# TECHNICAL NOTE

HUNTS LANE, DESFORD

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## DOCUMENT CONTROL

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## DRAWINGS

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|---|---|
| 3964-ADC-HGN-XX-DR-CH-0100-S1-P04 | Proposed Site Access Layout |
| 3964-ADC-HGN-XX-DR-CH-0130-S1-P03 | Proposed Site Access Layout Swept Path Assessment |

## APPENDICES

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| Appendix A | LCC Highways Consultation Response |
| Appendix B | B582/Main Street/High Street Junction Improvement Capacity Assessment |

## 1.0 INTRODUCTION

1.1 This Technical Note has been produced to respond to the comments made by the local highway authority, Leicestershire County Council (LCC), on a planning application for the development of land to the north of Hunts Lane in Desford for up to 75 dwellings.

1.2 A planning application was submitted to Hinckley and Bosworth Borough Council (HBBC), the Local Planning Authority (LPA), in December 2025 (ref. 25/01156/OUT). The application was accompanied by a Transport Assessment, plus Travel Plan, produced by ADC Infrastructure Ltd. The comments from LCC were made on 23 January 2026 and are attached at **Appendix A** of this note.

1.3 This Technical Note deals specifically with comments raised by LCC on the proposed site access design and off-site highway impacts of the development. It is noted that LCC has stated in their consultation response that a revised Travel Plan for the proposed development can be secured via condition at a later date and therefore a revised Travel Plan has not been prepared at this time, with the applicant willing to accept a Travel Plan condition.

## 2.0 RESPONSE TO LCC COMMENTS

### Site access design

2.1 Whilst it is acknowledged that LCC appear to accept the principle of a simple priority T-junction access from Hunts Lane to serve the proposed development, a number of revisions to the site access design were requested. Accordingly, a revised junction design is shown on drawing **3964-ADC-HGN-XX-DR-CH-0100-S1-P04**. Relevant swept path assessments of the revised site access layout are shown on drawing **3964-ADC-HGN-XX-DR-CH-0130-S1-P03**. The revisions to the site access drawing are as follows:

- The proposed extension of the 30mph speed limit further west along Hunts Lane has been removed.
- Junction radii has been increased to 10m.
- Forward visibility of 65m for westbound vehicles to see right turning vehicles into site access has been shown on the drawing.

2.2 The revised swept path assessments indicate that the increased junction radii of 10m is appropriate to accommodate relevant turning movements (and is greater than LCC minimum radii requirements). It should also be noted that 10m junction radii accords with the DMRB document CD123 'Geometric design of at-grade priority and signal-controlled junctions.'

2.3 The 65m forward visibility splay for westbound vehicles to see right turning traffic into the site access indicates that the existing bus shelter to the south of the B582 Hunts Lane would not require relocating, although it is recommended that this is considered in further detail at the detailed design stage for the site access proposals. It should be noted that the extent of adopted public highway is such that a relocation of the bus shelter further west could be accommodated within the public highway if ultimately required.

### Off-site impact

2.4 We acknowledge that LCC accept that the proposed site access junction, plus the adjacent B582/Newbold Road/Lockeymead Road roundabout junction, operate with spare capacity in the future year scenarios.

2.5 LCC has suggested that mitigation should be considered at the B582/Main Street/High Street mini-roundabout junction and has suggested that a similar improvement scheme to that proposed by a nearby application (ref. 24/01061/OUT; refused in November 2025) is likely to be acceptable.

2.6 Whilst we do not concur with the LCC view that mitigation is required to offset the minimal impact of proposed development traffic at the junction, we have carried out an assessment of the junction assuming that the improvement scheme proposed as part of the refused application 24/01061/OUT is implemented.

2.7 The proposed improvement scheme put forward for application 24/01061/OUT is shown overleaf in **Figure 1**, with the revised capacity assessment for the 2030 Do Something (with development) scenario contained in **Appendix B** and summarised in the table overleaf.

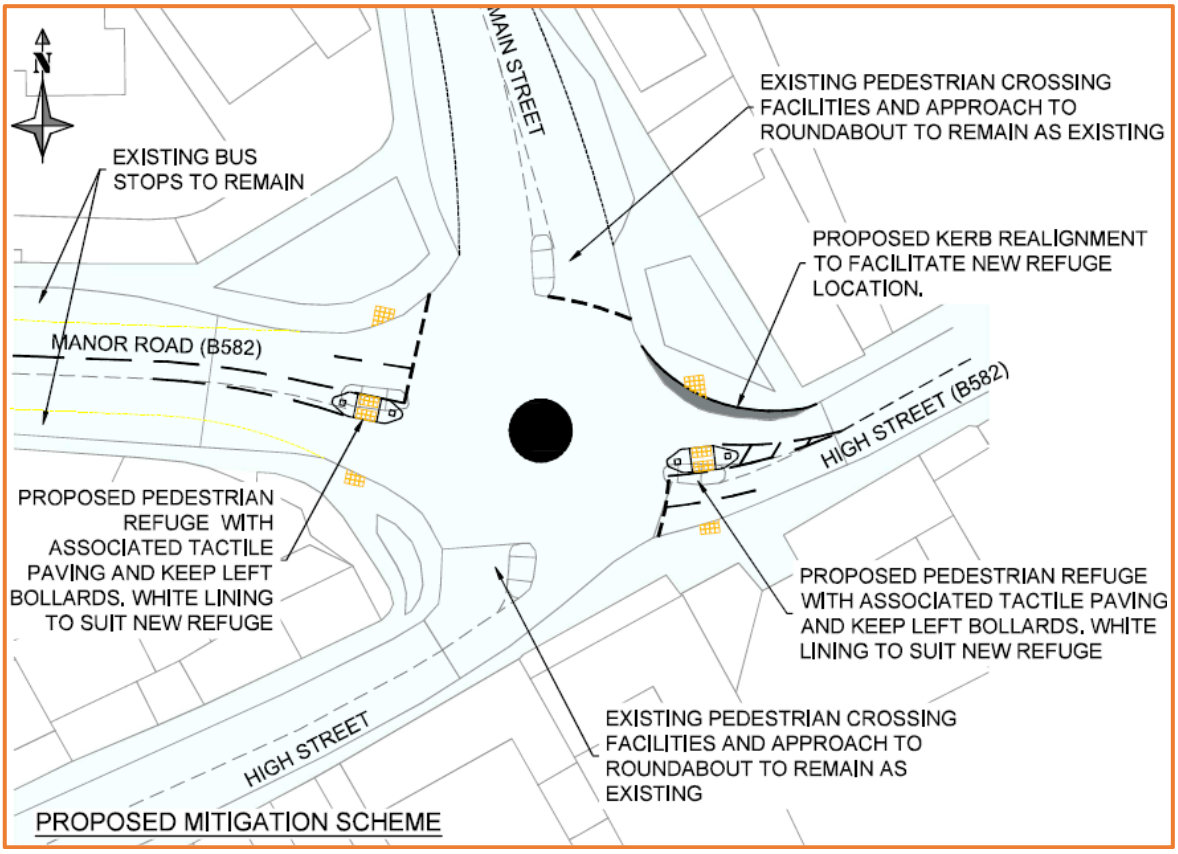


Figure 1 – sketch layout of B582/Main Street junction improvement

| J2. B582 / Main Street mini roundabout | AM peak hour | | | PM peak hour | | |
|---|---|---|---|---|---|---|
| | queue (vehs) | delay (secs) | RFC | queue (vehs) | delay (secs) | RFC |
| 2030 Do Something (with mitigation) | | | | | | |
| B582 Manor Road | 6.2 | 34.31 | 0.88 | 1.9 | 11.91 | 0.66 |
| Main Street | 2.4 | 26.57 | 0.73 | 0.4 | 8.00 | 0.27 |
| B582 High Street | 6.3 | 28.89 | 0.89 | 26.6 | 117.66 | 1.01 |
| High Street | 1.5 | 11.39 | 0.60 | 1.7 | 14.19 | 0.65 |

2.8 Comparison of the results above with those predicted for the 2030 Do Minimum (no development) scenario in the original TA (replicated below for completeness) indicate that the proposed scheme would provide effective mitigation during the morning peak hour, together with a nil detriment mitigation in the evening peak hour.

| J2. B582 / Main Street mini roundabout | AM peak hour | | | PM peak hour | | |
|---|---|---|---|---|---|---|
| | queue (vehs) | delay (secs) | RFC | queue (vehs) | delay (secs) | RFC |
| 2030 Do Minimum | | | | | | |
| B582 Manor Road | 10.2 | 57.15 | 0.95 | 2.3 | 15.12 | 0.71 |
| Main Street | 2.2 | 23.83 | 0.70 | 0.4 | 7.84 | 0.27 |
| B582 High Street | 6.4 | 29.75 | 0.90 | 25.2 | 113.36 | 1.01 |
| High Street | 1.5 | 11.37 | 0.60 | 1.7 | 13.89 | 0.64 |

2.9 In view of the above, it can be seen that a minor improvement scheme at the junction could provide mitigation. However, we would query whether mitigation at the junction is necessary to make the development acceptable, given that we consider that the cumulative residual impacts at the junction would not be severe, in accordance with the Framework.

## Desford crossroads

2.10 LCC has advised that modelling of the impact of development traffic at the A47 Desford crossroads junction, to the south-east of the village, should be undertaken, as there is a priority improvement scheme for the junction to which LCC may look for a financial contribution from the applicant.

2.11 The original TA (paragraphs 6.18 to 6.20) set out why assessment of the impact of development traffic at the junction is not considered reasonable, nor necessary. To reiterate this point, the proposed development would generate an additional 9-10 vehicle trips through the junction during the typical weekday peak hour. To put this into context, these flows would represent an increase of less than 0.4% on the existing traffic flows at this junction, or one vehicle every three cycles of the signals. This level of impact would be imperceptible and is well within the daily fluctuations in traffic flows.

2.12 The issue of 'reasonable' impact at the Desford crossroads junction has been tested through the appeal process, with the Inspector for the appeal associated with planning application ref. 23/00061/OUT concluding that a contribution towards the improvement of the Desford crossroads junction was not fairly related in scale and kind, nor is it necessary, and so does not pass the tests in the regulation 122 of the Community Infrastructure Levy Regulations 2010 and paragraph 57 of the NPPF.

2.13 This is particularly relevant when considering the proposed development, as application ref. 23/00061/OUT was for up to 100 dwellings on land to the south of Hunts Lane, Desford (i.e. directly opposite the proposed development). The typical weekday peak hour impact at Desford crossroads for application ref. 23/00061/OUT was 15 vehicle trips. It can therefore be seen that, if the impact of 15 trips at the Desford crossroads junction is not considered to justify a contribution towards improvements, the impact of 9-10 trips from an adjacent, smaller, development similarly cannot be considered to justify any contribution. On this basis, no further analysis at the junction has been undertaken.

## 3.0 SUMMARY AND CONCLUSIONS

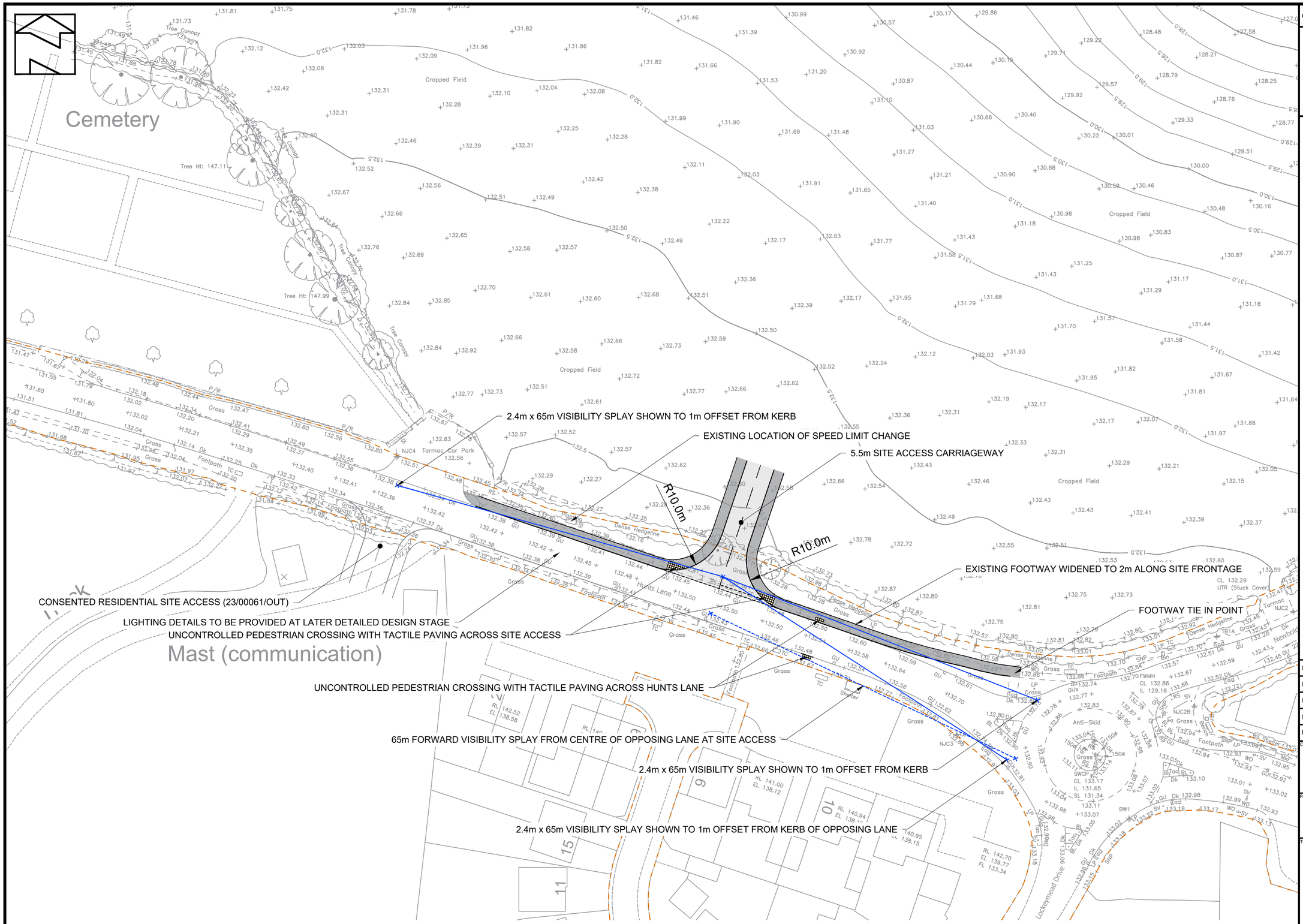
3.1 ADC Infrastructure Limited has produced this Technical Note to respond to comments made by the local highway authority, Leicestershire County Council (LCC), to a planning application for up to 75 dwellings on land north of Hunts Lane in Desford, Leicestershire (ref. 25/00156/OUT).

3.2 At the request of LCC a revised access design has been produced which indicates that safe and suitable access to the proposed development can be provided from a single point of vehicular access off the B582 Hunts Lane.

3.3 Revised capacity assessments have been carried out at the B582/Main Street/High Street mini-roundabout junction to the east of the site, assuming the implementation of a minor improvement scheme at the junction that was identified in association with a previous proposed application in Desford (application was refused in November 2025). The assessments indicate that the improvement would provide mitigation at the junction and so, whilst we would query whether an improvement scheme is necessary to make the development acceptable, LCC could recommend provision of a scheme through an appropriate planning condition, should they consider that this is justified/necessary.

3.4 This note has demonstrated that further assessment of the impact of proposed development trips at the A47 Desford crossroads junction is not justified/necessary and that any suggested contribution towards improvements at the junction would not meet relevant planning tests.

# DRAWINGS




## General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

## Key

Adopted highway boundary

| Rev | Date | Description | Dr | Ch |
|---|---|---|---|---|
| P04 | 18.02.26 | Updated following LHA comments | CD | JC |
| P03 | 11.11.25 | Updated following Stage One RSA | CD | JC |
| P02 | 29.10.25 | Second Issue to client team | CD | JC |
| P01 | 10.10.25 | Preliminary Issue | CD | JC |

Client: Peveril Homes

Project: Hunts Lane, Desford

Title: Proposed Site Access Layout

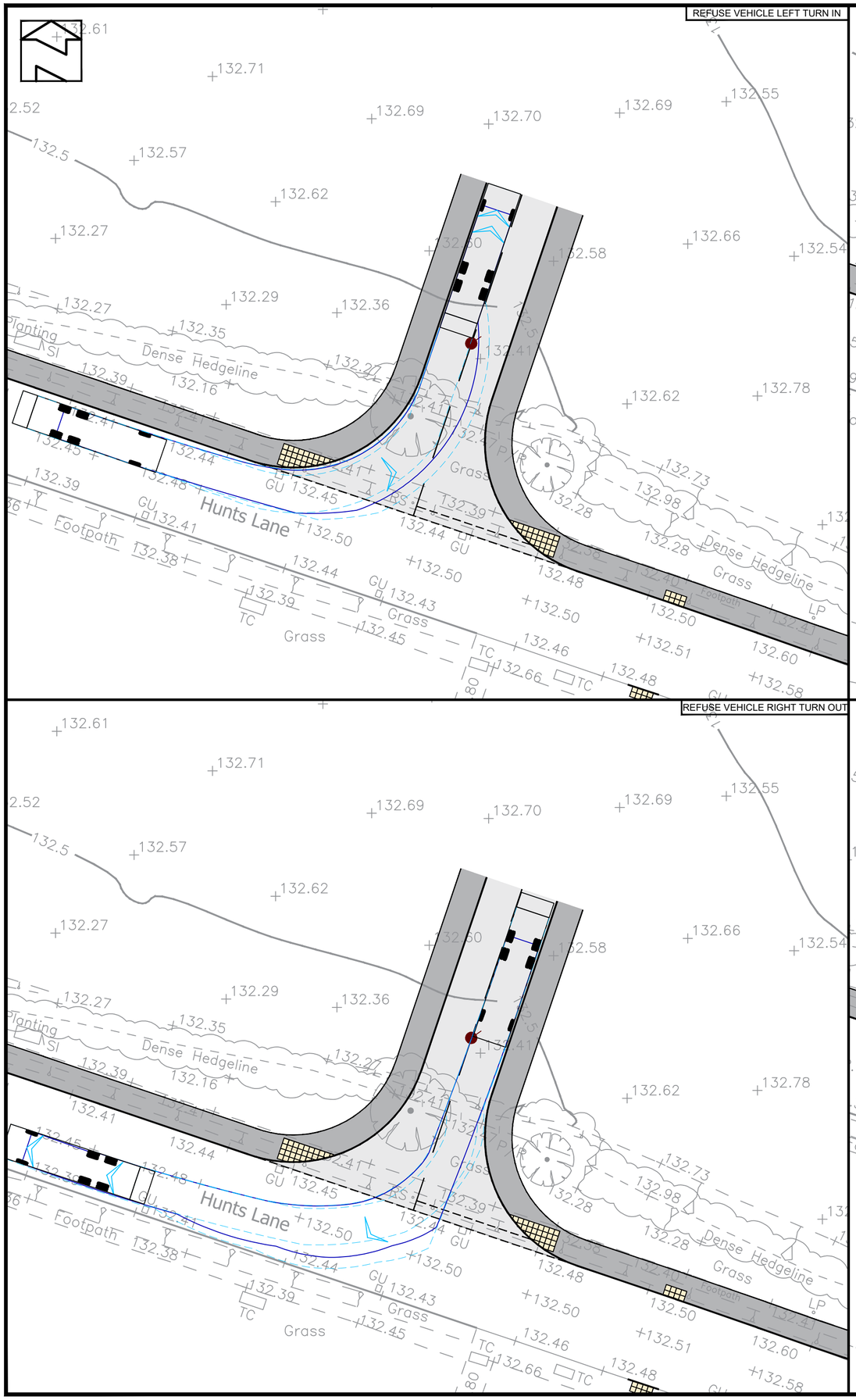
ADC INFRASTRUCTURE

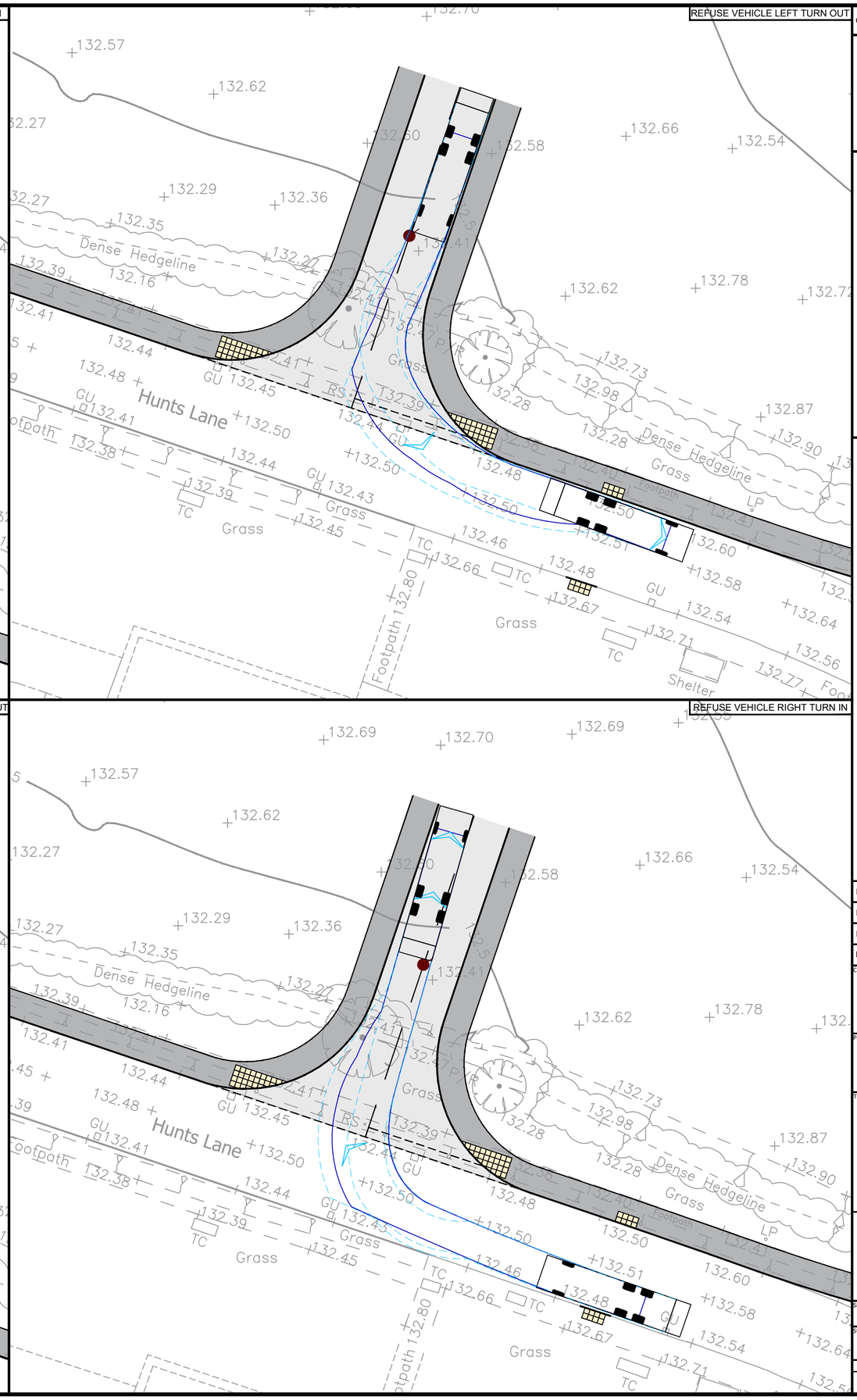


Size: A2 | Scale: 1:500

Status: PRELIMINARY

| Project | Originator | Volume | Level | Type | Role | Number | Status | Revision |
|---|---|---|---|---|---|---|---|---|
| 3964 | ADC | HGN | XX | DR | CH | 0100 | S1 | P04 |







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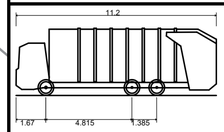


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

Body Outline (Forwards)

Wheel Outline (Forwards)

Vehicle tracking speed: 15kph

| Rev | Date | Description | | |
|---|---|---|---|---|
| P03 | 18.02.26 | Updated following LHA comments | CD | JC |
| P02 | 11.11.25 | Updated following Stage One RSA | CD | JC |
| P01 | 03.11.25 | Preliminary Issue | CD | JC |

Client: Peveril Homes

Project: Hunts Lane, Desford

Title: Proposed Site Access Layout Swept Path Assessment

ADC INFRASTRUCTURE



Size: A2 | Scale: 1:250

Status: PRELIMINARY

| Project | Originator | Volume | Level | Type | Role | Number | Status | Revision |
|---|---|---|---|---|---|---|---|---|
| 3964 | ADC | HGN | XX | DR | CH | 0130 | S1 | P03 |

# APPENDIX A

# LCC HIGHWAYS CONSULTATION RESPONSE

***Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.***

Response provided under the delegated authority of the Director of Environment & Transport.

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## APPLICATION DETAILS

Planning Application Number: 25/01156/OUT

Highway Reference Number: 2025/1156/04/H

Application Address: Land North Of Hunts Lane Desford Leicestershire

Application Type: Outline (with access)

Description of Application: Outline application for the construction of up to 75 dwellings (all matters reserved except access)

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## GENERAL DETAILS

Planning Case Officer: Sullevan Archer

Applicant: Peveril Homes

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Desford

Road Classification: Class B

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**Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:**

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

## Advice to Local Planning Authority

### Background

The Local Highway Authority (LHA) have been consulted by the Local Planning Authority (LPA) on an outline with access planning application for the *'Outline application for the construction of up to 75 dwellings (all matters reserved except access)'*. The proposals are located on land north of Hunts Lane Desford Leicestershire.

The LHA have reviewed the following submitted documents in preparation of these observations:

- ADC Infrastructure – Travel Plan. Report Reference: ADC3964-RP-C.
- ADC Infrastructure – Transport Assessment. Report Reference: ADC3964-RP-A.
- Marrons – Planning Statement. Dated November 2025.
- PJS Consulting Engineers – Swept Path Analysis. Drawing Number DR-0003.
- Application Form.
- Nineteen47 – Illustrative Masterplan. Drawing Number n1426 005 Rev. G.

The LHA undertook a visit to the site on 13th January 2026.

**Site Access**

The Applicant proposes an access from Hunts Lane (B582), which is a B-classified road subject to a 30mph speed limit. The speed limit changes to 40mph approximately 30m to the west of the proposed access.

The LHA firstly highlight HDM Policy 2 of the Leicestershire Highway Design Guide (LHDG – available at https://www.leicestershirehighwaydesignguide.uk/).

The Applicant is advised to note that:

*'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.'*

In respect of implementing HDM Policy 2:

*'All developments that generate significant amounts of traffic movement are required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment (in accordance with "Preparing Development Proposals" section of the LHDG) so that the likely impacts of the proposal can be assessed.'*

The LHA welcome the submission of the above listed documents; the LHA will further consider Policy 2 upon the receipt of the further information requested within this document.

It is noted that in section of the TA the Applicant states:

*'It is acknowledged that, during the pre-application process, LCC expressed a preference for a vehicular access off Newbold Road. However, due to the more limited site frontage along Newbold Road it is not considered that appropriate junction spacing could be provided between the B582/Newbold Road roundabout and a new site access junction from Newbold Road.'*

Although access via Newbold Road would be preferable to the LHA, it is understood that access requirements would not be achievable given the site constraints.

It is noted that the site currently benefits from two agricultural accesses, one from Newbold Road and one from the Desford Cemetery parking area accessed via Hunts Lane. It is noted from the Illustrative Masterplan that these access points are to be closed as part of this proposal.

Road Safety Audit

A Stage 1 Road Safety Audit has been submitted by the Applicant, along with a designer's response to the issues raised, this is contained within Appendix E of the Transport Assessment (TA). The responses provided by the designer are accepted by the LHA.

Access Arrangements

The LHA have reviewed drawing 3964 ADC HGN XX DR CH 0100 S1 Revision P03 (Proposed Access Layout), contained within the TA and note the following:

- The Applicant proposes a simple priority junction to serve this development; this aligns with the Design Manual for Roads and Bridges (DRRB) CD123 Figure 2.3.1.
- The width and radii of the junction geometry aligns with Table 3 and Table 9 of the LHDG.
- The proposed 2m wide footways are in accordance with Table 18 of the LHDG.
- A stagger distance of 65m is to be provided between the proposed access and the consented access on the south side of Hunts Lane. This is in accordance with DMRB CD123 paragraph 2.23.

Visibility

The Applicant has provided a speed survey that shows 85th percentile speeds of 38mph eastbound and 39.1mph westbound. The surveys were conducted from 11 October 2025 for one week. The LHA confirm that the Applicant obtained the appropriate permits prior to undertaking the survey.

As to be in accordance with Table 6 of the LHDG visibility splays of 2.4m by 65m would be required in both directions of the site access. This provision is demonstrated in drawing 3964 ADC HGN XX DR CH 0100 S1 Revision P03.

The Applicant should confirm that there is sufficient forward visibility for vehicles exiting the roundabout heading westbound on Hunts Lane, to a vehicle waiting to tun into the proposed access. The LHA are concerned that the existing bus shelter will obstruct the required visibility. If the bus shelter is required to be relocated to provide this visibility, this will be entirely at the Applicant's expense.

Swept Path Analysis

The LHA have reviewed drawing 3964 ADC HGN XX DR CH 0130 S1 Rev. P02 (Proposed Site Access Layout Swept Path Assessment), contained within the TA and note the following:

- A vehicle speed of 15kph should be used for swept-path analysis, a note should be added to the drawing to confirm this.
- The left turn in manoeuvre shows the vehicle requiring the entire width of the access road to perform the turn, which could result in collisions with oncoming vehicles exiting the development.
- The left turn in manoeuvre also shows the vehicle body overrunning into the opposite side of the carriageway on Hunts Lane. This could result in collisions with oncoming vehicles heading westbound on Hunts Lane or require the left turning vehicle to wait for oncoming vehicles to pass before performing the turning manoeuvre, leading to additional congestion on Hunts Lane.

- The left turn out manoeuvre shows the rear of the vehicle overrunning into the opposite side of the development road carriageway, which could result in collisions with oncoming vehicles entering the development.

- The right turn out manoeuvre shows the vehicle driving over the centre line of the access road to perform the turn, which could result in collisions with vehicles entering the development from the west.

- The right turn out manoeuvre shows the vehicle driving over the centre line of the access road to perform the turn, which could result in collisions with vehicles entering the development from the west.

Proposed speed limit relocation

The Applicant proposes relocating the existing 30mph speed terminal approximately 95m to the west of Hunts Lane, this would not be supported by the LHA and should be removed from the proposals.

**Highway Safety**

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council (LCC) between 1 January 2020 and 31 July 2025. The study area is provided within Appendix D of the TA. Eight collisions were recorded within this study area, six of which were classified as slight in severity and two were classified as serious in severity.

One PIC occurred along the frontage of the proposed site; this involved a vehicle colliding into a stationary line of vehicles and appear to have been an isolated incident. Two PICs occurred on the B582/Main Street/High Street mini roundabout. The remaining PICs occurred along the B582 between the B582/Newbold Road/Lockeymead Drive roundabout and B582/Main Street/High Street mini roundabout. The LHA have reviewed the circumstances of each of the PICs and consider that there are no patterns/trends discernible within the data that would suggest that the proposed development would exacerbate any known highway safety concerns.

The LHA has reviewed its collision record date from July 2025 until the October 2025, as the latest date available for data to the LHA, and advise that no further PICs were recorded as occurring.

Notwithstanding this, until such time as the further information contained within this report is received, the LHA are unable to advise at this stage as to whether the proposals are acceptable.

**Trip Generation, Distribution and Assignment**

The Applicant has utilised the approved trip rates as per the planning application 22/01227/OUT shown within section 4.2 of the TA, replicated below:

| | arrivals | departures | two-way | arrivals | departures | two-way |
|---|---|---|---|---|---|---|
| vehicle trip rates (per dwelling) | 0.113 | 0.500 | 0.613 | 0.331 | 0.244 | 0.575 |
| vehicle trips (75 dwellings) | 8 | 38 | 46 | 25 | 18 | 43 |

The rates result in vehicular two-way trip rates of 0.613 in the AM peak (08:00 - 09:00) and 0.575 in the PM peak (17:00 - 18:00). For a development of circa 75 dwellings, this results in 46 two-way vehicular trips in the AM peak period and 43 two-way vehicular trips in the PM peak period.

The LHA considers the proposed trip rates to be acceptable.

The Applicant has distributed these proposed trips on to the surrounding highway network using distribution methodology agreed under 23/00061/OUT. With data obtained for the 'Hinckley and Bosworth 005' Middle Super Output Area (MSOA).

To obtain future year background traffic flows, TEMPro growth factors have been applied to a 2030 future year using a 2025 Baseline year.

For the Hinckley and Bosworth 005 MSOA area growth factors of 1.0545 for the AM and 1.0566 for the PM period have been utilised. These have been checked by the LHA and are accepted.

Committed developments 23/00061/OUT (Residential development of up to 100 dwellings with associated public open space and infrastructure (All matters reserved except for access) on Land Adjacent To Lockey Farm Hunts Lane Desford Leicestershire) and 22/01227/OUT (Outline planning application for residential dwellings of up to 120 dwellings, all matters reserved, except for access at Ashfield Farm Kirkby Road Desford Leicester Leicestershire LE9 9JX), have been considered within the modelling. A 'committed development' is one that has received full or outline planning permission or is allocated in an adopted development plan.

It would be advisable to contact the LPA, Hinckley and Bosworth Borough Council, for clarification of any other nearby committed developments in the area.

**Junction Capacity Assessments**

Junction capacity assessments have been undertaken at the following junctions:

- Site Access/ Hunts Lane priority junction.
- B582/Newbold Road/Lockeymead Drive roundabout.
- B582/Main Street/High Street mini roundabout.

Site Access/ Hunts Lane priority junction.

The Applicant has undertaken a PICADY assessment of the Site Access/ Hunts Lane priority junction using Junctions 9 software. The results of which are shown in Section 6.4 of the TA, replicated below:

| B582 / Site Access Junction | AM peak hour | | | PM peak hour | | |
|---|---|---|---|---|---|---|
| | queue (vehs) | delay (secs) | RFC | queue (vehs) | delay (secs) | RFC |
| 2030 Do Something | | | | | | |
| Site access left/right out | 0.1 | 10.29 | 0.11 | 0.1 | 9.35 | 0.05 |
| Hunts Lane right turn + ahead | 0.0 | 4.77 | 0.01 | 0.1 | 4.23 | 0.05 |

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically, a value of 0.85 is seen as the

practical threshold for capacity, with results higher than this more likely to experience queuing or delay.

As shown above the junction is expected to operate within capacity in the future scenarios with a maximum RFC of 0.11.

B582/Newbold Road/Lockeymead Drive roundabout.

The Applicant has undertaken a Junctions 9 ARCADY assessment of the B582/Newbold Road/Lockeymead Drive roundabout. The results of which are shown in Section 6.12 of the TA, replicated below:

| J1. B582 / Newbold Road roundabout | AM peak hour | | | PM peak hour | | |
|---|---|---|---|---|---|---|
| | queue (vehs) | delay (secs) | RFC | queue (vehs) | delay (secs) | RFC |
| 2025 observed | | | | | | |
| B582 Hunts Lane | 1.3 | 6.64 | 0.56 | 0.6 | 4.68 | 0.39 |
| Newbold Road | 0.1 | 9.41 | 0.11 | 0.1 | 8.00 | 0.13 |
| B582 Manor Road | 0.4 | 3.88 | 0.30 | 1.0 | 5.40 | 0.50 |
| Lockeymead Drive | 0.1 | 4.03 | 0.09 | 0.1 | 4.55 | 0.08 |
| 2030 Do Minimum | | | | | | |
| B582 Hunts Lane | 1.6 | 7.57 | 0.61 | 0.7 | 4.95 | 0.42 |
| Newbold Road | 0.1 | 10.14 | 0.12 | 0.2 | 8.37 | 0.15 |
| B582 Manor Road | 0.5 | 4.02 | 0.33 | 1.2 | 5.99 | 0.55 |
| Lockeymead Drive | 0.1 | 4.14 | 0.09 | 0.1 | 4.78 | 0.09 |
| 2030 Do Something | | | | | | |
| B582 Hunts Lane | 1.7 | 8.06 | 0.64 | 0.8 | 5.04 | 0.43 |
| Newbold Road | 0.1 | 10.44 | 0.12 | 0.2 | 8.50 | 0.15 |
| B582 Manor Road | 0.5 | 4.05 | 0.33 | 1.3 | 6.18 | 0.57 |
| Lockeymead Drive | 0.1 | 4.15 | 0.09 | 0.1 | 4.85 | 0.09 |

As shown above the junction is expected to operate within capacity in the future scenarios with a maximum RFC of 0.64.

B582/Main Street/High Street mini roundabout

The Applicant has undertaken a Junctions 9 ARCADY assessment of the B582/Main Street/High Street mini roundabout. The results of which are shown in Section 6.15 of the TA, replicated below:

| J2. B582 / Main Street mini roundabout | AM peak hour | | | PM peak hour | | |
|---|---|---|---|---|---|---|
| | queue (vehs) | delay (secs) | RFC | queue (vehs) | delay (secs) | RFC |
| 2025 observed | | | | | | |
| B582 Manor Road | 4.3 | 26.59 | 0.83 | 1.7 | 12.02 | 0.64 |
| Main Street | 1.3 | 15.83 | 0.58 | 0.3 | 7.14 | 0.24 |
| B582 High Street | 4.1 | 21.28 | 0.82 | 7.4 | 36.93 | 0.90 |
| High Street | 1.0 | 9.27 | 0.51 | 1.3 | 11.34 | 0.56 |
| 2030 Do Minimum | | | | | | |
| B582 Manor Road | 10.2 | 57.15 | 0.95 | 2.3 | 15.12 | 0.71 |
| Main Street | 2.2 | 23.83 | 0.70 | 0.4 | 7.84 | 0.27 |
| B582 High Street | 6.4 | 29.75 | 0.90 | 25.2 | 113.36 | 1.01 |
| High Street | 1.5 | 11.37 | 0.60 | 1.7 | 13.89 | 0.64 |
| 2030 Do Something | | | | | | |
| B582 Manor Road | 14.2 | 75.13 | 0.98 | 2.5 | 16.10 | 0.73 |
| Main Street | 2.3 | 25.66 | 0.72 | 0.4 | 7.98 | 0.27 |
| B582 High Street | 6.8 | 30.93 | 0.90 | 31.4 | 137.10 | 1.02 |
| High Street | 1.5 | 11.40 | 0.60 | 1.7 | 14.12 | 0.56 |

The above shows a maximum RFC of 1.02 in the future assessment year scenario, the Applicant should therefore consider mitigation to offset the impact of the development. The LHA conditioned, under application 24/01061/OUT, that a junction capacity improvement scheme at this junction was provided, alongside a Stage 1 Road Safety Audit so a similar scheme is likely to be acceptable.

The LHA advise that the submission of the raw junction modelling files is required to conduct a full review. Within a revised submission, the LHA request the modelling files are submitted to the LPA and hdc@leics.gov.uk.

**Off-Site Implications**

It should be noted that improvements at the Desford Crossroads have been identified as a priority scheme for Leicestershire County Council. The junction operation is such that even a low level of trips can significantly impact the flow of traffic. It would therefore be advisable to undertake LINSIG modelling of this junction to provide a full assessment of the impact of the development on the junction, regardless of whether 30 or more two way trips pass through the junction. A number of developments in Desford have been required to contribute towards an improvement scheme at this junction, therefore it is likely the LHA will request a contribution from the applicant towards the scheme.

**Internal Layout**

The internal layout of the development is not for consideration at this stage. The LHA advise that in the event the proposals are granted planning permission by the LPA, it is strongly advised that the internal road network is designed to an adoptable standard and put forward for adoption by the LHA. Further information is available at https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/highway-adoption-policy.

**Public Right of Way**

Public Footpath R90 runs to the north of the proposed site, drawing number n1426 005 Rev. G shows proposed informal countryside access paths using a section of Public Footpath R90 to create a circular walking route from the site.

It should be noted that the proposed informal countryside access paths will be 'permissive footpaths' which are routes available for public use by permission of the landowner. Such permission can be suspended or withdrawn at any time, regardless of any inclusion as a planning commitment. Ordinarily, the LHA has no involvement with permissive footpaths, although the Applicant should note that construction and signposting criteria in the LHDG on Development and Public Rights of Way are recommended.

**Transport Sustainability**

The LHA have reviewed the ADC Infrastructure Travel Plan which aims to develop a package of measures aimed at promoting sustainable transport, with the main aim of reducing travel by single occupancy vehicles. The LHA advise that currently, the TP is not accepted, and the following amendments would be required:

- It is noted that the closest bus stops are located along Hunts Lane and Manor Road, which are serviced by Arriva service 153. The LHA request that the westbound stop on Hunts Lane

has a pole, flag and timetable case implemented and the eastbound stop on Manor Road has a timetable case and raised kerbs implemented.

- The nearest railway station is identified as Narborough, approximately 10km southeast of the site. This offers 45 car and 20 cycle parking spaces and provides links to Birmingham, Leicester, Nuneaton and Hinckley. There is no information provided on cycle or public transport access to the railway station. The LHA note that there is no information on access to Leicester Railway Station, which could be accessed via the Arriva 153 to St Margaret's Bus Station followed by a short walk, cycle or bus ride.

- Trip generation rates have been forecasted, and from this, two targets have been proposed. These are that all residents and potential purchasers over 16 will be made aware of the travel plan prior to or within two weeks of occupation, and a 10% reduction in peak hour vehicle trip rates. The LHA request details of how the developer plans to monitor the first target, considering travel plan awareness is usually included in the annual travel surveys that are given to residents, and this target includes potential buyers. The LHA also query why the 10% reduction is only to peak hour vehicle trip rates and not all trips. Census Journey to Work data should be considered.

- The LHA note, in section 6.2 it is stated that *'(A)ppointment of a Travel Plan Co-ordinator, or Interim Travel Plan Co-ordinator to coordinate the implementation and monitoring of the Travel Plan. At the point of the occupation of the first dwelling, a full Travel Plan Co-ordinator will be appointed, and their details will be supplied to LCC (If an interim Travel Plan Co-ordinator is appointed then their details will be provided until the permanent person is appointed.)*'. However, in section 6.4 it states *'(T)he role of the Travel Plan Co-ordinator will begin from the date construction first begins until one-year following occupation of the final dwelling.'* The LHA therefore seek clarity on when the Travel Plan Co-ordinator (TPC) will be appointed. The LHA suggests that the TPC be in post from at least 3 months prior to occupation until the end of the monitoring period. The Applicant should also consider the aforementioned targets in setting an appointment start for the TPC.

- The Travel Plan states that monitoring will last for a period of one year following final occupation of the development. The LHA requests that the monitoring period for all sites is five years from first occupation, to monitor the Travel Plan.

- Travel surveys are planned to be undertaken within one year of first occupation. This is not considered acceptable, the LHA require initial travel surveys to be undertaken within three months of first occupation.

- The LHA note that no action plan has been submitted. Which will be required upon resubmission.

Although parking and cycle parking provision will be detailed upon a reserved matters application, the Applicant should note that all cycle parking must be secure and covered.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is currently £465 per pass. In addition, a Travel Plan Monitoring Fee would be required at a cost of

£6,000.  The LHA is satisfied a revised Travel Plan can be secured via condition later if a positive outcome is reached on the outstanding matters to be addressed.

| Date Received | Case Officer | Reviewer | Date issued |
|---|---|---|---|
| **16 December 2025** | **Amy Stone** | **DH** | **23 January 2026** |

# APPENDIX B

# B582/MAIN STREET/HIGH STREET JUNCTION IMPROVEMENT CAPACITY ASSESSMENT

# Junctions 9

## ARCADY 9 - Roundabout Module



**Filename:** J2 - B582-Main Street mini-rbt improvement.j9
**Path:** C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3964 Hunts Lane, Desford\Calcs\Junction models
**Report generation date:** 11/02/2026 15:15:13

---

»2030 Do Something, AM
»2030 Do Something, PM

### Summary of junction performance

| | AM | | | PM | | |
|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | Queue (Veh) | Delay (s) | RFC |
| | 2030 Do Something | | | | | |
| A - B582 Manor Road | 6.2 | 34.31 | 0.88 | 1.9 | 11.91 | 0.66 |
| B - Main Street | 2.4 | 26.57 | 0.73 | 0.4 | 8.00 | 0.27 |
| C - B582 High Street | 6.3 | 28.89 | 0.89 | 26.6 | 117.66 | 1.01 |
| D - High Street (south) | 1.5 | 11.39 | 0.60 | 1.7 | 14.19 | 0.65 |

*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 | B582-Main Street-High Street |
| Location | Desford |
| Site number | J2 |
| Date | 11/02/2026 |
| Version | V1 |
| Status | Potential improvement |
| Identifier | |
| Client | Peveril Homes |
| Jobnumber | ADC3964 |
| Enumerator | ADC-AAD-PC1\ADC |
| 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 | Veh | Veh | perTimeSegment | s | -Min | perMin |

### Analysis Options

| Mini-roundabout model | Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|---|
| JUNCTIONS 9 | | | 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) |
|---|---|---|---|---|---|---|---|
| D5 | 2030 Do Something | AM | DIRECT | 07:45 | 08:45 | 60 | 15 |
| D6 | 2030 Do Something | PM | DIRECT | 16:15 | 17:15 | 60 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2030 Do Something, AM

### 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 A and C have 69% of the total flow for the roundabout for one or more time segments] |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 2 | B582-Main Street-High Street | Mini-roundabout | | A, B, C, D | 26.81 | D |

### Junction Network Options

| Driving side | Lighting | Road surface | In London |
|---|---|---|---|
| Left | Normal/unknown | Normal/unknown | |

## Arms

### Arms

| Arm | Name | Description |
|---|---|---|
| A | B582 Manor Road | |
| B | Main Street | |
| C | B582 High Street | |
| D | High Street (south) | |

### 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 |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 3.30 | 3.30 | 7.00 | 11.0 | 13.40 | 9.50 | 0.0 | ✓ |
| B - Main Street | 3.20 | 3.20 | 5.80 | 5.4 | 17.60 | 13.00 | 0.0 | ✓ |
| C - B582 High Street | 3.10 | 2.75 | 4.70 | 7.5 | 13.00 | 11.00 | 0.0 | ✓ |
| D - High Street (south) | 3.30 | 3.30 | 5.70 | 3.3 | 14.50 | 8.30 | 0.0 | ✓ |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|---|---|---|
| A - B582 Manor Road | 0.560 | 270.744 |
| B - Main Street | 0.534 | 260.179 |
| C - B582 High Street | 0.513 | 231.301 |
| D - High Street (south) | 0.518 | 242.991 |

*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) |
|---|---|---|---|---|---|---|---|
| D5 | 2030 Do Something | AM | DIRECT | 07:45 | 08:45 | 60 | 15 |

| Vehicle mix varies over time | 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 | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A - B582 Manor Road | | ✓ | 100.000 |
| B - Main Street | | ✓ | 100.000 |
| C - B582 High Street | | ✓ | 100.000 |
| D - High Street (south) | | ✓ | 100.000 |

## Origin-Destination Data

07:45 - 08:00

Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0.00 | 0.00 | 152.00 | 15.00 |
| | B - Main Street | 2.00 | 0.00 | 30.00 | 27.00 |
| | C - B582 High Street | 101.00 | 11.00 | 0.00 | 63.00 |
| | D - High Street (south) | 4.00 | 7.00 | 85.00 | 0.00 |

08:00 - 08:15

Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0.00 | 1.00 | 168.00 | 5.00 |
| | B - Main Street | 1.00 | 0.00 | 50.00 | 33.00 |
| | C - B582 High Street | 53.00 | 8.00 | 0.00 | 54.00 |
| | D - High Street (south) | 3.00 | 6.00 | 95.00 | 0.00 |

08:15 - 08:30

Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0.00 | 0.00 | 162.00 | 13.00 |
| | B - Main Street | 1.00 | 0.00 | 38.00 | 17.00 |
| | C - B582 High Street | 77.00 | 6.00 | 0.00 | 51.00 |
| | D - High Street (south) | 4.00 | 4.00 | 108.00 | 0.00 |

08:30 - 08:45

Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0.00 | 2.00 | 153.00 | 5.00 |
| | B - Main Street | 0.00 | 0.00 | 16.00 | 19.00 |
| | C - B582 High Street | 96.00 | 11.00 | 0.00 | 81.00 |
| | D - High Street (south) | 3.00 | 13.00 | 84.00 | 0.00 |

## Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0 | 0 | 3 | 0 |
| | B - Main Street | 0 | 0 | 7 | 0 |
| | C - B582 High Street | 7 | 0 | 0 | 2 |
| | D - High Street (south) | 0 | 0 | 0 | 0 |

### Heavy Vehicle Percentages

08:00 - 08:15

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0 | 0 | 3 | 0 |
| | B - Main Street | 0 | 0 | 0 | 0 |
| | C - B582 High Street | 2 | 0 | 0 | 2 |
| | D - High Street (south) | 0 | 0 | 0 | 0 |

### Heavy Vehicle Percentages

08:15 - 08:30

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0 | 0 | 3 | 0 |
| | B - Main Street | 0 | 0 | 0 | 0 |
| | C - B582 High Street | 5 | 0 | 0 | 0 |
| | D - High Street (south) | 0 | 0 | 2 | 0 |

### Heavy Vehicle Percentages

08:30 - 08:45

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0 | 0 | 4 | 0 |
| | B - Main Street | 0 | 0 | 0 | 0 |
| | C - B582 High Street | 6 | 10 | 0 | 0 |
| | D - High Street (south) | 0 | 0 | 3 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| A - B582 Manor Road | 0.88 | 34.31 | 6.2 | D |
| B - Main Street | 0.73 | 26.57 | 2.4 | D |
| C - B582 High Street | 0.89 | 28.89 | 6.3 | D |
| D - High Street (south) | 0.60 | 11.39 | 1.5 | B |

## Main Results for each time segment

### 07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 167.00 | 101.61 | 208.19 | 0.802 | 163.36 | 3.6 | 18.796 | C |
| B - Main Street | 59.00 | 247.39 | 121.25 | 0.487 | 58.08 | 0.9 | 14.056 | B |
| C - B582 High Street | 175.00 | 43.22 | 199.61 | 0.877 | 169.39 | 5.6 | 26.266 | D |
| D - High Street (south) | 96.00 | 110.38 | 182.22 | 0.527 | 94.91 | 1.1 | 10.186 | B |

### 08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 174.00 | 109.33 | 203.66 | 0.854 | 172.60 | 5.0 | 27.443 | D |
| B - Main Street | 84.00 | 266.67 | 114.92 | 0.731 | 82.46 | 2.5 | 26.572 | D |
| C - B582 High Street | 115.00 | 38.64 | 207.37 | 0.554 | 119.36 | 1.3 | 10.704 | B |
| D - High Street (south) | 104.00 | 64.94 | 208.68 | 0.498 | 104.08 | 1.0 | 8.613 | A |

### 08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 175.00 | 117.60 | 198.22 | 0.883 | 173.79 | 6.3 | 34.306 | D |
| B - Main Street | 56.00 | 281.34 | 106.08 | 0.528 | 57.29 | 1.2 | 18.893 | C |
| C - B582 High Street | 134.00 | 31.30 | 209.25 | 0.640 | 133.56 | 1.7 | 11.811 | B |
| D - High Street (south) | 116.00 | 83.62 | 194.09 | 0.598 | 115.57 | 1.4 | 11.394 | B |

### 08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 160.00 | 107.88 | 200.77 | 0.797 | 161.95 | 4.3 | 24.271 | C |
| B - Main Street | 35.00 | 244.29 | 124.99 | 0.280 | 35.77 | 0.4 | 10.170 | B |
| C - B582 High Street | 188.00 | 24.49 | 211.05 | 0.891 | 183.47 | 6.3 | 28.892 | D |
| D - High Street (south) | 100.00 | 104.53 | 180.80 | 0.553 | 100.17 | 1.3 | 11.192 | B |

# 2030 Do Something, 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 A and C have 69% of the total flow for the roundabout for one or more time segments][Arms C and D have 73% of the total flow for the roundabout for one or more time segments] |

## Junction Network

### Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 2 | B582-Main Street-High Street | Mini-roundabout | | A, B, C, D | 61.47 | F |

### Junction Network Options

| Driving side | Lighting | Road surface | In London |
|---|---|---|---|
| Left | Normal/unknown | 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) |
|---|---|---|---|---|---|---|---|
| D6 | 2030 Do Something | PM | DIRECT | 16:15 | 17:15 | 60 | 15 |

| Vehicle mix varies over time | 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 | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A - B582 Manor Road | | ✓ | 100.000 |
| B - Main Street | | ✓ | 100.000 |
| C - B582 High Street | | ✓ | 100.000 |
| D - High Street (south) | | ✓ | 100.000 |

## Origin-Destination Data

**Demand (Veh/TS)**

16:15 - 16:30

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0.00 | 2.00 | 81.00 | 7.00 |
| | B - Main Street | 3.00 | 0.00 | 11.00 | 10.00 |
| | C - B582 High Street | 132.00 | 13.00 | 0.00 | 68.00 |
| | D - High Street (south) | 9.00 | 12.00 | 89.00 | 0.00 |

**Demand (Veh/TS)**

16:30 - 16:45

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0.00 | 4.00 | 132.00 | 7.00 |
| | B - Main Street | 1.00 | 0.00 | 22.00 | 12.00 |
| | C - B582 High Street | 147.00 | 13.00 | 0.00 | 58.00 |
| | D - High Street (south) | 10.00 | 11.00 | 73.00 | 0.00 |

16:45 - 17:00

### Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0.00 | 4.00 | 98.00 | 12.00 |
| | B - Main Street | 4.00 | 0.00 | 12.00 | 12.00 |
| | C - B582 High Street | 139.00 | 19.00 | 0.00 | 58.00 |
| | D - High Street (south) | 10.00 | 12.00 | 71.00 | 0.00 |

17:00 - 17:15

### Demand (Veh/TS)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0.00 | 3.00 | 114.00 | 13.00 |
| | B - Main Street | 2.00 | 0.00 | 20.00 | 20.00 |
| | C - B582 High Street | 135.00 | 10.00 | 0.00 | 65.00 |
| | D - High Street (south) | 9.00 | 7.00 | 59.00 | 0.00 |

## Vehicle Mix

16:15 - 16:30

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0 | 0 | 3 | 0 |
| | B - Main Street | 0 | 0 | 0 | 0 |
| | C - B582 High Street | 0 | 0 | 0 | 0 |
| | D - High Street (south) | 0 | 0 | 0 | 0 |

16:30 - 16:45

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0 | 0 | 0 | 0 |
| | B - Main Street | 0 | 0 | 0 | 0 |
| | C - B582 High Street | 1 | 0 | 0 | 0 |
| | D - High Street (south) | 0 | 0 | 0 | 0 |

16:45 - 17:00

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0 | 0 | 1 | 9 |
| | B - Main Street | 0 | 0 | 0 | 0 |
| | C - B582 High Street | 1 | 0 | 0 | 2 |
| | D - High Street (south) | 0 | 0 | 0 | 0 |

17:00 - 17:15

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - B582 Manor Road | B - Main Street | C - B582 High Street | D - High Street (south) |
| From | A - B582 Manor Road | 0 | 0 | 0 | 0 |
| | B - Main Street | 0 | 0 | 5 | 0 |
| | C - B582 High Street | 1 | 0 | 0 | 0 |
| | D - High Street (south) | 0 | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| A - B582 Manor Road | 0.66 | 11.91 | 1.9 | B |
| B - Main Street | 0.27 | 8.00 | 0.4 | A |
| C - B582 High Street | 1.01 | 117.66 | 26.6 | F |
| D - High Street (south) | 0.65 | 14.19 | 1.7 | B |

## Main Results for each time segment

### 16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 90.00 | 111.74 | 202.73 | 0.444 | 89.21 | 0.8 | 7.875 | A |
| B - Main Street | 24.00 | 174.81 | 165.45 | 0.145 | 23.83 | 0.2 | 6.345 | A |
| C - B582 High Street | 213.00 | 19.85 | 221.11 | 0.963 | 202.27 | 10.7 | 37.029 | E |
| D - High Street (south) | 110.00 | 140.67 | 170.07 | 0.647 | 108.25 | 1.8 | 14.189 | B |

### 16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 143.00 | 96.96 | 216.44 | 0.661 | 141.91 | 1.9 | 11.907 | B |
| B - Main Street | 35.00 | 211.25 | 147.26 | 0.238 | 34.86 | 0.3 | 7.998 | A |
| C - B582 High Street | 218.00 | 19.95 | 219.66 | 0.993 | 211.65 | 17.1 | 70.823 | F |
| D - High Street (south) | 94.00 | 155.79 | 161.53 | 0.582 | 94.32 | 1.4 | 13.462 | B |

### 16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 114.00 | 100.96 | 210.51 | 0.542 | 114.68 | 1.2 | 9.455 | A |
| B - Main Street | 28.00 | 181.71 | 161.97 | 0.173 | 28.10 | 0.2 | 6.726 | A |
| C - B582 High Street | 216.00 | 27.97 | 213.96 | 1.010 | 209.28 | 23.8 | 99.457 | F |
| D - High Street (south) | 93.00 | 157.11 | 160.85 | 0.578 | 93.04 | 1.4 | 13.287 | B |

### 17:00 - 17:15

| Arm | Total Demand (Veh/TS) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| A - B582 Manor Road | 130.00 | 77.32 | 226.78 | 0.573 | 129.89 | 1.3 | 9.275 | A |
| B - Main Street | 42.00 | 186.27 | 156.28 | 0.269 | 41.85 | 0.4 | 7.854 | A |
| C - B582 High Street | 210.00 | 34.93 | 211.86 | 0.991 | 207.21 | 26.6 | 117.659 | F |
| D - High Street (south) | 75.00 | 146.08 | 164.04 | 0.457 | 75.54 | 0.9 | 10.229 | B |