

**Land at Ratby Lane, Markfield,
Leicestershire**

Transport Assessment



Transport Planning Consultants

Land at Ratby Lane, Markfield, Leicestershire

Transport Assessment

24th June 2025

SJT/TM 22052-03d Transport Assessment_REV1

Prepared by:

David Tucker Associates

Forester House, Doctors Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: 01564 793598

Fax: 01564 793983

inmail@dtatransportation.co.uk

www.dtatransportation.co.uk

Prepared For:

Taylor Wimpey (UK) Ltd

© **David Tucker Associates**

No part of this publication may be reproduced by any means without the prior permission of David Tucker Associates

Table of Contents

1.0	INTRODUCTION.....	1
2.0	PLANNING POLICY AND GUIDANCE.....	3
2.1	National Policy and Guidance	3
2.2	Local Policy and Guidance.....	4
2.3	Summary	5
3.0	EXISTING CONDITIONS	7
3.1	Site Location	7
3.2	Walking and Cycling Provision	7
3.3	Public Transport Provision.....	15
3.4	Local Facilities	16
3.5	Highway Network.....	19
3.6	Personal Injury Collisions.....	20
3.7	Existing Traffic Flows	21
4.0	DEVELOPMENT PROPOSALS	22
4.1	Overview.....	22
4.2	Site Access	22
4.3	Internal Layout	23
4.4	External Connectivity.....	23
4.5	Parking	24
4.6	Servicing	24
5.0	TRAVEL DEMAND	25
5.1	Introduction	25
5.2	Vehicle Trip Generation	25
5.3	Multi-modal Trip Generation	25
5.4	National Travel Survey	27
6.0	TRAFFIC IMPACT ASSESSMENT.....	30
6.1	Introduction	30
6.2	Committed Development	30
6.3	Assessment Scenarios	31
6.4	TEMPro Growth	31
6.5	Trip Distribution and Assignment.....	32
6.6	Junction Assessments.....	33
6.7	Summary	37
7.0	CONCLUSIONS.....	38

Drawings

22052-01H	Proposed Site Access Layout
22052-01H-TRK	Proposed Site Access – Swept-path Analysis
22052-04	Proposed Pedestrian Crossing

Appendices

Appendix A	Illustrative Site Layout Plan
Appendix B	Leicestershire Highways Scoping Response
Appendix C	Highways Status Plan
Appendix D	Personal Injury Collision Data
Appendix E	Traffic Survey Data
Appendix F	Stage 1 Road Safety Audit
Appendix G	2011 Census Modal Share Data
Appendix H	TRICS Data
Appendix I	2011 Census Origin-Destination Data
Appendix J	Junction Assessment Flows
Appendix K	Junction Assessment Outputs



1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) has been commissioned by Taylor Wimpey (UK) Ltd to review the transport implications of an outline planning application for the proposed residential development of up to 135 dwellings on Land at Ratby Lane in Markfield, Leicestershire. The site location is shown on **Figure 1** below and the illustrative site layout plan is attached as **Appendix A**.
- 1.2 A previous application (ref: 15/00889/OUT) was submitted for up to 140 dwellings on the site in 2015. Whilst this was refused, there were no highways objections to the proposed development from Leicestershire County Council (LCC), subject to conditions and contributions.
- 1.3 Scoping discussions in relation to the current development proposals have been undertaken with LCC which has informed the preparation of this Transport Assessment (TA) and their response is attached as **Appendix B**. This TA has been prepared in accordance with the revised National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG). It is supported by a Travel Plan (TP).
- 1.4 Paragraph 118 of the NPPF identifies the need for a vision-led approach to be adopted in the preparation of TAs: *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored”*.
- 1.5 The Vision for the proposed development is as follows:

To create a sustainable residential development that will support healthy and active lifestyles. The development will provide modern housing, responding to an identified need, in an accessible location and will deliver improvements to ensure that good connectivity is provided between the site and existing community. This approach is enshrined within this Transport Assessment and is supported by a Travel Plan which sets out a range of measures for encouraging and facilitating travel by non-car modes.



- 1.6 Overall, the TA demonstrates that the proposed development is situated in a sustainable location with good opportunities for travel by active modes and public transport. It is further concluded that the proposals would have no material residual adverse impact on the safe operation of the highway network.



2.0 PLANNING POLICY AND GUIDANCE

2.1 National Policy and Guidance

National Planning Policy Framework

2.1.1 The revised National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

2.1.2 Paragraph 116 of the NPPF is clear that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

2.1.3 Within this context, the NPPF identifies in Paragraph 117 that applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."



2.1.4 Paragraph 118 of the NPPF goes on to state that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is *“...a presumption in favour of sustainable development”*.

Planning Practice Guidance

2.1.6 The Department for Communities and Local Government (CLG) first published the Planning Practice Guidance (PPG) in 2014, which reinforces the guidance contained in the NPPF. It is now an online resource which is regularly updated.

2.1.7 The PPG in Paragraph: 002 Reference ID: 42-002-20140306 states that Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

2.1.8 The Guidance goes on to explain what these documents are, why they are important, what information they should contain and how they should relate to one another.

2.2 Local Policy and Guidance

Hinckley and Bosworth Local Plan (2006 – 2026)

2.2.1 The Local Plan is made up of several documents including the Core Strategy Development Plan Document (DPD) which sets out the vision and spatial strategy for the borough up to 2026.

2.2.2 A Local Plan review is currently being undertaken and a Regulation 18 Consultation on a draft version of the new Local Plan was undertaken in 2024. The site is identified as a draft allocation within that document for 130 dwellings (reference: LPR70).



Leicestershire Local Transport Plan 3

2.2.3 The Leicestershire Local Transport Plan (LTP) 3 sets out Leicestershire County Council's (LCC's) long-term vision for transport in Leicestershire and covers the period from 2011 to 2026. It identifies the following key goals:

- Goal 1: A transport system that supports a prosperous economy and provides successfully for population growth;
- Goal 2: An efficient, resilient and sustainable transport system that is well managed and maintained;
- Goal 3: A transport system that helps to reduce the carbon footprint of Leicestershire;
- Goal 4: An accessible and integrated transport system that helps promote equality of opportunity for all our residents;
- Goal 5: A transport system that improves the safety, health and security of our residents; and
- Goal 6: A transport system that helps to improve the quality of life for our residents. and makes Leicestershire a more attractive place to live, work and visit.

Leicestershire Highway Design Guide (December 2024)

2.2.4 The Leicestershire Highway Design Guide deals with highways and transportation infrastructure for new developments in areas for which LCC is the highway authority. This provides a key reference point for LCC in reviewing planning applications.

2.2.5 In addition to junction design and layout, the standards set out the Council's minimum parking standards for residential use.

2.3 Summary

2.3.1 The key direction of travel in terms of contemporary policy is ensuring that new development is focused at locations that are, or can be made, sustainable by providing a range of viable travel choices to future site occupants.



2.3.2 **Chapter 3** of this report demonstrates that the development site is in a sustainable location within reasonable walking distance of local facilities and amenities, including public transport facilities. Measures to further integrate and enhance connectivity between the site and the local area are reviewed in **Chapter 4**.

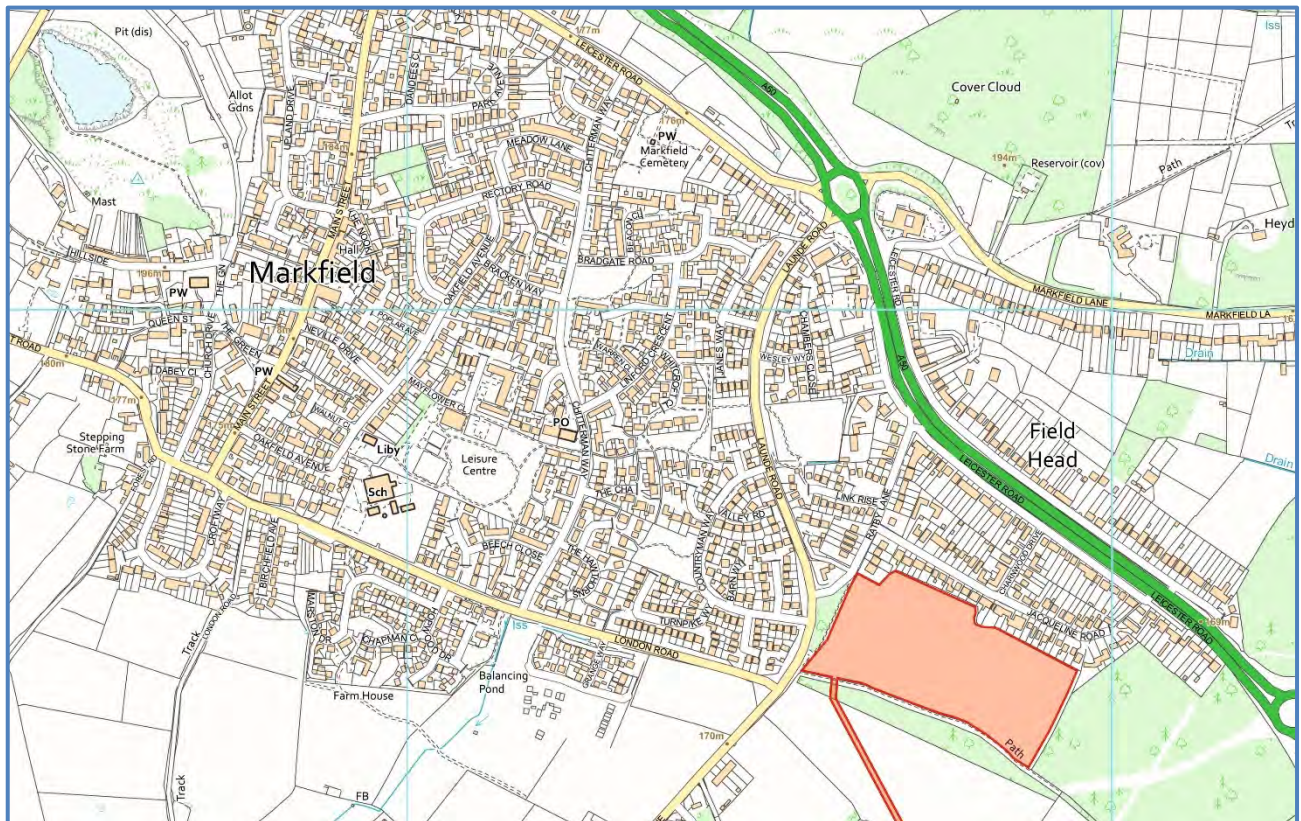


3.0 EXISTING CONDITIONS

3.1 Site Location

- 3.1.1 The proposed development is located in Markfield approximately 11km north of Leicester. The site is bound to the north by dwellings accessed off Jacqueline Road, to the west by Ratby Lane, and to the east and south by woodland. The location of the proposed development is shown on **Figure 1**.

Figure 1 – Site Location



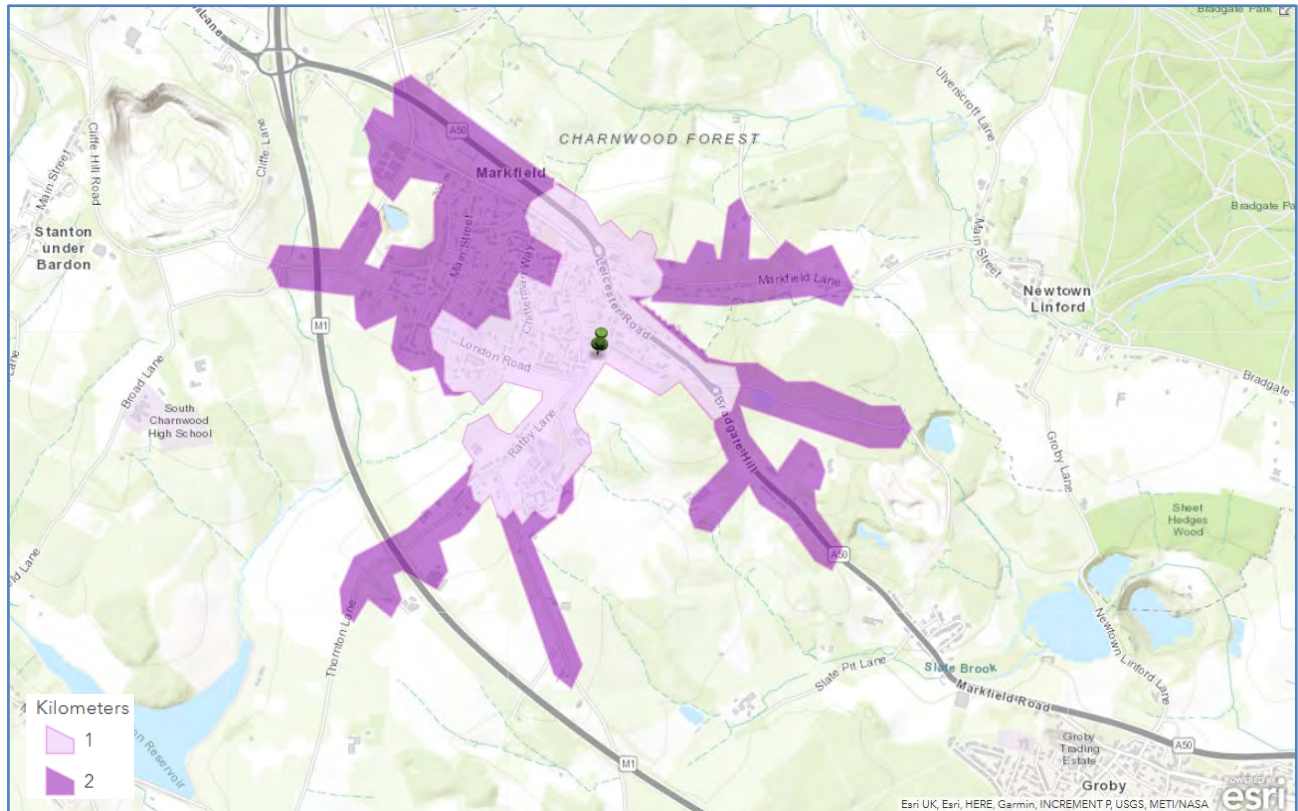
3.2 Walking and Cycling Provision

- 3.2.1 It is generally considered for distances under 2km, walking has the potential to substitute for short car trips. **Image 1** shows those areas that fall within walking isochrones of 1km and 2km, which equate to equivalent travel times of around 12 and 24 minutes based on an average walk speed of 1.4m/s.



3.2.2 The analysis shows that all of Markfield can be accessed within 2km walking distance of the site.

Image 1 – Walking Isochrone Plan



3.2.3 Lit footways are located along both sides of Ratby Lane across the site frontage. The footway on the western side of the carriageway is approximately 2m wide as it travels north along Ratby Lane where there are dropped-kerbs providing access to adjacent residential properties (see **Photo 1**).



Photo 1 – Ratby Lane (looking south-west)



- 3.2.4 As it approaches Launde Road to the south-west, the footway is off-set from the carriageway by a grass verge and it narrows in width to approximately 1.3m (see **Photo 2**) before continuing around the northern bellmouth onto Launde Road.

Photo 2 – Ratby Lane Footway (looking west towards Launde Road)





- 3.2.5 The footway on the eastern side of Ratby Lane is around 1.3m wide near the proposed site access – reducing to circa 1m to the south-west where it joins Launde Road (see **Photo 3**).

Photo 3 – Footway Routeing South from Ratby Lane along Site Frontage



- 3.2.6 There is currently an uncontrolled crossing facility over Ratby Lane at its junction with Launde Road which is shown in **Photo 4**. This includes dropped-kerbs – however tactile paving is not currently provided. To the south of the junction, the footway continues along the eastern side of the carriageway before joining with the footway that runs parallel to the site boundary.
- 3.2.7 Approximately, 100m to the south of the junction there is an uncontrolled crossing immediately north of London Road which includes dropped kerbs and tactile paving (see **Photo 5**).



Photo 4 – Uncontrolled Crossing on Ratby Lane at Launde Road Junction



Photo 5 – Uncontrolled Crossing on Ratby Lane north of the Ratby Lane/ London Road Junction





- 3.2.8 The footway along Launde Road to the north of Ratby Lane is lit and is separated from the carriageway by a grass verge (see **Photo 6**). A pedestrian crossing facility is provided over Launde Road around 200m to the north of the Launde Road/ Ratby Lane junction, immediately to the north of Countryman Way. This takes the form of an uncontrolled dropped crossing with tactile paving and central refuge.

Photo 6 – Footway Routeing along the Eastern Side of Launde Road



- 3.2.9 Access to local facilities and services located off Chitterman Way to the west can be achieved via a footpath accessed off Woodland Close which can be reached from Launde Road using Countryman Way. The lit footpath routes through an area of open space as shown in **Photo 7** before connecting with Chitterman Way via Swithland Close where there is a zebra crossing facility which is shown in **Photo 8**.
- 3.2.10 The zebra crossing can be used to access the convenience store (including post office), medical centre and pharmacy, as well as local bus stops. To the west, the footpath continues along Beech Walk and this provides access to local leisure facilities including a playground and community & health centre, as well as to the local primary school (Mercenfeld Primary School).



Photo 7 – Footpath West of Woodland Close (looking west)



Photo 8 – Chitterman Way Zebra Crossing (looking north)



3.2.11 There are also a number of Public Rights of Way (PROWs) in the local area. PROW R21 runs along the southern edge of the site and is shown on the Highway Status Plan obtained from LCC which is attached as **Appendix C**. Access to the PROW can be achieved via a turn-style which is shown in **Photo 9**.



Photo 9 – PRow Access off Ratby Lane



3.2.12 In terms of cycle facilities, the development site is located approximately 3.5km from National Cycle Route 63 (NCR 63). This facility, which routes between Burton-on-Trent and Wisbech (passing through Leicester, Stamford and Peterborough), can be accessed on-road via Ratby Lane and Thornton Lane to the south.

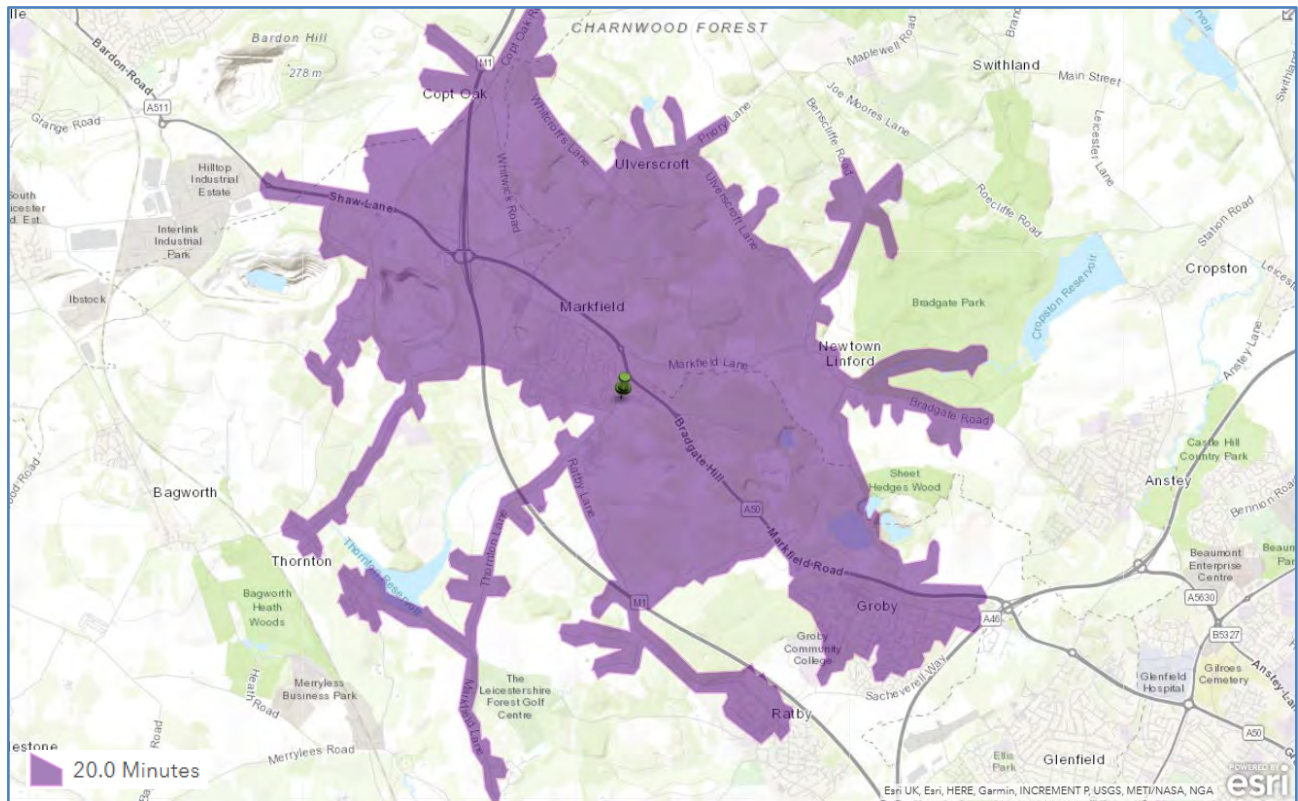
3.2.13 To the west of Thornton Lane, NCR63 is an on-road facility routeing through Thornton, Bagworth and Battram, before continuing as an off-road route through Battram Wood and Grange Wood. To the east of Thornton Lane, NCR63 is an off-road facility through Forest Hill Golf Club.

3.2.14 It is generally considered for distances under 5km, cycling has the potential to substitute for short car trips. **Image 2** shows those areas that fall within a 5km cycling isochrone, which is equivalent to a travel time of around 20 minutes.

3.2.15 The analysis shows that all of Markfield, along with the nearby settlements of Newtown Groby, and Ratby can be accessed within 20 minutes cycle time of the site.



Image 2 – Cycling Isochrone Plan



3.3 Public Transport Provision

Bus Provision

- 3.3.1 The closest bus stops to the site are located on London Road (approximately 270m from the proposed site access) and on the A50 (approximately 300m from the proposed site access). These are shown on **Figure 2** below.
- 3.3.2 The bus stops on the A50 are served by the 29, 29A and X29 and services and include a bus layby, shelter, flagpole and timetable information. The bus stop on London Road is served by the 125 and is identified by a flagpole only. These services are summarised below in **Table 1**.



Table 1 – Summary of Local Bus Services

Route Number	Route	Frequency		
		Weekday	Saturday	Sunday
125	Leicester – Castle Donington	3.5hrs (09:03-18:18)	3.5hrs (09:03-18:18)	-
29/29A	Leicester – Swadlincote	30mins (07:00-23:37)	20mins (07:00-23:37)	-
X29	Leicester – Coalville – Swadlincote	Out - 05:40; In - 23:29	-	-

Rail Service Provision

3.3.3 The development site is located approximately 14km from Leicester Railway Station. Most of the services calling at the station are provided by East Midlands Railway, with CrossCountry operating on the Birmingham to Stansted Airport corridor.

3.3.4 Routes run north to south through Leicester on the Midland Mainline, south to Kettering, Bedford, Luton and London, and north to Derby, Nottingham, Lincoln, Sheffield and Leeds. Junctions north and south of the station serve the east-west cross-country route, going east to Peterborough, Cambridge and Stansted Airport, and west to Nuneaton and Birmingham New Street.

3.4 Local Facilities

3.4.1 This section of the note considers access to the following services:

- Education;
- Food retail;
- Healthcare; and
- Employment.

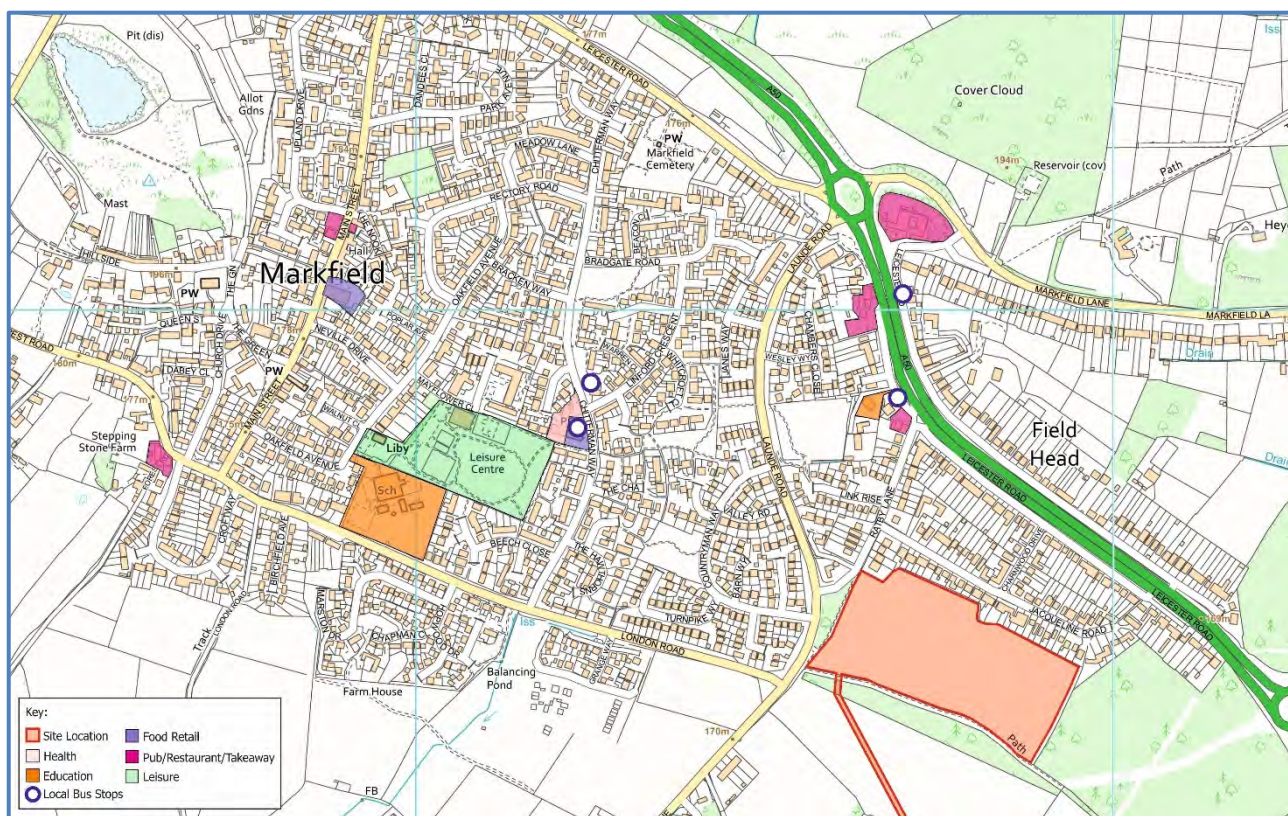
3.4.2 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of short shopping trips, access to leisure facilities, school journeys, and trips to bus stops as part of linked trips to other destinations.



3.4.3 As set out above, it is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

3.4.4 Accessibility to local amenities was determined by measuring the distances from the centre of the proposed development via the most direct route assuming average walking and cycling speeds of 1.4m/s and 4.2m/s respectively. The location of local facilities is indicated on **Figure 2**.

Figure 2 – Local Facilities Plan



Education

3.4.5 The nearest primary school to the proposed development is Mercenfeld Primary School which is located approximately 1.1km west of the site access and is accessed off Oakfield Avenue. This translates into an approximate walking and cycling times of 13 minutes and four minutes respectively.



- 3.4.6 The nearest secondary school in South Charnwood High School, which is located approximately 3km west of the site off Markfield Lane. This can be accessed using the S838 bus which stops near the site on Launde Road opposite Countrymans Walk. Alternatively, when conditions allow there is an option for students to walk to the school via footpaths forming local PRowWs including R2, R26 and R28 which pass under the M1 Motorway connecting to London Road via Forest Road and Croftway.

Food Retail

- 3.4.7 The nearest supermarket to the proposed development is Co-op Food which is located approximately 1.2km from the site on Main Street. This equates to a circa 14-minute walk and 5-minute cycle time.

Healthcare

- 3.4.8 In terms of access to health provision, Markfield Medical Centre (GP Surgery) is located off Chitterman Way around 700m from the centre of the site. Masons Chemist is located in the same building as the GP Surgery. This translates into a walking and cycling time of circa 8 minutes and 3 minutes respectively.
- 3.4.9 The closest hospital to the site offering A&E services is Leicester Royal Infirmary located 14km south-east of the site in the centre of Leicester.

Employment

- 3.4.10 With regards to employment, a review of 2011 Census data for the Middle Super Output Area (MSOA) of Hinckley and Bosworth 001 within which the site is located shows that approximately 10% of residents live and work within the same MSA. Approximately 25% of residents work in and around Leicester, 16% in North West Leicestershire, 12% in Charnwood and 11% in Blaby.
- 3.4.11 As set out above, the 29/29A bus provides a good level of service between Markfield and Leicester which accounts for a significant number of journey to work trips.



Summary

3.4.12 Overall, the site is considered to be well located in terms of access to local facilities. Opportunities for enhancing connectivity between the development site and these local facilities are identified in **Chapter 4**. These measures are supported by a separate Travel Plan.

3.5 Highway Network

3.5.1 The proposed development is to take access from Ratby Lane, which is a lit single carriageway road with an approximate width of 6m within the vicinity of the site. The road is subject to a 30mph speed limit past the site and there are footways running along both sides of the carriageway.

3.5.2 To the west, Ratby Lane connects with Launde Road via a priority T-junction. To the north it connects to the A50 via a priority T-junction operating as a left-in/left-out, and also provides access to residential properties running along the southern side of the carriageway.

3.5.3 Launde Road is a single carriageway road with an approximate width of 6m and is subject to a 40mph speed limit within the vicinity of the site. There are lit footways on both sides of the road with a grass verge between the footway and carriageway. Launde Road runs north-south between the A50 Leicester Road and Ratby Lane.

3.5.4 To the south, Launde Road becomes Ratby Lane and connects with London Road at a priority T-junction. To the north, Launde Road connects with the A50, Leicester Road and Markfield Lane at a five-arm unsignalised at-grade roundabout (Fieldhead Roundabout). Improvements to this junction are identified as part of the A511 Growth Corridor Scheme, which includes the introduction of part-time signals on the A50 approaches to the roundabout, the creation of a two-lane exit on Launde Road and, widening the southern circulator to three lanes.



3.5.5 The A50 is a dual carriageway road which is subject to a 40mph speed limit at its junction with Launde Road, increasing to 50mph when exiting Markfield. To the north-west, the A50 provides access to the M1 Motorway via Junction 22 and to the south-east it connects with the A46 Leicester Western Bypass via a part-signalised grade-separated roundabout.

3.5.6 The M1 Motorway runs between London and Leeds, and provides future residents travelling by car a large choice of commuting locations. Junction 22 was subject to significant improvement works in 2017 which included the introduction of permanent traffic signals. The carriageway was also widened in places to provide increased capacity.

3.6 Personal Injury Collisions

3.6.1 Personal Injury Collision (PIC) data was obtained from LCC for the latest five-year period. The PIC data is attached in **Appendix D**.

3.6.2 A review of the data provided shows that there have been no recorded PICs on Ratby Lane within the vicinity of the site over the assessed period, and no incidents have been recorded at the Launde Road/ Ratby Lane junction.

3.6.3 Two PICs, one 'slight' and the other 'serious', have been recorded at A50/ Markfield Lane/ Launde Road/ Leicester Road roundabout. The slight PIC occurred in December 2020 during the hours of darkness and involved two cars. The serious PIC occurred in June 2024 during the hours of darkness and involved a single car.

3.6.4 Two further incidents were recorded on the A50 in the study area – one to the north of Ratby Lane and the other at the A50/ Bradgate Hill roundabout to the south-east. Both of these were recorded as being 'slight'.

3.6.5 Overall, it is concluded from this review that the number and nature of the incidents recorded within the vicinity of the site does not indicate any existing highway safety issues that would warrant mitigation as part of the development proposals.



3.7 Existing Traffic Flows

3.7.1 An Automatic Traffic Count (ATC) was carried out on Ratby Lane within the vicinity of the site access between 31st October and 6th November 2023. The results of the ATC are summarised in **Table 2** and the traffic survey output is attached as **Appendix E**.

Table 2 – Summary of Ratby Lane ATC Results

Direction	AM Peak	PM Peak	5 Day Average	7 Day Average	Average 85 th %ile (mph)	Average Mean Speed (mph)
North-eastbound	62	36	463	417	32.7	25.9
South-westbound	59	84	752	685	31.9	26.4
Total	121	120	1,215	1,102	-	-

3.7.2 Classified Turning Counts (CTC) were also carried out on Tuesday 31st October 2023 at the following junctions:

1. Ratby Lane/ Launde Road priority T-Junction;
2. Ratby Lane/ London Road priority T-Junction; and
3. A50/ Leicester Road/ Launde Road roundabout.

3.7.3 The CTC outputs are also attached as **Appendix E**.



4.0 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The description of development is as follows: *"Outline planning application with all matters except access reserved, for the erection of up to 135 dwellings, amenity space, areas for outdoor play, landscaping and all associated infrastructure."* A plan showing the proposed scheme is attached as **Appendix A**.

4.2 Site Access

- 4.2.1 It is proposed that access to the site would be via a T-junction onto Ratby Lane, consistent with what was previously submitted and agreed with the local highway authority for planning application ref: 15/00889/OUT. The access proposals are shown on **Drawing 22052-01H** and include a 5.5m wide carriageway with 2m wide footways along both sides.
- 4.2.2 Visibility splays of 2.4m x 46.1m and 44.3m are shown on the access drawing in line with Manual for Streets (and LCC's Highway Design Guide), commensurate with the 85th percentile recorded speeds on Ratby Lane. These can be achieved from the proposed site access in both directions in land within the applicant's control and/ or within the adopted highway.
- 4.2.3 The site access proposals have previously been subject to a Stage 1 Road Safety Audit (RSA) which is attached as **Appendix F**. One problem was raised in the RSA which is copied below:

3. Items Raised by this Stage 1 Road Safety Audit

3.1. Problem

Location: Simple priority junction access

Summary: Lack of crossing facility at junction – potential trip hazard or obstruction for pedestrians

No details have been shown for a crossing facility across the proposed simple priority junction access. High upstand kerbs can be an obstruction for mobility impaired pedestrians, or wheelchair users, and a trip hazard for all vulnerable users, particularly the vision impaired.

Recommendation:

It is recommended that an inset uncontrolled crossing incorporating flush dropped kerbs and appropriate tactile paving should be provided at the access.



4.2.4 The problem and recommendation have been accepted and the site access proposals have been updated to include the uncontrolled crossing recommended. The detailed design of the site access would be secured through the Section 278 Agreement.

4.2.5 The main route for pedestrian and cycle access will be via the new vehicle access. There is also a public footpath which runs along the southern edge of the development site from which non-motorised access could also be achieved.

4.3 Internal Layout

4.3.1 The internal layout of the site will be designed to provide a road network in which pedestrians and cyclists are prioritised. This would include the provision of the following where appropriate, in line with Manual for Streets guidance:

- A good level of street and path lighting;
- Warning signs prior to junctions;
- On-site roads would be designed to 20mph;
- Tactile and coloured surfacing;
- Safety kerbing;
- Reduced junction mouth widths and traffic calming measures to promote slower vehicle speed where appropriate; and
- Signage to direct pedestrians and cyclists to key facilities and places of interest, including distances.

4.4 External Connectivity

4.4.1 It is important that the site is integrated into the existing area both to ensure that there is a coherent network of routes, and to ensure that there are no external issues that would undermine the efforts to encourage active travel. This is achieved by identifying gaps in the provision for pedestrians and/or cyclists and implementing measures to improve accessibility.



- 4.4.2 As part of the development proposals, a new section of footway will be provided along the southern side of Ratby Lane to the west of the site access, to connect with the existing footway as shown on **Drawing 22052-01H**.
- 4.4.3 It is proposed that the existing uncontrolled crossing on Ratby Lane at its junction with Launde Road would be upgraded with tactile paving. This would improve connectivity with the existing footway running along the eastern side of Launde Road to the north of Ratby Road.
- 4.4.4 A new uncontrolled crossing with central refuge is also proposed on Launde Road to the south of Countryman Way, which will facilitate movements to/ from key local facilities located within Markfield including retail, health, education and leisure uses, as well as nearby bus stops. The proposed crossing is shown on **Drawing 22052-04**.
- 4.5 **Parking**
- 4.5.1 As this is an outline planning application, parking would be subject to a future reserved matters application and it is envisaged that these would accord with the local standards.
- 4.6 **Servicing**
- 4.6.1 The vehicle access has been subject to swept-path analysis for a large refuse vehicle (11.2m long) in accordance with LCC's Design Guide and this is shown on **Drawing 22052-01H-TRK**. Details relating to the internal layout of the proposed development would be subject to a future reserved matters application.



5.0 TRAVEL DEMAND

5.1 Introduction

5.1.1 This Chapter reviews the multimodal trip generation forecasts associated with the development proposals and journey purposes.

5.2 Vehicle Trip Generation

5.2.1 To estimate the potential vehicle movements that could be generated by the proposed development, this TA uses vehicle trip rate data previously provided by LCC. The trip rates and associated traffic generation for 135 dwellings are summarised below in **Table 3**.

Table 3 – Vehicle Trip Rates and Forecast Trip Generation

	Trip Rates			Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.253	0.503	0.756	34	68	102
17:00-18:00	0.466	0.283	0.749	63	38	101

5.2.2 As shown above, the proposed development is predicted to generate in the order of 100 two-way vehicle movements in the peaks.

5.3 Multi-modal Trip Generation

5.3.1 In order to forecast the multi-modal trip generation for the site, 2011 Census journey to work data for the Middle Super Output Area (MSOA) of Hinckley and Bosworth 001 has been reviewed. This has been used in preference to 2021 Census data given the latter is significantly skewed by the impact of the COVID pandemic.

5.3.2 The 2011 Census data is attached as **Appendix G** and is summarised in **Table 4**.



Table 4 – 2011 Journey to Work Census Data

Mode of Travel	Modal Split
Underground, metro, light rail, tram	0.1%
Train	0.3%
Bus, minibus or coach	3.5%
Taxi	0.2%
Motorcycle, scooter or moped	0.7%
Driving a car or van	82.4%
Passenger in a car or van	5.4%
Bicycle	1.1%
On foot	5.9%
Other method of travel to work	0.4%
Total	100%

5.3.3 The resulting forecast multi-modal trip generation for the proposed development is set out in **Table 5** for the morning and evening peaks.

Table 5 – Forecast Multimodal Trip Generation

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Underground, metro, light rail, tram	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus, minibus or coach	1	3	4	3	2	5
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	1	1	1	0	1
Driving a car or van	34	68	102	63	38	101
Passenger in a car or van	2	4	6	4	2	6
Bicycle	0	1	1	1	1	2
On foot	2	5	7	4	3	7
Other method of travel to work	0	0	0	0	0	0
Total	39	82	121	76	46	122

5.3.4 In line with the vision-led approach enshrined within the updated NPPF, the development proposals seek to maximise the opportunities for travel by non-car modes and are supported by a Travel Plan. The Travel Plan has a target of reducing the baseline car driver modal share by 10% and this will be achieved by increasing travel by active modes as well as public transport use. The adjusted forecast multimodal trip generation allowing for this modal shift is shown in **Table 6**.



Table 6 – Forecast Multimodal Trip Generation (Travel Plan Modal Shift)

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Underground, metro, light rail, tram	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus, minibus or coach	2	4	6	4	3	7
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	1	1	1	0	1
Driving a car or van	31	61	92	57	34	91
Passenger in a car or van	2	5	7	5	3	8
Bicycle	0	2	2	2	2	4
On foot	4	9	13	7	4	12
Other method of travel to work	0	0	0	0	0	0
Total	39	81	121	76	46	122

5.3.5 In practice, modal share and travel choices will vary depending on the journey purpose, and this is explored in further detail below based on the National Travel Survey (NTS).

5.4 National Travel Survey

5.4.1 Table NTS0502 provides information on journey purposes by time of day from the 2023 survey. The hourly movements between 07:00-19:00 have been used for this analysis to enable total person trip rates from TRICS to be derived for each hour. **Table 7** below presents the resulting percentage journey purposes for each hour.

Table 7 – Journey Purpose by Hour (NTS0502)

Time	Commuting	Business	Education or escort education	Shopping	Other escort & Personal Business	Leisure
07:00-08:00	41%	4%	24%	4%	14%	14%
08:00-09:00	16%	2%	53%	5%	13%	10%
09:00-10:00	10%	4%	7%	22%	24%	34%
10:00-11:00	4%	3%	2%	34%	22%	36%
11:00-12:00	4%	4%	4%	33%	21%	35%
12:00-13:00	6%	3%	3%	30%	23%	35%
13:00-14:00	10%	3%	2%	28%	21%	36%
14:00-15:00	9%	3%	19%	21%	17%	31%
15:00-16:00	7%	2%	48%	10%	13%	20%
16:00-17:00	21%	3%	13%	14%	20%	29%
17:00-18:00	26%	3%	5%	14%	20%	32%
18:00-19:00	17%	2%	2%	16%	17%	46%
Average	14%	3%	15%	19%	19%	30%



5.4.2 The above analysis confirms that commuting accounts for 14% of daily trips with the majority being for leisure purposes.

5.4.3 Journey purpose also affects modal choice and Table NTS 0409a provides a breakdown of modal share for different journey types which is set out in **Table 8**. Overall, this shows that on average around 41% trips are car driver trips across all journey purposes. Only a relatively small proportion of education trips (26%) are made as car drivers as the majority of those in education will not be of driving age and hence the majority of the drivers will be 'escort'. The opposite is apparent with commuter trips where the propensity to drive is higher (60%).

Table 8 – NTS 0409a Trips by Journey Purpose and Main Mode

Time	Commuting	Business	Education or escort education	Shopping	Other escort & Personal Business	Leisure
Walk	13%	10%	41%	28%	18%	16%
Pedal cycle	4%	1%	2%	1%	1%	3%
Car or van driver	60%	72%	26%	47%	52%	40%
Car or van passenger	9%	7%	23%	18%	25%	33%
Motorcycle	1%	0%	0%	0%	0%	0%
Other private transport	1%	0%	2%	1%	1%	1%
Other local bus	5%	3%	4%	4%	2%	2%
Non-local bus	0%	0%	0%	0%	0%	0%
Surface Rail	6%	5%	2%	1%	1%	3%
Taxi or minicab	1%	1%	1%	1%	1%	2%
Other public transport	0%	0%	0%	0%	0%	0%

5.5 This analysis shows that travel by car is more than 50% modal share (combined driver and passenger) for all journey purposes except for education trips.

5.6 Total person trips have been extracted from TRICS to calculate hourly trip forecasts and the journey purposes for each hour. The trip rate data is attached as **Appendix H** and **Table 9** shows the corresponding number of journeys through the day.



Table 9 – Forecast Development Journeys by Purpose

Time	Commuting	Business	Education or escort education	Shopping	Other escort & Personal Business	Leisure
07:00-08:00	33	3	20	3	11	11
08:00-09:00	19	2	64	6	16	12
09:00-10:00	7	3	5	15	16	23
10:00-11:00	2	2	1	20	13	21
11:00-12:00	2	2	2	19	12	20
12:00-13:00	4	2	2	19	14	22
13:00-14:00	6	2	1	18	13	23
14:00-15:00	6	2	14	15	12	22
15:00-16:00	9	3	60	13	16	25
16:00-17:00	22	3	14	15	21	31
17:00-18:00	32	4	6	17	24	39
18:00-19:00	16	2	2	15	16	42
Total	159	30	191	174	186	292

5.6.1 In practice, the analysis demonstrates that the propensity to travel by car and the opportunities for influencing modal share will vary depending on type of journey being made and how the development site relates to the local area.

5.6.2 The Travel Plan prepared for the proposed development sets out a strategy for reducing car use and will provide the opportunity to review and influence travel behaviour across the spectrum of journey purposes.



6.0 TRAFFIC IMPACT ASSESSMENT

6.1 Introduction

6.1.1 The impact of the proposed development at the following junctions has been modelled in this TA:

- Proposed Site Access;
- Launde Road/ Ratby Lane priority T-junction;
- Ratby Lane/ London Road priority T-junction; and
- A50 Fieldhead Roundabout.

6.1.2 Additionally, a review of the impact of the development proposals on the operation of the strategic highway network has been undertaken and demonstrates that this would not be significant.

6.2 Committed Development

6.2.1 The following committed developments have been taken into account in this TA:

- The residential development of up to 283 dwellings south of London Road was approved in September 2021 (ref: 20/01283/FUL);
- The erection of a new conference centre and associated facilities at The Islamic Foundation Markfield Conference Centre which is located to the south of the proposed development (ref: 20/00887/FUL); and
- The residential development of up to 93 dwellings on land to the north-east of Ashby Road in Markfield which was granted planning consent at appeal in February 2023 (ref: 21/00787/OUT).

6.2.2 Land adjacent to the London Road site (ref: 20/01283/FUL) has been identified as a draft allocation within the emerging Local Plan for circa 180 dwellings. Whilst this site is not technically 'committed', it has been considered within this TA as a sensitivity test using the same trip rate and distribution parameters as those used in the October 2020 TA for the consented application site.



6.2.3 Additionally, there are two live planning applications which are not yet determined and have also been considered within the sensitivity test including:

- A 72 bedroom care home on land off Leicester Road in Markfield to the north of the site (ref: P/23/01144/FUL); and
- The residential development of up to 115 dwellings on land south of Markfield Lane to the north of the site (ref: P/22/1031/2) which sits within the borough of Charnwood.

6.3 **Assessment Scenarios**

6.3.1 In line with previous scoping discussions undertaken with the local highway authority, operational assessments have been undertaken for a future year of 2031 which is consistent with the assessments undertaken in relation to the A511 Growth Corridor scheme. This results in the following assessment scenarios:

- 2023 Surveyed;
- 2031 Baseline (TEMPro growth and committed development);
- 2031 Baseline + Development; and
- 2031 Sensitivity Test (including cumulative development).

6.4 **TEMPro Growth**

6.4.1 To account for background traffic growth, the surveyed traffic flows have been factored using the DfT's TEMPRO 8.1 computer programme with the Core Scenario selected.

6.4.2 For the interrogation of the TEMPRO database, the MSOA of Hinckley and Bosworth 001 was chosen. The growth rates for 'car drivers only' were then selected with the trip end type being defined as 'origin/destination'. These were obtained for the weekday AM and PM peaks (07:00 – 09:59 & 16:00 – 18:59) with 'Minor' and 'A Road' selected. The resulting growth factors are shown in **Table 10** for the assessed scenarios.



Table 10 – Proposed TEMPRO 8.1 Growth Factors (Core Scenario)

Years	Road Type	AM Growth Figure	PM Growth Figure
2023-2031	Minor	1.0599	1.0620
	A Road	1.0623	1.0644

6.5 Trip Distribution and Assignment

6.5.1 The forecast vehicle movements have been distributed using the 2011 Census journey to work data for the Hinckley and Bosworth 001 MSOA. The resulting distribution is summarised in **Table 11** and the data is attached as **Appendix I**. This shows that around a quarter of residents in the area work in Leicester, followed by North West Leicestershire, Hinckley and Bosworth, Charnwood and then Blaby.

Table 11 – Summary of the Workplace Destinations

Destination	Percentage
Leicester	25.4%
North West Leicestershire	16.4%
Hinckley and Bosworth (Hinckley and Bosworth 001)	14.3% (5.7%)
Charnwood	12.7%
Blaby	11.9%
Harborough	1.8%
Oadby and Wigston	1.5%
Coventry	1.1%
Birmingham	1.0%
Nuneaton and Bedworth	1.0%
Other*	12.9%

* This category is a combination of the MSOAs that draw less than 1% of demand

6.5.2 Development traffic has been assigned for both outbound and inbound movements using the Origin-Destination tool within ArcGIS based on the existing commuter patterns for car drivers. Figures showing the forecast assessment of development traffic are attached as **Appendix I**.



6.6 Junction Assessments

- 6.6.1 The operation of the junctions has been assessed using the PICADY and ARCADY modules within Junctions 11.
- 6.6.2 It is generally regarded within the transport planning industry that junctions assessed in PICADY and ARCADY are at their 'design capacity' if the RFC is 0.85 and above their design capacity if the RFC is over 0.85. Junctions approaching an RFC of 1.0 are approaching their operational capacity.
- 6.6.3 The results of the junction modelling are presented below and the assessment flow matrices are attached as **Appendix J**.

Proposed Site Access

- 6.6.4 The operation of the proposed site access junction has been modelled using the PICADY module within Junctions 11 and the results are summarised in **Table 12**. The PICADY report is attached as **Appendix K**.

Table 12 – Site Access Modelling Results Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2031 Baseline + Development						
Stream B-AC	0	8.13	0.14	0	7.85	0.08
Stream C-AB	0	5.90	0.03	0	6.90	0.06
2031 Sensitivity						
Stream B-AC	0	8.14	0.14	0	7.87	0.08
Stream C-AB	0	5.88	0.03	0	6.91	0.06
Stream A – Ratby Lane N; Stream B – Site Access; Stream C – Ratby Lane S						

- 6.6.5 Overall, the analysis demonstrates that the proposed site access would operate well within capacity in the future.

Launde Road/ Ratby Lane Priority T-Junction

- 6.6.6 The operation of the Launde Road/ Ratby Lane junction has been modelled using the PICADY module within Junctions 11 and the results are summarised in **Table 13**. The PICADY report is attached as **Appendix K**.



Table 13 – Launde Road/ Ratby Lane Modelling Results Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023 Surveyed						
Stream B-C	0	6.93	0.10	0	7.86	0.18
Stream B-A	0	10.26	0.01	0	10.52	0.01
Stream C-AB	0	5.66	0.11	0	6.29	0.13
2031 Baseline						
Stream B-C	0	7.36	0.13	0	8.42	0.20
Stream B-A	0	11.08	0.01	0	11.37	0.01
Stream C-AB	0	5.58	0.15	0	6.28	0.15
2031 Baseline + Development						
Stream B-C	0	7.65	0.15	0	8.85	0.22
Stream B-A	0	11.68	0.10	0	11.92	0.06
Stream C-AB	1	5.65	0.17	1	6.40	0.18
2031 Sensitivity						
Stream B-C	0	7.69	0.15	0	9.12	0.23
Stream B-A	0	11.98	0.10	0	12.33	0.06
Stream C-AB	1	5.61	0.19	1	6.41	0.18
Stream A – Launde Road; Stream B – Ratby Lane N; Stream C – Ratby Lane S						

6.6.7 Overall, the analysis demonstrates that the junction would operate well within capacity in the future.

Ratby Lane/ London Road Priority T-junction

6.6.8 The operation of the Ratby Lane/ London Road junction has been modelled using the PICADY module within Junctions 11 and the results are summarised in **Table 14**. The PICADY report is attached as **Appendix K**.



Table 14 – Ratby Lane/ London Road Modelling Results Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023 Surveyed						
Stream B-C	1	28.04	0.48	0	9.71	0.16
Stream B-A	4	48.85	0.80	1	15.05	0.31
Stream C-AB	0	6.58	0.17	1	5.97	0.23
2031 Baseline						
Stream B-C	11	198.29	1.03	0	11.50	0.23
Stream B-A	17	167.39	1.03	1	20.98	0.44
Stream C-AB	1	6.74	0.22	1	7.47	0.40
2031 Baseline + Development						
Stream B-C	12	208.58	1.04	0	11.66	0.24
Stream B-A	18	177.78	1.04	1	21.48	0.45
Stream C-AB	1	6.81	0.23	1	7.57	0.41
2031 Sensitivity						
Stream B-C	18	276.68	1.12	0	12.84	0.27
Stream B-A	26	254.08	1.11	1	25.53	0.50
Stream C-AB	1	6.97	0.24	1	8.80	0.46
Stream A – Ratby Lane S; Stream B – London Road; Stream C – Ratby Lane N						

6.6.9 Overall, the analysis shows that the junction is currently approaching its design capacity in the morning peak, with an RFC of 0.80 recorded on the London Road approach. The junction is shown to be overcapacity in the future in the morning peak as a result of background growth – however, the additional vehicle movements generated by the proposed development do not make this situation materially worse. Consequently, no mitigation works are warranted within the context of the proposed development.

6.6.10 Within the sensitivity test, which includes traffic associated with the proposed draft allocation adjacent to the Land adjacent to the London Road site (ref: 20/01283/FUL), there is a worsening in junction operation as a result of the movements generated by the potential site allocation.

A50 Fieldhead Roundabout

6.6.11 The operation of the Fieldhead Roundabout has been modelled using the ARCADY module within Junctions 11 and the results are summarised in **Table 15**. The ARCADY report is attached as **Appendix K**.



Table 15 – Fieldhead Roundabout Modelling Results Summary

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023 Surveyed						
Markfield Lane	1	24.26	0.52	0	8.20	0.25
A50 (South)	6	12.63	0.83	6	13.04	0.85
Launde Road	3	27.16	0.74	1	14.92	0.55
Leicester Road	2	35.16	0.62	0	12.41	0.25
A50 (North)	49	83.08	1.00	5	9.40	0.81
2031 Baseline						
Markfield Lane	2	29.54	0.59	1	10.69	0.33
A50 (South)	10	20.20	0.90	16	32.06	0.94
Launde Road	17	129.03	0.97	3	31.30	0.76
Leicester Road	12	233.37	1.00	1	18.82	0.35
A50 (North)	221	332.22	1.10	8	14.93	0.88
2031 Baseline + Development						
Markfield Lane	2	30.21	0.59	1	11.29	0.34
A50 (South)	12	23.57	0.91	20	40.12	0.96
Launde Road	42	283.18	1.06	4	38.43	0.80
Leicester Road	21	400.19	1.09	1	20.46	0.37
A50 (North)	234	350.76	1.11	9	16.53	0.89
2031 Sensitivity						
Markfield Lane	5	62.66	0.82	1	12.91	0.42
A50 (South)	16	30.57	0.93	41	75.51	0.99
Launde Road	91	613.35	1.19	7	57.70	0.87
Leicester Road	33	632.74	1.18	1	24.69	0.43
A50 (North)	248	372.80	1.11	13	23.23	0.92

6.6.12 The results summarised in **Table 15** above show that the roundabout is currently operating over capacity in the morning peak on the A50 (north) approach. The analysis indicates that the operation of the junction will worsen materially in the future as a result of background traffic growth and that it would be impacted further by the proposed development.

6.6.13 The A511 MRN Growth Corridor proposals identified capacity issues at the roundabout and proposed works to signalise the main arms in order to improve junction operation. Additional modelling has therefore been undertaken to take into account these works and this shows that the improved junction would operate within capacity in all scenarios tested. The full outputs from this assessment are attached as **Appendix K**.



6.6.14 It is proposed that a financial contribution towards the delivery of these works would be secured via Section 106 Agreement.

Strategic Road Network

6.6.15 The forecast development trips to/ from the M1 Motorway via Junction 22 are set out in **Table 16**. This shows that the proposals would have a negligible impact on the volume of traffic routeing to/ from the M1 motorway which would be within expected daily variations in vehicle movements. Consequently, further detailed modelling of development impact at this location is not warranted.

Table 16 – Forecast M1 Development Traffic via J22

Period	To/ From M1 Motorway	VEHS	
		Without TP	With TP
AM Peak	Northbound On-Slip	6	5
	Southbound On-Slip	13	12
	Northbound Off-Slip	0	0
	Southbound Off-Slip	3	3
PM Peak	Northbound On-Slip	4	4
	Southbound On-Slip	7	6
	Northbound Off-Slip	0	0
	Southbound Off-Slip	6	5

6.7 Summary

6.7.1 The junction modelling demonstrates that the residual cumulative impact of the proposed development on the road network with the mitigation works proposed would not be severe.



7.0 CONCLUSIONS

- 7.1 David Tucker Associates has been commissioned by Taylor Wimpey (UK) Ltd to review the transport implications of an outline planning application for the proposed residential development of up to 135 dwellings on Land at Ratby Lane in Markfield, Leicestershire.
- 7.2 A previous application (ref: 15/00889/OUT) was submitted for up to 140 dwellings on the site in 2015. Whilst this was refused, there were no highways objections to the proposed development from Leicestershire County Council, subject to conditions and contributions.
- 7.3 Scoping discussions in relation to the current development proposals have been undertaken with LCC which has informed the preparation of this Transport Assessment. This Transport Assessment has been prepared in accordance with the revised National Planning Policy Framework and national Planning Practice Guidance. It is supported by a Travel Plan.
- 7.4 The Vision for the proposed development is as follows:
- To create a sustainable residential development that will support healthy and active lifestyles. The development will provide modern housing, responding to an identified need, in an accessible location and will deliver improvements to ensure that good connectivity is provided between the site and existing community. This approach is enshrined within this Transport Assessment and is supported by a Travel Plan which sets out a range of measures for encouraging and facilitating travel by non-car modes.*
- 7.5 This report has reviewed the accessibility of the site in line with local and national policy, and demonstrates that the site is well located in terms of access to local amenities and public transport facilities. Measures for improving connectivity are identified in the report.
- 7.6 A review of the most recent personal injury collision data for the local highway network has been undertaken and does not highlight any existing safety issues that would need to be mitigated as part of the scheme.
- 7.7 It is proposed that primary vehicle access to the site would be taken from Ratby Lane to the north via a priority T-junction. The proposals include a 5.5m wide access and 2m wide footways. Visibility splays commensurate with the 85th percentile recorded speeds can be accommodated within the adopted highway.



- 7.8 Swept-path analysis of the proposed site access has been undertaken for a large refuse vehicle and the tracking shows that the associated manoeuvres can be accommodated.
- 7.9 The impact of the development proposals on the operation of the local highway network has been assessed. Overall, the junction modelling demonstrates that the residual cumulative impact of the proposed development on the road network with the proposed mitigation would not be severe.
- 7.10 In conclusion, the report demonstrates that the proposed development will have no material residual adverse impact on the safety or operation of the local highway network. It further concludes that the development is in full accordance with the transport policy tests for new developments as set out in the National Planning Policy Framework.

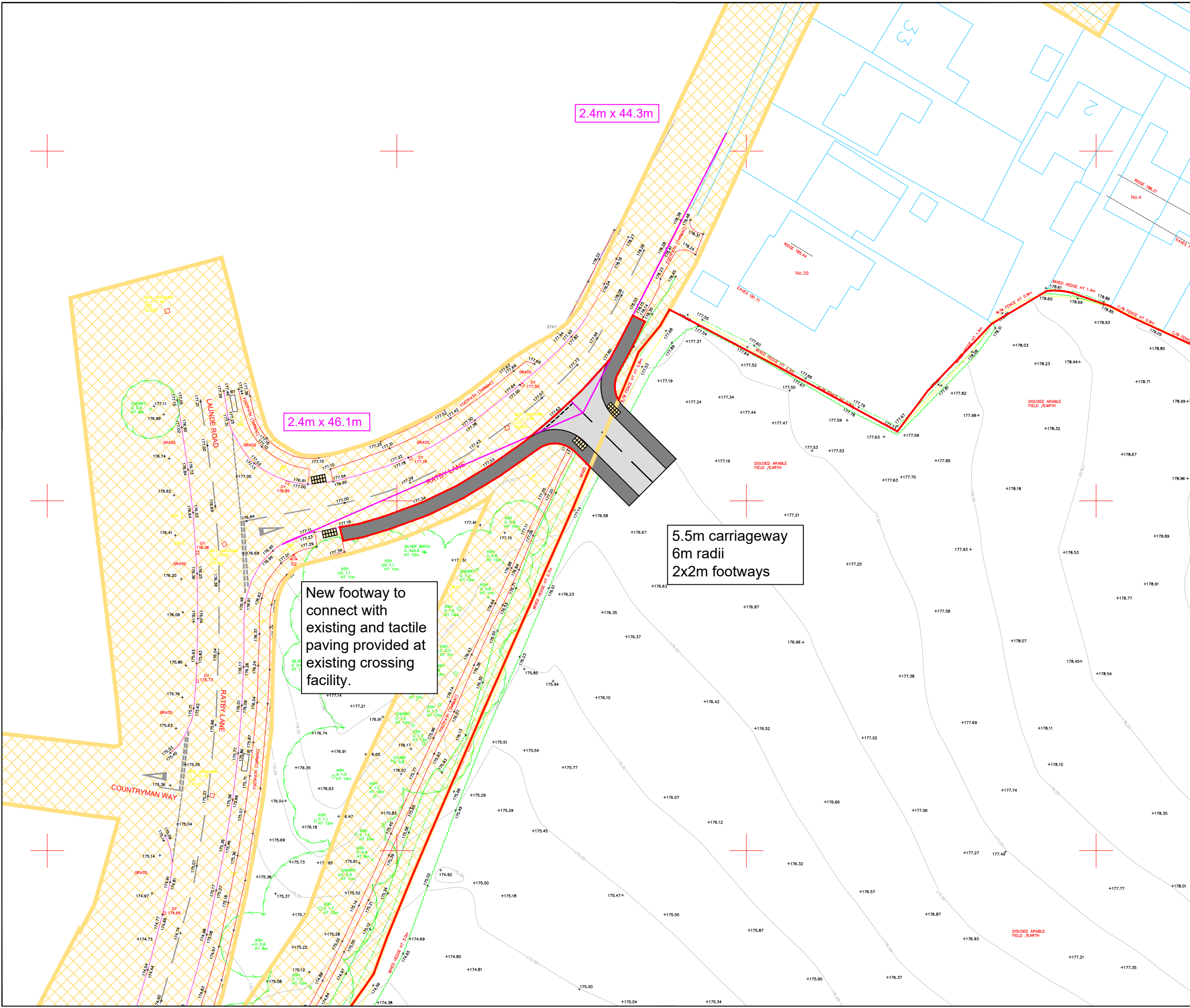
Drawings



Highway Boundary



Site Boundary



2.4m x 44.3m

2.4m x 46.1m

5.5m carriageway
6m radii
2x2m footways

New footway to
connect with
existing and tactile
paving provided at
existing crossing
facility.

REV	DATE	DESCRIPTION	INITIALS
-----	------	-------------	----------



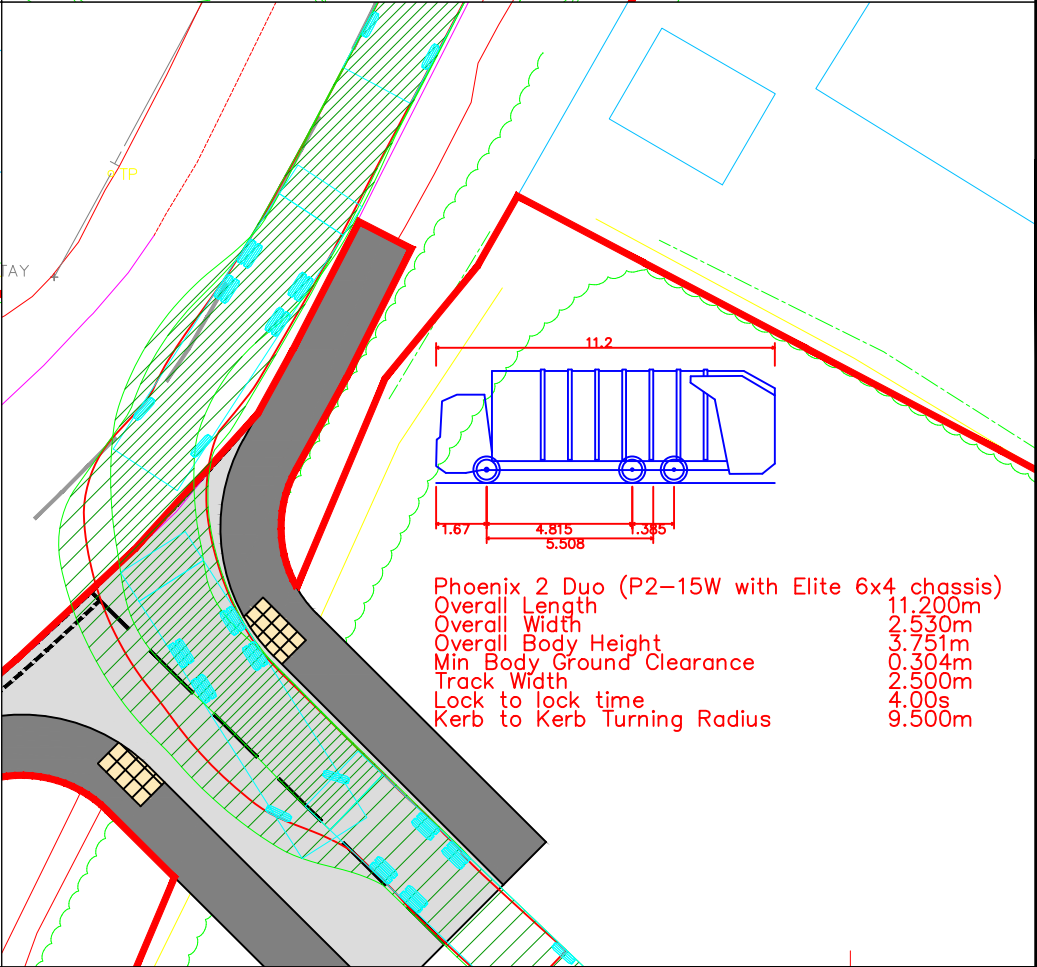
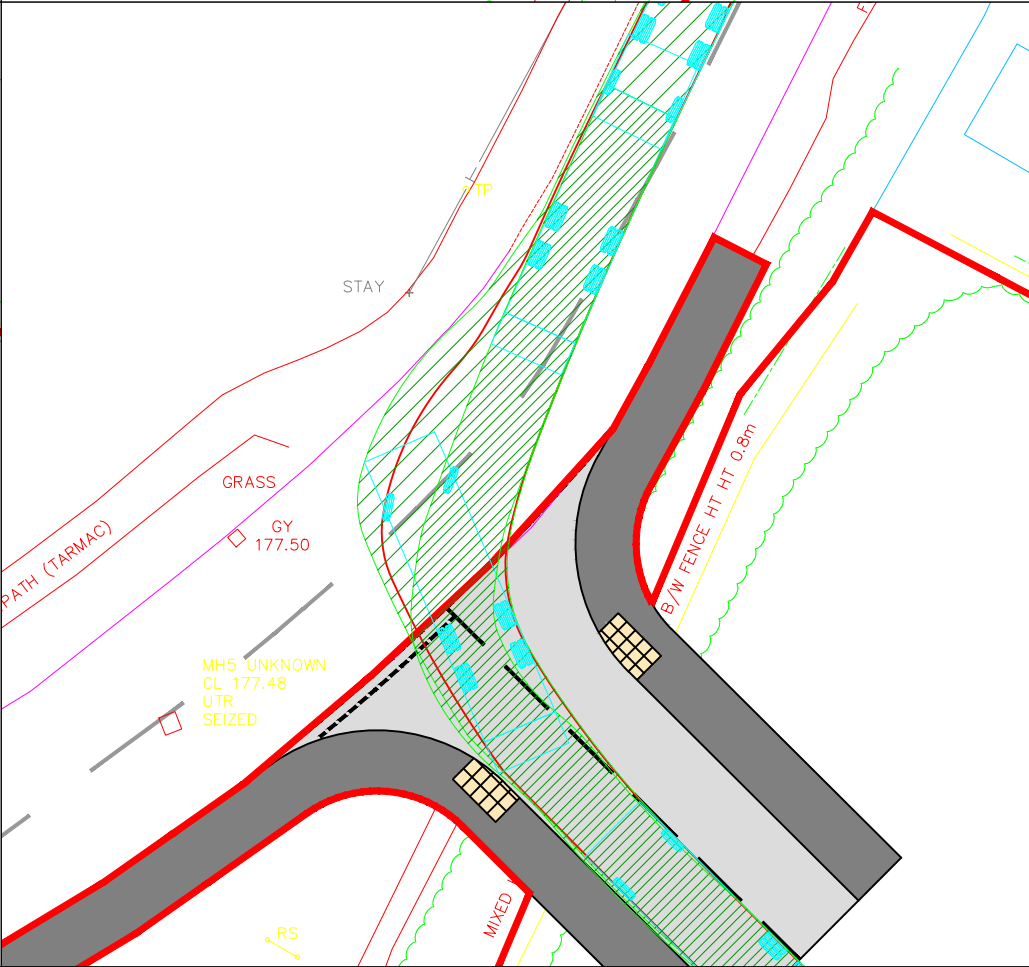
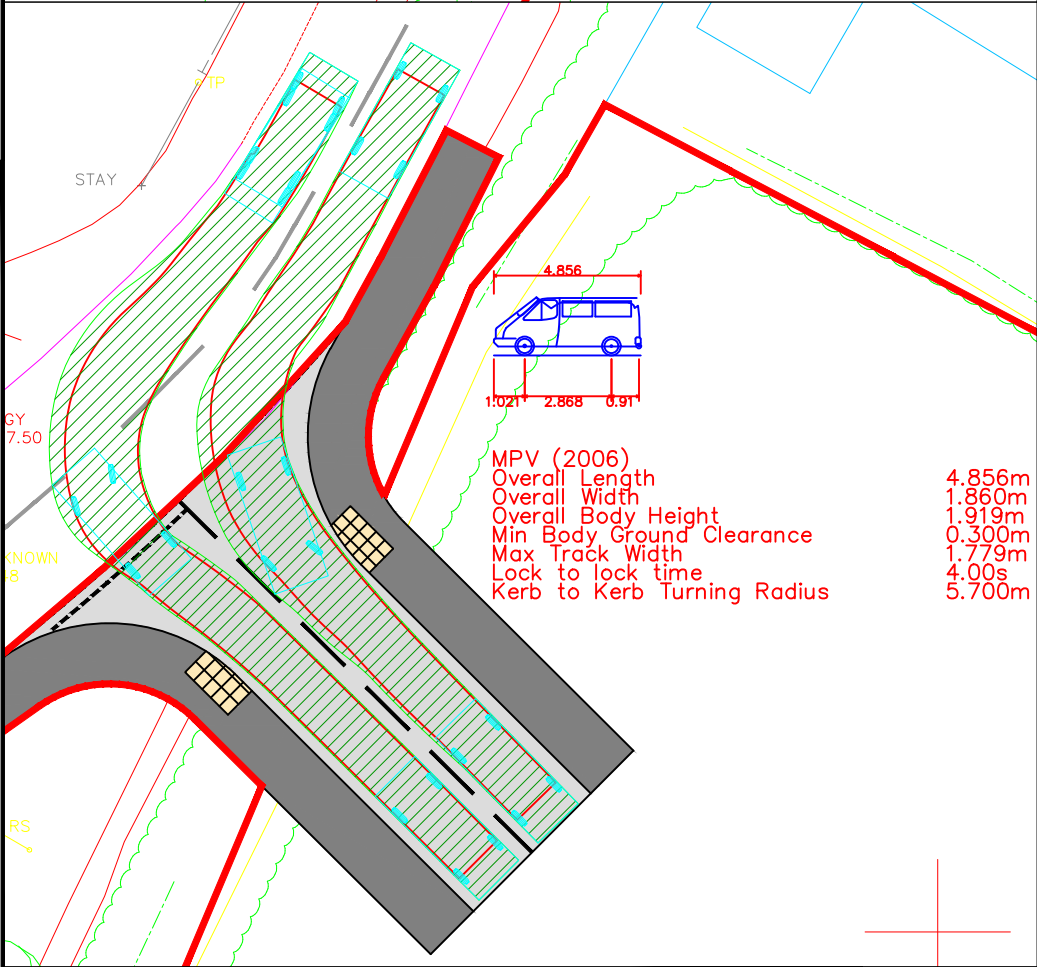
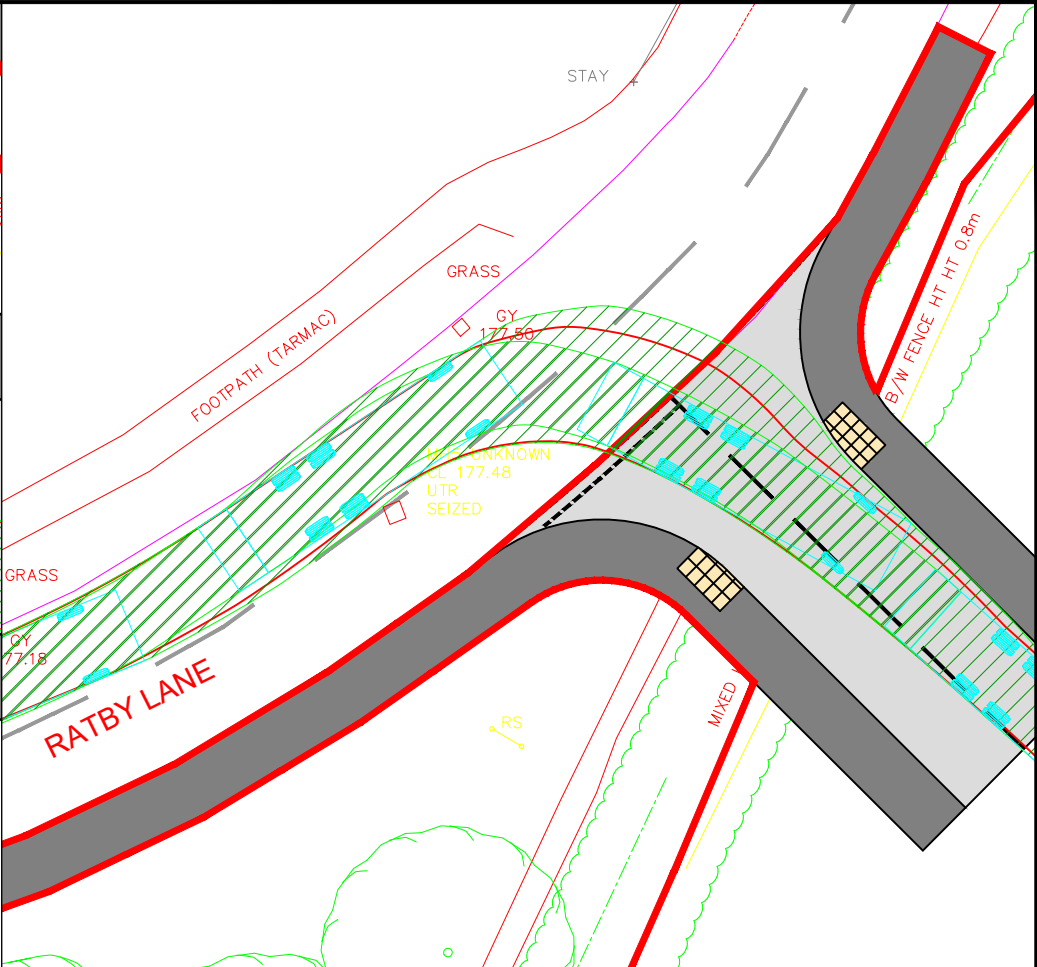
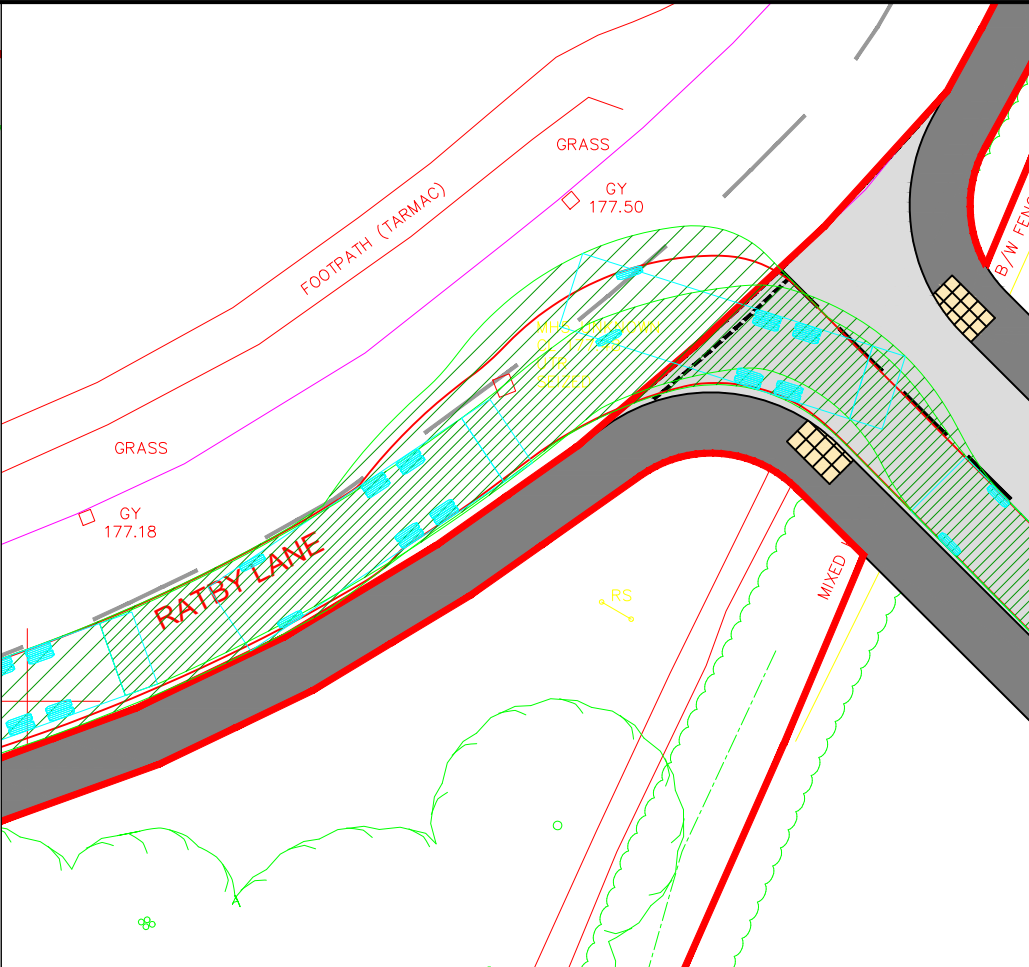
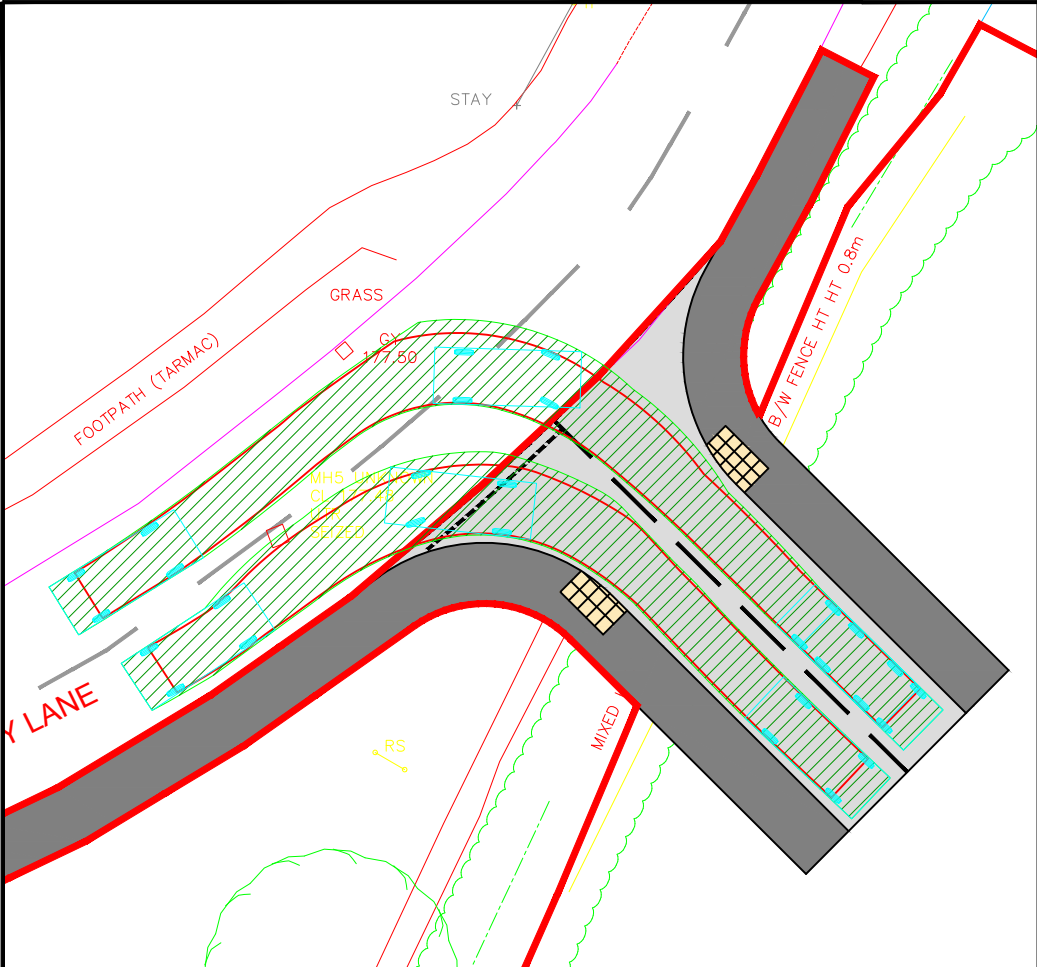
Transport Planning Consultants

Forester House, Doctors Lane
Henley-in-Arden
Warwickshire CV35 9AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793593
www.dta-transportation.co.uk

JOB TITLE	Land at Markfield	CLIENT	Taylor Wimpey
-----------	-------------------	--------	---------------

DRAWING TITLE	Proposed Site Access General Arrangement
---------------	--

SCALE AT A3	DRAWN BY	BM	DATE	May 25	DRAWING NO	22052-01	REVISION	H
-------------	----------	----	------	--------	------------	----------	----------	---



Based upon the ORDANCE SURVEY MAPS with the permission of
THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
© Crown Copyright AL 100030412
© David Tucker Associates

REV	DESCRIPTION	DRAWN	INITIALS	DATE

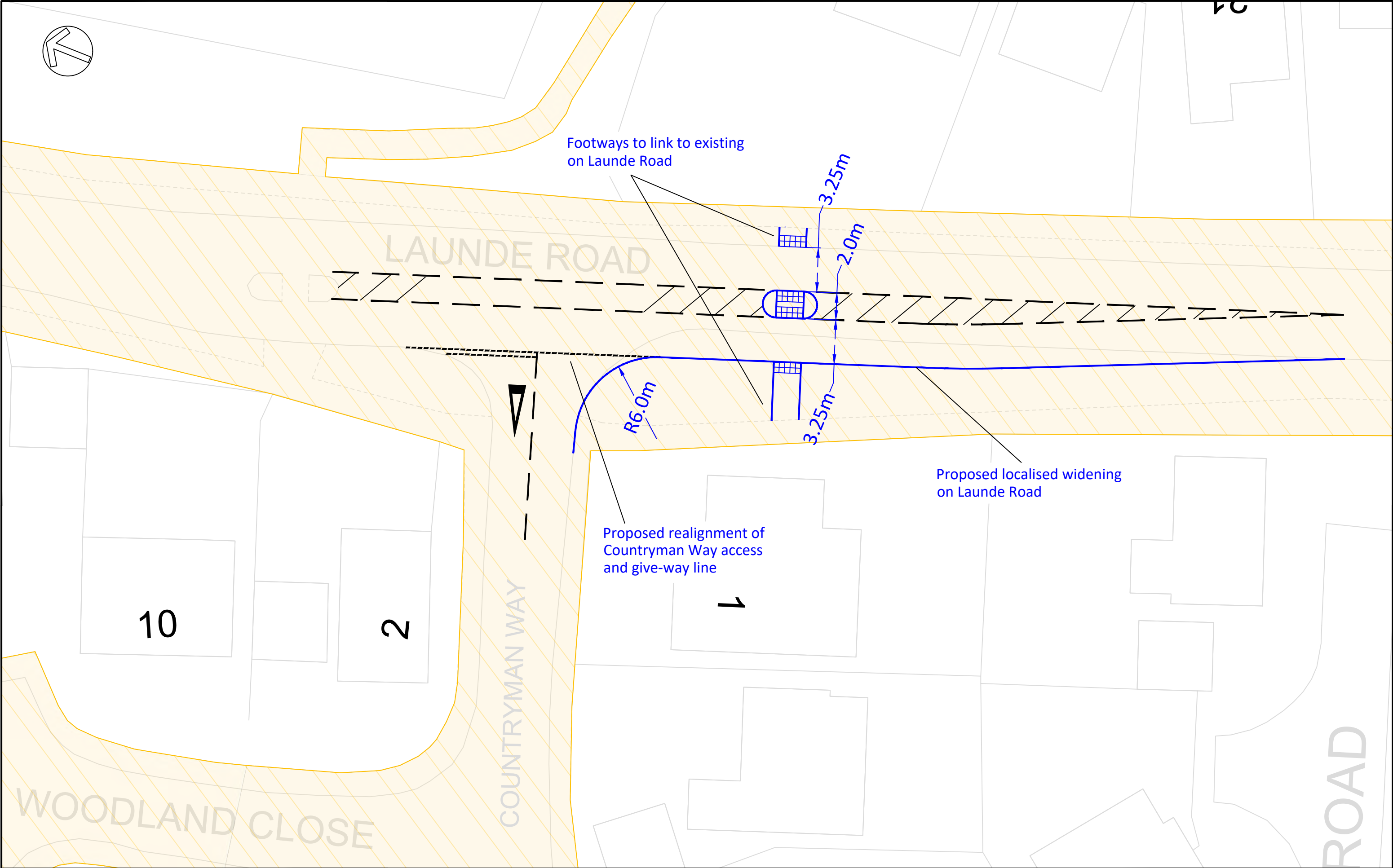
DTA
Transport Planning Consultants

Forester House, Doctors Lane,
Henley in Arden,
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE		CLIENT	
Land at Markfield		Taylor Wimpey	
DRAWING TITLE			
Site Access – Vehicle Tracking			
SCALE	DRAWN BY	DATE	REVISION
1:250@A3	BM	May 25	H
DRAWING No			
22052–01–TRK			

MPV (2006)
Overall Length 4.856m
Overall Width 1.860m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.700m

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



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
© Crown Copyright AL 100030412
© David Tucker Associates

Highway Boundary

Proposed Kerblines

Proposed Road Markings

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DTA

Transport Planning Consultants

Forester House, Doctors Lane,
Henley in Arden,
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dta-transportation.co.uk

JOB TITLE		CLIENT	
Land at Markfield		Taylor Wimpey	
DRAWING TITLE			
Proposed Pedestrian Crossing Link			
SCALE	DRAWN BY	DATE	DRAWING No
1: 500@A3	BM	May 25	22052-04
			REVISION

Appendix A
Illustrative Site Layout Plan



Site Boundary: Aprx. 6.39ha

Residential developable area: 3.63ha
(Up to 135 dwellings @ 37dph)

Proposed location for foul pump station and substation

Access & Movement

Proposed vehicular access point

Proposed spine road through the development

Proposed secondary streets leading off the spine road

Proposed private drives and lanes

Proposed shared spaces

Existing public footpath

Proposed recreational routes

Green Infrastructure

Existing vegetation

Proposed amenity and informal open space (to include new landscaping, tree planting and SuDS features)

Proposed new woodland planting

Proposed location for children's play area

LEAP - Local Equipped Area for Play

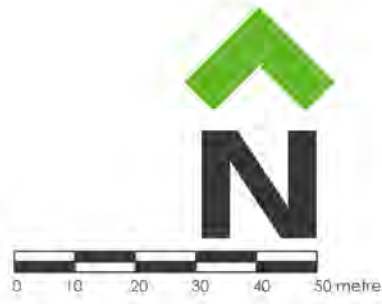
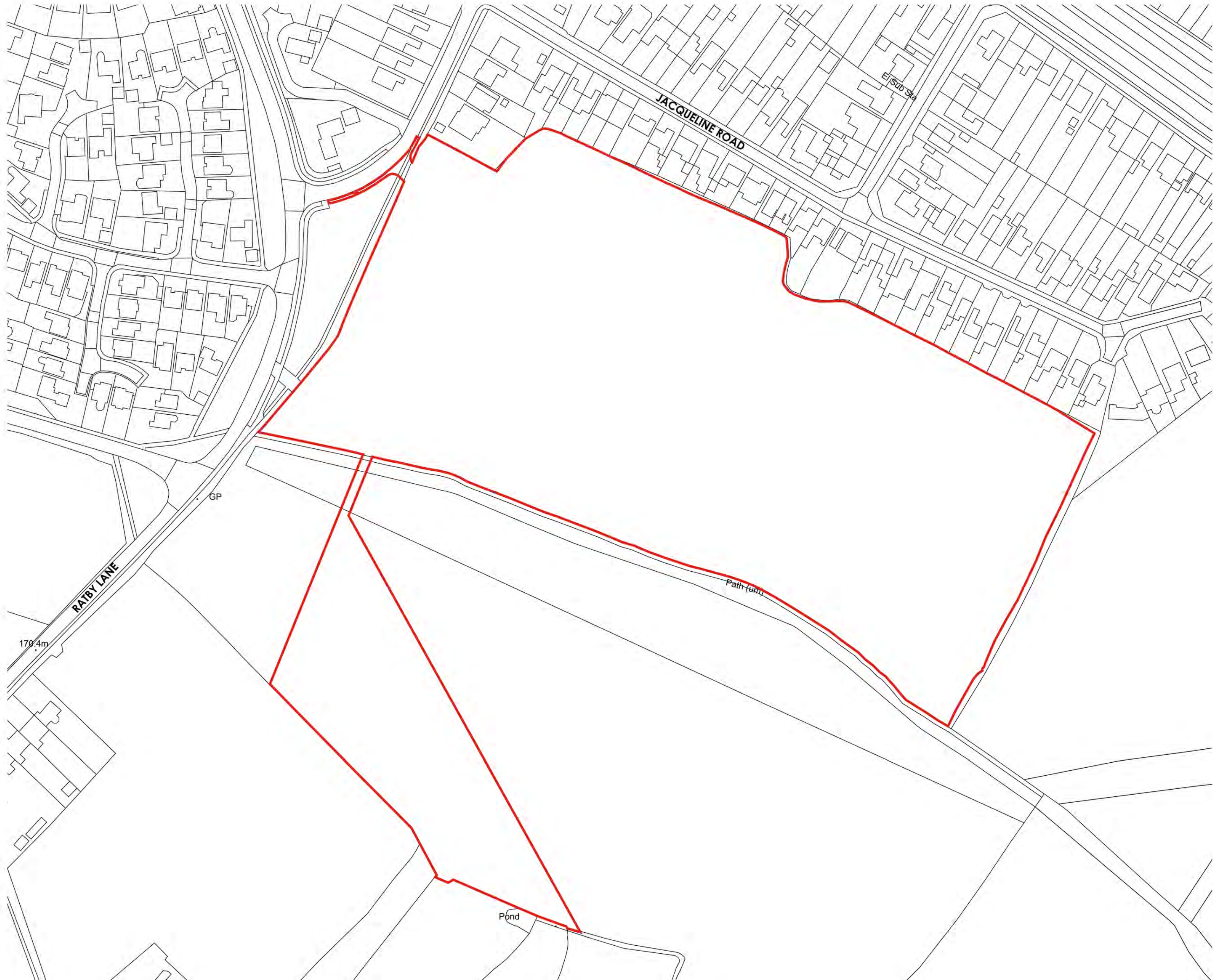
Proposed locations for sustainable drainage features (attenuation basins)

Surrounding Context

Existing bus routes

Rev	Date	By	Description
CSA environmental Dixies Barns, High Street, Ashwell, Hertfordshire SG7 5NT f 01462 743647 e ashwell@csaenvironmental.co.uk w csaenvironmental.co.uk			
Project	Land at Ratby Lane, Markfield, Leicestershire		
Title	Illustrative Masterplan		
Client	Taylor Wimpey UK Ltd		
Scale	1:1250 @ A2	Drawn	SM
Date	May 2025	Checked	RR
Drawing No.	CSA/2550/118	Rev	O

© CSA Landscapes Ltd. Do not scale from this drawing. Refer to figured dimensions only.



Site Boundary: Aprx. 6.39ha

Rev	Date	By	Description
CSA environmental Dixies Barns, High Street, Ashwell, Hertfordshire SG7 5NT 01462 743647 ashwell@csaenvironmental.co.uk csaenvironmental.co.uk			
Project	Land at Ratby Lane, Markfield, Leicestershire		
Title	Site Location Plan		
Client	Taylor Wimpey UK Ltd		
Scale	1:1250 @ A2	Drawn	SM
Date	May 2025	Checked	RR
Drawing No.	CSA/2550/122	Rev	H

Appendix B
Leicestershire Highways Scoping Response

PRE-APPLICATION DETAILS:

District Reference Number:

Highway Reference Number: 2023/3322/04/P/HEN

Location: Land at Ratby Lane, Markfield, Leicestershire.

Proposal:

Enquiry. Proposed residential development of up to 150 dwellings

GENERAL DETAILS

Planning Case Officer:

Applicant: Simon Tucker DTA Transport Planning

Parish: Groby

Road Classification: Adopted Unclassified

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) are in receipt of a pre-application enquiry for the construction of up to 150 dwellings at Land at Ratby Lane, Markfield.

The LHA note that scoping comments were provided in respect of the proposals on 16 November 2020. In addition, the LHA are aware of application 15/00889/OUT which was refused planning permission by the Local Planning Authority on 21 March 2016. The Application was not however refused on highways grounds and the LHA advised approval subject to conditions and contributions.

A Draft Transport Assessment dated 20th July 2023 has been submitted as part of this enquiry. It should be noted that this would be reviewed in detail at the application stage and therefore this has not been reviewed in full at this stage. Nevertheless, the LHA provides the following advice:

Personal Injury Collisions (PIC's)

PIC data would need to be obtained for the most recent five year period - LCC currently hold data beyond 31 January 2023 and depending on when any application is submitted to the LPA, the Applicant should ensure the PIC data is up to date by contacting NDI@leics.gov.uk.

Site Access

It is noted that the site access would be the same design as accepted by the LHA as part of the 2015 proposals. Notwithstanding this, the LHA advise that it would expect the site access proposals to be accompanied by an independent Stage 1 Road Safety Audit, along with a

Designer's Response to any problems raised and (if necessary) a revised site access drawing.

Off-Site Implications

The LHA note that as part of the 2015 application, a pedestrian refuge across Ratby Lane was conditioned by the LHA. It does not appear that any reference has been made to such proposals as part of this current application.

The LHA advise it is highly likely that the absence of the proposed pedestrian refuge or any consideration of such a feature would be raised as part of any future application. It is therefore strongly advised that the Applicant gives consideration to a crossing facility across Ratby Lane. It is suggested that a PV2 assessment is undertaken which also considers the anticipated pedestrian movements from this development, along with other committed developments such as those on London Road and the The Islamic Foundation (referred to below) as well as existing pedestrians in order to provide justification as to whether or not a crossing facility of any type is required.

Committed Development

There have been a number of proposed developments in the Markfield area since the pre-application enquiry. While a number of these have also been refused planning permission by the LPA and the opportunity for the Applicant to appeal has now lapsed, the traffic impact from at least the following developments should be considered as part of the application:

- 20/00887/FUL - The Islamic Foundation, Markfield Conference Centre, Ratby Lane, Markfield (Demolition of existing conference centre and a residential building and erection of a new conference centre, including indoor sports facility, and new residential building with associated landscaping). This application has been granted approval subject to a S106 agreement.
- 20/01283/FUL - Land off London Road, Markfield (283 dwellings) - as referenced in the draft TA. This application has been granted planning permission and construction is underway.
- 21/00787/OUT (Hinckley & Bosworth Borough Council)/ P/21/1260/2 (Charnwood Borough Council) - Land north east of Ashby Road, Markfield (93 dwellings) - this application was allowed at appeal.
- P/22/1031/2 (Charnwood Borough Council) - Land south of Markfield Lane, Field Head (150 dwellings) - this application has not yet been determined by Charnwood Borough Council and the vehicular impact should therefore be considered as part of a sensitivity test.

It would be advisable to liaise with both H&BBC and CBC in respect of any other developments they advise should be considered.

Traffic Generation and Distribution

It is stated 'trip rate data has been received from Leicestershire County Council' however no evidence of correspondence has been provided. While this should be clarified, in principle, vehicular trip rates (113 two-way vehicle movements in the AM peak and 112 two-way vehicle movements in the PM peak) appears to be acceptable.

Traffic Distribution

Trip distribution has been based on 2011 Census data for the Hinckley & Bosworth 001 Middle Super Output Area, which is acceptable. It should however be noted the LHA will review trip distribution and compare any similarities or discrepancies to what was accepted as part of other

recent nearby applications in the event any future application is submitted.

Background Traffic Growth

It is noted background traffic has been factored up to 2031 using TEMPRO traffic growth factors. The LHA would usually expect background traffic to be factored up to five years following on from the year the application was submitted (e.g. 2028 if the application was submitted in 2023), unless there are specific reasons why a later future year is required. Growth factors would be reviewed in detail at the application stage.

The LHA also note that traffic surveys were undertaken on 31 January 2023. The LHA would advise that these surveys are repeated in traffic neutral months. It would also be of benefit to the LHA if full traffic flow diagrams could be provided as part of any future application to assist with its review of the proposals.

Traffic Impact

It is noted that capacity assessments have been undertaken at the following junctions:

- Site access/ Ratby Lane
- Launde Road/ Ratby Lane
- Field Head Roaundabout (Launde Road/ Leicester Road/ A50 Leicester Road/ Markfield Lane)

The LHA advise that junctions where approximately 30 additional two way trips (e.g. 15 arrivals and 15 departures) are generated by the proposals will require a capacity assessment, or where key junctions are already reaching or operating over capacity. The LHA would request that a capacity assessment is also undertaken of the Ratby Lane/ London Road junction given its proximity to the site and the fact this is one of the key junctions in the area.

Notwithstanding that the capacity assessments will require updating to reflect the committed/ live developments in the area, in terms of the Field Head Roundabout, it has been well documented by the LHA in recent observations submitted to the LPA for residential developments in the area such as H&BBC application references 20/01283/FUL, 21/00787/OUT, 20/00848/FUL, 21/00387/OUT and 21/01295/OUT, that queue lengths and delays increase at the junction as a result of each development.

The LHA has a preferred mitigation scheme for the Field Head junction and has sought a financial contribution towards its delivery as part of each application. This enables a holistic approach to be taken to providing the required capacity enhancements to accommodate the associated demand and growth.

In the event the LHA was able to advise approval to the LPA in respect of the proposals, a fair and reasonable contribution per dwelling is likely to be required towards improvements to the Field Head roundabout as part of the extended Coalville Transport Strategy and in mitigating the otherwise severe highway impact of this development.

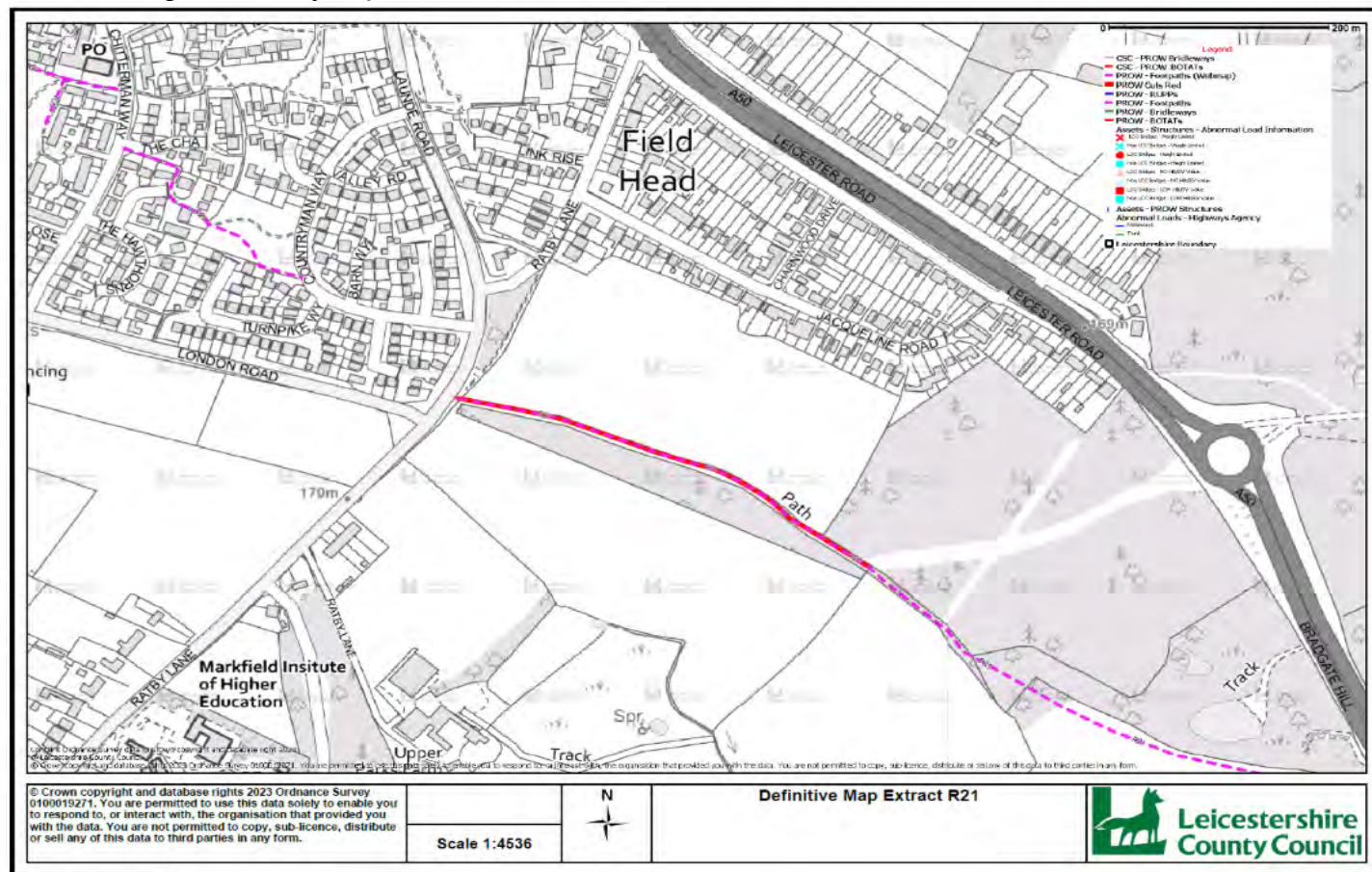
Transport Sustainability

The LHA advise that a Travel Plan would be required to accompany any future application.

The Applicant may be required to undertake improvements to the nearest two bus stops, such as raised kerbs, timetable cases or new bus stops/ flags which would be conditioned by the LHA in the event it advised approval.

Public Rights of Way

Public Footpath R21 runs inside to the proposed development. An extract from the Definitive Map of Public Rights of Way is provided below for information.



The LHA advise the following points should be considered in respect of footpath R21:

- A scheme for the treatment of the Public Right of Way would need to be provided. Such a scheme shall include provision for their fencing, surfacing, width, structures, signing, landscaping, and management during construction in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers (available at <https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2022/3/18/Rights-of-way-guide.pdf>).
- The Public Footpath would need to comprise of 2 metres surfaced width with a 1 metre grass verge either side in accordance with the County Council's Guidance Notes for Developers.
- No trees or shrubs should be planted within 1 metre of the edge of the Public Footpath. Any trees or shrubs planted alongside a Public Right of Way should be non-invasive species.
- Any changes to existing boundary treatments running alongside the Public Right of Way would need to be approved by the Local Planning Authority in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers.
- A signing scheme in respect of the Public Right of Way will need to be formulated by the developer and approved by the Local Planning Authority in accordance with the principles set

out in the Leicestershire County Council's Guidance Notes for Developers.

Contributions

At this stage, in addition to a contribution towards improvements to the Field Head roundabout, the following contributions may be required as part of a S106 agreement:

- A £6,000 Travel Plan Monitoring Fee;
- one travel pack (currently £52.85 per dwelling if supplied by LCC); and
- two x six month bus passes (currently £396 each for an Arriva bus service if supplied through LCC) per dwelling.

Date Received
24 July 2023

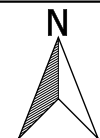
Case Officer
Ben Dutton

Reviewer
DH

Date issued
24 August 2023

Appendix C
Highways Status Plan

Ratby Lane, Markfield



Ref: NDI/HRE/2103109
Scale: Not to Scale
Date: 01/04/2021

Highway Record Enquires, Environment & Transport
Leicestershire County Council, County Hall
Glenfield, LE3 8RJ
hre@leics.gov.uk



**Leicestershire
County Council**

Key

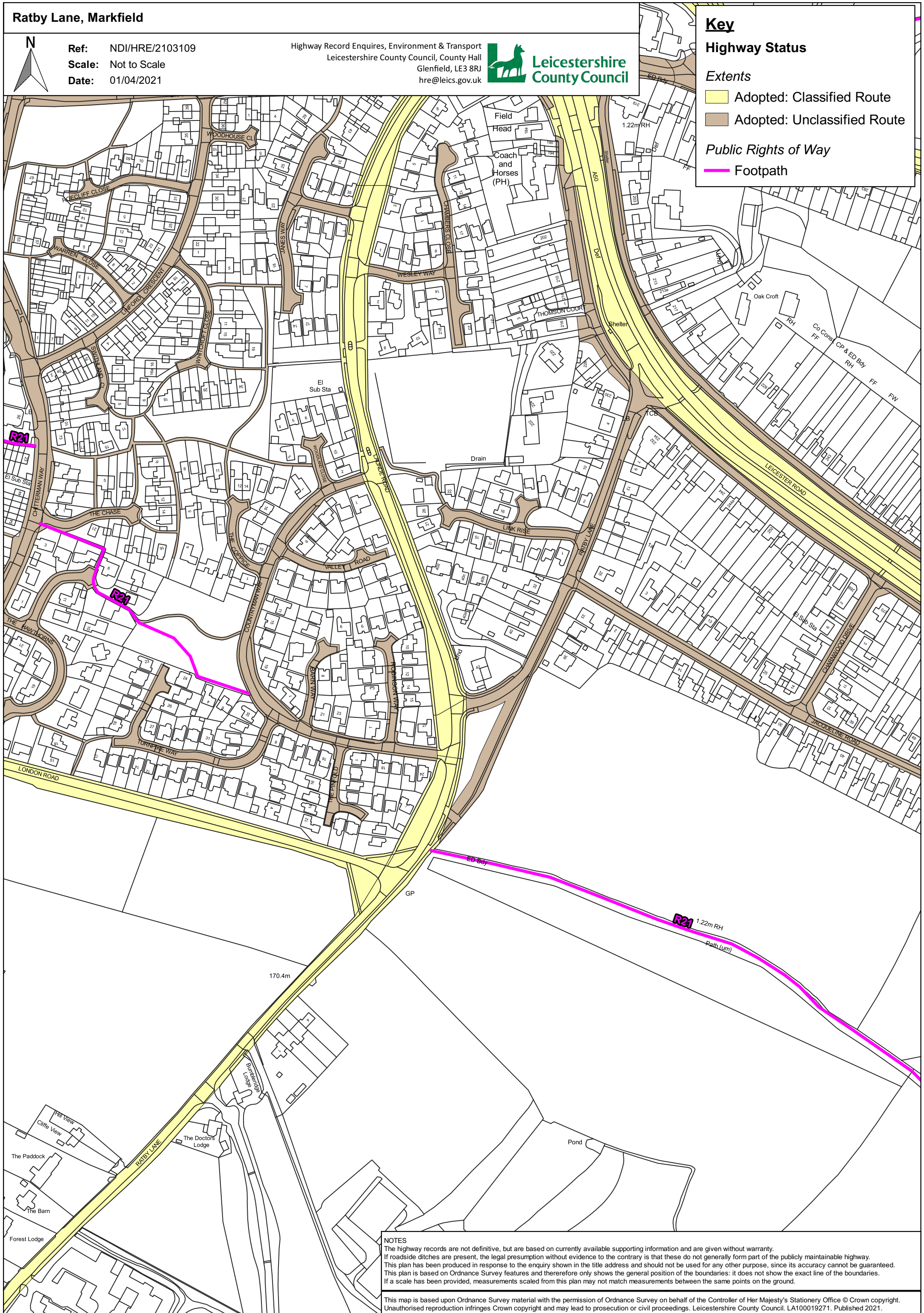
Highway Status

Extents

-  Adopted: Classified Route
 Adopted: Unclassified Route

Public Rights of Way

- Footpath



NOTES

The highway records are not definitive, but are based on currently available supporting information and are given without warranty. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway. This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed. This plan is based on Ordnance Survey features and therefore only shows the general position of the boundaries: it does not show the exact line of the boundaries. If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leicestershire County Council. LA100019271. Published 2021.

Appendix D
Personal Injury Collision Data

Colour-Coding by Severity (Legacy)

Total Accidents (4)

- Fatal (0)
- Serious (1)
- ▲ Slight (3)

Total Casualties (5)

- Fatal (0)
- Serious (1)
- Slight (4)

Accidents between
dates 01/01/2020
and 11/01/2025



+ Crown copyright. All rights reserved
Leicestershire CC
Licence No. 100019271 2025

Her Majesty's Office (c) Crown Copyright

SCALE

1 : 12950

DATE

21/03/2025

DRAWING No.

DRAWN BY



DTA Markfield



Accidents between dates: 01/01/2020 and 11/01/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("DTA Markfield 21.03.2025")

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	1	-	1
July	1	-	-	-	-	-	1
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	1	-	-	-	-	-	1
November	-	-	-	-	-	-	0
December	1	-	-	-	-	-	1
TOTAL	3	0	0	0	1	0	4

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	1	-	1
July	1	-	-	-	-	-	1
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	1	-	-	-	-	-	1
November	-	-	-	-	-	-	0
December	2	-	-	-	-	-	2
TOTAL	4	0	0	0	1	0	5

Table 3 - All Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	1	0	1
Slight	3	0	0	0	0	0	3
TOTAL	3	0	0	0	1	0	4

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	1	0	1
Slight	4	0	0	0	0	0	4
TOTAL	4	0	0	0	1	0	5

Table 5 - Pedestrian Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0



Accidents between dates: 01/01/2020 and 11/01/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("DTA Markfield 21.03.2025")

Table 6 - Cycle Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	1	0	1
Slight	3	0	0	0	0	0	3
TOTAL	3	0	0	0	1	0	4

Table 8 - 60 Plus Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	0	0	0	0	1
TOTAL	1	0	0	0	0	0	1

Table 9 - Child Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Accidents between dates 01/01/2020 and 11/01/2025 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("DTA Markfield 21.03.2025")

Selected Polygon:DTA Markfield 21.03.2025

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000432	20/07/2020	450220	309464	Fine without high winds	Dry	Daylight	Slight

Location: A50 BRADGATE HILL GROBY APPROACHING QUARRY ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	NW	SE
Car	Jct Approach	Stopping	NW	SE

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000996	23/12/2020	449635	310120	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A50 NORTHBOUND MARKFIELD AT FIELD HEAD ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	S	N
Car	Entering roundabout	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates01/01/2020 and 11/01/2025 (60) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("DTA Markfield 21.03.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202001171	28/10/2020	449700	309890	Fine without high winds	Dry	Daylight	Slight

Location: A50 MARKFIELD EXACT LOCATION & DIRECTIONS UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	U-turn	S	S
Car	Not at, or within 20M of Jct	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400573	23/06/2024	449645	310170	Fine without high winds	Dry	Darkness: street lights present and lit	Less serious

Location: A50 FIELD HEAD ROUNDABOUT NEWTOWN LINFORD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Going ahead	N	S

Casualties:

Class	Severity
Driver / Rider	Less serious

Number of records in selection: 4

Appendix E
Traffic Survey Data

12797		MARKFIELD								
NOVEMBER 2023					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 12797003	Site 3 - Ratby Lane, Markfield (t/p #63) 52.68345, -1.26631	Channel: Northbound	Tue 31-Oct-23	Mon 06-Nov-23	30	2921	463	417	32.7	25.9
		Channel: Southbound	Tue 31-Oct-23	Mon 06-Nov-23		4798	752	685	31.9	26.4

12797			MARKFIELD			Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			TRAILER	TRAILER											
Tue 31-Oct-23															
00:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0
06:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
07:00	54	0	47	7	0	0	0	0	0	0	0	0	0	0	0
08:00	70	0	68	2	0	0	0	0	0	0	0	0	0	0	0
09:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0	0
10:00	26	0	23	2	0	0	1	0	0	0	0	0	0	0	0
11:00	27	0	23	3	0	0	1	0	0	0	0	0	0	0	0
12:00	23	0	21	2	0	0	0	0	0	0	0	0	0	0	0
13:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	0
14:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0
15:00	33	0	28	5	0	0	0	0	0	0	0	0	0	0	0
16:00	42	0	39	3	0	0	0	0	0	0	0	0	0	0	0
17:00	28	0	26	2	0	0	0	0	0	0	0	0	0	0	0
18:00	25	0	24	1	0	0	0	0	0	0	0	0	0	0	0
19:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	0
20:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	405	0	371	32	0	0	2	0	0	0	0	0	0	0	0
16H,6-22	457	0	417	38	0	0	2	0	0	0	0	0	0	0	0
18H,6-24	460	0	420	38	0	0	2	0	0	0	0	0	0	0	0
24H,0-24	466	0	426	38	0	0	2	0	0	0	0	0	0	0	0

12797		MARKFIELD				Site No: 12797003		Location		Site 3 - Ratby Lane, Markfield (t/p #63)					
Tue 31-Oct-23 to Mon 06-Nov-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Wed 01-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
06:00	11	1	8	2	0	0	0	0	0	0	0	0	0	0	0
07:00	63	1	55	7	0	0	0	0	0	0	0	0	0	0	0
08:00	73	0	65	8	0	0	0	0	0	0	0	0	0	0	0
09:00	33	0	31	2	0	0	0	0	0	0	0	0	0	0	0
10:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
11:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0	0
12:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	0
13:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0
14:00	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0
15:00	33	0	30	3	0	0	0	0	0	0	0	0	0	0	0
16:00	43	0	40	3	0	0	0	0	0	0	0	0	0	0	0
17:00	34	0	32	1	0	0	1	0	0	0	0	0	0	0	0
18:00	29	1	25	3	0	0	0	0	0	0	0	0	0	0	0
19:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0
20:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
21:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	417	2	382	32	0	0	1	0	0	0	0	0	0	0	0
16H,6-22	468	3	429	35	0	0	1	0	0	0	0	0	0	0	0
18H,6-24	470	3	431	35	0	0	1	0	0	0	0	0	0	0	0
24H,0-24	481	3	441	36	0	0	1	0	0	0	0	0	0	0	0

12797		MARKFIELD				Site No: 12797003		Location		Site 3 - Ratby Lane, Markfield (t/p #63)					
Tue 31-Oct-23 to Mon 06-Nov-23			Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			TRAILER	TRAILER											
Thu 02-Nov-23															
00:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0
06:00	9	0	9		0	0	0	0	0	0	0	0	0	0	0
07:00	47	0	41	6	0	0	0	0	0	0	0	0	0	0	0
08:00	58	0	55	3	0	0	0	0	0	0	0	0	0	0	0
09:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0	0
10:00	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0
11:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
12:00	25	0	24	0	0	1	0	0	0	0	0	0	0	0	0
13:00	27	0	26	1	0	0	0	0	0	0	0	0	0	0	0
14:00	30	0	28	2	0	0	0	0	0	0	0	0	0	0	0
15:00	29	0	26	2	0	0	1	0	0	0	0	0	0	0	0
16:00	38	0	35	3	0	0	0	0	0	0	0	0	0	0	0
17:00	42	0	41	1	0	0	0	0	0	0	0	0	0	0	0
18:00	35	0	31	3	0	0	0	0	1	0	0	0	0	0	0
19:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0	0
20:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	399	0	371	25	0	1	1	0	1	0	0	0	0	0	0
16H,6-22	439	0	409	27	0	1	1	0	1	0	0	0	0	0	0
18H,6-24	442	0	412	27	0	1	1	0	1	0	0	0	0	0	0
24H,0-24	448	0	418	27	0	1	1	0	1	0	0	0	0	0	0

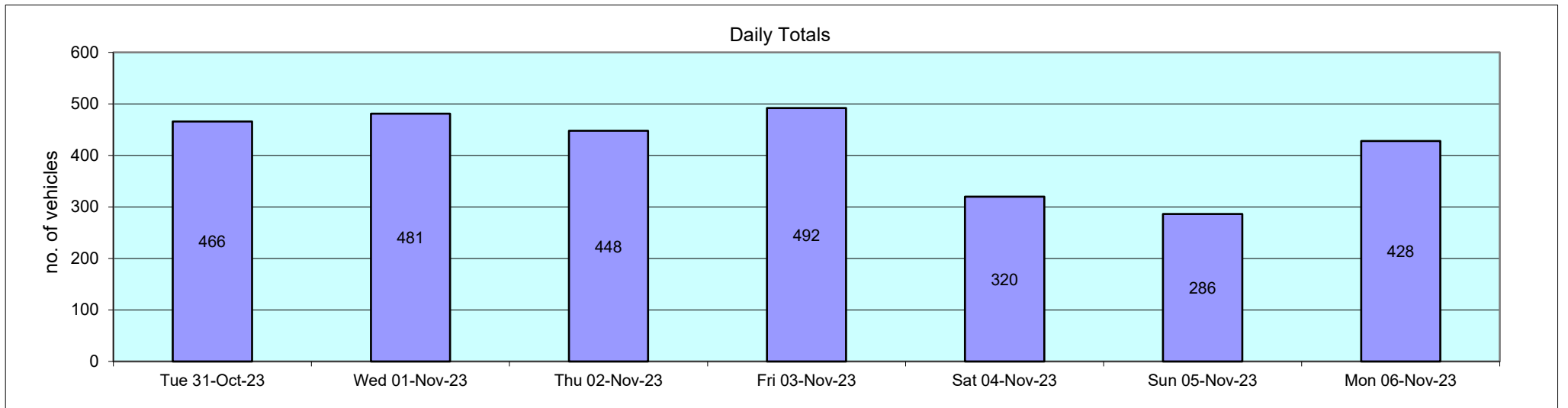
12797		MARKFIELD				Site No: 12797003		Location		Site 3 - Ratby Lane, Markfield (t/p #63)					
Tue 31-Oct-23 to Mon 06-Nov-23				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC
			LGV												
Fri 03-Nov-23															
00:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	4		1	0	0	0	0	0	0	0	0	0	0
06:00	6	0	6		0	0	0	0	0	0	0	0	0	0	0
07:00	40	0	34		6	0	0	0	0	0	0	0	0	0	0
08:00	50	0	45		5	0	0	0	0	0	0	0	0	0	0
09:00	38	0	35		2	0	0	0	0	0	0	1	0	0	0
10:00	29	0	24		4	0	0	1	0	0	0	0	0	0	0
11:00	24	0	23		1	0	0	0	0	0	0	0	0	0	0
12:00	24	0	21		2	0	0	1	0	0	0	0	0	0	0
13:00	34	1	29		3	0	1	0	0	0	0	0	0	0	0
14:00	22	0	19		3	0	0	0	0	0	0	0	0	0	0
15:00	49	0	48		1	0	0	0	0	0	0	0	0	0	0
16:00	31	0	25		6	0	0	0	0	0	0	0	0	0	0
17:00	47	1	45		1	0	0	0	0	0	0	0	0	0	0
18:00	37	0	34		3	0	0	0	0	0	0	0	0	0	0
19:00	21	0	21		0	0	0	0	0	0	0	0	0	0	0
20:00	9	0	9		0	0	0	0	0	0	0	0	0	0	0
21:00	8	0	8		0	0	0	0	0	0	0	0	0	0	0
22:00	10	0	10		0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	7		0	0	0	0	0	0	0	0	0	0	0
12H,7-19	425	2	382		37	0	1	2	0	0	0	1	0	0	0
16H,6-22	469	2	426		37	0	1	2	0	0	0	1	0	0	0
18H,6-24	486	2	443		37	0	1	2	0	0	0	1	0	0	0
24H,0-24	492	2	448		38	0	1	2	0	0	0	1	0	0	0

12797			MARKFIELD			Site No: 12797003			Location			Site 3 - Ratby Lane, Markfield (t/p #63)			
Tue 31-Oct-23 to Mon 06-Nov-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			TRAILER	TRAILER											
Sat 04-Nov-23															
00:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
07:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
08:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0	0
09:00	25	0	24	1	0	0	0	0	0	0	0	0	0	0	0
10:00	33	1	29	3	0	0	0	0	0	0	0	0	0	0	0
11:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0
12:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0
13:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0
14:00	28	0	25	3	0	0	0	0	0	0	0	0	0	0	0
15:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0	0
16:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0	0
17:00	29	0	27	2	0	0	0	0	0	0	0	0	0	0	0
18:00	29	0	27	2	0	0	0	0	0	0	0	0	0	0	0
19:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
20:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	290	1	270	19	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	310	1	286	23	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	314	1	288	25	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	320	1	294	25	0	0	0	0	0	0	0	0	0	0	0

12797			MARKFIELD			Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Sun 05-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
08:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
09:00	22	1	21	0	0	0	0	0	0	0	0	0	0	0	0
10:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0	0
11:00	21	0	20	0	0	0	1	0	0	0	0	0	0	0	0
12:00	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0
13:00	29	1	26	2	0	0	0	0	0	0	0	0	0	0	0
14:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0	0
15:00	27	1	25	1	0	0	0	0	0	0	0	0	0	0	0
16:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
17:00	27	0	23	4	0	0	0	0	0	0	0	0	0	0	0
18:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0
19:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
20:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	247	3	228	15	0	0	1	0	0	0	0	0	0	0	0
16H,6-22	281	3	260	17	0	0	1	0	0	0	0	0	0	0	0
18H,6-24	283	3	262	17	0	0	1	0	0	0	0	0	0	0	0
24H,0-24	286	3	265	17	0	0	1	0	0	0	0	0	0	0	0

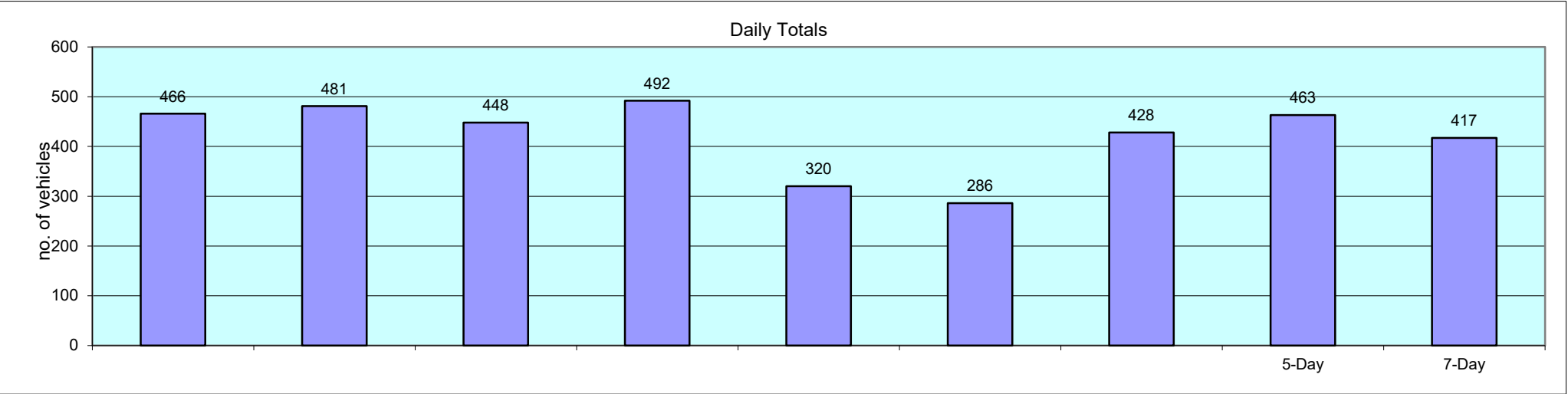
12797		MARKFIELD				Site No: 12797003		Location		Site 3 - Ratby Lane, Markfield (t/p #63)					
Tue 31-Oct-23 to Mon 06-Nov-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC		
Mon 06-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
06:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
07:00	54	1	48	4	0	0	1	0	0	0	0	0	0	0	0
08:00	57	0	54	3	0	0	0	0	0	0	0	0	0	0	0
09:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0
10:00	33	1	27	5	0	0	0	0	0	0	0	0	0	0	0
11:00	26	0	25	1	0	0	0	0	0	0	0	0	0	0	0
12:00	31	0	31	0	0	0	0	0	0	0	0	0	0	0	0
13:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0
14:00	25	1	22	2	0	0	0	0	0	0	0	0	0	0	0
15:00	36	0	31	5	0	0	0	0	0	0	0	0	0	0	0
16:00	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0
17:00	27	0	24	3	0	0	0	0	0	0	0	0	0	0	0
18:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0	0
19:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0	0
20:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	374	3	341	29	0	0	1	0	0	0	0	0	0	0	0
16H,6-22	414	3	379	31	0	0	1	0	0	0	0	0	0	0	0
18H,6-24	419	3	384	31	0	0	1	0	0	0	0	0	0	0	0
24H,0-24	428	3	392	32	0	0	1	0	0	0	0	0	0	0	0

12797		MARKFIELD				Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
Daily Totals															
Tue 31-Oct-23	466	0	426	38	0	0	2	0	0	0	0	0	0	0	0
Wed 01-Nov-23	481	3	441	36	0	0	1	0	0	0	0	0	0	0	0
Thu 02-Nov-23	448	0	418	27	0	1	1	0	1	0	0	0	0	0	0
Fri 03-Nov-23	492	2	448	38	0	1	2	0	0	0	1	0	0	0	0
Sat 04-Nov-23	320	1	294	25	0	0	0	0	0	0	0	0	0	0	0
Sun 05-Nov-23	286	3	265	17	0	0	1	0	0	0	0	0	0	0	0
Mon 06-Nov-23	428	3	392	32	0	0	1	0	0	0	0	0	0	0	0
Total Vehicles															
[--]	2921	12	2684	213	0	2	8	0	1	0	1	0	0	0	0



12797	MARKFIELD			Site No: 12797003		Location		Site 3 - Ratby Lane, Markfield (t/p #63)		
Channel: Northbound										
								5-Day	7-Day	
TIME PERIOD	Tue 31-Oct-23	Wed 01-Nov-23	Thu 02-Nov-23	Fri 03-Nov-23	Sat 04-Nov-23	Sun 05-Nov-23	Mon 06-Nov-23	Av	Av	
Week Begin: 31-Oct-23										
00:00	1	0	0	1	4	0	0	0	1	
01:00	0	1	0	0	1	0	1	0	0	
02:00	0	1	0	0	0	0	0	0	0	
03:00	0	0	1	0	0	0	0	0	0	
04:00	1	2	1	0	0	1	1	1	1	
05:00	4	7	4	5	1	2	7	5	4	
06:00	12	11	9	6	1	0	11	10	7	
07:00	54	63	47	40	9	7	54	52	39	
08:00	70	73	58	50	20	8	57	62	48	
09:00	31	33	25	38	25	22	18	29	27	
10:00	26	15	25	29	33	23	33	26	26	
11:00	27	25	18	24	25	21	26	24	24	
12:00	23	19	25	24	24	26	31	24	25	
13:00	21	21	27	34	23	29	19	24	25	
14:00	25	29	30	22	28	22	25	26	26	
15:00	33	33	29	49	22	27	36	36	33	
16:00	42	43	38	31	23	18	25	36	31	
17:00	28	34	42	47	29	27	27	36	33	
18:00	25	29	35	37	29	17	23	30	28	
19:00	16	18	17	21	5	18	17	18	16	
20:00	18	12	10	9	7	12	8	11	11	
21:00	6	10	4	8	7	4	4	6	6	
22:00	2	1	2	10	2	2	4	4	3	
23:00	1	1	1	7	2	0	1	2	2	
12H,7-19	405	417	399	425	290	247	374	404	365	
16H,6-22	457	468	439	469	310	281	414	449	405	
18H,6-24	460	470	442	486	314	283	419	455	411	
24H,0-24	466	481	448	492	320	286	428	463	417	
Am	08:00	08:00	08:00	08:00	10:00	10:00	08:00			
Peak	70	73	58	50	33	23	57			
Pm	16:00	16:00	17:00	15:00	18:00	13:00	15:00			
Peak	42	43	42	49	29	29	36			

12797		MARKFIELD		Site No: 12797003		Location		Site 3 - Ratby Lane, Markfield (t/p #63)	
Channel: Northbound									
								5-Day	7-Day
TIME PERIOD	Tue 31-Oct-23	Wed 01-Nov-23	Thu 02-Nov-23	Fri 03-Nov-23	Sat 04-Nov-23	Sun 05-Nov-23	Mon 06-Nov-23	Av	Av



12797			MARKFIELD			Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23			Channel: Southbound												
			CARS OR						FOUR OR	FOUR OR			FIVE OR		
TIME	TOTAL	MOTOR-	CAR-	LIGHT		TWO AXLE,	THREE	MORE	LESS	FIVE	SIX OR	LESS	SIX AXLE	SEVEN	
PERIOD	VEHICLES	CYCLES	BASED	GOODS	BUSES	SIX TYRE,	AXLE	AXLE	AXLE	AXLE	AXLE	AXLE	TRAILER	OR	
			LGV	VEHICLES		RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	AXLE	
Tue 31-Oct-23															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
06:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
07:00	35	0	30	5	0	0	0	0	0	0	0	0	0	0	
08:00	45	0	37	7	0	0	0	0	1	0	0	0	0	0	
09:00	38	0	33	3	0	2	0	0	0	0	0	0	0	0	
10:00	29	0	22	6	0	1	0	0	0	0	0	0	0	0	
11:00	20	1	17	2	0	0	0	0	0	0	0	0	0	0	
12:00	45	0	42	3	0	0	0	0	0	0	0	0	0	0	
13:00	46	0	40	6	0	0	0	0	0	0	0	0	0	0	
14:00	48	1	41	6	0	0	0	0	0	0	0	0	0	0	
15:00	55	0	51	4	0	0	0	0	0	0	0	0	0	0	
16:00	79	1	72	5	0	0	0	0	0	1	0	0	0	0	
17:00	83	1	70	12	0	0	0	0	0	0	0	0	0	0	
18:00	49	0	45	3	0	1	0	0	0	0	0	0	0	0	
19:00	44	0	41	3	0	0	0	0	0	0	0	0	0	0	
20:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0	
21:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0	
22:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	572	4	500	62	0	4	0	0	1	1	0	0	0	0	
16H,6-22	665	4	587	68	0	4	0	0	1	1	0	0	0	0	
18H,6-24	683	4	605	68	0	4	0	0	1	1	0	0	0	0	
24H,0-24	689	4	611	68	0	4	0	0	1	1	0	0	0	0	

12797			MARKFIELD			Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC		
Wed 01-Nov-23															
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0
07:00	35	0	26	9	0	0	0	0	0	0	0	0	0	0	0
08:00	58	0	52	4	0	0	2	0	0	0	0	0	0	0	0
09:00	25	0	21	3	1	0	0	0	0	0	0	0	0	0	0
10:00	34	0	33	1	0	0	0	0	0	0	0	0	0	0	0
11:00	27	0	23	4	0	0	0	0	0	0	0	0	0	0	0
12:00	46	0	43	3	0	0	0	0	0	0	0	0	0	0	0
13:00	42	0	34	7	0	0	0	0	0	0	0	0	1	0	0
14:00	65	0	61	4	0	0	0	0	0	0	0	0	0	0	0
15:00	77	0	69	7	0	0	0	0	0	0	0	1	0	0	0
16:00	90	0	86	4	0	0	0	0	0	0	0	0	0	0	0
17:00	94	1	90	3	0	0	0	0	0	0	0	0	0	0	0
18:00	57	0	53	4	0	0	0	0	0	0	0	0	0	0	0
19:00	40	0	36	4	0	0	0	0	0	0	0	0	0	0	0
20:00	21	0	19	2	0	0	0	0	0	0	0	0	0	0	0
21:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
22:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	650	1	591	53	1	0	2	0	0	0	1	1	0	0	0
16H,6-22	731	1	664	61	1	0	2	0	0	0	1	1	0	0	0
18H,6-24	751	1	684	61	1	0	2	0	0	0	1	1	0	0	0
24H,0-24	762	1	694	62	1	0	2	0	0	0	1	1	0	0	0

12797			MARKFIELD			Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23			Channel: Southbound												
			CARS OR						FOUR OR	FOUR OR			FIVE OR		
TIME	TOTAL	MOTOR-	CAR-	LIGHT		TWO AXLE,	THREE	MORE	LESS	FIVE AXLE	SIX OR	LESS	SIX AXLE	SEVEN	
PERIOD	VEHICLES	CYCLES	BASED	GOODS	BUSES	SIX TYRE,	AXLE	AXLE	AXLE	ARTIC	ARTIC	ARTIC	TRAILER	OR MORE	
			LGV	VEHICLES		RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	AXLE	
Thu 02-Nov-23															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	3	0	1	1	0	1	0	0	0	0	0	0	0	0	
06:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
07:00	36	0	30	6	0	0	0	0	0	0	0	0	0	0	
08:00	60	0	53	6	0	0	0	0	1	0	0	0	0	0	
09:00	36	1	33	2	0	0	0	0	0	0	0	0	0	0	
10:00	40	0	32	7	0	1	0	0	0	0	0	0	0	0	
11:00	34	0	27	7	0	0	0	0	0	0	0	0	0	0	
12:00	40	1	37	2	0	0	0	0	0	0	0	0	0	0	
13:00	34	0	34	0	0	0	0	0	0	0	0	0	0	0	
14:00	48	0	42	6	0	0	0	0	0	0	0	0	0	0	
15:00	62	0	52	10	0	0	0	0	0	0	0	0	0	0	
16:00	68	0	63	4	0	0	1	0	0	0	0	0	0	0	
17:00	78	0	73	5	0	0	0	0	0	0	0	0	0	0	
18:00	61	0	59	2	0	0	0	0	0	0	0	0	0	0	
19:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0	
20:00	30	0	27	3	0	0	0	0	0	0	0	0	0	0	
21:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	597	2	535	57	0	1	1	0	1	0	0	0	0	0	
16H,6-22	680	2	611	64	0	1	1	0	1	0	0	0	0	0	
18H,6-24	694	2	625	64	0	1	1	0	1	0	0	0	0	0	
24H,0-24	703	2	632	65	0	2	1	0	1	0	0	0	0	0	

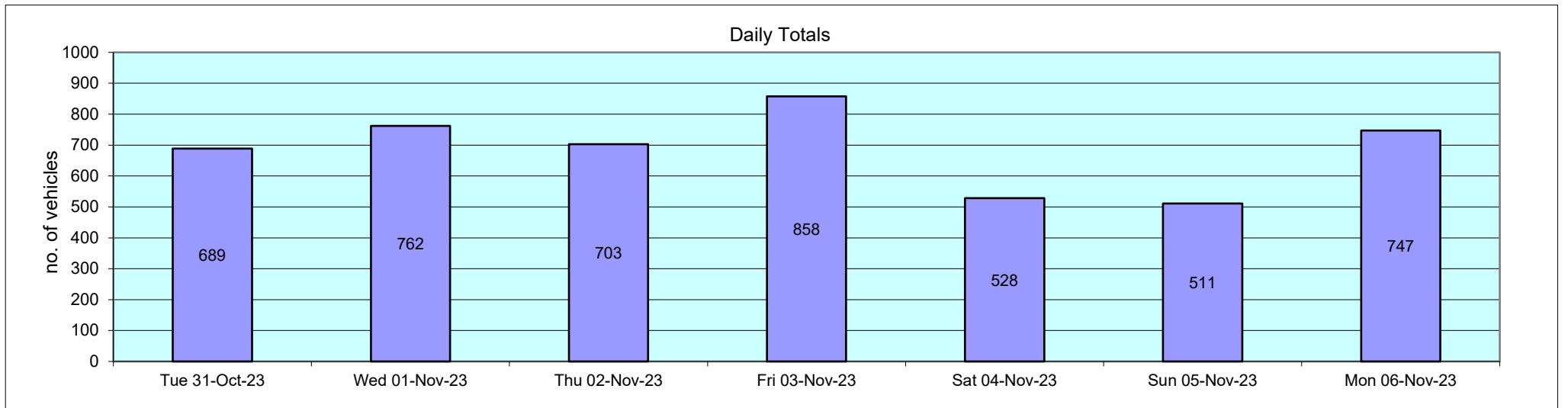
12797		MARKFIELD				Site No: 12797003		Location		Site 3 - Ratby Lane, Markfield (t/p #63)					
Tue 31-Oct-23 to Mon 06-Nov-23			Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			TRAILER	TRAILER											
Fri 03-Nov-23															
00:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0		1	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
06:00	7	0	3		4	0	0	0	0	0	0	0	0	0	0
07:00	28	0	25		3	0	0	0	0	0	0	0	0	0	0
08:00	60	0	54		6	0	0	0	0	0	0	0	0	0	0
09:00	37	0	30		7	0	0	0	0	0	0	0	0	0	0
10:00	36	0	32		3	0	1	0	0	0	0	0	0	0	0
11:00	51	1	44		6	0	0	0	0	0	0	0	0	0	0
12:00	64	0	53		9	0	0	1	0	0	0	1	0	0	0
13:00	64	0	58		5	0	0	0	0	1	0	0	0	0	0
14:00	47	0	44		3	0	0	0	0	0	0	0	0	0	0
15:00	89	0	84		5	0	0	0	0	0	0	0	0	0	0
16:00	76	0	73		3	0	0	0	0	0	0	0	0	0	0
17:00	77	1	70		5	0	0	0	0	0	1	0	0	0	0
18:00	62	0	55		7	0	0	0	0	0	0	0	0	0	0
19:00	32	0	31		1	0	0	0	0	0	0	0	0	0	0
20:00	25	0	25		0	0	0	0	0	0	0	0	0	0	0
21:00	29	0	28		1	0	0	0	0	0	0	0	0	0	0
22:00	39	1	38		0	0	0	0	0	0	0	0	0	0	0
23:00	30	0	25		5	0	0	0	0	0	0	0	0	0	0
12H,7-19	691	2	622	62	0	1	1	0	1	1	1	1	0	0	0
16H,6-22	784	2	709	68	0	1	1	0	1	1	1	1	0	0	0
18H,6-24	853	3	772	73	0	1	1	0	1	1	1	1	0	0	0
24H,0-24	858	3	775	75	0	1	1	0	1	1	1	1	0	0	0

12797			MARKFIELD			Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23			Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			LGV	TRAILER											
Sat 04-Nov-23															
00:00	9	0	9		0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3		0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3		0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
07:00	9	1	6	2	0	0	0	0	0	0	0	0	0	0	0
08:00	12	0	8	4	0	0	0	0	0	0	0	0	0	0	0
09:00	32	0	28	4	0	0	0	0	0	0	0	0	0	0	0
10:00	32	0	30	2	0	0	0	0	0	0	0	0	0	0	0
11:00	50	0	47	3	0	0	0	0	0	0	0	0	0	0	0
12:00	50	0	49	1	0	0	0	0	0	0	0	0	0	0	0
13:00	56	0	52	4	0	0	0	0	0	0	0	0	0	0	0
14:00	52	0	50	2	0	0	0	0	0	0	0	0	0	0	0
15:00	53	0	51	2	0	0	0	0	0	0	0	0	0	0	0
16:00	44	0	43	1	0	0	0	0	0	0	0	0	0	0	0
17:00	41	0	37	4	0	0	0	0	0	0	0	0	0	0	0
18:00	36	0	35	1	0	0	0	0	0	0	0	0	0	0	0
19:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
20:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	467	1	436	30	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	491	1	457	33	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	506	1	472	33	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	528	1	492	35	0	0	0	0	0	0	0	0	0	0	0

12797			MARKFIELD			Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER		SEVEN OR MORE AXLE ARTIC
			LGV												
Sun 05-Nov-23															
00:00	6	0	6		0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	3		1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0
07:00	8	0	7		1	0	0	0	0	0	0	0	0	0	0
08:00	13	0	11		1	0	0	1	0	0	0	0	0	0	0
09:00	34	1	30		3	0	0	0	0	0	0	0	0	0	0
10:00	29	1	28		0	0	0	0	0	0	0	0	0	0	0
11:00	37	2	33		2	0	0	0	0	0	0	0	0	0	0
12:00	50	0	47		3	0	0	0	0	0	0	0	0	0	0
13:00	46	0	42		4	0	0	0	0	0	0	0	0	0	0
14:00	60	0	58		1	0	0	1	0	0	0	0	0	0	0
15:00	43	0	41		2	0	0	0	0	0	0	0	0	0	0
16:00	40	0	35		5	0	0	0	0	0	0	0	0	0	0
17:00	36	0	34		2	0	0	0	0	0	0	0	0	0	0
18:00	29	0	27		2	0	0	0	0	0	0	0	0	0	0
19:00	34	1	31		2	0	0	0	0	0	0	0	0	0	0
20:00	16	0	15		1	0	0	0	0	0	0	0	0	0	0
21:00	15	1	13		1	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5		0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0
12H,7-19	425	4	393		26	0	0	2	0	0	0	0	0	0	0
16H,6-22	492	6	454		30	0	0	2	0	0	0	0	0	0	0
18H,6-24	499	6	461		30	0	0	2	0	0	0	0	0	0	0
24H,0-24	511	6	472		31	0	0	2	0	0	0	0	0	0	0

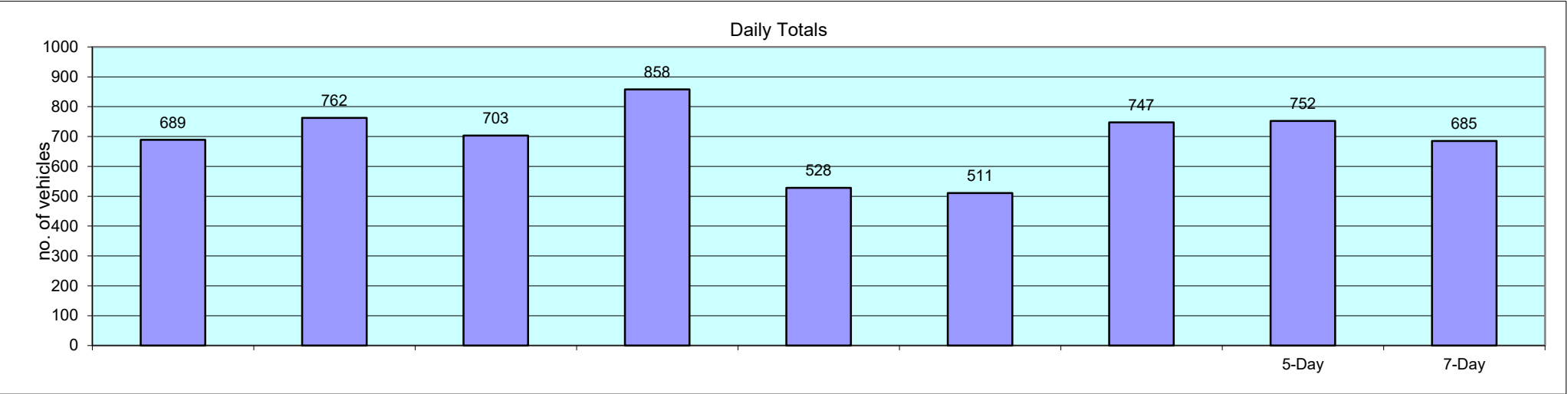
12797			MARKFIELD			Site No: 12797003			Location			Site 3 - Ratby Lane, Markfield (t/p #63)			
Tue 31-Oct-23 to Mon 06-Nov-23			Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Mon 06-Nov-23															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
07:00	39	0	28	11	0	0	0	0	0	0	0	0	0	0	0
08:00	72	1	63	8	0	0	0	0	0	0	0	0	0	0	0
09:00	36	0	30	5	1	0	0	0	0	0	0	0	0	0	0
10:00	37	0	33	4	0	0	0	0	0	0	0	0	0	0	0
11:00	30	0	28	1	0	1	0	0	0	0	0	0	0	0	0
12:00	54	0	49	5	0	0	0	0	0	0	0	0	0	0	0
13:00	41	0	38	2	0	0	1	0	0	0	0	0	0	0	0
14:00	53	1	46	6	0	0	0	0	0	0	0	0	0	0	0
15:00	76	0	67	8	0	0	1	0	0	0	0	0	0	0	0
16:00	73	0	67	5	0	0	0	0	1	0	0	0	0	0	0
17:00	88	2	81	5	0	0	0	0	0	0	0	0	0	0	0
18:00	45	1	42	2	0	0	0	0	0	0	0	0	0	0	0
19:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0	0
20:00	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0
21:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	0
22:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	644	5	572	62	1	1	2	0	1	0	0	0	0	0	0
16H,6-22	723	5	647	66	1	1	2	0	1	0	0	0	0	0	0
18H,6-24	744	5	666	68	1	1	2	0	1	0	0	0	0	0	0
24H,0-24	747	5	669	68	1	1	2	0	1	0	0	0	0	0	0

12797		MARKFIELD				Site No: 12797003		Location	Site 3 - Ratby Lane, Markfield (t/p #63)						
Tue 31-Oct-23 to Mon 06-Nov-23						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
Daily Totals															
Tue 31-Oct-23	689	4	611	68	0	4	0	0	1	1	0	0	0	0	
Wed 01-Nov-23	762	1	694	62	1	0	2	0	0	0	1	1	0	0	
Thu 02-Nov-23	703	2	632	65	0	2	1	0	1	0	0	0	0	0	
Fri 03-Nov-23	858	3	775	75	0	1	1	0	1	1	1	0	0	0	
Sat 04-Nov-23	528	1	492	35	0	0	0	0	0	0	0	0	0	0	
Sun 05-Nov-23	511	6	472	31	0	0	2	0	0	0	0	0	0	0	
Mon 06-Nov-23	747	5	669	68	1	1	2	0	1	0	0	0	0	0	
Total Vehicles															
[--]	4798	22	4345	404	2	8	8	0	4	2	2	1	0	0	

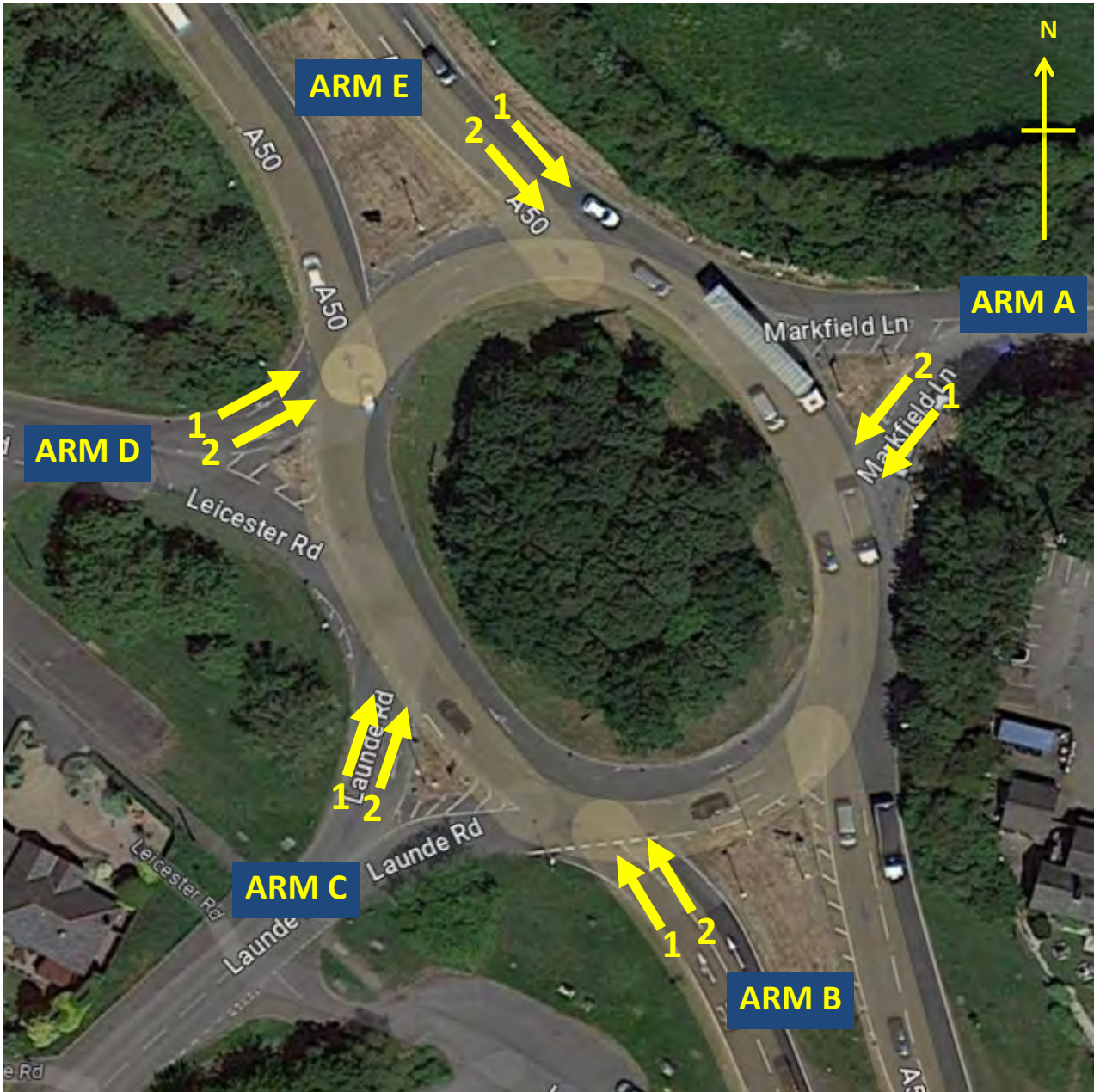


12797	MARKFIELD			Site No: 12797003		Location		Site 3 - Ratby Lane, Markfield (t/p #63)		
Channel: Southbound										
								5-Day	7-Day	
TIME PERIOD	Tue 31-Oct-23	Wed 01-Nov-23	Thu 02-Nov-23	Fri 03-Nov-23	Sat 04-Nov-23	Sun 05-Nov-23	Mon 06-Nov-23	Av	Av	
Week Begin: 31-Oct-23										
00:00	1	4	2	0	9	6	0	1	3	
01:00	1	1	1	0	3	4	0	1	1	
02:00	0	2	2	1	3	0	0	1	1	
03:00	1	0	0	1	2	2	1	1	1	
04:00	0	3	1	1	4	0	0	1	1	
05:00	3	1	3	2	1	0	2	2	2	
06:00	6	8	4	7	6	2	6	6	6	
07:00	35	35	36	28	9	8	39	35	27	
08:00	45	58	60	60	12	13	72	59	46	
09:00	38	25	36	37	32	34	36	34	34	
10:00	29	34	40	36	32	29	37	35	34	
11:00	20	27	34	51	50	37	30	32	36	
12:00	45	46	40	64	50	50	54	50	50	
13:00	46	42	34	64	56	46	41	45	47	
14:00	48	65	48	47	52	60	53	52	53	
15:00	55	77	62	89	53	43	76	72	65	
16:00	79	90	68	76	44	40	73	77	67	
17:00	83	94	78	77	41	36	88	84	71	
18:00	49	57	61	62	36	29	45	55	48	
19:00	44	40	30	32	4	34	30	35	31	
20:00	23	21	30	25	7	16	22	24	21	
21:00	20	12	19	29	7	15	21	20	18	
22:00	13	14	7	39	2	5	14	17	13	
23:00	5	6	7	30	13	2	7	11	10	
12H,7-19	572	650	597	691	467	425	644	631	578	
16H,6-22	665	731	680	784	491	492	723	717	652	
18H,6-24	683	751	694	853	506	499	744	745	676	
24H,0-24	689	762	703	858	528	511	747	752	685	
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00			
Peak	45	58	60	60	50	37	72			
Pm	17:00	17:00	17:00	15:00	13:00	14:00	17:00			
Peak	83	94	78	89	56	60	88			

TIME PERIOD	Tue 31-Oct-23	Wed 01-Nov-23	Thu 02-Nov-23	Fri 03-Nov-23	Sat 04-Nov-23	Sun 05-Nov-23	Mon 06-Nov-23	5-Day	7-Day
								Av	Av



SITE: 2		DATE: 31/10/2023
LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)		DAY: TUESDAY



JOB TITLE: MARKFIELD	JOB NUMBER: 12797
------------------------------------	---------------------------------

MANUAL CLASSIFIED COUNTS



JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

DATE: 31/10/2023

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

DAY: TUESDAY

TIME	A TO A							
	FROM MARKFIELD LANE TO MARKFIELD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B								
FROM MARKFIELD LANE TO A50 (S)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		TOT
1	0	0	0	0	0	0		1
4	0	0	0	0	0	0		4
4	0	0	0	0	0	0		4
2	0	0	0	0	0	0		2
11	0	0	0	0	0	0		11
2	0	0	0	1	0	0		3
1	1	0	0	0	0	0		2
2	0	0	0	0	0	0		2
2	2	1	0	0	0	0		5
7	3	1	0	1	0	0		12
2	0	0	0	0	0	0		2
4	1	0	0	0	0	0		5
1	1	0	1	0	0	0		3
0	1	0	0	0	0	0		1
7	3	0	1	0	0	0		11
25	6	1	1	1	0	0		34

TIME	A TO A							
	FROM MARKFIELD LANE TO MARKFIELD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B								
FROM MARKFIELD LANE TO A50 (S)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		TOT
2	1	0	0	0	0	0		3
1	1	0	0	0	0	0		2
2	0	0	0	0	0	0		2
0	0	0	0	0	0	0		0
5	2	0	0	0	0	0		7
1	1	0	0	0	0	0		2
0	0	0	0	0	0	0		0
3	0	0	0	0	0	0		3
1	0	0	0	0	0	0		1
5	1	0	0	0	0	0		6
1	0	0	0	0	0	0		1
2	0	0	0	0	0	0		2
0	0	0	0	0	0	0		0
0	0	0	0	0	0	0		0
3	0	0	0	0	0	0		3
13	3	0	0	0	0	0		16

MANUAL CLASSIFIED COUNTS



JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

DATE: 31/10/2023

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

DAY: TUESDAY

TIME	A TO C								A TO D							
	FROM MARKFIELD LANE TO LAUNDE ROAD								FROM MARKFIELD LANE TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1
07:15	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
07:30	11	0	0	0	0	0	0	11	2	1	0	0	0	0	0	3
07:45	15	2	0	0	0	0	0	17	3	1	0	0	0	0	0	4
H/TOT	36	5	0	0	0	0	0	41	9	2	0	0	0	0	0	11
08:00	18	1	0	0	0	0	0	19	4	1	0	0	0	0	0	5
08:15	21	3	0	0	0	0	0	24	4	2	0	0	0	0	0	6
08:30	10	0	2	0	0	0	0	12	4	3	0	0	0	0	0	7
08:45	20	0	0	0	0	0	0	20	6	3	0	0	0	0	0	9
H/TOT	69	4	2	0	0	0	0	75	18	9	0	0	0	0	0	27
09:00	14	1	1	1	1	0	0	18	3	1	0	0	0	0	0	4
09:15	5	3	1	0	0	0	0	9	1	0	0	0	0	0	0	1
09:30	3	1	1	0	0	0	0	5	5	1	0	0	0	0	0	6
09:45	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4
H/TOT	32	6	3	1	1	0	0	43	13	2	0	0	0	0	0	15
P/TOT	137	15	5	1	1	0	0	159	40	13	0	0	0	0	0	53

TIME	A TO C								A TO D							
	FROM MARKFIELD LANE TO LAUNDE ROAD								FROM MARKFIELD LANE TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	2	0	0	0	0	0	10	4	2	0	0	0	0	0	6
16:15	19	5	0	0	0	1	0	25	12	2	0	0	0	0	0	14
16:30	12	1	0	0	1	0	0	14	3	2	1	0	0	0	0	6
16:45	10	1	1	0	0	0	0	12	6	0	0	0	0	0	0	6
H/TOT	49	9	1	0	1	1	0	61	25	6	1	0	0	0	0	32
17:00	15	4	1	0	0	0	0	20	5	2	0	0	0	0	0	7
17:15	14	2	0	0	0	0	0	16	5	1	0	0	0	0	0	6
17:30	20	0	0	0	0	0	0	20	5	4	0	0	0	0	0	9
17:45	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12
H/TOT	53	6	1	0	0	0	0	60	27	7	0	0	0	0	0	34
18:00	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4
18:15	6	0	0	0	0	0	1	7	1	0	0	0	0	1	0	2
18:30	4	1	1	0	0	0	1	7	3	0	0	0	0	0	0	3
18:45	8	1	0	0	0	0	0	9	2	1	0	0	0	0	0	3
H/TOT	29	2	1	0	0	0	2	34	10	1	0	0	0	1	0	12
P/TOT	131	17	3	0	1	1	2	155	62	14	1	0	0	1	0	78

MANUAL CLASSIFIED COUNTS



JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

DATE: 31/10/2023

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

DAY: TUESDAY

TIME	A TO E FROM MARKFIELD LANE TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	7	0	0	0	0	0	19
07:15	17	7	0	0	0	0	0	24
07:30	17	2	0	0	0	0	0	19
07:45	19	5	0	0	0	0	0	24
H/TOT	65	21	0	0	0	0	0	86
08:00	22	3	2	0	0	0	0	27
08:15	19	4	0	1	0	0	0	24
08:30	17	4	0	0	0	0	0	21
08:45	20	3	1	0	0	0	0	24
H/TOT	78	14	3	1	0	0	0	96
09:00	6	1	0	0	0	0	0	7
09:15	11	2	0	0	0	1	0	14
09:30	7	1	0	0	0	0	0	8
09:45	6	2	0	0	0	0	0	8
H/TOT	30	6	0	0	0	1	0	37
P/TOT	173	41	3	1	0	1	0	219

B TO A FROM A50 (S) TO MARKFIELD LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
7	1	0	0	0	0	0	8
5	1	0	0	0	0	0	6
5	1	1	0	0	0	0	7
8	1	0	0	0	0	0	9
5	0	1	0	0	0	0	6
23	3	2	0	0	0	0	28
5	0	0	0	0	0	0	5
8	0	0	0	0	0	0	8
4	2	0	0	0	0	0	6
1	1	0	0	0	0	0	2
18	3	0	0	0	0	0	21
48	7	2	0	0	0	0	57

TIME	A TO E FROM MARKFIELD LANE TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	12	4	1	0	0	0	0	17
16:15	17	1	0	0	0	0	0	18
16:30	16	4	1	0	0	0	0	21
16:45	14	2	0	0	0	0	0	16
H/TOT	59	11	2	0	0	0	0	72
17:00	10	2	0	0	0	2	0	14
17:15	16	1	0	0	0	0	0	17
17:30	14	5	0	0	0	0	0	19
17:45	15	0	0	0	0	0	0	15
H/TOT	55	8	0	0	0	2	0	65
18:00	15	2	0	0	0	1	0	18
18:15	12	1	0	0	0	0	0	13
18:30	3	2	0	0	0	0	0	5
18:45	8	2	0	0	0	0	0	10
H/TOT	38	7	0	0	0	1	0	46
P/TOT	152	26	2	0	0	3	0	183

B TO A FROM A50 (S) TO MARKFIELD LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	1	0	0	0	0	0	2
5	1	0	0	0	0	0	6
5	0	0	0	0	0	0	5
8	2	0	0	0	0	0	10
19	4	0	0	0	0	0	23
6	3	0	0	0	0	0	9
3	1	0	0	0	1	0	5
3	2	0	0	0	0	0	5
7	0	0	0	0	0	0	7
19	6	0	0	0	1	0	26
4	1	0	0	0	0	0	5
6	1	0	0	0	0	0	7
4	2	1	0	0	0	0	7
3	0	0	0	0	0	0	3
17	4	1	0	0	0	0	22
55	14	1	0	0	1	0	71

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	B TO B FROM A50 (S) TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4
07:15	10	1	0	0	0	0	0	11
07:30	11	1	0	0	0	0	0	12
07:45	12	2	0	0	0	0	0	14
H/TOT	36	5	0	0	0	0	0	41
08:00	13	1	0	0	0	0	0	14
08:15	9	1	0	0	0	0	0	10
08:30	3	0	0	0	0	0	0	3
08:45	5	0	0	0	0	0	0	5
H/TOT	30	2	0	0	0	0	0	32
09:00	7	0	0	0	0	0	0	7
09:15	3	0	0	0	0	0	0	3
09:30	2	0	1	0	0	0	0	3
09:45	2	1	0	0	0	0	0	3
H/TOT	14	1	1	0	0	0	0	16
P/TOT	80	8	1	0	0	0	0	89

B TO C FROM A50 (S) TO LAUNDE ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	1	0	0	0	0	0	4
1	2	0	0	0	0	0	3
2	1	2	0	0	0	0	5
3	1	0	0	0	0	0	4
9	5	2	0	0	0	0	16
5	4	0	0	1	0	0	10
1	1	0	0	1	0	0	3
3	0	0	0	0	0	0	3
2	2	0	0	0	0	0	4
11	7	0	0	2	0	0	20
2	2	0	0	0	0	0	4
4	0	0	0	0	0	0	4
2	1	0	0	0	0	0	3
4	1	0	0	0	0	0	5
12	4	0	0	0	0	0	16
32	16	2	0	2	0	0	52

TIME	B TO B FROM A50 (S) TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	0	0	3
16:15	1	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1
16:45	1	1	0	0	0	0	0	2
H/TOT	5	2	0	0	0	0	0	7
17:00	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1
17:30	3	1	0	0	0	0	0	4
17:45	2	0	1	0	0	0	0	3
H/TOT	7	1	1	0	0	0	0	9
18:00	5	1	0	0	0	0	0	6
18:15	3	0	0	0	0	0	0	3
18:30	1	1	0	0	0	0	0	2
18:45	1	0	0	0	0	0	0	1
H/TOT	10	2	0	0	0	0	0	12
P/TOT	22	5	1	0	0	0	0	28

B TO C FROM A50 (S) TO LAUNDE ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
6	2	0	0	0	0	0	8
5	1	0	0	0	0	0	6
4	2	0	0	0	0	0	6
6	2	0	0	0	0	0	8
21	7	0	0	0	0	0	28
5	0	0	0	0	0	0	5
7	2	1	0	0	0	0	10
9	1	0	0	0	0	0	10
9	1	0	0	0	0	0	10
30	4	1	0	0	0	0	35
3	1	0	0	0	0	0	4
6	0	0	0	0	0	0	6
1	0	0	0	1	0	0	2
3	1	0	0	0	0	0	4
13	2	0	0	1	0	0	16
64	13	1	0	1	0	0	79

MANUAL CLASSIFIED COUNTS



JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

DATE: 31/10/2023

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

DAY: TUESDAY

TIME	B TO D							
	FROM A50 (S) TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	2	0	0	0	0	0	8
07:15	10	2	0	0	0	0	0	12
07:30	4	4	1	0	0	0	0	9
07:45	13	4	1	0	0	1	0	19
H/TOT	33	12	2	0	0	1	0	48
08:00	14	5	0	0	0	0	0	19
08:15	18	5	1	0	1	0	0	25
08:30	15	7	0	0	0	0	0	22
08:45	13	6	0	1	1	0	0	21
H/TOT	60	23	1	1	2	0	0	87
09:00	6	4	0	0	0	0	0	10
09:15	10	3	2	0	0	0	0	15
09:30	17	1	3	0	1	0	0	22
09:45	13	3	1	0	1	0	0	18
H/TOT	46	11	6	0	2	0	0	65
P/TOT	139	46	9	1	4	1	0	200

	B TO E							
	FROM A50 (S) TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
235	70	9	6	1	3	0	0	324
263	65	12	14	0	1	0	0	355
311	66	13	13	2	1	0	0	406
286	65	15	12	1	0	0	0	379
1095	266	49	45	4	5	0	0	1464
282	47	18	11	0	0	0	0	358
256	46	12	10	0	0	0	0	324
220	59	17	20	0	0	0	0	316
215	64	9	22	0	2	0	0	312
973	216	56	63	0	2	0	0	1310
172	50	10	25	0	0	0	0	257
142	42	16	22	1	2	0	0	225
139	36	9	16	0	0	0	0	200
112	38	20	16	1	1	0	0	188
565	166	55	79	2	3	0	0	870
2633	648	160	187	6	10	0	0	3644

TIME	B TO D							
	FROM A50 (S) TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	8	1	0	0	0	0	33
16:15	27	2	0	0	0	0	0	29
16:30	39	3	0	0	0	0	0	42
16:45	41	6	0	0	0	0	0	47
H/TOT	131	19	1	0	0	0	0	151
17:00	27	1	0	0	0	0	0	28
17:15	33	5	0	0	1	0	0	39
17:30	26	1	0	0	1	0	0	28
17:45	30	1	0	0	2	1	0	34
H/TOT	116	8	0	0	4	1	0	129
18:00	16	2	0	0	0	0	0	18
18:15	18	1	0	0	0	0	0	19
18:30	12	4	0	0	1	0	0	17
18:45	22	2	0	0	0	0	0	24
H/TOT	68	9	0	0	1	0	0	78
P/TOT	315	36	1	0	5	1	0	358

	B TO E							
	FROM A50 (S) TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
264	60	14	13	0	1	0	0	352
249	46	10	9	0	0	0	0	314
264	68	9	14	1	3	0	0	359
300	40	9	10	1	0	0	0	360
1077	214	42	46	2	4	0	0	1385
295	43	11	8	1	1	0	0	359
335	36	4	8	1	2	0	0	386
323	29	6	10	0	1	0	0	369
307	32	10	10	1	1	0	0	361
1260	140	31	36	3	5	0	0	1475
292	23	10	11	0	0	0	0	336
266	14	8	9	1	2	0	0	300
190	17	3	11	1	0	0	0	222
133	13	4	5	3	0	0	0	158
881	67	25	36	5	2	0	0	1016
3218	421	98	118	10	11	0	0	3876

MANUAL CLASSIFIED COUNTS



JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

DATE: 31/10/2023

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

DAY: TUESDAY

TIME	C TO A							
	FROM LAUNDE ROAD TO MARKFIELD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4
07:15	7	4	0	0	0	0	0	11
07:30	4	1	1	0	0	0	0	6
07:45	9	1	2	1	0	0	0	13
H/TOT	23	7	3	1	0	0	0	34
08:00	11	1	0	0	2	0	0	14
08:15	14	2	0	0	0	1	0	17
08:30	17	2	0	0	0	0	0	19
08:45	10	0	0	0	0	0	0	10
H/TOT	52	5	0	0	2	1	0	60
09:00	7	3	0	0	0	0	0	10
09:15	10	2	0	0	0	0	0	12
09:30	9	0	0	0	1	0	0	10
09:45	4	1	0	0	0	0	0	5
H/TOT	30	6	0	0	1	0	0	37
P/TOT	105	18	3	1	3	1	0	131

TIME	C TO B							
	FROM LAUNDE ROAD TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15	5	0	0	0	0	0	0	20
25	2	0	0	0	0	1	0	28
25	1	0	0	0	0	0	0	26
32	3	1	0	0	0	0	0	36
97	11	1	0	0	0	1	0	110
27	2	0	0	0	0	0	0	29
17	1	2	0	0	0	0	0	20
16	0	2	0	0	0	0	0	18
11	1	2	0	0	0	0	0	14
71	4	6	0	0	0	0	0	81
18	1	0	1	0	0	0	0	20
9	0	0	0	0	0	0	0	9
11	2	1	1	0	0	0	0	15
11	1	0	0	0	0	0	0	12
49	4	1	2	0	0	0	0	56
217	19	8	2	0	1	0	0	247

TIME	C TO A							
	FROM LAUNDE ROAD TO MARKFIELD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	0	0	0	10
16:15	5	1	0	0	0	0	0	6
16:30	13	5	0	0	0	0	0	18
16:45	8	2	0	1	0	0	0	11
H/TOT	35	9	0	1	0	0	0	45
17:00	14	1	0	0	0	0	0	15
17:15	14	2	0	0	0	0	0	16
17:30	12	0	1	0	0	0	0	13
17:45	16	2	0	0	1	0	0	19
H/TOT	56	5	1	0	1	0	0	63
18:00	5	0	0	0	0	0	0	5
18:15	8	0	0	0	0	0	0	8
18:30	4	0	0	0	0	0	0	4
18:45	6	0	0	0	0	0	0	6
H/TOT	23	0	0	0	0	0	0	23
P/TOT	114	14	1	1	1	0	0	131

TIME	C TO B							
	FROM LAUNDE ROAD TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13	7	1	0	0	0	0	0	21
9	4	1	0	0	0	0	0	14
10	1	0	0	0	0	0	0	11
7	1	0	0	0	0	0	0	8
39	13	2	0	0	0	0	0	54
15	4	1	0	0	0	0	0	20
11	1	0	0	0	0	0	0	12
9	0	0	1	0	0	0	0	10
13	1	0	0	0	0	0	0	14
48	6	1	1	0	0	0	0	56
7	0	1	0	0	0	0	0	8
9	0	0	0	0	0	0	0	9
5	0	0	0	0	0	0	0	5
7	0	1	0	0	0	0	0	8
28	0	2	0	0	0	0	0	30
115	19	5	1	0	0	0	0	140

MANUAL CLASSIFIED COUNTS



JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

DATE: 31/10/2023

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

DAY: TUESDAY

TIME	C TO C							
	FROM LAUNDE ROAD TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C TO D							
	FROM LAUNDE ROAD TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	0	1
3	1	1	0	0	0	0	0	5
2	0	0	0	0	0	0	0	2
6	2	0	0	0	0	0	0	8
12	3	1	0	0	0	0	0	16
5	1	0	0	0	0	0	0	6
2	0	0	0	0	0	0	0	2
2	3	0	0	0	0	0	0	5
8	1	0	0	1	0	0	0	10
17	5	0	0	1	0	0	0	23
4	0	1	0	0	0	0	0	5
2	1	0	1	0	0	0	1	5
2	0	0	0	0	0	0	0	2
0	0	1	0	0	0	0	0	1
8	1	2	1	0	0	1	1	13
37	9	3	1	1	0	1	1	52

TIME	C TO C							
	FROM LAUNDE ROAD TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C TO D							
	FROM LAUNDE ROAD TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
4	0	0	0	0	0	0	0	4
6	0	0	0	0	0	0	0	6
3	1	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	3
16	1	0	0	0	0	0	0	17
7	0	0	0	0	0	0	0	7
6	1	0	0	0	0	0	0	7
4	1	0	0	0	0	0	0	5
4	2	0	0	0	0	0	0	6
21	4	0	0	0	0	0	0	25
6	0	0	0	0	0	0	0	6
3	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	4
16	0	0	0	0	0	0	0	16
53	5	0	0	0	0	0	0	58

MANUAL CLASSIFIED COUNTS



JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

DATE: 31/10/2023

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

DAY: TUESDAY

TIME	C TO E FROM LAUNDE ROAD TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	43	10	0	0	0	0	0	53
07:15	41	14	2	0	0	0	0	57
07:30	45	7	3	0	1	0	0	56
07:45	52	8	1	0	0	0	0	61
H/TOT	181	39	6	0	1	0	0	227
08:00	53	11	0	1	0	0	0	65
08:15	48	8	0	0	0	0	0	56
08:30	50	8	1	1	0	0	0	60
08:45	37	7	3	0	0	0	0	47
H/TOT	188	34	4	2	0	0	0	228
09:00	28	6	0	1	0	0	0	35
09:15	27	3	0	1	0	0	0	31
09:30	19	2	3	2	0	0	0	26
09:45	13	4	1	0	0	0	0	18
H/TOT	87	15	4	4	0	0	0	110
P/TOT	456	88	14	6	1	0	0	565

TIME	D TO A FROM LEICESTER ROAD TO MARKFIELD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	3
4	1	0	0	0	0	0	0	5
11	2	1	0	0	0	0	1	15
21	3	1	0	0	0	0	1	26
4	1	0	0	0	0	0	0	5
6	2	0	0	0	0	0	1	9
9	1	0	0	0	0	1	0	11
7	1	0	0	0	0	0	0	8
26	5	0	0	0	0	1	1	33
4	1	0	0	0	0	0	0	5
4	1	0	0	0	0	0	0	5
6	1	1	0	0	0	0	0	8
5	1	0	0	0	0	0	0	6
19	4	1	0	0	0	0	0	24
66	12	2	0	0	0	1	2	83

TIME	C TO E FROM LAUNDE ROAD TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	29	14	0	1	0	1	0	45
16:15	36	8	1	0	0	0	0	45
16:30	40	10	0	2	0	0	0	52
16:45	47	11	1	1	0	0	0	60
H/TOT	152	43	2	4	0	1	0	202
17:00	40	8	3	0	0	0	0	51
17:15	25	2	0	0	0	0	0	27
17:30	39	3	0	0	0	0	0	42
17:45	38	1	0	1	0	1	0	41
H/TOT	142	14	3	1	0	1	0	161
18:00	19	1	0	0	0	0	0	20
18:15	17	4	0	0	0	0	0	21
18:30	26	3	0	0	0	0	0	29
18:45	18	3	0	0	0	0	0	21
H/TOT	80	11	0	0	0	0	0	91
P/TOT	374	68	5	5	0	2	0	454

TIME	D TO A FROM LEICESTER ROAD TO MARKFIELD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	0	0	0	0	0	0	0	5
6	1	0	0	0	0	0	0	7
16	0	0	0	0	0	0	0	16
5	0	0	0	0	0	0	0	5
32	1	0	0	0	0	0	0	33
6	0	0	0	0	0	0	0	6
7	0	0	0	0	0	0	0	7
7	1	0	0	0	0	0	0	8
4	0	0	0	0	0	0	0	4
24	1	0	0	0	0	0	0	25
8	0	0	0	0	0	0	0	8
3	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	5
17	0	0	0	0	0	0	0	17
73	2	0	0	0	0	0	0	75

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	D TO B FROM LEICESTER ROAD TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	5	0	0	1	0	0	19
07:15	18	3	0	0	0	0	0	21
07:30	24	2	1	1	0	0	1	29
07:45	36	3	0	0	1	0	0	40
H/TOT	91	13	1	1	2	0	1	109
08:00	38	6	2	0	1	0	0	47
08:15	41	7	3	0	1	0	0	52
08:30	31	14	2	0	1	0	0	48
08:45	24	7	0	0	0	0	0	31
H/TOT	134	34	7	0	3	0	0	178
09:00	19	2	1	0	0	0	0	22
09:15	16	3	0	0	1	0	0	20
09:30	15	3	0	0	0	0	0	18
09:45	16	4	1	0	1	0	0	22
H/TOT	66	12	2	0	2	0	0	82
P/TOT	291	59	10	1	7	0	1	369

TIME	D TO C FROM LEICESTER ROAD TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	0	0	0	0	0	0	0	2
2	3	0	0	0	0	0	0	5
5	1	0	0	0	0	0	0	6
2	1	0	0	0	0	0	0	3
11	5	0	0	0	0	0	0	16
3	0	0	0	0	0	0	0	3
3	5	0	0	0	0	0	0	8
4	1	0	0	0	0	0	0	5
2	0	1	0	0	0	0	0	3
12	6	1	0	0	0	0	0	19
4	1	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	1
1	1	0	0	0	0	0	0	2
0	1	0	0	0	0	0	0	1
6	3	0	0	0	0	0	0	9
29	14	1	0	0	0	0	0	44

TIME	D TO B FROM LEICESTER ROAD TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	0	7
16:15	11	3	0	0	1	0	0	15
16:30	13	2	0	0	0	0	0	15
16:45	8	0	0	0	1	1	0	10
H/TOT	38	6	0	0	2	1	0	47
17:00	19	1	1	0	0	0	0	21
17:15	6	2	0	0	0	0	0	8
17:30	14	3	0	0	1	0	0	18
17:45	6	1	0	0	0	0	0	7
H/TOT	45	7	1	0	1	0	0	54
18:00	8	0	0	0	1	0	0	9
18:15	7	0	0	0	0	0	0	7
18:30	12	0	0	0	1	0	0	13
18:45	5	0	0	0	1	0	0	6
H/TOT	32	0	0	0	3	0	0	35
P/TOT	115	13	1	0	6	1	0	136

TIME	D TO C FROM LEICESTER ROAD TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
4	1	0	0	0	0	1	0	6
3	0	0	0	0	0	0	0	3
9	1	0	0	0	0	1	0	11
1	1	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
9	1	0	0	0	0	0	0	10
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	3
20	3	0	0	0	0	1	0	24

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	D TO D FROM LEICESTER ROAD TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	D TO E FROM LEICESTER ROAD TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	2
0	2	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
0	1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
2	3	0	0	0	0	0	0	5
3	5	0	0	0	0	0	0	8

TIME	D TO D FROM LEICESTER ROAD TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	D TO E FROM LEICESTER ROAD TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
2	2	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
4	3	0	0	0	0	0	0	7
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	3
8	3	0	0	0	0	0	0	11

MANUAL CLASSIFIED COUNTS



JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

DATE: 31/10/2023

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

DAY: TUESDAY

TIME	E TO A							
	FROM A50 (N) TO MARKFIELD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	1	0	0	0	0	0	9
07:15	10	1	0	0	0	0	0	11
07:30	2	2	0	0	0	0	0	4
07:45	10	2	1	0	1	0	0	14
H/TOT	30	6	1	0	1	0	0	38
08:00	11	3	0	0	0	0	0	14
08:15	8	0	1	0	0	0	0	9
08:30	14	7	0	0	0	0	0	21
08:45	14	1	0	0	0	0	0	15
H/TOT	47	11	1	0	0	0	0	59
09:00	9	3	0	1	0	0	0	13
09:15	10	1	1	0	0	0	0	12
09:30	10	0	0	0	0	0	0	10
09:45	10	1	0	0	0	0	0	11
H/TOT	39	5	1	1	0	0	0	46
P/TOT	116	22	3	1	1	0	0	143

TIME	E TO B							
	FROM A50 (N) TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
300	83	31	35	0	1	0	0	450
331	98	16	27	1	0	0	0	473
322	69	15	40	0	0	0	0	446
287	59	28	27	1	0	0	0	402
1240	309	90	129	2	1	0	0	1771
286	54	25	26	0	1	0	0	392
303	50	16	26	1	2	0	0	398
322	52	16	24	0	2	0	0	416
253	71	27	16	0	1	0	0	368
1164	227	84	92	1	6	0	0	1574
199	39	20	22	0	1	0	0	281
189	45	27	24	3	0	0	0	288
162	49	16	14	2	4	0	0	247
153	41	8	21	3	1	0	0	227
703	174	71	81	8	6	0	0	1043
3107	710	245	302	11	13	0	0	4388

TIME	E TO A							
	FROM A50 (N) TO MARKFIELD LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	6	1	0	0	0	0	27
16:15	28	5	0	0	0	0	0	33
16:30	17	8	0	0	0	0	0	25
16:45	23	4	1	0	0	1	0	29
H/TOT	88	23	2	0	0	1	0	114
17:00	21	2	0	0	0	0	0	23
17:15	25	1	0	0	0	2	0	28
17:30	31	4	0	0	0	0	0	35
17:45	27	3	0	0	0	0	0	30
H/TOT	104	10	0	0	0	2	0	116
18:00	16	4	0	0	0	0	0	20
18:15	13	1	1	0	0	0	0	15
18:30	7	3	0	0	0	0	0	10
18:45	5	1	0	0	0	0	0	6
H/TOT	41	9	1	0	0	0	0	51
P/TOT	233	42	3	0	0	3	0	281

TIME	E TO B							
	FROM A50 (N) TO A50 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
205	60	9	5	0	1	0	0	280
237	67	12	10	0	3	0	0	329
256	61	12	7	0	2	0	0	338
274	65	7	14	0	1	0	0	361
972	253	40	36	0	7	0	0	1308
259	42	7	10	0	1	0	0	319
324	48	8	11	0	0	0	0	391
291	28	5	10	0	1	0	0	335
266	33	5	6	0	0	0	0	310
1140	151	25	37	0	2	0	0	1355
293	22	5	6	0	3	0	0	329
251	23	3	7	0	1	0	0	285
233	31	1	6	0	1	0	0	272
221	25	9	6	0	1	0	0	262
998	101	18	25	0	6	0	0	1148
3110	505	83	98	0	15	0	0	3811

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	E TO C FROM A50 (N) TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	14	1	0	0	1	0	45
07:15	47	18	1	1	0	0	0	67
07:30	31	10	4	0	0	0	0	45
07:45	28	9	2	1	0	0	0	40
H/TOT	135	51	8	2	0	1	0	197
08:00	29	8	2	0	0	0	0	39
08:15	27	4	1	2	0	1	0	35
08:30	21	5	1	0	0	1	0	28
08:45	36	5	0	2	0	0	0	43
H/TOT	113	22	4	4	0	2	0	145
09:00	23	19	3	2	0	0	0	47
09:15	18	5	1	1	0	0	0	25
09:30	9	7	0	0	0	0	0	16
09:45	15	8	0	0	0	0	0	23
H/TOT	65	39	4	3	0	0	0	111
P/TOT	313	112	16	9	0	3	0	453

TIME	E TO D FROM A50 (N) TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	1	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	7
3	0	0	0	0	0	0	0	3
5	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
11	0	0	0	0	0	0	0	11
1	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	5
3	0	1	0	0	0	0	0	4
2	0	0	0	0	0	0	0	2
9	2	1	0	0	0	0	0	12
25	4	1	0	0	0	0	0	30

TIME	E TO C FROM A50 (N) TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	51	15	2	0	0	0	0	68
16:15	51	14	0	1	0	0	0	66
16:30	63	8	0	0	0	0	0	71
16:45	63	16	1	1	0	0	0	81
H/TOT	228	53	3	2	0	0	0	286
17:00	41	12	1	0	0	0	0	54
17:15	52	6	1	0	0	0	0	59
17:30	59	6	1	0	0	0	0	66
17:45	43	4	0	0	0	0	0	47
H/TOT	195	28	3	0	0	0	0	226
18:00	34	3	2	0	0	0	0	39
18:15	33	2	1	0	0	0	0	36
18:30	17	0	0	0	0	0	0	17
18:45	21	2	0	0	0	0	0	23
H/TOT	105	7	3	0	0	0	0	115
P/TOT	528	88	9	2	0	0	0	627

TIME	E TO D FROM A50 (N) TO LEICESTER ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	4
10	1	0	0	0	0	0	0	11
3	0	0	0	0	0	0	0	3
6	0	0	0	0	0	0	0	6
3	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	1
13	0	0	0	0	0	0	0	13
2	2	0	0	0	0	0	0	4
5	1	0	0	0	0	0	0	6
3	0	0	0	0	0	0	0	3
5	0	0	0	0	0	0	0	5
15	3	0	0	0	0	0	0	18
38	4	0	0	0	0	0	0	42

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	E TO E							
	FROM A50 (N) TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	3	0	0	0	3
H/TOT	0	0	0	3	0	0	0	3
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	1	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1
P/TOT	0	0	0	4	0	0	0	4

TIME	E TO E							
	FROM A50 (N) TO A50 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	1
H/TOT	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	2	0	0	0	2

QUEUE LENGTHS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 2

LOCATION: MARKFIELD LANE / A50 (S) / LAUNDE ROAD / LEICESTER ROAD / A50 (N)

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+* Represents where the queue either stretched back to the next junction or out of sight.

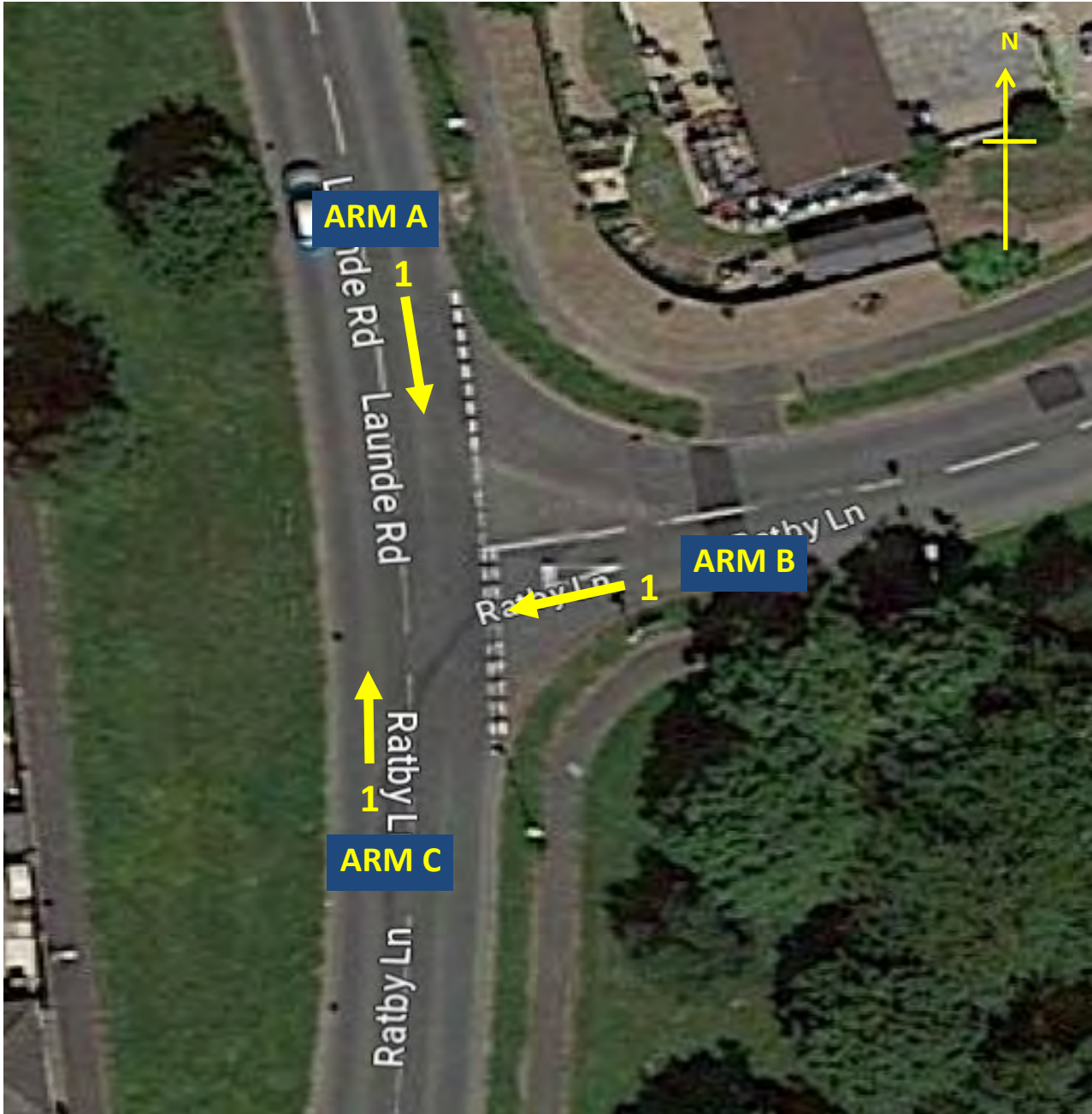


DATE: 31/10/2023

DAY: TUESDAY

TIME	ARM A MARKFIELD LANE		ARM B A50 (S)		ARM C LAUNDE ROAD		ARM D LEICESTER ROAD		ARM E A50 (N)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	2	2	1	3	2	0	3	3	4
07:05	1	4	3	1	4	3	0	1	3	3
07:10	1	4	6	9	2	2	0	2	0	0
07:15	1	4	9	5	5	5	0	6	10	9
07:20	1	5	5	5	8	3	1	1	4	6
07:25	1	5	9	4	4	3	1	3	10	10
07:30	4	2	2	2	4	2	3	7	5	7
07:35	4	5	7	6	5	2	1	10+	8	10
07:40	3	8	10	5	5	8	0	10+	12	8
07:45	1	2	15	10	3	6	1	10+	10	11
07:50	4	2	6	4	8	5	0	10+	7	13
07:55	4	7	8	4	11	5	3	10+	12	10
08:00	2	12	2	2	6	10	0	10+	10	7
08:05	4	16	5	4	4	7	1	10+	6	8
08:10	4	14	10	7	9	4	1	10+	10	5
08:15	3	3	5	8	5	4	1	10+	7	10
08:20	2	12	4	5	3	2	1	6	5	8
08:25	4	12	5	4	4	1	1	8	10	12
08:30	2	4	10	5	8	2	1	10	6	5
08:35	1	2	3	1	4	8	1	7	10	8
08:40	2	4	2	2	3	4	1	4	8	6
08:45	3	5	4	3	3	1	1	3	10	9
08:50	3	9	4	4	3	1	2	4	1	1
08:55	2	6	7	2	5	1	2	5	4	1
09:00	2	1	2	2	1	2	2	3	3	5
09:05	2	0	4	3	2	2	1	4	3	2
09:10	2	4	2	2	5	1	1	4	2	5
09:15	1	4	3	3	2	3	1	3	6	2
09:20	1	1	2	0	3	2	2	2	3	2
09:25	1	1	4	1	1	1	1	1	2	1
09:30	1	2	1	1	1	4	0	1	3	1
09:35	0	1	1	0	2	1	1	1	1	1
09:40	0	2	2	1	1	3	1	2	1	1
09:45	1	0	2	1	2	1	2	3	2	4
09:50	1	1	1	1	1	1	0	1	1	3
09:55	0	1	0	0	1	0	1	1	3	0

TIME	ARM A MARKFIELD LANE		ARM B A50 (S)		ARM C LAUNDE ROAD		ARM D LEICESTER ROAD		ARM E A50 (N)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	2	3	5	3	3	2	1	1	1	3
16:05	1	2	8	4	5	6	1	1	1	1
16:10	1	2	15	7	4	3	1	2	1	4
16:15	2	2	6	4	4	2	1	2	1	1
16:20	2	3	3	2	5	2	1	1	3	2
16:25	2	5	5	4	4	2	4	2	5	5
16:30	1	3	8	7	4	1	2	2	3	3
16:35	2	2	5	5	4	1	2	3	4	2
16:40	1	3	4	3	3	4	2	2	5	6
16:45	2	5	10	10	3	2	1	2	5	3
16:50	1	2	12	8	3	2	1	3	5	4
16:55	1	4	15	10	6	2	1	2	2	1
17:00	3	1	4	3	4	2	1	3	2	1
17:05	3	4	10	6	2	6	1	2	5	6
17:10	2	3	8	8	3	3	0	4	10	10
17:15	3	4	20	18	3	2	1	3	3	5
17:20	2	3	10	8	2	2	1	2	5	6
17:25	1	5	4	3	2	2	3	2	4	8
17:30	2	3	8	6	6	4	2	7	7	3
17:35	5	2	16	14	8	1	2	5	6	4
17:40	2	2	13	15	4	1	1	1	3	7
17:45	1	3	8	4	6	2	1	2	7	5
17:50	1	3	9	10	8	3	2	1	3	3
17:55	0	2	6	10	8	5	1	1	4	3
18:00	1	2	8	4	2	2	1	4	2	2
18:05	1	2	5	3	2	1	1	1	2	4
18:10	1	4	3	2	2	2	1	1	2	3
18:15	1	1	6	2	3	1	1	1	3	2
18:20	1	1	5	3	2	1	0	2	1	1
18:25	1	2	4	1	3	1	0	1	3	1
18:30	1	1	2	0	5	1	1	2	3	4
18:35	1	1	3	1	1	1	0	0	1	0
18:40	1	1	2	0	1	1	0	1	2	2
18:45	2	2	2	4	2	1	1	2	2	4
18:50	1	1	2	0	2	2	0	0	1	1
18:55	1	1	2	1	2	1	1	1	0	1

SITE: 3		DATE: 31/10/2023
LOCATION: LAUNDE ROAD / RATBY LANE (E) / RATBY LANE (S)		DAY: TUESDAY
		
JOB TITLE: MARKFIELD	JOB NUMBER: 12797	

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 3

LOCATION: LAUNDE ROAD / RATBY LANE (E) / RATBY LANE (S)



DATE: 31/10/2023

DAY: TUESDAY

TIME	A TO B FROM LAUNDE ROAD TO RATBY LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	3	1	0	0	0	0	0	4
07:30	1	1	0	0	0	0	0	2
07:45	2	0	0	0	0	0	0	2
H/TOT	6	2	0	0	0	0	0	8
08:00	3	0	0	0	0	0	0	3
08:15	2	0	0	0	0	0	0	2
08:30	6	0	0	0	0	0	0	6
08:45	2	0	0	0	0	0	0	2
H/TOT	13	0	0	0	0	0	0	13
09:00	2	1	1	0	0	0	0	4
09:15	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1
09:45	0	2	0	0	0	0	0	2
H/TOT	4	3	1	0	0	0	0	8
P/TOT	23	5	1	0	0	0	0	29

	A TO C FROM LAUNDE ROAD TO RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
36	14	0	0	0	0	1	0	51
59	21	2	1	0	0	0	0	83
47	9	6	0	0	0	0	0	62
50	12	1	1	0	0	0	0	64
192	56	9	2	0	1	1	0	260
61	12	3	0	1	0	0	0	77
48	13	1	2	1	1	1	0	66
41	8	2	1	0	1	1	0	53
54	7	0	2	0	0	0	0	63
204	40	6	5	2	2	2	0	259
38	19	4	3	1	0	0	0	65
31	11	1	1	0	0	0	0	44
15	9	2	0	0	0	0	0	26
24	10	0	0	0	0	0	0	34
108	49	7	4	1	0	0	0	169
504	145	22	11	3	3	3	0	688

TIME	A TO B FROM LAUNDE ROAD TO RATBY LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	1	0	0	0	0	3
16:15	5	2	0	0	0	0	0	7
16:30	6	0	0	0	0	0	0	6
16:45	7	0	0	0	0	0	0	7
H/TOT	19	3	1	0	0	0	0	23
17:00	3	2	0	0	0	0	0	5
17:15	2	1	0	0	0	0	0	3
17:30	4	1	0	0	0	0	0	5
17:45	1	0	0	0	0	0	0	1
H/TOT	10	4	0	0	0	0	0	14
18:00	5	0	0	0	0	0	0	5
18:15	1	1	0	0	0	0	0	2
18:30	2	0	1	0	0	0	0	3
18:45	1	1	0	0	0	0	0	2
H/TOT	9	2	1	0	0	0	0	12
P/TOT	38	9	2	0	0	0	0	49

	A TO C FROM LAUNDE ROAD TO RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
58	14	1	0	0	0	0	0	73
64	19	0	1	0	1	1	0	85
79	8	0	0	1	0	0	0	88
79	16	1	1	0	1	1	0	98
280	57	2	2	1	2	2	0	344
57	13	2	0	0	0	0	0	72
67	5	2	0	0	0	0	0	74
77	5	1	0	0	0	0	0	83
55	4	0	0	0	0	0	0	59
256	27	5	0	0	0	0	0	288
39	2	2	0	0	0	0	0	43
43	2	1	0	0	1	1	0	47
22	0	0	0	1	0	0	0	23
27	3	0	0	0	0	0	0	30
131	7	3	0	1	1	1	0	143
667	91	10	2	2	3	3	0	775

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 3

LOCATION: LAUNDE ROAD / RATBY LANE (E) / RATBY LANE (S)



DATE: 31/10/2023

DAY: TUESDAY

TIME	B TO A							
	FROM RATBY LANE (E) TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	1
09:00	0	1	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2
H/TOT	4	1	0	0	0	0	0	5
P/TOT	6	1	0	0	0	1	0	8

	B TO C							
	FROM RATBY LANE (E) TO RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
7	6	0	0	0	0	0	0	13
5	4	0	0	0	0	0	0	9
9	1	0	0	0	0	0	0	10
14	1	0	0	0	0	0	0	15
35	12	0	0	0	0	0	0	47
15	5	0	1	0	0	0	0	21
10	3	1	0	0	0	0	0	14
13	5	0	0	0	0	0	0	18
8	2	0	0	0	0	0	0	10
46	15	1	1	0	0	0	0	63
12	3	0	0	0	0	0	0	15
6	0	2	0	0	0	0	0	8
8	1	1	0	0	0	0	0	10
8	0	2	0	0	0	0	0	10
34	4	5	0	0	0	0	0	43
115	31	6	1	0	0	0	0	153

TIME	B TO A							
	FROM RATBY LANE (E) TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
P/TOT	2	0	1	0	0	0	0	3

	B TO C							
	FROM RATBY LANE (E) TO RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
21	2	0	0	0	0	1	0	24
24	1	0	1	0	0	0	0	26
12	6	0	0	0	0	0	0	18
21	2	0	0	0	0	0	0	23
78	11	0	1	0	0	1	0	91
29	2	1	0	0	0	0	0	32
19	2	1	0	0	0	1	0	23
17	3	0	0	0	0	0	0	20
23	4	1	0	0	0	0	0	28
88	11	3	0	0	0	1	0	103
16	1	0	0	0	0	0	0	17
7	1	0	0	0	0	0	0	8
9	0	1	0	0	0	0	0	10
10	1	0	0	0	0	0	0	11
42	3	1	0	0	0	0	0	46
208	25	4	1	0	2	0	0	240

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 3

LOCATION: LAUNDE ROAD / RATBY LANE (E) / RATBY LANE (S)



DATE: 31/10/2023

DAY: TUESDAY

TIME	C TO A							
	FROM RATBY LANE (S) TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	65	13	0	0	0	0	0	78
07:15	72	16	3	0	0	1	0	92
07:30	70	13	4	0	1	0	0	88
07:45	86	13	3	1	2	0	0	105
H/TOT	293	55	10	1	3	1	0	363
08:00	88	12	2	1	0	0	0	103
08:15	78	11	0	0	0	0	0	89
08:30	73	10	3	2	0	0	0	88
08:45	65	9	4	0	1	0	0	79
H/TOT	304	42	9	3	1	0	0	359
09:00	50	7	1	2	0	0	0	60
09:15	45	3	0	2	0	0	0	50
09:30	38	5	5	3	0	0	0	51
09:45	30	5	3	0	0	0	0	38
H/TOT	163	20	9	7	0	0	0	199
P/TOT	760	117	28	11	4	1	0	921

	C TO B							
	FROM RATBY LANE (S) TO RATBY LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	4
6	0	0	0	0	0	0	0	6
10	2	0	0	0	0	0	0	12
21	3	0	0	0	0	0	0	24
19	1	0	0	0	0	0	0	20
9	0	0	0	0	0	0	0	9
8	1	0	0	0	0	0	0	9
10	2	0	0	0	0	0	0	12
46	4	0	0	0	0	0	0	50
7	0	0	0	0	0	0	0	7
8	0	1	0	0	0	0	0	9
1	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	6
22	0	1	0	0	0	0	0	23
89	7	1	0	0	0	0	0	97

TIME	C TO A							
	FROM RATBY LANE (S) TO LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	61	19	0	1	0	1	0	82
16:15	58	12	1	0	0	0	0	71
16:30	68	15	1	3	0	0	0	87
16:45	74	13	0	1	0	0	0	88
H/TOT	261	59	2	5	0	1	0	328
17:00	73	10	4	0	0	0	0	87
17:15	60	4	0	0	0	0	0	64
17:30	56	8	1	1	0	0	0	66
17:45	63	5	0	1	1	1	0	71
H/TOT	252	27	5	2	1	1	0	288
18:00	34	4	1	0	0	0	0	39
18:15	31	4	0	0	0	0	0	35
18:30	42	3	0	0	0	0	0	45
18:45	30	2	1	0	0	0	0	33
H/TOT	137	13	2	0	0	0	0	152
P/TOT	650	99	9	7	1	2	0	768

	C TO B							
	FROM RATBY LANE (S) TO RATBY LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
7	2	0	0	0	0	0	0	9
10	1	0	0	0	0	0	0	11
6	2	0	0	0	0	0	0	8
12	2	1	0	0	0	0	0	15
35	7	1	0	0	0	0	0	43
12	1	0	0	0	0	0	0	13
6	1	0	0	0	0	0	0	7
7	0	0	0	0	0	0	0	7
6	2	0	0	0	0	0	0	8
31	4	0	0	0	0	0	0	35
9	2	0	0	0	0	0	0	11
9	1	0	0	0	0	0	0	10
7	0	0	0	0	0	0	0	7
5	0	0	0	0	0	0	0	5
30	3	0	0	0	0	0	0	33
96	14	1	0	0	0	0	0	111

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 3

LOCATION: LAUNDE ROAD / RATBY LANE (E) / RATBY LANE (S)



DATE: 31/10/2023

DAY: TUESDAY

TIME	TO ARM A LAUNDE ROAD								FROM ARM A LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	65	13	0	0	0	0	0	78	36	14	0	0	0	1	0	51
07:15	73	16	3	0	0	1	0	93	62	22	2	1	0	0	0	87
07:30	70	13	4	0	1	0	0	88	48	10	6	0	0	0	0	64
07:45	87	13	3	1	2	0	0	106	52	12	1	1	0	0	0	66
H/TOT	295	55	10	1	3	1	0	365	198	58	9	2	0	1	0	268
08:00	88	12	2	1	0	0	0	103	64	12	3	0	1	0	0	80
08:15	78	11	0	0	0	1	0	90	50	13	1	2	1	1	0	68
08:30	73	10	3	2	0	0	0	88	47	8	2	1	0	1	0	59
08:45	65	9	4	0	1	0	0	79	56	7	0	2	0	0	0	65
H/TOT	304	42	9	3	1	1	0	360	217	40	6	5	2	2	0	272
09:00	50	8	1	2	0	0	0	61	40	20	5	3	1	0	0	69
09:15	46	3	0	2	0	0	0	51	32	11	1	1	0	0	0	45
09:30	39	5	5	3	0	0	0	52	16	9	2	0	0	0	0	27
09:45	32	5	3	0	0	0	0	40	24	12	0	0	0	0	0	36
H/TOT	167	21	9	7	0	0	0	204	112	52	8	4	1	0	0	177
P/TOT	766	118	28	11	4	2	0	929	527	150	23	11	3	3	0	717

TIME	TO ARM A LAUNDE ROAD								FROM ARM A LAUNDE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	61	19	0	1	0	1	0	82	59	15	2	0	0	0	0	76
16:15	58	12	2	0	0	0	0	72	69	21	0	1	0	1	0	92
16:30	68	15	1	3	0	0	0	87	85	8	0	0	1	0	0	94
16:45	74	13	0	1	0	0	0	88	86	16	1	1	0	1	0	105
H/TOT	261	59	3	5	0	1	0	329	299	60	3	2	1	2	0	367
17:00	73	10	4	0	0	0	0	87	60	15	2	0	0	0	0	77
17:15	60	4	0	0	0	0	0	64	69	6	2	0	0	0	0	77
17:30	56	8	1	1	0	0	0	66	81	6	1	0	0	0	0	88
17:45	63	5	0	1	1	1	0	71	56	4	0	0	0	0	0	60
H/TOT	252	27	5	2	1	1	0	288	266	31	5	0	0	0	0	302
18:00	34	4	1	0	0	0	0	39	44	2	2	0	0	0	0	48
18:15	32	4	0	0	0	0	0	36	44	3	1	0	0	1	0	49
18:30	42	3	0	0	0	0	0	45	24	0	1	0	1	0	0	26
18:45	31	2	1	0	0	0	0	34	28	4	0	0	0	0	0	32
H/TOT	139	13	2	0	0	0	0	154	140	9	4	0	1	1	0	155
P/TOT	652	99	10	7	1	2	0	771	705	100	12	2	2	3	0	824

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 3

LOCATION: LAUNDE ROAD / RATBY LANE (E) / RATBY LANE (S)



DATE: 31/10/2023

DAY: TUESDAY

TIME	TO ARM B RATBY LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	6	2	0	0	0	0	0	8
07:30	7	1	0	0	0	0	0	8
07:45	12	2	0	0	0	0	0	14
H/TOT	27	5	0	0	0	0	0	32
08:00	22	1	0	0	0	0	0	23
08:15	11	0	0	0	0	0	0	11
08:30	14	1	0	0	0	0	0	15
08:45	12	2	0	0	0	0	0	14
H/TOT	59	4	0	0	0	0	0	63
09:00	9	1	1	0	0	0	0	11
09:15	9	0	1	0	0	0	0	10
09:30	2	0	0	0	0	0	0	2
09:45	6	2	0	0	0	0	0	8
H/TOT	26	3	2	0	0	0	0	31
P/TOT	112	12	2	0	0	0	0	126

FROM ARM B RATBY LANE (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
7	6	0	0	0	0	0	13
6	4	0	0	0	0	0	10
9	1	0	0	0	0	0	10
15	1	0	0	0	0	0	16
37	12	0	0	0	0	0	49
15	5	0	1	0	0	0	21
10	3	1	0	0	1	0	15
13	5	0	0	0	0	0	18
8	2	0	0	0	0	0	10
46	15	1	1	0	1	0	64
12	4	0	0	0	0	0	16
7	0	2	0	0	0	0	9
9	1	1	0	0	0	0	11
10	0	2	0	0	0	0	12
38	5	5	0	0	0	0	48
121	32	6	1	0	1	0	161

TIME	TO ARM B RATBY LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	3	1	0	0	0	0	12
16:15	15	3	0	0	0	0	0	18
16:30	12	2	0	0	0	0	0	14
16:45	19	2	1	0	0	0	0	22
H/TOT	54	10	2	0	0	0	0	66
17:00	15	3	0	0	0	0	0	18
17:15	8	2	0	0	0	0	0	10
17:30	11	1	0	0	0	0	0	12
17:45	7	2	0	0	0	0	0	9
H/TOT	41	8	0	0	0	0	0	49
18:00	14	2	0	0	0	0	0	16
18:15	10	2	0	0	0	0	0	12
18:30	9	0	1	0	0	0	0	10
18:45	6	1	0	0	0	0	0	7
H/TOT	39	5	1	0	0	0	0	45
P/TOT	134	23	3	0	0	0	0	160

FROM ARM B RATBY LANE (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
21	2	0	0	0	1	0	24
24	1	1	1	0	0	0	27
12	6	0	0	0	0	0	18
21	2	0	0	0	0	0	23
78	11	1	1	0	1	0	92
29	2	1	0	0	0	0	32
19	2	1	0	0	1	0	23
17	3	0	0	0	0	0	20
23	4	1	0	0	0	0	28
88	11	3	0	0	1	0	103
16	1	0	0	0	0	0	17
8	1	0	0	0	0	0	9
9	0	1	0	0	0	0	10
11	1	0	0	0	0	0	12
44	3	1	0	0	0	0	48
210	25	5	1	0	2	0	243

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 3

LOCATION: LAUNDE ROAD / RATBY LANE (E) / RATBY LANE (S)



DATE: 31/10/2023

DAY: TUESDAY

TIME	TO ARM C RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	43	20	0	0	0	1	0	64
07:15	64	25	2	1	0	0	0	92
07:30	56	10	6	0	0	0	0	72
07:45	64	13	1	1	0	0	0	79
H/TOT	227	68	9	2	0	1	0	307
08:00	76	17	3	1	1	0	0	98
08:15	58	16	2	2	1	1	0	80
08:30	54	13	2	1	0	1	0	71
08:45	62	9	0	2	0	0	0	73
H/TOT	250	55	7	6	2	2	0	322
09:00	50	22	4	3	1	0	0	80
09:15	37	11	3	1	0	0	0	52
09:30	23	10	3	0	0	0	0	36
09:45	32	10	2	0	0	0	0	44
H/TOT	142	53	12	4	1	0	0	212
P/TOT	619	176	28	12	3	3	0	841

TIME	TO ARM C RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	79	16	1	0	0	1	0	97
16:15	88	20	0	2	0	1	0	111
16:30	91	14	0	0	1	0	0	106
16:45	100	18	1	1	0	1	0	121
H/TOT	358	68	2	3	1	3	0	435
17:00	86	15	3	0	0	0	0	104
17:15	86	7	3	0	0	1	0	97
17:30	94	8	1	0	0	0	0	103
17:45	78	8	1	0	0	0	0	87
H/TOT	344	38	8	0	0	1	0	391
18:00	55	3	2	0	0	0	0	60
18:15	50	3	1	0	0	1	0	55
18:30	31	0	1	0	1	0	0	33
18:45	37	4	0	0	0	0	0	41
H/TOT	173	10	4	0	1	1	0	189
P/TOT	875	116	14	3	2	5	0	1015

FROM ARM C RATBY LANE (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
67	13	0	0	0	0	0	80
75	17	3	0	0	1	0	96
76	13	4	0	1	0	0	94
96	15	3	1	2	0	0	117
314	58	10	1	3	1	0	387
107	13	2	1	0	0	0	123
87	11	0	0	0	0	0	98
81	11	3	2	0	0	0	97
75	11	4	0	1	0	0	91
350	46	9	3	1	0	0	409
57	7	1	2	0	0	0	67
53	3	1	2	0	0	0	59
39	5	5	3	0	0	0	52
36	5	3	0	0	0	0	44
185	20	10	7	0	0	0	222
849	124	29	11	4	1	0	1018

FROM ARM C RATBY LANE (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
68	21	0	1	0	1	0	91
68	13	1	0	0	0	0	82
74	17	1	3	0	0	0	95
86	15	1	1	0	0	0	103
296	66	3	5	0	1	0	371
85	11	4	0	0	0	0	100
66	5	0	0	0	0	0	71
63	8	1	1	0	0	0	73
69	7	0	1	1	1	0	79
283	31	5	2	1	1	0	323
43	6	1	0	0	0	0	50
40	5	0	0	0	0	0	45
49	3	0	0	0	0	0	52
35	2	1	0	0	0	0	38
167	16	2	0	0	0	0	185
746	113	10	7	1	2	0	879

QUEUE LENGTHS

JOB REF: 12797



JOB NAME: MARKFIELD

SITE: 3

DATE: 31/10/2023

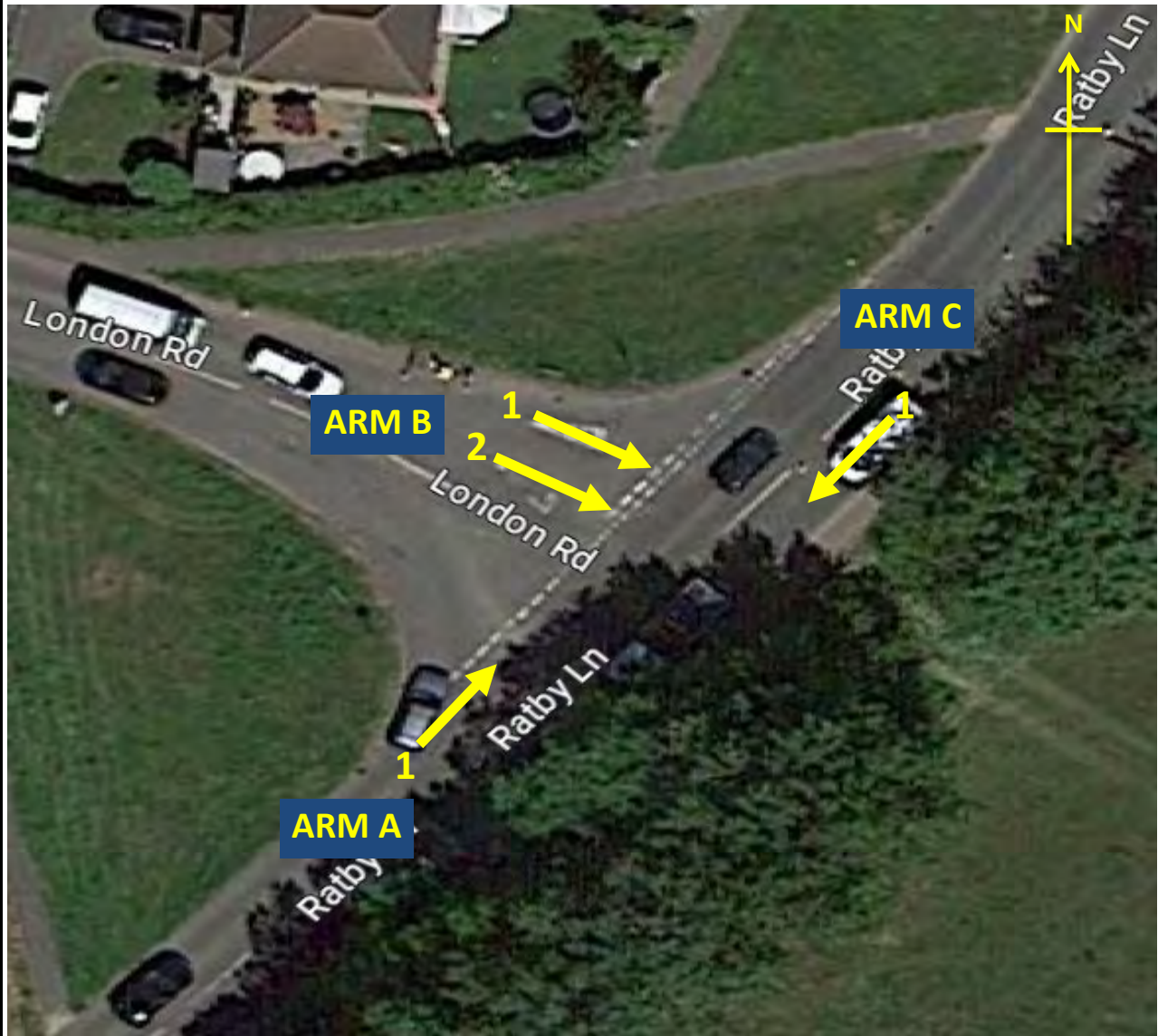
LOCATION: LAUNDE ROAD / RATBY LANE (E) / RATBY LANE (S)

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LAUNDE ROAD	RATBY LANE (E)	RATBY LANE (S)		LAUNDE ROAD	RATBY LANE (E)	RATBY LANE (S)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	1	0	16:00	0	1	0
07:05	0	1	0	16:05	0	0	0
07:10	0	1	1	16:10	0	1	0
07:15	0	1	0	16:15	0	1	1
07:20	0	1	0	16:20	0	2	2
07:25	0	1	1	16:25	0	2	1
07:30	0	0	0	16:30	0	2	2
07:35	0	1	0	16:35	0	1	0
07:40	0	1	0	16:40	0	0	0
07:45	0	1	7	16:45	0	2	2
07:50	0	1	0	16:50	0	1	1
07:55	0	1	0	16:55	0	1	3
08:00	0	0	0	17:00	0	1	1
08:05	0	1	2	17:05	0	1	1
08:10	0	1	1	17:10	0	2	2
08:15	0	1	0	17:15	0	1	1
08:20	0	1	0	17:20	0	1	0
08:25	0	0	0	17:25	0	0	1
08:30	0	1	1	17:30	0	1	0
08:35	0	1	0	17:35	0	1	0
08:40	0	1	0	17:40	0	1	1
08:45	0	1	0	17:45	0	1	3
08:50	0	1	1	17:50	0	1	2
08:55	0	0	0	17:55	0	1	0
09:00	0	1	0	18:00	0	1	1
09:05	0	1	0	18:05	0	0	0
09:10	0	0	1	18:10	0	1	0
09:15	0	1	1	18:15	0	1	3
09:20	0	0	1	18:20	0	0	1
09:25	0	0	1	18:25	0	0	1
09:30	0	1	0	18:30	0	0	0
09:35	0	0	0	18:35	0	0	0
09:40	0	0	0	18:40	0	0	0
09:45	0	1	0	18:45	0	1	0
09:50	0	1	0	18:50	0	0	0
09:55	0	1	1	18:55	0	1	0

SITE: 4		DATE: 31/10/2023
LOCATION: RATBY LANE (S) / LONDON ROAD / RATBY LANE (N)		DAY: TUESDAY



JOB TITLE: MARKFIELD	JOB NUMBER: 12797
------------------------------------	---------------------------------

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 4

LOCATION: RATBY LANE (S) / LONDON ROAD / RATBY LANE (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	A TO B							
	FROM RATBY LANE (S) TO LONDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	3	0	0	0	0	0	7
07:15	7	2	2	0	0	0	0	11
07:30	17	3	2	0	0	0	0	22
07:45	14	3	1	0	0	0	0	18
H/TOT	42	11	5	0	0	0	0	58
08:00	18	2	0	0	2	0	0	22
08:15	14	3	0	0	0	0	0	17
08:30	18	5	2	0	0	0	0	25
08:45	14	3	0	0	0	0	0	17
H/TOT	64	13	2	0	2	0	0	81
09:00	12	2	0	0	0	0	0	14
09:15	18	1	2	0	1	0	0	22
09:30	14	1	0	0	0	0	0	15
09:45	12	0	0	0	0	0	0	12
H/TOT	56	4	2	0	1	0	0	63
P/TOT	162	28	9	0	3	0	0	202

	A TO C							
	FROM RATBY LANE (S) TO RATBY LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
48	8	0	0	0	0	0	0	56
57	15	3	0	0	0	0	0	75
54	9	4	0	1	0	0	0	68
65	14	1	1	1	1	0	0	82
224	46	8	1	2	0	0	0	281
69	11	1	1	0	0	0	0	82
63	7	0	0	0	0	0	0	70
64	8	3	2	0	0	0	0	77
56	8	4	0	1	0	0	0	69
252	34	8	3	1	0	0	0	298
39	6	1	2	0	0	0	0	48
44	2	0	2	0	0	0	0	48
33	3	5	3	0	0	0	0	44
28	4	4	0	0	0	0	0	36
144	15	10	7	0	0	0	0	176
620	95	26	11	3	0	0	0	755

TIME	A TO B							
	FROM RATBY LANE (S) TO LONDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	28	1	0	0	0	0	1	30
16:15	25	3	0	0	0	0	0	28
16:30	17	6	0	0	1	0	0	24
16:45	30	4	0	0	0	0	0	34
H/TOT	100	14	0	0	1	0	1	116
17:00	18	5	0	0	0	0	0	23
17:15	20	4	0	0	0	0	0	24
17:30	12	1	0	0	0	0	1	14
17:45	21	1	0	0	0	0	1	23
H/TOT	71	11	0	0	0	0	2	84
18:00	17	1	0	0	0	0	0	18
18:15	7	2	1	0	0	0	0	10
18:30	12	0	0	0	0	0	0	12
18:45	10	2	0	0	0	0	0	12
H/TOT	46	5	1	0	0	0	0	52
P/TOT	217	30	1	0	1	0	3	252

	A TO C							
	FROM RATBY LANE (S) TO RATBY LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
49	16	0	1	0	1	0	0	67
53	13	1	0	0	0	0	0	67
68	12	1	3	0	0	0	0	84
67	11	1	1	0	0	0	0	80
237	52	3	5	0	1	0	0	298
70	7	3	0	0	0	0	0	80
51	2	0	0	0	0	0	0	53
52	5	1	1	0	0	0	0	59
56	7	0	1	1	1	1	0	66
229	21	4	2	1	1	0	0	258
33	4	0	0	0	0	0	0	37
30	4	0	0	0	0	0	0	34
38	3	0	0	0	0	0	0	41
26	2	0	0	0	0	0	0	28
127	13	0	0	0	0	0	0	140
593	86	7	7	1	2	0	0	696

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 4

LOCATION: RATBY LANE (S) / LONDON ROAD / RATBY LANE (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	B TO A							
	FROM LONDON ROAD TO RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	3	0	0	0	1	0	16
07:15	21	9	0	0	0	0	0	30
07:30	34	5	1	0	0	0	0	40
07:45	54	15	4	0	1	0	0	74
H/TOT	121	32	5	0	1	1	0	160
08:00	73	10	6	0	0	0	0	89
08:15	57	8	0	0	1	0	0	66
08:30	38	7	2	0	2	0	0	49
08:45	28	7	0	0	0	0	0	35
H/TOT	196	32	8	0	3	0	0	239
09:00	13	4	1	0	0	0	0	18
09:15	18	7	0	0	0	0	0	25
09:30	19	1	0	0	0	0	0	20
09:45	8	2	0	0	0	0	0	10
H/TOT	58	14	1	0	0	0	0	73
P/TOT	375	78	14	0	4	1	0	472

	B TO C							
	FROM LONDON ROAD TO RATBY LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14	5	0	0	0	0	0	0	19
15	3	0	0	0	0	1	0	19
21	1	0	0	0	0	0	0	22
29	4	2	0	0	1	0	0	36
79	13	2	0	1	1	0	0	96
30	2	1	0	0	0	0	0	33
24	5	0	0	0	0	0	0	29
18	4	0	0	0	0	0	0	22
22	2	0	0	0	0	0	0	24
94	13	1	0	0	0	0	0	108
18	0	0	0	0	0	0	0	18
10	0	1	0	0	0	0	0	11
4	2	0	0	0	0	0	0	6
6	1	0	0	0	0	0	0	7
38	3	1	0	0	0	0	0	42
211	29	4	0	1	1	0	0	246

TIME	B TO A							
	FROM LONDON ROAD TO RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	15	4	0	0	1	0	0	20
16:15	20	2	0	0	0	0	0	22
16:30	17	3	0	0	0	0	0	20
16:45	24	8	0	0	0	0	0	32
H/TOT	76	17	0	0	1	0	0	94
17:00	23	7	0	0	0	0	0	30
17:15	17	1	0	0	0	0	0	18
17:30	14	9	0	0	1	0	1	25
17:45	16	3	0	0	0	0	0	19
H/TOT	70	20	0	0	1	0	1	92
18:00	18	1	0	0	0	0	0	19
18:15	9	1	0	0	0	0	0	10
18:30	8	2	1	0	0	0	0	11
18:45	11	1	0	0	0	0	0	12
H/TOT	46	5	1	0	0	0	0	52
P/TOT	192	42	1	0	2	0	1	238

	B TO C							
	FROM LONDON ROAD TO RATBY LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
20	3	0	0	0	0	0	0	23
18	1	0	0	0	0	0	0	19
12	5	0	0	0	0	0	0	17
14	4	0	0	0	0	0	0	18
64	13	0	0	0	0	0	0	77
17	4	1	0	0	0	0	0	22
18	3	0	0	0	0	0	0	21
17	2	0	0	0	0	0	0	19
17	0	0	0	0	0	0	0	17
69	9	1	0	0	0	0	0	79
12	2	1	0	0	0	0	0	15
13	0	0	0	0	0	0	0	13
10	0	0	0	0	0	0	0	10
8	0	1	0	0	0	0	0	9
43	2	2	0	0	0	0	0	47
176	24	3	0	0	0	0	0	203

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 4

LOCATION: RATBY LANE (S) / LONDON ROAD / RATBY LANE (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	C TO A							
	FROM RATBY LANE (N) TO RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	15	0	0	0	1	0	54
07:15	61	19	2	1	0	0	0	83
07:30	50	9	5	0	0	0	0	64
07:45	53	13	1	1	0	0	0	68
H/TOT	202	56	8	2	0	1	0	269
08:00	63	17	3	1	0	0	0	84
08:15	49	14	2	2	0	1	0	68
08:30	30	10	2	1	0	1	0	44
08:45	56	9	0	2	0	0	0	67
H/TOT	198	50	7	6	0	2	0	263
09:00	44	20	4	3	1	0	0	72
09:15	28	11	2	1	0	0	0	42
09:30	20	9	3	0	0	0	0	32
09:45	25	9	1	0	0	0	0	35
H/TOT	117	49	10	4	1	0	0	181
P/TOT	517	155	25	12	1	3	0	713

TIME	C TO B							
	FROM RATBY LANE (N) TO LONDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
6	6	0	0	0	0	0	0	12
7	5	0	0	0	0	0	0	12
7	2	1	0	0	0	0	0	10
12	2	0	0	0	0	0	0	14
32	15	1	0	0	0	0	0	48
16	4	0	0	1	0	0	0	21
14	3	0	0	1	0	0	0	18
20	3	0	0	0	0	0	0	23
5	1	0	0	0	0	0	0	6
55	11	0	0	2	0	0	0	68
7	2	0	0	0	0	0	0	9
8	1	1	0	0	0	0	0	10
5	0	0	0	0	0	0	0	5
7	1	1	0	0	0	0	0	9
27	4	2	0	0	0	0	0	33
114	30	3	0	2	0	0	0	149

TIME	C TO A							
	FROM RATBY LANE (N) TO RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	59	15	1	0	0	0	0	75
16:15	63	19	0	2	0	0	0	84
16:30	74	13	0	0	1	0	0	88
16:45	77	11	1	1	0	1	0	91
H/TOT	273	58	2	3	1	1	0	338
17:00	57	11	2	0	0	0	0	70
17:15	64	3	2	0	0	1	0	70
17:30	75	6	1	0	0	0	0	82
17:45	54	4	0	0	0	0	0	58
H/TOT	250	24	5	0	0	1	0	280
18:00	38	2	2	0	0	0	0	42
18:15	42	2	1	0	0	0	0	45
18:30	18	0	0	0	0	0	0	18
18:45	27	2	0	0	0	0	0	29
H/TOT	125	6	3	0	0	0	0	134
P/TOT	648	88	10	3	1	2	0	752

TIME	C TO B							
	FROM RATBY LANE (N) TO LONDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
19	2	0	0	0	1	0	0	22
20	0	0	0	0	1	0	0	21
16	4	0	0	0	0	0	0	20
19	2	0	0	0	0	0	0	21
74	8	0	0	0	2	0	0	84
24	3	1	0	0	0	0	0	28
19	2	1	0	0	0	0	0	22
17	3	0	0	0	0	0	0	20
19	1	1	0	0	0	0	0	21
79	9	3	0	0	0	0	0	91
13	2	0	0	0	0	0	0	15
7	0	0	0	0	1	0	0	8
11	0	1	0	1	0	0	0	13
10	1	0	0	0	0	0	0	11
41	3	1	0	1	1	0	0	47
194	20	4	0	1	3	0	0	222

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 4

LOCATION: RATBY LANE (S) / LONDON ROAD / RATBY LANE (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	TO ARM A RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	50	18	0	0	0	2	0	70
07:15	82	28	2	1	0	0	0	113
07:30	84	14	6	0	0	0	0	104
07:45	107	28	5	1	1	0	0	142
H/TOT	323	88	13	2	1	2	0	429
08:00	136	27	9	1	0	0	0	173
08:15	106	22	2	2	1	1	0	134
08:30	68	17	4	1	2	1	0	93
08:45	84	16	0	2	0	0	0	102
H/TOT	394	82	15	6	3	2	0	502
09:00	57	24	5	3	1	0	0	90
09:15	46	18	2	1	0	0	0	67
09:30	39	10	3	0	0	0	0	52
09:45	33	11	1	0	0	0	0	45
H/TOT	175	63	11	4	1	0	0	254
P/TOT	892	233	39	12	5	4	0	1185

FROM ARM A RATBY LANE (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
52	11	0	0	0	0	0	63
64	17	5	0	0	0	0	86
71	12	6	0	1	0	0	90
79	17	2	1	1	0	0	100
266	57	13	1	2	0	0	339
87	13	1	1	2	0	0	104
77	10	0	0	0	0	0	87
82	13	5	2	0	0	0	102
70	11	4	0	1	0	0	86
316	47	10	3	3	0	0	379
51	8	1	2	0	0	0	62
62	3	2	2	1	0	0	70
47	4	5	3	0	0	0	59
40	4	4	0	0	0	0	48
200	19	12	7	1	0	0	239
782	123	35	11	6	0	0	957

TIME	TO ARM A RATBY LANE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	74	19	1	0	1	0	0	95
16:15	83	21	0	2	0	0	0	106
16:30	91	16	0	0	1	0	0	108
16:45	101	19	1	1	0	1	0	123
H/TOT	349	75	2	3	2	1	0	432
17:00	80	18	2	0	0	0	0	100
17:15	81	4	2	0	0	1	0	88
17:30	89	15	1	0	1	0	1	107
17:45	70	7	0	0	0	0	0	77
H/TOT	320	44	5	0	1	1	1	372
18:00	56	3	2	0	0	0	0	61
18:15	51	3	1	0	0	0	0	55
18:30	26	2	1	0	0	0	0	29
18:45	38	3	0	0	0	0	0	41
H/TOT	171	11	4	0	0	0	0	186
P/TOT	840	130	11	3	3	2	1	990

FROM ARM A RATBY LANE (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
77	17	0	1	0	1	1	97
78	16	1	0	0	0	0	95
85	18	1	3	1	0	0	108
97	15	1	1	0	0	0	114
337	66	3	5	1	1	1	414
88	12	3	0	0	0	0	103
71	6	0	0	0	0	0	77
64	6	1	1	0	0	1	73
77	8	0	1	1	1	1	89
300	32	4	2	1	1	2	342
50	5	0	0	0	0	0	55
37	6	1	0	0	0	0	44
50	3	0	0	0	0	0	53
36	4	0	0	0	0	0	40
173	18	1	0	0	0	0	192
810	116	8	7	2	2	3	948

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 4

LOCATION: RATBY LANE (S) / LONDON ROAD / RATBY LANE (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	TO ARM B LONDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	9	0	0	0	0	0	19
07:15	14	7	2	0	0	0	0	23
07:30	24	5	3	0	0	0	0	32
07:45	26	5	1	0	0	0	0	32
H/TOT	74	26	6	0	0	0	0	106
08:00	34	6	0	0	3	0	0	43
08:15	28	6	0	0	1	0	0	35
08:30	38	8	2	0	0	0	0	48
08:45	19	4	0	0	0	0	0	23
H/TOT	119	24	2	0	4	0	0	149
09:00	19	4	0	0	0	0	0	23
09:15	26	2	3	0	1	0	0	32
09:30	19	1	0	0	0	0	0	20
09:45	19	1	1	0	0	0	0	21
H/TOT	83	8	4	0	1	0	0	96
P/TOT	276	58	12	0	5	0	0	351

TIME	TO ARM B LONDON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	47	3	0	0	0	1	1	52
16:15	45	3	0	0	0	1	0	49
16:30	33	10	0	0	1	0	0	44
16:45	49	6	0	0	0	0	0	55
H/TOT	174	22	0	0	1	2	1	200
17:00	42	8	1	0	0	0	0	51
17:15	39	6	1	0	0	0	0	46
17:30	29	4	0	0	0	0	1	34
17:45	40	2	1	0	0	0	1	44
H/TOT	150	20	3	0	0	0	2	175
18:00	30	3	0	0	0	0	0	33
18:15	14	2	1	0	0	1	0	18
18:30	23	0	1	0	1	0	0	25
18:45	20	3	0	0	0	0	0	23
H/TOT	87	8	2	0	1	1	0	99
P/TOT	411	50	5	0	2	3	3	474

FROM ARM B LONDON ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
26	8	0	0	0	1	0	35
36	12	0	0	0	1	0	49
55	6	1	0	0	0	0	62
83	19	6	0	2	0	0	110
H/TOT	200	45	7	0	2	2	256
103	12	7	0	0	0	0	122
81	13	0	0	1	0	0	95
56	11	2	0	2	0	0	71
50	9	0	0	0	0	0	59
H/TOT	290	45	9	0	3	0	347
31	4	1	0	0	0	0	36
28	7	1	0	0	0	0	36
23	3	0	0	0	0	0	26
14	3	0	0	0	0	0	17
H/TOT	96	17	2	0	0	0	115
P/TOT	586	107	18	0	5	2	718

FROM ARM B LONDON ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
35	7	0	0	1	0	0	43
38	3	0	0	0	0	0	41
29	8	0	0	0	0	0	37
38	12	0	0	0	0	0	50
H/TOT	140	30	0	0	1	0	171
40	11	1	0	0	0	0	52
35	4	0	0	0	0	0	39
31	11	0	0	1	0	1	44
33	3	0	0	0	0	0	36
H/TOT	139	29	1	0	1	0	171
30	3	1	0	0	0	0	34
22	1	0	0	0	0	0	23
18	2	1	0	0	0	0	21
19	1	1	0	0	0	0	21
H/TOT	89	7	3	0	0	0	99
P/TOT	368	66	4	0	2	0	441

MANUAL CLASSIFIED COUNTS

JOB REF: 12797

JOB NAME: MARKFIELD

SITE: 4

LOCATION: RATBY LANE (S) / LONDON ROAD / RATBY LANE (N)



DATE: 31/10/2023

DAY: TUESDAY

TIME	TO ARM C RATBY LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	62	13	0	0	0	0	0	75
07:15	72	18	3	0	0	1	0	94
07:30	75	10	4	0	1	0	0	90
07:45	94	18	3	1	2	0	0	118
H/TOT	303	59	10	1	3	1	0	377
08:00	99	13	2	1	0	0	0	115
08:15	87	12	0	0	0	0	0	99
08:30	82	12	3	2	0	0	0	99
08:45	78	10	4	0	1	0	0	93
H/TOT	346	47	9	3	1	0	0	406
09:00	57	6	1	2	0	0	0	66
09:15	54	2	1	2	0	0	0	59
09:30	37	5	5	3	0	0	0	50
09:45	34	5	4	0	0	0	0	43
H/TOT	182	18	11	7	0	0	0	218
P/TOT	831	124	30	11	4	1	0	1001

FROM ARM C RATBY LANE (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
44	21	0	0	0	1	0	66
68	24	2	1	0	0	0	95
57	11	6	0	0	0	0	74
65	15	1	1	0	0	0	82
234	71	9	2	0	1	0	317
79	21	3	1	1	0	0	105
63	17	2	2	1	1	0	86
50	13	2	1	0	1	0	67
61	10	0	2	0	0	0	73
253	61	7	6	2	2	0	331
51	22	4	3	1	0	0	81
36	12	3	1	0	0	0	52
25	9	3	0	0	0	0	37
32	10	2	0	0	0	0	44
144	53	12	4	1	0	0	214
631	185	28	12	3	3	0	862

TIME	TO ARM C RATBY LANE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	69	19	0	1	0	1	0	90
16:15	71	14	1	0	0	0	0	86
16:30	80	17	1	3	0	0	0	101
16:45	81	15	1	1	0	0	0	98
H/TOT	301	65	3	5	0	1	0	375
17:00	87	11	4	0	0	0	0	102
17:15	69	5	0	0	0	0	0	74
17:30	69	7	1	1	0	0	0	78
17:45	73	7	0	1	1	1	0	83
H/TOT	298	30	5	2	1	1	0	337
18:00	45	6	1	0	0	0	0	52
18:15	43	4	0	0	0	0	0	47
18:30	48	3	0	0	0	0	0	51
18:45	34	2	1	0	0	0	0	37
H/TOT	170	15	2	0	0	0	0	187
P/TOT	769	110	10	7	1	2	0	899

FROM ARM C RATBY LANE (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
78	17	1	0	0	1	0	97
83	19	0	2	0	1	0	105
90	17	0	0	1	0	0	108
96	13	1	1	0	1	0	112
347	66	2	3	1	3	0	422
81	14	3	0	0	0	0	98
83	5	3	0	0	1	0	92
92	9	1	0	0	0	0	102
73	5	1	0	0	0	0	79
329	33	8	0	0	1	0	371
51	4	2	0	0	0	0	57
49	2	1	0	0	1	0	53
29	0	1	0	1	0	0	31
37	3	0	0	0	0	0	40
166	9	4	0	1	1	0	181
842	108	14	3	2	5	0	974

QUEUE LENGTHS

JOB REF: 12797



JOB NAME: MARKFIELD

SITE: 4

DATE: 31/10/2023

LOCATION: RATBY LANE (S) / LONDON ROAD / RATBY LANE (N)

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B		ARM C	
	RATBY LANE (S)		LONDON ROAD		RATBY LANE (N)	
	LANE 1		LANE 1	LANE 2	LANE 1	
07:00	0		0	0	0	
07:05	0		1	1	1	
07:10	0		1	1	0	
07:15	0		1	4	0	
07:20	0		1	3	0	
07:25	0		1	2	5	
07:30	0		1	5	0	
07:35	0		1	2	0	
07:40	0		1	6	0	
07:45	0		2	5	0	
07:50	0		4	10	2	
07:55	0		2	7	0	
08:00	0		2	12	2	
08:05	0		3	15	1	
08:10	0		2	15	8	
08:15	0		2	12	0	
08:20	0		4	6	0	
08:25	0		0	7	0	
08:30	0		3	9	2	
08:35	0		1	6	1	
08:40	0		0	7	0	
08:45	0		1	3	1	
08:50	0		3	6	0	
08:55	0		1	4	0	
09:00	0		2	2	0	
09:05	0		0	2	0	
09:10	0		2	1	1	
09:15	0		1	1	0	
09:20	0		0	2	0	
09:25	0		1	1	1	
09:30	0		1	2	1	
09:35	0		0	1	0	
09:40	0		2	2	1	
09:45	0		0	1	1	
09:50	0		0	1	0	
09:55	0		1	0	0	
16:00	0		0	2	0	
16:05	0		1	2	2	
16:10	0		2	3	2	
16:15	0		1	1	0	
16:20	0		2	2	1	
16:25	0		1	2	2	
16:30	0		1	2	1	
16:35	0		1	5	6	
16:40	0		1	1	0	
16:45	0		2	5	2	
16:50	0		1	3	0	
16:55	0		1	2	1	
17:00	0		1	2	3	
17:05	0		1	2	4	
17:10	0		2	4	1	
17:15	0		1	3	2	
17:20	0		1	2	0	
17:25	0		0	1	1	
17:30	0		3	2	7	
17:35	0		1	2	0	
17:40	0		1	2	0	
17:45	0		1	3	0	
17:50	0		1	1	2	
17:55	0		1	1	1	
18:00	0		1	3	3	
18:05	0		1	2	2	
18:10	0		1	2	1	
18:15	0		0	2	0	
18:20	0		1	2	0	
18:25	0		2	1	2	
18:30	0		0	1	1	
18:35	0		0	1	1	
18:40	0		2	3	0	
18:45	0		0	1	0	
18:50	0		0	1	0	
18:55	0		0	1	1	

Appendix F
Stage 1 Road Safety Audit

Stage 1 Road Safety Audit

Land at Ratby Lane, Markfield

Proposed Site Access

Date: 18/08/2023

Report produced for: Taylor Wimpey Ltd

Report requested by: DTA Transport Planning Consultants

On behalf of: Leicestershire County Council

Report prepared by: Elaine Bingham, Road Safety Consulting Ltd

Reference: RSC/EB/SP/22206

Document Control Sheet

Project Title Land at Ratby Lane, Markfield
 Proposed Site Access

Report Title Stage 1 Road Safety Audit
 Reference: RSC/EB/SP/22206

Revision -

Status Final

Control Date 18/08/2023

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	EB	18/08/23	SP	18/08/23	EB	18/08/23

Distribution

Organisation	Contact	Copies
DTA Transport Planning Consultants	Rose Tinley	ecopy

Road Safety Consulting Ltd
4 Paramore Close
Whetstone
Leicestershire
LE8 6EY
Registered in England and Wales
Company Number 5225549

1. Introduction

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed site access onto Ratby Lane, Markfield, associated with a proposed residential development of 150 dwellings. The Audit was carried out during August 2023.
- 1.2. This Road Safety Audit was produced for (client): Taylor Wimpey Ltd, requested by (design organisation): DTA Transport Planning Consultants, on behalf of (overseeing organisation): Leicestershire County Council.
- 1.3. The Audit Team membership was as follows:

Audit Team Leader
Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd.

Audit Team Member
Simon Prescott
MIHE
National Highways Certificate of Competence (Road Safety Audit)
Consultant working on behalf of Road Safety Consulting Ltd
- 1.4. The audit took place at the offices of Road Safety Consulting Ltd on the 18th August 2023. The audit was undertaken in accordance with the email instruction from Rose Tinley at DTA Transport Planning Consultants. The report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119.
- 1.5. The Audit Team visited the site together on the 18th August 2023 at 9.30am. Weather conditions at the time of the audit was light rain. The road surface was damp. Traffic flows were negligible. A few pedestrians were observed, and no cyclists.
- 1.6. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix A.
- 1.7. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.8. The Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

-
- 1.9. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix B .

2. Items Considered

2.1. Scheme Proposals

- 2.1.1. The planning application consists of 150 residential dwellings on a parcel of land at Ratby Lane in Markfield.
- 2.1.2. The highway scheme consists of providing a simple priority onto Ratby Lane. The proposals are shown on drawing 22052-01.

2.2. Information Provided to the Audit Team

- 2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report.

2.3. Departures from Standards (Design)

- 2.3.1. The Audit Team has not been advised of any design departures from standards.

2.4. Departures from Standards (Road Safety Audit)

- 2.4.1. This Road Safety Audit has been produced, with reference to DMRB – GG 119 – Road Safety Audit with the following exceptions.
 - A formal Road Safety Audit brief approved by Leicestershire County Council has not been provided to the Audit Team, however the Audit Team received a supporting email with relevant background data and information and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

2.5. Items Raised at Previous Road Safety Audits

- 2.5.1. The Road Safety Audit Team is not aware of any previous road safety audits being carried out on this scheme.

3. Items Raised by this Stage 1 Road Safety Audit

3.1. Problem

Location: Simple priority junction access

Summary: Lack of crossing facility at junction – potential trip hazard or obstruction for pedestrians

No details have been shown for a crossing facility across the proposed simple priority junction access. High upstand kerbs can be an obstruction for mobility impaired pedestrians, or wheelchair users, and a trip hazard for all vulnerable users, particularly the vision impaired.

Recommendation:

It is recommended that an inset uncontrolled crossing incorporating flush dropped kerbs and appropriate tactile paving should be provided at the access.

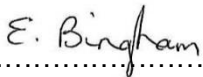
End of Safety Comments

4. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119.

Audit Team Leader

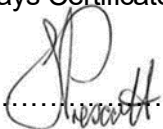
Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd.

Signed:  Dated 18th August 2023

Director of Road Safety Consulting Ltd

Audit Team Member

Simon Prescott
MIHE
National Highways Certificate of Competence (Road Safety Audit)

Signed:  Dated 18th August 2023

Consultant working on behalf of Road Safety Consulting Ltd

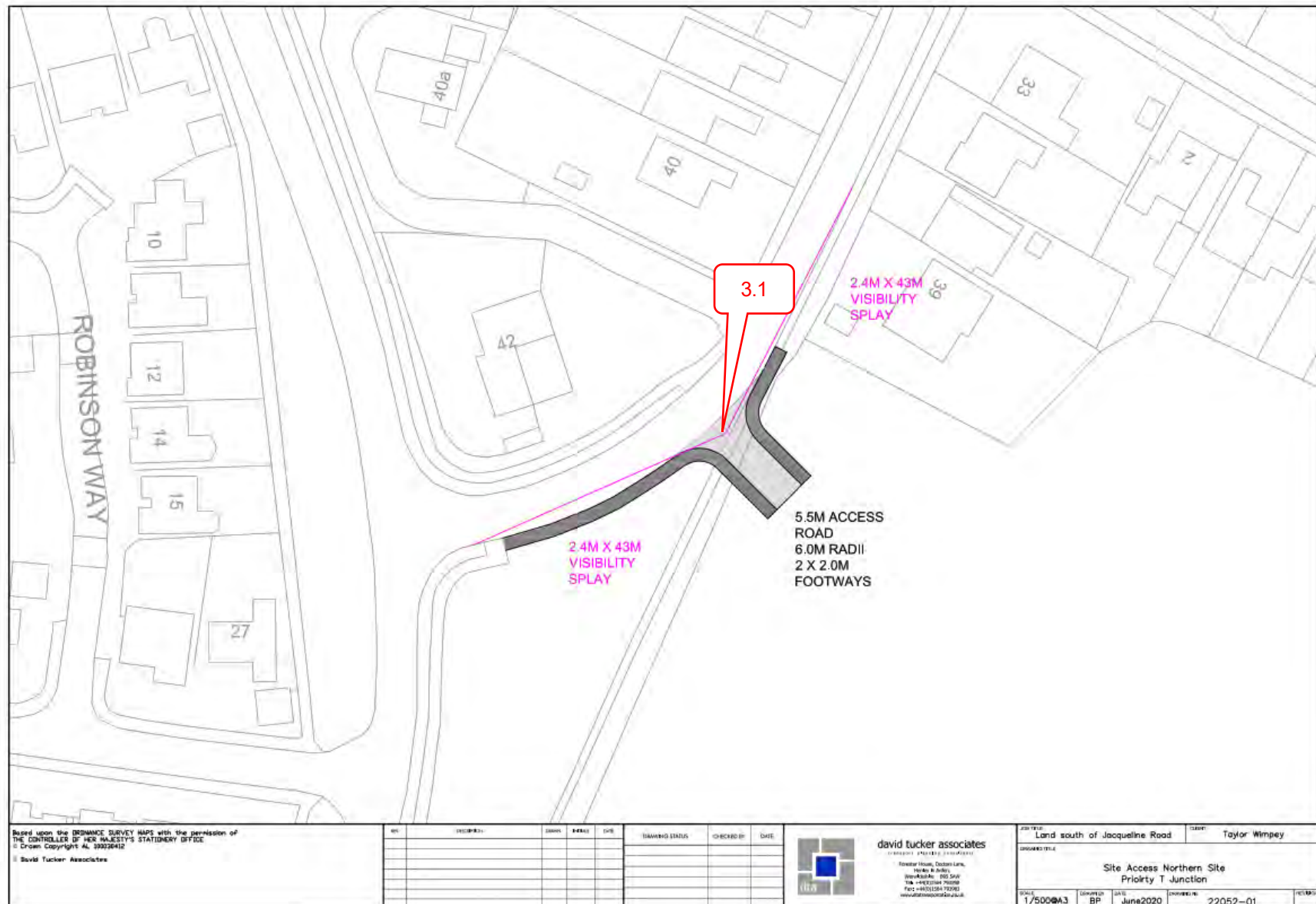
Road Safety Consulting Ltd
4 Paramore Close
Whetstone
Leicestershire
LE8 6EY

APPENDIX A: Information Provided

List of Information Provided

Drawing Reference Number	Revision	Title
22052-01	-	Site Access Northern Site Priority T Junction
Document Reference Number	Revision	Title
22052-03c	-	Draft Transport Assessment

APPENDIX B: Drawing Showing Problem Locations



Appendix G
2011 Census Modal Share Data

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 14 March 2025]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02005377 : Hinckley and Bosworth 001
rural urban	Total

Method of Travel to Work	2011	
All categories: Method of travel to work	5,978	
Work mainly at or from home	270	
Underground, metro, light rail, tram	2	0.1%
Train	13	0.3%
Bus, minibus or coach	139	3.5%
Taxi	8	0.2%
Motorcycle, scooter or moped	26	0.7%
Driving a car or van	3,238	82.4%
Passenger in a car or van	212	5.4%
Bicycle	42	1.1%
On foot	232	5.9%
Other method of travel to work	17	0.4%
Not in employment	1,779	

Appendix H

TRICS Data

Calculation Reference: AUDIT-623801-250314-0310

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	2 days
	KC KENT	3 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
09	NORTH	
	IM ISLE OF MAN	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 106 to 197 (units:)
 Range Selected by User: 100 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	5 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	22 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	22
--------------	----

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

Selected Location Sub Categories:

Residential Zone	21
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	24 days - Selected

Secondary Filtering selection:

Use Class:

C3	22 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	16 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	17 days
No	5 days

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

PTAL Rating:

No PTAL Present	22 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES	ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	131	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
2	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings:	141	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
3	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL
4	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	139	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
5	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	120	
	Survey date: TUESDAY	30/04/24	Survey Type: MANUAL
6	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	123	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
7	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-36 HAVANT ROAD EMSWORTH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	145	
	Survey date: TUESDAY	12/09/23	Survey Type: MANUAL
9	HC-03-A-38 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	195	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL
10	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
11	HF-03-A-06 A505 ROYSTON	MIXED HOUSES & FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	180	
	Survey date: TUESDAY	28/11/23	Survey Type: MANUAL
12	IM-03-A-06 MOORAGH PROMENADE RAMSEY	MIXED HOUSES	ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
13	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
14	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	KC-03-A-12	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	186	
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL
16	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	ATTLEBOROUGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	143	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
17	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK
	REPTON AVENUE		
	NORWICH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	116	
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL
18	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE
	DORKING WAY		
	READING		
	CALCOT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	108	
	Survey date: FRIDAY	09/09/22	Survey Type: MANUAL
19	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
20	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
21	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22 WS-03-A-23 MIXED HOUSES & FLATS WEST SUSSEX
 TURNERS HILL ROAD
 EAST GRINSTEAD

Edge of Town
 Residential Zone
 Total No of Dwellings: 197
 Survey date: TUESDAY 14/05/24 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-10	COVID Survey
WS-03-A-13	COVID Survey

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	140	0.105	22	140	0.500	22	140	0.605
08:00 - 09:00	22	140	0.236	22	140	0.812	22	140	1.048
09:00 - 10:00	22	140	0.216	22	140	0.291	22	140	0.507
10:00 - 11:00	22	140	0.190	22	140	0.246	22	140	0.436
11:00 - 12:00	22	140	0.211	22	140	0.210	22	140	0.421
12:00 - 13:00	22	140	0.246	22	140	0.216	22	140	0.462
13:00 - 14:00	22	140	0.236	22	140	0.231	22	140	0.467
14:00 - 15:00	22	140	0.258	22	140	0.272	22	140	0.530
15:00 - 16:00	22	140	0.627	22	140	0.300	22	140	0.927
16:00 - 17:00	22	140	0.522	22	140	0.268	22	140	0.790
17:00 - 18:00	22	140	0.544	22	140	0.273	22	140	0.817
18:00 - 19:00	22	140	0.447	22	140	0.233	22	140	0.680
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.838			3.852			7.690

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

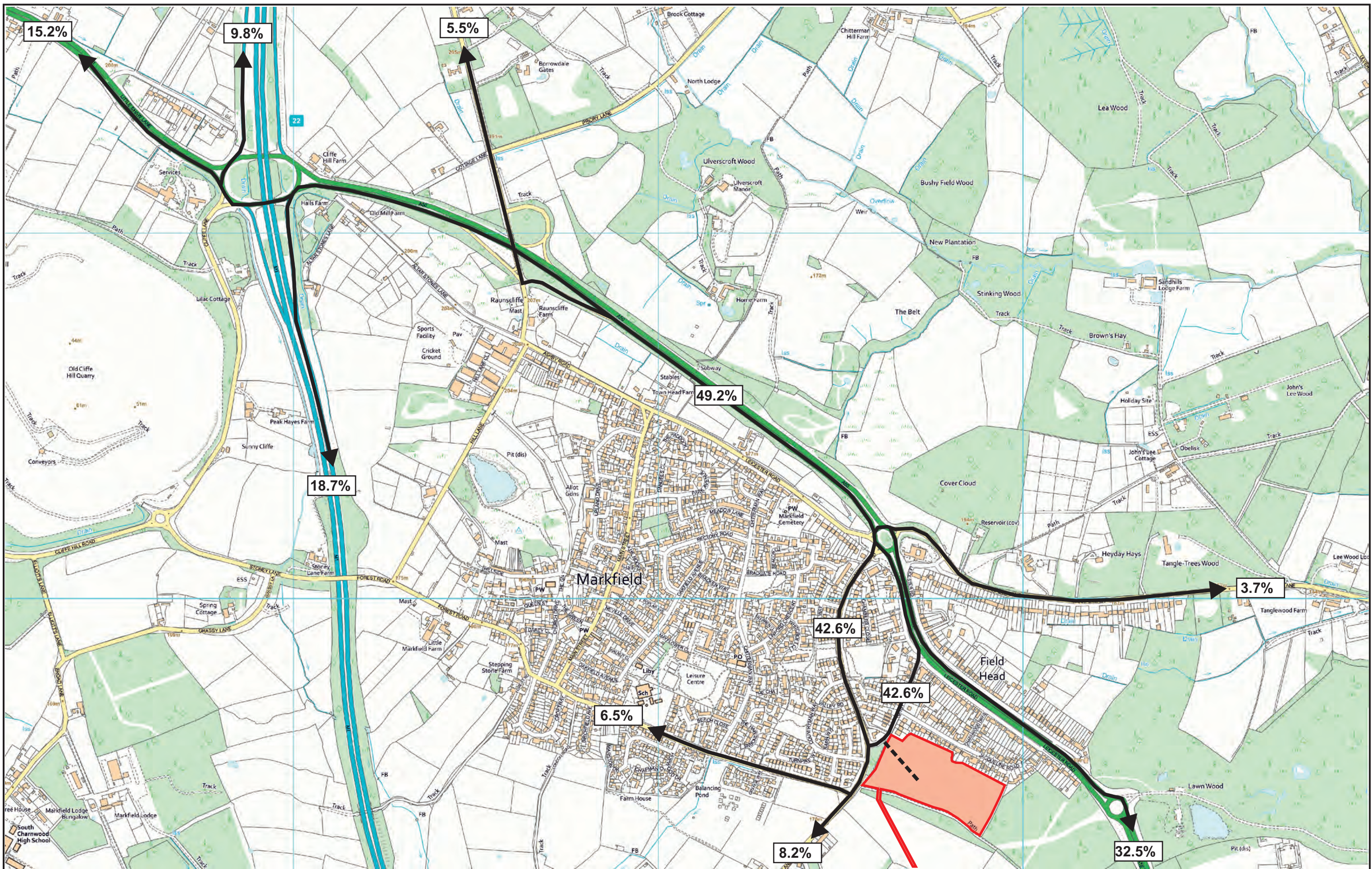
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

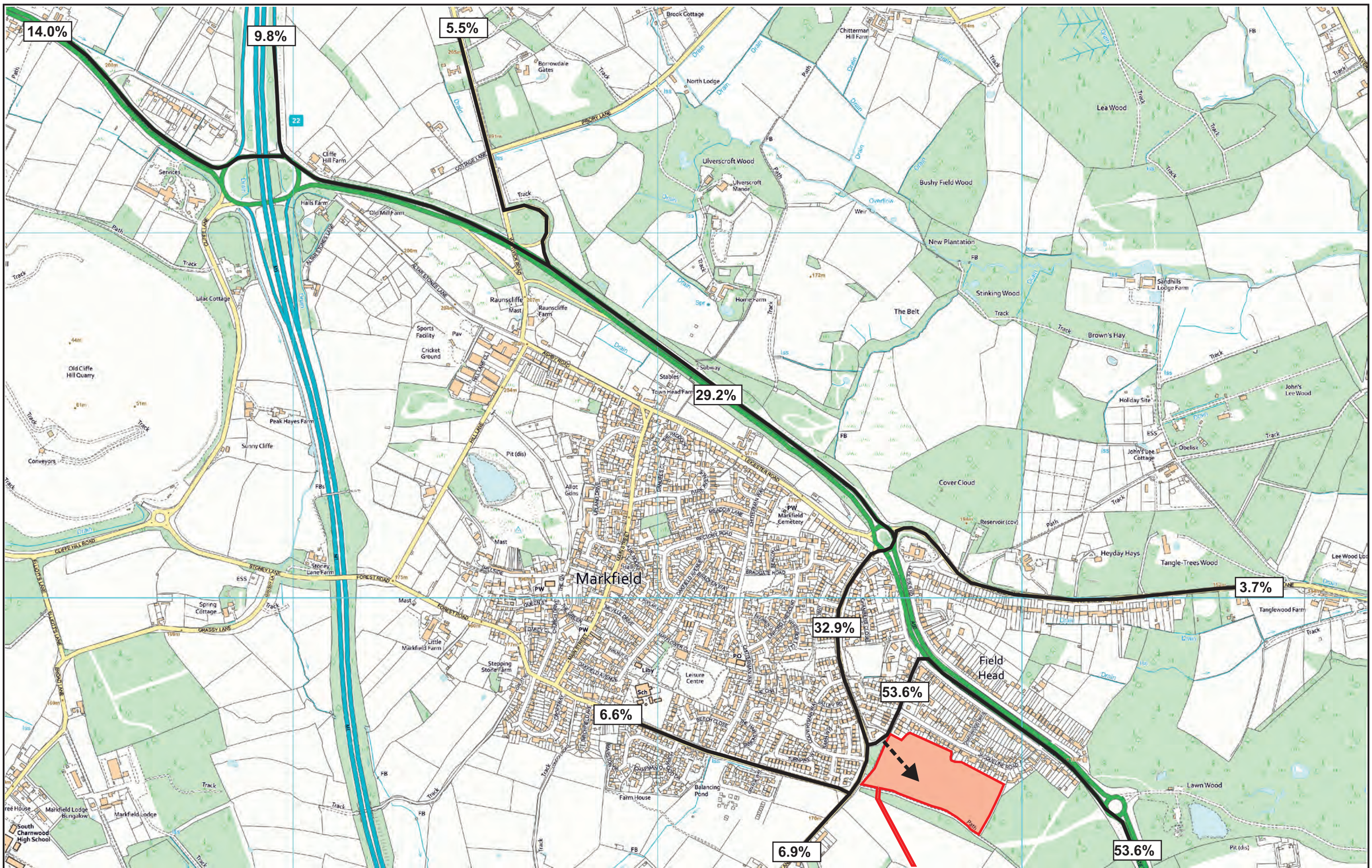
Appendix I
2011 Census Origin-Destination Data

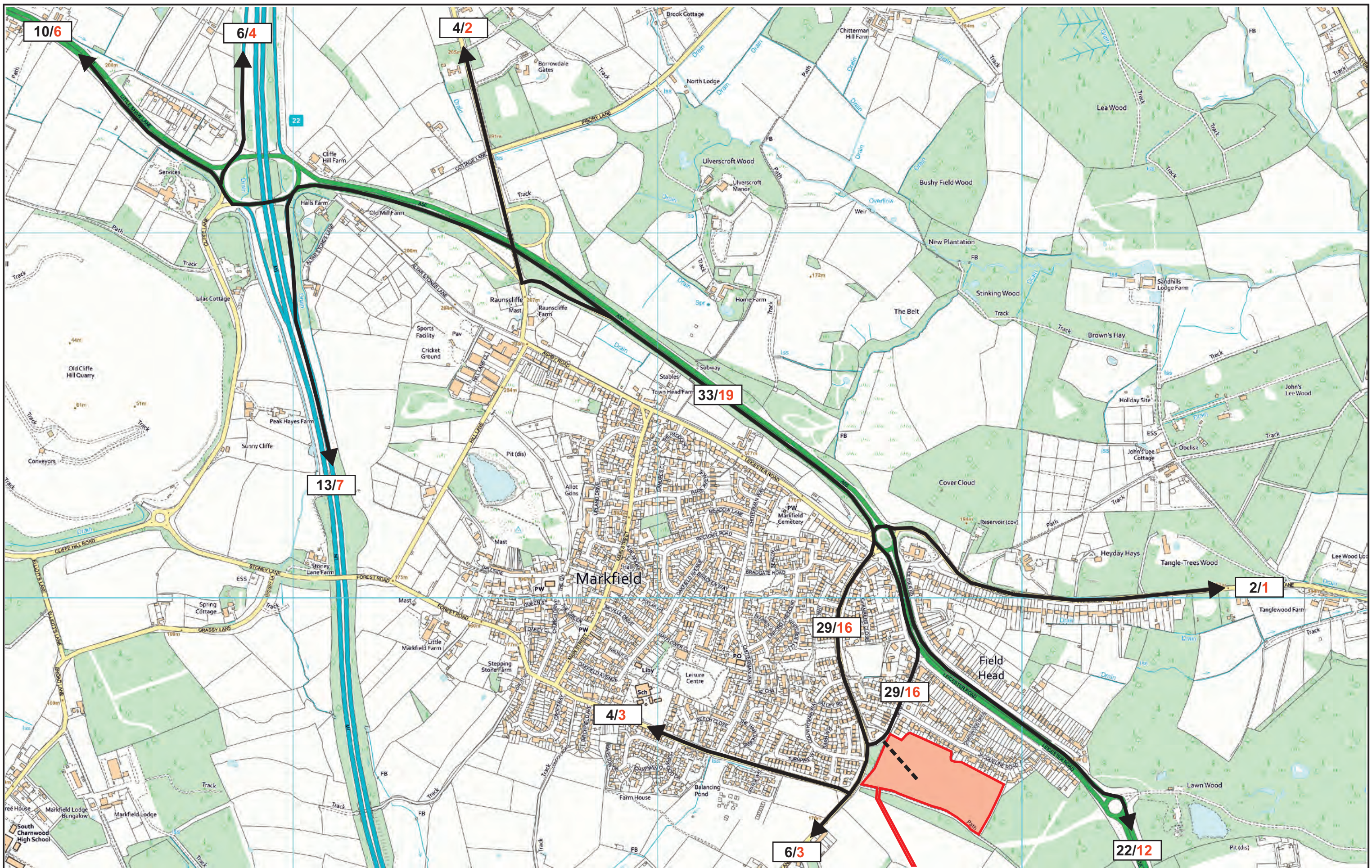
Residence	Workplace	All	Home	Underground	Train	Bus	Taxi	Motorcycle	Car_Driver	Car_Passenger	Bike	Foot	Other
Hinckley and Bosworth 001	Allerdale 003	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Amber Valley 001	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Amber Valley 002	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Amber Valley 003	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Amber Valley 005	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Amber Valley 013	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Amber Valley 017	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Ashfield 010	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Ashfield 012	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Ashfield 016	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Ashford 006	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Aylesbury Vale 006	1	0	0	0	0	0	0	0	1	0	0	0
Hinckley and Bosworth 001	Barnsley 010	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Barrow-in-Furness 008	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Basildon 015	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Birmingham 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Birmingham 009	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Birmingham 010	1	0	0	0	0	0	0	1	0	0	1	0
Hinckley and Bosworth 001	Birmingham 029	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Birmingham 037	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Birmingham 050	6	0	0	0	0	0	0	5	0	0	0	1
Hinckley and Bosworth 001	Birmingham 064	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Birmingham 070	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Birmingham 079	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Birmingham 089	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Birmingham 097	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Birmingham 124	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Birmingham 136	1	0	0	1	0	0	0	0	0	0	0	0
Hinckley and Bosworth 001	Birmingham 138	6	0	0	0	0	0	0	6	0	0	0	0
Hinckley and Bosworth 001	Blaby 002	7	0	0	0	1	0	0	6	0	0	0	0
Hinckley and Bosworth 001	Blaby 003	23	0	0	0	0	0	0	20	2	0	1	0
Hinckley and Bosworth 001	Blaby 004	37	0	0	0	0	1	1	35	0	0	0	0
Hinckley and Bosworth 001	Blaby 005	10	0	0	0	0	0	0	10	0	0	0	0
Hinckley and Bosworth 001	Blaby 006	129	0	0	0	6	0	0	117	6	0	0	0
Hinckley and Bosworth 001	Blaby 007	22	0	0	1	0	0	0	19	2	0	0	0
Hinckley and Bosworth 001	Blaby 008	6	0	0	0	0	0	0	6	0	0	0	0
Hinckley and Bosworth 001	Blaby 009	16	0	0	0	0	0	0	12	4	0	0	0
Hinckley and Bosworth 001	Blaby 010	12	0	0	0	0	0	0	11	1	0	0	0
Hinckley and Bosworth 001	Blaby 011	7	0	0	0	0	0	0	5	2	0	0	0
Hinckley and Bosworth 001	Blaby 012	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Blaby 013	100	0	0	0	7	1	0	84	7	1	0	0
Hinckley and Bosworth 001	Bolsover 010	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Bromsgrove 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Broxbourne 003	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Broxtowe 002	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Broxtowe 010	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Broxtowe 013	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Broxtowe 014	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Broxtowe 015	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Broxtowe 016	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Cambridge 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Cannock Chase 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Cannock Chase 012	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Charnwood 001	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Charnwood 002	65	0	0	0	1	0	0	60	3	1	0	0
Hinckley and Bosworth 001	Charnwood 003	42	0	0	0	0	0	0	39	2	1	0	0
Hinckley and Bosworth 001	Charnwood 004	5	0	0	0	1	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Charnwood 005	15	0	0	0	0	0	0	14	1	0	0	0
Hinckley and Bosworth 001	Charnwood 006	17	0	0	0	0	0	0	17	0	0	0	0
Hinckley and Bosworth 001	Charnwood 007	16	0	0	0	0	0	0	14	1	0	0	0
Hinckley and Bosworth 001	Charnwood 008	8	0	0	0	0	0	0	7	1	0	0	0
Hinckley and Bosworth 001	Charnwood 009	15	0	0	0	0	0	0	14	1	0	0	0
Hinckley and Bosworth 001	Charnwood 010	18	0	0	0	0	0	0	18	0	0	0	0
Hinckley and Bosworth 001	Charnwood 011	19	0	0	0	1	0	1	17	0	0	0	0
Hinckley and Bosworth 001	Charnwood 012	27	0	0	0	0	0	0	27	0	0	0	0
Hinckley and Bosworth 001	Charnwood 013	9	0	0	0	0	0	0	9	0	0	0	0
Hinckley and Bosworth 001	Charnwood 014	10	0	0	0	0	0	0	10	0	0	0	0
Hinckley and Bosworth 001	Charnwood 015	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Charnwood 016	46	0	0	0	0	0	0	27	6	1	12	0
Hinckley and Bosworth 001	Charnwood 017	22	0	0	0	0	0	0	20	2	0	0	0
Hinckley and Bosworth 001	Charnwood 018	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Charnwood 019	7	0	0	0	0	0	0	5	0	0	2	0
Hinckley and Bosworth 001	Charnwood 020	7	0	0	0	0	0	0	6	1	0	0	0
Hinckley and Bosworth 001	Charnwood 021	16	0	0	0	0	0	0	14	2	0	0	0
Hinckley and Bosworth 001	Charnwood 022	28	0	0	0	1	1	0	20	5	1	0	0
Hinckley and Bosworth 001	Chelmsford 003	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Cherwell 004	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Cheshire East 007	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Chesterfield 010	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	City of London 001	3	0	0	2	1	0	0	0	0	0	0	0
Hinckley and Bosworth 001	Corby 001	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Coventry 001	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Coventry 007	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Coventry 008	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Coventry 009	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Coventry 019	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Coventry 022	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Coventry 028	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Coventry 031	7	0	0	0	0	0	0	7	0	0	0	0
Hinckley and Bosworth 001	Coventry 033	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Coventry 035	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Coventry 038	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Coventry 042	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Crawley 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Croydon 046	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Dacorum 022	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Daventry 001	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Daventry 003	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Daventry 006	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Daventry 007	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Derby 002	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Derby 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Derby 007	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Derby 009	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Derby 011	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Derby 012	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Derby 013	6	0	0	0	0	0	0	6	0	0	0	0
Hinckley and Bosworth 001	Derby 014	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Derby 023	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Derby 026	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Derbyshire Dales 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Doncaster 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Doncaster 039	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Dudley 014	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Dudley 015	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Dudley 026	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Ealing 007	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	East Cambridgeshire 008	1	0	0	0	0	0	0	1	0	0	0	0

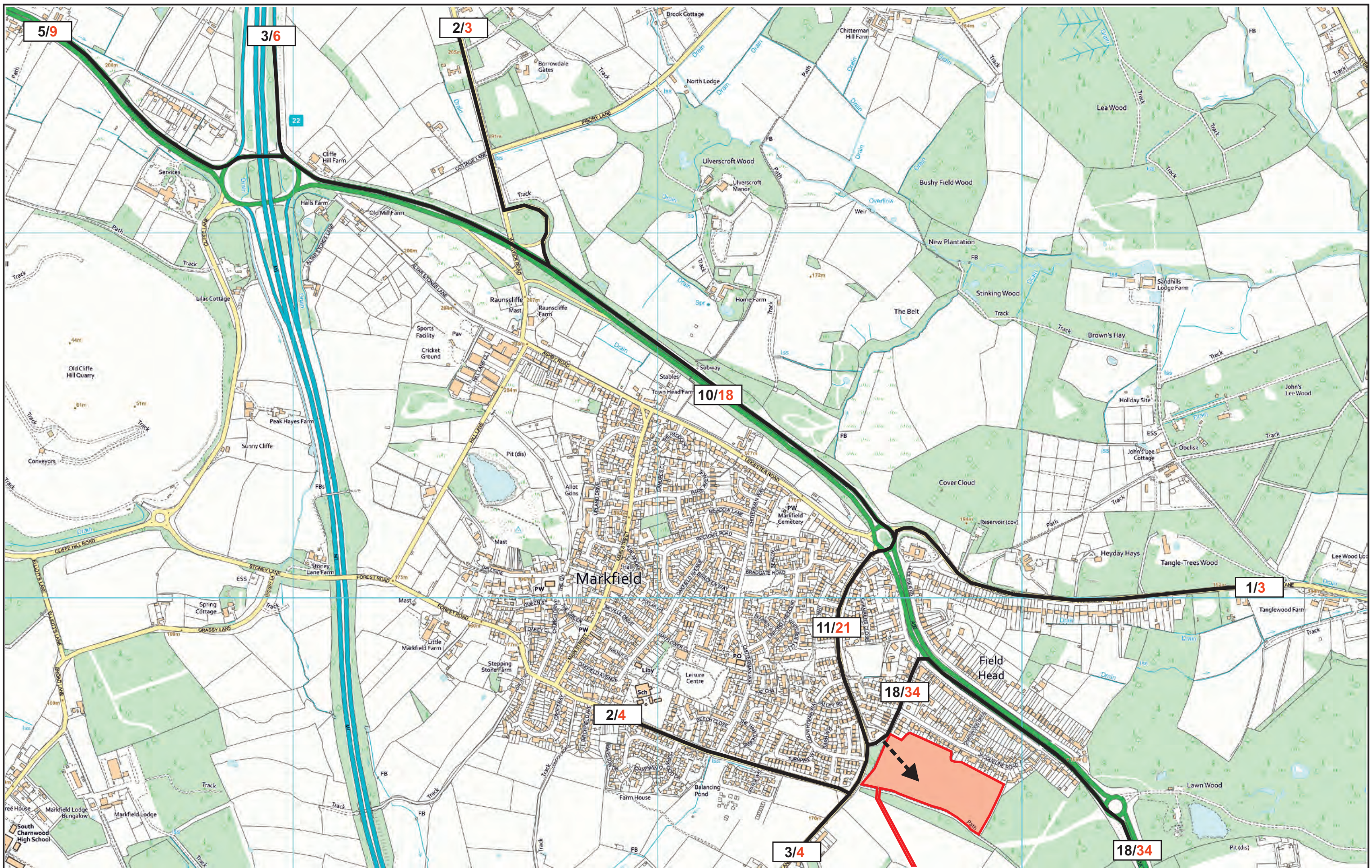
Hinckley and Bosworth 001	Harborough 002	4	0	0	0	1	0	0	1	0	0	2	0
Hinckley and Bosworth 001	Harborough 003	14	0	0	0	1	1	2	7	2	1	0	0
Hinckley and Bosworth 001	Harborough 004	2	0	0	0	0	0	0	0	0	0	0	0
Hinckley and Bosworth 001	Harborough 005	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Harborough 006	17	0	0	0	0	0	0	1	1	0	0	0
Hinckley and Bosworth 001	Harborough 007	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Harborough 008	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Harborough 009	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Harborough 010	8	0	0	0	0	0	0	7	0	0	1	0
Hinckley and Bosworth 001	Harborough 011	5	0	0	0	0	0	0	3	0	1	1	0
Hinckley and Bosworth 001	High Peak 010	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Hillingdon 002	1	0	0	0	0	0	0	0	0	0	0	0
Hinckley and Bosworth 001	Hillingdon 031	1	0	0	0	1	0	0	0	0	0	0	0
Hinckley and Bosworth 001	Hinckley and Bosworth 001	318	0	0	1	5	0	1	157	20	8	126	0
Hinckley and Bosworth 001	Hinckley and Bosworth 002	52	0	0	0	2	0	1	42	1	3	3	0
Hinckley and Bosworth 001	Hinckley and Bosworth 003	30	0	0	0	0	0	0	28	2	0	0	0
Hinckley and Bosworth 001	Hinckley and Bosworth 004	26	0	0	0	0	0	0	23	3	0	0	0
Hinckley and Bosworth 001	Hinckley and Bosworth 005	56	0	0	0	0	0	0	49	7	0	0	0
Hinckley and Bosworth 001	Hinckley and Bosworth 006	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Hinckley and Bosworth 007	7	0	0	0	0	0	0	5	2	0	0	0
Hinckley and Bosworth 001	Hinckley and Bosworth 008	10	0	0	0	0	0	0	7	0	0	3	0
Hinckley and Bosworth 001	Hinckley and Bosworth 009	15	0	0	0	0	0	0	13	0	0	2	0
Hinckley and Bosworth 001	Hinckley and Bosworth 010	36	0	0	0	0	0	0	29	3	0	4	0
Hinckley and Bosworth 001	Hinckley and Bosworth 011	26	0	0	0	1	0	0	17	6	1	1	0
Hinckley and Bosworth 001	Hinckley and Bosworth 012	16	0	0	0	0	0	0	13	2	0	1	0
Hinckley and Bosworth 001	Hinckley and Bosworth 014	8	0	0	0	0	0	0	8	0	0	0	0
Hinckley and Bosworth 001	Hounslow 026	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Huntingdonshire 002	1	0	0	0	0	0	0	0	1	0	0	0
Hinckley and Bosworth 001	Huntingdonshire 008	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Huntingdonshire 010	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Islington 021	1	0	0	1	0	0	0	0	0	0	0	0
Hinckley and Bosworth 001	Kettering 002	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Kettering 006	1	0	0	1	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Kirklees 057	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Leeds 074	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Leicester 001	20	0	0	0	0	0	0	20	0	0	0	0
Hinckley and Bosworth 001	Leicester 002	24	0	0	0	0	0	0	23	0	0	0	1
Hinckley and Bosworth 001	Leicester 003	16	0	0	0	0	0	1	14	1	0	0	0
Hinckley and Bosworth 001	Leicester 004	123	0	0	0	8	0	0	104	9	2	0	0
Hinckley and Bosworth 001	Leicester 005	12	0	0	0	0	0	0	9	2	1	0	0
Hinckley and Bosworth 001	Leicester 006	24	0	0	0	0	0	0	22	2	0	0	0
Hinckley and Bosworth 001	Leicester 007	8	0	0	0	2	0	0	6	0	0	0	0
Hinckley and Bosworth 001	Leicester 008	69	0	0	0	2	0	2	61	3	1	0	0
Hinckley and Bosworth 001	Leicester 009	15	0	0	0	1	0	1	13	0	0	0	0
Hinckley and Bosworth 001	Leicester 010	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Leicester 011	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Leicester 012	17	0	0	0	2	0	0	13	1	0	1	0
Hinckley and Bosworth 001	Leicester 013	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Leicester 016	13	0	0	0	0	0	0	12	1	0	0	0
Hinckley and Bosworth 001	Leicester 017	9	0	0	0	0	0	0	9	0	0	0	0
Hinckley and Bosworth 001	Leicester 018	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Leicester 019	12	0	0	0	0	0	0	12	0	0	0	0
Hinckley and Bosworth 001	Leicester 020	20	0	0	0	0	0	0	18	2	0	0	0
Hinckley and Bosworth 001	Leicester 021	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Leicester 022	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Leicester 023	26	0	0	0	4	0	0	21	1	0	0	0
Hinckley and Bosworth 001	Leicester 025	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Leicester 026	9	0	0	0	1	0	0	7	1	0	0	0
Hinckley and Bosworth 001	Leicester 027	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Leicester 028	10	0	0	0	0	0	0	9	1	0	0	0
Hinckley and Bosworth 001	Leicester 029	7	0	0	0	0	0	0	7	0	0	0	0
Hinckley and Bosworth 001	Leicester 030	33	0	0	0	2	0	0	28	2	1	0	0
Hinckley and Bosworth 001	Leicester 031	15	0	0	0	0	0	1	14	0	0	0	0
Hinckley and Bosworth 001	Leicester 032	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Leicester 034	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Leicester 035	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Leicester 037	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Leicester 038	11	0	0	0	1	0	0	10	0	0	0	0
Hinckley and Bosworth 001	Leicester 039	23	0	0	0	2	0	0	21	0	0	0	0
Hinckley and Bosworth 001	Leicester 040	108	0	0	0	7	0	0	96	3	1	1	0
Hinckley and Bosworth 001	Leicester 041	181	0	0	0	46	1	0	112	17	1	3	1
Hinckley and Bosworth 001	Lichfield 002	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Lichfield 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Lichfield 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Lichfield 006	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Lichfield 012	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Lincoln 003	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Liverpool 027	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Mansfield 013	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Melton 001	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Melton 002	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Melton 003	6	0	0	0	0	0	0	4	1	0	1	0
Hinckley and Bosworth 001	Melton 004	7	0	0	0	0	0	0	6	1	0	0	0
Hinckley and Bosworth 001	Melton 005	4	0	0	0	1	0	0	2	0	0	1	0
Hinckley and Bosworth 001	Melton 006	2	0	0	0	0	0	0	1	0	0	1	0
Hinckley and Bosworth 001	Milton Keynes 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Milton Keynes 007	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Milton Keynes 014	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Milton Keynes 015	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Milton Keynes 017	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Newark and Sherwood 001	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Newark and Sherwood 003	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Newark and Sherwood 007	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Newark and Sherwood 009	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Newark and Sherwood 012	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Newcastle upon Tyne 006	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	North Hertfordshire 002	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	North Warwickshire 001	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	North Warwickshire 002	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	North Warwickshire 003	9	0	0	0	1	0	0	8	0	0	0	0
Hinckley and Bosworth 001	North Warwickshire 004	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	North Warwickshire 005	1	0	0	0	0	0	0	0	1	0	0	0
Hinckley and Bosworth 001	North Warwickshire 006	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	North Warwickshire 007	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	North West Leicestershire 001	20	0	0	0	0	0	0	20	0	0	0	0
Hinckley and Bosworth 001	North West Leicestershire 002	11	0	0	0	0	0	0	11	0	0	0	0
Hinckley and Bosworth 001	North West Leicestershire 003	27	0	0	0	1	0	0	22	2	1	1	0
Hinckley and Bosworth 001	North West Leicestershire 004	18	0	0	0	0	0	0	12	1	0	2	0
Hinckley and Bosworth 001	North West Leicestershire 005	23	0	0	0	1	0	0	20	2	0	0	0
Hinckley and Bosworth 001	North West Leicestershire 006	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	North West Leicestershire 007	8	0	0	0	0	0	0	8	0	0	0	0
Hinckley and Bosworth 001	North West Leicestershire 008	10	0	0	0	0	0	0	10	0	0	0	0
Hinckley and Bosworth 001	North West Leicestershire 009	22	0	0	0	0	0	0	19	2	0	0	1
Hinckley and Bosworth 001	North West Leicestershire 010	152	0	0	0	10	1	1	129	8	2	1	0
Hinckley and Bosworth 001	North West Leicestershire 011	40	0	0	0	2	0	0	37	0	0	1	0
Hinckley and Bosworth 001	North West Leicestershire 012	13	0	0	0	0	0	1	11	1	0	0	0
Hinckley and Bosworth 001	North West Leicestershire 013	172	0	0	0	4	0	3	151	5	7	2	0
Hinckley and Bosworth 001	Northampton 021	1	0	0	0	0	0	0	1				

Hinckley and Bosworth 001	Qadby and Wigston 003	8	0	0	0	1	0	0	7	0	0	0	0
Hinckley and Bosworth 001	Qadby and Wigston 005	15	0	0	0	0	0	1	14	0	0	0	0
Hinckley and Bosworth 001	Qadby and Wigston 006	11	0	0	0	0	1	0	10	0	0	0	0
Hinckley and Bosworth 001	Qadby and Wigston 007	3	0	0	0	0	0	0	2	1	0	0	0
Hinckley and Bosworth 001	Qadby and Wigston 008	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Qadby and Wigston 009	7	0	0	0	0	0	0	6	1	0	0	0
Hinckley and Bosworth 001	Oxford 013	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Peterborough 011	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Peterborough 013	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Peterborough 014	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Poole 014	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Preston 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Purbeck 004	1	0	0	0	0	0	0	0	0	0	1	0
Hinckley and Bosworth 001	Reading 011	1	0	0	0	0	0	0	0	0	0	1	0
Hinckley and Bosworth 001	Reigate and Banstead 012	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rochford 007	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rotherham 018	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rugby 001	10	0	0	0	1	0	0	8	1	0	0	0
Hinckley and Bosworth 001	Rugby 003	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Rugby 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rugby 006	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Rugby 007	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Rugby 009	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 003	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 005	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 006	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 007	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 008	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 009	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 011	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 012	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Rushcliffe 014	4	0	0	0	0	0	0	3	1	0	0	0
Hinckley and Bosworth 001	Rushcliffe 015	2	0	0	0	0	0	0	1	1	0	0	0
Hinckley and Bosworth 001	Rutland 001	2	0	0	0	0	0	1	1	0	0	0	0
Hinckley and Bosworth 001	Rutland 003	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Rutland 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Sandwell 020	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Sandwell 038	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Sheffield 018	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Sheffield 022	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Sheffield 059	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Shropshire 015	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Solihull 009	4	0	0	0	0	0	0	4	0	0	0	0
Hinckley and Bosworth 001	Solihull 011	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Solihull 019	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Solihull 022	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Solihull 029	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	South Cambridgeshire 018	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	South Cambridgeshire 021	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	South Derbyshire 001	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	South Derbyshire 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	South Derbyshire 006	4	0	0	0	0	0	0	3	1	0	0	0
Hinckley and Bosworth 001	South Derbyshire 009	6	0	0	0	0	0	2	4	0	0	0	0
Hinckley and Bosworth 001	South Holland 005	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	South Kesteven 002	2	0	0	0	1	0	0	1	0	0	0	0
Hinckley and Bosworth 001	South Kesteven 004	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	South Kesteven 006	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	South Kesteven 007	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	South Kesteven 012	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	South Kesteven 015	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	South Kesteven 016	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	South Northamptonshire 010	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	South Somerset 006	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Southampton 009	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Southwark 025	1	0	0	1	0	0	0	0	0	0	0	0
Hinckley and Bosworth 001	Stafford 010	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Stockport 007	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Stratford-on-Avon 008	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Stratford-on-Avon 009	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Stratford-on-Avon 013	2	0	0	0	0	0	0	2	0	0	0	0
Hinckley and Bosworth 001	Suffolk Coastal 015	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Tamworth 002	3	0	0	0	0	0	0	3	0	0	0	0
Hinckley and Bosworth 001	Tamworth 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Tamworth 010	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Three Rivers 001	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Tower Hamlets 033	1	0	0	0	0	0	0	0	0	0	1	0
Hinckley and Bosworth 001	Trafford 002	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Vale of White Horse 003	1	0	0	0	0	0	0	0	0	0	1	0
Hinckley and Bosworth 001	Walsall 015	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Walsall 038	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Warrington 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Warrington 018	3	0	0	0	0	0	0	2	0	1	0	0
Hinckley and Bosworth 001	Warwick 005	5	0	0	0	0	0	0	5	0	0	0	0
Hinckley and Bosworth 001	Warwick 011	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Watford 005	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Wellingborough 002	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Wellingborough 004	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	West Berkshire 011	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Westminster 011	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Westminster 012	2	0	0	1	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Westminster 013	1	0	1	0	0	0	0	0	0	0	0	0
Hinckley and Bosworth 001	Westminster 015	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Winchester 003	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Windsor and Maidenhead 002	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Windsor and Maidenhead 007	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Wirral 014	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Wirral 024	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Wolverhampton 001	2	0	0	0	1	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Wolverhampton 029	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Wychavon 006	1	0	0	0	0	0	0	1	0	0	0	0
Hinckley and Bosworth 001	Wycombe 017	1	0	0	0	0	0	0	1	0	0	0	0









Appendix J
Junction Assessment Flows

Proposed Site Access**2023 Existing****AM**

	Ratby Lane N	Site Access	Ratby Lane S	Total
Ratby Lane N	0	0	58	58
Site Access	0	0	0	0
Ratby Lane S	53	0	0	53
Total	53	0	58	111

PM

	Ratby Lane N	Site Access	Ratby Lane S	Total
Ratby Lane N	0	0	103	103
Site Access	0	0	0	0
Ratby Lane S	73	0	0	73
Total	73	0	103	176

2031 Future Base**AM**

	Ratby Lane N	Site Access	Ratby Lane S	Total
Ratby Lane N	0	0	63	63
Site Access	0	0	0	0
Ratby Lane S	63	0	0	63
Total	63	0	63	127

PM

	Ratby Lane N	Site Access	Ratby Lane S	Total
Ratby Lane N	0	0	115	115
Site Access	0	0	0	0
Ratby Lane S	80	0	0	80
Total	80	0	115	195

2031 Base + Development**AM**

	Ratby Lane N	Site Access	Ratby Lane S	Total
Ratby Lane N	0	18	63	81
Site Access	29	0	39	68
Ratby Lane S	63	16	0	79
Total	92	34	102	229

PM

	Ratby Lane N	Site Access	Ratby Lane S	Total
Ratby Lane N	0	34	115	149
Site Access	16	0	22	38
Ratby Lane S	80	29	0	109
Total	96	63	137	296

2031 Sensitivity**AM**

	Ratby Lane N	Site Access	Ratby Lane S	Total
Ratby Lane N	0	18	64	82
Site Access	29	0	39	68
Ratby Lane S	67	16	0	83
Total	96	34	103	234

PM

	Ratby Lane N	Site Access	Ratby Lane S	Total
Ratby Lane N	0	34	119	153
Site Access	16	0	22	38
Ratby Lane S	81	29	0	110
Total	97	63	141	301

Launde Road/ Ratby Lane**2023 Existing****AM**

	Launde Road	Ratby Lane N	Ratby Lane S	Total
Launde Road	0	11	301	312
Ratby Lane N	2	0	56	58
Ratby Lane S	404	42	0	446
Total	406	53	357	816

PM

	Launde Road	Ratby Lane N	Ratby Lane S	Total
Launde Road	0	25	347	372
Ratby Lane N	2	0	101	103
Ratby Lane S	343	48	0	391
Total	345	73	448	866

2031 Future Base**AM**

	Launde Road	Ratby Lane N	Ratby Lane S	Total
Launde Road	0	12	341	353
Ratby Lane N	2	0	76	78
Ratby Lane S	474	52	0	526
Total	476	63	417	957

PM

	Launde Road	Ratby Lane N	Ratby Lane S	Total
Launde Road	0	27	415	441
Ratby Lane N	2	0	113	115
Ratby Lane S	379	53	0	432
Total	381	80	528	989

2031 Base + Development**AM**

	Launde Road	Ratby Lane N	Ratby Lane S	Total
Launde Road	0	23	341	364
Ratby Lane N	31	0	86	117
Ratby Lane S	474	57	0	531
Total	505	79	427	1012

PM

	Launde Road	Ratby Lane N	Ratby Lane S	Total
Launde Road	0	48	415	462
Ratby Lane N	18	0	119	137
Ratby Lane S	379	61	0	440
Total	397	109	534	1040

2031 Sensitivity**AM**

	Launde Road	Ratby Lane N	Ratby Lane S	Total
Launde Road	0	23	345	368
Ratby Lane N	31	0	87	118
Ratby Lane S	503	61	0	564
Total	534	83	432	1050

PM

	Launde Road	Ratby Lane N	Ratby Lane S	Total
Launde Road	0	48	444	491
Ratby Lane N	18	0	123	141
Ratby Lane S	389	62	0	451
Total	407	110	567	1084

Ratby Lane/ London Road**2023 Existing****AM**

	Ratby Lane S	London Road	Ratby Lane N	Total
Ratby Lane S	0	87	321	408
London Road	294	0	124	418
Ratby Lane N	275	78	0	353
Total	569	165	445	1179

PM

	Ratby Lane S	London Road	Ratby Lane N	Total
Ratby Lane S	0	110	321	431
London Road	104	0	77	181
Ratby Lane N	339	90	0	429
Total	443	200	398	1041

2031 Future Base**AM**

	Ratby Lane S	London Road	Ratby Lane N	Total
Ratby Lane S	0	104	340	444
London Road	325	0	184	509
Ratby Lane N	321	92	0	413
Total	646	196	525	1367

PM

	Ratby Lane S	London Road	Ratby Lane N	Total
Ratby Lane S	0	131	371	502
London Road	129	0	99	228
Ratby Lane N	360	148	0	508
Total	489	278	470	1238

2031 Base + Development**AM**

	Ratby Lane S	London Road	Ratby Lane N	Total
Ratby Lane S	0	104	343	447
London Road	325	0	186	511
Ratby Lane N	327	96	0	423
Total	652	200	530	1382

PM

	Ratby Lane S	London Road	Ratby Lane N	Total
Ratby Lane S	0	131	375	506
London Road	129	0	103	232
Ratby Lane N	363	151	0	514
Total	492	281	478	1252

2031 Sensitivity**AM**

	Ratby Lane S	London Road	Ratby Lane N	Total
Ratby Lane S	0	112	343	455
London Road	333	0	220	553
Ratby Lane N	327	102	0	429
Total	660	214	564	1438

PM

	Ratby Lane S	London Road	Ratby Lane N	Total
Ratby Lane S	0	140	375	515
London Road	141	0	114	255
Ratby Lane N	363	184	0	547
Total	504	323	489	1317

Fieldhead Roundabout

2023 Existing

AM						
	Markfield Lane	A50 S	Launde Road	Leicester Road	A50 N	Total
Markfield Lane	0	14	54	15	96	179
A50 S	13	51	25	60	1607	1756
Launde Road	50	119	0	22	247	438
Leicester Road	28	142	17	0	0	187
A50 N	45	1918	202	8	6	2179
Total	136	2244	298	105	1956	4739

2031 Future Base

AM						
	Markfield Lane	A50 S	Launde Road	Leicester Road	A50 N	Total
Markfield Lane	0	15	59	16	102	192
A50 S	14	54	32	64	1714	1877
Launde Road	66	159	0	23	262	511
Leicester Road	30	151	18	0	0	199
A50 N	48	2061	230	8	6	2354
Total	157	2441	339	112	2085	5133

2031 Base + Development

AM						
	Markfield Lane	A50 S	Launde Road	Leicester Road	A50 N	Total
Markfield Lane	0	15	60	16	102	193
A50 S	14	65	32	64	1731	1905
Launde Road	68	170	0	23	279	541
Leicester Road	30	151	18	0	0	199
A50 N	48	2061	240	8	6	2364
Total	159	2463	350	112	2119	5202

2031 Sensitivity

AM						
	Markfield Lane	A50 S	Launde Road	Leicester Road	A50 N	Total
Markfield Lane	0	45	72	17	139	273
A50 S	21	65	35	67	1731	1918
Launde Road	79	191	0	23	279	573
Leicester Road	30	153	18	0	2	203
A50 N	57	2061	240	11	6	2376
Total	186	2516	365	119	2158	5343

PM

	Markfield Lane	A50 S	Launde Road	Leicester Road	A50 N	Total
Markfield Lane	0	4	65	26	67	162
A50 S	28	5	30	157	1535	1755
Launde Road	61	52	0	21	197	331
Leicester Road	34	55	14	0	4	107
A50 N	103	1481	269	16	4	1873
Total	226	1597	378	220	1807	4228

PM

	Markfield Lane	A50 S	Launde Road	Leicester Road	A50 N	Total
Markfield Lane	0	4	82	28	71	185
A50 S	30	5	65	167	1653	1920
Launde Road	66	84	0	22	225	397
Leicester Road	36	59	15	0	4	114
A50 N	110	1586	286	17	4	2004
Total	242	1739	448	234	1957	4620

PM

	Markfield Lane	A50 S	Launde Road	Leicester Road	A50 N	Total
Markfield Lane	0	4	85	28	71	188
A50 S	30	11	65	167	1663	1936
Launde Road	67	90	0	22	235	414
Leicester Road	36	59	15	0	4	114
A50 N	110	1586	304	17	4	2022
Total	243	1751	469	234	1977	4674

PM

	Markfield Lane	A50 S	Launde Road	Leicester Road	A50 N	Total
Markfield Lane	0	16	97	28	86	227
A50 S	59	11	86	169	1663	1988
Launde Road	78	99	0	22	235	434
Leicester Road	37	62	15	0	7	121
A50 N	145	1586	304	19	4	2059
Total	319	1775	502	238	1995	4829

Appendix K
Junction Assessment Outputs

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.0.0.2177						
© Copyright TRL Software Limited, 2024						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Import of Site Access RevA.j11
Path: P:\22000's\22052\Junction Assessment
Report generation date: 08/05/2025 16:35:27

- »2031 | Base + Dev | AM
- »2031 | Base + Dev | PM
- »2031 | Sensitivity | AM
- »2031 | Sensitivity | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 - Base + Dev						
Stream B-AC	0.2	8.13	0.14	0.1	7.85	0.08
Stream C-AB	0.0	5.90	0.03	0.1	6.90	0.06
2031 - Sensitivity						
Stream B-AC	0.2	8.14	0.14	0.1	7.87	0.08
Stream C-AB	0.0	5.88	0.03	0.1	6.91	0.06

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	Proposed Site Access
Location	
Site number	
Date	08/05/2025
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	Base + Dev	AM	ONE HOUR	07:00	08:30	15
D2	2031	Base + Dev	PM	ONE HOUR	16:00	17:30	15
D3	2031	Sensitivity	AM	ONE HOUR	07:00	08:30	15
D4	2031	Sensitivity	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 | Base + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ratby Lane N		Major
B	Site Access		Minor
C	Ratby Lane S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ratby Lane S	6.00			112.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	482	0.088	0.222	0.139	0.317
B-C	621	0.095	0.240	-	-
C-B	639	0.248	0.248	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	Base + Dev	AM	ONE HOUR	07:00	08:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	83	100.000
B - Site Access		✓	68	100.000
C - Ratby Lane S		✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	18	65
	B - Site Access	29	0	39
	C - Ratby Lane S	63	16	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	6	15
	B - Site Access	0	0	3
	C - Ratby Lane S	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	8.13	0.2	A
C-AB	0.03	5.90	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	534	0.096	51	0.1	7.571	A
C-AB	13	0.00	654	0.020	13	0.0	5.896	A
C-A	46	0.00			46			
A-B	14	0.00			14			
A-C	49	0.00			49			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	530	0.115	61	0.1	7.800	A
C-AB	16	0.00	657	0.024	16	0.0	5.894	A
C-A	55	0.00			55			
A-B	16	0.00			16			
A-C	58	0.00			58			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	525	0.143	75	0.2	8.124	A
C-AB	20	0.00	662	0.030	20	0.0	5.891	A
C-A	67	0.00			67			
A-B	20	0.00			20			
A-C	72	0.00			72			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	525	0.143	75	0.2	8.129	A
C-AB	20	0.00	662	0.030	20	0.0	5.894	A
C-A	67	0.00			67			
A-B	20	0.00			20			
A-C	72	0.00			72			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	530	0.115	61	0.1	7.808	A
C-AB	16	0.00	657	0.024	16	0.0	5.898	A
C-A	55	0.00			55			
A-B	16	0.00			16			
A-C	58	0.00			58			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	534	0.096	51	0.1	7.589	A
C-AB	13	0.00	654	0.020	13	0.0	5.898	A
C-A	46	0.00			46			
A-B	14	0.00			14			
A-C	49	0.00			49			

2031 | Base + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	Base + Dev	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	154	100.000
B - Site Access		✓	38	100.000
C - Ratby Lane S		✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	34	120
	B - Site Access	16	0	22
	C - Ratby Lane S	81	29	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	10	5
	B - Site Access	0	0	2
	C - Ratby Lane S	11	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.85	0.1	A
C-AB	0.06	6.90	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	521	0.055	28	0.1	7.388	A
C-AB	24	0.00	650	0.037	24	0.1	6.841	A
C-A	59	0.00			59			
A-B	26	0.00			26			
A-C	90	0.00			90			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	515	0.066	34	0.1	7.577	A
C-AB	29	0.00	653	0.045	29	0.1	6.869	A
C-A	70	0.00			70			
A-B	31	0.00			31			
A-C	108	0.00			108			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	506	0.083	42	0.1	7.845	A
C-AB	37	0.00	656	0.056	37	0.1	6.902	A
C-A	84	0.00			84			
A-B	37	0.00			37			
A-C	132	0.00			132			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	506	0.083	42	0.1	7.847	A
C-AB	37	0.00	656	0.056	37	0.1	6.900	A
C-A	84	0.00			84			
A-B	37	0.00			37			
A-C	132	0.00			132			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	515	0.066	34	0.1	7.582	A
C-AB	29	0.00	653	0.045	29	0.1	6.861	A
C-A	70	0.00			70			
A-B	31	0.00			31			
A-C	108	0.00			108			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	521	0.055	29	0.1	7.399	A
C-AB	24	0.00	650	0.037	24	0.1	6.842	A
C-A	59	0.00			59			
A-B	26	0.00			26			
A-C	90	0.00			90			

2031 | Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Sensitivity	AM	ONE HOUR	07:00	08:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	84	100.000
B - Site Access		✓	68	100.000
C - Ratby Lane S		✓	83	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	18	66
	B - Site Access	29	0	39
	C - Ratby Lane S	67	16	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	6	15
	B - Site Access	0	0	3
	C - Ratby Lane S	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	8.14	0.2	A
C-AB	0.03	5.88	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	533	0.096	51	0.1	7.578	A
C-AB	13	0.00	656	0.020	13	0.0	5.881	A
C-A	49	0.00			49			
A-B	14	0.00			14			
A-C	50	0.00			50			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	530	0.115	61	0.1	7.809	A
C-AB	16	0.00	660	0.024	16	0.0	5.875	A
C-A	59	0.00			59			
A-B	16	0.00			16			
A-C	59	0.00			59			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	525	0.143	75	0.2	8.135	A
C-AB	20	0.00	664	0.030	20	0.0	5.868	A
C-A	72	0.00			72			
A-B	20	0.00			20			
A-C	73	0.00			73			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	525	0.143	75	0.2	8.140	A
C-AB	20	0.00	664	0.030	20	0.0	5.872	A
C-A	72	0.00			72			
A-B	20	0.00			20			
A-C	73	0.00			73			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	530	0.115	61	0.1	7.818	A
C-AB	16	0.00	660	0.024	16	0.0	5.879	A
C-A	59	0.00			59			
A-B	16	0.00			16			
A-C	59	0.00			59			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	533	0.096	51	0.1	7.593	A
C-AB	13	0.00	656	0.020	13	0.0	5.882	A
C-A	49	0.00			49			
A-B	14	0.00			14			
A-C	50	0.00			50			

2031 | Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Sensitivity	PM	ONE HOUR	16:00	17:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ratby Lane N		✓	158	100.000
B - Site Access		✓	38	100.000
C - Ratby Lane S		✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	34	124
	B - Site Access	16	0	22
	C - Ratby Lane S	82	29	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Ratby Lane N	B - Site Access	C - Ratby Lane S
From	A - Ratby Lane N	0	10	5
	B - Site Access	0	0	2
	C - Ratby Lane S	11	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.87	0.1	A
C-AB	0.06	6.91	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	520	0.055	28	0.1	7.399	A
C-AB	24	0.00	650	0.037	24	0.1	6.843	A
C-A	59	0.00			59			
A-B	26	0.00			26			
A-C	93	0.00			93			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	514	0.066	34	0.1	7.591	A
C-AB	29	0.00	653	0.045	29	0.1	6.872	A
C-A	70	0.00			70			
A-B	31	0.00			31			
A-C	111	0.00			111			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	505	0.083	42	0.1	7.864	A
C-AB	37	0.00	656	0.056	37	0.1	6.905	A
C-A	85	0.00			85			
A-B	37	0.00			37			
A-C	137	0.00			137			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	505	0.083	42	0.1	7.866	A
C-AB	37	0.00	656	0.056	37	0.1	6.903	A
C-A	85	0.00			85			
A-B	37	0.00			37			
A-C	137	0.00			137			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	514	0.067	34	0.1	7.594	A
C-AB	29	0.00	653	0.045	30	0.1	6.861	A
C-A	70	0.00			70			
A-B	31	0.00			31			
A-C	111	0.00			111			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	520	0.055	29	0.1	7.407	A
C-AB	24	0.00	650	0.037	24	0.1	6.844	A
C-A	59	0.00			59			
A-B	26	0.00			26			
A-C	93	0.00			93			

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.0.0.2177						
© Copyright TRL Software Limited, 2024						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Import of RatbyLn-LaundeRd RevC.j11

Path: P:\22000's\22052\Junction Assessment

Report generation date: 02/06/2025 16:09:43

- »Existing Layout - 2023 Existing || AM
- »Existing Layout - 2023 Existing || PM
- »Existing Layout - 2031 Baseline || AM
- »Existing Layout - 2031 Baseline || PM
- »Existing Layout - 2031 + DEV || AM
- »Existing Layout - 2031 + DEV || PM
- »Existing Layout - 2031 Sensitivity || AM
- »Existing Layout - 2031 Sensitivity || PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Existing Layout - 2023 Existing						
Stream B-C	0.1	6.93	0.10	0.2	7.86	0.18
Stream B-A	0.0	10.26	0.01	0.0	10.52	0.01
Stream C-AB	0.3	5.66	0.11	0.3	6.29	0.13
Existing Layout - 2031 Baseline						
Stream B-C	0.2	7.36	0.13	0.3	8.42	0.20
Stream B-A	0.0	11.08	0.01	0.0	11.37	0.01
Stream C-AB	0.4	5.58	0.15	0.4	6.28	0.15
Existing Layout - 2031 + DEV						
Stream B-C	0.2	7.65	0.15	0.3	8.85	0.22
Stream B-A	0.1	11.68	0.10	0.1	11.92	0.06
Stream C-AB	0.5	5.65	0.17	0.5	6.40	0.18
Existing Layout - 2031 Sensitivity						
Stream B-C	0.2	7.69	0.15	0.3	9.12	0.23
Stream B-A	0.1	11.98	0.10	0.1	12.33	0.06
Stream C-AB	0.5	5.61	0.19	0.5	6.41	0.18

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	Ratby Lane/ Launde Road
Location	
Site number	
Date	08/05/2025
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Existing	AM	ONE HOUR	07:00	08:30	15	✓
D2	2023 Existing	PM	ONE HOUR	16:00	17:30	15	✓
D3	2031 Baseline	AM	ONE HOUR	07:00	08:30	15	✓
D4	2031 Baseline	PM	ONE HOUR	16:00	17:30	15	✓
D5	2031 + DEV	AM	ONE HOUR	07:00	08:30	15	✓
D6	2031 + DEV	PM	ONE HOUR	16:00	17:30	15	✓
D7	2031 Sensitivity	AM	ONE HOUR	07:00	08:30	15	✓
D8	2031 Sensitivity	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	✓	D1,D2,D3,D4,D5,D6,D7,D8	100.000	100.000

Existing Layout - 2023 Existing | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.05	A

Arms

Arms

Arm	Name	Description	Arm type
A	Launde Road		Major
B	Ratby Lane N		Minor
C	Ratby Lane S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ratby Lane S	6.70			76.4	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Ratby Lane N	One lane plus flare	10.00	4.56	3.69	3.69	3.37	✓	1.00	56	71

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	509	0.090	0.227	0.143	0.324
B-C	738	0.110	0.277	-	-
C-B	618	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Existing	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		ONE HOUR	✓	312	100.000
B - Ratby Lane N		ONE HOUR	✓	58	100.000
C - Ratby Lane S		ONE HOUR	✓	446	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
A - Launde Road		0	11	301
B - Ratby Lane N		2	0	56
C - Ratby Lane S		404	42	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
A - Launde Road		0	0	26
B - Ratby Lane N		0	0	12
C - Ratby Lane S		16	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	6.93	0.1	A	51	77
B-A	0.01	10.26	0.0	B	2	3
C-AB	0.11	5.66	0.3	A	73	110
C-A					336	504
A-B					10	15
A-C					276	414

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	0.00	673	0.063	42	0.0	0.1	6.382	A
B-A	2	0.38	0.00	403	0.004	1	0.0	0.0	8.975	A
C-AB	52	13	0.00	773	0.068	52	0.0	0.1	5.637	A
C-A	284	71	0.00			284				
A-B	8	2	0.00			8				
A-C	227	57	0.00			227				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	0.00	661	0.076	50	0.1	0.1	6.604	A
B-A	2	0.45	0.00	382	0.005	2	0.0	0.0	9.472	A
C-AB	69	17	0.00	805	0.086	69	0.1	0.2	5.533	A
C-A	332	83	0.00			332				
A-B	10	2	0.00			10				
A-C	271	68	0.00			271				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	643	0.096	62	0.1	0.1	6.929	A
B-A	2	0.55	0.00	353	0.006	2	0.0	0.0	10.256	B
C-AB	97	24	0.00	850	0.115	97	0.2	0.3	5.423	A
C-A	394	98	0.00			394				
A-B	12	3	0.00			12				
A-C	331	83	0.00			331				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	15	0.00	643	0.096	62	0.1	0.1	6.929	A
B-A	2	0.55	0.00	353	0.006	2	0.0	0.0	10.258	B
C-AB	98	24	0.00	851	0.115	98	0.3	0.3	5.439	A
C-A	393	98	0.00			393				
A-B	12	3	0.00			12				
A-C	331	83	0.00			331				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	13	0.00	661	0.076	50	0.1	0.1	6.609	A
B-A	2	0.45	0.00	382	0.005	2	0.0	0.0	9.476	A
C-AB	69	17	0.00	805	0.086	70	0.3	0.2	5.563	A
C-A	332	83	0.00			332				
A-B	10	2	0.00			10				
A-C	271	68	0.00			271				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	11	0.00	673	0.063	42	0.1	0.1	6.391	A
B-A	2	0.38	0.00	402	0.004	2	0.0	0.0	8.981	A
C-AB	52	13	0.00	773	0.068	53	0.2	0.1	5.658	A
C-A	283	71	0.00			283				
A-B	8	2	0.00			8				
A-C	227	57	0.00			227				

Existing Layout - 2023 Existing | | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Existing	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		ONE HOUR	✓	372	100.000
B - Ratby Lane N		ONE HOUR	✓	103	100.000
C - Ratby Lane S		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	25	347
	B - Ratby Lane N	2	0	101
	C - Ratby Lane S	343	48	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	16	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	7.86	0.2	A	93	139
B-A	0.01	10.52	0.0	B	2	3
C-AB	0.13	6.29	0.3	A	77	115
C-A					282	423
A-B					23	34
A-C					318	478

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	0.00	663	0.115	75	0.0	0.1	6.911	A
B-A	2	0.38	0.00	397	0.004	1	0.0	0.0	9.106	A
C-AB	56	14	0.00	732	0.076	55	0.0	0.2	6.291	A
C-A	239	60	0.00			239				
A-B	19	5	0.00			19				
A-C	261	65	0.00			261				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	649	0.140	91	0.1	0.2	7.287	A
B-A	2	0.45	0.00	375	0.005	2	0.0	0.0	9.647	A
C-AB	73	18	0.00	756	0.097	73	0.2	0.2	6.216	A
C-A	278	70	0.00			278				
A-B	22	6	0.00			22				
A-C	312	78	0.00			312				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	629	0.177	111	0.2	0.2	7.857	A
B-A	2	0.55	0.00	345	0.006	2	0.0	0.0	10.515	B
C-AB	102	25	0.00	791	0.128	101	0.2	0.3	6.129	A
C-A	329	82	0.00			329				
A-B	28	7	0.00			28				
A-C	382	96	0.00			382				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	629	0.177	111	0.2	0.2	7.863	A
B-A	2	0.55	0.00	344	0.006	2	0.0	0.0	10.518	B
C-AB	102	25	0.00	791	0.129	102	0.3	0.3	6.115	A
C-A	329	82	0.00			329				
A-B	28	7	0.00			28				
A-C	382	96	0.00			382				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	0.00	649	0.140	91	0.2	0.2	7.299	A
B-A	2	0.45	0.00	375	0.005	2	0.0	0.0	9.653	A
C-AB	73	18	0.00	757	0.097	74	0.3	0.2	6.190	A
C-A	278	70	0.00			278				
A-B	22	6	0.00			22				
A-C	312	78	0.00			312				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	0.00	663	0.115	76	0.2	0.1	6.929	A
B-A	2	0.38	0.00	397	0.004	2	0.0	0.0	9.112	A
C-AB	56	14	0.00	732	0.077	56	0.2	0.2	6.285	A
C-A	238	60	0.00			238				
A-B	19	5	0.00			19				
A-C	261	65	0.00			261				

Existing Layout - 2031 Baseline | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Baseline	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		ONE HOUR	✓	353	100.000
B - Ratby Lane N		ONE HOUR	✓	78	100.000
C - Ratby Lane S		ONE HOUR	✓	526	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	12	341
	B - Ratby Lane N	2	0	76
	C - Ratby Lane S	474	52	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	7.36	0.2	A	70	105
B-A	0.01	11.08	0.0	B	2	3
C-AB	0.15	5.58	0.4	A	101	152
C-A					381	572
A-B					11	17
A-C					313	469

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	0.00	665	0.086	57	0.0	0.1	6.621	A
B-A	2	0.38	0.00	385	0.004	1	0.0	0.0	9.393	A
C-AB	70	18	0.00	803	0.088	70	0.0	0.2	5.556	A
C-A	326	81	0.00			326				
A-B	9	2	0.00			9				
A-C	257	64	0.00			257				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	0.00	651	0.105	68	0.1	0.1	6.917	A
B-A	2	0.45	0.00	361	0.005	2	0.0	0.0	10.034	B
C-AB	95	24	0.00	842	0.113	95	0.2	0.3	5.467	A
C-A	378	94	0.00			378				
A-B	11	3	0.00			11				
A-C	307	77	0.00			307				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	0.00	632	0.133	84	0.1	0.2	7.355	A
B-A	2	0.55	0.00	327	0.007	2	0.0	0.0	11.076	B
C-AB	138	34	0.00	897	0.154	137	0.3	0.4	5.393	A
C-A	441	110	0.00			441				
A-B	13	3	0.00			13				
A-C	375	94	0.00			375				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	0.00	632	0.133	84	0.2	0.2	7.358	A
B-A	2	0.55	0.00	327	0.007	2	0.0	0.0	11.080	B
C-AB	138	35	0.00	897	0.154	138	0.4	0.4	5.409	A
C-A	441	110	0.00			441				
A-B	13	3	0.00			13				
A-C	375	94	0.00			375				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	0.00	651	0.105	68	0.2	0.1	6.923	A
B-A	2	0.45	0.00	360	0.005	2	0.0	0.0	10.042	B
C-AB	95	24	0.00	842	0.113	96	0.4	0.3	5.500	A
C-A	377	94	0.00			377				
A-B	11	3	0.00			11				
A-C	307	77	0.00			307				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	0.00	665	0.086	57	0.1	0.1	6.632	A
B-A	2	0.38	0.00	384	0.004	2	0.0	0.0	9.400	A
C-AB	71	18	0.00	803	0.088	71	0.3	0.2	5.585	A
C-A	325	81	0.00			325				
A-B	9	2	0.00			9				
A-C	257	64	0.00			257				

Existing Layout - 2031 Baseline | | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.61	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Baseline	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		ONE HOUR	✓	442	100.000
B - Ratby Lane N		ONE HOUR	✓	115	100.000
C - Ratby Lane S		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	27	415
	B - Ratby Lane N	2	0	113
	C - Ratby Lane S	379	53	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	16	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	8.42	0.3	A	104	156
B-A	0.01	11.37	0.0	B	2	3
C-AB	0.15	6.28	0.4	A	91	137
C-A					305	458
A-B					25	37
A-C					381	571

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	649	0.131	84	0.0	0.2	7.194	A
B-A	2	0.38	0.00	380	0.004	1	0.0	0.0	9.522	A
C-AB	65	16	0.00	741	0.088	64	0.0	0.2	6.276	A
C-A	260	65	0.00			260				
A-B	20	5	0.00			20				
A-C	312	78	0.00			312				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	25	0.00	632	0.161	101	0.2	0.2	7.670	A
B-A	2	0.45	0.00	354	0.005	2	0.0	0.0	10.216	B
C-AB	86	22	0.00	767	0.112	86	0.2	0.3	6.218	A
C-A	302	76	0.00			302				
A-B	24	6	0.00			24				
A-C	373	93	0.00			373				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	31	0.00	608	0.205	124	0.2	0.3	8.409	A
B-A	2	0.55	0.00	319	0.007	2	0.0	0.0	11.369	B
C-AB	122	30	0.00	806	0.151	121	0.3	0.4	6.160	A
C-A	354	88	0.00			354				
A-B	30	7	0.00			30				
A-C	457	114	0.00			457				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	31	0.00	608	0.205	124	0.3	0.3	8.419	A
B-A	2	0.55	0.00	319	0.007	2	0.0	0.0	11.374	B
C-AB	122	30	0.00	806	0.151	122	0.4	0.4	6.150	A
C-A	354	88	0.00			354				
A-B	30	7	0.00			30				
A-C	457	114	0.00			457				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	25	0.00	632	0.161	102	0.3	0.2	7.683	A
B-A	2	0.45	0.00	354	0.005	2	0.0	0.0	10.222	B
C-AB	86	22	0.00	768	0.112	87	0.4	0.3	6.192	A
C-A	302	76	0.00			302				
A-B	24	6	0.00			24				
A-C	373	93	0.00			373				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	649	0.131	85	0.2	0.2	7.216	A
B-A	2	0.38	0.00	379	0.004	2	0.0	0.0	9.531	A
C-AB	65	16	0.00	741	0.088	66	0.3	0.2	6.274	A
C-A	260	65	0.00			260				
A-B	20	5	0.00			20				
A-C	312	78	0.00			312				

Existing Layout - 2031 + DEV || AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.69	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 + DEV	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		ONE HOUR	✓	364	100.000
B - Ratby Lane N		ONE HOUR	✓	117	100.000
C - Ratby Lane S		ONE HOUR	✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	23	341
	B - Ratby Lane N	31	0	86
	C - Ratby Lane S	474	57	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.65	0.2	A	79	118
B-A	0.10	11.68	0.1	B	28	43
C-AB	0.17	5.65	0.5	A	111	167
C-A					376	564
A-B					21	32
A-C					313	469

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	663	0.098	64	0.0	0.1	6.724	A
B-A	23	6	0.00	404	0.058	23	0.0	0.1	9.433	A
C-AB	77	19	0.00	801	0.097	76	0.0	0.2	5.619	A
C-A	322	81	0.00			322				
A-B	17	4	0.00			17				
A-C	257	64	0.00			257				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	0.00	646	0.120	77	0.1	0.2	7.084	A
B-A	28	7	0.00	378	0.074	28	0.1	0.1	10.264	B
C-AB	105	26	0.00	840	0.124	104	0.2	0.3	5.550	A
C-A	373	93	0.00			373				
A-B	21	5	0.00			21				
A-C	307	77	0.00			307				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	24	0.00	622	0.152	94	0.2	0.2	7.644	A
B-A	34	9	0.00	342	0.100	34	0.1	0.1	11.670	B
C-AB	151	38	0.00	895	0.169	151	0.3	0.5	5.507	A
C-A	433	108	0.00			433				
A-B	25	6	0.00			25				
A-C	375	94	0.00			375				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	24	0.00	622	0.152	95	0.2	0.2	7.649	A
B-A	34	9	0.00	342	0.100	34	0.1	0.1	11.683	B
C-AB	152	38	0.00	896	0.169	152	0.5	0.5	5.525	A
C-A	433	108	0.00			433				
A-B	25	6	0.00			25				
A-C	375	94	0.00			375				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	0.00	646	0.120	77	0.2	0.2	7.094	A
B-A	28	7	0.00	378	0.074	28	0.1	0.1	10.283	B
C-AB	105	26	0.00	841	0.125	105	0.5	0.3	5.585	A
C-A	372	93	0.00			372				
A-B	21	5	0.00			21				
A-C	307	77	0.00			307				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	663	0.098	65	0.2	0.1	6.743	A
B-A	23	6	0.00	404	0.058	23	0.1	0.1	9.456	A
C-AB	78	19	0.00	802	0.097	78	0.3	0.2	5.649	A
C-A	322	80	0.00			322				
A-B	17	4	0.00			17				
A-C	257	64	0.00			257				

Existing Layout - 2031 + DEV || PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 + DEV	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		ONE HOUR	✓	463	100.000
B - Ratby Lane N		ONE HOUR	✓	137	100.000
C - Ratby Lane S		ONE HOUR	✓	440	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	48	415
	B - Ratby Lane N	18	0	119
	C - Ratby Lane S	379	61	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	16	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	8.85	0.3	A	109	164
B-A	0.06	11.92	0.1	B	17	25
C-AB	0.18	6.40	0.5	A	105	158
C-A					298	448
A-B					44	66
A-C					381	571

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	636	0.141	89	0.0	0.2	7.424	A
B-A	14	3	0.00	386	0.035	13	0.0	0.0	9.654	A
C-AB	75	19	0.00	737	0.102	74	0.0	0.2	6.397	A
C-A	256	64	0.00			256				
A-B	36	9	0.00			36				
A-C	312	78	0.00			312				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	617	0.173	107	0.2	0.2	7.967	A
B-A	16	4	0.00	359	0.045	16	0.0	0.0	10.485	B
C-AB	99	25	0.00	764	0.130	99	0.2	0.3	6.378	A
C-A	296	74	0.00			296				
A-B	43	11	0.00			43				
A-C	373	93	0.00			373				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	591	0.222	131	0.2	0.3	8.840	A
B-A	20	5	0.00	322	0.062	20	0.0	0.1	11.910	B
C-AB	141	35	0.00	802	0.176	140	0.3	0.5	6.377	A
C-A	344	86	0.00			344				
A-B	53	13	0.00			53				
A-C	457	114	0.00			457				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	33	0.00	590	0.222	131	0.3	0.3	8.853	A
B-A	20	5	0.00	322	0.062	20	0.1	0.1	11.921	B
C-AB	141	35	0.00	802	0.176	141	0.5	0.5	6.365	A
C-A	343	86	0.00			343				
A-B	53	13	0.00			53				
A-C	457	114	0.00			457				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	0.00	617	0.173	107	0.3	0.2	7.985	A
B-A	16	4	0.00	359	0.045	16	0.1	0.0	10.500	B
C-AB	100	25	0.00	764	0.131	100	0.5	0.3	6.348	A
C-A	296	74	0.00			296				
A-B	43	11	0.00			43				
A-C	373	93	0.00			373				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	22	0.00	636	0.141	90	0.2	0.2	7.449	A
B-A	14	3	0.00	386	0.035	14	0.0	0.0	9.669	A
C-AB	75	19	0.00	738	0.102	76	0.3	0.2	6.398	A
C-A	256	64	0.00			256				
A-B	36	9	0.00			36				
A-C	312	78	0.00			312				

Existing Layout - 2031 Sensitivity | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Sensitivity	AM	ONE HOUR	07:00	08:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		ONE HOUR	✓	368	100.000
B - Ratby Lane N		ONE HOUR	✓	118	100.000
C - Ratby Lane S		ONE HOUR	✓	564	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	23	345
	B - Ratby Lane N	31	0	87
	C - Ratby Lane S	503	61	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	0	26
	B - Ratby Lane N	0	0	12
	C - Ratby Lane S	16	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.69	0.2	A	80	120
B-A	0.10	11.98	0.1	B	28	43
C-AB	0.19	5.61	0.5	A	125	187
C-A					393	589
A-B					21	32
A-C					317	475

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	663	0.099	65	0.0	0.1	6.740	A
B-A	23	6	0.00	399	0.058	23	0.0	0.1	9.565	A
C-AB	86	21	0.00	816	0.105	85	0.0	0.2	5.575	A
C-A	339	85	0.00			339				
A-B	17	4	0.00			17				
A-C	260	65	0.00			260				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	0.00	645	0.121	78	0.1	0.2	7.107	A
B-A	28	7	0.00	372	0.075	28	0.1	0.1	10.451	B
C-AB	117	29	0.00	858	0.136	116	0.2	0.3	5.512	A
C-A	390	98	0.00			390				
A-B	21	5	0.00			21				
A-C	310	78	0.00			310				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	0.00	620	0.154	96	0.2	0.2	7.682	A
B-A	34	9	0.00	335	0.102	34	0.1	0.1	11.965	B
C-AB	171	43	0.00	917	0.186	170	0.3	0.5	5.494	A
C-A	450	113	0.00			450				
A-B	25	6	0.00			25				
A-C	380	95	0.00			380				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	24	0.00	620	0.154	96	0.2	0.2	7.686	A
B-A	34	9	0.00	335	0.102	34	0.1	0.1	11.980	B
C-AB	171	43	0.00	918	0.186	171	0.5	0.5	5.514	A
C-A	450	112	0.00			450				
A-B	25	6	0.00			25				
A-C	380	95	0.00			380				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	0.00	645	0.121	78	0.2	0.2	7.117	A
B-A	28	7	0.00	372	0.075	28	0.1	0.1	10.471	B
C-AB	117	29	0.00	858	0.136	118	0.5	0.4	5.551	A
C-A	390	97	0.00			390				
A-B	21	5	0.00			21				
A-C	310	78	0.00			310				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	65	16	0.00	662	0.099	66	0.2	0.1	6.756	A
B-A	23	6	0.00	399	0.059	23	0.1	0.1	9.589	A
C-AB	86	22	0.00	817	0.106	87	0.4	0.3	5.608	A
C-A	338	85	0.00			338				
A-B	17	4	0.00			17				
A-C	260	65	0.00			260				

Existing Layout - 2031 Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.94	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Sensitivity	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Launde Road		ONE HOUR	✓	492	100.000
B - Ratby Lane N		ONE HOUR	✓	141	100.000
C - Ratby Lane S		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	48	444
	B - Ratby Lane N	18	0	123
	C - Ratby Lane S	389	62	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Launde Road	B - Ratby Lane N	C - Ratby Lane S
From	A - Launde Road	0	16	7
	B - Ratby Lane N	0	0	13
	C - Ratby Lane S	12	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	9.12	0.3	A	113	169
B-A	0.06	12.33	0.1	B	17	25
C-AB	0.18	6.41	0.5	A	109	164
C-A					304	457
A-B					44	66
A-C					407	611

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	630	0.147	92	0.0	0.2	7.544	A
B-A	14	3	0.00	379	0.036	13	0.0	0.0	9.828	A
C-AB	77	19	0.00	738	0.105	76	0.0	0.2	6.405	A
C-A	262	66	0.00			262				
A-B	36	9	0.00			36				
A-C	334	84	0.00			334				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	610	0.181	110	0.2	0.2	8.137	A
B-A	16	4	0.00	351	0.046	16	0.0	0.0	10.743	B
C-AB	103	26	0.00	765	0.135	103	0.2	0.3	6.393	A
C-A	302	76	0.00			302				
A-B	43	11	0.00			43				
A-C	399	100	0.00			399				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	34	0.00	582	0.233	135	0.2	0.3	9.100	A
B-A	20	5	0.00	312	0.064	20	0.0	0.1	12.323	B
C-AB	147	37	0.00	804	0.183	146	0.3	0.5	6.407	A
C-A	350	87	0.00			350				
A-B	53	13	0.00			53				
A-C	489	122	0.00			489				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	34	0.00	582	0.233	135	0.3	0.3	9.115	A
B-A	20	5	0.00	312	0.064	20	0.1	0.1	12.335	B
C-AB	147	37	0.00	804	0.183	147	0.5	0.5	6.398	A
C-A	349	87	0.00			349				
A-B	53	13	0.00			53				
A-C	489	122	0.00			489				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	610	0.181	111	0.3	0.3	8.158	A
B-A	16	4	0.00	351	0.046	16	0.1	0.0	10.757	B
C-AB	103	26	0.00	766	0.135	104	0.5	0.3	6.364	A
C-A	302	75	0.00			302				
A-B	43	11	0.00			43				
A-C	399	100	0.00			399				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	630	0.147	93	0.3	0.2	7.575	A
B-A	14	3	0.00	379	0.036	14	0.0	0.0	9.852	A
C-AB	78	19	0.00	739	0.105	78	0.3	0.2	6.409	A
C-A	262	65	0.00			262				
A-B	36	9	0.00			36				
A-C	334	84	0.00			334				

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.0.0.2177						
© Copyright TRL Software Limited, 2024						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Import of RatbyLn-LondonRd RevD.j11

Path: P:\22000's\22052\Junction Assessment

Report generation date: 02/06/2025 16:28:03

- »2023 Existing || AM
- »2023 Existing || PM
- »2031 Baseline || AM
- »2031 Baseline || PM
- »2031 Base + DEV || AM
- »2031 Base + DEV || PM
- »2031 Sensitivity || AM
- »2031 Sensitivity || PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2023 Existing						
Stream B-C	1.0	28.04	0.48	0.2	9.71	0.16
Stream B-A	4.1	48.85	0.80	0.5	15.05	0.30
Stream C-AB	0.4	6.58	0.17	0.5	5.97	0.21
2031 Baseline						
Stream B-C	10.8	198.29	1.03	0.3	11.50	0.23
Stream B-A	16.5	167.39	1.03	0.8	20.98	0.43
Stream C-AB	0.5	6.74	0.22	1.0	7.47	0.37
2031 Base + DEV						
Stream B-C	11.5	208.58	1.04	0.4	11.66	0.24
Stream B-A	17.6	177.78	1.04	0.8	21.48	0.44
Stream C-AB	0.6	6.81	0.23	1.0	7.57	0.38
2031 Sensitivity						
Stream B-C	18.2	276.68	1.12	0.4	12.84	0.27
Stream B-A	26.3	254.08	1.11	1.1	25.53	0.50
Stream C-AB	0.6	6.97	0.24	1.4	8.80	0.46

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	Ratby Lane/ Launde Road
Location	
Site number	
Date	08/05/2025
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Existing	AM	ONE HOUR	07:30	09:00	15	✓
D2	2023 Existing	PM	ONE HOUR	16:00	17:30	15	✓
D3	2031 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D4	2031 Baseline	PM	ONE HOUR	16:00	17:30	15	✓
D5	2031 Base + DEV	AM	ONE HOUR	07:30	09:00	15	✓
D6	2031 Base + DEV	PM	ONE HOUR	16:00	17:30	15	✓
D7	2031 Sensitivity	AM	ONE HOUR	07:30	09:00	15	✓
D8	2031 Sensitivity	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3,D4,D5,D6,D7,D8	100.000	100.000

2023 Existing | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		15.78	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.78	C

Arms

Arms

Arm	Name	Description	Arm type
A	Ratby Lane S		Major
B	London Road		Minor
C	Ratby Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Ratby Lane N	6.60			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
London Road	One lane plus flare	10.00	7.00	5.35	4.27	3.59	✓	2.00	86	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	609	0.108	0.273	0.172	0.390
B-C	644	0.096	0.243	-	-
C-B	719	0.271	0.271	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Existing	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Ratby Lane S		ONE HOUR	✓	408	100.000
London Road		ONE HOUR	✓	418	100.000
Ratby Lane N		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		Ratby Lane S	London Road	Ratby Lane N
	Ratby Lane S	0	87	321
	London Road	294	0	124
	Ratby Lane N	275	78	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		Ratby Lane S	London Road	Ratby Lane N
	Ratby Lane S	0	29	15
	London Road	17	0	16
	Ratby Lane N	25	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.48	28.04	1.0	D	114	171
B-A	0.80	48.85	4.1	E	270	405
C-AB	0.17	6.58	0.4	A	107	161
C-A					217	325
A-B					80	120
A-C					295	442

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	490	0.191	92	0.0	0.3	10.482	B
B-A	221	55	0.00	476	0.465	217	0.0	1.0	16.056	C
C-AB	80	20	0.00	769	0.104	80	0.0	0.2	6.248	A
C-A	185	46	0.00			185				
A-B	65	16	0.00			65				
A-C	242	60	0.00			242				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	430	0.259	111	0.3	0.4	13.078	B
B-A	264	66	0.00	448	0.590	262	1.0	1.6	22.300	C
C-AB	103	26	0.00	782	0.132	103	0.2	0.3	6.365	A
C-A	215	54	0.00			215				
A-B	78	20	0.00			78				
A-C	289	72	0.00			289				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	0.00	300	0.455	134	0.4	0.9	24.863	C
B-A	324	81	0.00	406	0.797	315	1.6	3.8	42.641	E
C-AB	139	35	0.00	800	0.173	138	0.3	0.4	6.556	A
C-A	250	62	0.00			250				
A-B	96	24	0.00			96				
A-C	353	88	0.00			353				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	0.00	284	0.480	136	0.9	1.0	28.039	D
B-A	324	81	0.00	405	0.799	322	3.8	4.1	48.855	E
C-AB	139	35	0.00	800	0.174	139	0.4	0.4	6.580	A
C-A	250	62	0.00			250				
A-B	96	24	0.00			96				
A-C	353	88	0.00			353				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	0.00	416	0.268	114	1.0	0.4	13.915	B
B-A	264	66	0.00	448	0.590	274	4.1	1.8	25.283	D
C-AB	103	26	0.00	782	0.132	103	0.4	0.3	6.401	A
C-A	214	54	0.00			214				
A-B	78	20	0.00			78				
A-C	289	72	0.00			289				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	484	0.193	94	0.4	0.3	10.717	B
B-A	221	55	0.00	476	0.465	224	1.8	1.0	16.918	C
C-AB	81	20	0.00	770	0.105	81	0.3	0.2	6.279	A
C-A	185	46	0.00			185				
A-B	65	16	0.00			65				
A-C	242	60	0.00			242				

2023 Existing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.07	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Existing	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Ratby Lane S		ONE HOUR	✓	431	100.000
London Road		ONE HOUR	✓	181	100.000
Ratby Lane N		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	110	321
	London Road	104	0	77
	Ratby Lane N	339	90	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	6	10
	London Road	10	0	19
	Ratby Lane N	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	9.71	0.2	A	71	106
B-A	0.30	15.05	0.5	C	95	143
C-AB	0.21	5.97	0.5	A	136	204
C-A					257	386
A-B					101	151
A-C					295	442

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	0.00	580	0.100	57	0.0	0.1	8.184	A
B-A	78	20	0.00	443	0.177	77	0.0	0.2	10.817	B
C-AB	100	25	0.00	797	0.125	99	0.0	0.2	5.674	A
C-A	223	56	0.00			223				
A-B	83	21	0.00			83				
A-C	242	60	0.00			242				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	0.00	559	0.124	69	0.1	0.2	8.746	A
B-A	93	23	0.00	415	0.225	93	0.2	0.3	12.279	B
C-AB	130	32	0.00	815	0.159	129	0.2	0.3	5.778	A
C-A	256	64	0.00			256				
A-B	99	25	0.00			99				
A-C	289	72	0.00			289				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	526	0.161	85	0.2	0.2	9.694	A
B-A	115	29	0.00	378	0.303	114	0.3	0.5	14.974	B
C-AB	179	45	0.00	841	0.213	178	0.3	0.5	5.965	A
C-A	294	73	0.00			294				
A-B	121	30	0.00			121				
A-C	353	88	0.00			353				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	526	0.161	85	0.2	0.2	9.713	A
B-A	115	29	0.00	378	0.303	114	0.5	0.5	15.047	C
C-AB	179	45	0.00	841	0.213	179	0.5	0.5	5.972	A
C-A	293	73	0.00			293				
A-B	121	30	0.00			121				
A-C	353	88	0.00			353				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	0.00	558	0.124	69	0.2	0.2	8.773	A
B-A	93	23	0.00	415	0.225	94	0.5	0.3	12.351	B
C-AB	130	32	0.00	815	0.159	131	0.5	0.3	5.781	A
C-A	256	64	0.00			256				
A-B	99	25	0.00			99				
A-C	289	72	0.00			289				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	14	0.00	580	0.100	58	0.2	0.1	8.216	A
B-A	78	20	0.00	442	0.177	79	0.3	0.2	10.898	B
C-AB	100	25	0.00	797	0.126	100	0.3	0.2	5.688	A
C-A	223	56	0.00			223				
A-B	83	21	0.00			83				
A-C	242	60	0.00			242				

2031 Baseline | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		67.27	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	67.27	F

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Ratby Lane S		ONE HOUR	✓	444	100.000
London Road		ONE HOUR	✓	509	100.000
Ratby Lane N		ONE HOUR	✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	104	340
	London Road	325	0	184
	Ratby Lane N	321	92	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	29	15
	London Road	17	0	16
	Ratby Lane N	25	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.03	198.29	10.8	F	169	253
B-A	1.03	167.39	16.5	F	298	447
C-AB	0.22	6.74	0.5	A	136	204
C-A					243	364
A-B					95	143
A-C					312	468

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	35	0.00	471	0.294	137	0.0	0.5	12.421	B
B-A	245	61	0.00	446	0.548	239	0.0	1.4	19.862	C
C-AB	100	25	0.00	785	0.127	99	0.0	0.2	6.293	A
C-A	211	53	0.00			211				
A-B	78	20	0.00			78				
A-C	256	64	0.00			256				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	380	0.436	164	0.5	0.9	19.209	C
B-A	292	73	0.00	411	0.711	287	1.4	2.6	32.813	D
C-AB	130	32	0.00	801	0.162	129	0.2	0.3	6.445	A
C-A	242	60	0.00			242				
A-B	93	23	0.00			93				
A-C	306	76	0.00			306				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	197	1.027	175	0.9	7.9	124.851	F
B-A	358	89	0.00	352	1.015	325	2.6	10.8	99.452	F
C-AB	178	44	0.00	825	0.216	177	0.3	0.5	6.715	A
C-A	277	69	0.00			277				
A-B	115	29	0.00			115				
A-C	374	94	0.00			374				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	203	0.998	191	7.9	10.8	198.287	F
B-A	358	89	0.00	348	1.029	335	10.8	16.5	167.386	F
C-AB	178	45	0.00	825	0.216	178	0.5	0.5	6.743	A
C-A	277	69	0.00			277				
A-B	115	29	0.00			115				
A-C	374	94	0.00			374				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	0.00	272	0.609	200	10.8	2.1	74.745	F
B-A	292	73	0.00	390	0.749	341	16.5	4.3	98.709	F
C-AB	130	32	0.00	802	0.162	131	0.5	0.4	6.492	A
C-A	241	60	0.00			241				
A-B	93	23	0.00			93				
A-C	306	76	0.00			306				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	35	0.00	454	0.305	145	2.1	0.5	13.746	B
B-A	245	61	0.00	445	0.550	256	4.3	1.5	23.492	C
C-AB	100	25	0.00	786	0.128	101	0.4	0.3	6.333	A
C-A	210	53	0.00			210				
A-B	78	20	0.00			78				
A-C	256	64	0.00			256				

2031 Baseline | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.64	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Baseline	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Ratby Lane S		ONE HOUR	✓	502	100.000
London Road		ONE HOUR	✓	228	100.000
Ratby Lane N		ONE HOUR	✓	508	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	131	371
	London Road	129	0	99
	Ratby Lane N	360	148	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	6	10
	London Road	10	0	19
	Ratby Lane N	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	11.50	0.3	B	91	136
B-A	0.43	20.98	0.8	C	118	178
C-AB	0.37	7.47	1.0	A	234	351
C-A					232	348
A-B					120	180
A-C					340	511

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	561	0.133	74	0.0	0.2	8.774	A
B-A	97	24	0.00	411	0.236	96	0.0	0.3	12.522	B
C-AB	169	42	0.00	794	0.213	167	0.0	0.4	6.306	A
C-A	213	53	0.00			213				
A-B	99	25	0.00			99				
A-C	279	70	0.00			279				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	532	0.167	89	0.2	0.2	9.657	A
B-A	116	29	0.00	377	0.307	115	0.3	0.5	15.088	C
C-AB	222	55	0.00	813	0.273	221	0.4	0.6	6.692	A
C-A	235	59	0.00			235				
A-B	118	29	0.00			118				
A-C	334	83	0.00			334				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	483	0.226	109	0.2	0.3	11.431	B
B-A	142	36	0.00	331	0.429	141	0.5	0.8	20.694	C
C-AB	310	77	0.00	841	0.369	308	0.6	1.0	7.438	A
C-A	249	62	0.00			249				
A-B	144	36	0.00			144				
A-C	408	102	0.00			408				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	27	0.00	482	0.226	109	0.3	0.3	11.499	B
B-A	142	36	0.00	331	0.430	142	0.8	0.8	20.981	C
C-AB	311	78	0.00	841	0.369	311	1.0	1.0	7.467	A
C-A	249	62	0.00			249				
A-B	144	36	0.00			144				
A-C	408	102	0.00			408				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	0.00	531	0.168	89	0.3	0.2	9.721	A
B-A	116	29	0.00	377	0.308	117	0.8	0.5	15.315	C
C-AB	223	56	0.00	814	0.273	224	1.0	0.6	6.722	A
C-A	234	59	0.00			234				
A-B	118	29	0.00			118				
A-C	334	83	0.00			334				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	0.00	560	0.133	75	0.2	0.2	8.831	A
B-A	97	24	0.00	410	0.237	98	0.5	0.3	12.696	B
C-AB	170	42	0.00	795	0.214	171	0.6	0.4	6.348	A
C-A	213	53	0.00			213				
A-B	99	25	0.00			99				
A-C	279	70	0.00			279				

2031 Base + DEV || AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		70.70	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	70.70	F

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base + DEV	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Ratby Lane S		ONE HOUR	✓	447	100.000
London Road		ONE HOUR	✓	511	100.000
Ratby Lane N		ONE HOUR	✓	423	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	104	343
	London Road	325	0	186
	Ratby Lane N	327	96	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	29	15
	London Road	17	0	16
	Ratby Lane N	25	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.04	208.58	11.5	F	171	256
B-A	1.04	177.78	17.6	F	298	447
C-AB	0.23	6.81	0.6	A	143	215
C-A					245	367
A-B					95	143
A-C					315	472

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	0.00	470	0.298	138	0.0	0.5	12.525	B
B-A	245	61	0.00	443	0.552	239	0.0	1.4	20.142	C
C-AB	105	26	0.00	788	0.133	104	0.0	0.3	6.319	A
C-A	213	53	0.00			213				
A-B	78	20	0.00			78				
A-C	258	65	0.00			258				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	42	0.00	376	0.445	166	0.5	0.9	19.691	C
B-A	292	73	0.00	407	0.718	287	1.4	2.7	33.724	D
C-AB	136	34	0.00	804	0.170	136	0.3	0.4	6.486	A
C-A	244	61	0.00			244				
A-B	93	23	0.00			93				
A-C	308	77	0.00			308				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	51	0.00	197	1.039	175	0.9	8.2	128.635	F
B-A	358	89	0.00	348	1.027	323	2.7	11.4	104.024	F
C-AB	188	47	0.00	829	0.227	187	0.4	0.5	6.779	A
C-A	278	70	0.00			278				
A-B	115	29	0.00			115				
A-C	378	94	0.00			378				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	51	0.00	203	1.010	192	8.2	11.5	208.583	F
B-A	358	89	0.00	344	1.040	333	11.4	17.6	177.778	F
C-AB	188	47	0.00	829	0.227	188	0.5	0.6	6.809	A
C-A	278	69	0.00			278				
A-B	115	29	0.00			115				
A-C	378	94	0.00			378				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	42	0.00	256	0.654	203	11.5	2.6	97.303	F
B-A	292	73	0.00	384	0.761	343	17.6	4.8	112.082	F
C-AB	137	34	0.00	805	0.170	137	0.6	0.4	6.536	A
C-A	243	61	0.00			243				
A-B	93	23	0.00			93				
A-C	308	77	0.00			308				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	35	0.00	451	0.311	148	2.6	0.5	14.167	B
B-A	245	61	0.00	441	0.555	258	4.8	1.5	24.413	C
C-AB	106	26	0.00	788	0.134	106	0.4	0.3	6.363	A
C-A	213	53	0.00			213				
A-B	78	20	0.00			78				
A-C	258	65	0.00			258				

2031 Base + DEV | | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.75	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base + DEV	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Ratby Lane S		ONE HOUR	✓	506	100.000
London Road		ONE HOUR	✓	232	100.000
Ratby Lane N		ONE HOUR	✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	131	375
	London Road	129	0	103
	Ratby Lane N	363	151	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	6	10
	London Road	10	0	19
	Ratby Lane N	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	11.66	0.4	B	95	142
B-A	0.44	21.48	0.8	C	118	178
C-AB	0.38	7.57	1.0	A	240	360
C-A					232	348
A-B					120	180
A-C					344	516

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	19	0.00	562	0.138	77	0.0	0.2	8.808	A
B-A	97	24	0.00	407	0.239	96	0.0	0.3	12.662	B
C-AB	173	43	0.00	795	0.218	171	0.0	0.4	6.339	A
C-A	214	53	0.00			214				
A-B	99	25	0.00			99				
A-C	282	71	0.00			282				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	533	0.174	92	0.2	0.2	9.724	A
B-A	116	29	0.00	373	0.311	115	0.3	0.5	15.309	C
C-AB	227	57	0.00	814	0.279	227	0.4	0.6	6.740	A
C-A	235	59	0.00			235				
A-B	118	29	0.00			118				
A-C	337	84	0.00			337				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	482	0.235	113	0.2	0.4	11.587	B
B-A	142	36	0.00	326	0.435	141	0.5	0.8	21.164	C
C-AB	318	80	0.00	842	0.378	317	0.6	1.0	7.532	A
C-A	248	62	0.00			248				
A-B	144	36	0.00			144				
A-C	413	103	0.00			413				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	28	0.00	481	0.236	113	0.4	0.4	11.661	B
B-A	142	36	0.00	326	0.435	142	0.8	0.8	21.476	C
C-AB	319	80	0.00	843	0.378	319	1.0	1.0	7.566	A
C-A	247	62	0.00			247				
A-B	144	36	0.00			144				
A-C	413	103	0.00			413				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	0.00	531	0.174	93	0.4	0.3	9.792	A
B-A	116	29	0.00	373	0.311	117	0.8	0.5	15.553	C
C-AB	228	57	0.00	815	0.280	230	1.0	0.6	6.777	A
C-A	234	58	0.00			234				
A-B	118	29	0.00			118				
A-C	337	84	0.00			337				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	19	0.00	561	0.138	78	0.3	0.2	8.868	A
B-A	97	24	0.00	407	0.239	98	0.5	0.4	12.843	B
C-AB	174	44	0.00	796	0.219	175	0.6	0.4	6.382	A
C-A	213	53	0.00			213				
A-B	99	25	0.00			99				
A-C	282	71	0.00			282				

2031 Sensitivity | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		102.04	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	102.04	F

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Sensitivity	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Ratby Lane S		ONE HOUR	✓	455	100.000
London Road		ONE HOUR	✓	553	100.000
Ratby Lane N		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	112	343
	London Road	333	0	220
	Ratby Lane N	327	102	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	29	15
	London Road	17	0	16
	Ratby Lane N	25	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.12	276.68	18.2	F	202	303
B-A	1.11	254.08	26.3	F	306	458
C-AB	0.24	6.97	0.6	A	152	229
C-A					241	362
A-B					103	154
A-C					315	472

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	41	0.00	466	0.356	163	0.0	0.6	13.699	B
B-A	251	63	0.00	432	0.580	245	0.0	1.5	21.812	C
C-AB	112	28	0.00	786	0.142	111	0.0	0.3	6.395	A
C-A	211	53	0.00			211				
A-B	84	21	0.00			84				
A-C	258	65	0.00			258				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	198	49	0.00	359	0.551	195	0.6	1.3	25.040	D
B-A	299	75	0.00	391	0.766	292	1.5	3.3	40.248	E
C-AB	145	36	0.00	803	0.181	145	0.3	0.4	6.585	A
C-A	241	60	0.00			241				
A-B	101	25	0.00			101				
A-C	308	77	0.00			308				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	242	61	0.00	217	1.117	201	1.3	11.7	150.886	F
B-A	367	92	0.00	333	1.102	317	3.3	15.8	136.079	F
C-AB	200	50	0.00	827	0.242	199	0.4	0.6	6.933	A
C-A	273	68	0.00			273				
A-B	123	31	0.00			123				
A-C	378	94	0.00			378				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	242	61	0.00	222	1.093	216	11.7	18.2	276.676	F
B-A	367	92	0.00	330	1.113	325	15.8	26.3	254.083	F
C-AB	200	50	0.00	827	0.242	200	0.6	0.6	6.966	A
C-A	272	68	0.00			272				
A-B	123	31	0.00			123				
A-C	378	94	0.00			378				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	198	49	0.00	240	0.822	226	18.2	11.2	234.408	F
B-A	299	75	0.00	359	0.833	344	26.3	15.1	221.159	F
C-AB	146	36	0.00	803	0.181	146	0.6	0.4	6.641	A
C-A	240	60	0.00			240				
A-B	101	25	0.00			101				
A-C	308	77	0.00			308				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	41	0.00	391	0.424	207	11.2	0.9	27.718	D
B-A	251	63	0.00	417	0.602	303	15.1	1.9	50.905	F
C-AB	112	28	0.00	787	0.143	113	0.4	0.3	6.438	A
C-A	211	53	0.00			211				
A-B	84	21	0.00			84				
A-C	258	65	0.00			258				

2031 Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.98	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Sensitivity	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Ratby Lane S		ONE HOUR	✓	515	100.000
London Road		ONE HOUR	✓	255	100.000
Ratby Lane N		ONE HOUR	✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	140	375
	London Road	141	0	114
	Ratby Lane N	363	184	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		Ratby Lane S	London Road	Ratby Lane N
From	Ratby Lane S	0	6	10
	London Road	10	0	19
	Ratby Lane N	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	12.84	0.4	B	105	157
B-A	0.50	25.53	1.1	D	129	194
C-AB	0.46	8.80	1.4	A	293	440
C-A					209	313
A-B					128	193
A-C					344	516

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	557	0.154	85	0.0	0.2	9.059	A
B-A	106	27	0.00	397	0.268	105	0.0	0.4	13.487	B
C-AB	211	53	0.00	794	0.266	209	0.0	0.5	6.760	A
C-A	201	50	0.00			201				
A-B	105	26	0.00			105				
A-C	282	71	0.00			282				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	0.00	523	0.196	102	0.2	0.3	10.163	B
B-A	127	32	0.00	361	0.351	126	0.4	0.6	16.817	C
C-AB	278	69	0.00	812	0.342	277	0.5	0.8	7.391	A
C-A	214	54	0.00			214				
A-B	126	31	0.00			126				
A-C	337	84	0.00			337				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	462	0.272	125	0.3	0.4	12.700	B
B-A	155	39	0.00	310	0.500	153	0.6	1.0	24.922	C
C-AB	389	97	0.00	840	0.463	386	0.8	1.4	8.730	A
C-A	214	53	0.00			214				
A-B	154	39	0.00			154				
A-C	413	103	0.00			413				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	459	0.273	125	0.4	0.4	12.842	B
B-A	155	39	0.00	310	0.501	155	1.0	1.1	25.533	D
C-AB	390	97	0.00	841	0.463	390	1.4	1.4	8.804	A
C-A	212	53	0.00			212				
A-B	154	39	0.00			154				
A-C	413	103	0.00			413				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	0.00	521	0.197	103	0.4	0.3	10.267	B
B-A	127	32	0.00	360	0.352	129	1.1	0.6	17.231	C
C-AB	279	70	0.00	814	0.343	281	1.4	0.8	7.461	A
C-A	213	53	0.00			213				
A-B	126	31	0.00			126				
A-C	337	84	0.00			337				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	555	0.155	86	0.3	0.2	9.139	A
B-A	106	27	0.00	396	0.268	107	0.6	0.4	13.735	B
C-AB	212	53	0.00	795	0.267	213	0.8	0.6	6.827	A
C-A	199	50	0.00			199				
A-B	105	26	0.00			105				
A-C	282	71	0.00			282				

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.0.0.2177						
© Copyright TRL Software Limited, 2024						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: A50-LaundeRd-MarkfieldLn-LeicesterRd RevE.j11

Path: P:\22000's\22052\Junction Assessment

Report generation date: 12/05/2025 12:46:49

- »2023 Existing || AM
- »2023 Existing || PM
- »2031 Base || AM
- »2031 Base || PM
- »2031 Base + DEV || AM
- »2031 Base + DEV || PM
- »2031 Sensitivity || AM
- »2031 Sensitivity || PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2023 Existing						
Markfield Lane	1.2	24.26	0.52	0.4	8.20	0.25
A50 S	6.0	12.63	0.83	6.2	13.04	0.85
Launde Road	3.2	27.16	0.74	1.4	14.92	0.55
Leicester Road	1.8	35.16	0.62	0.4	12.41	0.25
A50 NW	49.4	83.08	1.00	4.8	9.40	0.81
2031 Base						
Markfield Lane	1.5	29.54	0.59	0.5	10.69	0.33
A50 S	10.2	20.20	0.90	16.2	32.06	0.94
Launde Road	17.3	129.03	0.97	3.3	31.30	0.76
Leicester Road	12.1	233.37	1.00	0.6	18.82	0.35
A50 NW	221.4	332.22	1.10	8.1	14.93	0.88
2031 Base + DEV						
Markfield Lane	1.6	30.21	0.59	0.6	11.29	0.34
A50 S	12.0	23.57	0.91	20.4	40.12	0.96
Launde Road	42.0	283.18	1.06	4.2	38.43	0.80
Leicester Road	20.8	400.19	1.09	0.6	20.46	0.37
A50 NW	233.7	350.76	1.11	9.0	16.53	0.89
2031 Sensitivity						
Markfield Lane	4.5	62.66	0.82	0.8	12.91	0.42
A50 S	15.5	30.57	0.93	40.7	75.51	0.99
Launde Road	91.4	613.35	1.19	6.5	57.70	0.87
Leicester Road	32.5	632.74	1.18	0.8	24.69	0.43
A50 NW	248.4	372.80	1.11	12.7	23.23	0.92

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	01/03/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LCCADlastinson
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Existing	AM	FLAT	07:15	08:15	60	15
D2	2023 Existing	PM	FLAT	16:30	17:30	60	15
D3	2031 Base	AM	FLAT	07:15	08:15	60	15
D4	2031 Base	PM	FLAT	16:30	17:30	60	15
D5	2031 Base + DEV	AM	FLAT	07:15	08:15	60	15
D6	2031 Base + DEV	PM	FLAT	16:30	17:30	60	15
D7	2031 Sensitivity	AM	FLAT	07:15	08:15	60	15
D8	2031 Sensitivity	PM	FLAT	16:30	17:30	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Existing | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	47.69	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	47.69	E

Arms

Arms

Arm	Name	Description	No give-way line
1	Markfield Lane		
2	A50 S		
3	Launde Road		
4	Leicester Road		
5	A50 NW		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
Markfield Lane	3.69	7.35	18.2	23.5	57.0	41.0		
A50 S	7.23	7.68	4.9	23.3	57.0	20.0		
Launde Road	3.35	6.97	13.4	25.9	57.0	22.0		
Leicester Road	3.71	6.89	6.3	15.6	54.9	20.0		
A50 NW	7.35	7.80	5.0	105.3	54.9	21.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
Markfield Lane	0.572	1738
A50 S	0.708	2392
Launde Road	0.578	1665
Leicester Road	0.558	1522
A50 NW	0.750	2498

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Existing	AM	FLAT	07:15	08:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Markfield Lane		✓	179	100.000
A50 S		✓	1756	100.000
Launde Road		✓	438	100.000
Leicester Road		✓	187	100.000
A50 NW		✓	2179	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	14	54	15	96
	A50 S	13	51	25	60	1607
	Launde Road	50	119	0	22	247
	Leicester Road	28	142	17	0	0
	A50 NW	45	1918	202	8	6

Vehicle Mix

Heavy Vehicle %

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	14	5	8	16
	A50 S	6	18	31	16	26
	Launde Road	18	12	0	28	20
	Leicester Road	17	9	17	0	0
	A50 NW	23	27	35	8	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Markfield Lane	0.52	24.26	1.2	C
A50 S	0.83	12.63	6.0	B
Launde Road	0.74	27.16	3.2	D
Leicester Road	0.62	35.16	1.8	E
A50 NW	1.00	83.08	49.4	F

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	179	2359	389	0.461	175	0.9	18.551	C
A50 S	1756	384	2119	0.829	1733	5.6	11.113	B
Launde Road	438	1831	608	0.721	427	2.8	22.308	C
Leicester Road	187	2155	319	0.587	181	1.5	27.957	D
A50 NW	2179	409	2191	0.994	2082	24.2	30.468	D

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	179	2421	354	0.506	178	1.1	22.810	C
A50 S	1756	393	2113	0.831	1755	5.9	12.494	B
Launde Road	438	1854	594	0.737	437	3.1	26.606	D
Leicester Road	187	2186	301	0.621	186	1.7	34.236	D
A50 NW	2179	419	2184	0.998	2137	34.8	57.433	F

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	179	2431	347	0.515	179	1.1	23.784	C
A50 S	1756	395	2112	0.831	1756	6.0	12.591	B
Launde Road	438	1855	593	0.738	438	3.2	27.034	D
Leicester Road	187	2188	300	0.623	187	1.8	34.974	D
A50 NW	2179	420	2184	0.998	2147	42.8	71.698	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	179	2437	344	0.520	179	1.2	24.261	C
A50 S	1756	395	2112	0.832	1756	6.0	12.629	B
Launde Road	438	1856	593	0.738	438	3.2	27.155	D
Leicester Road	187	2189	300	0.623	187	1.8	35.160	E
A50 NW	2179	420	2183	0.998	2152	49.4	83.078	F

2023 Existing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.37	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.37	B

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023 Existing	PM	FLAT	16:30	17:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Markfield Lane		✓	162	100.000
A50 S		✓	1755	100.000
Launde Road		✓	331	100.000
Leicester Road		✓	107	100.000
A50 NW		✓	1873	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	4	65	26	67
	A50 S	28	5	30	157	1535
	Launde Road	61	52	0	21	197
	Leicester Road	34	55	14	0	4
	A50 NW	103	1481	269	16	4

Vehicle Mix

Heavy Vehicle %

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	0	12	7	15
	A50 S	9	0	7	5	14
	Launde Road	14	15	0	15	12
	Leicester Road	12	16	6	0	0
	A50 NW	10	16	9	27	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Markfield Lane	0.25	8.20	0.4	A
A50 S	0.85	13.04	6.2	B
Launde Road	0.55	14.92	1.4	B
Leicester Road	0.25	12.41	0.4	B
A50 NW	0.81	9.40	4.8	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	162	1877	664	0.244	161	0.4	7.982	A
A50 S	1755	457	2068	0.848	1732	5.8	11.393	B
Launde Road	331	1814	617	0.536	326	1.3	13.745	B
Leicester Road	107	1923	448	0.239	106	0.3	11.790	B
A50 NW	1873	245	2314	0.809	1854	4.6	8.661	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	162	1895	654	0.248	162	0.4	8.200	A
A50 S	1755	461	2065	0.850	1754	6.1	12.931	B
Launde Road	331	1837	604	0.548	331	1.3	14.857	B
Leicester Road	107	1948	434	0.246	107	0.4	12.382	B
A50 NW	1873	249	2312	0.810	1872	4.8	9.368	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	162	1896	654	0.248	162	0.4	8.204	A
A50 S	1755	461	2065	0.850	1755	6.2	13.013	B
Launde Road	331	1838	604	0.548	331	1.4	14.907	B
Leicester Road	107	1949	434	0.247	107	0.4	12.405	B
A50 NW	1873	249	2312	0.810	1873	4.8	9.391	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	162	1896	654	0.248	162	0.4	8.205	A
A50 S	1755	461	2065	0.850	1755	6.2	13.040	B
Launde Road	331	1838	604	0.548	331	1.4	14.919	B
Leicester Road	107	1949	434	0.247	107	0.4	12.409	B
A50 NW	1873	249	2311	0.810	1873	4.8	9.398	A

2031 Base | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	182.69	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	182.69	F

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2031 Base	AM	FLAT	07:15	08:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Markfield Lane		✓	192	100.000
A50 S		✓	1878	100.000
Launde Road		✓	510	100.000
Leicester Road		✓	199	100.000
A50 NW		✓	2353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	15	59	16	102
	A50 S	14	54	32	64	1714
	Launde Road	66	159	0	23	262
	Leicester Road	30	151	18	0	0
	A50 NW	48	2061	230	8	6

Vehicle Mix

Heavy Vehicle %

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	14	5	8	16
	A50 S	6	18	31	16	26
	Launde Road	18	12	0	28	20
	Leicester Road	17	9	17	0	0
	A50 NW	23	27	35	8	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Markfield Lane	0.59	29.54	1.5	D
A50 S	0.90	20.20	10.2	C
Launde Road	0.97	129.03	17.3	F
Leicester Road	1.00	233.37	12.1	F
A50 NW	1.10	332.22	221.4	F

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	192	2423	352	0.545	187	1.3	23.668	C
A50 S	1878	408	2103	0.893	1843	8.9	15.651	C
Launde Road	510	1939	545	0.935	477	8.2	49.345	E
Leicester Road	199	2309	233	0.855	183	4.0	66.932	F
A50 NW	2353	460	2153	1.093	2109	61.0	59.918	F

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	192	2462	330	0.583	191	1.5	28.768	D
A50 S	1878	415	2098	0.895	1875	9.7	19.591	C
Launde Road	510	1973	525	0.971	493	12.4	90.984	F
Leicester Road	199	2357	206	0.966	186	7.3	138.441	F
A50 NW	2353	472	2145	1.097	2140	114.1	154.485	F

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	192	2465	328	0.585	192	1.5	29.369	D
A50 S	1878	416	2097	0.895	1877	10.0	20.030	C
Launde Road	510	1975	524	0.973	499	15.2	113.291	F
Leicester Road	199	2364	202	0.987	189	9.8	190.626	F
A50 NW	2353	477	2141	1.099	2139	167.6	242.686	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	192	2466	328	0.586	192	1.5	29.537	D
A50 S	1878	416	2097	0.895	1877	10.2	20.197	C
Launde Road	510	1976	524	0.974	501	17.3	129.027	F
Leicester Road	199	2368	200	0.995	190	12.1	233.367	F
A50 NW	2353	479	2139	1.100	2138	221.4	332.225	F

2031 Base | | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	23.38	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.38	C

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2031 Base	PM	FLAT	16:30	17:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Markfield Lane		✓	185	100.000
A50 S		✓	1920	100.000
Launde Road		✓	397	100.000
Leicester Road		✓	114	100.000
A50 NW		✓	2003	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	4	82	28	71
	A50 S	30	5	65	167	1653
	Launde Road	66	84	0	22	225
	Leicester Road	36	59	15	0	4
	A50 NW	110	1586	286	17	4

Vehicle Mix

Heavy Vehicle %

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	0	12	7	15
	A50 S	9	0	7	5	14
	Launde Road	14	15	0	15	12
	Leicester Road	12	16	6	0	0
	A50 NW	10	16	9	27	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Markfield Lane	0.33	10.69	0.5	B
A50 S	0.94	32.06	16.2	D
Launde Road	0.76	31.30	3.3	D
Leicester Road	0.35	18.82	0.6	C
A50 NW	0.88	14.93	8.1	B

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	185	2025	580	0.319	183	0.5	10.108	B
A50 S	1920	496	2040	0.941	1870	12.4	20.070	C
Launde Road	397	1926	553	0.718	386	2.6	23.233	C
Leicester Road	114	2084	359	0.318	112	0.5	16.325	C
A50 NW	2003	288	2282	0.878	1974	7.3	12.400	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	185	2054	563	0.328	185	0.5	10.653	B
A50 S	1920	503	2036	0.943	1911	14.6	29.140	D
Launde Road	397	1967	529	0.750	395	3.1	29.720	D
Leicester Road	114	2129	333	0.342	114	0.6	18.443	C
A50 NW	2003	294	2278	0.879	2001	7.8	14.677	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	185	2055	562	0.329	185	0.5	10.684	B
A50 S	1920	503	2036	0.943	1916	15.6	31.093	D
Launde Road	397	1971	527	0.754	396	3.3	30.895	D
Leicester Road	114	2134	330	0.345	114	0.6	18.718	C
A50 NW	2003	295	2277	0.880	2002	8.0	14.860	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	185	2056	562	0.329	185	0.5	10.691	B
A50 S	1920	503	2036	0.943	1918	16.2	32.064	D
Launde Road	397	1973	526	0.755	397	3.3	31.304	D
Leicester Road	114	2136	330	0.346	114	0.6	18.818	C
A50 NW	2003	295	2277	0.880	2003	8.1	14.926	B

2031 Base + 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	untitled	Standard Roundabout		1, 2, 3, 4, 5	213.83	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	213.83	F

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2031 Base + DEV	AM	FLAT	07:15	08:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Markfield Lane		✓	193	100.000
A50 S		✓	1906	100.000
Launde Road		✓	540	100.000
Leicester Road		✓	199	100.000
A50 NW		✓	2363	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	15	60	16	102
	A50 S	14	65	32	64	1731
	Launde Road	68	170	0	23	279
	Leicester Road	30	151	18	0	0
	A50 NW	48	2061	240	8	6

Vehicle Mix

Heavy Vehicle %

From	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
	Markfield Lane	0	14	5	8	16
	A50 S	6	18	31	16	26
	Launde Road	18	12	0	28	20
	Leicester Road	17	9	17	0	0
	A50 NW	23	27	35	8	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Markfield Lane	0.59	30.21	1.6	D
A50 S	0.91	23.57	12.0	C
Launde Road	1.06	283.18	42.0	F
Leicester Road	1.09	400.19	20.8	F
A50 NW	1.11	350.76	233.7	F

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	193	2430	348	0.554	188	1.3	24.287	C
A50 S	1906	415	2098	0.909	1866	10.1	17.224	C
Launde Road	540	1962	532	1.015	488	13.0	67.803	F
Leicester Road	199	2343	213	0.933	177	5.4	86.075	F
A50 NW	2363	470	2146	1.101	2104	64.6	62.950	F

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	193	2467	327	0.590	192	1.5	29.470	D
A50 S	1906	423	2092	0.911	1901	11.2	22.524	C
Launde Road	540	2000	510	1.059	499	23.4	151.282	F
Leicester Road	199	2390	187	1.061	177	10.9	201.511	F
A50 NW	2363	476	2141	1.103	2138	120.9	163.300	F

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	193	2469	326	0.592	193	1.6	30.058	D
A50 S	1906	424	2092	0.911	1904	11.7	23.261	C
Launde Road	540	2003	508	1.062	502	32.9	219.127	F
Leicester Road	199	2396	184	1.082	179	15.9	303.466	F
A50 NW	2363	479	2139	1.105	2138	177.3	256.580	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	193	2470	325	0.593	193	1.6	30.214	D
A50 S	1906	424	2092	0.911	1905	12.0	23.568	C
Launde Road	540	2004	508	1.064	504	42.0	283.177	F
Leicester Road	199	2399	183	1.090	179	20.8	400.190	F
A50 NW	2363	480	2138	1.105	2137	233.7	350.761	F

2031 Base + 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	untitled	Standard Roundabout		1, 2, 3, 4, 5	28.13	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.13	D

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2031 Base + DEV	PM	FLAT	16:30	17:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Markfield Lane		✓	188	100.000
A50 S		✓	1936	100.000
Launde Road		✓	414	100.000
Leicester Road		✓	114	100.000
A50 NW		✓	2021	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	4	85	28	71
	A50 S	30	11	65	167	1663
	Launde Road	67	90	0	22	235
	Leicester Road	36	59	15	0	4
	A50 NW	110	1586	304	17	4

Vehicle Mix

Heavy Vehicle %

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	0	12	7	15
	A50 S	9	0	7	5	14
	Launde Road	14	15	0	15	12
	Leicester Road	12	16	6	0	0
	A50 NW	10	16	9	27	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Markfield Lane	0.34	11.29	0.6	B
A50 S	0.96	40.12	20.4	E
Launde Road	0.80	38.43	4.2	E
Leicester Road	0.37	20.46	0.6	C
A50 NW	0.89	16.53	9.0	C

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	188	2051	565	0.333	186	0.5	10.583	B
A50 S	1936	516	2026	0.956	1879	14.4	22.347	C
Launde Road	414	1934	548	0.756	402	3.1	26.008	D
Leicester Road	114	2108	345	0.330	112	0.5	17.248	C
A50 NW	2021	300	2273	0.889	1989	8.0	13.297	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	188	2083	547	0.344	188	0.6	11.235	B
A50 S	1936	523	2021	0.958	1923	17.6	34.700	D
Launde Road	414	1978	522	0.793	411	3.8	35.288	E
Leicester Road	114	2157	318	0.359	114	0.6	19.859	C
A50 NW	2021	306	2268	0.891	2019	8.6	16.144	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	188	2085	546	0.345	188	0.6	11.278	B
A50 S	1936	524	2021	0.958	1929	19.3	38.174	E
Launde Road	414	1984	519	0.798	413	4.1	37.525	E
Leicester Road	114	2164	314	0.363	114	0.6	20.297	C
A50 NW	2021	307	2268	0.891	2020	8.9	16.422	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	188	2085	545	0.345	188	0.6	11.290	B
A50 S	1936	524	2021	0.958	1932	20.4	40.119	E
Launde Road	414	1987	517	0.800	413	4.2	38.431	E
Leicester Road	114	2167	312	0.365	114	0.6	20.460	C
A50 NW	2021	308	2267	0.891	2020	9.0	16.529	C

2031 Sensitivity | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	269.64	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	269.64	F

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2031 Sensitivity	AM	FLAT	07:15	08:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Markfield Lane		✓	273	100.000
A50 S		✓	1919	100.000
Launde Road		✓	572	100.000
Leicester Road		✓	203	100.000
A50 NW		✓	2375	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	45	72	17	139
	A50 S	21	65	35	67	1731
	Launde Road	79	191	0	23	279
	Leicester Road	30	153	18	0	2
	A50 NW	57	2061	240	11	6

Vehicle Mix

Heavy Vehicle %

From	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
	Markfield Lane	0	14	5	8	16
	A50 S	6	18	31	16	26
	Launde Road	18	12	0	28	20
	Leicester Road	17	9	17	0	0
	A50 NW	23	27	35	8	20

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Markfield Lane	0.82	62.66	4.5	F
A50 S	0.93	30.57	15.5	D
Launde Road	1.19	613.35	91.4	F
Leicester Road	1.18	632.74	32.5	F
A50 NW	1.11	372.80	248.4	F

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	273	2417	355	0.768	261	3.1	38.753	E
A50 S	1919	460	2066	0.929	1871	12.0	19.779	C
Launde Road	572	2001	509	1.123	484	22.1	101.340	F
Leicester Road	203	2374	196	1.033	172	7.8	116.240	F
A50 NW	2375	482	2136	1.112	2098	69.3	66.852	F

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	273	2452	336	0.813	269	4.0	56.581	F
A50 S	1919	471	2058	0.932	1911	14.0	27.978	D
Launde Road	572	2045	484	1.183	481	44.9	270.343	F
Leicester Road	203	2413	174	1.164	170	16.1	293.138	F
A50 NW	2375	480	2138	1.111	2135	129.3	174.271	F

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	273	2454	335	0.816	272	4.3	60.998	F
A50 S	1919	473	2057	0.933	1915	14.9	29.726	D
Launde Road	572	2051	480	1.191	479	68.1	440.267	F
Leicester Road	203	2417	172	1.179	170	24.3	463.486	F
A50 NW	2375	481	2138	1.111	2137	188.9	273.376	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	273	2454	334	0.817	272	4.5	62.662	F
A50 S	1919	474	2056	0.933	1917	15.5	30.568	D
Launde Road	572	2053	479	1.193	479	91.4	613.346	F
Leicester Road	203	2419	171	1.184	170	32.5	632.741	F
A50 NW	2375	481	2138	1.111	2137	248.4	372.795	F

2031 Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	47.41	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	47.41	E

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2031 Sensitivity	PM	FLAT	16:30	17:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Markfield Lane		✓	227	100.000
A50 S		✓	1988	100.000
Launde Road		✓	434	100.000
Leicester Road		✓	121	100.000
A50 NW		✓	2058	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	16	97	28	86
	A50 S	59	11	86	169	1663
	Launde Road	78	99	0	22	235
	Leicester Road	37	62	15	0	7
	A50 NW	145	1586	304	19	4

Vehicle Mix

Heavy Vehicle %

	To					
		Markfield Lane	A50 S	Launde Road	Leicester Road	A50 NW
From	Markfield Lane	0	0	12	7	15
	A50 S	9	0	7	5	14
	Launde Road	14	15	0	15	12
	Leicester Road	12	16	6	0	0
	A50 NW	10	16	9	27	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Markfield Lane	0.42	12.91	0.8	B
A50 S	0.99	75.51	40.7	F
Launde Road	0.87	57.70	6.5	F
Leicester Road	0.43	24.69	0.8	C
A50 NW	0.92	23.23	12.7	C

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	227	2055	562	0.404	224	0.7	11.766	B
A50 S	1988	543	2007	0.991	1904	20.9	29.050	D
Launde Road	434	1957	535	0.812	418	4.0	31.567	D
Leicester Road	121	2146	324	0.374	118	0.6	19.462	C
A50 NW	2058	349	2236	0.920	2016	10.5	16.428	C

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	227	2093	541	0.420	227	0.8	12.779	B
A50 S	1988	552	2001	0.994	1954	29.4	53.709	F
Launde Road	434	2006	506	0.857	429	5.4	48.025	E
Leicester Road	121	2200	294	0.412	121	0.8	23.315	C
A50 NW	2058	357	2230	0.923	2053	11.8	21.922	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	227	2097	539	0.422	227	0.8	12.879	B
A50 S	1988	553	2000	0.994	1963	35.7	66.015	F
Launde Road	434	2015	501	0.866	431	6.1	54.261	F
Leicester Road	121	2211	288	0.421	121	0.8	24.245	C
A50 NW	2058	359	2229	0.923	2056	12.4	22.825	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
Markfield Lane	227	2098	538	0.422	227	0.8	12.911	B
A50 S	1988	553	2000	0.994	1968	40.7	75.507	F
Launde Road	434	2020	498	0.871	432	6.5	57.702	F
Leicester Road	121	2216	285	0.425	121	0.8	24.686	C
A50 NW	2058	360	2229	0.923	2057	12.7	23.231	C

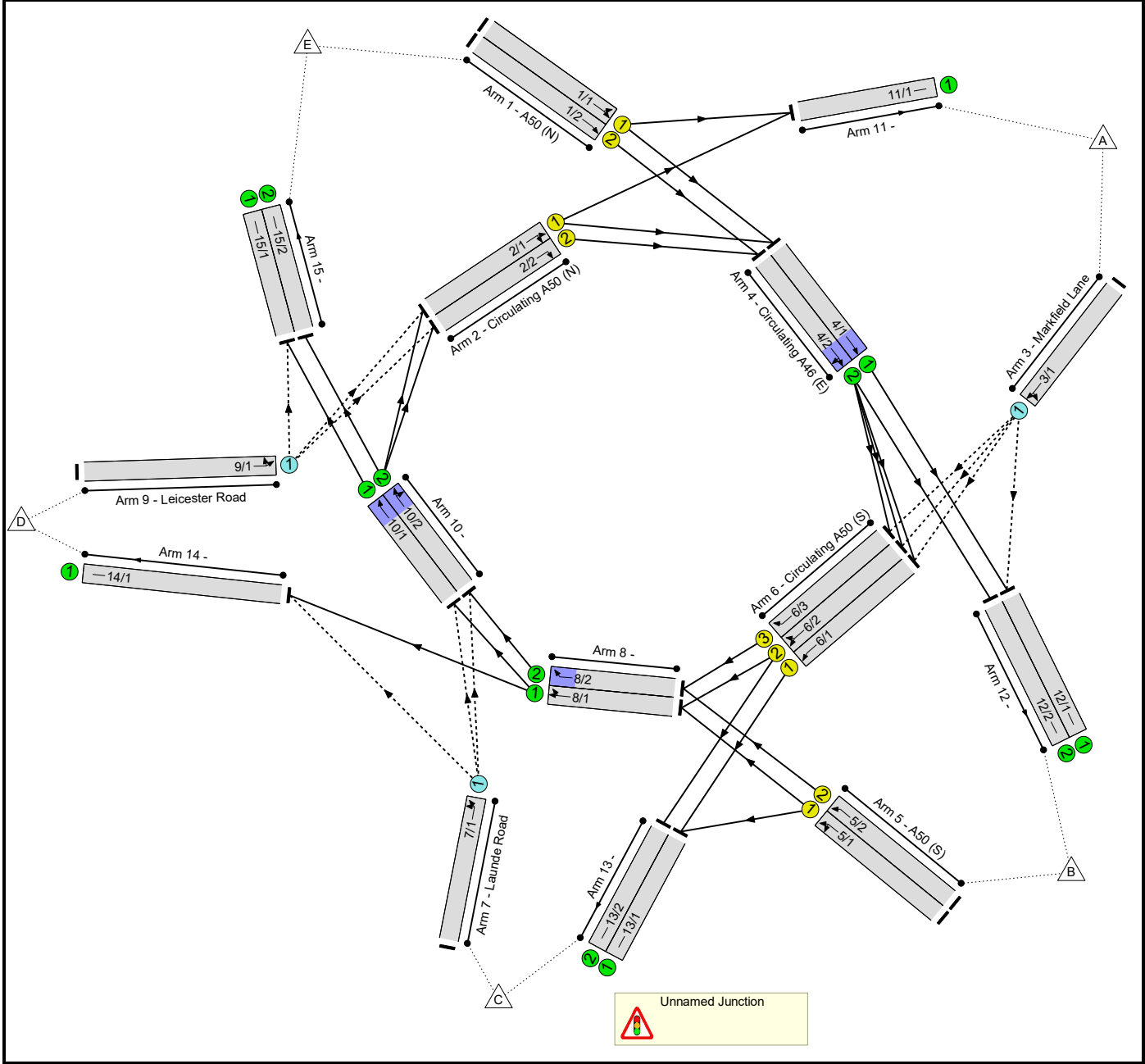
Full Input Data And Results

Full Input Data And Results

User and Project Details

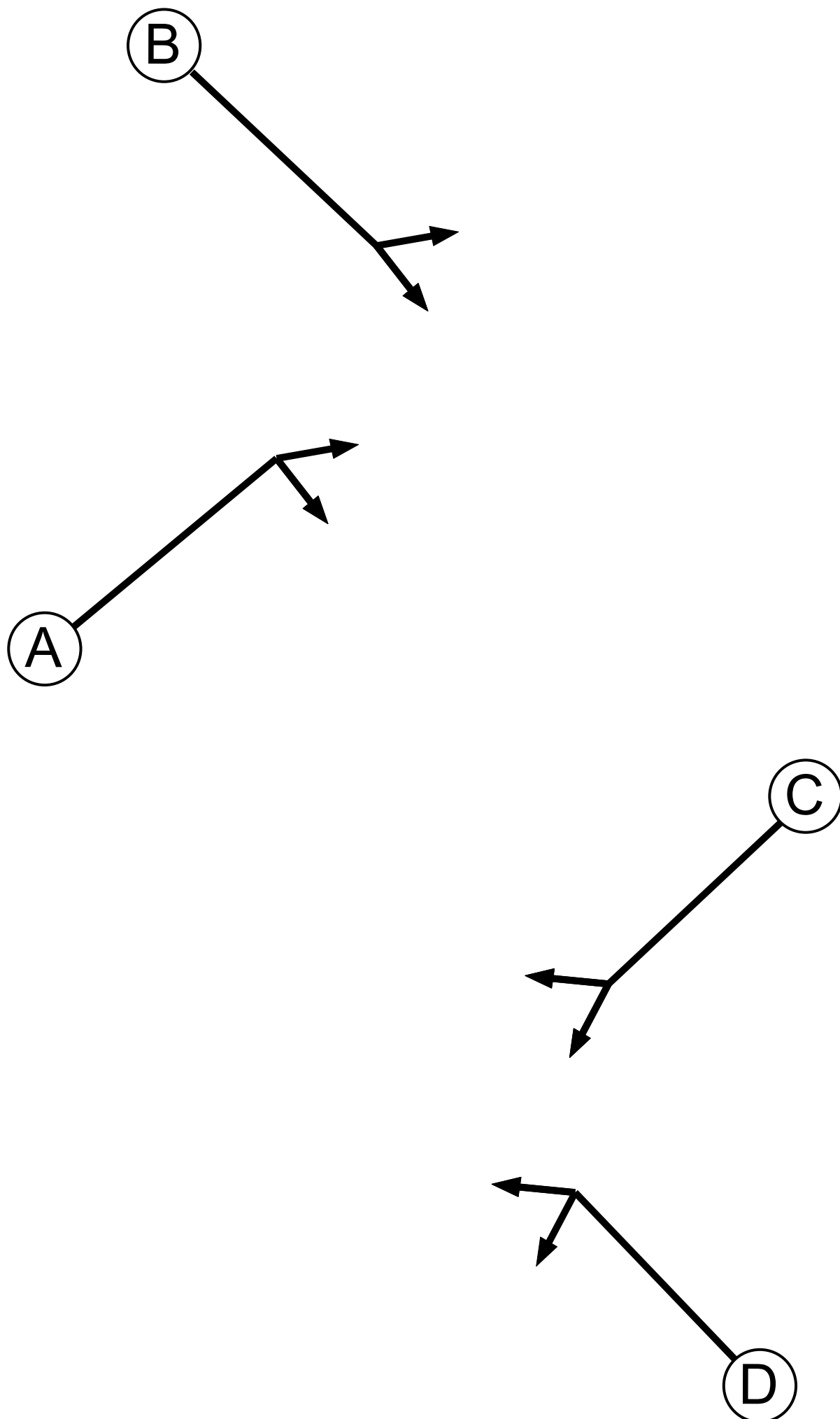
Project:	Proposed Traffic Signals
Title:	
Location:	A50 Field Head Roundabout
Additional detail:	
File name:	Field Head PT Signal Roundabout RevC (UPDATED FLOWS).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

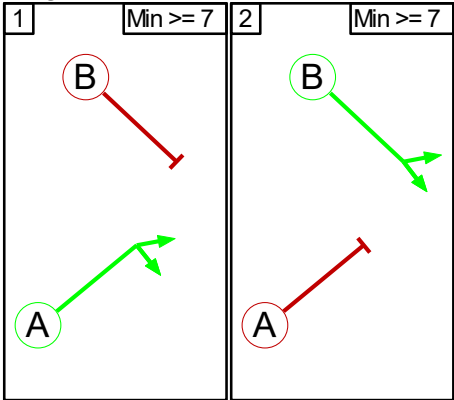
		Starting Phase				
Terminating Phase		A	B	C	D	
	A		5	-	-	
	B	5		-	-	
	C	-	-		5	
	D	-	-	5		

Phases in Stage

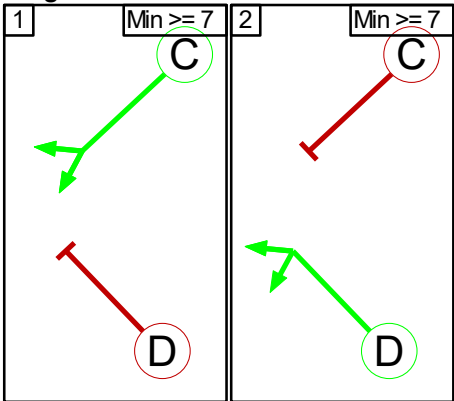
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Markfield Lane)	6/1 (Ahead)	1200	0	4/1	0.33	All	-	-	-	-	-
				4/2	0.33	All					
	6/2 (Ahead)	1200	0	4/1	0.33	All					
				4/2	0.33	All					
	6/3 (Ahead)	1200	0	4/1	0.33	All					
				4/2	0.33	All					
	12/1 (Left)	1200	0	4/1	0.33	All					
				4/2	0.33	All					
7/1 (Launde Road)	10/1 (Left)	1400	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
	10/2 (Left)	1400	0	8/2	0.33	All					
				8/1	0.33	All					
	14/1 (Left)	1400	0	8/1	0.33	All					
				8/2	0.33	All					
9/1 (Leicester Road)	2/1 (Ahead)	1100	0	10/1	0.33	All	-	-	-	-	-
				9/1	0.33	All					
	2/2 (Ahead)	1100	0	10/1	0.33	All					
				10/2	0.33	All					
	15/1 (Left)	1100	0	10/1	0.33	All					
				9/1	0.33	All					

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A50 (N))	U	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	65.00
											Arm 11 Left	65.00
1/2 (A50 (N))	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm 4 Ahead	Inf
2/1 (Circulating A50 (N))	U	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 4 Right	Inf
											Arm 11 Ahead	Inf
2/2 (Circulating A50 (N))	U	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm 4 Right	24.00
3/1 (Markfield Lane)	O		2	3	60.0	User	1900	-	-	-	-	-
4/1 (Circulating A46 (E))	U		2	3	60.0	User	1922	-	-	-	-	-
4/2 (Circulating A46 (E))	U		2	3	60.0	User	1922	-	-	-	-	-
5/1 (A50 (S))	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 8 Ahead	27.00
											Arm 13 Left	27.00
5/2 (A50 (S))	U	D	2	3	60.0	Geom	-	3.65	0.00	N	Arm 8 Ahead	Inf
6/1 (Circulating A50 (S))	U	C	2	3	60.0	Geom	-	3.65	0.00	N	Arm 13 Ahead	Inf
6/2 (Circulating A50 (S))	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 8 Right	Inf
											Arm 13 Ahead	Inf
6/3 (Circulating A50 (S))	U	C	2	3	60.0	Geom	-	3.65	0.00	N	Arm 8 Right	25.00
7/1 (Launde Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 10 Left	Inf
											Arm 14 Left	Inf
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	User	1800	-	-	-	-	-
9/1 (Leicester Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 15 Left	Inf

Full Input Data And Results

10/1	U		2	3	60.0	User	1800	-	-	-	-	-
10/2	U		2	3	60.0	User	1800	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Existing AM'	07:15	08:15	01:00	
2: '2023 Existing PM'	16:30	17:30	01:00	
3: '2031 Base AM'	07:15	08:15	01:00	
4: '2031 Base PM'	16:30	17:30	01:00	
5: '2031 Base + Development AM'	07:15	08:15	01:00	
6: '2031 Base + Development PM'	16:30	17:30	01:00	
7: '2031 Sensitivity AM'	07:15	08:15	01:00	
8: '2031 Sensitivity PM'	16:30	17:30	01:00	

Scenario 1: '2023 Base AM' (FG1: '2023 Existing AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	14	54	15	96	179
	B	13	51	25	60	1607	1756
	C	50	119	0	22	247	438
	D	28	142	17	0	0	187
	E	45	1918	202	8	6	2179
	Tot.	136	2244	298	105	1956	4739

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: Unnamed Junction	
1/1	1040
1/2	1139
2/1	266
2/2	154
3/1	179
4/1	1170
4/2	1293
5/1	853
5/2	903
6/1	224
6/2	145
6/3	29
7/1	438
8/1	924
8/2	932
9/1	187
10/1	1030
10/2	1159
11/1	136
12/1	1184
12/2	1060
13/1	249
13/2	49
14/1	105
15/1	1030
15/2	926

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	95.7 %	1935	1935
				Arm 11 Left	65.00	4.3 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	65.8 %	2155	2155
				Arm 11 Ahead	Inf	34.2 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	97.1 %	1876	1876
				Arm 13 Left	27.00	2.9 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	66.2 %	1980	1980
				Arm 13 Ahead	Inf	33.8 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	95.0 %	1940	1940
				Arm 14 Left	Inf	5.0 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 15 Left	Inf	0.0 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2023 Base PM' (FG2: '2023 Existing PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	4	65	26	67	162
	B	28	5	30	157	1535	1755
	C	61	52	0	21	197	331
	D	34	55	14	0	4	107
	E	103	1481	269	16	4	1873
	Tot.	226	1597	378	220	1807	4228

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: Unnamed Junction	
1/1	894
1/2	979
2/1	190
2/2	59
3/1	162
4/1	858
4/2	1038
5/1	861
5/2	894
6/1	292
6/2	150
6/3	19
7/1	331
8/1	925
8/2	913
9/1	107
10/1	896
10/2	1053
11/1	226
12/1	862
12/2	735
13/1	322
13/2	56
14/1	220
15/1	900
15/2	907

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	88.5 %	1935	1935
				Arm 11 Left	65.00	11.5 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	35.3 %	2155	2155
				Arm 11 Ahead	Inf	64.7 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	96.5 %	1876	1876
				Arm 13 Left	27.00	3.5 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	62.7 %	1980	1980
				Arm 13 Ahead	Inf	37.3 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	93.7 %	1940	1940
				Arm 14 Left	Inf	6.3 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	96.3 %	1940	1940
				Arm 15 Left	Inf	3.7 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	15	59	16	102	192
	B	14	54	32	64	1714	1878
	C	66	159	0	23	262	510
	D	30	151	18	0	0	199
	E	48	2061	230	8	6	2353
	Tot.	158	2440	339	111	2084	5132

Traffic Lane Flows

Lane	Scenario 3: 2031 Base AM
Junction: Unnamed Junction	
1/1	1123
1/2	1230
2/1	294
2/2	198
3/1	192
4/1	1259
4/2	1428
5/1	907
5/2	971
6/1	257
6/2	155
6/3	27
7/1	510
8/1	980
8/2	998
9/1	199
10/1	1110
10/2	1267
11/1	158
12/1	1274
12/2	1166
13/1	289
13/2	50
14/1	111
15/1	1110
15/2	974

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	95.7 %	1935	1935
				Arm 11 Left	65.00	4.3 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	62.6 %	2155	2155
				Arm 11 Ahead	Inf	37.4 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	96.5 %	1876	1876
				Arm 13 Left	27.00	3.5 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	67.7 %	1980	1980
				Arm 13 Ahead	Inf	32.3 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	95.5 %	1940	1940
				Arm 14 Left	Inf	4.5 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 15 Left	Inf	0.0 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	4	82	28	71	185
	B	30	5	65	167	1653	1920
	C	66	84	0	22	225	397
	D	36	59	15	0	4	114
	E	110	1586	286	17	4	2003
	Tot.	242	1738	448	234	1957	4619

Traffic Lane Flows

Lane	Scenario 4: 2031 Base PM
Junction: Unnamed Junction	
1/1	956
1/2	1047
2/1	195
2/2	100
3/1	185
4/1	909
4/2	1147
5/1	934
5/2	986
6/1	290
6/2	178
6/3	35
7/1	397
8/1	954
8/2	1021
9/1	114
10/1	954
10/2	1184
11/1	242
12/1	913
12/2	825
13/1	355
13/2	93
14/1	234
15/1	958
15/2	999

--	--	--	--

Full Input Data And Results

Scenario 5: '2031 + DEV AM' (FG5: '2031 Base + Development AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	15	60	16	102	193
	B	14	65	32	64	1731	1906
	C	68	170	0	23	279	540
	D	30	151	18	0	0	199
	E	48	2061	240	8	6	2363
	Tot.	160	2462	350	111	2118	5201

Traffic Lane Flows

Lane	Scenario 5: 2031 + DEV AM
Junction: Unnamed Junction	
1/1	1128
1/2	1235
2/1	303
2/2	213
3/1	193
4/1	1271
4/2	1448
5/1	917
5/2	989
6/1	262
6/2	162
6/3	26
7/1	540
8/1	991
8/2	1015
9/1	199
10/1	1136
10/2	1299
11/1	160
12/1	1286
12/2	1176
13/1	294
13/2	56
14/1	111
15/1	1136
15/2	982

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	95.7 %	1935	1935
				Arm 11 Left	65.00	4.3 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	63.0 %	2155	2155
				Arm 11 Ahead	Inf	37.0 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	96.5 %	1876	1876
				Arm 13 Left	27.00	3.5 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	65.4 %	1980	1980
				Arm 13 Ahead	Inf	34.6 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	95.7 %	1940	1940
				Arm 14 Left	Inf	4.3 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 15 Left	Inf	0.0 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2031 + DEV PM' (FG6: '2031 Base + Development PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	4	85	28	71	188
	B	30	11	65	167	1663	1936
	C	67	90	0	22	235	414
	D	36	59	15	0	4	114
	E	110	1586	304	17	4	2021
	Tot.	243	1750	469	234	1977	4673

Traffic Lane Flows

Lane	Scenario 6: 2031 + DEV PM
Junction: Unnamed Junction	
1/1	963
1/2	1058
2/1	195
2/2	113
3/1	188
4/1	915
4/2	1171
5/1	942
5/2	994
6/1	268
6/2	216
6/3	40
7/1	414
8/1	957
8/2	1034
9/1	114
10/1	980
10/2	1191
11/1	243
12/1	919
12/2	831
13/1	333
13/2	136
14/1	234
15/1	984
15/2	993

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	88.6 %	1935	1935
				Arm 11 Left	65.00	11.4 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	31.8 %	2155	2155
				Arm 11 Ahead	Inf	68.2 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	93.1 %	1876	1876
				Arm 13 Left	27.00	6.9 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	37.0 %	1980	1980
				Arm 13 Ahead	Inf	63.0 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	94.7 %	1940	1940
				Arm 14 Left	Inf	5.3 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	96.5 %	1940	1940
				Arm 15 Left	Inf	3.5 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2031 Sensitivity AM' (FG7: '2031 Sensitivity AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	45	72	17	139	273
	B	21	65	35	67	1731	1919
	C	79	191	0	23	279	572
	D	30	153	18	0	2	203
	E	57	2061	240	11	6	2375
	Tot.	187	2515	365	118	2157	5342

Traffic Lane Flows

Lane	Scenario 7: 2031 Sensitivity AM
Junction: Unnamed Junction	
1/1	1133
1/2	1242
2/1	326
2/2	231
3/1	273
4/1	1272
4/2	1473
5/1	924
5/2	995
6/1	291
6/2	174
6/3	38
7/1	572
8/1	1024
8/2	1033
9/1	203
10/1	1172
10/2	1339
11/1	187
12/1	1317
12/2	1198
13/1	326
13/2	39
14/1	118
15/1	1174
15/2	983

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	95.0 %	1935	1935
				Arm 11 Left	65.00	5.0 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	60.1 %	2155	2155
				Arm 11 Ahead	Inf	39.9 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	96.2 %	1876	1876
				Arm 13 Left	27.00	3.8 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	77.6 %	1980	1980
				Arm 13 Ahead	Inf	22.4 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	96.0 %	1940	1940
				Arm 14 Left	Inf	4.0 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	99.0 %	1940	1940
				Arm 15 Left	Inf	1.0 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2031 Sensitivity PM' (FG8: '2031 Sensitivity PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	16	97	28	86	227
	B	59	11	86	169	1663	1988
	C	78	99	0	22	235	434
	D	37	62	15	0	7	121
	E	145	1586	304	19	4	2058
	Tot.	319	1774	502	238	1995	4828

Traffic Lane Flows

Lane	Scenario 8: 2031 Sensitivity PM
Junction: Unnamed Junction	
1/1	982
1/2	1076
2/1	239
2/2	122
3/1	227
4/1	902
4/2	1198
5/1	973
5/2	1015
6/1	338
6/2	189
6/3	26
7/1	434
8/1	998
8/2	1041
9/1	121
10/1	1007
10/2	1228
11/1	319
12/1	918
12/2	856
13/1	424
13/2	78
14/1	238
15/1	1014
15/2	981

Full Input Data And Results

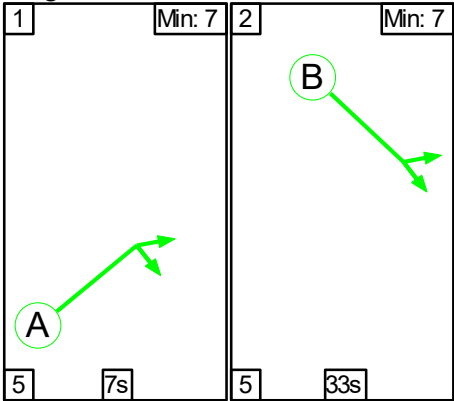
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A50 (N))	3.65	0.00	Y	Arm 4 Ahead	65.00	85.2 %	1935	1935
				Arm 11 Left	65.00	14.8 %		
1/2 (A50 (N))	3.65	0.00	N	Arm 4 Ahead	Inf	100.0 %	2120	2120
2/1 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	Inf	27.2 %	2155	2155
				Arm 11 Ahead	Inf	72.8 %		
2/2 (Circulating A50 (N))	4.00	0.00	N	Arm 4 Right	24.00	100.0 %	2028	2028
3/1 (Markfield Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Circulating A46 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1922	1922
4/2 (Circulating A46 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1922	1922
5/1 (A50 (S))	3.65	0.00	Y	Arm 8 Ahead	27.00	91.2 %	1876	1876
				Arm 13 Left	27.00	8.8 %		
5/2 (A50 (S))	3.65	0.00	N	Arm 8 Ahead	Inf	100.0 %	2120	2120
6/1 (Circulating A50 (S))	3.65	0.00	N	Arm 13 Ahead	Inf	100.0 %	2120	2120
6/2 (Circulating A50 (S))	3.65	0.00	Y	Arm 8 Right	Inf	58.7 %	1980	1980
				Arm 13 Ahead	Inf	41.3 %		
6/3 (Circulating A50 (S))	3.65	0.00	N	Arm 8 Right	25.00	100.0 %	2000	2000
7/1 (Launde Road)	3.25	0.00	Y	Arm 10 Left	Inf	94.9 %	1940	1940
				Arm 14 Left	Inf	5.1 %		
8/1	Infinite Saturation Flow						Inf	Inf
8/2	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Leicester Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	94.2 %	1940	1940
				Arm 15 Left	Inf	5.8 %		
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf
13/2	Infinite Saturation Flow						Inf	Inf
14/1	Infinite Saturation Flow						Inf	Inf
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf

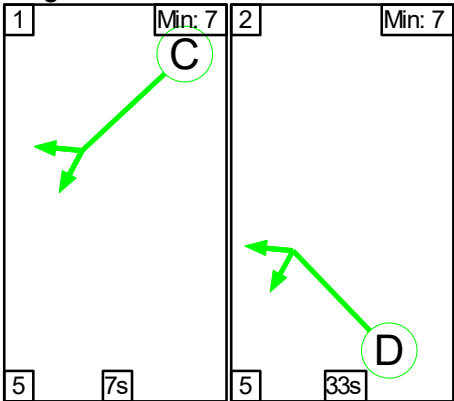
Scenario 1: '2023 Base AM' (FG1: '2023 Existing AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

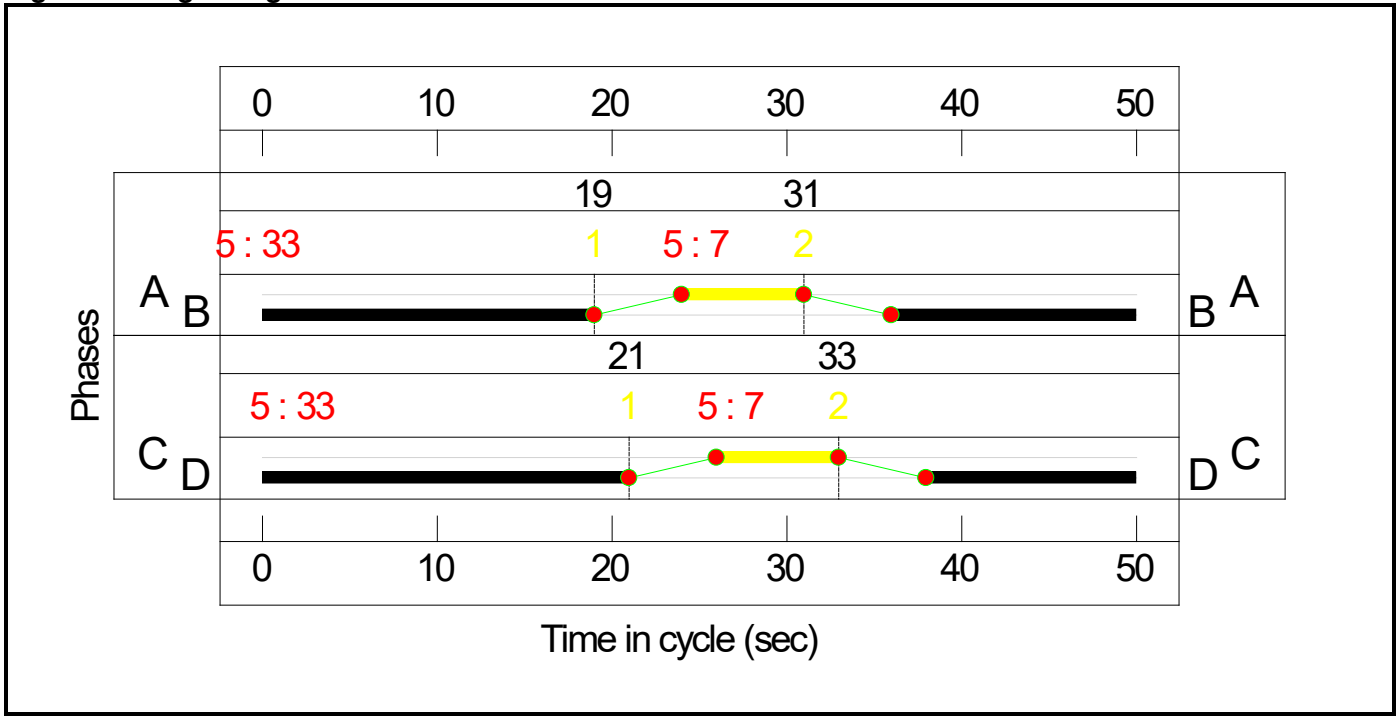
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	19	31

Stage Stream: 2

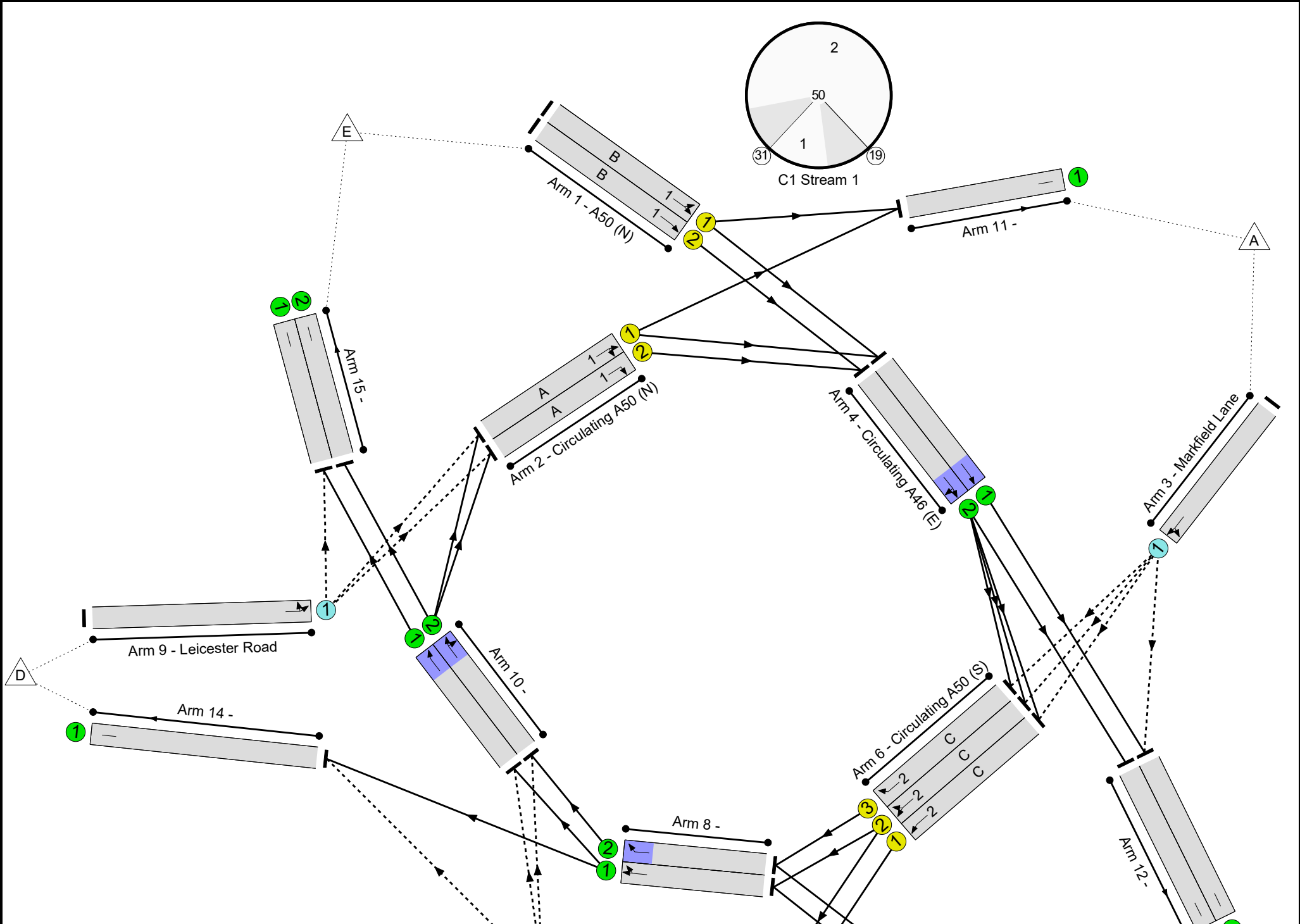
Stage	1	2
Duration	7	33
Change Point	21	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	1040	1935	1316	79.0%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1139	2120	1442	79.0%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	266	2155	345	77.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	154	2028	324	47.5%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	179	1900	397	45.1%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	1170	1922	1922	60.9%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1293	1922	1922	67.3%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	853	1876	1276	66.9%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	903	2120	1442	62.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	224	2120	339	66.0%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	145	1980	317	45.8%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	29	2000	320	9.1%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	438	1940	787	55.6%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	932	1800	1800	51.8%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	187	1940	466	40.1%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1030	1800	1800	57.2%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1159	1800	1800	64.4%

Full Input Data And Results

11/1		U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1184	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1030	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%

Full Input Data And Results

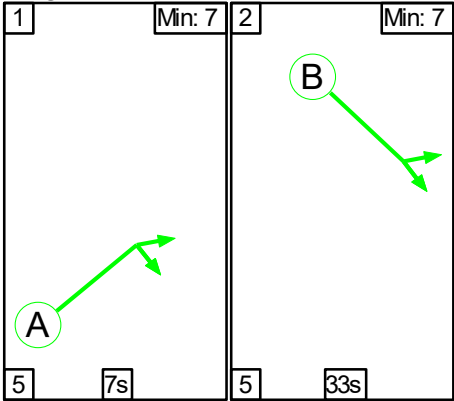
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	804	0	0	10.2	14.3	0.0	24.6	-	-	-	-
Unnamed Junction	-	-	804	0	0	10.2	14.3	0.0	24.6	-	-	-	-
1/1	1040	1040	-	-	-	1.6	1.9	-	3.5	12.0	9.8	1.9	11.7
1/2	1139	1139	-	-	-	1.8	1.9	-	3.6	11.4	10.8	1.9	12.6
2/1	266	266	-	-	-	1.3	1.6	-	2.9	39.3	3.5	1.6	5.1
2/2	154	154	-	-	-	0.7	0.4	-	1.1	26.7	1.9	0.4	2.4
3/1	179	179	179	0	0	0.3	0.4	-	0.7	13.5	1.4	0.4	1.9
4/1	1170	1170	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
4/2	1293	1293	-	-	-	0.1	1.0	-	1.1	3.2	0.6	1.0	1.6
5/1	853	853	-	-	-	1.1	1.0	-	2.1	8.9	6.9	1.0	7.9
5/2	903	903	-	-	-	1.1	0.8	-	2.0	7.8	6.8	0.8	7.6
6/1	224	224	-	-	-	1.1	1.0	-	2.0	32.3	3.0	1.0	4.0
6/2	145	145	-	-	-	0.6	0.4	-	1.0	25.0	1.7	0.4	2.1
6/3	29	29	-	-	-	0.1	0.0	-	0.2	19.6	0.3	0.0	0.3
7/1	438	438	438	0	0	0.2	0.6	-	0.8	6.6	2.6	0.6	3.2
8/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	932	932	-	-	-	0.1	0.5	-	0.6	2.5	3.7	0.5	4.3
9/1	187	187	187	0	0	0.2	0.3	-	0.5	10.0	1.3	0.3	1.6
10/1	1030	1030	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
10/2	1159	1159	-	-	-	0.1	0.9	-	1.0	3.0	0.4	0.9	1.3
11/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

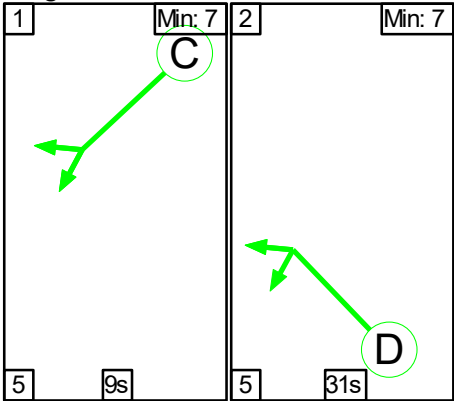
15/1	1030	1030	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		13.9		Total Delay for Signalled Lanes (pcuHr):		11.11		Cycle Time (s): 50	
			C1	Stream: 2 PRC for Signalled Lanes (%):		34.6		Total Delay for Signalled Lanes (pcuHr):		7.25		Cycle Time (s): 50	
					PRC Over All Lanes (%):		13.9		Total Delay Over All Lanes(pcuHr):		24.56		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

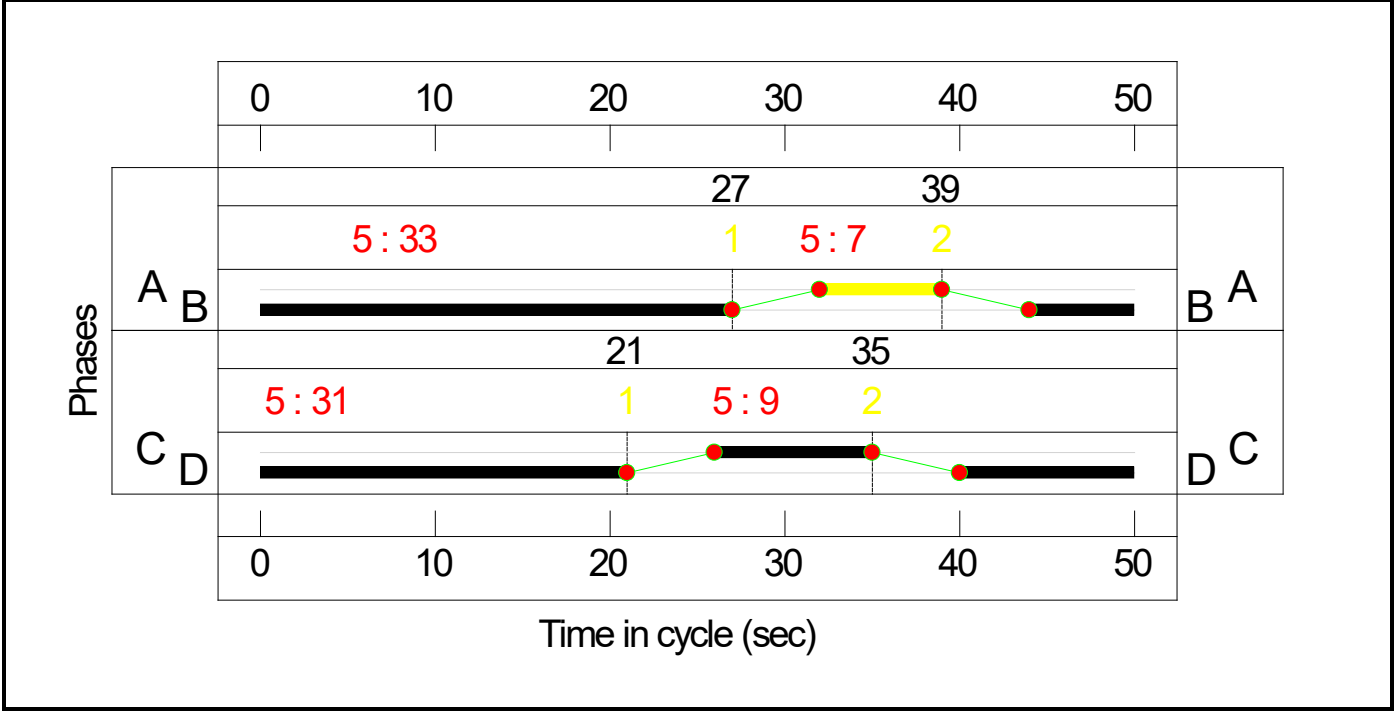
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	27	39

Stage Stream: 2

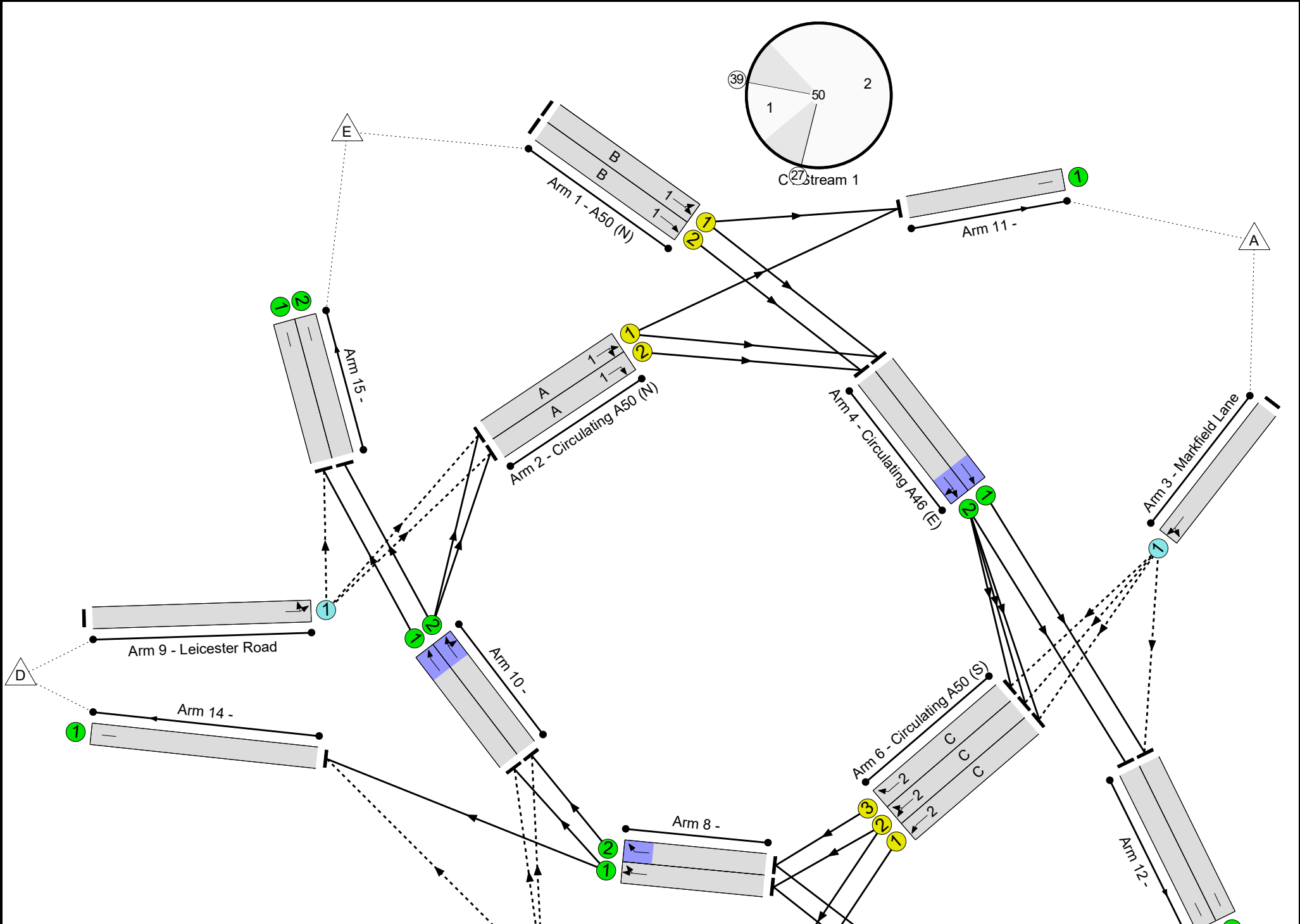
Stage	1	2
Duration	9	31
Change Point	21	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	71.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.7%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	894	1935	1316	67.9%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	979	2120	1442	67.9%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	190	2155	345	55.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	59	2028	324	18.2%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	162	1900	574	28.2%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	858	1922	1922	44.6%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1038	1922	1922	54.0%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	31	-	861	1876	1201	71.7%
5/2	A50 (S) Ahead	U	2	N/A	D		1	31	-	894	2120	1357	65.9%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	9	-	292	2120	424	68.9%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	9	-	150	1980	396	37.9%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	9	-	19	2000	400	4.8%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	331	1940	793	41.7%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	913	1800	1800	50.7%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	107	1940	558	19.2%
10/1	Ahead	U	N/A	N/A	-		-	-	-	896	1800	1800	49.8%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1053	1800	1800	58.5%

Full Input Data And Results

11/1		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	600	0	0	8.9	9.8	0.0	18.8	-	-	-	-
Unnamed Junction	-	-	600	0	0	8.9	9.8	0.0	18.8	-	-	-	-
1/1	894	894	-	-	-	1.2	1.1	-	2.2	9.0	7.2	1.1	8.3
1/2	979	979	-	-	-	1.3	1.1	-	2.3	8.6	7.9	1.1	8.9
2/1	190	190	-	-	-	1.0	0.6	-	1.6	30.0	2.5	0.6	3.1
2/2	59	59	-	-	-	0.3	0.1	-	0.4	23.4	0.7	0.1	0.8
3/1	162	162	162	0	0	0.1	0.2	-	0.3	6.0	0.8	0.2	1.0
4/1	858	858	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	1038	1038	-	-	-	0.0	0.6	-	0.6	2.2	0.4	0.6	0.9
5/1	861	861	-	-	-	1.4	1.3	-	2.7	11.3	7.9	1.3	9.2
5/2	894	894	-	-	-	1.4	1.0	-	2.4	9.5	7.7	1.0	8.7
6/1	292	292	-	-	-	1.2	1.1	-	2.3	28.0	3.7	1.1	4.8
6/2	150	150	-	-	-	0.7	0.3	-	1.0	23.4	1.8	0.3	2.1
6/3	19	19	-	-	-	0.1	0.0	-	0.1	19.0	0.2	0.0	0.2
7/1	331	331	331	0	0	0.1	0.4	-	0.4	4.8	1.7	0.4	2.1
8/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	913	913	-	-	-	0.1	0.5	-	0.7	2.6	4.7	0.5	5.2
9/1	107	107	107	0	0	0.1	0.1	-	0.2	6.1	0.5	0.1	0.6
10/1	896	896	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
10/2	1053	1053	-	-	-	0.1	0.7	-	0.8	2.6	0.3	0.7	1.0
11/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

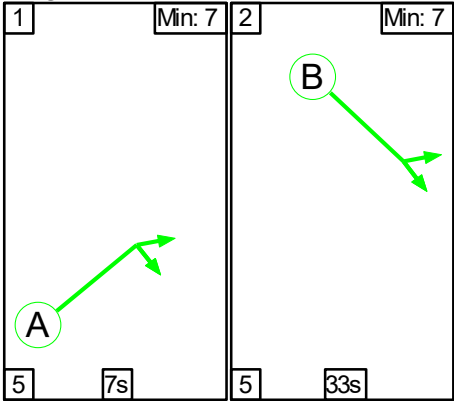
Full Input Data And Results

15/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):	32.5	Total Delay for Signalled Lanes (pcuHr):			6.55	Cycle Time (s): 50			
			C1	Stream: 2 PRC for Signalled Lanes (%):	25.5	Total Delay for Signalled Lanes (pcuHr):			8.39	Cycle Time (s): 50			
				PRC Over All Lanes (%):	25.5	Total Delay Over All Lanes(pcuHr):			18.78				

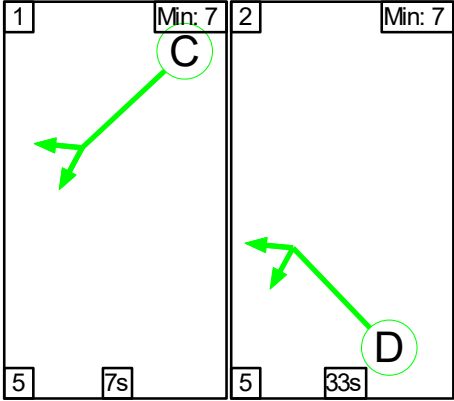
Full Input Data And Results
Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

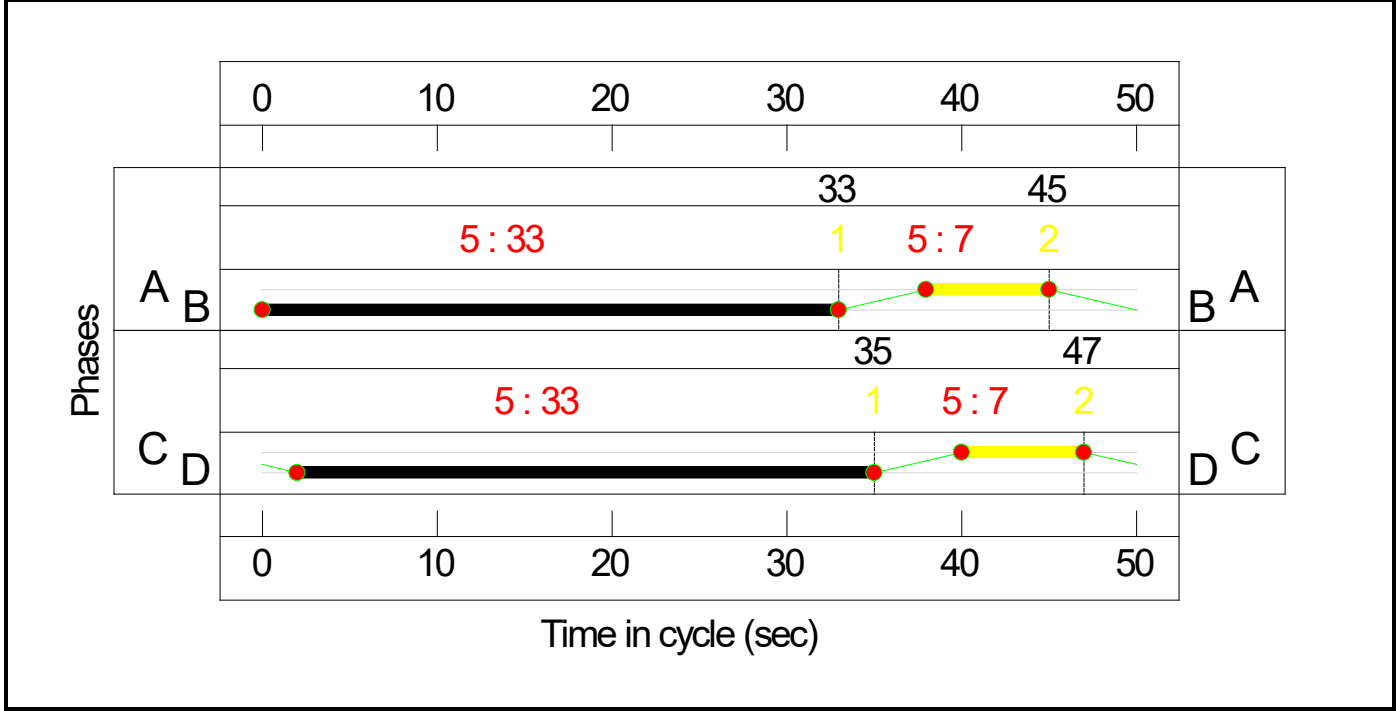
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	33	45

Stage Stream: 2

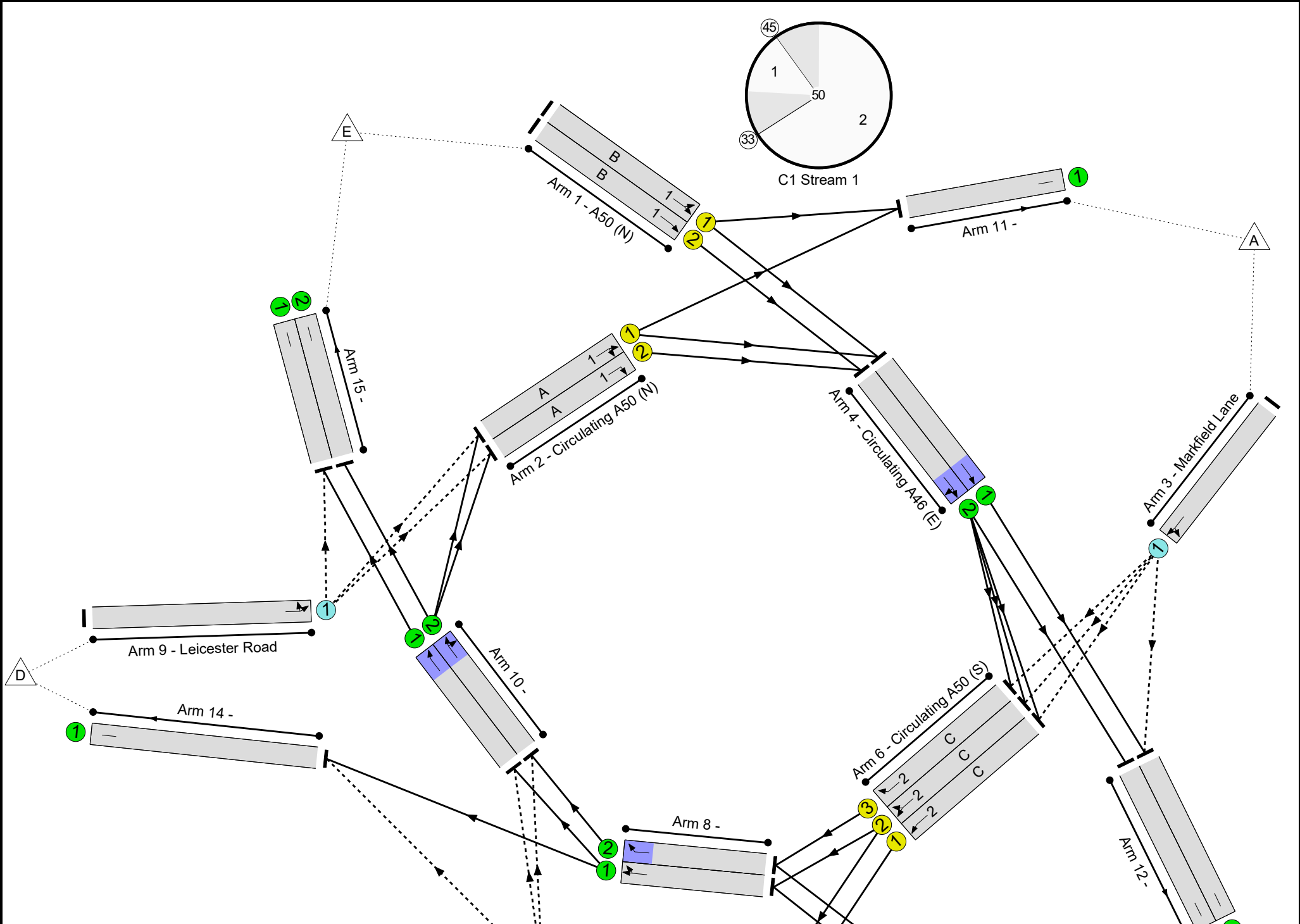
Stage	1	2
Duration	7	33
Change Point	35	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	1123	1935	1316	85.3%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1230	2120	1442	85.3%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	294	2155	345	85.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	198	2028	324	61.0%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	192	1900	326	58.8%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	1259	1922	1922	65.5%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1428	1922	1922	74.3%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	907	1876	1276	71.1%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	971	2120	1442	67.4%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	257	2120	339	75.8%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	155	1980	317	48.9%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	27	2000	320	8.4%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	510	1940	747	68.3%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	998	1800	1800	55.4%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	199	1940	395	50.4%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1110	1800	1800	61.7%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1267	1800	1800	70.4%

Full Input Data And Results

11/1		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1274	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1166	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%

Full Input Data And Results

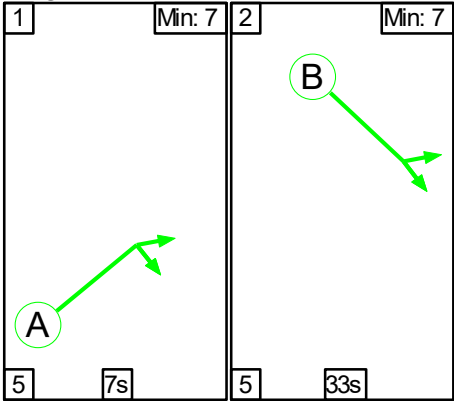
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	901	0	0	12.5	20.6	0.0	33.1	-	-	-	-
Unnamed Junction	-	-	901	0	0	12.5	20.6	0.0	33.1	-	-	-	-
1/1	1123	1123	-	-	-	1.9	2.8	-	4.7	15.2	11.9	2.8	14.7
1/2	1230	1230	-	-	-	2.1	2.8	-	4.9	14.4	13.0	2.8	15.8
2/1	294	294	-	-	-	1.3	2.6	-	4.0	48.6	3.9	2.6	6.5
2/2	198	198	-	-	-	0.8	0.8	-	1.6	29.3	2.3	0.8	3.1
3/1	192	192	192	0	0	0.5	0.7	-	1.2	22.2	2.1	0.7	2.8
4/1	1259	1259	-	-	-	0.0	0.9	-	0.9	2.7	0.0	0.9	0.9
4/2	1428	1428	-	-	-	0.2	1.4	-	1.6	4.1	0.8	1.4	2.3
5/1	907	907	-	-	-	1.2	1.2	-	2.5	9.8	7.6	1.2	8.8
5/2	971	971	-	-	-	1.3	1.0	-	2.3	8.5	7.8	1.0	8.8
6/1	257	257	-	-	-	1.2	1.5	-	2.7	38.2	3.4	1.5	4.9
6/2	155	155	-	-	-	0.8	0.5	-	1.2	28.6	1.5	0.5	2.0
6/3	27	27	-	-	-	0.1	0.0	-	0.2	22.5	0.2	0.0	0.3
7/1	510	510	510	0	0	0.4	1.1	-	1.5	10.4	4.5	1.1	5.6
8/1	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	998	998	-	-	-	0.2	0.6	-	0.8	2.8	5.1	0.6	5.8
9/1	199	199	199	0	0	0.3	0.5	-	0.8	14.9	1.8	0.5	2.3
10/1	1110	1110	-	-	-	0.0	0.8	-	0.8	2.6	0.0	0.8	0.8
10/2	1267	1267	-	-	-	0.1	1.2	-	1.3	3.7	2.3	1.2	3.5
11/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1274	1274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1166	1166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

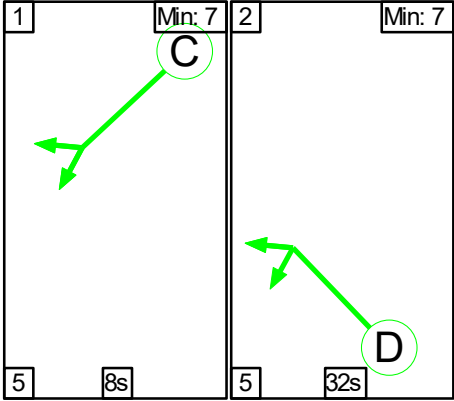
15/1	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 5.5 C1 Stream: 2 PRC for Signalled Lanes (%): 18.8 PRC Over All Lanes (%): 5.5 Total Delay for Signalled Lanes (pcuHr): 15.23 Total Delay for Signalled Lanes (pcuHr): 8.90 Total Delay Over All Lanes(pcuHr): 33.07 Cycle Time (s): 50 Cycle Time (s): 50													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

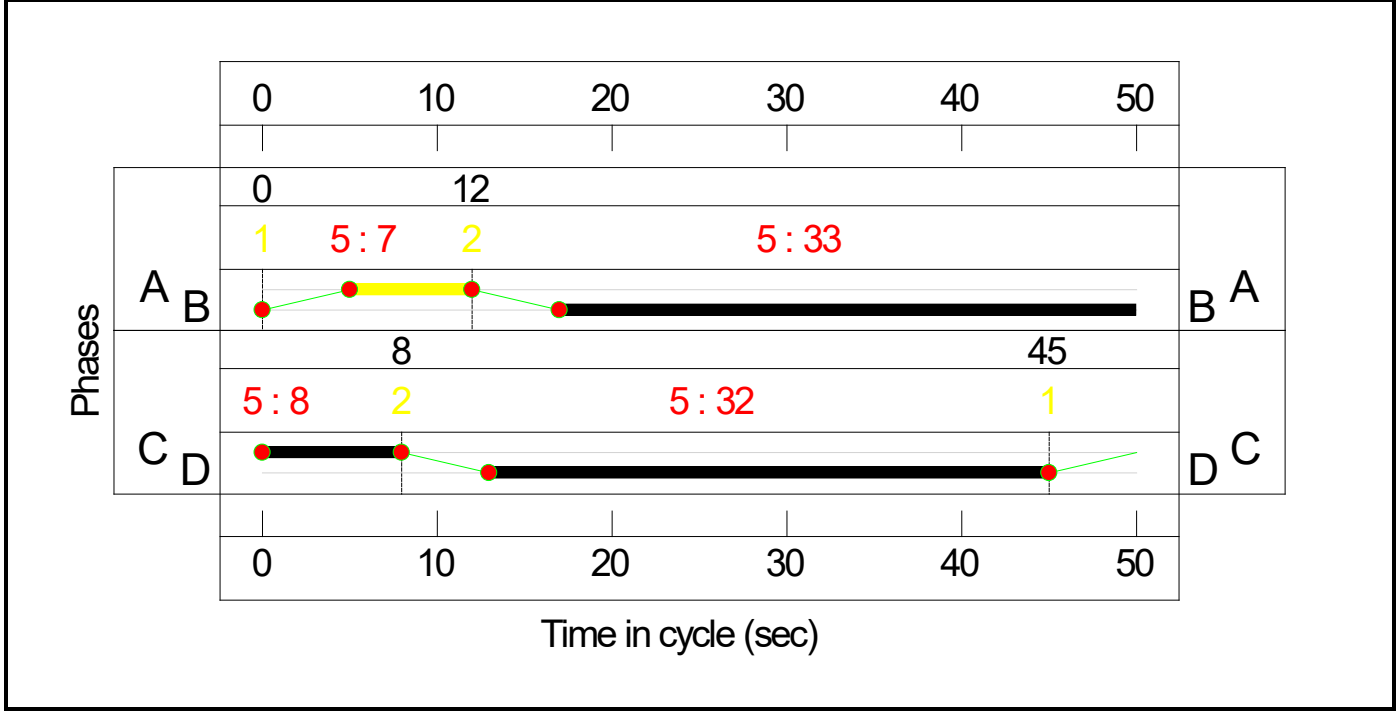
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

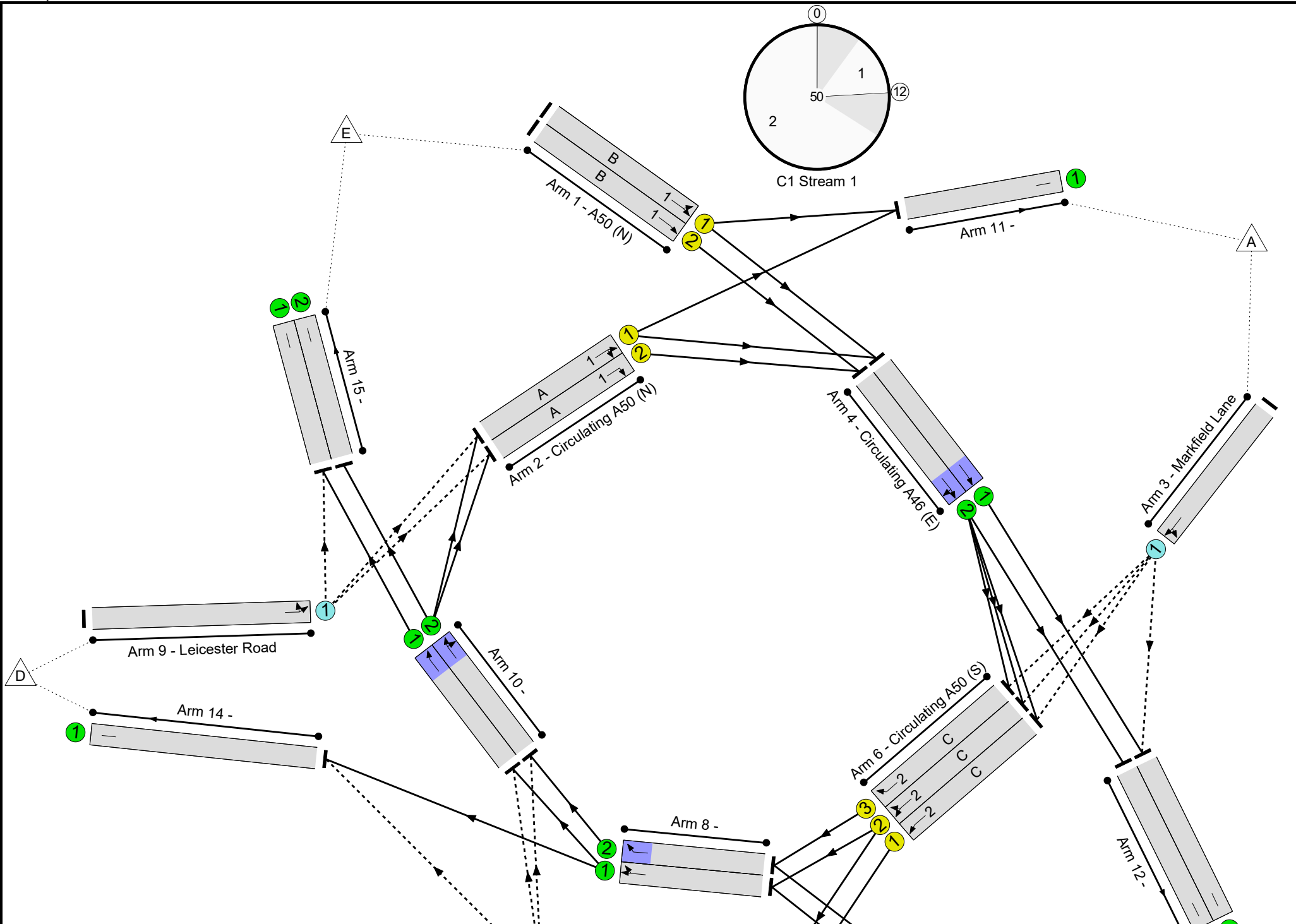
Stage	1	2
Duration	8	32
Change Point	45	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.0%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	956	1935	1316	72.7%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1047	2120	1442	72.6%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	195	2155	345	56.6%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	100	2028	324	30.8%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	185	1900	521	35.5%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	909	1922	1922	47.3%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1147	1922	1922	59.7%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	32	-	934	1876	1238	75.4%
5/2	A50 (S) Ahead	U	2	N/A	D		1	32	-	986	2120	1399	70.5%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	8	-	290	2120	382	76.0%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	8	-	178	1980	356	49.9%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	8	-	35	2000	360	9.7%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	397	1940	748	53.1%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1021	1800	1800	56.7%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	114	1940	462	24.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	954	1800	1800	53.0%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1184	1800	1800	65.8%

Full Input Data And Results

11/1		U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	913	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	999	Inf	Inf	0.0%

Full Input Data And Results

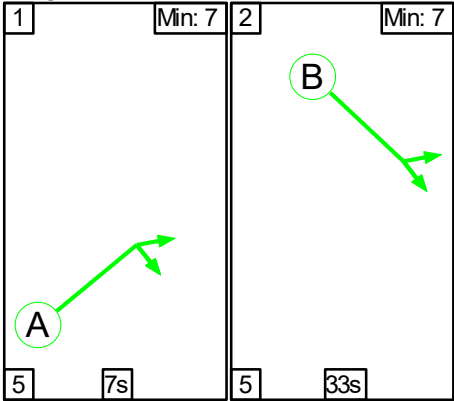
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	696	0	0	10.1	12.7	0.0	22.8	-	-	-	-
Unnamed Junction	-	-	696	0	0	10.1	12.7	0.0	22.8	-	-	-	-
1/1	956	956	-	-	-	1.3	1.3	-	2.7	10.0	8.2	1.3	9.6
1/2	1047	1047	-	-	-	1.5	1.3	-	2.8	9.6	9.0	1.3	10.3
2/1	195	195	-	-	-	1.0	0.6	-	1.6	29.6	2.5	0.6	3.2
2/2	100	100	-	-	-	0.4	0.2	-	0.7	24.1	1.2	0.2	1.4
3/1	185	185	185	0	0	0.1	0.3	-	0.4	8.1	1.1	0.3	1.4
4/1	909	909	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
4/2	1147	1147	-	-	-	0.1	0.7	-	0.8	2.5	0.5	0.7	1.2
5/1	934	934	-	-	-	1.5	1.5	-	3.0	11.6	8.6	1.5	10.1
5/2	986	986	-	-	-	1.5	1.2	-	2.7	9.7	8.5	1.2	9.7
6/1	290	290	-	-	-	1.2	1.5	-	2.7	34.1	3.8	1.5	5.3
6/2	178	178	-	-	-	0.8	0.5	-	1.3	26.0	2.2	0.5	2.7
6/3	35	35	-	-	-	0.1	0.1	-	0.2	20.1	0.3	0.1	0.4
7/1	397	397	397	0	0	0.2	0.6	-	0.7	6.8	2.8	0.6	3.3
8/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1021	1021	-	-	-	0.2	0.7	-	0.9	3.0	6.1	0.7	6.8
9/1	114	114	114	0	0	0.1	0.2	-	0.3	8.3	0.7	0.2	0.9
10/1	954	954	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
10/2	1184	1184	-	-	-	0.1	1.0	-	1.1	3.2	0.5	1.0	1.4
11/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

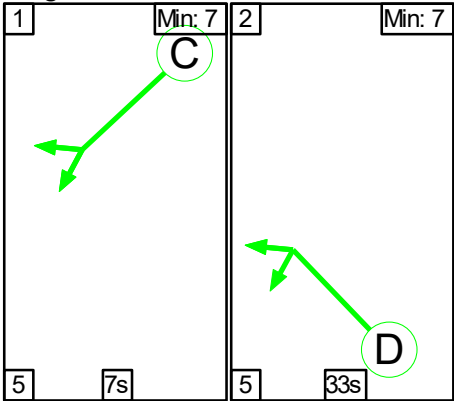
15/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 23.9 C1 Stream: 2 PRC for Signalled Lanes (%): 18.4 PRC Over All Lanes (%): 18.4 Total Delay for Signalled Lanes (pcuHr): 7.73 Total Delay for Signalled Lanes (pcuHr): 9.91 Total Delay Over All Lanes(pcuHr): 22.78 Cycle Time (s): 50 Cycle Time (s): 50													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

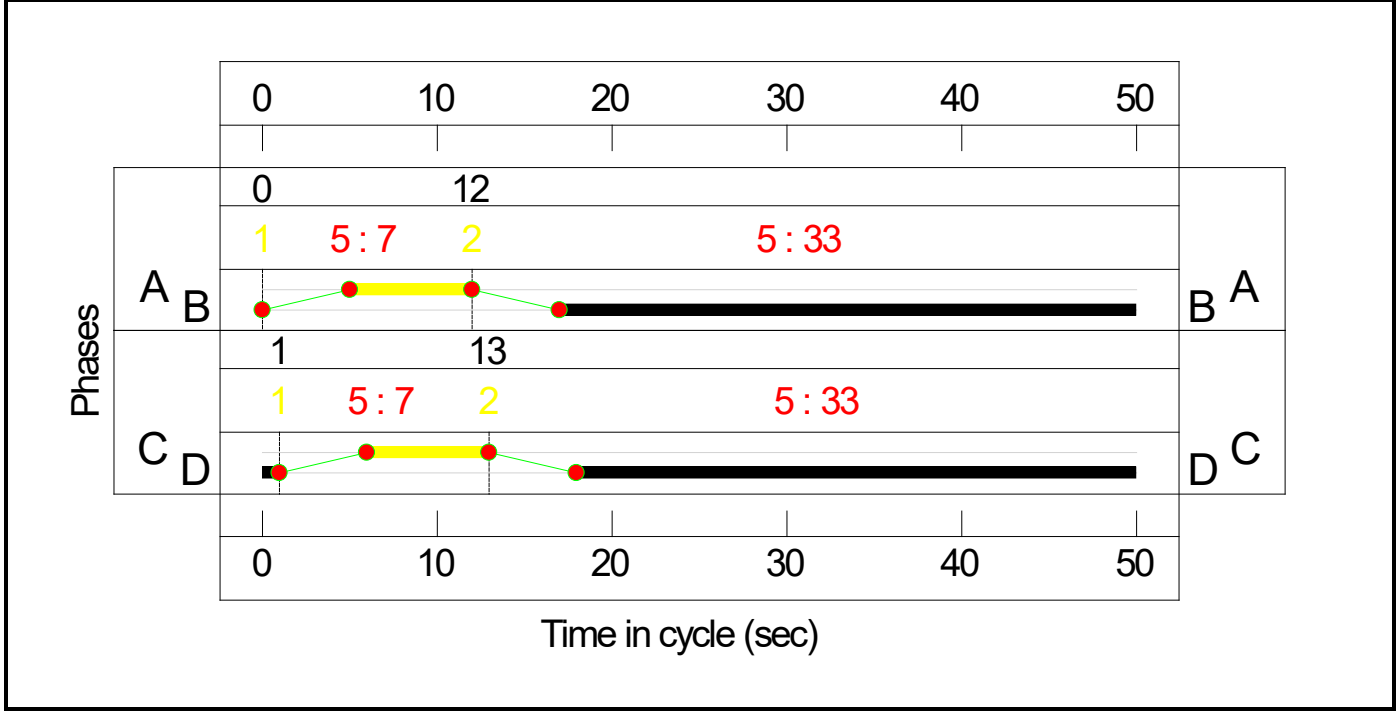
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

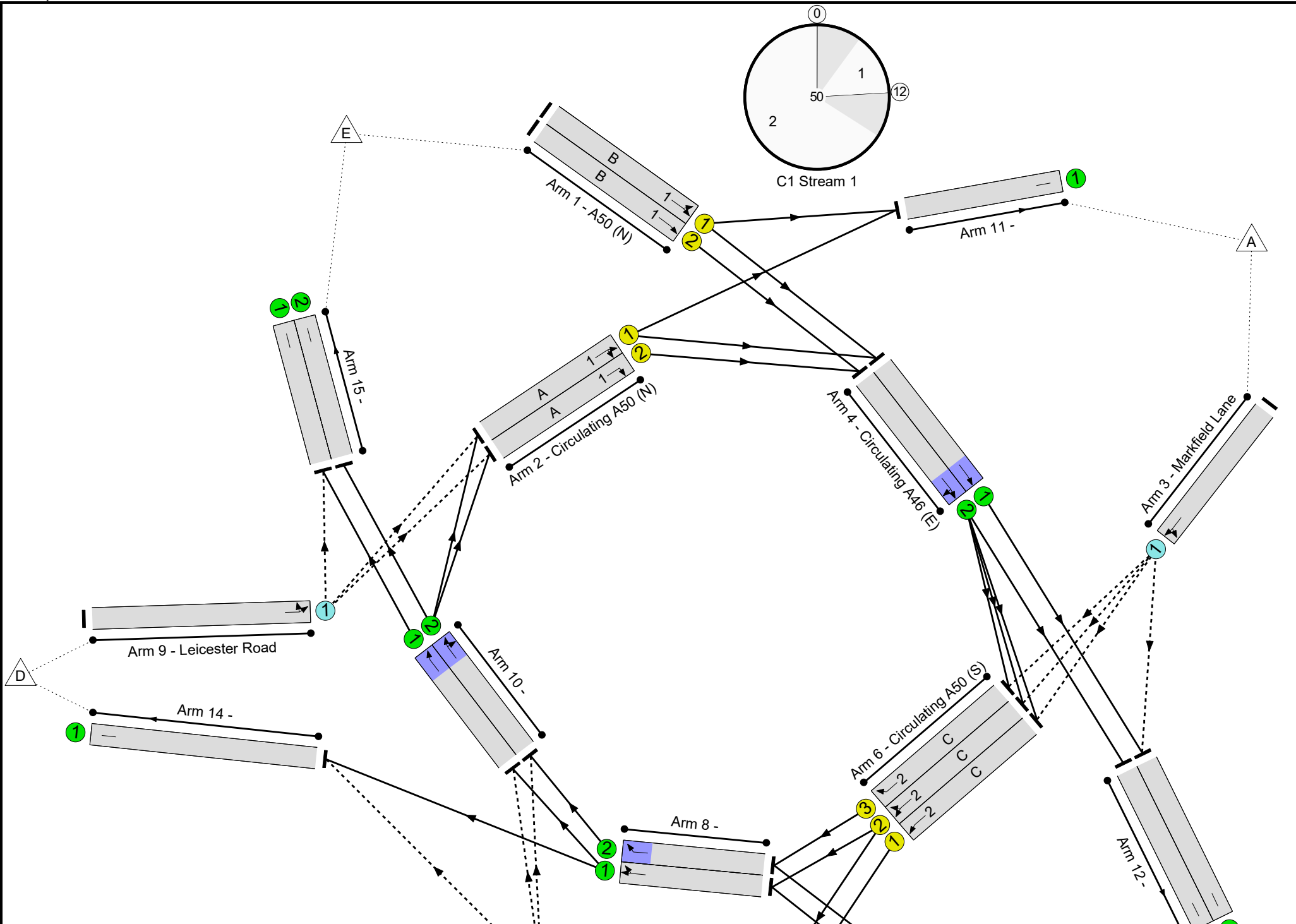
Stage	1	2
Duration	7	33
Change Point	1	13

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	87.9%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	1128	1935	1316	85.7%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1235	2120	1442	85.7%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	303	2155	345	87.9%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	213	2028	324	65.6%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	193	1900	316	61.1%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	1271	1922	1922	66.1%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1448	1922	1922	75.3%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	33	-	917	1876	1276	71.9%
5/2	A50 (S) Ahead	U	2	N/A	D		1	33	-	989	2120	1442	68.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	7	-	262	2120	339	77.2%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	7	-	162	1980	317	51.1%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	7	-	26	2000	320	8.1%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	540	1940	738	73.2%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1015	1800	1800	56.4%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	199	1940	371	53.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1136	1800	1800	63.1%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1299	1800	1800	72.2%

Full Input Data And Results

11/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1286	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1176	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%

Full Input Data And Results

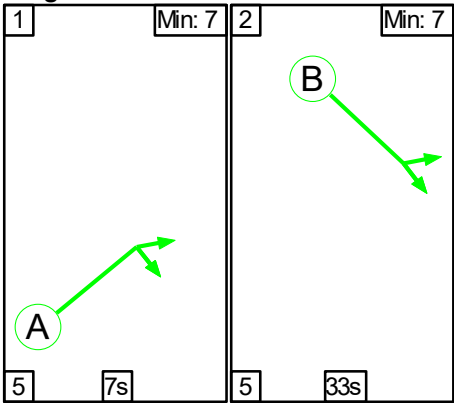
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	932	0	0	13.1	22.4	0.0	35.5	-	-	-	-
Unnamed Junction	-	-	932	0	0	13.1	22.4	0.0	35.5	-	-	-	-
1/1	1128	1128	-	-	-	1.9	2.9	-	4.8	15.4	11.9	2.9	14.8
1/2	1235	1235	-	-	-	2.1	2.9	-	5.0	14.6	13.0	2.9	15.9
2/1	303	303	-	-	-	1.4	3.1	-	4.6	54.3	4.0	3.1	7.1
2/2	213	213	-	-	-	0.9	0.9	-	1.8	31.2	2.4	0.9	3.4
3/1	193	193	193	0	0	0.5	0.8	-	1.3	23.8	2.2	0.8	3.0
4/1	1271	1271	-	-	-	0.0	1.0	-	1.0	2.8	0.0	1.0	1.0
4/2	1448	1448	-	-	-	0.2	1.5	-	1.7	4.3	0.8	1.5	2.3
5/1	917	917	-	-	-	1.3	1.3	-	2.5	10.0	7.9	1.3	9.2
5/2	989	989	-	-	-	1.3	1.1	-	2.4	8.8	8.0	1.1	9.1
6/1	262	262	-	-	-	1.2	1.6	-	2.8	39.1	3.5	1.6	5.1
6/2	162	162	-	-	-	0.9	0.5	-	1.4	30.8	1.7	0.5	2.2
6/3	26	26	-	-	-	0.1	0.0	-	0.2	24.2	0.2	0.0	0.3
7/1	540	540	540	0	0	0.5	1.3	-	1.9	12.6	5.1	1.3	6.4
8/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1015	1015	-	-	-	0.2	0.6	-	0.8	2.9	5.6	0.6	6.2
9/1	199	199	199	0	0	0.4	0.6	-	0.9	16.9	1.9	0.6	2.5
10/1	1136	1136	-	-	-	0.0	0.9	-	0.9	2.7	0.0	0.9	0.9
10/2	1299	1299	-	-	-	0.1	1.3	-	1.4	3.9	2.8	1.3	4.1
11/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1286	1286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1176	1176	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

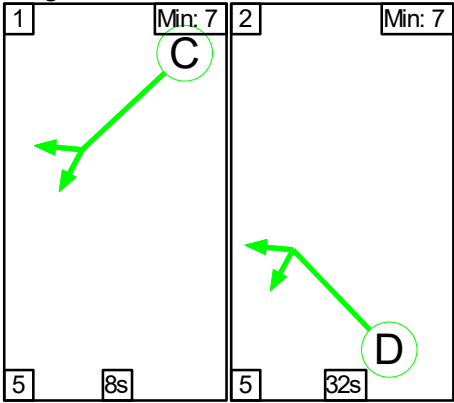
15/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	Stream: 1	PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):			16.26	Cycle Time (s):			50
			C1	Stream: 2	PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):			9.36	Cycle Time (s):			50
					PRC Over All Lanes (%):	2.4	Total Delay Over All Lanes(pcuHr):			35.51				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

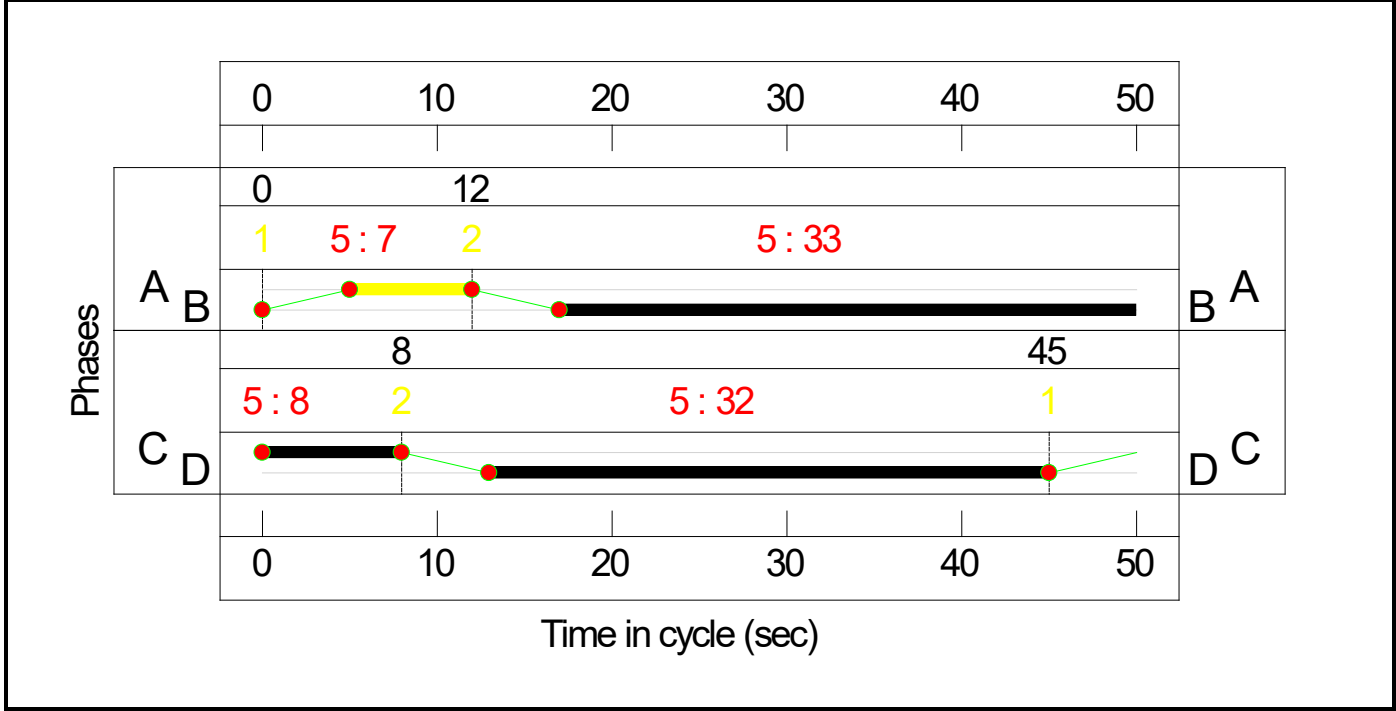
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

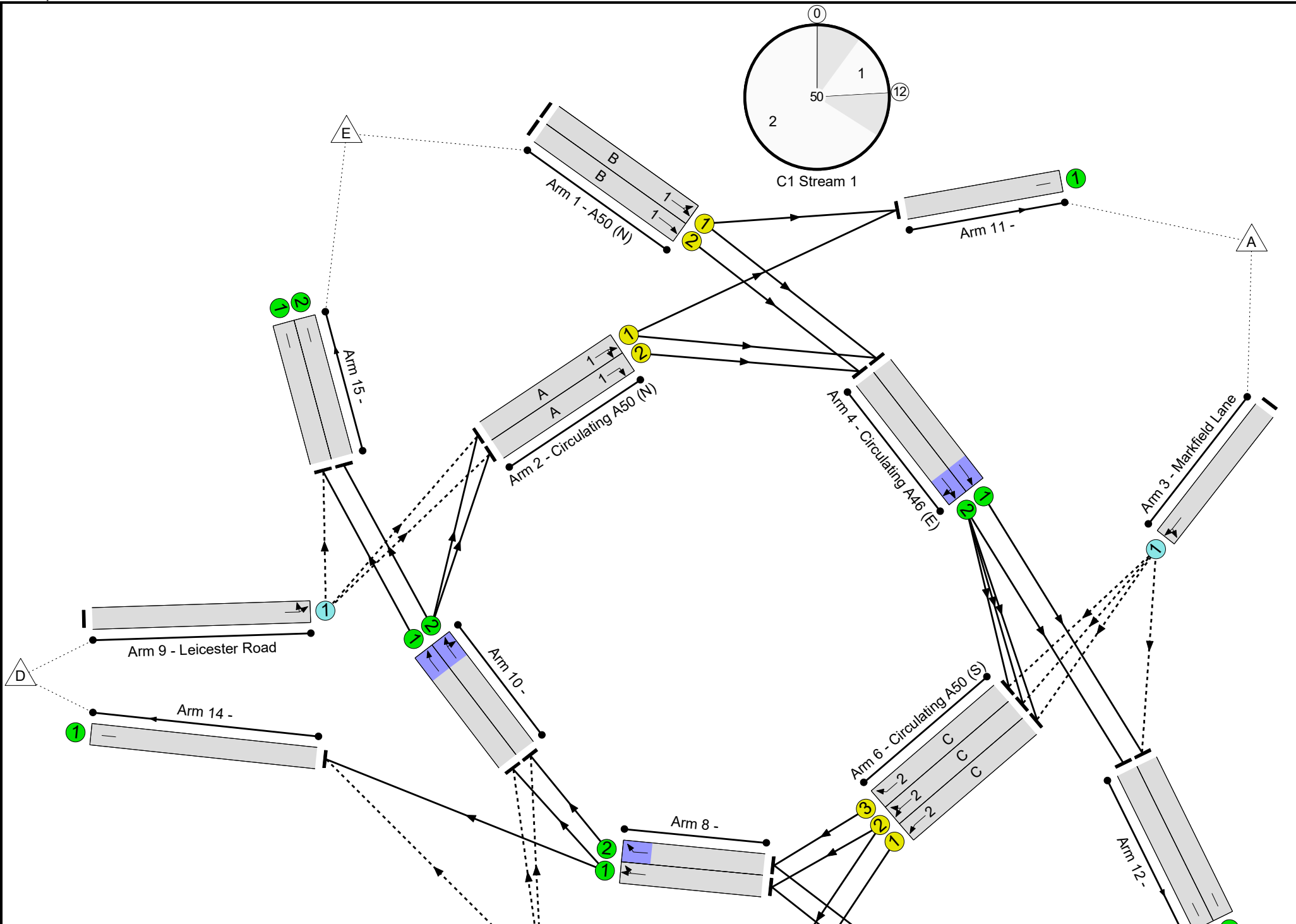
Stage	1	2
Duration	8	32
Change Point	45	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.1%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	963	1935	1316	73.2%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1058	2120	1442	73.4%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	195	2155	345	56.6%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	113	2028	324	34.8%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	188	1900	511	36.8%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	915	1922	1922	47.6%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1171	1922	1922	60.9%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	32	-	942	1876	1238	76.1%
5/2	A50 (S) Ahead	U	2	N/A	D		1	32	-	994	2120	1399	71.0%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	8	-	268	2120	382	70.2%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	8	-	216	1980	356	60.6%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	8	-	40	2000	360	11.1%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	414	1940	743	55.7%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1034	1800	1800	57.4%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	114	1940	444	25.7%
10/1	Ahead	U	N/A	N/A	-		-	-	-	980	1800	1800	54.4%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1191	1800	1800	66.2%

Full Input Data And Results

11/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	993	Inf	Inf	0.0%

Full Input Data And Results

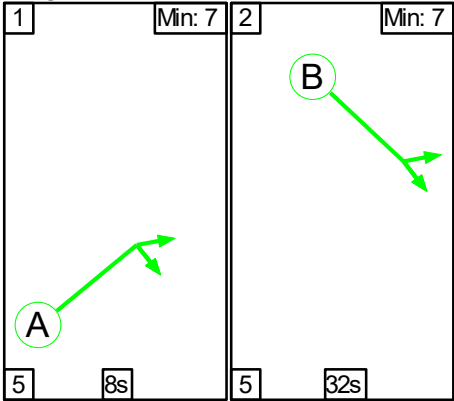
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	716	0	0	10.4	13.0	0.0	23.4	-	-	-	-
Unnamed Junction	-	-	716	0	0	10.4	13.0	0.0	23.4	-	-	-	-
1/1	963	963	-	-	-	1.4	1.4	-	2.7	10.2	8.3	1.4	9.6
1/2	1058	1058	-	-	-	1.5	1.4	-	2.9	9.8	9.1	1.4	10.5
2/1	195	195	-	-	-	0.9	0.6	-	1.6	29.4	2.5	0.6	3.2
2/2	113	113	-	-	-	0.5	0.3	-	0.8	24.5	1.4	0.3	1.7
3/1	188	188	188	0	0	0.2	0.3	-	0.4	8.5	1.1	0.3	1.4
4/1	915	915	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	1171	1171	-	-	-	0.1	0.8	-	0.8	2.6	0.5	0.8	1.3
5/1	942	942	-	-	-	1.5	1.6	-	3.1	11.8	8.9	1.6	10.5
5/2	994	994	-	-	-	1.5	1.2	-	2.7	9.9	8.8	1.2	10.1
6/1	268	268	-	-	-	1.1	1.2	-	2.3	30.8	3.4	1.2	4.6
6/2	216	216	-	-	-	0.9	0.8	-	1.7	27.9	2.8	0.8	3.5
6/3	40	40	-	-	-	0.2	0.1	-	0.2	20.0	0.4	0.1	0.4
7/1	414	414	414	0	0	0.2	0.6	-	0.9	7.4	3.0	0.6	3.6
8/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1034	1034	-	-	-	0.2	0.7	-	0.9	3.1	6.2	0.7	6.9
9/1	114	114	114	0	0	0.1	0.2	-	0.3	8.9	0.8	0.2	0.9
10/1	980	980	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
10/2	1191	1191	-	-	-	0.1	1.0	-	1.1	3.2	0.4	1.0	1.4
11/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

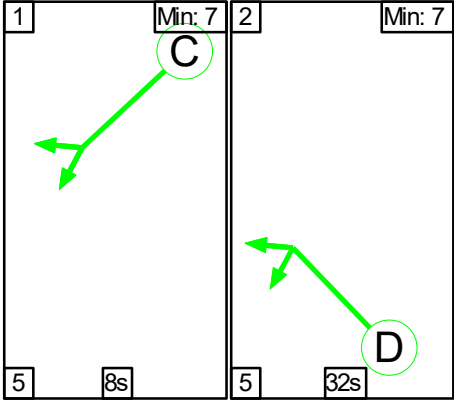
15/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
15/2	993	993	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																								
<table><tr><td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>22.6</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>7.95</td><td>Cycle Time (s)</td><td>50</td></tr><tr><td>C1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%)</td><td>18.3</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>10.00</td><td>Cycle Time (s)</td><td>50</td></tr><tr><td></td><td></td><td>PRC Over All Lanes (%)</td><td>18.3</td><td>Total Delay Over All Lanes(pcuHr)</td><td>23.38</td><td></td><td></td></tr></table>														C1	Stream: 1	PRC for Signalled Lanes (%)	22.6	Total Delay for Signalled Lanes (pcuHr)	7.95	Cycle Time (s)	50	C1	Stream: 2	PRC for Signalled Lanes (%)	18.3	Total Delay for Signalled Lanes (pcuHr)	10.00	Cycle Time (s)	50			PRC Over All Lanes (%)	18.3	Total Delay Over All Lanes(pcuHr)	23.38		
C1	Stream: 1	PRC for Signalled Lanes (%)	22.6	Total Delay for Signalled Lanes (pcuHr)	7.95	Cycle Time (s)	50																														
C1	Stream: 2	PRC for Signalled Lanes (%)	18.3	Total Delay for Signalled Lanes (pcuHr)	10.00	Cycle Time (s)	50																														
		PRC Over All Lanes (%)	18.3	Total Delay Over All Lanes(pcuHr)	23.38																																

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

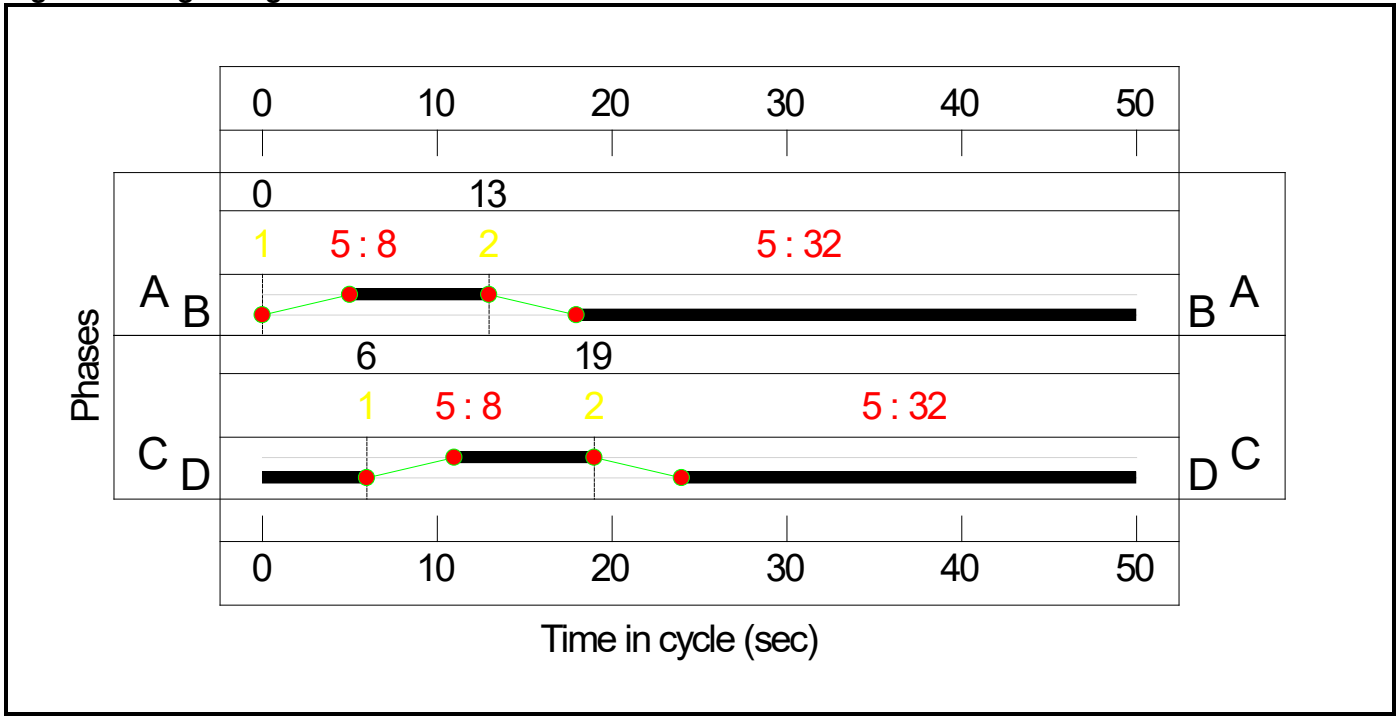
Stage Stream: 1

Stage	1	2
Duration	8	32
Change Point	0	13

Stage Stream: 2

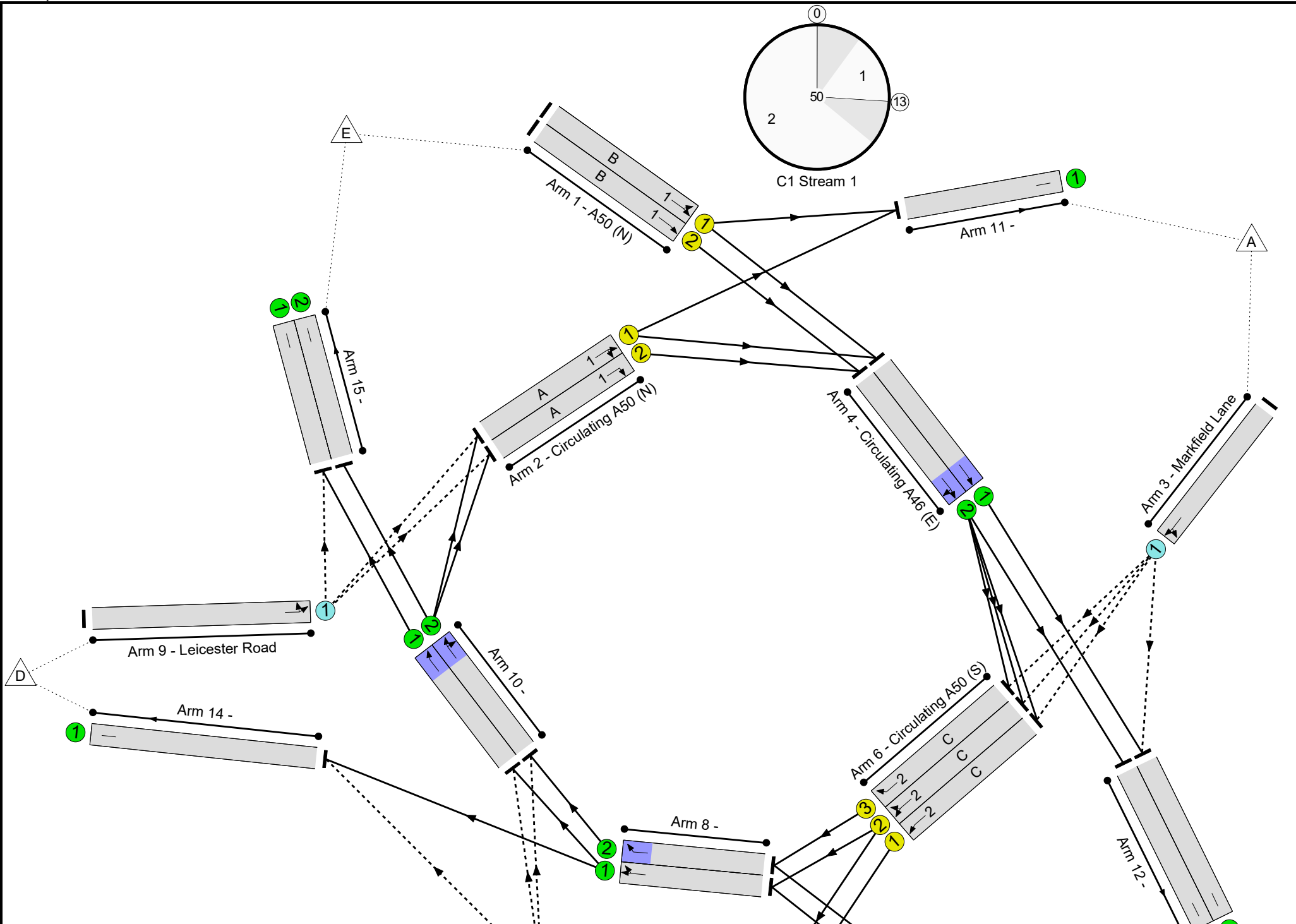
Stage	1	2
Duration	8	32
Change Point	6	19

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.8%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	32	-	1133	1935	1277	88.7%
1/2	A50 (N) Ahead	U	1	N/A	B		1	32	-	1242	2120	1399	88.8%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	8	-	326	2155	388	84.0%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	8	-	231	2028	365	63.3%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	273	1900	307	88.8%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	1272	1922	1922	66.2%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1473	1922	1922	76.6%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	32	-	924	1876	1238	74.6%
5/2	A50 (S) Ahead	U	2	N/A	D		1	32	-	995	2120	1399	71.1%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	8	-	291	2120	382	76.3%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	8	-	174	1980	356	48.8%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	8	-	38	2000	360	10.6%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	572	1940	721	79.3%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1033	1800	1800	57.4%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	203	1940	326	62.3%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1172	1800	1800	65.1%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1339	1800	1800	74.4%

Full Input Data And Results

11/1		U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	1317	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	1198	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1174	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%

Full Input Data And Results

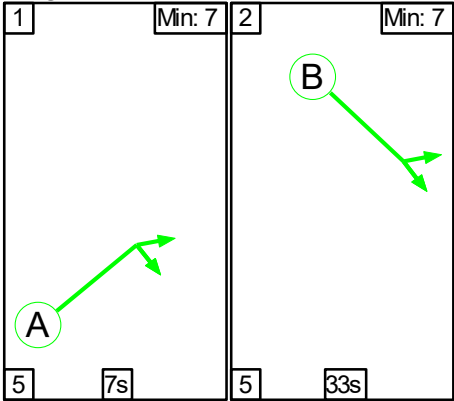
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1048	0	0	16.8	27.2	0.0	44.0	-	-	-	-
Unnamed Junction	-	-	1048	0	0	16.8	27.2	0.0	44.0	-	-	-	-
1/1	1133	1133	-	-	-	2.2	3.7	-	5.9	18.8	12.9	3.7	16.6
1/2	1242	1242	-	-	-	2.4	3.8	-	6.2	17.9	14.1	3.8	17.9
2/1	326	326	-	-	-	1.9	2.4	-	4.3	47.5	4.3	2.4	6.7
2/2	231	231	-	-	-	1.5	0.9	-	2.4	37.3	2.9	0.9	3.7
3/1	273	273	273	0	0	1.0	3.3	-	4.3	57.2	3.5	3.3	6.8
4/1	1272	1272	-	-	-	0.0	1.0	-	1.0	2.8	0.0	1.0	1.0
4/2	1473	1473	-	-	-	0.2	1.6	-	1.9	4.6	0.9	1.6	2.6
5/1	924	924	-	-	-	1.5	1.5	-	2.9	11.4	8.5	1.5	9.9
5/2	995	995	-	-	-	1.5	1.2	-	2.7	9.9	8.8	1.2	10.1
6/1	291	291	-	-	-	1.7	1.6	-	3.2	39.8	4.0	1.6	5.5
6/2	174	174	-	-	-	1.1	0.5	-	1.5	32.0	2.1	0.5	2.5
6/3	38	38	-	-	-	0.2	0.1	-	0.3	28.4	0.4	0.1	0.5
7/1	572	572	572	0	0	0.7	1.9	-	2.6	16.4	6.0	1.9	7.9
8/1	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1033	1033	-	-	-	0.2	0.7	-	0.9	3.1	6.2	0.7	6.9
9/1	203	203	203	0	0	0.5	0.8	-	1.3	22.7	2.3	0.8	3.1
10/1	1172	1172	-	-	-	0.0	0.9	-	0.9	2.9	0.0	0.9	0.9
10/2	1339	1339	-	-	-	0.2	1.4	-	1.6	4.3	3.9	1.4	5.3
11/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1317	1317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

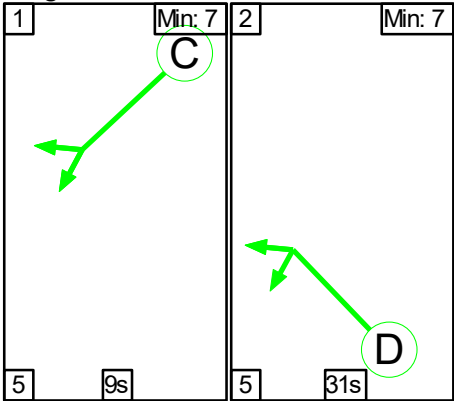
15/1	1174	1174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
						Total Delay for Signalised Lanes (pcuHr):				Cycle Time (s):			
C1 Stream: 1 PRC for Signalised Lanes (%):						18.80				50			
C1 Stream: 2 PRC for Signalised Lanes (%):						10.71				50			
PRC Over All Lanes (%):						44.00							

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

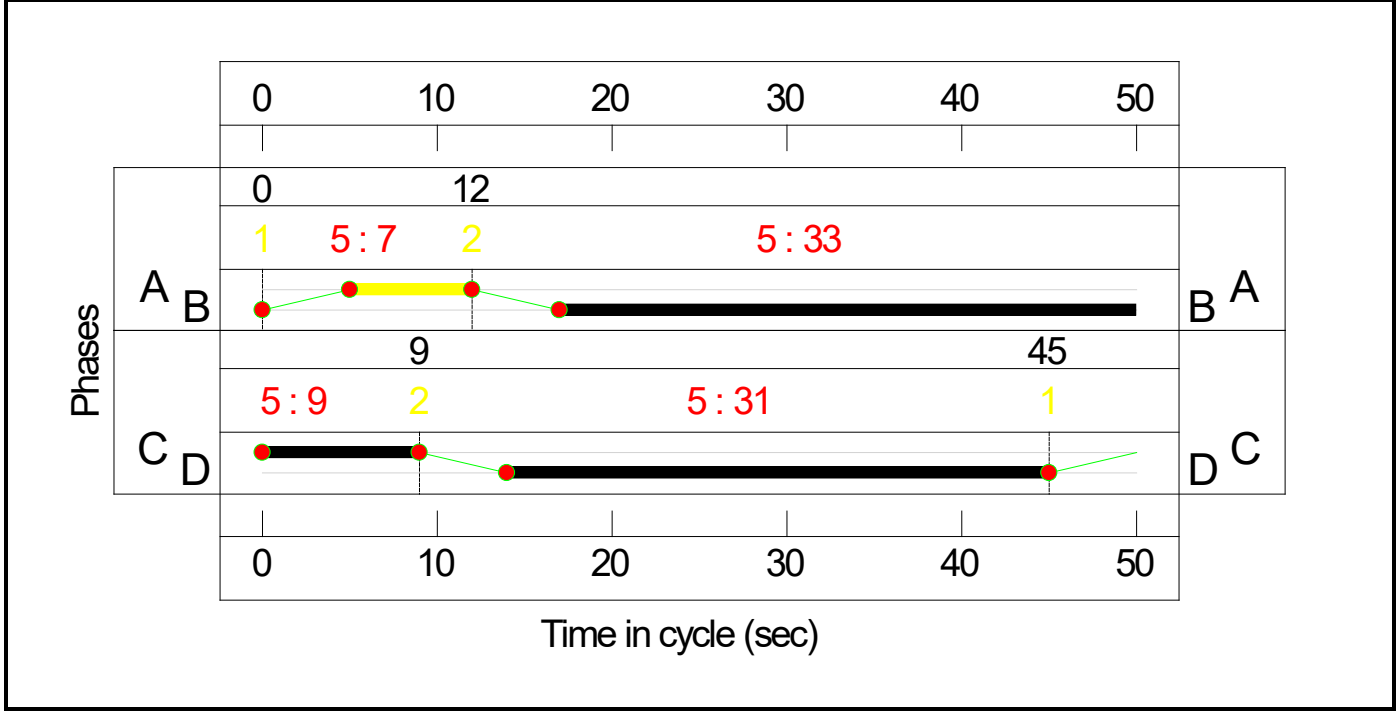
Stage Stream: 1

Stage	1	2
Duration	7	33
Change Point	0	12

Stage Stream: 2

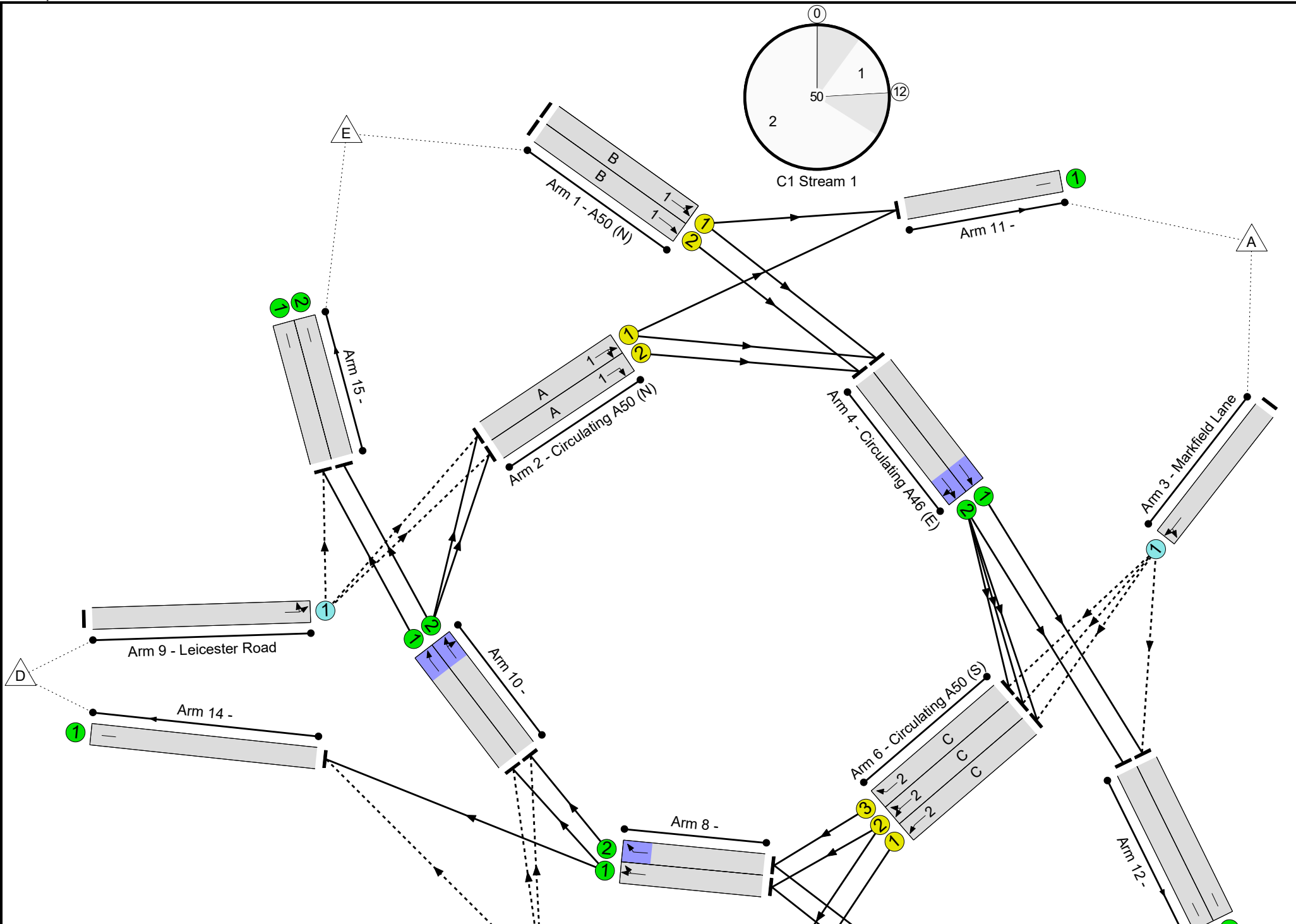
Stage	1	2
Duration	9	31
Change Point	45	9

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
1/1	A50 (N) Ahead Left	U	1	N/A	B		1	33	-	982	1935	1316	74.6%
1/2	A50 (N) Ahead	U	1	N/A	B		1	33	-	1076	2120	1442	74.6%
2/1	Circulating A50 (N) Right Ahead	U	1	N/A	A		1	7	-	239	2155	345	69.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	7	-	122	2028	324	37.6%
3/1	Markfield Lane Ahead Left	O	N/A	N/A	-		-	-	-	227	1900	507	44.8%
4/1	Circulating A46 (E) Ahead	U	N/A	N/A	-		-	-	-	902	1922	1922	46.9%
4/2	Circulating A46 (E) Right Ahead	U	N/A	N/A	-		-	-	-	1198	1922	1922	62.3%
5/1	A50 (S) Ahead Left	U	2	N/A	D		1	31	-	973	1876	1201	81.0%
5/2	A50 (S) Ahead	U	2	N/A	D		1	31	-	1015	2120	1357	74.8%
6/1	Circulating A50 (S) Ahead	U	2	N/A	C		1	9	-	338	2120	424	79.7%
6/2	Circulating A50 (S) Right Ahead	U	2	N/A	C		1	9	-	189	1980	396	47.7%
6/3	Circulating A50 (S) Right	U	2	N/A	C		1	9	-	26	2000	400	6.5%
7/1	Launde Road Left Left2	O	N/A	N/A	-		-	-	-	434	1940	727	59.7%
8/1	Right Ahead	U	N/A	N/A	-		-	-	-	998	Inf	Inf	0.0%
8/2	Right	U	N/A	N/A	-		-	-	-	1041	1800	1800	57.8%
9/1	Leicester Road Ahead Left	O	N/A	N/A	-		-	-	-	121	1940	434	27.9%
10/1	Ahead	U	N/A	N/A	-		-	-	-	1007	1800	1800	55.9%
10/2	Right Ahead	U	N/A	N/A	-		-	-	-	1228	1800	1800	68.2%

Full Input Data And Results

11/1		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	782	0	0	11.6	15.3	0.0	26.9	-	-	-	-
Unnamed Junction	-	-	782	0	0	11.6	15.3	0.0	26.9	-	-	-	-
1/1	982	982	-	-	-	1.4	1.5	-	2.9	10.5	8.7	1.5	10.2
1/2	1076	1076	-	-	-	1.6	1.5	-	3.0	10.1	9.6	1.5	11.0
2/1	239	239	-	-	-	1.2	1.1	-	2.3	34.3	3.2	1.1	4.3
2/2	122	122	-	-	-	0.5	0.3	-	0.8	24.6	1.5	0.3	1.8
3/1	227	227	227	0	0	0.2	0.4	-	0.6	9.6	1.6	0.4	2.0
4/1	902	902	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
4/2	1198	1198	-	-	-	0.1	0.8	-	0.9	2.7	0.5	0.8	1.3
5/1	973	973	-	-	-	1.8	2.1	-	3.9	14.5	10.0	2.1	12.1
5/2	1015	1015	-	-	-	1.8	1.5	-	3.2	11.4	9.6	1.5	11.1
6/1	338	338	-	-	-	1.4	1.9	-	3.2	34.6	4.4	1.9	6.3
6/2	189	189	-	-	-	0.8	0.5	-	1.3	23.9	2.1	0.5	2.5
6/3	26	26	-	-	-	0.1	0.0	-	0.1	18.3	0.2	0.0	0.3
7/1	434	434	434	0	0	0.3	0.7	-	1.1	8.8	3.7	0.7	4.5
8/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1041	1041	-	-	-	0.3	0.7	-	0.9	3.3	7.2	0.7	7.9
9/1	121	121	121	0	0	0.1	0.2	-	0.3	9.2	0.8	0.2	1.0
10/1	1007	1007	-	-	-	0.0	0.6	-	0.6	2.3	0.0	0.6	0.6
10/2	1228	1228	-	-	-	0.2	1.1	-	1.2	3.6	3.3	1.1	4.4
11/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

15/1	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 20.6 C1 Stream: 2 PRC for Signalled Lanes (%): 11.1 PRC Over All Lanes (%): 11.1 Total Delay for Signalled Lanes (pcuHr): 9.00 Total Delay for Signalled Lanes (pcuHr): 11.78 Total Delay Over All Lanes(pcuHr): 26.90 Cycle Time (s): 50 Cycle Time (s): 50													



Forester House
Doctor's Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: +44(0)1564 793598
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk