Technical Note
PCC Highways Comments Response
Land at Peterborough Road, Farcet

Project Number: 24482
Doc Number: TN13
Prepared for: Hallam Land Management Ltd & Persimmon East Midlands

13 February 2026

Rev	Issue Purpose	Author	Reviewed	Approved	Date
A	Draft	KS	DT	DT	13.02.26

1. Introduction

1.1 Preamble

1.1.1 This Technical Note (TN) has been prepared by Markides Associates (MA) on behalf of Hallam Land Management Ltd & Persimmon East Midlands (the 'applicant') in relation to an outline application with all matters reserved except for access via Peterborough Road. The proposals consist of the demolition of 107 Peterborough Road, and the subsequent development of up to 185 dwellings (Use Class C3), public open space and associated infrastructure (reference 25/00892/OUT).

1.1.2 TN12A previously responded to the S106 request of £491,137.00 stated to be required towards the junction capacity and safety improvements scheme at J68, specifically considering the PCC concern around the existing junction capacity. Further information has been requested in relation the wider funding mechanism and timescales for deliverability of that scheme.

1.1.3 Nonetheless, this note reviews the PCC proposed scheme and considers an alternative scheme that could be considered at the junction to mitigate the impact of the development proposals.

1.2 Existing Junction Capacity Testing

1.2.1 TN12A set out the existing junction capacity testing for J68. This showed that the junction was marginally over capacity in the 2035 With Development scenario in the AM Peak period only. The note also showed that a 3.2% reduction in traffic through the junction would result in the junction operating within capacity. Given the robust assumptions regarding the type of trips in the peak hours, with no reduction being applied to reflect the proposed walking and cycling enhancements and wider traffic reductions as a result of committed

developments, the results of the capacity testing provided a robust assessment scenario. In reality, the traffic travelling through the junction would likely be lower than the capacity testing assumes.

1.2.2 For ease of reference the results from the previous capacity testing are included in Table 1.1.

Table 1.1 Existing Junction Capacity Analysis Results

Arm	AM			PM		
	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)	RFC
2025 Base						
Peterborough Road (N)	1.2	7.75	0.56	2.0	9.66	0.67
Whittlesey Road	2.0	9.61	0.68	1.6	7.91	0.61
Peterborough Road (S)	3.4	15.03	0.78	2.1	10.27	0.68
A605	2.3	7.08	0.70	2.7	7.41	0.74
2030 Base + Committed						
Peterborough Road (N)	2.2	11.35	0.69	3.0	13.82	0.76
Whittlesey Road	3.1	13.79	0.77	3.5	14.21	0.79
Peterborough Road (S)	6.7	27.07	0.89	4.1	18.75	0.82
A605	3.6	10.10	0.79	4.1	10.60	0.81
2030 Base + Committed + Development						
Peterborough Road (N)	2.6	12.85	0.73	3.8	16.77	0.80
Whittlesey Road	3.3	15.45	0.78	4.3	16.81	0.82
Peterborough Road (S)	18.2	68.17	0.98	5.5	23.34	0.87
A605	4.4	11.79	0.82	4.8	12.11	0.84
2035 Base + Committed						
Peterborough Road (N)	2.7	14.05	0.74	4.1	18.01	0.82
Whittlesey Road	4.3	17.92	0.83	4.7	18.13	0.84
Peterborough Road (S)	11.9	45.26	0.95	6.1	25.48	0.88
A605	4.8	12.57	0.84	5.6	13.88	0.85
2035 Base + Committed + Development						
Peterborough Road (N)	3.3	16.28	0.78	5.4	23.18	0.86
Whittlesey Road	4.6	21.49	0.84	6.2	22.86	0.88
Peterborough Road (S)	55.3	191.96	1.07	8.7	33.35	0.93
A605	5.8	14.94	0.87	6.8	16.43	0.88

1.3 Proposed J68 Scheme

1.3.1 The proposed PCC scheme for J68 includes the following:

- Widening of Whittlesey Road North to lengthen the two-lane section to around 35m
- Widening of B1092 Whittlesey Road East to lengthen the two-lane section to around 45m
- Widening of A605 West Exit to allow two lanes to exit the roundabout with a merge some 25m downstream
- Widening and signalisation of the A4065 west and A1139 off slip.

1.3.2 PCC have been unable to share any modelling results in relation to the proposals and therefore the potential benefits have been further considered by Markides Associates.

1.3.3 It is considered that the widening of the Whittlesey Road approaches would provide a slight benefit to these arms; however, initial capacity testing shows that these improvements would not be of any benefit to the Peterborough Road arm, which is the arm that is over capacity in the development scenario.

1.3.4 The widening of the A605 West Exit arm would allow traffic to use both lanes on each of the approaches. On the Peterborough Road arm the left turning traffic is around 30% higher than the ahead and right turning movements. This suggests that allowing left turning traffic to use both lanes could be a benefit and would likely reduce the queues on this arm. The effectiveness of this intervention would require further detailed modelling to be able to draw conclusions on whether the queues would be reduced sufficiently to mitigate the impact of development.

1.3.5 The signalisation of the A1139 off slip and A4065 approach would alter the arrival profile of the traffic to the roundabout, with platoons of vehicles arriving rather than a variable flow. The operation of the roundabout as a whole would change. Further detailed modelling of the effect of the signals would need to be undertaken to draw any conclusions as to whether this would have a positive, negative or neutral effect, however it is predicted that the effect in relation to development impact would likely not be significant in any event.

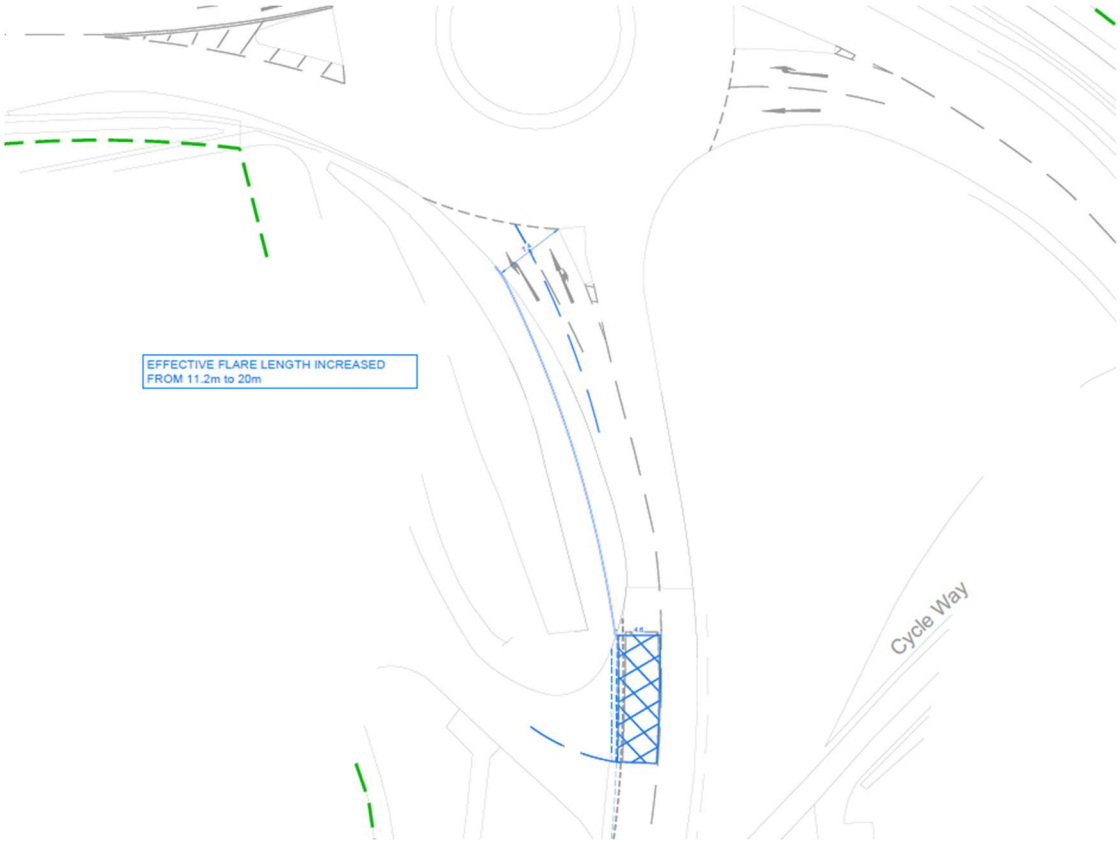
1.4 Proposed Alternative Mitigation

1.4.1 The proposed development has a very localised impact at the junction, namely on Peterborough Road south in the AM Peak. A potential alternative scheme that seeks to mitigate this impact and reduce the queueing on this arm back down to the level anticipated in the future base scenario, which is within operational capacity has therefore been considered.

1.4.2 The proposed scheme would widen the approach by extending the two-lane section to provide an effective flare length of 20m (compared to the existing 11.2m). The width of the carriageway at the entry point of the roundabout would remain the same.

1.4.3 The proposed layout is shown below and included at Appendix A and demonstrates that all works can be delivered within the extent of adopted highway.

Figure 1.1 Proposed Interim Mitigation Scheme



1.4.4 Capacity testing of this scheme has been undertaken and the results are summarised in **Table 1.2** below.

Table 1.2 Proposed Layout Capacity Analysis Results

Arm	AM			PM		
	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)	RFC
2030 Base + Committed + Development						
Peterborough Road (N)	2.6	13.08	0.72	3.8	16.78	0.80
Whittlesey Road	3.3	15.51	0.78	4.3	16.85	0.83
Peterborough Road (S)	3.2	11.53	0.76	2.0	8.65	0.67
A605	4.5	12.23	0.83	4.8	12.19	0.84
2035 Base + Committed + Development						
Peterborough Road (N)	3.3	17.04	0.78	5.4	23.21	0.86
Whittlesey Road	4.6	21.83	0.84	6.2	22.97	0.88
Peterborough Road (S)	4.6	15.50	0.83	2.4	10.22	0.71
A605	6.5	16.63	0.88	6.8	16.40	0.88

1.4.5 The results show that the impact of the development would be mitigated in all future with development scenarios and the junction would return to operational capacity, with a ratio of flow to capacity (RFC) of 0.83 and a queue of 4.6 PCUs in the 2035 AM Peak scenario, which is lower than the Future Base + Committed Development scenario for the existing junction. The model outputs are included at Appendix B.

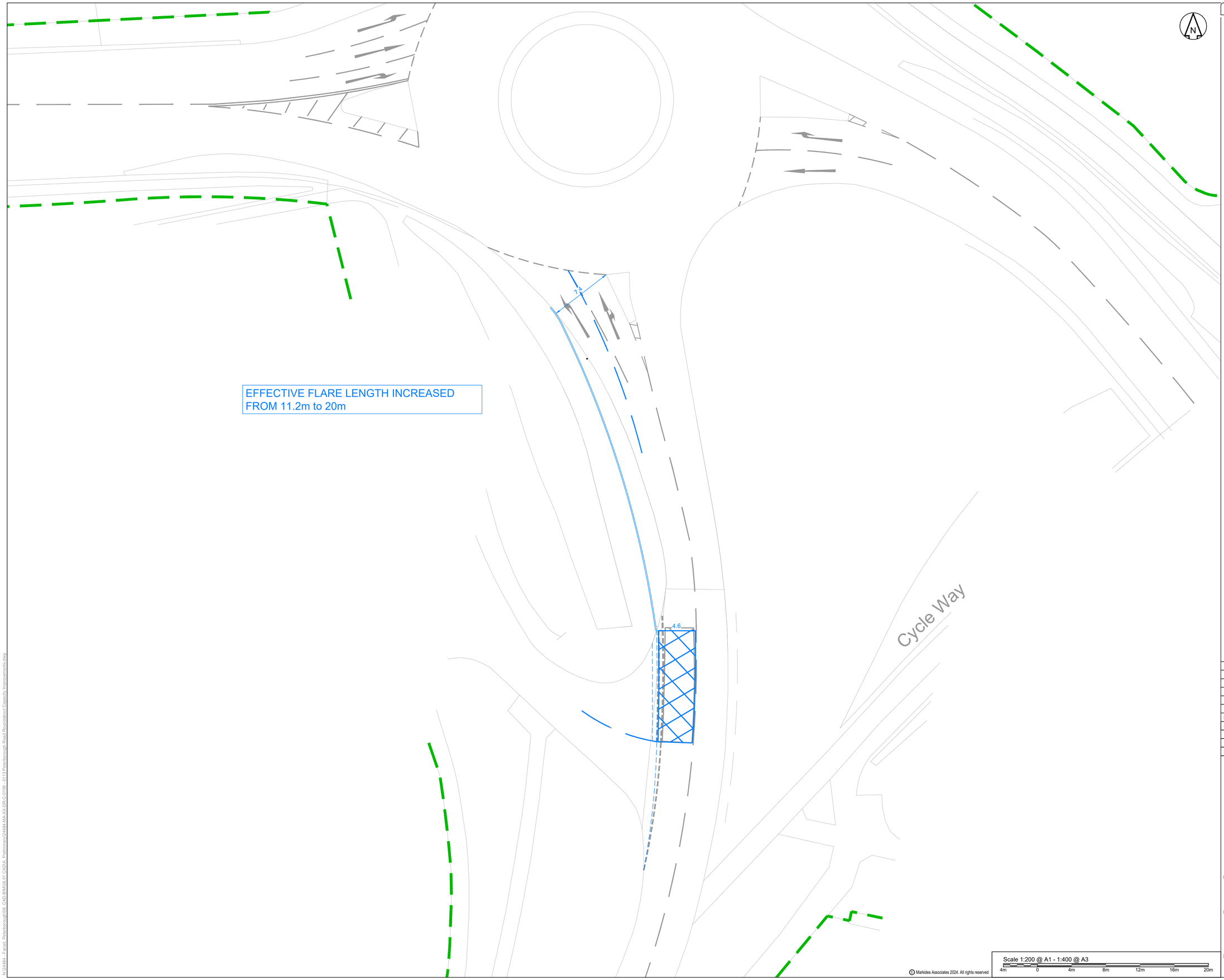
1.5 Summary

1.5.1 Given the robustness of assessment to an assumed future year of 2035, it is considered that the S106 contribution request is not justified. In addition, additional assessment has shown that only a small reduction in traffic flow would ensure that the junction remains below operational capacity.

1.5.2 We have reviewed the current proposed scheme and are of the view that whilst some of the elements of the scheme could likely be a small benefit to the arm affected by the development, the majority of the scheme would have little or no impact.

1.5.3 We have considered an alternative arrangement that widens the southern arm the junction. The capacity results indicate that this would mitigate the impact of the development, when assessed using a robust level of trip generation and the junction would operate within capacity with queues similar to the existing scenarios.

APPENDIX A – PROPOSED ALTERNATIVE JUNCTION



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon Ordnance Survey supplied by Promap and Markides Associates shall not be liable for any inaccuracies or deficiencies.
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Highway boundary information has been provided by Peterborough County Council and has been transcribed by Markides Associates onto an Ordnance Survey base. Markides Associates accepts no liability for the accuracy of the data provided and the highway boundary information shown is subject to checks by a licensed conveyancer.

KEY

- EXISTING LAYOUT
- PROPOSED AMENDMENTS
- HIGHWAY BOUNDARY

Revision History					
P01	FOR INFORMATION	NB	KS	DT	12.02.26
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	NB	KS	DT	12.02.26
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

CLIENT

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Project

FARCET, PETERBOROUGH

Drawing Title

PETERBOROUGH ROAD ROUNDABOUT
CAPACITY IMPROVEMENT
(WITHOUT UTILITIES)

Markides Associates reference: 24484 1:200 @ A1

24484-MA-XX-DR-C-0109 - P01

Scale 1:200 @ A1 - 1:400 @ A3

4m 0 4m 8m 12m 16m 20m

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APPENDIX B – CAPACITY TESTING RESULTS

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A605 Roundabout Proposed Alternative Layout.j9
Path: N:\24484 - Farcet, Peterborough\07. Technical\07.02 Modelling\ARCADY
Report generation date: 13/02/2026 12:58:37

»Base 2030 + Committed + Dev, AM
»Base 2030 + Committed + Dev, PM
»Base 2035 + Committed + Dev, AM
»Base 2035 + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Base 2030 + Committed + Dev										
1 - Peterborough Road North (N)	D5	2.6	13.08	0.72	B	D6	3.8	16.78	0.80	C
2 - A605		3.3	15.51	0.78	C		4.3	16.85	0.83	C
3 - Whittlesey Road		3.2	11.53	0.76	B		2.0	8.65	0.67	A
4 - A605		4.5	12.23	0.83	B		4.8	12.19	0.84	B
Base 2035 + Committed + Dev										
1 - Peterborough Road North (N)	D9	3.3	17.04	0.78	C	D10	5.4	23.21	0.86	C
2 - A605		4.6	21.83	0.84	C		6.2	22.97	0.88	C
3 - Whittlesey Road		4.6	15.50	0.83	C		2.4	10.22	0.71	B
4 - A605		6.5	16.63	0.88	C		6.8	16.40	0.88	C

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

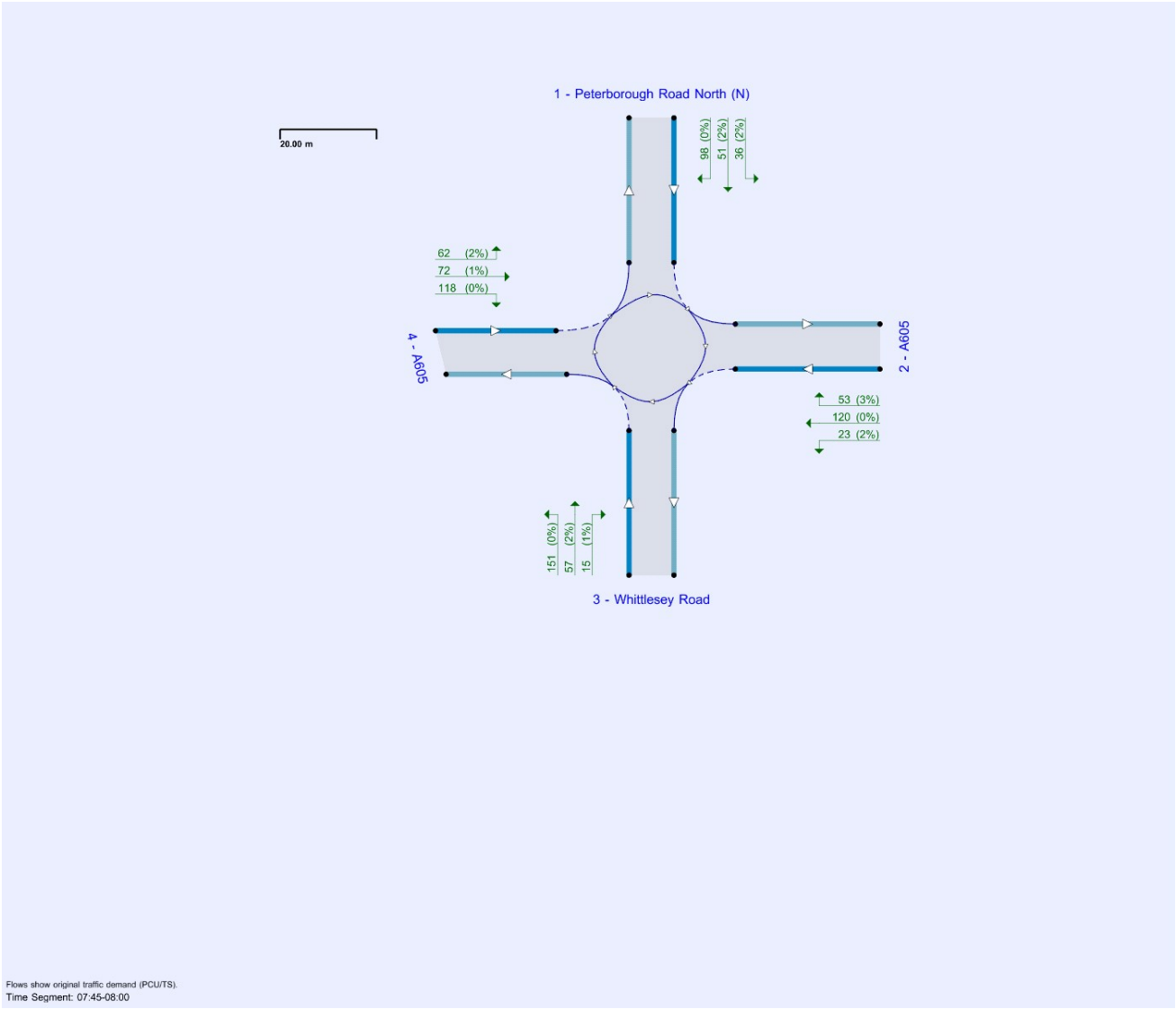
File summary

File Description

Title	
Location	
Site number	
Date	10/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MARKIDES\Markides Associates
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	perTimeSegment	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
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 period length (min)	Time segment length (min)	Run automatically
D5	Base 2030 + Committed + Dev	AM	DIRECT	07:45	09:15	90	15	✓
D6	Base 2030 + Committed + Dev	PM	DIRECT	16:45	18:15	90	15	✓
D9	Base 2035 + Committed + Dev	AM	DIRECT	07:45	09:15	90	15	✓
D10	Base 2035 + Committed + Dev	PM	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Base 2030 + Committed + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whittlesey Roundabout	Standard Roundabout		1, 2, 3, 4	12.92	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Peterborough Road North (N)	
2	A605	
3	Whittlesey Road	
4	A605	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Peterborough Road North (N)	3.80	7.30	12.8	67.7	40.0	25.0	
2 - A605	4.60	7.40	10.0	21.9	40.0	58.0	
3 - Whittlesey Road	4.60	7.40	20.0	47.8	40.0	36.0	
4 - A605	6.40	9.30	3.9	30.2	40.0	32.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Peterborough Road North (N)	0.679	451.487
2 - A605	0.608	417.546
3 - Whittlesey Road	0.703	498.699
4 - A605	0.749	555.067

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 period length (min)	Time segment length (min)	Run automatically
D5	Base 2030 + Committed + Dev	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Peterborough Road North (N)		DIRECT	✓	100.000
2 - A605		DIRECT	✓	100.000
3 - Whittlesey Road		DIRECT	✓	100.000
4 - A605		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	36.00	51.00	98.00
	2 - A605	53.00	2.00	23.00	120.00
	3 - Whittlesey Road	57.00	15.00	0.00	151.00
	4 - A605	62.00	72.00	118.00	2.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	23.00	86.00	52.00
	2 - A605	50.00	2.00	31.00	73.00
	3 - Whittlesey Road	96.00	51.00	12.00	124.00
	4 - A605	64.00	99.00	162.00	5.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	48.00	61.00	87.00
	2 - A605	44.00	1.00	27.00	107.00
	3 - Whittlesey Road	80.00	34.00	12.00	124.00
	4 - A605	67.00	80.00	133.00	4.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	48.00	72.00	87.00
	2 - A605	44.00	1.00	27.00	107.00
	3 - Whittlesey Road	90.00	34.00	4.00	112.00
	4 - A605	67.00	80.00	121.00	4.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	1.00	36.00	51.00	77.00
	2 - A605	62.00	1.00	42.00	109.00
	3 - Whittlesey Road	57.00	23.00	12.00	77.00
	4 - A605	71.00	60.00	83.00	3.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	1.00	36.00	33.00	50.00
	2 - A605	60.00	1.00	22.00	75.00
	3 - Whittlesey Road	40.00	23.00	12.00	110.00
	4 - A605	57.00	63.00	81.00	4.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0	2	2	0
	2 - A605	3	7	2	0
	3 - Whittlesey Road	2	1	0	0
	4 - A605	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Peterborough Road North (N)	0.72	13.08	2.6	B	172.33	1034.00
2 - A605	0.78	15.51	3.3	C	180.67	1084.00
3 - Whittlesey Road	0.76	11.53	3.2	B	225.00	1350.00
4 - A605	0.83	12.23	4.5	B	260.33	1562.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	185.00	185.00	207.87	310.40	0.596	183.54	170.18	0.0	1.5	7.081	A
2 - A605	198.00	198.00	267.25	255.10	0.776	194.74	124.17	0.0	3.3	14.386	B
3 - Whittlesey Road	223.00	223.00	271.33	307.93	0.724	220.47	190.65	0.0	2.5	10.078	B
4 - A605	254.00	254.00	125.28	461.28	0.551	252.78	366.52	0.0	1.2	4.325	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	161.00	161.00	327.74	229.04	0.703	160.17	209.12	1.5	2.3	13.078	B
2 - A605	156.00	156.00	314.36	226.47	0.689	156.92	173.55	3.3	2.3	13.304	B
3 - Whittlesey Road	283.00	283.00	182.98	370.05	0.765	282.39	288.30	2.5	3.1	10.268	B
4 - A605	330.00	330.00	210.18	397.71	0.830	326.68	255.19	1.2	4.5	12.234	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	196.00	196.00	266.23	270.79	0.724	195.74	191.47	2.3	2.6	12.062	B
2 - A605	179.00	179.00	298.33	236.21	0.758	178.35	163.64	2.3	3.0	15.506	C
3 - Whittlesey Road	250.00	250.00	241.99	328.57	0.761	249.99	234.70	3.1	3.2	11.527	B
4 - A605	284.00	284.00	171.20	426.89	0.665	286.50	320.77	4.5	2.0	6.568	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	207.00	207.00	244.32	285.66	0.725	206.95	200.99	2.6	2.6	11.545	B
2 - A605	179.00	179.00	288.18	242.38	0.739	179.06	163.09	3.0	2.9	14.405	B
3 - Whittlesey Road	240.00	240.00	243.09	327.79	0.732	240.31	224.15	3.2	2.8	10.429	B
4 - A605	272.00	272.00	173.09	425.48	0.639	272.23	310.31	2.0	1.8	5.930	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	165.00	165.00	182.91	327.34	0.504	166.56	191.59	2.6	1.0	5.711	A
2 - A605	214.00	214.00	228.59	278.60	0.768	213.72	120.88	2.9	3.2	13.947	B
3 - Whittlesey Road	169.00	169.00	253.52	320.45	0.527	170.71	188.79	2.8	1.1	6.124	A
4 - A605	217.00	217.00	156.68	437.76	0.496	217.81	267.55	1.8	1.0	4.146	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	120.00	120.00	184.11	326.53	0.368	120.45	158.77	1.0	0.6	4.427	A
2 - A605	158.00	158.00	181.46	307.25	0.514	160.12	123.10	3.2	1.1	6.293	A
3 - Whittlesey Road	185.00	185.00	192.88	363.09	0.510	185.09	148.70	1.1	1.1	5.088	A
4 - A605	205.00	205.00	137.72	451.96	0.454	205.16	240.25	1.0	0.8	3.682	A

Base 2030 + Committed + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whittlesey Roundabout	Standard Roundabout		1, 2, 3, 4	13.25	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	Base 2030 + Committed + Dev	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Peterborough Road North (N)		DIRECT	✓	100.000
2 - A605		DIRECT	✓	100.000
3 - Whittlesey Road		DIRECT	✓	100.000
4 - A605		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:45 - 17:00

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	54.00	62.00	66.00
	2 - A605	52.00	0.00	22.00	87.00
	3 - Whittlesey Road	44.00	24.00	0.00	113.00
	4 - A605	117.00	133.00	126.00	2.00

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	60.00	54.00	72.00
	2 - A605	48.00	0.00	27.00	85.00
	3 - Whittlesey Road	72.00	29.00	0.00	123.00
	4 - A605	113.00	125.00	132.00	1.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	67.00	59.00	83.00
	2 - A605	51.00	0.00	36.00	69.00
	3 - Whittlesey Road	51.00	41.00	0.00	117.00
	4 - A605	130.00	122.00	118.00	1.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	2.00	63.00	67.00	69.00
	2 - A605	40.00	0.00	33.00	72.00
	3 - Whittlesey Road	51.00	37.00	0.00	119.00
	4 - A605	117.00	109.00	116.00	1.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	54.00	70.00	73.00
	2 - A605	40.00	0.00	29.00	91.00
	3 - Whittlesey Road	48.00	20.00	0.00	92.00
	4 - A605	98.00	105.00	136.00	3.00

18:00 - 18:15

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	1.00	45.00	51.00	74.00
	2 - A605	74.00	2.00	31.00	123.00
	3 - Whittlesey Road	42.00	33.00	15.00	115.00
	4 - A605	92.00	96.00	86.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0	0	0	0
	2 - A605	1	0	0	0
	3 - Whittlesey Road	1	2	0	0
	4 - A605	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Peterborough Road North (N)	0.80	16.78	3.8	C	191.00	1146.00
2 - A605	0.83	16.85	4.3	C	168.67	1012.00
3 - Whittlesey Road	0.67	8.65	2.0	A	197.67	1186.00
4 - A605	0.84	12.19	4.8	B	346.50	2079.00

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	182.00	182.00	282.03	260.07	0.700	179.76	210.98	0.0	2.2	10.924	B
2 - A605	161.00	161.00	253.04	263.74	0.610	159.47	208.75	0.0	1.5	8.538	A
3 - Whittlesey Road	181.00	181.00	204.84	354.68	0.510	179.96	207.66	0.0	1.0	5.148	A
4 - A605	378.00	378.00	119.12	465.89	0.811	373.89	265.69	0.0	4.1	9.498	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	186.00	186.00	286.38	257.11	0.723	185.72	232.52	2.2	2.5	12.537	B
2 - A605	160.00	160.00	258.52	260.40	0.614	159.96	213.58	1.5	1.6	8.979	A
3 - Whittlesey Road	224.00	224.00	205.86	353.96	0.633	223.34	212.62	1.0	1.7	6.893	A
4 - A605	371.00	371.00	148.65	443.78	0.836	370.26	280.55	4.1	4.8	12.188	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	209.00	209.00	282.15	259.98	0.804	207.74	231.94	2.5	3.8	16.779	C
2 - A605	156.00	156.00	260.32	259.31	0.602	156.04	229.57	1.6	1.5	8.750	A
3 - Whittlesey Road	209.00	209.00	203.60	355.56	0.588	209.24	212.76	1.7	1.5	6.203	A
4 - A605	371.00	371.00	143.09	447.94	0.828	371.00	269.75	4.8	4.8	11.807	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	201.00	201.00	264.14	272.20	0.738	201.83	210.79	3.8	3.0	12.955	B
2 - A605	145.00	145.00	256.03	261.92	0.554	145.27	209.94	1.5	1.3	7.757	A
3 - Whittlesey Road	207.00	207.00	184.67	368.87	0.561	207.15	216.64	1.5	1.3	5.604	A
4 - A605	343.00	343.00	130.21	457.58	0.750	344.72	261.61	4.8	3.1	8.174	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	197.00	197.00	264.28	272.11	0.724	197.24	186.29	3.0	2.7	12.080	B
2 - A605	160.00	160.00	282.03	246.11	0.650	159.46	179.48	1.3	1.8	10.343	B
3 - Whittlesey Road	160.00	160.00	206.52	353.50	0.453	160.46	234.97	1.3	0.8	4.698	A
4 - A605	342.00	342.00	108.12	474.12	0.721	342.45	258.86	3.1	2.7	6.925	A

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	171.00	171.00	232.33	293.80	0.582	172.30	208.08	2.7	1.4	7.482	A
2 - A605	230.00	230.00	228.31	278.77	0.825	227.52	176.32	1.8	4.3	16.848	C
3 - Whittlesey Road	205.00	205.00	272.18	307.34	0.667	203.88	183.65	0.8	2.0	8.653	A
4 - A605	274.00	274.00	165.53	431.14	0.636	274.88	310.54	2.7	1.8	5.853	A

Base 2035 + Committed + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whittlesey Roundabout	Standard Roundabout		1, 2, 3, 4	17.52	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Base 2035 + Committed + Dev	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Peterborough Road North (N)		DIRECT	✓	100.000
2 - A605		DIRECT	✓	100.000
3 - Whittlesey Road		DIRECT	✓	100.000
4 - A605		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	37.00	53.00	103.00
	2 - A605	56.00	2.00	24.00	126.00
	3 - Whittlesey Road	58.00	16.00	0.00	157.00
	4 - A605	64.00	75.00	123.00	2.00

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	25.00	77.00	92.00
	2 - A605	49.00	1.00	32.00	91.00
	3 - Whittlesey Road	74.00	29.00	12.00	163.00
	4 - A605	58.00	85.00	151.00	2.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	24.00	89.00	55.00
	2 - A605	52.00	2.00	33.00	76.00
	3 - Whittlesey Road	100.00	53.00	12.00	128.00
	4 - A605	67.00	104.00	169.00	5.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	50.00	63.00	91.00
	2 - A605	46.00	1.00	29.00	111.00
	3 - Whittlesey Road	82.00	36.00	12.00	128.00
	4 - A605	70.00	84.00	138.00	4.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	1.00	37.00	53.00	81.00
	2 - A605	64.00	1.00	44.00	114.00
	3 - Whittlesey Road	58.00	24.00	12.00	79.00
	4 - A605	74.00	62.00	86.00	3.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	1.00	37.00	34.00	52.00
	2 - A605	62.00	1.00	23.00	79.00
	3 - Whittlesey Road	41.00	24.00	12.00	114.00
	4 - A605	60.00	66.00	83.00	4.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	2	0	0	0
	2 - A605	3	7	2	0
	3 - Whittlesey Road	2	1	0	0
	4 - A605	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Peterborough Road North (N)	0.78	17.04	3.3	C	175.83	1055.00
2 - A605	0.84	21.83	4.6	C	186.50	1119.00
3 - Whittlesey Road	0.83	15.50	4.6	C	237.33	1424.00
4 - A605	0.88	16.63	6.5	C	273.17	1639.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	193.00	193.00	216.71	304.40	0.634	191.31	175.62	0.0	1.7	7.846	A
2 - A605	208.00	208.00	278.99	247.96	0.839	203.39	129.02	0.0	4.6	18.829	C
3 - Whittlesey Road	231.00	231.00	284.01	299.02	0.773	227.78	198.37	0.0	3.2	12.210	B
4 - A605	264.00	264.00	129.68	457.98	0.576	262.65	382.11	0.0	1.4	4.612	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	194.00	194.00	278.86	262.21	0.740	192.99	180.49	1.7	2.7	12.803	B
2 - A605	173.00	173.00	332.35	215.53	0.803	173.25	139.50	4.6	4.4	21.831	C
3 - Whittlesey Road	278.00	278.00	235.14	333.38	0.834	276.58	270.45	3.2	4.6	15.502	C
4 - A605	296.00	296.00	164.14	432.18	0.685	295.21	347.58	1.4	2.1	6.577	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	168.00	168.00	341.21	219.90	0.764	167.64	218.14	2.7	3.1	17.041	C
2 - A605	163.00	163.00	327.59	218.42	0.746	164.20	181.26	4.4	3.2	17.218	C
3 - Whittlesey Road	293.00	293.00	191.24	364.25	0.804	293.30	300.56	4.6	4.3	12.896	B
4 - A605	345.00	345.00	218.69	391.34	0.882	340.66	265.85	2.1	6.5	16.627	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	204.00	204.00	278.56	262.42	0.777	203.73	198.83	3.1	3.3	15.211	C
2 - A605	187.00	187.00	310.20	228.99	0.817	186.07	172.10	3.2	4.1	20.608	C
3 - Whittlesey Road	258.00	258.00	251.64	321.78	0.802	258.11	244.62	4.3	4.2	14.320	B
4 - A605	296.00	296.00	177.33	422.30	0.701	300.05	332.42	6.5	2.4	7.653	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	172.00	172.00	189.64	322.77	0.533	174.17	197.89	3.3	1.2	6.144	A
2 - A605	223.00	223.00	238.44	272.61	0.818	222.78	125.37	4.1	4.3	18.101	C
3 - Whittlesey Road	173.00	173.00	264.95	312.42	0.554	175.95	196.27	4.2	1.3	6.788	A
4 - A605	225.00	225.00	161.20	434.38	0.518	226.33	279.70	2.4	1.1	4.394	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	124.00	124.00	190.13	322.44	0.385	124.53	165.06	1.2	0.6	4.561	A
2 - A605	165.00	165.00	186.54	304.16	0.542	168.09	128.12	4.3	1.2	6.858	A
3 - Whittlesey Road	191.00	191.00	201.69	356.90	0.535	191.10	152.94	1.3	1.2	5.463	A
4 - A605	213.00	213.00	142.01	448.75	0.475	213.18	250.78	1.1	0.9	3.856	A

Base 2035 + Committed + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Whittlesey Roundabout	Standard Roundabout		1, 2, 3, 4	17.72	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	Base 2035 + Committed + Dev	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Peterborough Road North (N)		DIRECT	✓	100.000
2 - A605		DIRECT	✓	100.000
3 - Whittlesey Road		DIRECT	✓	100.000
4 - A605		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:45 - 17:00

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	57.00	64.00	69.00
	2 - A605	55.00	0.00	23.00	91.00
	3 - Whittlesey Road	45.00	25.00	0.00	117.00
	4 - A605	122.00	139.00	131.00	2.00

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	62.00	55.00	75.00
	2 - A605	50.00	0.00	28.00	89.00
	3 - Whittlesey Road	75.00	31.00	0.00	128.00
	4 - A605	118.00	130.00	137.00	1.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	70.00	61.00	86.00
	2 - A605	54.00	0.00	38.00	72.00
	3 - Whittlesey Road	53.00	43.00	0.00	121.00
	4 - A605	136.00	128.00	123.00	1.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	2.00	66.00	70.00	72.00
	2 - A605	42.00	0.00	35.00	75.00
	3 - Whittlesey Road	53.00	38.00	0.00	123.00
	4 - A605	122.00	114.00	120.00	1.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	0.00	57.00	73.00	77.00
	2 - A605	42.00	0.00	30.00	95.00
	3 - Whittlesey Road	49.00	21.00	0.00	95.00
	4 - A605	103.00	109.00	141.00	3.00

18:00 - 18:15

Demand (PCU/TS)

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	1.00	47.00	53.00	78.00
	2 - A605	77.00	2.00	33.00	128.00
	3 - Whittlesey Road	44.00	35.00	15.00	120.00
	4 - A605	96.00	101.00	90.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Peterborough Road North (N)	2 - A605	3 - Whittlesey Road	4 - A605
From	1 - Peterborough Road North (N)	2	0	0	0
	2 - A605	3	7	2	0
	3 - Whittlesey Road	2	1	0	0
	4 - A605	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Peterborough Road North (N)	0.86	23.21	5.4	C	199.17	1195.00
2 - A605	0.88	22.97	6.2	C	176.50	1059.00
3 - Whittlesey Road	0.71	10.22	2.4	B	205.17	1231.00
4 - A605	0.88	16.40	6.8	C	361.33	2168.00

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	190.00	190.00	293.16	252.51	0.752	187.14	219.47	0.0	2.9	13.247	B
2 - A605	169.00	169.00	262.20	258.17	0.655	167.14	218.11	0.0	1.9	9.819	A
3 - Whittlesey Road	187.00	187.00	214.33	348.01	0.537	185.85	215.01	0.0	1.2	5.546	A
4 - A605	394.00	394.00	123.96	462.26	0.852	388.67	276.21	0.0	5.3	11.624	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	192.00	192.00	297.94	249.27	0.770	191.68	242.28	2.9	3.2	15.485	C
2 - A605	167.00	167.00	267.26	255.09	0.655	166.97	222.35	1.9	1.9	10.328	B
3 - Whittlesey Road	234.00	234.00	214.84	347.65	0.673	233.13	219.40	1.2	2.0	7.859	A
4 - A605	386.00	386.00	155.56	438.61	0.880	384.67	292.42	5.3	6.7	16.282	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	217.00	217.00	295.13	251.18	0.864	214.75	242.83	3.2	5.4	23.213	C
2 - A605	164.00	164.00	269.67	253.63	0.647	164.01	240.20	1.9	1.9	10.194	B
3 - Whittlesey Road	217.00	217.00	212.22	349.50	0.621	217.34	221.47	2.0	1.7	6.875	A
4 - A605	388.00	388.00	150.12	442.68	0.876	387.84	279.44	6.7	6.8	16.396	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	210.00	210.00	274.94	264.87	0.793	211.34	220.27	5.4	4.1	17.258	C
2 - A605	152.00	152.00	266.73	255.41	0.595	152.36	219.55	1.9	1.5	8.877	A
3 - Whittlesey Road	214.00	214.00	192.99	363.01	0.590	214.21	226.10	1.7	1.5	6.100	A
4 - A605	357.00	357.00	135.28	453.79	0.787	359.94	271.92	6.8	3.9	9.969	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	207.00	207.00	274.42	265.23	0.780	207.36	194.38	4.1	3.7	15.709	C
2 - A605	167.00	167.00	294.12	238.77	0.699	166.27	187.66	1.5	2.3	12.415	B
3 - Whittlesey Road	165.00	165.00	216.36	346.58	0.476	165.54	244.03	1.5	0.9	5.023	A
4 - A605	356.00	356.00	112.12	471.12	0.756	356.68	269.78	3.9	3.2	7.987	A

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Peterborough Road North (N)	179.00	179.00	243.37	286.30	0.625	181.03	216.57	3.7	1.7	8.709	A
2 - A605	240.00	240.00	238.91	272.32	0.881	236.06	185.49	2.3	6.2	22.970	C
3 - Whittlesey Road	214.00	214.00	283.17	299.61	0.714	212.51	191.80	0.9	2.4	10.221	B
4 - A605	287.00	287.00	171.85	426.41	0.673	288.09	323.83	3.2	2.1	6.624	A