0	0	0	0	42	11:15	2	3	1	0	0	0	0	6	11:15	0	0	0	0	0	0	0	0
11:30	24	11	2	0	0	0	0	37	11:30	7	1	0	0	0	0	0	8	11:30	0	0	0	0	0	0	0	0
11:45	26	5	1	0	0	0	0	32	11:45	3	1	0	0	0	0	0	4	11:45	0	0	0	0	0	0	0	0
H/TOT	107	30	3	0	0	0	0	140	**H/TOT**	21	5	2	0	0	0	0	28	**H/TOT**	0	0	0	0	0	0	0	0
12:00	41	5	0	0	0	0	0	46	12:00	3	1	0	0	0	0	0	4	12:00	0	0	0	0	0	0	0	0
12:15	30	9	0	0	0	0	1	40	12:15	4	0	0	0	0	0	0	4	12:15	0	0	0	0	0	0	0	0
12:30	32	9	0	0	0	0	0	41	12:30	5	0	0	0	0	0	0	5	12:30	0	0	0	0	0	0	0	0
12:45	31	7	0	0	0	0	0	38	12:45	3	2	0	0	0	0	0	5	12:45	0	1	0	0	0	0	0	1
H/TOT	134	30	0	0	0	0	1	165	**H/TOT**	15	3	0	0	0	0	0	18	**H/TOT**	0	1	0	0	0	0	0	1
13:00	26	4	0	0	0	0	0	30	13:00	3	0	0	0	0	0	0	3	13:00	0	0	0	0	0	0	0	0
13:15	36	5	0	0	0	0	0	41	13:15	3	0	0	0	0	0	0	3	13:15	0	0	0	0	0	0	0	0
13:30	36	6	1	0	0	0	1	44	13:30	2	3	0	0	0	0	0	5	13:30	0	0	0	0	0	0	0	0
13:45	32	8	2	0	0	0	0	42	13:45	4	0	0	0	0	0	0	4	13:45	0	0	0	0	0	0	0	0
H/TOT	130	23	3	0	0	0	1	157	**H/TOT**	12	3	0	0	0	0	0	15	**H/TOT**	0	0	0	0	0	0	0	0
14:00	32	4	0	0	0	0	0	36	14:00	0	1	0	0	0	0	0	1	14:00	0	0	0	0	0	0	0	0
14:15	24	7	0	0	0	0	1	32	14:15	4	0	0	0	0	0	0	4	14:15	0	0	0	0	0	0	0	0
14:30	26	10	1	0	0	0	0	37	14:30	2	1	1	0	0	0	0	4	14:30	1	0	0	0	0	0	0	1
14:45	37	10	0	0	0	0	0	47	14:45	2	2	0	0	0	0	0	4	14:45	3	0	0	0	0	0	0	3
H/TOT	119	31	1	0	0	0	1	152	**H/TOT**	8	4	1	0	0	0	0	13	**H/TOT**	4	0	0	0	0	0	0	4
15:00	45	4	0	0	0	0	0	49	15:00	3	1	0	0	0	0	0	4	15:00	0	0	0	0	0	0	0	0
15:15	59	6	0	0	0	0	0	65	15:15	14	1	0	0	0	0	0	15	15:15	3	0	0	0	0	0	0	3
15:30	49	7	2	0	0	0	0	58	15:30	6	3	0	0	0	0	0	9	15:30	0	0	0	0	0	0	0	0
15:45	40	7	0	0	0	0	0	47	15:45	5	1	0	0	0	0	0	6	15:45	0	0	0	0	0	0	0	0
H/TOT	193	24	2	0	0	0	0	219	**H/TOT**	28	6	0	0	0	0	0	34	**H/TOT**	3	0	0	0	0	0	0	3
16:00	43	8	0	0	0	0	0	51	16:00	5	0	0	0	0	0	0	5	16:00	1	0	0	0	0	0	0	1
16:15	61	11	0	0	0	0	0	72	16:15	7	0	0	0	0	0	0	7	16:15	2	0	0	0	0	0	0	2
16:30	58	13	0	0	0	0	0	71	16:30	2	0	0	0	0	0	0	2	16:30	0	0	0	0	0	0	0	0
16:45	41	10	1	0	0	0	0	52	16:45	4	0	0	0	0	0	0	4	16:45	3	0	0	0	0	0	0	3
H/TOT	203	42	1	0	0	0	0	246	**H/TOT**	18	0	0	0	0	0	0	18	**H/TOT**	6	0	0	0	0	0	0	6
17:00	51	15	1	0	0	0	0	67	17:00	4	1	0	0	0	0	0	5	17:00	1	0	0	0	0	0	0	1
17:15	49	8	0	0	0	0	0	57	17:15	11	0	0	0	0	0	0	11	17:15	0	0	0	0	0	0	0	0
17:30	62	9	0	0	1	0	0	72	17:30	3	0	0	0	0	0	0	3	17:30	0	0	0	0	0	0	0	0
17:45	35	4	0	0	0	0	0	39	17:45	6	0	0	0	0	0	0	6	17:45	1	0	0	0	0	0	0	1
H/TOT	197	36	1	0	1	0	0	235	**H/TOT**	24	1	0	0	0	0	0	25	**H/TOT**	2	0	0	0	0	0	0	2
18:00	50	5	0	0	0	1	0	56	18:00	9	1	0	0	0	0	0	10	18:00	1	0	0	0	0	0	0	1
18:15	34	4	1	0	0	0	0	39	18:15	1	0	0	0	0	0	0	1	18:15	0	0	0	0	0	0	0	0
18:30	35	2	0	0	0	0	0	37	18:30	2	0	0	0	0	0	0	2	18:30	0	0	0	0	0	0	0	0
18:45	26	0	0	0	0	0	0	26	18:45	7	0	0	0	0	0	0	7	18:45	0	0	0	0	0	0	0	0
H/TOT	145	11	1	0	0	1	0	158	**H/TOT**	19	1	0	0	0	0	0	20	**H/TOT**	1	0	0	0	0	0	0	1
P/TOT	1985	344	19	0	1	3	4	2356	**P/TOT**	220	35	3	0	0	0	0	258	**P/TOT**	23	1	0	0	0	0	0	24

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

17838 / ST NEOTS
MARCH 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 11/03/2026

LOCATION: Great North Road / A1 SB Slip Road DAY: Wednesday

	C to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	6	0	0	0	0	0	27
07:15	30	12	0	0	0	0	0	42
07:30	39	10	0	0	0	1	0	50
07:45	35	11	0	0	1	0	0	47
H/TOT	125	39	0	0	1	1	0	166
08:00	38	15	0	0	0	0	0	53
08:15	41	10	0	0	0	0	0	51
08:30	47	15	0	0	0	0	0	62
08:45	44	13	1	0	0	0	0	58
H/TOT	170	53	1	0	0	0	0	224
09:00	22	4	0	0	0	0	0	26
09:15	15	7	1	0	0	0	0	23
09:30	13	12	0	0	0	0	0	25
09:45	24	4	1	0	0	0	0	29
H/TOT	74	27	2	0	0	0	0	103
10:00	15	3	0	0	0	0	0	18
10:15	15	5	0	0	0	0	0	20
10:30	16	5	1	0	0	0	0	22
10:45	19	7	2	0	0	0	0	28
H/TOT	65	20	3	0	0	0	0	88
11:00	17	6	2	0	1	0	0	26
11:15	16	8	0	0	0	0	0	24
11:30	24	6	0	0	0	0	0	30
11:45	22	2	0	0	0	0	0	24
H/TOT	79	22	2	0	1	0	0	104
12:00	12	3	0	0	0	0	0	15
12:15	19	3	2	0	0	0	0	24
12:30	25	5	0	0	0	0	0	30
12:45	23	7	0	0	0	0	0	30
H/TOT	79	18	2	0	0	0	0	99
13:00	31	3	0	0	0	0	0	34
13:15	13	7	1	0	0	1	0	22
13:30	16	3	1	0	0	0	0	20
13:45	9	4	0	0	0	0	0	13
H/TOT	69	17	2	0	0	1	0	89
14:00	19	3	0	0	0	0	0	22
14:15	20	1	0	0	0	0	0	21
14:30	23	4	0	0	0	0	0	27
14:45	38	9	0	0	0	0	0	47
H/TOT	100	17	0	0	0	0	0	117
15:00	36	6	1	0	0	0	0	43
15:15	24	5	0	0	0	0	0	29
15:30	34	12	1	0	0	0	0	47
15:45	39	7	1	0	0	0	0	47
H/TOT	133	30	3	0	0	0	0	166
16:00	35	7	1	0	0	0	0	43
16:15	39	14	0	0	0	1	0	54
16:30	59	12	1	0	0	0	0	72
16:45	58	10	0	0	0	1	0	69
H/TOT	191	43	2	0	0	2	0	238
17:00	58	7	0	0	0	0	0	65
17:15	65	4	0	0	0	1	0	70
17:30	45	7	0	0	0	0	0	52
17:45	42	5	0	0	0	0	0	47
H/TOT	210	23	0	0	0	1	0	234
18:00	53	2	0	0	1	0	0	56
18:15	34	4	0	0	0	0	0	38
18:30	25	6	0	0	0	0	0	31
18:45	16	2	0	0	0	0	0	18
H/TOT	128	14	0	0	1	0	0	143
P/TOT	1423	323	17	0	3	5	0	1771

SITE: 3 DATE: 11/03/2026

LOCATION: Great North Road / A1 SB Slip Road DAY: Wednesday

	C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	2	0	0	2	0	0	8
07:15	10	0	0	0	1	0	0	11
07:30	14	4	0	0	0	0	0	18
07:45	10	10	0	0	0	0	0	20
H/TOT	38	16	0	0	3	0	0	57
08:00	21	5	0	0	2	0	0	28
08:15	28	5	1	0	0	0	0	34
08:30	32	4	1	0	0	0	0	37
08:45	14	5	2	0	0	0	0	21
H/TOT	95	19	4	0	2	0	0	120
09:00	13	3	0	0	0	0	0	16
09:15	8	2	1	0	0	0	0	11
09:30	13	2	1	1	0	0	0	17
09:45	13	3	0	0	0	0	0	16
H/TOT	47	10	2	1	0	0	0	60
10:00	11	2	0	0	0	0	0	13
10:15	9	6	0	0	0	0	0	15
10:30	4	5	0	0	0	0	0	9
10:45	10	6	1	0	0	0	0	17
H/TOT	34	19	1	0	0	0	0	54
11:00	7	2	0	0	0	0	0	9
11:15	5	5	1	0	0	0	0	11
11:30	8	4	1	0	0	0	0	13
11:45	17	3	0	0	0	0	0	20
H/TOT	37	14	2	0	0	0	0	53
12:00	22	4	0	0	0	0	0	26
12:15	18	4	0	1	0	0	0	23
12:30	14	2	0	1	0	0	0	17
12:45	8	3	0	0	0	0	0	11
H/TOT	62	13	0	2	0	0	0	77
13:00	16	3	0	1	0	0	0	20
13:15	11	4	0	0	0	0	0	15
13:30	9	4	1	0	0	0	0	14
13:45	12	1	0	0	0	0	0	13
H/TOT	48	12	1	1	0	0	0	62
14:00	8	6	2	0	0	0	0	16
14:15	10	3	0	0	0	0	0	13
14:30	7	7	0	0	0	0	0	14
14:45	12	2	1	1	0	0	0	16
H/TOT	37	18	3	1	0	0	0	59
15:00	17	7	0	0	0	0	0	24
15:15	21	3	0	1	0	0	0	25
15:30	25	0	1	0	0	0	0	26
15:45	20	6	0	0	0	0	0	26
H/TOT	83	16	1	1	0	0	0	101
16:00	14	2	1	0	0	1	0	18
16:15	20	7	1	0	0	0	0	28
16:30	20	2	0	1	0	0	0	23
16:45	20	4	0	0	0	0	0	24
H/TOT	74	15	2	1	0	1	0	93
17:00	26	8	0	0	0	0	0	34
17:15	33	4	0	0	0	0	0	37
17:30	32	5	0	1	0	0	0	38
17:45	20	0	0	0	0	0	0	20
H/TOT	111	17	0	1	0	0	0	129
18:00	14	2	0	0	0	0	0	16
18:15	12	1	0	0	0	0	0	13
18:30	17	1	0	0	0	0	0	18
18:45	7	1	0	0	0	0	0	8
H/TOT	50	5	0	0	0	0	0	55
P/TOT	716	174	16	8	5	1	0	920

SITE: 3 DATE: 11/03/2026

LOCATION: Great North Road / A1 SB Slip Road DAY: Wednesday

	C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	2	1	0	0	0	0	0	3

SITE: 3 DATE: 11/03/2026

LOCATION: Great North Road / A1 SB Slip Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	0	0
08:00	0	0	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	0
08:20	1	0	0
08:25	1	0	0
08:30	0	0	0
08:35	0	0	0
08:40	0	**1**	**2**
08:45	1	0	0
08:50	0	0	0
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0
10:00	0	0	1
10:05	0	0	0
10:10	1	0	0
10:15	0	0	0
10:20	0	0	0
10:25	0	0	0
10:30	0	0	0
10:35	0	0	0
10:40	0	0	0
10:45	0	0	0
10:50	0	0	0
10:55	0	0	0
11:00	0	0	0
11:05	0	0	0
11:10	0	0	0
11:15	0	0	0
11:20	0	0	0
11:25	0	0	0
11:30	0	0	0
11:35	0	0	0
11:40	0	0	0

SITE: 3 DATE: 11/03/2026

LOCATION: Great North Road / A1 SB Slip Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
11:45	0	0	0
11:50	0	0	0
11:55	0	0	0
12:00	0	0	0
12:05	0	0	0
12:10	0	0	0
12:15	0	0	0
12:20	0	0	0
12:25	0	0	0
12:30	0	0	0
12:35	0	0	0
12:40	0	0	0
12:45	0	0	0
12:50	0	0	0
12:55	0	0	0
13:00	0	0	0
13:05	0	0	0
13:10	0	0	0
13:15	0	0	0
13:20	0	0	0
13:25	0	0	0
13:30	0	0	0
13:35	0	0	0
13:40	0	0	0
13:45	0	0	0
13:50	0	0	0
13:55	0	0	0
14:00	0	0	0
14:05	0	0	0
14:10	0	0	0
14:15	0	0	0
14:20	0	1	0
14:25	0	0	0
14:30	0	0	0
14:35	0	0	0
14:40	0	0	0
14:45	0	0	0
14:50	0	0	0
14:55	0	0	0
15:00	0	0	0
15:05	0	0	0
15:10	0	0	0
15:15	0	0	0
15:20	0	0	0
15:25	0	1	1
15:30	0	0	0
15:35	0	0	1
15:40	0	0	2
15:45	0	0	0
15:50	0	0	0
15:55	0	0	0
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	1	0	0
16:25	0	0	0

SITE: 3 DATE: 11/03/2026

LOCATION: Great North Road / A1 SB Slip Road DAY: Wednesday

Notes: All queues are measured in vehicle numbers on the 5-minute interval.
Lane numbering is outwards from the kerb in the direction of travel.
When a junction is signalised, queues are taken at the end of the red phase nearest to the time interval.

	ARM A	ARM B	ARM C
TIME	LANE 1	LANE 1	LANE 1
16:30	0	0	0
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	1	0	0
17:20	1	0	0
17:25	0	0	**2**
17:30	**2**	0	0
17:35	0	0	0
17:40	0	0	**2**
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	1	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
MAX QUEUE	**2**	**1**	**2**

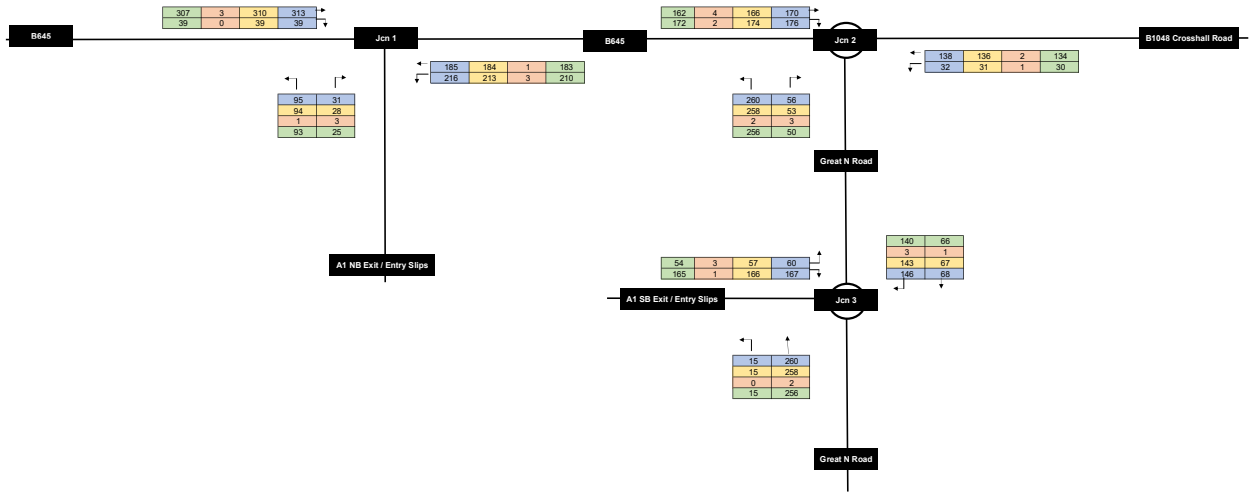
APPENDIX B – TRAFFIC FLOW DIAGRAMS

Key

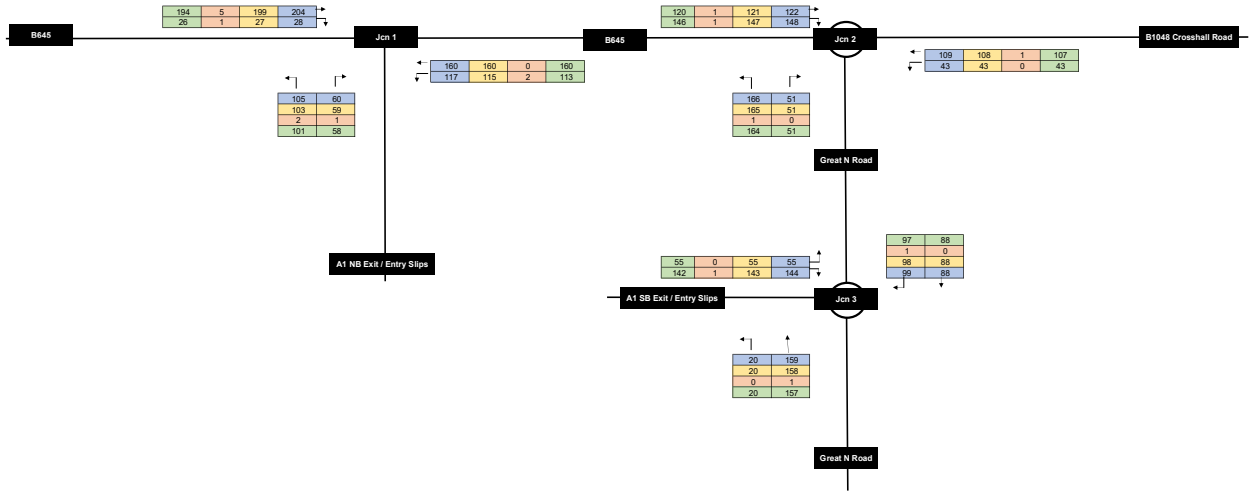
	Lights
	HGVs
	Total Vehicles
	PCU

HGV to PCU Factor: 2

AM Peak (07:00 - 08:00)



PM Peak (18:00 - 19:00)



axis

Figure: 1
Project Name: East Park Energy DCO
Project Number: EN010141/DR/8.23
Description: Observed Traffic Flows 2026
Period: Weekday AM (08:00-09:00) & PM (18:00-19:00) Development Peak Hours

Key

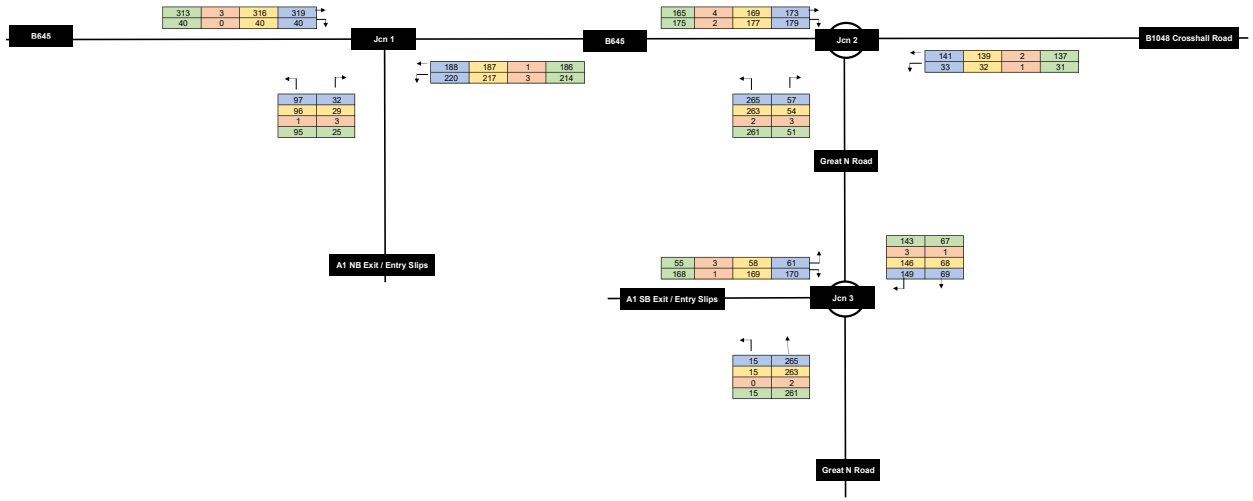
	Lights
	HGVs
	Total Vehicles
	PCU

TEMPRO Growth Factors: 2026-2028

Weekday AM	1.0188
Weekday PM	1.0187

HGV to PCU Factor: 2

AM Peak (07:00 - 08:00)



PM Peak (18:00 - 19:00)

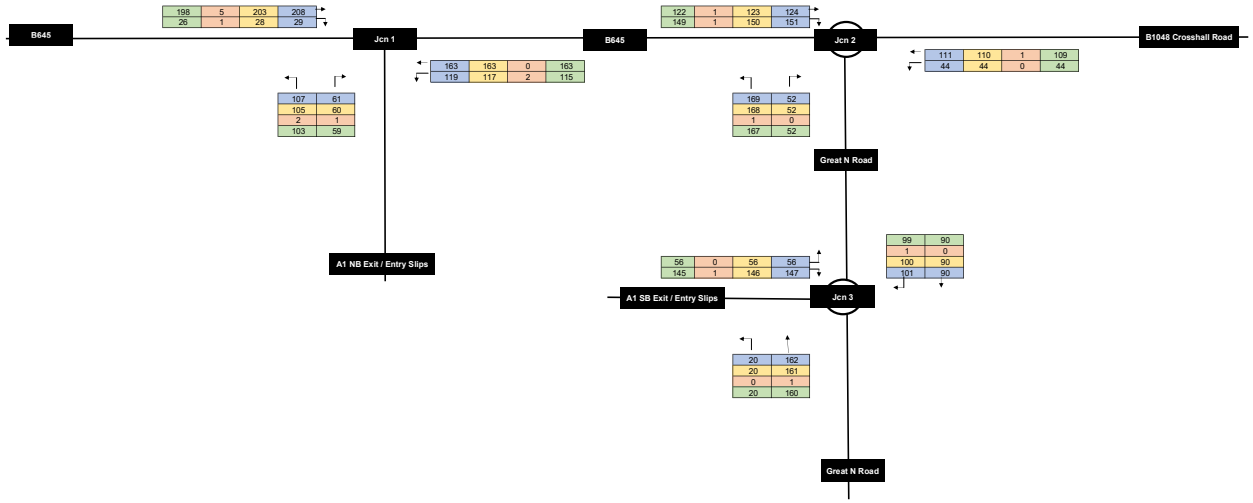
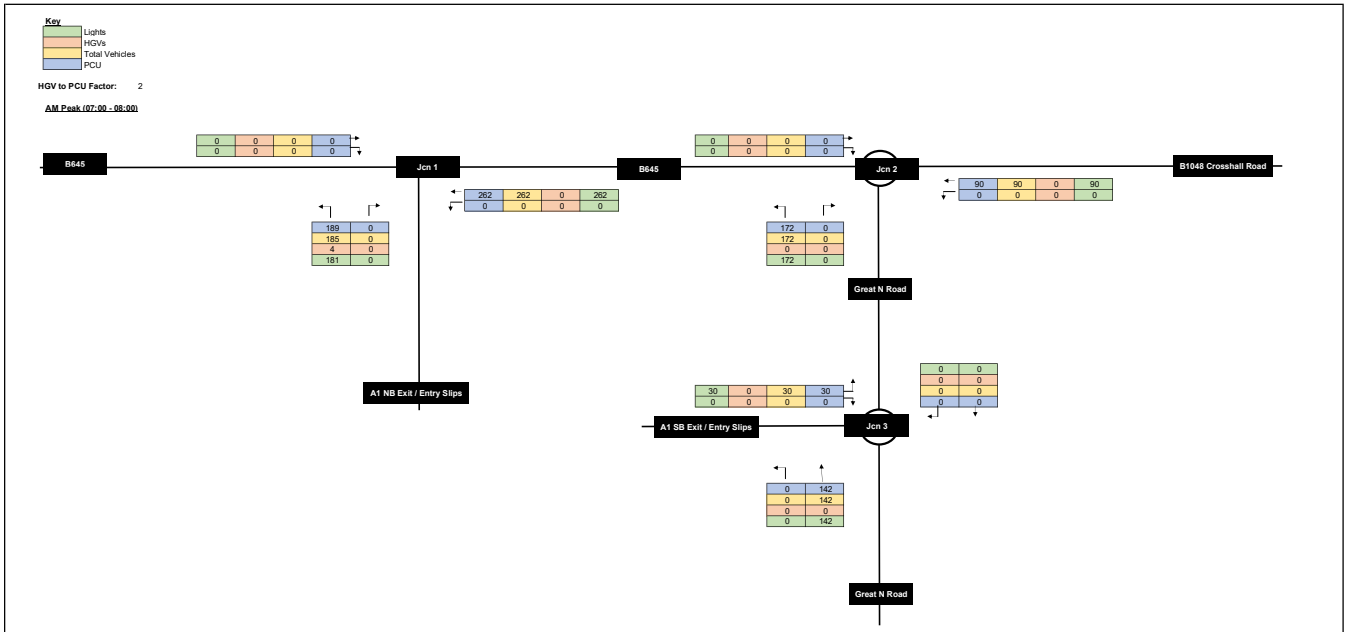
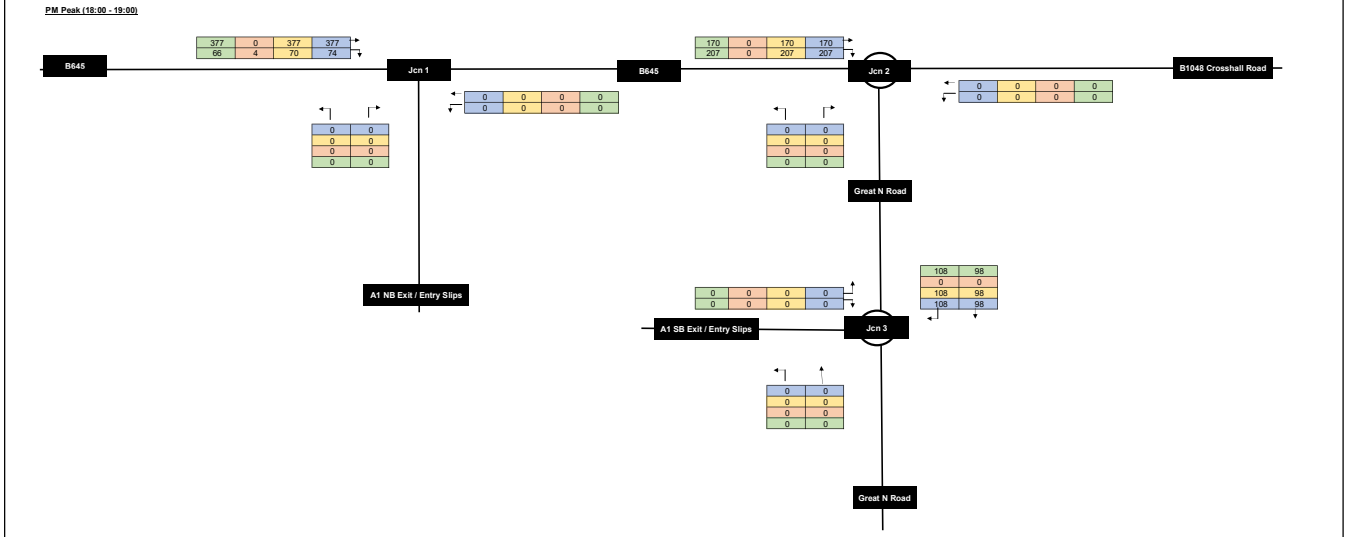


Figure: 2
Project Name: East Park Energy DCO
Project Number: EN010141/DR/8.23
Description: Factored Baseline Traffic Flows 2028
Period: Weekday AM (08:00-09:00) & PM (18:00-19:00) Development Peak Hours





axis

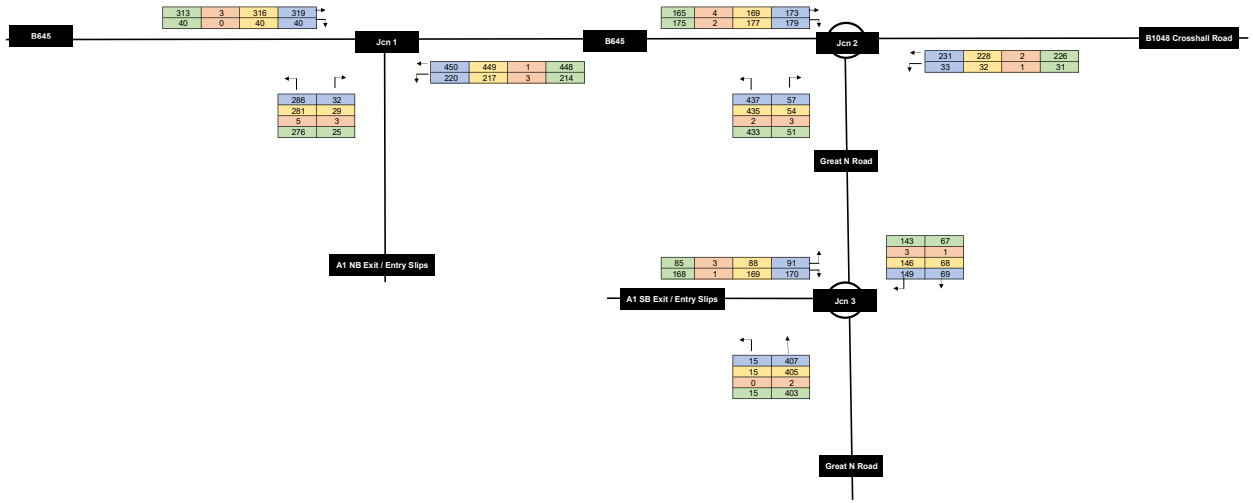
Figure: 3
Project Name: East Park Energy DCO
Project Number: EN010141/DR/8.23
Description: Avearge Weekday Flows - Month 12 (Maximum Staff)
Period: Weekday AM (08:00-09:00) & PM (18:00-19:00) Development Peak Hours

Key

	Lights
	HGVs
	Total Vehicles
	PCU

HGV to PCU Factor: 2

AM Peak (07:00 - 08:00)



PM Peak (18:00 - 19:00)

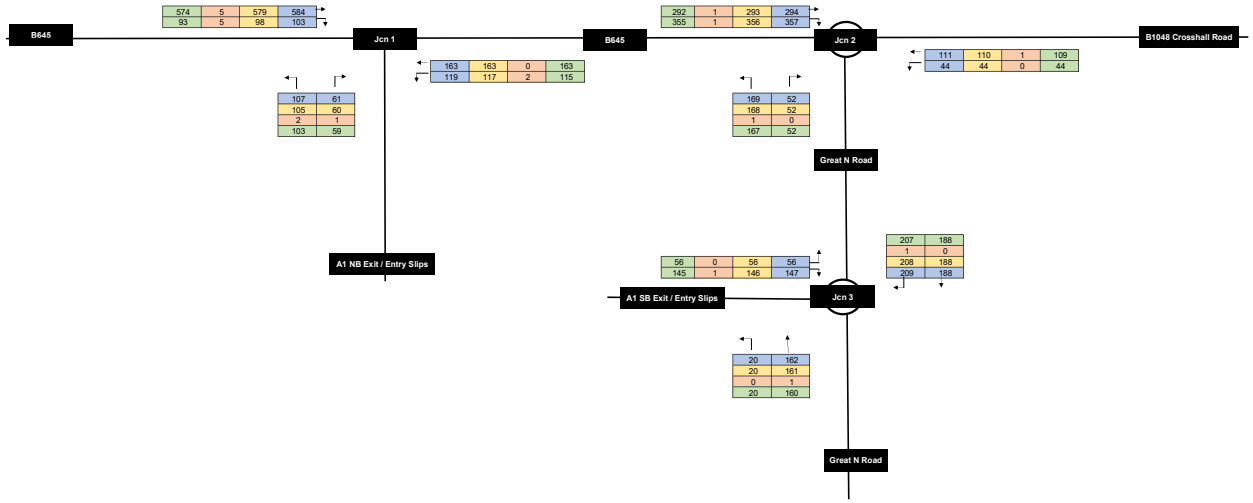


Figure: 4
Project Name: East Park Energy DCO
Project Number: EN010141/DR/8.23
Description: Do Something 'With Development' Scenario - 2028 Max Staff
Period: Weekday AM (08:00-09:00) & PM (18:00-19:00) Development Peak Hours

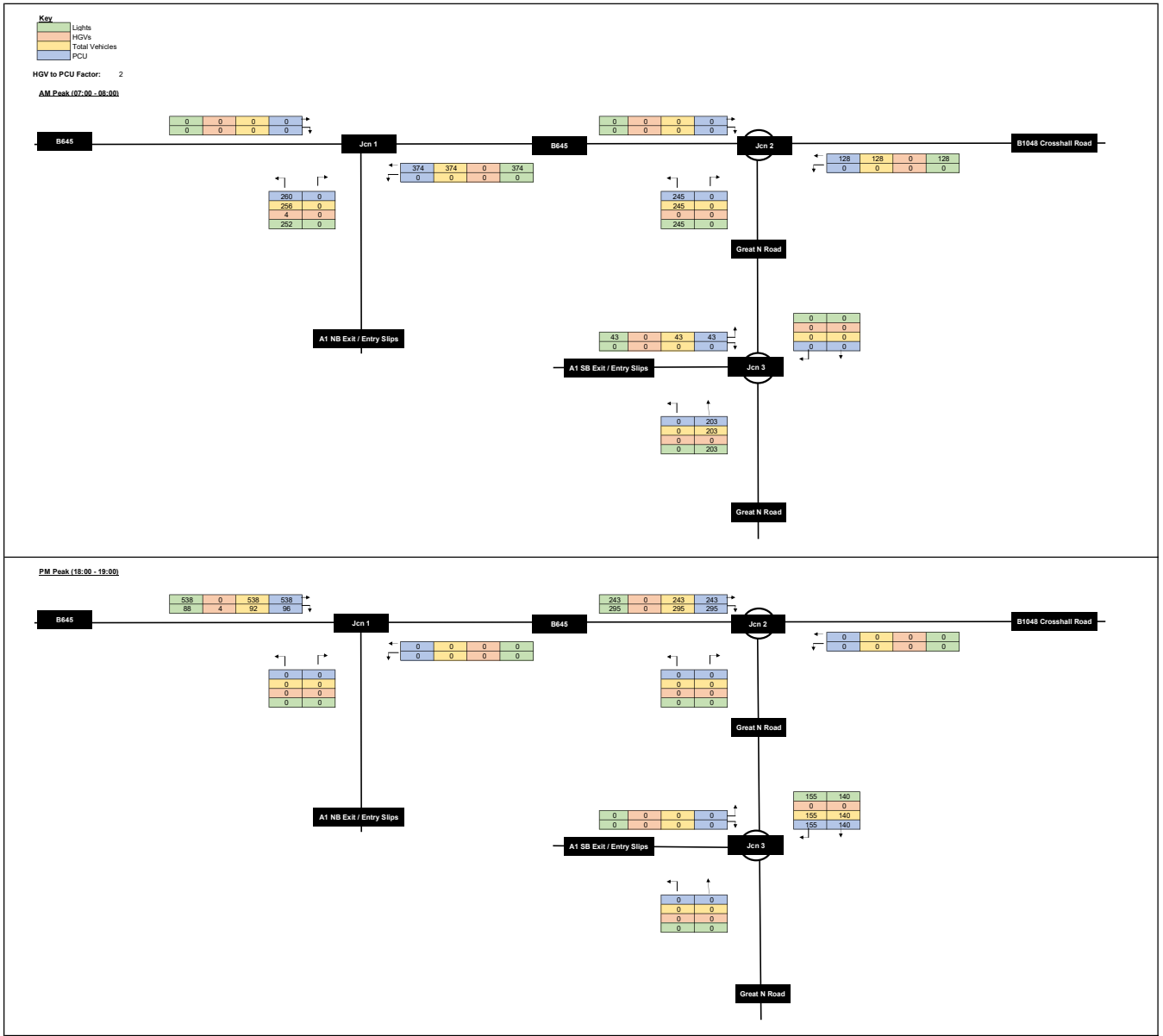


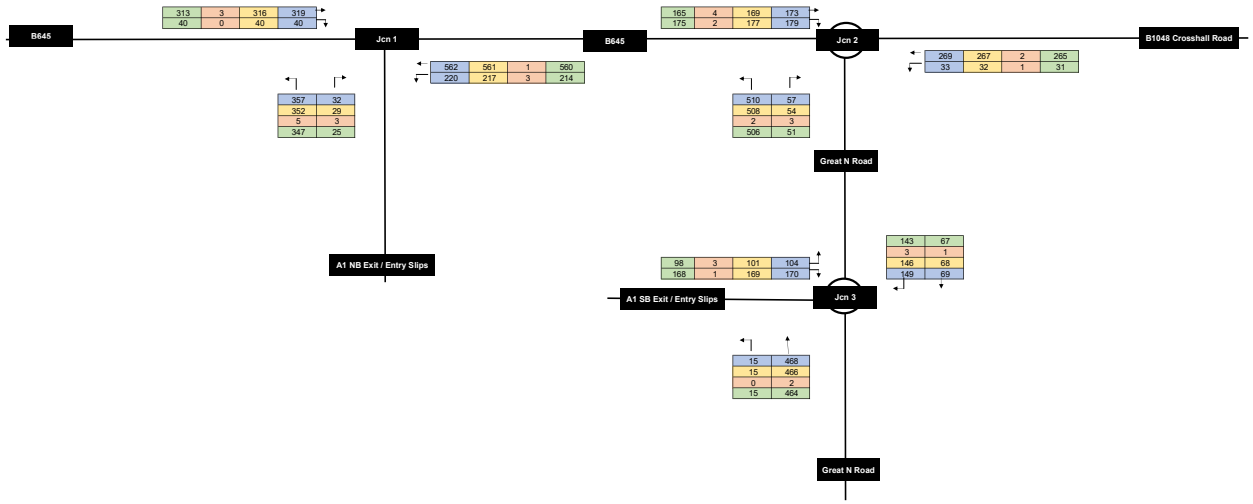
Figure: 5
Project Name: East Park Energy DCO
Project Number: EN010141/DR/8.23
Description: Avearge Weekday Flows - Month 12 (Maximum Staff) - Sensitivity Test (1.4 ave. car occupancy)
Period: Weekday AM (08:00-09:00) & PM (18:00-19:00) Development Peak Hours

Key

Lights
HGVs
Total Vehicles
PCU

HGV to PCU Factor: 2

AM Peak (07:00 - 08:00)



PM Peak (18:00 - 19:00)

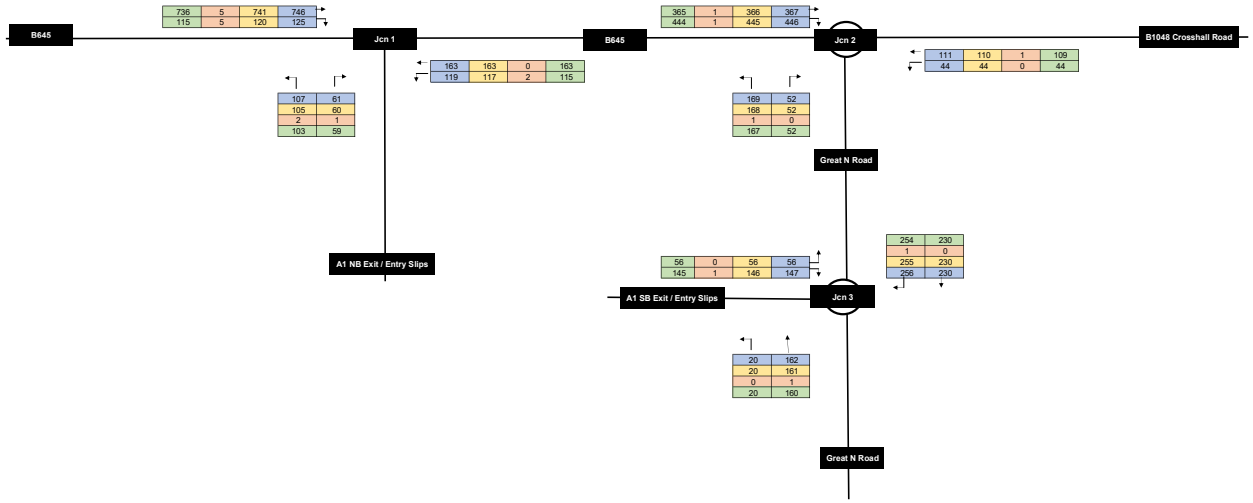


Figure: 6
Project Name: East Park Energy DCO
Project Number: EN010141/DR/8.23
Description: Do Something 'With Development' Scenario - 2028 Max Staff - Sensitivity Test (1.4 ave. car occupancy)
Period: Weekday AM (08:00-09:00) & PM (18:00-19:00) Development Peak Hours

APPENDIX C – JUNCTION CAPACITY ASSESSMENT OUTPUT

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: B645_A1 St Neots.j10
Path: C:\Users\DuncanCarter\OneDrive - Axis PED Ltd\Documents
Report generation date: 24/03/2026 09:28:57

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base - 2026									
Stream B-C	A1 D1	0.2	6.97	0.17	A	A1 D2	0.2	6.91	0.18	A
Stream B-A		0.1	10.83	0.08	B		0.2	9.50	0.15	A
Stream C-AB		0.2	5.00	0.09	A		0.1	5.26	0.06	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base - 2028									
Stream B-C	A2 D3	0.2	7.02	0.17	A	A2 D4	0.2	6.95	0.18	A
Stream B-A		0.1	10.94	0.09	B		0.2	9.58	0.15	A
Stream C-AB		0.2	4.99	0.10	A		0.1	5.26	0.06	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base + Dev - 2028 with Dev									
Stream B-C	A3 D5	1.3	15.40	0.57	C	A3 D6	0.2	7.06	0.18	A
Stream B-A		0.2	15.69	0.12	C		0.2	12.81	0.19	B
Stream C-AB		0.2	5.43	0.11	A		0.8	5.05	0.29	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base + Dev (Sens. Test) - 2028 with Dev (Sens. Test)									
Stream B-C	A4 D7	3.0	28.96	0.76	D	A4 D8	0.2	7.11	0.19	A
Stream B-A		0.2	24.69	0.18	C		0.3	14.76	0.21	B
Stream C-AB		0.3	5.68	0.12	A		1.5	5.51	0.42	A

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

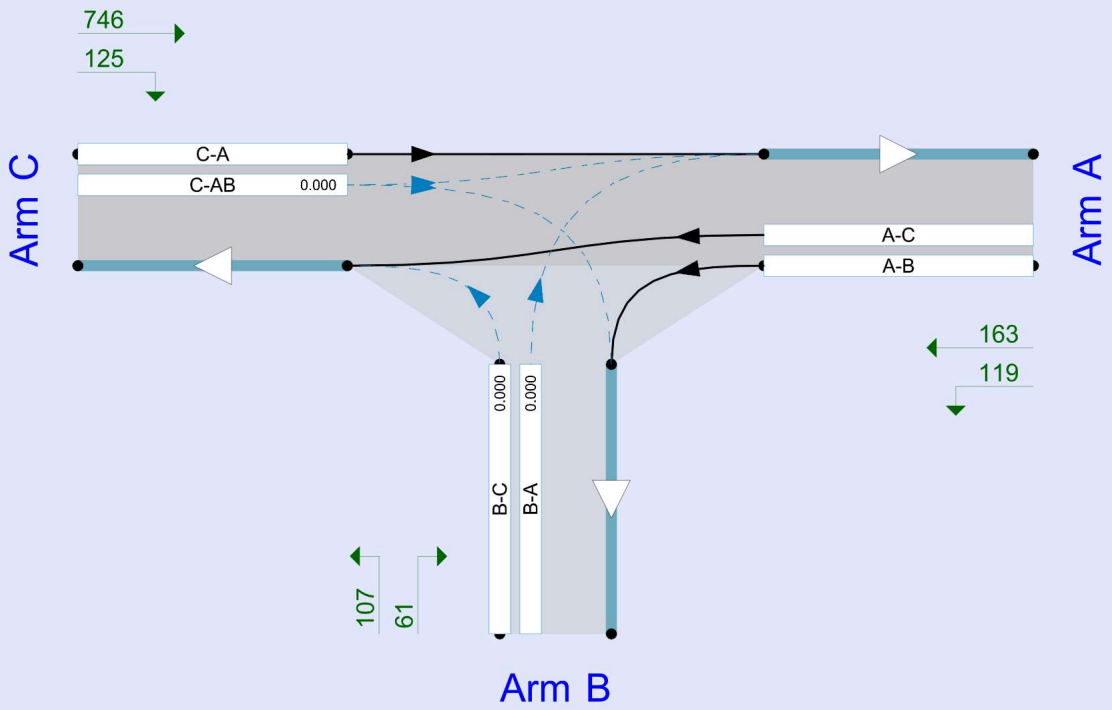
File summary

File Description

Title	
Location	
Site number	
Date	20/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\DuncanCarter
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	06:45	08:15	15	✓
D2	2026	PM	ONE HOUR	17:45	19:15	15	✓
D3	2028	AM	ONE HOUR	06:45	08:15	15	✓
D4	2028	PM	ONE HOUR	17:45	19:15	15	✓
D5	2028 with Dev	AM	ONE HOUR	06:45	08:15	15	✓
D6	2028 with Dev	PM	ONE HOUR	17:45	19:15	15	✓
D7	2028 with Dev (Sens. Test)	AM	ONE HOUR	06:45	08:15	15	✓
D8	2028 with Dev (Sens. Test)	PM	ONE HOUR	17:45	19:15	15	✓

2026 Base - 2026, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 Base	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.49	A

Arms

Arms

Arm	Name	Description	Arm type
A	B645 East		Major
B	A1 NB Entry/Exit		Minor
C	B645 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	10.00	5.50	3.90	3.40	✓	2.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	546	0.099	0.249	0.157	0.356
B-C	722	0.108	0.274	-	-
C-B	690	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	401	100.000
B		ONE HOUR	✓	126	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	216	185
	B	31	0	95
	C	313	39	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	1
	B	11	0	1
	C	1	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)
B-C	0.17	6.97	0.2	A	87	131
B-A	0.08	10.83	0.1	B	28	43
C-AB	0.09	5.00	0.2	A	58	86
C-A					265	398
A-B					198	297
A-C					170	255

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	658	0.109	71	0.0	0.1	6.197	A
B-A	23	6	448	0.052	23	0.0	0.1	9.382	A
C-AB	42	11	766	0.055	42	0.0	0.1	4.987	A
C-A	223	56			223				
A-B	163	41			163				
A-C	139	35			139				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	645	0.132	85	0.1	0.2	6.501	A
B-A	28	7	429	0.065	28	0.1	0.1	9.944	A
C-AB	55	14	783	0.070	55	0.1	0.1	4.958	A
C-A	262	65			262				
A-B	194	49			194				
A-C	166	42			166				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	627	0.167	104	0.2	0.2	6.964	A
B-A	34	9	402	0.085	34	0.1	0.1	10.828	B
C-AB	75	19	809	0.093	75	0.1	0.2	4.930	A
C-A	312	78			312				
A-B	238	59			238				
A-C	204	51			204				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	627	0.167	105	0.2	0.2	6.967	A
B-A	34	9	402	0.085	34	0.1	0.1	10.833	B
C-AB	75	19	809	0.093	75	0.2	0.2	4.935	A
C-A	312	78			312				
A-B	238	59			238				
A-C	204	51			204				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	645	0.132	86	0.2	0.2	6.512	A
B-A	28	7	428	0.065	28	0.1	0.1	9.955	A
C-AB	55	14	784	0.070	55	0.2	0.1	4.966	A
C-A	261	65			261				
A-B	194	49			194				
A-C	166	42			166				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	658	0.109	72	0.2	0.1	6.211	A
B-A	23	6	448	0.052	23	0.1	0.1	9.398	A
C-AB	43	11	766	0.056	43	0.1	0.1	4.996	A
C-A	222	56			222				
A-B	163	41			163				
A-C	139	35			139				

2026 Base - 2026, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 Base	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Arms

Arms

Arm	Name	Description	Arm type
A	B645 East		Major
B	A1 NB Entry/Exit		Minor
C	B645 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	10.00	5.50	3.90	3.40	✓	2.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	557	0.101	0.254	0.160	0.363
B-C	736	0.110	0.279	-	-
C-B	690	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	277	100.000
B		ONE HOUR	✓	165	100.000
C		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	117	160
	B	60	0	105
	C	204	28	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	0
	B	2	0	2
	C	3	4	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)
B-C	0.18	6.91	0.2	A	96	145
B-A	0.15	9.50	0.2	A	55	83
C-AB	0.06	5.26	0.1	A	35	52
C-A					178	267
A-B					107	161
A-C					147	220

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	676	0.117	79	0.0	0.1	6.138	A
B-A	45	11	485	0.093	45	0.0	0.1	8.309	A
C-AB	27	7	734	0.036	26	0.0	0.1	5.259	A
C-A	148	37			148				
A-B	88	22			88				
A-C	120	30			120				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	24	664	0.142	94	0.1	0.2	6.441	A
B-A	54	13	471	0.115	54	0.1	0.1	8.775	A
C-AB	33	8	744	0.045	33	0.1	0.1	5.239	A
C-A	175	44			175				
A-B	105	26			105				
A-C	144	36			144				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	647	0.179	115	0.2	0.2	6.900	A
B-A	66	17	452	0.146	66	0.1	0.2	9.490	A
C-AB	44	11	758	0.058	44	0.1	0.1	5.211	A
C-A	212	53			212				
A-B	129	32			129				
A-C	176	44			176				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	29	647	0.179	116	0.2	0.2	6.906	A
B-A	66	17	451	0.146	66	0.2	0.2	9.498	A
C-AB	44	11	758	0.058	44	0.1	0.1	5.212	A
C-A	212	53			212				
A-B	129	32			129				
A-C	176	44			176				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	24	664	0.142	95	0.2	0.2	6.453	A
B-A	54	13	471	0.115	54	0.2	0.1	8.786	A
C-AB	33	8	744	0.045	34	0.1	0.1	5.240	A
C-A	175	44			175				
A-B	105	26			105				
A-C	144	36			144				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	676	0.117	79	0.2	0.1	6.155	A
B-A	45	11	485	0.093	45	0.1	0.1	8.328	A
C-AB	27	7	734	0.036	27	0.1	0.1	5.262	A
C-A	148	37			148				
A-B	88	22			88				
A-C	120	30			120				

2028 Base - 2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2028 Base	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Arms

Arms

Arm	Name	Description	Arm type
A	B645 East		Major
B	A1 NB Entry/Exit		Minor
C	B645 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	10.00	5.50	3.90	3.40	✓	2.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	546	0.099	0.249	0.157	0.356
B-C	722	0.108	0.274	-	-
C-B	690	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	408	100.000
B		ONE HOUR	✓	129	100.000
C		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	220	188
	B	32	0	97
	C	319	40	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	1
	B	11	0	1
	C	1	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)
B-C	0.17	7.02	0.2	A	89	134
B-A	0.09	10.94	0.1	B	29	44
C-AB	0.10	4.99	0.2	A	60	89
C-A					270	405
A-B					202	303
A-C					173	259

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	656	0.111	73	0.0	0.1	6.227	A
B-A	24	6	446	0.054	24	0.0	0.1	9.437	A
C-AB	44	11	768	0.057	43	0.0	0.1	4.985	A
C-A	226	57			226				
A-B	166	41			166				
A-C	142	35			142				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	643	0.136	87	0.1	0.2	6.542	A
B-A	29	7	426	0.067	29	0.1	0.1	10.018	B
C-AB	57	14	786	0.072	57	0.1	0.1	4.958	A
C-A	266	66			266				
A-B	198	49			198				
A-C	169	42			169				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	625	0.171	107	0.2	0.2	7.022	A
B-A	35	9	399	0.088	35	0.1	0.1	10.935	B
C-AB	78	19	811	0.096	78	0.1	0.2	4.928	A
C-A	317	79			317				
A-B	242	61			242				
A-C	207	52			207				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	625	0.171	107	0.2	0.2	7.024	A
B-A	35	9	399	0.088	35	0.1	0.1	10.943	B
C-AB	78	20	811	0.096	78	0.2	0.2	4.935	A
C-A	317	79			317				
A-B	242	61			242				
A-C	207	52			207				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	643	0.136	87	0.2	0.2	6.550	A
B-A	29	7	426	0.067	29	0.1	0.1	10.029	B
C-AB	57	14	786	0.072	57	0.2	0.1	4.965	A
C-A	266	66			266				
A-B	198	49			198				
A-C	169	42			169				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	656	0.111	73	0.2	0.1	6.244	A
B-A	24	6	446	0.054	24	0.1	0.1	9.452	A
C-AB	44	11	768	0.057	44	0.1	0.1	4.992	A
C-A	226	57			226				
A-B	166	41			166				
A-C	142	35			142				

2028 Base - 2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2028 Base	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.24	A

Arms

Arms

Arm	Name	Description	Arm type
A	B645 East		Major
B	A1 NB Entry/Exit		Minor
C	B645 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	10.00	5.50	3.90	3.40	✓	2.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	557	0.101	0.254	0.160	0.363
B-C	736	0.110	0.279	-	-
C-B	690	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	282	100.000
B		ONE HOUR	✓	168	100.000
C		ONE HOUR	✓	237	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	119	163
	B	61	0	107
	C	208	29	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	0
	B	2	0	2
	C	3	4	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)
B-C	0.18	6.95	0.2	A	98	147
B-A	0.15	9.58	0.2	A	56	84
C-AB	0.06	5.26	0.1	A	36	54
C-A					181	272
A-B					109	164
A-C					150	224

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	675	0.119	80	0.0	0.1	6.158	A
B-A	46	11	483	0.095	46	0.0	0.1	8.352	A
C-AB	28	7	735	0.038	28	0.0	0.1	5.260	A
C-A	151	38			151				
A-B	90	22			90				
A-C	123	31			123				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	663	0.145	96	0.1	0.2	6.470	A
B-A	55	14	469	0.117	55	0.1	0.1	8.833	A
C-AB	35	9	745	0.047	35	0.1	0.1	5.239	A
C-A	178	45			178				
A-B	107	27			107				
A-C	147	37			147				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	646	0.182	118	0.2	0.2	6.943	A
B-A	67	17	449	0.149	67	0.1	0.2	9.573	A
C-AB	46	11	760	0.060	46	0.1	0.1	5.211	A
C-A	215	54			215				
A-B	131	33			131				
A-C	179	45			179				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	646	0.182	118	0.2	0.2	6.949	A
B-A	67	17	449	0.150	67	0.2	0.2	9.581	A
C-AB	46	11	760	0.060	46	0.1	0.1	5.213	A
C-A	215	54			215				
A-B	131	33			131				
A-C	179	45			179				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	663	0.145	96	0.2	0.2	6.479	A
B-A	55	14	469	0.117	55	0.2	0.1	8.846	A
C-AB	35	9	745	0.047	35	0.1	0.1	5.241	A
C-A	178	45			178				
A-B	107	27			107				
A-C	147	37			147				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	675	0.119	81	0.2	0.1	6.176	A
B-A	46	11	483	0.095	46	0.1	0.1	8.374	A
C-AB	28	7	735	0.038	28	0.1	0.1	5.264	A
C-A	151	38			151				
A-B	90	22			90				
A-C	123	31			123				

2028 Base + Dev - 2028 with Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2028 Base + Dev	✓	✓	D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.92	A

Arms

Arms

Arm	Name	Description	Arm type
A	B645 East		Major
B	A1 NB Entry/Exit		Minor
C	B645 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	10.00	5.50	3.90	3.40	✓	2.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	532	0.096	0.243	0.153	0.347
B-C	732	0.110	0.278	-	-
C-B	690	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028 with Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	670	100.000
B		ONE HOUR	✓	318	100.000
C		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	220	450
	B	32	0	286
	C	319	40	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	11	0	2
	C	1	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)
B-C	0.57	15.40	1.3	C	262	394
B-A	0.12	15.69	0.2	C	29	44
C-AB	0.11	5.43	0.2	A	63	94
C-A					267	400
A-B					202	303
A-C					413	619

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	215	54	611	0.353	213	0.0	0.5	9.154	A
B-A	24	6	382	0.063	24	0.0	0.1	11.125	B
C-AB	45	11	723	0.062	45	0.0	0.1	5.327	A
C-A	225	56			225				
A-B	166	41			166				
A-C	339	85			339				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	257	64	586	0.439	256	0.5	0.8	11.050	B
B-A	29	7	347	0.083	29	0.1	0.1	12.520	B
C-AB	59	15	733	0.081	59	0.1	0.1	5.360	A
C-A	264	66			264				
A-B	198	49			198				
A-C	405	101			405				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	315	79	552	0.570	313	0.8	1.3	15.149	C
B-A	35	9	290	0.121	35	0.1	0.2	15.617	C
C-AB	83	21	750	0.111	83	0.1	0.2	5.420	A
C-A	312	78			312				
A-B	242	61			242				
A-C	495	124			495				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	315	79	552	0.570	315	1.3	1.3	15.403	C
B-A	35	9	289	0.122	35	0.2	0.2	15.694	C
C-AB	83	21	750	0.111	83	0.2	0.2	5.427	A
C-A	312	78			312				
A-B	242	61			242				
A-C	495	124			495				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	257	64	586	0.439	259	1.3	0.8	11.259	B
B-A	29	7	346	0.083	29	0.2	0.1	12.574	B
C-AB	59	15	734	0.081	60	0.2	0.2	5.370	A
C-A	263	66			263				
A-B	198	49			198				
A-C	405	101			405				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	215	54	610	0.353	216	0.8	0.6	9.305	A
B-A	24	6	381	0.063	24	0.1	0.1	11.166	B
C-AB	45	11	723	0.063	45	0.2	0.1	5.338	A
C-A	225	56			225				
A-B	166	41			166				
A-C	339	85			339				

2028 Base + Dev - 2028 with Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2028 Base + Dev	✓	✓	D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Arms

Arms

Arm	Name	Description	Arm type
A	B645 East		Major
B	A1 NB Entry/Exit		Minor
C	B645 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	10.00	5.50	3.90	3.40	✓	2.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	557	0.101	0.254	0.160	0.363
B-C	736	0.110	0.279	-	-
C-B	690	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028 with Dev	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	282	100.000
B		ONE HOUR	✓	168	100.000
C		ONE HOUR	✓	687	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	119	163
	B	61	0	107
	C	584	103	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	0
	B	2	0	2
	C	1	5	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)
B-C	0.18	7.06	0.2	A	98	147
B-A	0.19	12.81	0.2	B	56	84
C-AB	0.29	5.05	0.8	A	218	328
C-A					412	618
A-B					109	164
A-C					150	224

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	673	0.120	80	0.0	0.1	6.191	A
B-A	46	11	418	0.110	45	0.0	0.1	9.814	A
C-AB	149	37	919	0.162	147	0.0	0.3	4.807	A
C-A	369	92			369				
A-B	90	22			90				
A-C	123	31			123				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	659	0.146	96	0.1	0.2	6.525	A
B-A	55	14	391	0.140	55	0.1	0.2	10.891	B
C-AB	204	51	967	0.211	203	0.3	0.5	4.859	A
C-A	414	103			414				
A-B	107	27			107				
A-C	147	37			147				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	638	0.185	118	0.2	0.2	7.048	A
B-A	67	17	353	0.190	67	0.2	0.2	12.774	B
C-AB	302	75	1035	0.292	300	0.5	0.8	5.045	A
C-A	455	114			455				
A-B	131	33			131				
A-C	179	45			179				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	638	0.185	118	0.2	0.2	7.057	A
B-A	67	17	353	0.190	67	0.2	0.2	12.810	B
C-AB	302	76	1035	0.292	302	0.8	0.8	5.051	A
C-A	454	114			454				
A-B	131	33			131				
A-C	179	45			179				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	658	0.146	96	0.2	0.2	6.539	A
B-A	55	14	390	0.140	55	0.2	0.2	10.930	B
C-AB	204	51	968	0.211	206	0.8	0.5	4.863	A
C-A	413	103			413				
A-B	107	27			107				
A-C	147	37			147				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	672	0.120	81	0.2	0.1	6.209	A
B-A	46	11	418	0.110	46	0.2	0.1	9.859	A
C-AB	150	37	919	0.163	150	0.5	0.4	4.826	A
C-A	368	92			368				
A-B	90	22			90				
A-C	123	31			123				

2028 Base + Dev (Sens. Test) - 2028 with Dev (Sens. Test), AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2028 Base + Dev (Sens. Test)	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.53	A

Arms

Arms

Arm	Name	Description	Arm type
A	B645 East		Major
B	A1 NB Entry/Exit		Minor
C	B645 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	10.00	5.50	3.90	3.40	✓	2.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	531	0.096	0.243	0.153	0.346
B-C	733	0.110	0.278	-	-
C-B	690	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 with Dev (Sens. Test)	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	782	100.000
B		ONE HOUR	✓	389	100.000
C		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	220	562
	B	32	0	357
	C	319	40	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	11	0	2
	C	1	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)
B-C	0.76	28.96	3.0	D	328	491
B-A	0.18	24.69	0.2	C	29	44
C-AB	0.12	5.68	0.3	A	64	96
C-A					265	398
A-B					202	303
A-C					516	774

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	269	67	587	0.457	265	0.0	0.8	11.244	B
B-A	24	6	352	0.069	24	0.0	0.1	12.145	B
C-AB	46	11	704	0.065	45	0.0	0.1	5.485	A
C-A	225	56			225				
A-B	166	41			166				
A-C	423	106			423				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	321	80	558	0.575	319	0.8	1.3	15.150	C
B-A	29	7	300	0.096	29	0.1	0.1	14.656	B
C-AB	60	15	711	0.085	60	0.1	0.2	5.553	A
C-A	262	66			262				
A-B	198	49			198				
A-C	505	126			505				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	393	98	517	0.760	387	1.3	2.9	26.805	D
B-A	35	9	202	0.174	35	0.1	0.2	23.736	C
C-AB	86	21	724	0.119	86	0.2	0.3	5.668	A
C-A	309	77			309				
A-B	242	61			242				
A-C	619	155			619				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	393	98	517	0.760	392	2.9	3.0	28.963	D
B-A	35	9	197	0.179	35	0.2	0.2	24.693	C
C-AB	86	22	724	0.119	86	0.3	0.3	5.677	A
C-A	309	77			309				
A-B	242	61			242				
A-C	619	155			619				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	321	80	558	0.575	327	3.0	1.4	16.255	C
B-A	29	7	296	0.097	29	0.2	0.1	14.939	B
C-AB	61	15	711	0.085	61	0.3	0.2	5.569	A
C-A	262	66			262				
A-B	198	49			198				
A-C	505	126			505				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	269	67	587	0.458	271	1.4	0.9	11.642	B
B-A	24	6	350	0.069	24	0.1	0.1	12.234	B
C-AB	46	11	704	0.065	46	0.2	0.1	5.500	A
C-A	224	56			224				
A-B	166	41			166				
A-C	423	106			423				

2028 Base + Dev (Sens. Test) - 2028 with Dev (Sens. Test), PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2028 Base + Dev (Sens. Test)	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.79	A

Arms

Arms

Arm	Name	Description	Arm type
A	B645 East		Major
B	A1 NB Entry/Exit		Minor
C	B645 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	10.00	5.50	3.90	3.40	✓	2.00	50	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	557	0.101	0.254	0.160	0.363
B-C	736	0.110	0.279	-	-
C-B	690	0.263	0.263	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028 with Dev (Sens. Test)	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	282	100.000
B		ONE HOUR	✓	168	100.000
C		ONE HOUR	✓	871	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	119	163
	B	61	0	107
	C	746	125	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	0
	B	2	0	2
	C	1	4	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)
B-C	0.19	7.11	0.2	A	98	147
B-A	0.21	14.76	0.3	B	56	84
C-AB	0.42	5.51	1.5	A	336	504
C-A					463	695
A-B					109	164
A-C					150	224

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	671	0.120	80	0.0	0.1	6.198	A
B-A	46	11	393	0.117	45	0.0	0.1	10.532	B
C-AB	215	54	998	0.216	213	0.0	0.5	4.688	A
C-A	440	110			440				
A-B	90	22			90				
A-C	123	31			123				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	656	0.147	96	0.1	0.2	6.543	A
B-A	55	14	360	0.152	55	0.1	0.2	11.978	B
C-AB	307	77	1062	0.289	306	0.5	0.8	4.870	A
C-A	476	119			476				
A-B	107	27			107				
A-C	147	37			147				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	634	0.186	118	0.2	0.2	7.099	A
B-A	67	17	316	0.213	67	0.2	0.3	14.692	B
C-AB	483	121	1153	0.419	480	0.8	1.5	5.476	A
C-A	476	119			476				
A-B	131	33			131				
A-C	179	45			179				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	634	0.186	118	0.2	0.2	7.109	A
B-A	67	17	315	0.213	67	0.3	0.3	14.761	B
C-AB	485	121	1155	0.420	485	1.5	1.5	5.512	A
C-A	474	118			474				
A-B	131	33			131				
A-C	179	45			179				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	656	0.147	96	0.2	0.2	6.557	A
B-A	55	14	359	0.153	55	0.3	0.2	12.049	B
C-AB	309	77	1064	0.290	311	1.5	0.8	4.899	A
C-A	474	119			474				
A-B	107	27			107				
A-C	147	37			147				

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	671	0.120	81	0.2	0.1	6.219	A
B-A	46	11	392	0.117	46	0.2	0.1	10.597	B
C-AB	217	54	999	0.217	218	0.8	0.5	4.722	A
C-A	439	110			439				
A-B	90	22			90				
A-C	123	31			123				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: B645_Crosshall Rd_Great N Rd.j10
Path: C:\Users\DuncanCarter\OneDrive - Axis PED Ltd\Documents
Report generation date: 24/03/2026 10:13:08

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base - 2026									
Arm 1	A1 D1	0.2	4.60	0.19	A	A1 D2	0.2	4.32	0.17	A
Arm 2		0.6	6.52	0.38	A		0.3	5.21	0.26	A
Arm 3		0.4	4.03	0.30	A		0.3	3.63	0.23	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base - 2028									
Arm 1	A2 D3	0.2	4.64	0.20	A	A2 D4	0.2	4.35	0.17	A
Arm 2		0.6	6.62	0.39	A		0.4	5.25	0.26	A
Arm 3		0.4	4.06	0.30	A		0.3	3.66	0.23	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base+Dev - 2028 with Dev									
Arm 1	A3 D5	0.4	5.28	0.30	A	A3 D6	0.3	5.46	0.20	A
Arm 2		1.9	12.57	0.65	B		0.4	5.25	0.26	A
Arm 3		0.4	4.06	0.30	A		1.2	6.25	0.55	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base+Dev (Sens. Test) - 2028 with Dev (Sens. Test)									
Arm 1	A4 D7	0.5	5.61	0.34	A	A4 D8	0.3	6.14	0.22	A
Arm 2		3.4	20.25	0.78	C		0.4	5.25	0.26	A
Arm 3		0.4	4.06	0.30	A		2.2	9.04	0.69	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

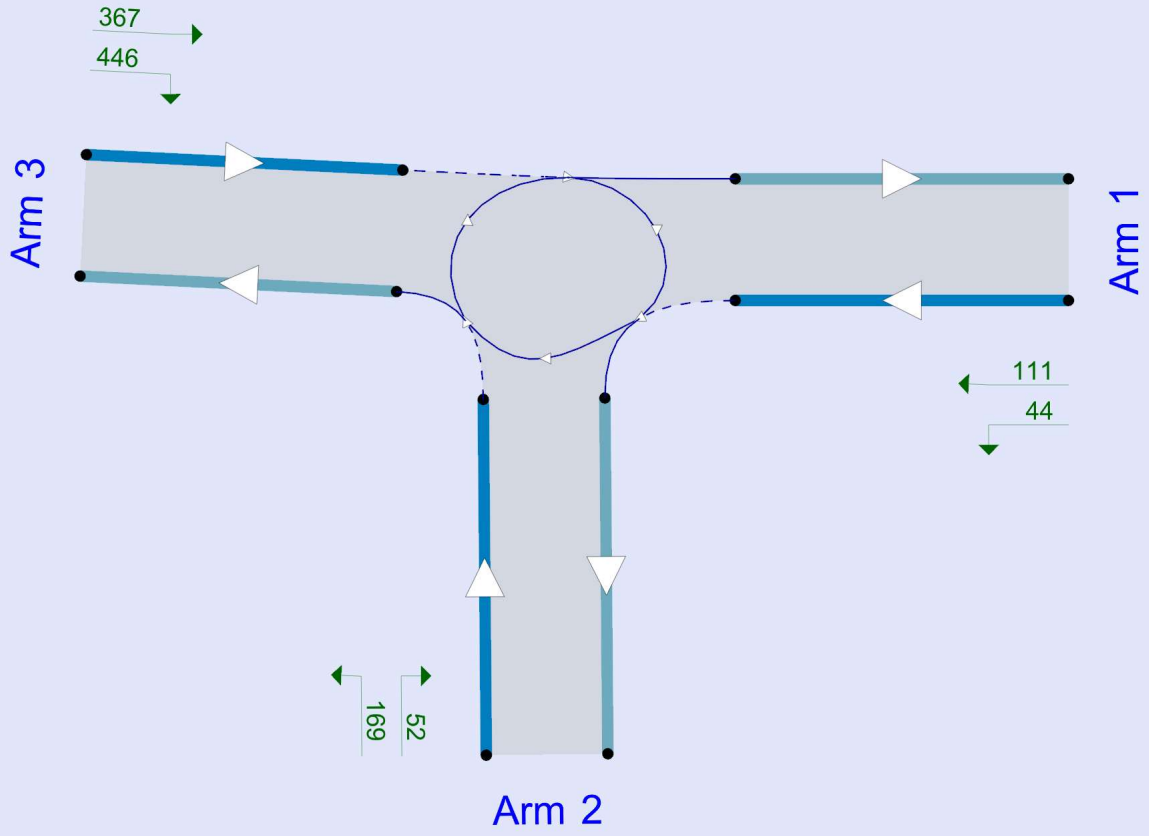
File summary

File Description

Title	
Location	
Site number	
Date	20/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\DuncanCarter
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	06:45	08:15	15	✓
D2	2026	PM	ONE HOUR	17:45	19:15	15	✓
D3	2028	AM	ONE HOUR	06:45	08:15	15	✓
D4	2028	PM	ONE HOUR	17:45	19:15	15	✓
D5	2028 with Dev	AM	ONE HOUR	06:45	08:15	15	✓
D6	2028 with Dev	PM	ONE HOUR	17:45	19:15	15	✓
D7	2028 with Dev (Sens. Test)	AM	ONE HOUR	06:45	08:15	15	✓
D8	2028 with Dev (Sens. Test)	PM	ONE HOUR	17:45	19:15	15	✓

2026 Base - 2026, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 Base	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B645_Crosshall Rd_Great N Rd	Mini-roundabout		1, 2, 3	5.09	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.09	A

Arms

Arms

Arm	Name	Description
1	Crosshall Road	
2	Great N Road	
3	B645	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.60	2.60	4.50	35.0	20.00	18.00	0.0	
2	3.60	3.20	4.30	25.0	18.50	18.00	0.0	
3	3.30	3.00	4.90	7.5	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.748	1128
2	0.746	1023
3	0.934	1348

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	170	100.000
2		ONE HOUR	✓	316	100.000
3		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	32	138
	2	56	0	260
	3	170	176	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	3	2
	2	6	0	1
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.19	4.60	0.2	A	156	234
2	0.38	6.52	0.6	A	290	435
3	0.30	4.03	0.4	A	317	476

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	32	132	1029	0.124	127	169	0.0	0.1	4.061	A
2	238	59	103	945	0.252	237	156	0.0	0.3	5.152	A
3	260	65	42	1308	0.199	259	298	0.0	0.3	3.488	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153	38	158	1010	0.151	153	203	0.1	0.2	4.277	A
2	284	71	124	930	0.305	284	187	0.3	0.4	5.656	A
3	311	78	50	1301	0.239	311	357	0.3	0.3	3.700	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	47	194	983	0.190	187	248	0.2	0.2	4.602	A
2	348	87	152	909	0.383	347	229	0.4	0.6	6.500	A
3	381	95	62	1290	0.295	381	437	0.3	0.4	4.025	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	47	194	983	0.190	187	249	0.2	0.2	4.605	A
2	348	87	152	909	0.383	348	229	0.6	0.6	6.517	A
3	381	95	62	1290	0.295	381	438	0.4	0.4	4.028	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153	38	158	1009	0.151	153	203	0.2	0.2	4.280	A
2	284	71	124	930	0.305	285	187	0.6	0.5	5.677	A
3	311	78	50	1300	0.239	311	359	0.4	0.3	3.707	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	32	133	1029	0.124	128	170	0.2	0.1	4.071	A
2	238	59	104	945	0.252	238	157	0.5	0.3	5.180	A
3	260	65	42	1308	0.199	261	300	0.3	0.3	3.499	A

2026 Base - 2026, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 Base	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B645_Crosshall Rd_Great N Rd	Mini-roundabout		1, 2, 3	4.33	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.33	A

Arms

Arms

Arm	Name	Description
1	Crosshall Road	
2	Great N Road	
3	B645	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.60	2.60	4.50	35.0	20.00	18.00	0.0	
2	3.60	3.20	4.30	25.0	18.50	18.00	0.0	
3	3.30	3.00	4.90	7.5	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.748	1128
2	0.746	1023
3	0.934	1348

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	152	100.000
2		ONE HOUR	✓	217	100.000
3		ONE HOUR	✓	270	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	43	109
	2	51	0	166
	3	122	148	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.17	4.32	0.2	A	139	209
2	0.26	5.21	0.3	A	199	299
3	0.23	3.63	0.3	A	248	372

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	29	111	1045	0.110	114	130	0.0	0.1	3.890	A
2	163	41	82	962	0.170	163	143	0.0	0.2	4.521	A
3	203	51	38	1312	0.155	203	206	0.0	0.2	3.268	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	133	1029	0.133	137	155	0.1	0.2	4.062	A
2	195	49	98	950	0.205	195	172	0.2	0.3	4.791	A
3	243	61	46	1305	0.186	243	247	0.2	0.2	3.414	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	167	42	163	1006	0.166	167	190	0.2	0.2	4.317	A
2	239	60	120	933	0.256	239	210	0.3	0.3	5.204	A
3	297	74	56	1295	0.230	297	302	0.2	0.3	3.633	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	167	42	163	1006	0.166	167	190	0.2	0.2	4.319	A
2	239	60	120	933	0.256	239	210	0.3	0.3	5.209	A
3	297	74	56	1295	0.230	297	303	0.3	0.3	3.633	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	133	1028	0.133	137	156	0.2	0.2	4.064	A
2	195	49	98	949	0.205	195	172	0.3	0.3	4.800	A
3	243	61	46	1305	0.186	243	248	0.3	0.2	3.419	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	29	112	1045	0.110	115	130	0.2	0.1	3.897	A
2	163	41	82	961	0.170	164	144	0.3	0.2	4.536	A
3	203	51	38	1312	0.155	203	207	0.2	0.2	3.272	A

2028 Base - 2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2028 Base	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B645_Crosshall Rd_Great N Rd	Mini-roundabout		1, 2, 3	5.15	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.15	A

Arms

Arms

Arm	Name	Description
1	Crosshall Road	
2	Great N Road	
3	B645	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.60	2.60	4.50	35.0	20.00	18.00	0.0	
2	3.60	3.20	4.30	25.0	18.50	18.00	0.0	
3	3.30	3.00	4.90	7.5	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.748	1128
2	0.746	1023
3	0.934	1348

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	174	100.000
2		ONE HOUR	✓	322	100.000
3		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	33	141
	2	57	0	265
	3	173	179	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	3	2
	2	6	0	1
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.20	4.64	0.2	A	160	239
2	0.39	6.62	0.6	A	295	443
3	0.30	4.06	0.4	A	323	485

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	131	33	134	1028	0.127	130	172	0.0	0.1	4.083	A
2	242	61	106	944	0.257	241	159	0.0	0.3	5.196	A
3	265	66	43	1308	0.203	264	304	0.0	0.3	3.506	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	39	161	1008	0.155	156	207	0.1	0.2	4.305	A
2	289	72	127	928	0.312	289	190	0.3	0.5	5.721	A
3	316	79	51	1300	0.243	316	365	0.3	0.3	3.723	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192	48	197	981	0.195	191	253	0.2	0.2	4.642	A
2	355	89	155	907	0.391	354	233	0.5	0.6	6.604	A
3	388	97	63	1289	0.301	387	446	0.3	0.4	4.059	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192	48	197	981	0.195	192	253	0.2	0.2	4.645	A
2	355	89	155	907	0.391	355	233	0.6	0.6	6.624	A
3	388	97	63	1289	0.301	388	447	0.4	0.4	4.063	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	39	161	1007	0.155	157	207	0.2	0.2	4.310	A
2	289	72	127	928	0.312	290	191	0.6	0.5	5.746	A
3	316	79	51	1300	0.244	317	366	0.4	0.3	3.727	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	131	33	135	1027	0.128	131	173	0.2	0.1	4.091	A
2	242	61	106	943	0.257	243	160	0.5	0.4	5.226	A
3	265	66	43	1307	0.203	265	306	0.3	0.3	3.517	A

2028 Base - 2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2028 Base	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B645_Crosshall Rd_Great N Rd	Mini-roundabout		1, 2, 3	4.36	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.36	A

Arms

Arms

Arm	Name	Description
1	Crosshall Road	
2	Great N Road	
3	B645	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.60	2.60	4.50	35.0	20.00	18.00	0.0	
2	3.60	3.20	4.30	25.0	18.50	18.00	0.0	
3	3.30	3.00	4.90	7.5	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.748	1128
2	0.746	1023
3	0.934	1348

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	155	100.000
2		ONE HOUR	✓	221	100.000
3		ONE HOUR	✓	275	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	44	111
	2	52	0	169
	3	124	151	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.17	4.35	0.2	A	142	213
2	0.26	5.25	0.4	A	203	304
3	0.23	3.66	0.3	A	252	379

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117	29	113	1043	0.112	116	132	0.0	0.1	3.906	A
2	166	42	83	961	0.173	166	146	0.0	0.2	4.544	A
3	207	52	39	1311	0.158	206	210	0.0	0.2	3.281	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	35	136	1027	0.136	139	158	0.1	0.2	4.083	A
2	199	50	100	948	0.210	198	175	0.2	0.3	4.822	A
3	247	62	47	1304	0.190	247	251	0.2	0.2	3.431	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	43	166	1004	0.170	170	194	0.2	0.2	4.346	A
2	243	61	122	932	0.261	243	214	0.3	0.4	5.250	A
3	303	76	57	1294	0.234	302	308	0.2	0.3	3.657	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	43	166	1004	0.170	171	194	0.2	0.2	4.349	A
2	243	61	122	931	0.261	243	215	0.4	0.4	5.255	A
3	303	76	57	1294	0.234	303	308	0.3	0.3	3.657	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	35	136	1026	0.136	140	158	0.2	0.2	4.086	A
2	199	50	100	948	0.210	199	176	0.4	0.3	4.831	A
3	247	62	47	1304	0.190	247	252	0.3	0.2	3.436	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117	29	114	1043	0.112	117	133	0.2	0.1	3.912	A
2	166	42	84	960	0.173	167	147	0.3	0.2	4.559	A
3	207	52	39	1311	0.158	207	211	0.2	0.2	3.288	A

2028 Base+Dev - 2028 with Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2028 Base+Dev	✓	✓	D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B645_Crosshall Rd_Great N Rd	Mini-roundabout		1, 2, 3	8.14	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8.14	A

Arms

Arms

Arm	Name	Description
1	Crosshall Road	
2	Great N Road	
3	B645	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.60	2.60	4.50	35.0	20.00	18.00	0.0	
2	3.60	3.20	4.30	25.0	18.50	18.00	0.0	
3	3.30	3.00	4.90	7.5	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.748	1128
2	0.746	1023
3	0.934	1348

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028 with Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	264	100.000
2		ONE HOUR	✓	494	100.000
3		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	33	231
	2	57	0	437
	3	173	179	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	3	1
	2	6	0	1
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.30	5.28	0.4	A	242	363
2	0.65	12.57	1.9	B	453	680
3	0.30	4.06	0.4	A	323	485

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199	50	134	1028	0.193	198	172	0.0	0.2	4.385	A
2	372	93	173	893	0.416	369	159	0.0	0.7	6.902	A
3	265	66	43	1308	0.203	264	500	0.0	0.3	3.506	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	237	59	161	1008	0.236	237	206	0.2	0.3	4.725	A
2	444	111	207	868	0.512	443	190	0.7	1.0	8.533	A
3	316	79	51	1300	0.243	316	599	0.3	0.3	3.723	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291	73	197	981	0.296	290	253	0.3	0.4	5.271	A
2	544	136	254	833	0.653	541	233	1.0	1.8	12.309	B
3	388	97	62	1289	0.301	387	732	0.3	0.4	4.058	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291	73	197	981	0.296	291	253	0.4	0.4	5.279	A
2	544	136	254	833	0.653	544	233	1.8	1.9	12.570	B
3	388	97	63	1289	0.301	388	735	0.4	0.4	4.063	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	237	59	161	1007	0.236	238	207	0.4	0.3	4.736	A
2	444	111	208	867	0.512	447	191	1.9	1.1	8.723	A
3	316	79	52	1299	0.244	317	604	0.4	0.3	3.728	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199	50	135	1027	0.194	199	173	0.3	0.2	4.401	A
2	372	93	174	893	0.417	373	160	1.1	0.7	7.024	A
3	265	66	43	1307	0.203	265	504	0.3	0.3	3.517	A

2028 Base+Dev - 2028 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2028 Base+Dev	✓	✓	D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B645_Crosshall Rd_Great N Rd	Mini-roundabout		1, 2, 3	5.92	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.92	A

Arms

Arms

Arm	Name	Description
1	Crosshall Road	
2	Great N Road	
3	B645	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.60	2.60	4.50	35.0	20.00	18.00	0.0	
2	3.60	3.20	4.30	25.0	18.50	18.00	0.0	
3	3.30	3.00	4.90	7.5	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.748	1128
2	0.746	1023
3	0.934	1348

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028 with Dev	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	155	100.000
2		ONE HOUR	✓	221	100.000
3		ONE HOUR	✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	44	111
	2	52	0	169
	3	294	357	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.20	5.46	0.3	A	142	213
2	0.26	5.25	0.4	A	203	304
3	0.55	6.25	1.2	A	597	896

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117	29	267	928	0.126	116	259	0.0	0.1	4.460	A
2	166	42	83	961	0.173	166	300	0.0	0.2	4.544	A
3	490	123	39	1311	0.374	488	210	0.0	0.6	4.373	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	35	320	888	0.157	139	311	0.1	0.2	4.835	A
2	199	50	100	948	0.210	198	360	0.2	0.3	4.822	A
3	585	146	47	1304	0.449	584	251	0.6	0.8	5.012	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	43	392	835	0.204	170	380	0.2	0.3	5.451	A
2	243	61	122	932	0.261	243	441	0.3	0.4	5.250	A
3	717	179	57	1294	0.554	715	308	0.8	1.2	6.219	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	43	393	834	0.205	171	381	0.3	0.3	5.461	A
2	243	61	122	931	0.261	243	441	0.4	0.4	5.255	A
3	717	179	57	1294	0.554	717	308	1.2	1.2	6.254	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	35	322	887	0.157	140	312	0.3	0.2	4.849	A
2	199	50	100	948	0.210	199	361	0.4	0.3	4.832	A
3	585	146	47	1304	0.449	587	252	1.2	0.8	5.049	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117	29	269	927	0.126	117	261	0.2	0.1	4.476	A
2	166	42	84	960	0.173	167	302	0.3	0.2	4.558	A
3	490	123	39	1311	0.374	491	211	0.8	0.6	4.408	A

2028 Base+Dev (Sens. Test) - 2028 with Dev (Sens. Test), AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2028 Base+Dev (Sens. Test)	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B645_Crosshall Rd_Great N Rd	Mini-roundabout		1, 2, 3	11.96	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.96	B

Arms

Arms

Arm	Name	Description
1	Crosshall Road	
2	Great N Road	
3	B645	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.60	2.60	4.50	35.0	20.00	18.00	0.0	
2	3.60	3.20	4.30	25.0	18.50	18.00	0.0	
3	3.30	3.00	4.90	7.5	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.748	1128
2	0.746	1023
3	0.934	1348

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 with Dev (Sens. Test)	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	302	100.000
2		ONE HOUR	✓	567	100.000
3		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	33	269
	2	57	0	510
	3	173	179	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	3	1
	2	6	0	0
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.34	5.61	0.5	A	277	416
2	0.78	20.25	3.4	C	520	780
3	0.30	4.06	0.4	A	323	485

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227	57	134	1028	0.221	226	172	0.0	0.3	4.529	A
2	427	107	202	872	0.489	423	159	0.0	1.0	8.022	A
3	265	66	43	1308	0.203	264	582	0.0	0.3	3.505	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	271	68	161	1008	0.269	271	206	0.3	0.4	4.932	A
2	510	127	242	842	0.605	508	190	1.0	1.5	10.774	B
3	316	79	51	1300	0.243	316	698	0.3	0.3	3.723	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333	83	197	981	0.339	332	252	0.4	0.5	5.597	A
2	624	156	296	802	0.778	617	233	1.5	3.2	18.974	C
3	388	97	62	1290	0.301	387	851	0.3	0.4	4.056	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333	83	197	981	0.339	332	253	0.5	0.5	5.608	A
2	624	156	296	802	0.779	624	233	3.2	3.4	20.250	C
3	388	97	63	1289	0.301	388	857	0.4	0.4	4.062	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	271	68	161	1007	0.269	272	208	0.5	0.4	4.947	A
2	510	127	242	842	0.606	517	191	3.4	1.6	11.415	B
3	316	79	52	1299	0.244	317	707	0.4	0.3	3.729	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227	57	135	1027	0.221	228	174	0.4	0.3	4.548	A
2	427	107	203	871	0.490	429	160	1.6	1.0	8.265	A
3	265	66	43	1307	0.203	265	589	0.3	0.3	3.515	A

2028 Base+Dev (Sens. Test) - 2028 with Dev (Sens. Test), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 86% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2028 Base+Dev (Sens. Test)	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B645_Crosshall Rd_Great N Rd	Mini-roundabout		1, 2, 3	7.96	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.96	A

Arms

Arms

Arm	Name	Description
1	Crosshall Road	
2	Great N Road	
3	B645	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.60	2.60	4.50	35.0	20.00	18.00	0.0	
2	3.60	3.20	4.30	25.0	18.50	18.00	0.0	
3	3.30	3.00	4.90	7.5	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.748	1128
2	0.746	1023
3	0.934	1348

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028 with Dev (Sens. Test)	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	155	100.000
2		ONE HOUR	✓	221	100.000
3		ONE HOUR	✓	813	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	44	111
	2	52	0	169
	3	367	446	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.22	6.14	0.3	A	142	213
2	0.26	5.25	0.4	A	203	304
3	0.69	9.04	2.2	A	746	1119

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117	29	334	878	0.133	116	314	0.0	0.2	4.749	A
2	166	42	83	961	0.173	166	367	0.0	0.2	4.544	A
3	612	153	39	1311	0.467	609	210	0.0	0.9	5.113	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	35	400	829	0.168	139	376	0.2	0.2	5.253	A
2	199	50	100	948	0.210	198	440	0.2	0.3	4.822	A
3	731	183	47	1304	0.561	729	251	0.9	1.3	6.262	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	43	489	762	0.224	170	460	0.2	0.3	6.117	A
2	243	61	122	932	0.261	243	537	0.3	0.4	5.249	A
3	895	224	57	1294	0.692	891	308	1.3	2.2	8.880	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	43	491	761	0.224	171	461	0.3	0.3	6.139	A
2	243	61	122	931	0.261	243	539	0.4	0.4	5.255	A
3	895	224	57	1294	0.692	895	308	2.2	2.2	9.035	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	35	403	827	0.169	140	378	0.3	0.2	5.279	A
2	199	50	100	948	0.210	199	443	0.4	0.3	4.832	A
3	731	183	47	1304	0.561	735	252	2.2	1.3	6.379	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117	29	337	876	0.133	117	316	0.2	0.2	4.774	A
2	166	42	84	960	0.173	167	370	0.3	0.2	4.558	A
3	612	153	39	1311	0.467	614	211	1.3	0.9	5.188	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Great N Rd_A1 St Neots.j10
Path: C:\Users\DuncanCarter\OneDrive - Axis PED Ltd\Documents
Report generation date: 24/03/2026 10:25:51

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base - 2026									
Arm 1	A1 D1	0.6	7.39	0.38	A	A1 D2	0.3	5.75	0.24	A
Arm 2		0.6	7.99	0.35	A		0.4	6.42	0.28	A
Arm 3		0.2	3.51	0.18	A		0.2	3.30	0.16	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base - 2028									
Arm 1	A2 D3	0.6	7.52	0.39	A	A2 D4	0.3	5.80	0.24	A
Arm 2		0.6	8.13	0.36	A		0.4	6.50	0.29	A
Arm 3		0.2	3.53	0.19	A		0.2	3.32	0.16	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base+Dev - 2028 with Dev									
Arm 1	A3 D5	1.4	11.08	0.59	B	A3 D6	0.4	6.60	0.27	A
Arm 2		0.9	11.63	0.48	B		0.4	6.50	0.29	A
Arm 3		0.2	3.57	0.19	A		0.5	4.18	0.34	A

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base+Dev (Sens. Test) - 2028 with Dev (Sens. Test)									
Arm 1	A4 D7	2.0	13.92	0.67	B	A4 D8	0.4	7.02	0.28	A
Arm 2		1.2	14.29	0.54	B		0.4	6.50	0.29	A
Arm 3		0.2	3.54	0.19	A		0.7	4.71	0.41	A

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

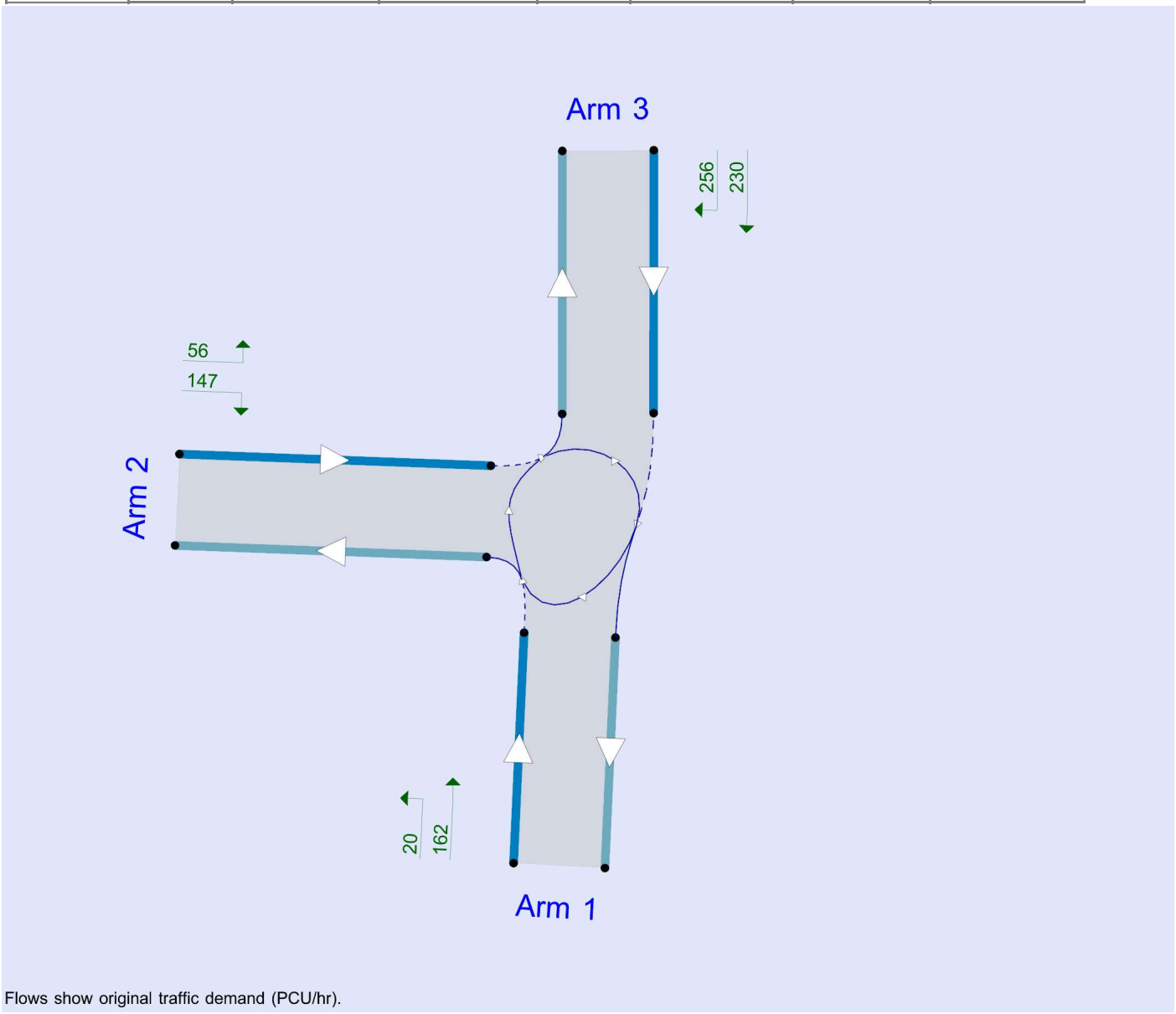
File summary

File Description

Title	
Location	
Site number	
Date	20/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\DuncanCarter
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	06:45	08:15	15	✓
D2	2026	PM	ONE HOUR	17:45	19:15	15	✓
D3	2028	AM	ONE HOUR	06:45	08:15	15	✓
D4	2028	PM	ONE HOUR	17:45	19:15	15	✓
D5	2028 with Dev	AM	ONE HOUR	06:45	08:15	15	✓
D6	2028 with Dev	PM	ONE HOUR	17:45	19:15	15	✓
D7	2028 with Dev (Sens. Test)	AM	ONE HOUR	06:45	08:15	15	✓
D8	2028 with Dev (Sens. Test)	PM	ONE HOUR	17:45	19:15	15	✓

2026 Base - 2026, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 Base	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.42	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.42	A

Arms

Arms

Arm	Name	Description
1	Great N Rd south	
2	A1 SB Exit Entry Slips	
3	Great N Rd north	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.70	3.00	4.50	6.5	12.50	14.00	0.0	
2	5.50	3.20	5.80	11.0	15.50	13.00	0.0	
3	3.25	3.25	3.80	6.0	17.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.638	895
2	0.663	898
3	0.920	1449

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	275	100.000
2		ONE HOUR	✓	227	100.000
3		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	260
	2	167	0	60
	3	68	145	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	1
	2	1	0	5
	3	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.38	7.39	0.6	A	252	379
2	0.35	7.99	0.6	A	208	312
3	0.18	3.51	0.2	A	195	293

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	207	52	109	826	0.251	206	176	0.0	0.3	5.836	A
2	171	43	194	770	0.222	170	120	0.0	0.3	6.099	A
3	160	40	125	1334	0.120	160	239	0.0	0.1	3.122	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247	62	130	812	0.304	247	211	0.3	0.4	6.410	A
2	204	51	233	744	0.274	204	144	0.3	0.4	6.781	A
3	191	48	150	1311	0.146	191	287	0.1	0.2	3.275	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	303	76	160	794	0.382	302	258	0.4	0.6	7.368	A
2	250	62	286	709	0.352	249	176	0.4	0.5	7.959	A
3	235	59	183	1280	0.183	234	351	0.2	0.2	3.507	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	303	76	160	794	0.382	303	259	0.6	0.6	7.390	A
2	250	62	286	709	0.353	250	176	0.5	0.6	7.988	A
3	235	59	184	1280	0.183	235	352	0.2	0.2	3.508	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247	62	130	812	0.304	248	212	0.6	0.4	6.438	A
2	204	51	234	743	0.275	205	144	0.6	0.4	6.814	A
3	191	48	151	1310	0.146	192	288	0.2	0.2	3.281	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	207	52	109	826	0.251	207	177	0.4	0.3	5.870	A
2	171	43	196	768	0.222	171	121	0.4	0.3	6.140	A
3	160	40	126	1333	0.120	160	241	0.2	0.1	3.130	A

2026 Base - 2026, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2026 Base	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.18	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.18	A

Arms

Arms

Arm	Name	Description
1	Great N Rd south	
2	A1 SB Exit Entry Slips	
3	Great N Rd north	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.70	3.00	4.50	6.5	12.50	14.00	0.0	
2	5.50	3.20	5.80	11.0	15.50	13.00	0.0	
3	3.25	3.25	3.80	6.0	17.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.638	895
2	0.663	898
3	0.920	1449

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	179	100.000
2		ONE HOUR	✓	199	100.000
3		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	20	159
	2	144	0	55
	3	88	99	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.24	5.75	0.3	A	164	246
2	0.28	6.42	0.4	A	183	274
3	0.16	3.30	0.2	A	172	257

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	34	74	848	0.159	134	174	0.0	0.2	5.063	A
2	150	37	119	820	0.183	149	89	0.0	0.2	5.389	A
3	141	35	108	1350	0.104	140	160	0.0	0.1	2.992	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	89	839	0.192	161	208	0.2	0.2	5.337	A
2	179	45	143	804	0.223	179	107	0.2	0.3	5.784	A
3	168	42	129	1330	0.126	168	192	0.1	0.1	3.113	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	49	109	826	0.239	197	255	0.2	0.3	5.750	A
2	219	55	175	783	0.280	219	131	0.3	0.4	6.412	A
3	206	51	158	1303	0.158	206	235	0.1	0.2	3.296	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	49	109	826	0.239	197	255	0.3	0.3	5.755	A
2	219	55	175	782	0.280	219	131	0.4	0.4	6.422	A
3	206	51	159	1303	0.158	206	236	0.2	0.2	3.297	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	40	89	839	0.192	161	209	0.3	0.2	5.345	A
2	179	45	143	804	0.223	179	107	0.4	0.3	5.801	A
3	168	42	130	1330	0.126	168	193	0.2	0.1	3.115	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135	34	75	848	0.159	135	175	0.2	0.2	5.080	A
2	150	37	120	819	0.183	150	90	0.3	0.2	5.410	A
3	141	35	109	1349	0.104	141	161	0.1	0.1	2.997	A

2028 Base - 2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2028 Base	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.52	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.52	A

Arms

Arms

Arm	Name	Description
1	Great N Rd south	
2	A1 SB Exit Entry Slips	
3	Great N Rd north	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.70	3.00	4.50	6.5	12.50	14.00	0.0	
2	5.50	3.20	5.80	11.0	15.50	13.00	0.0	
3	3.25	3.25	3.80	6.0	17.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.638	895
2	0.663	898
3	0.920	1449

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	280	100.000
2		ONE HOUR	✓	231	100.000
3		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	265
	2	170	0	61
	3	69	149	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	1
	2	1	0	5
	3	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.39	7.52	0.6	A	257	385
2	0.36	8.13	0.6	A	212	318
3	0.19	3.53	0.2	A	200	300

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	211	53	112	824	0.256	209	179	0.0	0.3	5.888	A
2	174	43	198	767	0.227	173	123	0.0	0.3	6.153	A
3	164	41	127	1332	0.123	164	244	0.0	0.1	3.128	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	252	63	134	810	0.311	251	215	0.3	0.4	6.492	A
2	208	52	238	741	0.280	207	147	0.3	0.4	6.865	A
3	196	49	153	1309	0.150	196	293	0.1	0.2	3.285	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	308	77	164	791	0.390	308	263	0.4	0.6	7.505	A
2	254	64	291	705	0.361	254	180	0.4	0.6	8.110	A
3	240	60	187	1277	0.188	240	358	0.2	0.2	3.524	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	308	77	164	791	0.390	308	263	0.6	0.6	7.517	A
2	254	64	292	705	0.361	254	181	0.6	0.6	8.131	A
3	240	60	187	1277	0.188	240	359	0.2	0.2	3.526	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	252	63	134	810	0.311	252	215	0.6	0.5	6.515	A
2	208	52	239	740	0.281	208	148	0.6	0.4	6.900	A
3	196	49	153	1308	0.150	196	294	0.2	0.2	3.289	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	211	53	112	824	0.256	211	180	0.5	0.3	5.927	A
2	174	43	200	766	0.227	174	124	0.4	0.3	6.198	A
3	164	41	128	1331	0.123	164	246	0.2	0.1	3.136	A

2028 Base - 2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2028 Base	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.22	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.22	A

Arms

Arms

Arm	Name	Description
1	Great N Rd south	
2	A1 SB Exit Entry Slips	
3	Great N Rd north	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.70	3.00	4.50	6.5	12.50	14.00	0.0	
2	5.50	3.20	5.80	11.0	15.50	13.00	0.0	
3	3.25	3.25	3.80	6.0	17.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.638	895
2	0.663	898
3	0.920	1449

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	182	100.000
2		ONE HOUR	✓	203	100.000
3		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	20	162
	2	147	0	56
	3	90	101	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.24	5.80	0.3	A	167	251
2	0.29	6.50	0.4	A	186	279
3	0.16	3.32	0.2	A	175	263

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	76	847	0.162	136	178	0.0	0.2	5.086	A
2	153	38	121	818	0.187	152	91	0.0	0.2	5.425	A
3	144	36	110	1348	0.107	143	163	0.0	0.1	3.002	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164	41	91	837	0.195	163	213	0.2	0.2	5.368	A
2	182	46	145	802	0.228	182	109	0.2	0.3	5.834	A
3	172	43	132	1328	0.129	172	196	0.1	0.1	3.130	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	50	111	824	0.243	200	261	0.2	0.3	5.793	A
2	224	56	178	780	0.286	223	133	0.3	0.4	6.488	A
3	210	53	162	1300	0.162	210	240	0.1	0.2	3.318	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	50	111	824	0.243	200	261	0.3	0.3	5.798	A
2	224	56	178	780	0.286	223	133	0.4	0.4	6.498	A
3	210	53	162	1300	0.162	210	240	0.2	0.2	3.319	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164	41	91	837	0.195	164	213	0.3	0.2	5.375	A
2	182	46	146	802	0.228	183	109	0.4	0.3	5.852	A
3	172	43	132	1327	0.129	172	196	0.2	0.1	3.134	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	76	847	0.162	137	179	0.2	0.2	5.101	A
2	153	38	122	817	0.187	153	91	0.3	0.2	5.447	A
3	144	36	111	1347	0.107	144	164	0.1	0.1	3.009	A

2028 Base+Dev - 2028 with Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2028 Base+Dev	✓	✓	D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	9.43	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.43	A

Arms

Arms

Arm	Name	Description
1	Great N Rd south	
2	A1 SB Exit Entry Slips	
3	Great N Rd north	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.70	3.00	4.50	6.5	12.50	14.00	0.0	
2	5.50	3.20	5.80	11.0	15.50	13.00	0.0	
3	3.25	3.25	3.80	6.0	17.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.638	895
2	0.663	898
3	0.920	1449

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028 with Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	422	100.000
2		ONE HOUR	✓	261	100.000
3		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	407
	2	170	0	91
	3	69	149	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	1
	2	1	0	3
	3	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.59	11.08	1.4	B	387	581
2	0.48	11.63	0.9	B	239	359
3	0.19	3.57	0.2	A	200	300

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	79	112	824	0.386	315	179	0.0	0.6	7.075	A
2	196	49	304	697	0.282	195	123	0.0	0.4	7.262	A
3	164	41	127	1332	0.123	164	372	0.0	0.1	3.171	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	379	95	134	810	0.468	378	214	0.6	0.9	8.354	A
2	235	59	365	657	0.357	234	147	0.4	0.6	8.626	A
3	196	49	152	1309	0.150	196	447	0.1	0.2	3.331	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	465	116	164	791	0.588	463	262	0.9	1.4	10.948	B
2	287	72	446	603	0.477	286	180	0.6	0.9	11.492	B
3	240	60	186	1278	0.188	240	546	0.2	0.2	3.572	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	465	116	164	791	0.588	465	263	1.4	1.4	11.083	B
2	287	72	448	601	0.478	287	181	0.9	0.9	11.634	B
3	240	60	187	1277	0.188	240	548	0.2	0.2	3.575	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	379	95	134	810	0.468	381	216	1.4	0.9	8.483	A
2	235	59	368	655	0.358	236	148	0.9	0.6	8.764	A
3	196	49	154	1308	0.150	196	450	0.2	0.2	3.338	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318	79	112	824	0.386	319	180	0.9	0.6	7.180	A
2	196	49	307	695	0.283	197	124	0.6	0.4	7.361	A
3	164	41	128	1331	0.123	164	376	0.2	0.1	3.180	A

2028 Base+Dev - 2028 with Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2028 Base+Dev	✓	✓	D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.35	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.35	A

Arms

Arms

Arm	Name	Description
1	Great N Rd south	
2	A1 SB Exit Entry Slips	
3	Great N Rd north	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.70	3.00	4.50	6.5	12.50	14.00	0.0	
2	5.50	3.20	5.80	11.0	15.50	13.00	0.0	
3	3.25	3.25	3.80	6.0	17.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.638	895
2	0.663	898
3	0.920	1449

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028 with Dev	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	182	100.000
2		ONE HOUR	✓	203	100.000
3		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	20	162
	2	147	0	56
	3	188	209	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.27	6.60	0.4	A	167	251
2	0.29	6.50	0.4	A	186	279
3	0.34	4.18	0.5	A	364	546

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	157	795	0.172	136	251	0.0	0.2	5.483	A
2	153	38	121	818	0.187	152	172	0.0	0.2	5.425	A
3	299	75	110	1348	0.222	298	163	0.0	0.3	3.434	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164	41	188	776	0.211	163	301	0.2	0.3	5.907	A
2	182	46	145	802	0.228	182	206	0.2	0.3	5.834	A
3	357	89	132	1328	0.269	357	196	0.3	0.4	3.717	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	50	230	749	0.268	200	368	0.3	0.4	6.591	A
2	224	56	178	780	0.286	223	252	0.3	0.4	6.488	A
3	437	109	162	1300	0.336	437	240	0.4	0.5	4.175	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	50	230	749	0.268	200	369	0.4	0.4	6.601	A
2	224	56	178	780	0.286	223	252	0.4	0.4	6.498	A
3	437	109	162	1300	0.336	437	240	0.5	0.5	4.182	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164	41	188	775	0.211	164	302	0.4	0.3	5.923	A
2	182	46	146	802	0.228	183	206	0.4	0.3	5.850	A
3	357	89	132	1327	0.269	357	196	0.5	0.4	3.723	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	158	795	0.172	137	253	0.3	0.2	5.507	A
2	153	38	122	817	0.187	153	173	0.3	0.2	5.449	A
3	299	75	111	1347	0.222	299	164	0.4	0.3	3.447	A

2028 Base+Dev (Sens. Test) - 2028 with Dev (Sens. Test), AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2028 Base+Dev (Sens. Test)	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	11.70	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.70	B

Arms

Arms

Arm	Name	Description
1	Great N Rd south	
2	A1 SB Exit Entry Slips	
3	Great N Rd north	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.70	3.00	4.50	6.5	12.50	14.00	0.0	
2	5.50	3.20	5.80	11.0	15.50	13.00	0.0	
3	3.25	3.25	3.80	6.0	17.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.638	895
2	0.663	898
3	0.920	1449

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 with Dev (Sens. Test)	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	483	100.000
2		ONE HOUR	✓	274	100.000
3		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	468
	2	170	0	104
	3	69	149	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.67	13.92	2.0	B	443	665
2	0.54	14.29	1.2	B	251	377
3	0.19	3.54	0.2	A	200	300

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	364	91	112	824	0.441	361	179	0.0	0.8	7.746	A
2	206	52	349	667	0.309	204	123	0.0	0.4	7.869	A
3	164	41	127	1332	0.123	164	427	0.0	0.1	3.137	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	434	109	134	810	0.536	433	214	0.8	1.1	9.543	A
2	246	62	419	620	0.397	245	147	0.4	0.7	9.718	A
3	196	49	152	1309	0.150	196	513	0.1	0.2	3.295	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	532	133	164	791	0.672	528	262	1.1	2.0	13.597	B
2	302	75	512	559	0.540	300	180	0.7	1.2	13.978	B
3	240	60	186	1278	0.188	240	626	0.2	0.2	3.533	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	532	133	164	791	0.673	532	263	2.0	2.0	13.923	B
2	302	75	515	557	0.542	302	181	1.2	1.2	14.288	B
3	240	60	187	1277	0.188	240	630	0.2	0.2	3.537	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	434	109	134	810	0.536	438	216	2.0	1.2	9.793	A
2	246	62	424	617	0.399	248	148	1.2	0.7	9.948	A
3	196	49	154	1307	0.150	196	518	0.2	0.2	3.304	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	364	91	112	824	0.441	365	181	1.2	0.8	7.906	A
2	206	52	354	664	0.311	207	124	0.7	0.5	8.014	A
3	164	41	129	1331	0.123	164	432	0.2	0.1	3.147	A

2028 Base+Dev (Sens. Test) - 2028 with Dev (Sens. Test), PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2028 Base+Dev (Sens. Test)	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.61	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.61	A

Arms

Arms

Arm	Name	Description
1	Great N Rd south	
2	A1 SB Exit Entry Slips	
3	Great N Rd north	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.70	3.00	4.50	6.5	12.50	14.00	0.0	
2	5.50	3.20	5.80	11.0	15.50	13.00	0.0	
3	3.25	3.25	3.80	6.0	17.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.638	895
2	0.663	898
3	0.920	1449

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028 with Dev (Sens. Test)	PM	ONE HOUR	17:45	19:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	182	100.000
2		ONE HOUR	✓	203	100.000
3		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	20	162
	2	147	0	56
	3	230	256	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.28	7.02	0.4	A	167	251
2	0.29	6.50	0.4	A	186	279
3	0.41	4.71	0.7	A	446	669

Main Results for each time segment

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	192	773	0.177	136	282	0.0	0.2	5.677	A
2	153	38	121	818	0.187	152	207	0.0	0.2	5.425	A
3	366	91	110	1348	0.271	364	163	0.0	0.4	3.664	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164	41	230	749	0.219	163	339	0.2	0.3	6.180	A
2	182	46	145	802	0.228	182	248	0.2	0.3	5.834	A
3	437	109	132	1328	0.329	436	196	0.4	0.5	4.046	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	50	281	716	0.280	200	414	0.3	0.4	7.009	A
2	224	56	178	780	0.286	223	303	0.3	0.4	6.487	A
3	535	134	162	1300	0.411	534	240	0.5	0.7	4.704	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	50	282	716	0.280	200	415	0.4	0.4	7.024	A
2	224	56	178	780	0.286	223	304	0.4	0.4	6.498	A
3	535	134	162	1300	0.412	535	240	0.7	0.7	4.715	A

18:45 - 19:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164	41	231	748	0.219	164	340	0.4	0.3	6.200	A
2	182	46	146	802	0.228	183	249	0.4	0.3	5.850	A
3	437	109	132	1327	0.329	438	196	0.7	0.5	4.059	A

19:00 - 19:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	193	772	0.177	137	284	0.3	0.2	5.701	A
2	153	38	122	817	0.187	153	208	0.3	0.2	5.449	A
3	366	91	111	1347	0.272	366	164	0.5	0.4	3.679	A