



Land East of The Common, Barwell

Transport Assessment

On behalf of **Redrow Homes Ltd (Harrow Estates Division)**



Project Ref: 332610546 | Rev: C | Date: December 2023

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1 Introduction

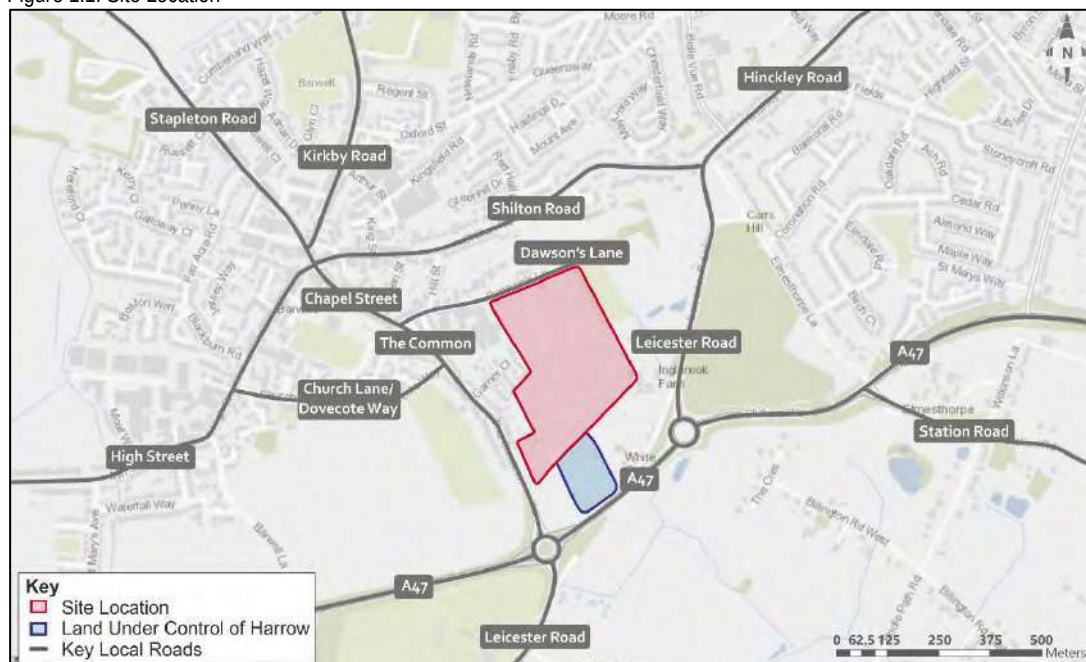
1.1 Preamble

- 1.1.1 Stantec have been commissioned by Redrow Homes Ltd (Harrow Estates Division) to provide transport and highways support for an application for a residential development of up to 95 dwellings at Land East of The Common, Barwell.
- 1.1.2 The application is made in outline with all matters, except for access, reserved. The development is for up to 95 dwellings, together with associated access, open space and landscaping. Full details of the vehicular access from The Common are submitted for approval.
- 1.1.3 The application is supported by an Illustrative Masterplan which sets out the Applicant's particular proposals for the site, including strategic landscaping proposals.

1.2 Site Background

- 1.2.1 The site of the proposed development is located in the area administered by Hinckley and Bosworth Borough Council (HBBC) and Leicestershire County Council (LCC) as the Local Highway Authority. This site is located on the southeast edge of the village of Barwell, Leicestershire as illustrated on **Figure 1.1**.

Figure 1.1: Site Location



- 1.2.2 The site has been subject to a number of planning applications since 2017. It was initially subject to a planning application (*planning ref: 17/00531/OUT*) for c.185 dwellings in 2017. This application was refused by HBBC, one reason being highways related. A subsequent planning inquiry was held and the highways reason for refusal was resolved prior to the inquiry. The appeal was refused on grounds of landscape character and appearance.
- 1.2.3 A second planning application (*planning ref: 21/01470/OUT*) for up to 110 dwellings was submitted by Harrow Estates in 2021. This application had an appeal lodged on the grounds of non-determination. The appeal (*appeal ref: APP/K2420/W/22/3295558*) was dismissed by the inspector on 27th March 2023, but in terms of transport matters the Inspector found no

conflict with Policy DM17 of the Hinckley & Bosworth Borough Council Core Strategy DPD nor with the National Planning Policy Framework paragraphs 110 or 111. An extract of the Inspectors Report is provided in **Appendix A**.

- 1.2.4 The proposals that are the subject of this application are for a residential scheme of up to 95 dwellings, a reduction from the 110 dwelling scheme which was the subject of the previous application.
- 1.2.5 A number of methodologies and other matters had previously been agreed with LCC as Local Highway Authority (LHA) during the application and appeal process.
- 1.2.6 Based on the Inspector's policy conclusion, and the matters known to be previously agreed with LCC, any established points of agreement have been utilised in respect of the revised proposals and in this report.

1.3 Scoping

- 1.3.1 The scope of this Transport Assessment, along with the key parameters and methodologies used, have been based upon those for the most recent application for the site that had been agreed with LCC.
- 1.3.2 Separately, a Transport Scoping Note has been submitted to LCC (on 29th November 2023) to seek agreement on the parameters and methodologies applied in this TA. Comments are currently awaited from LCC.

1.4 Report Structure

- 1.4.1 The remainder of this report is structured as follows:
 - **Section 2:** National and Local policy and guidance will be reviewed, and the TA will demonstrate how the proposals accord with these policies;
 - **Section 3:** Sets out the accessibility of the site to key local facilities and services;
 - **Section 4:** Sets out the site location within its local context including details of the site access and the local highway network as well as the accessibility opportunities for the site in terms of pedestrian, cycle and public transport networks;
 - **Section 5:** Sets out the development proposals including access arrangements, car and cycle parking, and servicing and delivery arrangements;
 - **Section 6:** Quantifies the predicted level of vehicle trips generated from the proposals;
 - **Section 7:** Presents the traffic impact of the development and junction assessments; and
 - **Section 8:** Provides a summary and conclusions

2 Policy Context

2.1 Introduction

- 2.1.1 This TA and the development proposals associated with the site, will adhere to relevant national and local policies. The following transport policies are relevant to the proposals.

2.2 National

National Planning Policy Framework (NPPF), September 2023

- 2.2.1 The National Planning Policy Framework (NPPF), originally published in 2012 and was most recently updated in September 2023. The document sets out the Government's planning policies for England and how these should be applied. In terms of transport, the following policies are relevant to the proposals.
- 2.2.2 Paragraph 110 of the NPPF states that when assessing sites, it should be ensured that;
- *'appropriate opportunities to promote sustainable travel modes can be – or have been – taken up, given the type of development and its location';*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and National Model Design Code; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*
- 2.2.3 Paragraph 111 states that;
- *'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*
- 2.2.4 The traffic impact of the development is considered in Section 7 of this TA. Importantly, and as previously noted, the Inspector concerned with *appeal ref: APP/K2420/W/22/3295558* found no conflict with Framework paragraphs 110 or 111 for the larger 110-unit application.
- 2.2.5 NPPF sets out a requirement for *"all development that will generate significant amounts of movement to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposals can be assessed"* (Paragraph 113). This TA and accompanying Framework TP have been prepared to be submitted to support the planning application and meet this requirement.

National Planning Practice Guidance (NPPG)

- 2.2.6 The NPPG is online guidance that supports the NPPF and includes a dedicated section on Transport Assessments. The documents states that TAs can positively contribute towards;
- *'encouraging sustainable travel;*
 - *lessening traffic generation and its detrimental impacts;*

- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.'*

2.2.7 The TA demonstrates how the development is contributing to these goals.

2.3 Local

Hinckley & Bosworth Borough Council Core Strategy 2006-2026

2.3.1 Hinckley & Bosworth Borough Council Core Strategy is the key Development Plan Document (DPD) in the Local Plan 2006-2026 providing the vision and spatial strategy for the borough. The Core Strategy was formally adopted by the council on 15 December 2009.

2.3.2 The Site Allocations and DMP includes Policy DM17 which relates to Highways and Transportation:

"Development proposals will be supported where they:

a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;

b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;

c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;

e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority."

2.3.3 Policy 5 (Transport Infrastructure in Sub-regional centre) sets out the transport interventions which *"are proposed to support the additional development in and around the Hinckley sub regional centre, particularly the urban extensions at Barwell and Earl Shilton, to promote sustainable development within the area."*

2.3.4 The following interventions are relevant to the Barwell area:

- *"Links to existing urban area for buses (particularly the railway station), walking, cycling, and local traffic. Cycle routes to be implemented are identified in the Hinckley*

& Bosworth Borough Council's Hinckley Cycle Network Plan. Priority will be given to those strategic routes which connect the Hinckley, Burbage, Barwell and Earl Shilton urban areas

- *New public transport linkages from proposed developments to Barwell and Earl Shilton, and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and Hinckley Northern Perimeter Road employment areas*
- *New pedestrian and cycle linkages from proposed developments into Barwell and Earl Shilton*
- *Traffic calming measures in Barwell and Earl Shilton, e.g. along the Common and routes through Earl Shilton/Barwell."*

Hinkley and Bosworth Borough Council Draft Local Plan 2020 – 2039

- 2.3.5 HBBC invited representations on their draft Local Plan between February and March 2022, with the next round of Regulation 19 consultations expected in May – June 2024. This Regulation 19 Local Plan is the document that will be submitted to the Planning Inspectorate and the version that the council seeks to adopt which is targeted for August 2025. Once adopted the Local Plan will become the key planning document for the borough, and guide future development with Hinkley and Bosworth up to 2039.
- 2.3.6 In relation to transport, Draft Policy HT01 Highways and Transportation includes the same criteria presented in Policy DM17 of the current adopted Local Plan which the proposals have been assessed against.
- 2.3.7 The TA and accompanying Travel Plan will demonstrate how the development complies with this policy. The site is located in a sustainable location giving it proximity to services and facilities in Barwell with opportunities for travel by active modes. The TA will also demonstrate that there will be no significant adverse impact upon the operation or safety of the local highway network as a result of the development.

Leicestershire County Council Local Transport Plan 3 (LTP3)

- 2.3.8 The LTP3 sets out LCC vision for transport to 2026 and was adopted on 1st April 2011. The LTP3 includes a framework for how LCC will manage and develop the county's transport system and actions to deliver the LTP3 across the plan period.
- 2.3.9 The long-term vision for the Leicestershire transport system over the course of the LTP3 is for:
- "Leicestershire to be recognised as a place that has, with the help of its residents and businesses, a first class transport system that enables economic and social travel in the ways that improve people's health, safety and prosperity, as well as their environment and their quality of life"*
- 2.3.10 In relation to encouraging active and sustainable travel for new developments, Chapter 6 states:
- "1. Work through the planning system to seek to reduce to the need to travel. We will do this by:*
- a) Seeking to promote and support land use planning policies that are developed by other that aim to reduce the need for existing residents to travel outside their local area.*

- b) *Maximising the use of our existing transport system by seeking to deliver new developments in areas that are already able to be well served by walking, cycling and public transport.*
- c) *Seeking to ensure that new development proposals put forward by others are either supported by an appropriate range of facilities that reduce the need to travel off site, or where it is necessary to travel off site, travel distances are minimised and genuine, safe, high-quality choices are available (or can be provided) for people to walk, cycle and use public transport to access facilities and services nearby.*
- d) *Encouraging high quality, safe facilities in new development for pedestrians, cyclists, and public transport users.*
- e) *Seek to ensure that new development proposals put forward by others are supported, as appropriate by travel plans.*
- f) *Using wide planning policies to promote and help enable travel by walking, cycling and public transport.”*

2.3.11 The development is located in an accessible area, being part of an existing urban settlement (Barwell) thereby reducing the need to travel longer distances, and the development proposals will deliver new infrastructure for pedestrians and cyclists. These will enable future residents' to have good access to the surrounding facilities and services in Barwell and surrounding areas. A Travel Plan has been prepared to support the application to encourage a modal shift and provide opportunities for sustainable travel for future residents.

Leicestershire Highway Design Guide

2.3.12 The Leicestershire Highway Design Guide was adopted by LCC in December 2007 with an updated interim guide produced in 2022. This document supersedes LCC's 6Cs Design Guide. The design guide deals with highway and transportation matters and provides guidance on the design of transport infrastructure for new developments and Travel Plan requirements. The emerging masterplan has been developed in accordance with this guidance.

2.4 Summary

2.4.1 This section has outlined the national and local transport policies and guidance that are applicable to the development proposals. This TA considers the development proposals against these and sets out how the proposed development complies with these local and national transport policies.

3 Accessibility to Key Local Facilities and Services

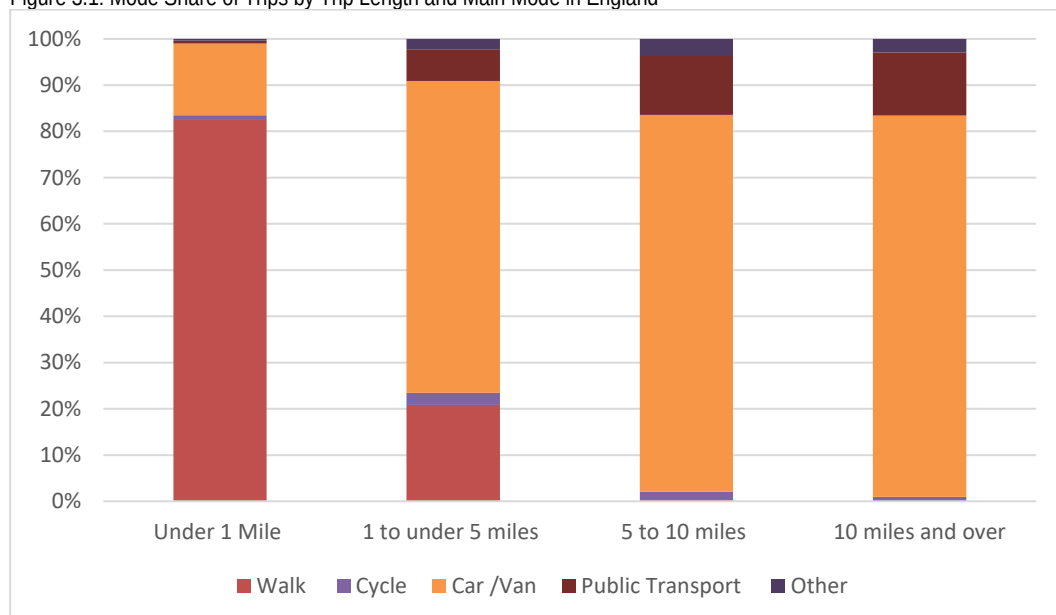
3.1 Introduction

3.1.1 This section sets out the accessibility of the site to key local facilities and services.

3.2 Walking and Cycling Distances

3.2.1 The National Travel Survey 2022 identifies the distances that people are prepared to travel on a regular basis as illustrated in **Figure 3.1**. It determines that the vast majority (83%) of journeys up to 1 mile (1,600m) are undertaken on foot, with approximately 1/5 of journeys (21%) between 1 and 5 miles (8.0km) also undertaken on foot.

Figure 3.1: Mode Share of Trips by Trip Length and Main Mode in England



Source: National Travel Survey, 2022 (NTS0308)

3.2.2 The CIHT 'Planning for Cycling' (October 2014) guidance indicates that the majority of cycling trips are for short distances with 80% being less than 5 miles (8km) and with 40% being less than two miles (3.2km). This is also supported by the LTN 01/20 'Cycle Infrastructure Design' which discusses typical cycle trip distances, and states that "two out of every three personal trips are less than five miles in length which is an achievable distance for most people".

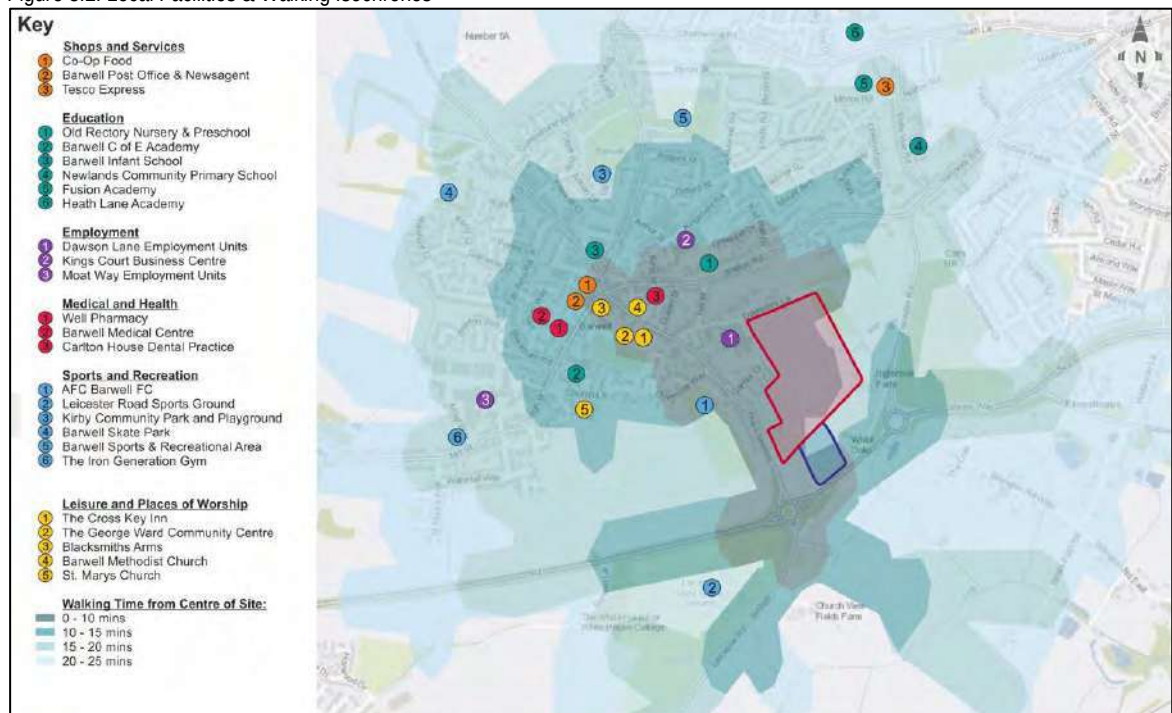
3.3 Local Facilities

3.3.1 In promoting sustainable transport, it is important to consider the reasons why future residents are most likely to make journeys. The DfT's National Travel Survey 2022¹ identified that leisure, shopping and education journeys account for more than half of journeys made, whilst commuting and business journeys represent around 15% of travel.

3.3.2 A review of the local services and facilities in Barwell and the surrounding area has been undertaken. A plan presenting the local facilities and walking isochrones from the site is illustrated in **Figure 3.2**. This assumes an average walking speed of 4.8kph

¹ National Travel Survey, 2022, Department for Transport (Table NTS0409)

Figure 3.2: Local Facilities & Walking Isochrones



3.3.3 It is also worth noting that the centre of Hinckley is within 4km of the site, this being within a reasonable cycling distance. Cycling isochrones for the site are illustrated in **Figure 3.3** and assume an average cycle speed of 19kph.

Figure 3.3: Cycling Isochrones

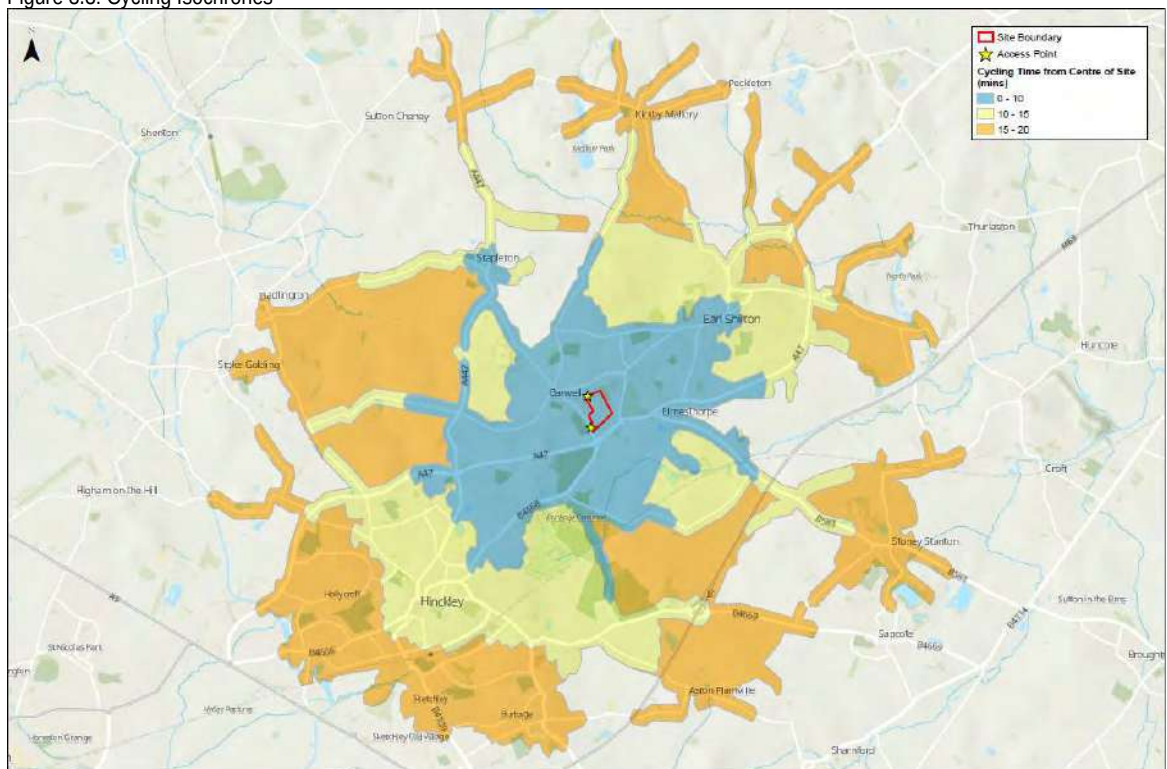


Table 3.1: Local Services and Facilities (Measured from the Centre of the Site)

	Destination	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Retail	Co-Op	800	10	3
	Barwell Post Office and Newsagent	800	10	3
	Tesco Express	1,500	18	5
Education	The Old Rectory Nursery & Preschool	750	9	2
	Barwell C of E Academy	1,100	13	3
	Barwell Infant School	1,000	12	3
	Newlands Community Primary School	1,500	18	5
	Fusion Academy	1,600	20	5
	Heath Lane Academy	1,900	24	6
Employment	Dawson Lane Employment Units	500	6	2
	Kings Court Business Centre	1,000	12	3
	Moat Way Employment Units	1,400	17	4
Medical and Health	Well Pharmacy	1,000	12	3
	Barwell Medical Centre	1,150	14	4
	Carlton House Dental Practice	800	9	2
Sports and Recreation	AFC Barwell Football Club	650	8	2
	Leicester Road Sports Ground*	1,050	13	3
	The Iron Generation Gym	1,300	16	4
	Kirkby Community Park and Playground	1,450	18	5
	Barwell Skate Park	1,600	20	5
	Barwell Sports & Recreational Area	1,550	19	5
Leisure and Places of Worship	The Cross Key Inn	650	8	2
	The George Ward Community Centre	750	9	2
	Blacksmith Arms	800	10	3
	Cafes, Restaurants, and Takeaways (Village Centre)	900	11	3
	Barwell Methodist Church	750	9	2
	St. Marys Church	1,050	13	3

Source: Consultants Measurements

*Includes: Hinckley Town Cricket Club, Hinckley Rugby Club, Hinckley Town Tennis Club, Hinckley Ladies Netball Club, and Hinckley Leicester Road Football Club.

- 3.3.4 **Table 3.1** illustrates that there are a wide range of facilities and amenities within 1,600m of the site, equating to a circa 20 minutes walking distance (the distance which 80% of journeys are typically made by foot).
- 3.3.5 Within the 1,600m distance highlighted, a number of key local facilities are accessible in Barwell. This includes multiple schools, a pharmacy and medical centre, as well as numerous sports and leisure facilities.
- 3.3.6 Facilities such as Barwell Academy, Barwell Village Hall, and Wells Pharmacy are within a 15-minute walk of the site, accessible via continuous footway routes with appropriate crossings along The Common, Dovecote Way, and Church Lane onto High Street.
- 3.3.7 As identified in the Hinckley and Bosworth Local Plan, Barwell is included as an 'Urban Area' within the settlement hierarchy, highlighting it as a settlement with a focus on key facilities, services, and transport links, and being the focus for new development.
- 3.3.8 As set out in the following section, the site is also located within a suitable distance of bus and rail services which provides connections to destinations further afield including Hinckley, Earl Shilton, and Leicester for wider employment, leisure, and retail opportunities.

4 Existing Conditions

4.1 Introduction

- 4.1.1 This section describes the existing transport infrastructure surrounding the site. It reviews the local highway network and access to the site by more sustainable means of travel (walking, cycling, and public transport).

4.2 Site Location

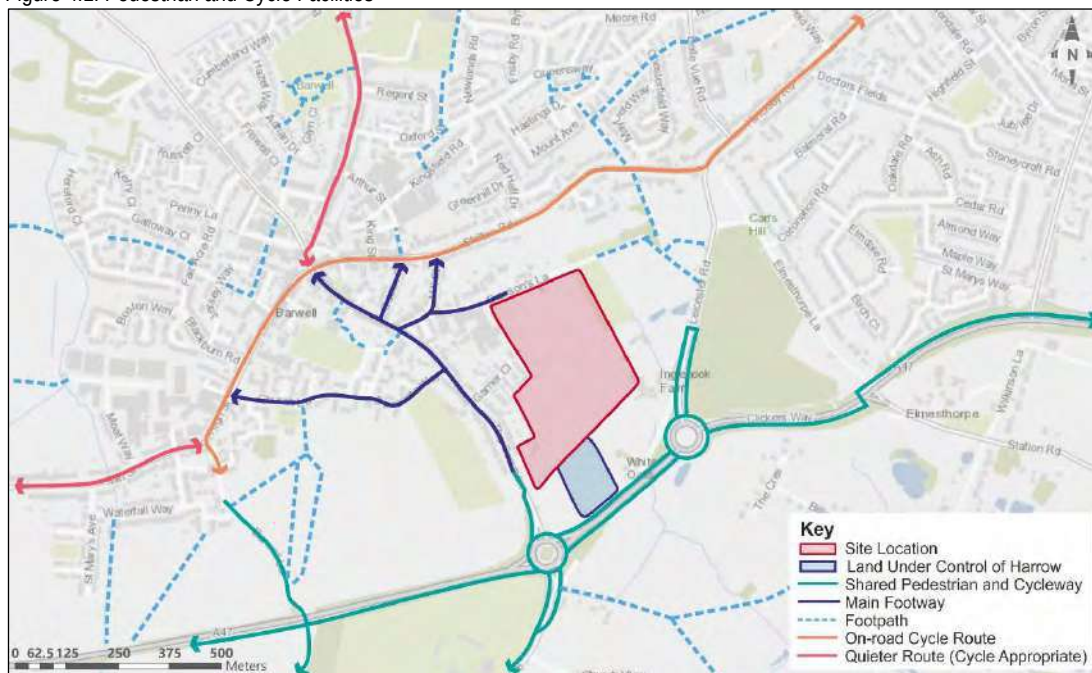
- 4.2.1 The site is located on the southeast edge of the village of Barwell, Leicestershire. To the west, the site is bordered by housing and an area of frontage with The Common. The southern and eastern boundaries are primarily open land, with the A47 and Leicester Road just beyond. The northern site boundary is adjacent to Dawson's Lane.

4.3 Pedestrian and Cycle Network

Walking

- 4.3.1 A continuous footway is provided on the western side of The Common of up to 2m in width between the A47 and High Street. To the south of the site this footway joins a shared cycleway, 3m in width which then continues south to connect to the cycleway along the northern and southern side of the A47 and B4668, Leicester Road. A footway on the eastern side of The Common commences approximately 50m north of the site, providing a continuous footway towards Barwell village centre.
- 4.3.2 Dawson's Lane runs along the northern edge of the site boundary, providing a connection between The Common and Footpath U32 towards Leicester Road. Hill Street forms a junction with Dawson's Lane approximately 150m west of the site boundary. From this junction, continuous footways are present on either side of the Dawson's Lane and Hill Street carriageways. The footways along Hill Street are up to 2m in width and provide a connection towards Shilton Road.
- 4.3.3 There are currently no Public Rights of Way (PROW) that pass through the site. However, there are off-road footpaths in and around Barwell. These include Footpath U32 and U100 which connect Dawsons Lane to Leicester Road from the northeast corner of the site. There are also several bridleways to the south of the site including U52 which provides a connection between Elmesthorpe and Hinckley. New rights of way within the site will be created connecting to open space that is currently inaccessible should the development be permitted.
- 4.3.4 The existing pedestrian and cycle infrastructure surrounding the site is illustrated on **Figure 4.1**.

Figure 4.1: Pedestrian and Cycle Facilities



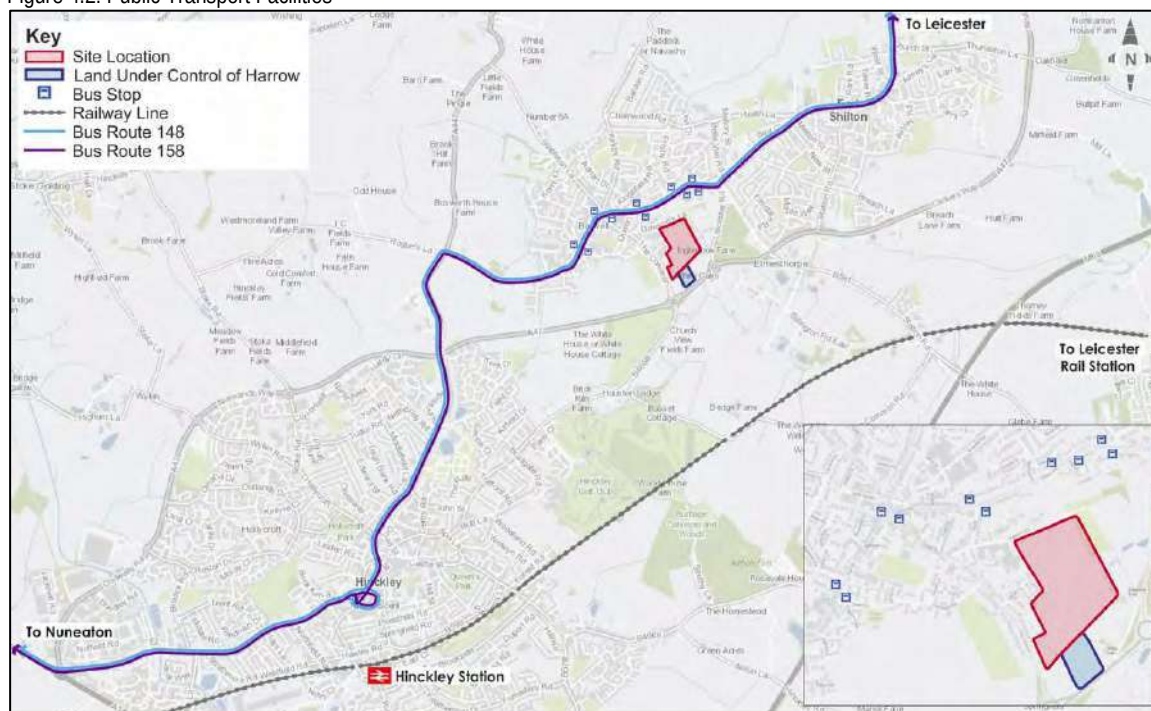
Cycling

- 4.3.5 A network of on road and off-road cycle routes are provided in and around Barwell. Many of the local roads in Barwell and surrounding areas are identified by LCC as quieter routes suitable for cycling as illustrated on the LCC cycle map provided in **Appendix B**. To the north of the site, a recommended cycle route is illustrated between Earl Shilton and Barwell along the Shilton Road and Hinckley Road. An off-road cycle link is also provided between Barwell and Hinckley to the west of the site along Barwell Lane.
- 4.3.6 Shared footway/cycleways are provided along the A47 to the south of the site, providing a connection to Hinckley west of the site, and Elmeſthorpe and Earl Shilton east of the site.
- 4.3.7 The local routes also provide a connection to National Cycle Network Route 52 west of Stoke Golding. This provides a long-distance route between Warwick and Loughborough where it joins with Route 6 via Kenilworth, Coventry, Nuneaton, and Coalville.

4.4 Public Transport

- 4.4.1 The existing public transport infrastructure surrounding the site is illustrated on **Figure 4.2**.

Figure 4.2: Public Transport Facilities



Bus

4.4.2 The nearest bus stops to the site are located within 600m from the centre of the site on Shilton Road. This is an approximate 6–8-minute walk and served by two bus services, the 148 and 158. Facilities are provided at these stops including a flagpole stop and timetable information, the eastbound stop also has a shelter provided. These enable residents to access frequent services to Leicester and Hinkley, providing opportunities to access a wide range of employment, education, and retail facilities, as well as opportunities to access further public transport services.

4.4.3 A summary of these services is provided in [Table 4.1](#).

Table 4.1: Bus Services

Bus Stop	Service	Route	Frequency	
			Monday to Friday	Weekend
Shilton Road	148	Leicester to Nuneaton via Earl Shilton, Barwell, and Hinkley (some services continue onto Coventry)	Two services per hour between 07:00 – 18:00. (Reduced service 05:30 – 07:00 and 18:00 – 00:00)	Same weekday frequency on Saturday. Hourly service between 10:00 to 1900 on Sunday.
	158	Leicester to Nuneaton via Earl Shilton, Barwell, and Hinkley	Two services per hour between 06:00 – 22:00	Two services per hour between 06:00 – 22:00 on Saturdays. One service per hour between 09:00 – 20:30 on Sundays (Service terminates at Hinkley 18:30 – 20:30).

Source: Arriva and Stagecoach, November 2023

Rail

- 4.4.4 The nearest railway station is Hinckley, located approximately 5km to the southwest of the site. Regular services are provided to Leicester and Birmingham, whilst a single direct service is provided to Cambridge and Stanstead Airport each day. The railway station is within a 20-minute cycle of the site and provides 16 cycle parking spaces and a car park providing a total of 70 spaces.
- 4.4.5 The station is also accessible by bus in approximately 30 minutes from the site either via the 148 or 158 service which pass through Hinckley Town Centre, which is an 8-minute walk to the station.
- 4.4.6 A summary of the existing rail services is provided in **Table 4.2** below.

Table 4.2: Hinckley Railway Station Services

Destination	Frequency of Services		Typical Journey Time
	Peak	Off Peak	
Leicester	2	1	21 Minutes
Birmingham New Street	2	1	36 Minutes

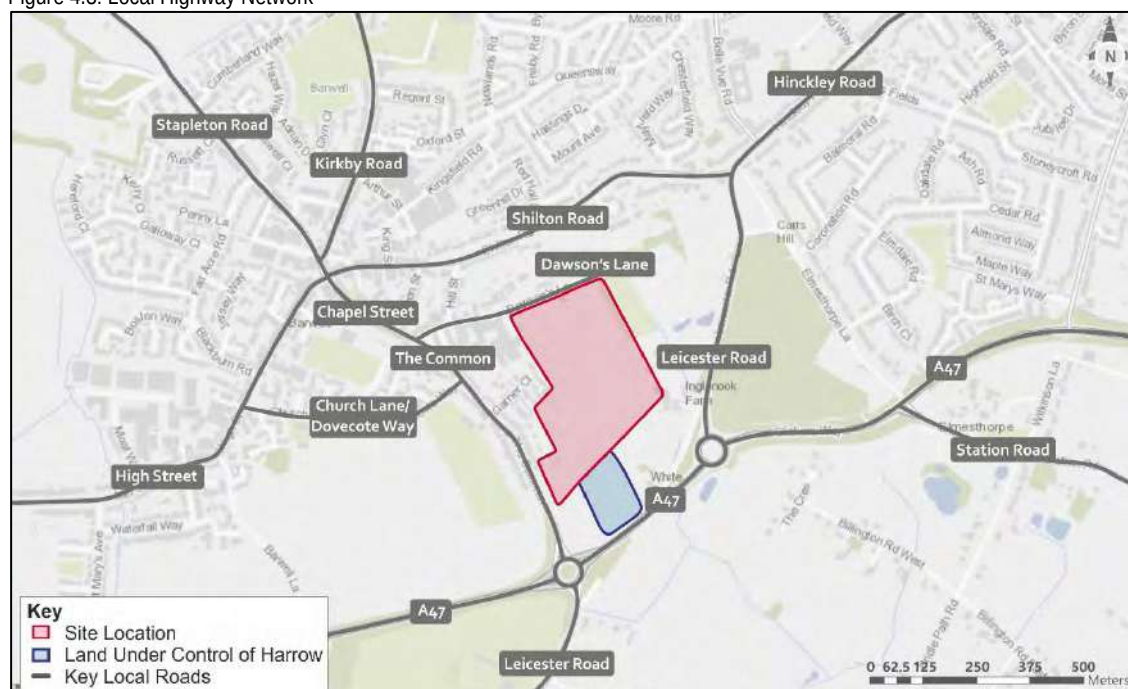
Source: National Rail, November 2023

4.5 Local Highway Network

Overview

- 4.5.1 The local highway network is illustrated on **Figure 4.3**.

Figure 4.3: Local Highway Network



- 4.5.2 The Common runs north to south along the western boundary of the site and provides a link between Barwell village centre and the A47 with a one-way section at its northern end. The road is subject to 40mph speed limit for a short section north of the A47 and just south of the

residential properties on The Common where it reduces to 30mph for the remainder of its length. Approximately 500m to the north of the site The Common forms a priority T-junction with Dawson Lane. At this point The Common becomes Chapel Street, a one-way street northbound. After a further 250m Chapel Street forms a four-arm mini roundabout junction with the High Street / Stapleton Road / Shilton Road.

- 4.5.3 Approximately 150m south of the site, The Common forms a four-arm roundabout with the A47 and Leicester Road. The A47 is a dual carriageway subject to a 40mph speed limit to the east of The Common, and a single carriageway subject to a 60mph speed limit to the west of The Common. Approximately 2km to the west of the site the A47 forms a signalised crossroads junction with the A447 Ashby Road / B4667 Ashby Road where the speed limit has then also reduced to 40mph. The road forms part of the strategic highway network which connects the A5 west of Hinckley to Leicester City Centre.
- 4.5.4 Dawson's Lane runs along the northern boundary of the site and is a quiet cul-de-sac. East of the junction with Hill Street, it becomes a 4-6m wide access road to a small number of residential/commercial units. East of the site, it becomes a narrower track to access the Dawsons Lane allotments.

Baseline Traffic Flows

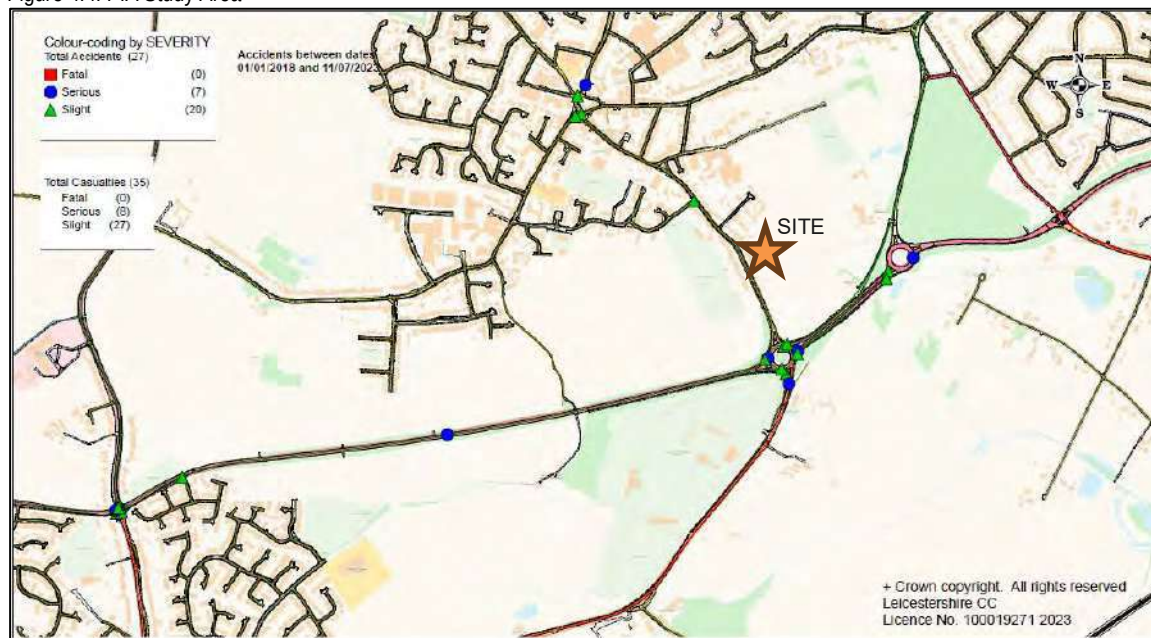
- 4.5.5 To understand baseline traffic flows of the surrounding highway network, traffic surveys were undertaken by MHC Traffic on 6 October 2021, the data is provided in **Appendix C**. The use of these surveys, alongside Covid Uplift factors provided by LCC and discussed in Section 7.0, is deemed appropriate for use as part of this application.
- 4.5.6 The scope of these surveys was agreed with LCC at the pre application stage for the previous application on the site. Turning count and queue length surveys were undertaken at the following junctions:
- Chapel Street / High Street / Shilton Road / Stapleton Lane Priority controlled mini roundabout;
 - A47/ The Common / B4668 Leicester Road priority-controlled roundabout;
 - A47 / Leicester Road priority-controlled roundabout;
 - A47 / A447 Ashby Road / B4667 Ashby Road signalised junction; and
 - A47/ B581 Station Road signalised junction.
- 4.5.7 In addition, Automatic Traffic Counts were undertaken at the following locations;
- The Common (in the vicinity of the proposed site access)
 - A47 between The Common and Ashby Road
 - A47 between Leicester Road and Station Road

Accident Data

- 4.5.8 Personal Injury Accident (PIA) Data has been obtained from LCC to review the safety of the local highway network in the vicinity of the site. The most recently available full 5-year period has been reviewed from 1st January 2018 to 11th July 2023. This dataset incorporates a partial sixth year into 2023 as provided by LCC.

- 4.5.9 The records have been reviewed to determine any trends or patterns in accidents. The extent of the study area has been agreed with LCC as part of the scoping exercise. The study area is illustrated in **Figure 4.4**.

Figure 4.4: PIA Study Area



- 4.5.1 The accidents are classed into three categories: slight, serious, and fatal a definition of which is provided below:
- Slight Injury: Injuries of a minor nature, such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as slight):
 - Serious Injury: Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the accident. The serious category therefore covers a very broad range of injuries; and
 - Fatal Injury: Injuries which cause death either immediately or any time up to 30 days after the accident.
- 4.5.2 A summary of the accidents recorded are provided in **Table 4.3** below, whilst the full data provided by LCC is provided in **Appendix D**.

Table 4.3: Summary of Accidents within Study Area

	Injury Severity	Year						Total
		1	2	3	4	5	6*	
All Modes	Fatal	0	0	0	0	0	0	0
	Serious	2	1	1	2	1	0	7
	Slight	4	3	7	3	2	1	20
	Sub Total	6	4	8	5	3	1	27
Pedestrian/ Cyclists	Fatal	0	0	0	0	0	0	0
	Serious	0	1	0	0	0	0	1
	Slight	0	1	1	0	0	1	3
	Sub Total	0	2	1	0	0	1	4

Source: LCC, August 2023

*Year 6 is not a full 12-month year as it equates to 7 months of 2023 between January and July.

- 4.5.3 **Table 4.3** demonstrates that during the six-year period 20 slight, 8 serious and no fatal accidents were recorded across the highway network in the vicinity of the site. A summary of the accidents is provided below:

The Common

- 4.5.4 There were no accidents recorded within the vicinity of the proposed site access.
- 4.5.5 One slight accident was recorded along The Common, taking place when a car turned right from Dovecote Way onto The Common and collided with another car travelling north on The Common.

The Common / A47 Roundabout

- 4.5.6 Within the vicinity of The Common / A47 roundabout, nine accidents were recorded: two from the east (Leicester Road), three from the south (B4668, Leicester Road), two from the west (A47), and two on the north side of the roundabout. Of these, 6 slight and 3 serious casualties were recorded including two vulnerable road users (1 slight cyclist, 1 serious cyclist). The serious accidents not involving vulnerable road users have been detailed below:

- Two cars entered the roundabout from the northeast direction travelling southwest and collided due to driver error resulting in two driver casualties (one slight and one serious).
- One car and a motorcycle were travelling in the same direction on the southern approach to the roundabout. They collided when the car changed lane causing injury to the driver.

- 4.5.7 As stated above, two accidents involved vulnerable road users. These are set out below:

- One accident occurred when a car was travelling northbound collided with a cyclist which was travelling westbound and resulted in serious injury.
- One accident occurred when a car entered the roundabout from the west collided with a cyclist on the roundabout travelling northwest. This collision resulted in serious injury.

A47/ Leicester Road / Clickers Way Roundabout

- 4.5.8 Three accidents were recorded within the locality of this roundabout, two slight and one serious. The serious accident is detailed as follows:

- One accident occurred upon the approach to the roundabout from Clickers Way a vehicle travelling southwest, collided with a motorcycle on the roundabout resulting in a driver / rider casualty.

Ashby Road / A47 Junction

- 4.5.9 A total of eight accidents were recorded at this signalised junction. Seven accidents resulted in slight injury with one resulting in serious injury. The serious accident was as follows:

- A single-vehicle incident occurring at 03:20 in dark and wet/damp conditions. Resulting in the driver being seriously injured.

- 4.5.10 Five out of the eight accidents recorded involved a vehicle turning right through the junction and colliding with a conflicting vehicle movement. These right turn collisions were however not limited to a single arm movement, two being from a north to west movement, two being from a west to south movement, and one being from an east to north movement.

A47 (between The Common and Ashby Road)

- 4.5.11 One slight and one serious accident was recorded along the A47 between The Common and Ashby Road junctions both occurring due to driver error. The serious accident occurred approximately 750m from the A47 / Cornwall Way junction, when one parked car, and another car collided when travelling in the west to east direction. There were three casualties (1 slight and two serious who were one driver and one passenger).

High Street / Chapel Street / Stapleton Lane / Shilton Road Roundabout

- 4.5.12 Two slight accidents were recorded at the mini-roundabout at the centre of Barwell village. One of the incidents involved a motorcycle on the roundabout and a car took which was entering the roundabout turning northeast from southwest. Due to driver error, the vehicles collided causing a slight driver / rider casualty.
- 4.5.13 The other incident involved a car egressing from Saffron Court towards the mini-roundabout junction and colliding with a pedestrian. The pedestrian suffered a slight injury.

COBALT Assessment

- 4.5.14 The Transport Assessment Guidance (TAG) Data Book v1.21 (May 2023) produced by the Department for Transport (DfT) contains reference to COBALT Accident Parameters. The below formula is used to calculate the estimated number of accidents at a given junction type:

$$A = a (f)^b$$

- 4.5.15 Where A is the annual number of accidents, f is a function of traffic flow, and a and b vary among junction types.
- 4.5.16 The use of this COBALT formula has been utilised for the A47 / The Common roundabout and A47 / Ashby Road crossroads to establish whether the number of accidents is higher or lower than would be expected. The associated values of a and b for the two junctions have been extracted from the COBA Manual.
- 4.5.17 The results of this exercise are provided below and show that the two junctions are forecast to have the following annual number of accidents:

- A47 / The Common Roundabout = 1.85 (9.25 in five-years)
- A47 / Ashby Road Crossroads = 4.04 (20.20 in five-years)

4.5.18 The accident data provided by LCC for the appraisal period shows that the A47 / The Common roundabout has recorded 9 incidents while the A47 / Ashby Road crossroads has recorded 8 incidents. The number of incidents occurring at the A47 / The Common roundabout aligns with the number estimated as part of the COBALT assessment, if marginally fewer. The number of incidents occurring at the A47 / Ashby Road crossroads is notably fewer than those that would be estimated as part of the COBALT assessment.

Accident Summary

- 4.5.19 A review of the accident data highlights that there are no clear trends and patterns that have occurred on the local highway network surrounding the site.
- 4.5.20 The majority of these accidents can be attributed to driver error and the small increases in traffic flow due to the development proposals is not anticipated to have any meaningful impact on the likelihood of road traffic accidents in the vicinity of the site.

4.6 Summary

- 4.6.1 This section has summarised the existing conditions of the site in respect to the local pedestrian and cycle networks, public transport routes, access onto the surrounding highway network and a review of the safety conditions in vicinity of the site.
- 4.6.2 The site demonstrates good connectivity to the surrounding pedestrian and cycle network as well as local public transport services. Access to Hinckley Railway station can also be achieved by bus and cycle.
- 4.6.3 Personal Injury Accident (PIA) Data has been obtained from LCC for last 6-year period within an agreed study area. There were 27 accidents which were recorded, 20 of which were slight and 7 being serious. The review of the data has highlighted that there is no pre-existing safety issue on the local highway network that will be exacerbated as a result of the development proposals.

5 Development Proposals

- 5.1.1 This section sets out the development proposals for the site including access arrangements, parking provision and delivery and servicing arrangements. The Illustrative Masterplan can be found in **Appendix E** of this report.

5.2 Proposed Development

- 5.2.1 Harrow Estates are seeking outline planning permission for up to 95 dwellings on the land to the east of The Common. All matters will be reserved except for access.
- 5.2.2 Full details of the vehicular access from The Common are submitted for approval. The access proposal is for a junction with a 5.5m wide carriageway aligned with the vision of the scheme and in accordance with current Manual for Streets Guidance.

5.3 Proposed Vehicular Access

- 5.3.1 Following the Appeal decision on the previous application, and the subsequent scheme design review, we have adopted an approach that takes into account more recent advice seeking to make the transport network more attractive for pedestrians and cyclists. This application therefore proposes a revised access arrangement to that submitted as part of the previous application. This is of a reduced scale and is felt to be more in keeping with the vision for the site and location. The access will provide a simple priority T Junction onto The Common, along with a proposed reduction in speed limit to 30mph and traffic calming measures, as previously agreed.
- 5.3.2 The proposed access arrangements are illustrated on **Stantec Drawing 332610546/5501/001**. This consists of a 5.5m access carriageway with 6m corner radii in accordance with MfS as referenced in the Leicestershire Highway Design Guide (LHDG). This will make it easier to cross the road due to the reduced bellmouth width and discourage higher speed cornering. Footway/cycleway provision on the corner radii and along The Common itself will be consistent with the previously agreed arrangement, as will the proposed new crossing of The Common to the south of the access, albeit this will now be a shorter crossing distance.
- 5.3.3 This arrangement will not involve any widening of the existing The Common carriageway, maintaining the current alignment and kerbing. It is felt that this will help to keep speeds to 30mph, in conjunction with the proposed physical traffic calming measures.
- 5.3.4 Visibility splays are shown at the junction for a design speed of 30mph in accordance with MfS and the LHDG, these being 2.4m x 47m, based on the fact that HGV and buses make up more than 5% of traffic along The Common as per the 2021 ATC survey. These splays are shown to reflect the character of The Common with traffic calming and to limit any landscaping and biodiversity impact of the access design.
- 5.3.5 A Stage 1 Road Safety Audit (RSA) is currently being undertaken on this access arrangement by Acorn Projects Limited. Following receipt of the RSA, any issues identified by the auditor will be addressed and a designers response prepared to respond to any comments and additional drawing prepared if applicable. The Audit and Designers Response will be submitted to LCC upon completion of the audit.

5.4 Pedestrian and Cycle Access

- 5.4.1 A 2m wide footway will be provided on the northern side of the access road and along the frontage of The Common, which will tie into the existing footway on eastern side of The

Common outside of property No. 85. The footway would need to narrow briefly to c.1.6m to prevent any harm to an existing tree in the verge outside property No. 89.

- 5.4.2 On the southern side of the access road, a shared 3m wide pedestrian and cycle facility will be provided with a crossing located to the south of the access. This will provide a connection to the western side of the carriageway and will join with the existing footway/cycleway facility.
- 5.4.3 A pedestrian/cycle access will be provided from the northern extent of the proposed development onto Dawson's Lane. This will provide a walking/cycling route for residents between the site and the village centre and to the bus stops on Shilton Road.

5.5 Car and Cycle Parking

- 5.5.1 The planning application is made in outline with all matters, except for access, reserved. Details of car and cycle parking will be provided in a subsequent Reserved Matters application based on the standards which are in place at the time of submission.

5.6 Delivery and Servicing Arrangements

- 5.6.1 Swept path analysis has been undertaken of the proposed access arrangement to demonstrate that larger vehicles can be accommodated. The analysis has been undertaken using a large refuse collection vehicle (with the specification of the Hinckley and Bosworth refuse vehicle) which is the largest vehicle expected to regularly access the site.
- 5.6.2 The swept path analysis has been illustrated on **Stantec Drawing 332610546/5501/002**. This demonstrates that a large refuse vehicle can safely access and egress the site in forward gear, albeit some encroachment into the opposite carriageway will be necessary, as is typical of accesses serving a relatively small number of units in accordance with MfS.
- 5.6.3 Further details of the internal servicing and delivery arrangements will be provided at the time of a Reserved Matters application with the site providing internal turning areas to accommodate larger vehicles such as refuse trucks. Whilst the internal layout will be subject to a subsequent reserved matters application, the LCC Highway Design Guide and Manual for Streets will be followed and has been applied during the preparation of the current Illustrative Masterplan.

5.7 Electric Vehicle Charging

- 5.7.1 It is proposed that electric vehicle charging points will be provided within the development help encourage uptake of electric vehicles and reduce the carbon impact of travel from the site.

5.8 Framework Travel Plan

- 5.8.1 A Framework Residential Travel Plan has been prepared alongside this Transport Assessment to influence mode choice and promote sustainable modes of travel, including active travel, public transport and car sharing for future residents.

6 Trip Generation and Distribution

6.1 Introduction

- 6.1.1 This section presents the trip generation assessment for the proposed development. This methodology was discussed and agreed with LCC during pre-application for the previous application on the site.

6.2 Trip Rates

- 6.2.1 For the TA prepared by Prime TP for application 17/00531/OUT, 85th percentile trip rates were derived from TRICS and agreed with the LCC. As previously agreed with LCC, these trip rates were reused for the application 21/01470/OUT and deemed acceptable.
- 6.2.2 The trip rates are reproduced in **Table 6.1** below and the extract from the Prime TP TA confirming the trip rates is included at **Appendix F**.

Table 6.1: Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Two Way
AM Peak Hour (08:00–09:00)	0.174	0.548	0.722
PM Peak Hour (17:00–18:00)	0.478	0.248	0.726

Source: Prime Transport Planning Transport Assessment, TRICS

6.3 Trip Generation

- 6.3.1 Using the trip rates above, **Table 6.2** below sets out the forecast trip generation for the scheme of up to 95 dwellings.

Table 6.2: Vehicular Trip Generation

Time Period	Vehicular Trip Generation (95 dwellings)		
	Arrivals	Departures	Two Way
AM Peak Hour (0800-0900)	17	52	69
PM Peak Hour (1700-1800)	45	24	69

Source: Consultants calculation. Includes Excel rounding.

- 6.3.2 The development of 95 dwellings is predicted to generate up to approximately 69 two-way vehicular trips during any given peak hour based on historic mode share trends. If a shift towards more sustainable travel is realised in the future as is intended, then these vehicle trips will be reduced. These are also 85th percentile rates, so already represent the upper end of potential traffic generation from the site.

6.4 Distribution and Assignment

- 6.4.1 Traffic generated from the development has been distributed on to the local highway network based on the 2011 JTW data for the mid super output area (MSOA) Hinckley and Bosworth

007 which covers the site. This is based on the distribution assessment that was agreed as part of the first application 17/00531/OUT and subsequently agreed as part of the previous application 21/01470/OUT which was agreed with LCC. Traffic has been assigned to the network based on the routes that were identified in the previous application assessment work. Extracts of the previously agreed distribution are included at **Appendix F**.

7 Traffic Impact

7.1 Introduction

- 7.1.1 This section presents the methodology and traffic impact assessment associated with the vehicle trips generated to and from the proposed development. This methodology is consistent with the methodology agreed with LCC as part of the previous application 21/01470/OUT.

7.2 Study Area

- 7.2.1 Detailed junction assessments have been undertaken on the following junctions:
- Chapel Street / High Street / Shilton Road / Stapleton Lane Priority controlled mini roundabout
 - A47/ The Common / B4668 Leicester Road priority-controlled roundabout
 - A47 / Leicester Road priority-controlled roundabout;
 - A47 / A447 Ashby Road / B4667 Ashby Road signalised junction; and
 - The Common / Proposed Site Access junction.

7.3 Committed Development

- 7.3.1 As previously requested by LCC, the following committed developments have been included within the assessment. As part of this application a review has been undertaken to identify any new committed developments that should be included. For the purposes of this assessment, we have assumed that sites subject to live planning applications should be included in full. This produces a robust assessment since there is no certainty that all sites will come forward.
- 7.3.2 The committed development flows have been extracted from the relevant transport assessments and added to the future year (2035) scenario. The traffic flows have been adjusted based on the proportion of the development that is currently built out to avoid double counting of trips associated with dwellings that are occupied at the time of the traffic surveys. These assumptions have been based on the information provided in the “Residential Land Availability Report 2021–2022” by HBBC as follows:
- Westfield Farm (14/01279/OUT): located to the north circa between Barwell and Earl Shilton consisting of 350 dwellings, 0.6 ha of employment and expansion of community facilities. This site is currently under construction, 58 dwellings were completed in 2020/21 and based on projections a further 30 will have been completed between April and October 2021. On this basis it has been assumed that 25% of the dwellings were completed at the time of the traffic surveys and as such traffic flows have been adjusted accordingly.
 - Lane North-East of Triumph Motorcycle Limited (15/00188/OUT): located to the east of Hinckley west of the A47 and south of the Wykin Road junction. This development consists of 850 dwellings, 500m² retail units, a primary school and community facilities. Construction has begun on this site however only a small number of dwellings were constructed at the time of the traffic surveys. Therefore, for a robust assessment all traffic flows from this development have been included within the assessment.
 - Clickers Way (20/01225/FUL): located on the eastern edge of Earl Shilton consisting of 81 dwellings. Application currently ‘Awaiting Decision’ but has been included within this assessment by means of robustness.

- Hill Top (21/00135/OUT): located on the northern edge of Earl Shilton consisting of 140 dwellings. Application permitted as of July 2022 and expected to be fully built out and occupied by 2035.
- Hill Top Farm (20/00916/FUL): located on the northern edge of Earl Shilton consisting of 50 dwellings (assessed for up to 56 dwellings). Application permitted as of November 2022 and expected to be fully built out and occupied by 2035.
- New Barn Farm (22/00121/FUL): located on the northern edge of Barwell off Kirkby Road consisting of 92 dwellings. Application currently 'Awaiting Decision' but has been included within this assessment by means of robustness.
- Land North of A47 (23/00432/OUT) located on the northern edge of Hinckley, north of the A47 and consisting of 475 dwellings. Application currently 'Awaiting Decision' but has been included within this assessment by means of robustness.

7.3.3 LCC requested the inclusion of the Earl Shilton SUE and Barwell SUE to also be included within the assessment. The most recent Residential Land Availability Monitoring Statement (RLAMS) 2021–2022 by HBBC states the following for the Earl Shilton SUE:

"The Earl Shilton SUE... has not been included in the five-year supply. This is because the Council has reached the view that there is no longer sufficient evidence to show that there is a realistic prospect that housing will be delivered on this site within five years. This site is included within the 6-10 year period."

7.3.4 The following is stated for the Barwell SUE:

"The application for this site has a resolution to grant but the Council has concluded that there is currently not a realistic prospect that this site will deliver any housing within the next five years. This site is included within the 6-10 year period."

7.3.5 Appendix 13 of the RLAMS sets out the housing trajectory of the Barwell SUE and Earl Shilton SUE, a copy of which is provided in **Appendix G**. This demonstrates that the SUEs are not forecast to start construction until 2028/29 and 2030/31.

7.3.6 The Council's estimated build out rate of the SUEs has been reflected in the level of committed development included within the 2035 future year assessment.

7.4 Baseline Flows

7.4.1 Traffic surveys were undertaken on 6 October 2021 as detailed in Section 3.5. The 2021 traffic flows have been used to form the baseline scenario for the junctions modelling.

7.4.2 Analysis of traffic survey data was undertaken to calculate the peak hours of traffic activity. The analysis is provided in **Appendix H**. The peak hours determined are:

- AM Peak Hour: 07:45 to 08:45
- PM Peak Hour: 16:45 to 17:45

7.4.3 Covid-19 'Uplift Factors' have been obtained from LCC and have been applied to the 2021 baseline to account for any traffic variations as a result of the pandemic. The uplift factors have been included in **Table 7.1** and provided **Appendix I**.

Table 7.1: COVID Uplift Factors

Time Period	Wednesday 06/10/2021
0800- 0900	92%
1700-1800	91%

Source: LCC

7.5 Traffic Growth

- 7.5.1 A 2024 baseline has been established to incorporate the surveyed 2021 traffic flows and Covid Uplift Factors and have a baseline relevant to the application. The TEMPro database has been used to estimate traffic growth levels for Hinckley and Bosworth. The growth rates include application of the RTF 2018 dataset are shown in **Table 7.2** below.
- 7.5.2 The growth assumptions have been adjusted to account for the committed developments that have been manually added to the assessment listed above.

Table 7.2: TEMPro Growth Factors – 2021-2024

Geographical Area	Road Type	AM Peak	PM Peak
Hinckley & Bosworth	All	1.0233	1.0229

Source: TEMPro 8.1

- 7.5.3 The Covid Uplift Factors and background traffic growth has been applied to the 2021 observed traffic flows and the resultant 2024 baseline flows are presented on the network diagrams included in **Appendix J**.
- 7.5.4 A future year assessment year of 2035 has been utilised as this is 10 years post opening year. The growth rates have been extracted from TEMPro for the period 2024–2035 across Hinckley and Bosworth. The growth rates include application of the RTF 2018 dataset are shown in **Table 7.3** below.

Table 7.3: TEMPro Growth Factors – 2024-2035

Geographical Area	Road Type	AM Peak	PM Peak
Hinckley & Bosworth	All	1.0675	1.0667

Source: TEMPro 8.1

- 7.5.5 The resultant 2035 future year flows are presented on the network diagrams included in **Appendix J** as well as the 2035 future year flows with committed development traffic included.

7.6 Development Traffic

- 7.6.1 Traffic generated by the development has been calculated using the TRICS database and distributed onto the network as outlined in Section 6. The resultant traffic flows are presented on the network diagrams in **Appendix J**.

7.7 Junction Assessments

Priority Controlled Junctions Assessments

- 7.7.1 Priority-controlled junctions on the local highway network have been assessed using the industry standard Junctions 10 software package, with the Demand Data Type option set to

One Hour. The maximum queue is displayed in PCUs and is rounded up from the Junctions 10 output to the nearest one PCU.

Signal Controlled Junction Assessments

- 7.7.2 Signal controlled junctions have been assessed using the industry standard LinSig signal junction assessment software. The LinSig modelling work provides forecasts of queue lengths, the Degree of Saturation (DoS) and the Practical Reserve Capacity (PRC) of the junction. The DoS is percentage calculated from demand to capacity on each approach to the junction, with a value of 100% meaning that demand and capacity are equal based on the signal timings chosen.
- 7.7.3 The overall junction performance is considered in terms of the Practical Reserve Capacity (PRC). A positive PRC indicates that a junction has spare capacity and would be able to accept more traffic without being oversaturated. A negative PRC indicates that the junction has reached its practical capacity.

Chapel Street / High Street / Shilton Road / Stapleton Lane Priority Controlled Mini Roundabout

- 7.7.4 The Chapel Street / High Street / Shilton Road/ Stapleton Lane junction forms a four-arm priority controlled mini roundabout and is located to the north of the site. It has been assessed using industry standard TRL Junctions 10 software.
- 7.7.5 For each scenario assessed the RFC, delay and queue has been presented. The results are set out in **Table 7.4** below with the full outputs provided in **Appendix K**.

Table 7.4: Chapel Street / High Street / Shilton Road / Stapleton Lane Junction Assessment Results

	AM Peak Hour			PM Peak Hour		
	Queue (Veh)	Delay (s/veh)	RFC	Queue (Veh)	Delay (s/veh)	RFC
2024 Baseline (Uplifted)						
Chapel Street	1	5	0.37	1	5	0.36
High Street	<1	6	0.24	<1	6	0.21
Shilton Road	<1	6	0.30	1	6	0.38
Stapleton Road	<1	6	0.21	<1	7	0.28
2035 Future Year						
Chapel Street	1	6	0.39	1	6	0.39
High Street	<1	6	0.26	<1	6	0.22
Shilton Road	1	6	0.33	1	7	0.41
Stapleton Road	<1	6	0.23	<1	7	0.31
2035 Future Year + Committed Development						
Chapel Street	1	7	0.47	1	6	0.42
High Street	1	7	0.33	<1	6	0.27
Shilton Road	1	7	0.37	1	8	0.46
Stapleton Road	<1	7	0.26	1	8	0.39
2035 Future Year + Committed Development + Development						
Chapel Street	1	7	0.47	1	6	0.43
High Street	1	7	0.33	<1	6	0.27
Shilton Road	1	7	0.37	1	8	0.46
Stapleton Road	<1	7	0.27	1	8	0.39

Source: Junctions 10 Outputs

- 7.7.6 The results demonstrate that the junction is operating well within capacity with limited queuing or delay on all arms of the junction. In the future year scenario, with the addition of the development traffic, there is negligible change predicted to the operations of the junction with limited levels of queuing and delay across all arms of the junction.

A47 / The Common / B4668 Leicester Road Priority-Controlled Roundabout

- 7.7.7 The A47 / The Common / B4668 Leicester Road is a four-arm priority-controlled roundabout located to the south of the site and has been assessed using industry standard TRL Junctions 10 software.
- 7.7.8 The response from LCC issued February 2023 for the previous application suggested that the modelling of this junction should consider the possibility of unequal lane usage on The Common arm. As such, Lane Simulation has been used to address this issue.
- 7.7.9 For each scenario assessed the delay and queue has been presented. RFC is not shown when producing results using Lane Simulation. The results are set out in **Table 7.5** below with the full outputs provided in **Appendix K**.

Table 7.5: A47 / The Common/ B4668 Leicester Road Junction Assessment Results

	AM Peak Hour			PM Peak Hour		
	Queue (Veh)	Delay (s/veh)	RFC*	Queue (Veh)	Delay (s/veh)	RFC
2024 Baseline (Uplifted)						
The Common	1	13	-	1	13	-
A47 East	5	10	-	3	7	-
Leicester Road	1	8	-	4	15	-
A47 East	1	5	-	2	7	-
2035 Future Year						
The Common	1	14	-	1	14	-
A47 East	6	11	-	3	7	-
Leicester Road	2	9	-	5	18	-
A47 East	1	6	-	2	9	-
2035 Future Year + Committed Development						
The Common	1	16	-	1	14	-
A47 East	7	12	-	3	7	-
Leicester Road	2	10	-	8	29	-
A47 East	2	6	-	3	11	-
2035 Future Year + Committed Development + Development						
The Common	2	17	-	1	14	-
A47 East	7	12	-	3	8	-
Leicester Road	2	10	-	7	28	-
A47 East	2	6	-	4	11	-

*RFC is not included within these assessment results as the junction model has been modelled under Lane Simulation Mode.

Source: Junctions 10 Outputs

- 7.7.10 The results demonstrate that the junction is currently operating within capacity in the baseline scenario across both AM and PM peak hour periods.
- 7.7.11 In the future year scenario with the addition of background growth and the development, the junction is still forecast to operate within capacity with limited queuing and delays across all arms. The development traffic has an insignificant impact.

A47 / Leicester Road Priority-Controlled Roundabout

- 7.7.12 The A47 / Leicester Road is a four-arm priority-controlled roundabout located to the southeast of the site on the A47 corridor. It has been assessed using industry standard TRL Junctions 10 software.
- 7.7.13 For each scenario assessed the RFC, delay and queue has been presented. The results are set out in **Table 7.6** below with the full outputs provided in **Appendix K**.

Table 7.6: A47 / Leicester Road Junction Assessment Results

	AM Peak Hour			PM Peak Hour		
	Queue (Veh)	Delay (s/veh)	RFC	Queue (Veh)	Delay (s/veh)	RFC
2024 Baseline (Uplifted)						
Leicester Road	1	4	0.46	1	4	0.34
A47 East	2	6	0.66	2	5	0.61
A47 West	1	2	0.40	1	3	0.58
2035 Future Year						
Leicester Road	1	5	0.50	1	4	0.37
A47 East	2	7	0.71	2	5	0.65
A47 West	1	2	0.42	2	4	0.62
2035 Future Year + Committed Development						
Leicester Road	1	6	0.59	1	4	0.39
A47 East	3	9	0.76	3	7	0.72
A47 West	1	3	0.48	2	4	0.62
2035 Future Year + Committed Development + Development						
Leicester Road	1	6	0.59	1	4	0.39
A47 East	2	9	0.77	2	7	0.72
A47 West	1	3	0.49	2	4	0.66

Source: Junctions 10 Outputs

- 7.7.14 The results demonstrate that this junction currently operates within capacity during both the AM and PM peak hour periods with low levels of queuing and delays.
- 7.7.15 With the addition of all potential development traffic in 2035, the junction is still predicted to operate well within capacity and with negligible impact on queueing and delays across both peak hour periods in the future.
- 7.7.16 The impact of the proposed development is insignificant.

A47 / A447 Ashby Road / B4667 Ashby Road Signalised Junction

- 7.7.17 The A47 / A447 Ashby Road / B4667 junction is a four-arm signal-controlled crossroads to the west of the site has been assessed using Industry Standard software LinSig.
- 7.7.18 The 'As Built' LinSig model of the A47 / Ashby Road junction has been obtained from LCC to ensure any modelling of this junction accords with the Local Highway Authority's understanding of the junction operation. The junction operates under MOVA control.
- 7.7.19 For each scenario assessed the Degree of Saturation, delay and queue has been presented. The results are set out in **Table 7.7** below with the full outputs provided in **Appendix K**.

Table 7.7: A47 / A447 Ashby Road / B4667 Ashby Road Junction Assessment Results

	AM Peak Hour			PM Peak Hour		
	Queue (PCU)	Delay (s/PCU)	DoS (%)	Queue (PCU)	Delay (s/PCU)	DoS (%)
2024 Baseline (Uplifted)						
Ashby Road North	26	61	95.7%	163	446	126.8%
A47 East	104	429	124.7%	80	432	124.4%
Ashby Road South	114	431	125.4%	25	65	95.6%
A47 West	5	23	37.5%	7	30	50.6%
2035 Future Year						
Ashby Road North	41	112	102.1%	218	577	138.4%
A47 East	132	526	133.2%	102	526	132.7%
Ashby Road South	145	527	133.7%	46	153	104.9%
A47 West	6	24	39.9%	7	30	52.2%
2035 Future Year + Committed Development						
Ashby Road North	102	314	116.5%	265	656	146.5%
A47 East	176	681	149.1%	132	679	148.3%
Ashby Road South	205	668	147.9%	80	269	113.3%
A47 West	6	25	42.2%	8	31	53.9%
2035 Future Year + Committed Development + Development						
Ashby Road North	105	322	117.1%	272	668	147.8%
A47 East	176	681	149.1%	132	679	148.3%
Ashby Road South	215	691	150.4%	85	283	114.3%
A47 West	6	25	42.4%	8	31	54.1%

Source: LinSig Outputs

- 7.7.20 The results demonstrate that this junction currently operates overcapacity in the baseline and future year scenarios.
- 7.7.21 However, the additional the proposed development traffic through the junction is shown to have a very minor impact on the junction operation.
- 7.7.22 The proposed development flows through this junction are very low relative to the recorded flows through the junction.
- 7.7.23 It is predicted that the development will add up to 23 two-way trips during both the morning and evening peak hours at this junction. This equates to a maximum impact of 0.8% during the peak hours even based on the 2021 observed traffic flows. This is well within the expected typical daily variation in traffic flows.
- 7.7.24 In terms of individual arm impact, the A47 (East) arm of the junction is forecast to experience the greatest impact, this being a 2.3% increase during the AM peak hour and a 1.2% increase in the PM peak hour, but this represents less than 1 vehicle every 2 minutes.
- 7.7.25 It is recognized that this junction is operating over capacity during the existing and future year scenarios. However, the impact of the development traffic at this junction is clearly insignificant. It is not therefore considered proportional to expect a mitigation scheme to be provided at this junction from the proposed development. This was also the conclusion

reached by the Inspector at the planning appeal for up to 110 dwellings (*appeal ref: APP/K2420/W/22/3295558*).

The Common / Development Access priority-controlled T Junction

- 7.7.26 The Common / Development Access has been assessed using Junctions 10.
- 7.7.27 For the future year development scenario, the RFC, delay and queue has been presented. The results are set out in **Table 7.8** below with the full outputs provided in **Appendix K** for the proposed access.

Table 7.8: The Common / Development Access Junction Assessment Results

	AM Peak Hour			PM Peak Hour		
	Queue (Veh)	Delay (s/veh)	RFC	Queue (Veh)	Delay (s/veh)	RFC
2035 Future Year + Committed Development + Development						
Site Access	<1	7	0.11	<1	7	0.05
The Common	<1	5	0.04	<1	5	0.11

Source: Junctions 10 Outputs

- 7.7.28 The results demonstrate the proposed access will operate well within capacity in both the morning and evening peak hour periods with maximum delays of 7 seconds and negligible queuing.

7.8 Summary

- 7.8.1 This section has presented the traffic impact assessment associated with the proposed development of 95 dwellings to the east of The Common, Barwell. The development is predicted to generate up to approximately 69 two-way trips during the AM and PM peak hours. The development trips have been distributed onto the network and assessed based on 2021 traffic surveys, applying committed development and background traffic growth to assess a future year of 2035 with and without the development.
- 7.8.2 Overall, the assessment has demonstrated that the development is predicted to have insignificant impact on the operation of the junctions within study area. With the exception of the A47 / Ashby Road Crossroads, all the junctions are forecast to operate within capacity with minimal queuing and delay in all scenarios and no noticeable impact as a result of the development traffic. The A47 / Ashby Road Crossroads is operating over capacity in both the base year and future year assessments. However, the impact of the development traffic of a 0.8% increase (less than one vehicle every 2 minutes) is insignificant.

8 Summary and Conclusions

8.1 Summary

- 8.1.1 Stantec have been commissioned by Harrow Estates to provide transport and highways support for an outline application with all matters reserved except access for a residential development of up to 95 dwellings at Land East of The Common, Barwell.
- 8.1.2 The scope of works, methodology and principles of the assessment for the TA are in keeping with those agreed as part of the previous application on the site for up to 110 dwellings by Harrow Estates in 2021 (*ref: 21/01470/OUT*).
- 8.1.3 The site is well located in proximity to Barwell village centre and the facilities and services which it offers, meeting the everyday needs of future residents. Local footways and cycle facilities provide an attractive option for accessing these local destinations sustainably. In addition, the bus stops located a 6-8-minute walk from the centre of the site provide a frequent service access to surrounding areas including Hinkley, Leicester and Nuneaton for access to a wider range of employment, leisure and retail opportunities. Hinkley railway station, is located circa 5km southwest of the site and is accessible via bus or cycle for opportunities to travel to destinations further afield.
- 8.1.4 The proposed access arrangement has been designed in accordance with MfS and LHDG and is acceptable from a safety and operational perspective. The proposals will deliver a new priority access junction on The Common and improve the local infrastructure for existing and new pedestrians and cyclists by connecting the shared footway / cycleway which runs along the western side of The Common with the site. In addition, a pedestrian/cycle access point will be provided onto Dawson's Lane.
- 8.1.5 A vehicular trip generation assessment has been undertaken for the proposed development, with the development predicted to generate up to approximately 69 two-way movements during the AM and PM peak hours. These flows have been assigned to the local highway network using the approach previously agreed by LCC to assess the impact of the proposals on local junctions.
- 8.1.6 An assessment of the local highway network has been undertaken using data from traffic surveys undertaken in October 2021. Covid uplift factors obtained from LCC have been applied, along with future background growth and committed development accounted for within the assessment. Junction modelling has been undertaken on local junctions using industry standard software Junctions 10 and LinSig to assess the impact of the development. The as-built model of the A47 / Ashby Road crossroads junction has been obtained from LCC to ensure modelling consistency.
- 8.1.7 Overall, the assessments have determined that the proposals will have an immaterial impact on the operation of the local highway network. With the exception of the A47 / Ashby Road crossroads, all the junctions are forecast to operate within capacity with minimal queuing and delay in all scenarios. The A47 / Ashby Road crossroads is currently operating overcapacity in the baseline scenario. However, the impact of the proposed development on the crossroads junction is insignificant, with the development forecast to have a maximum arm impact of 2.3% in any given peak hour (less than 1 vehicle every 2 minutes).
- 8.1.8 A Framework Travel Plan has been prepared to support the application and provides a framework of measures designed to encourage future residents to travel by sustainable modes.

8.2 Conclusions

- 8.2.1 It is considered that the proposed development meets the three transport tests for new developments set out in the NPPF, these being:
- Appropriate opportunities to promote sustainable travel modes can be taken up through the site's proximity to good pedestrian, cycle and public transport infrastructure and the implementation of the Travel Plan;
 - Safe and suitable access to the site can be achieved for all users through the delivery of the proposed new access to The Common (for both Preferred and Alternative Options);
 - The junction assessments have demonstrated that the development traffic will not have a severe impact on the capacity and operation on the local highway network.
- 8.2.2 The development is also in an accessible location to the facilities and services in Barwell reducing the need to travel longer distances with good access to pedestrian, cycle and bus networks.
- 8.2.3 The development is therefore not in conflict with Policy DM17 of the DPD nor with National Planning Policy Framework paragraphs 110 or 111.

Drawings

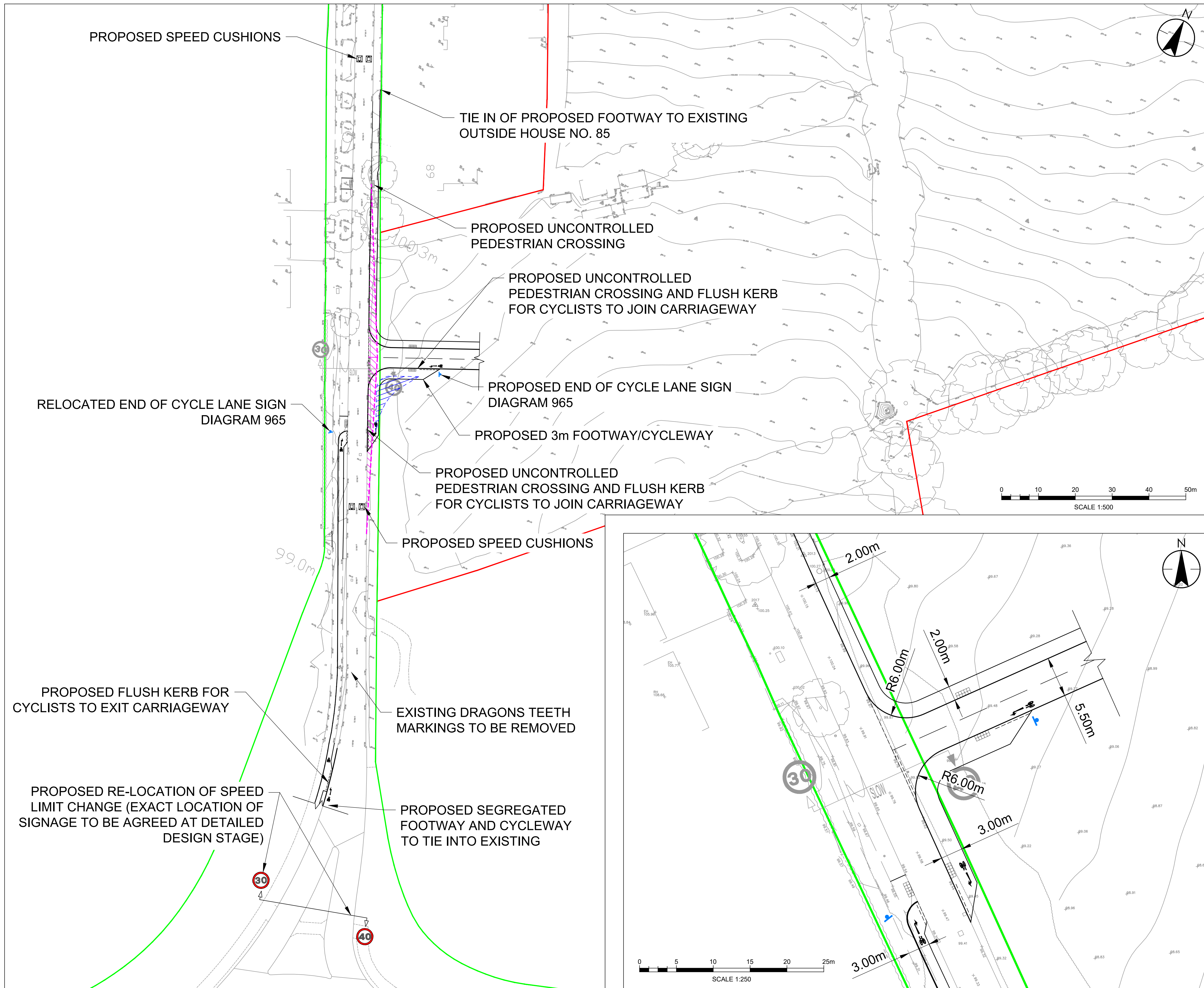
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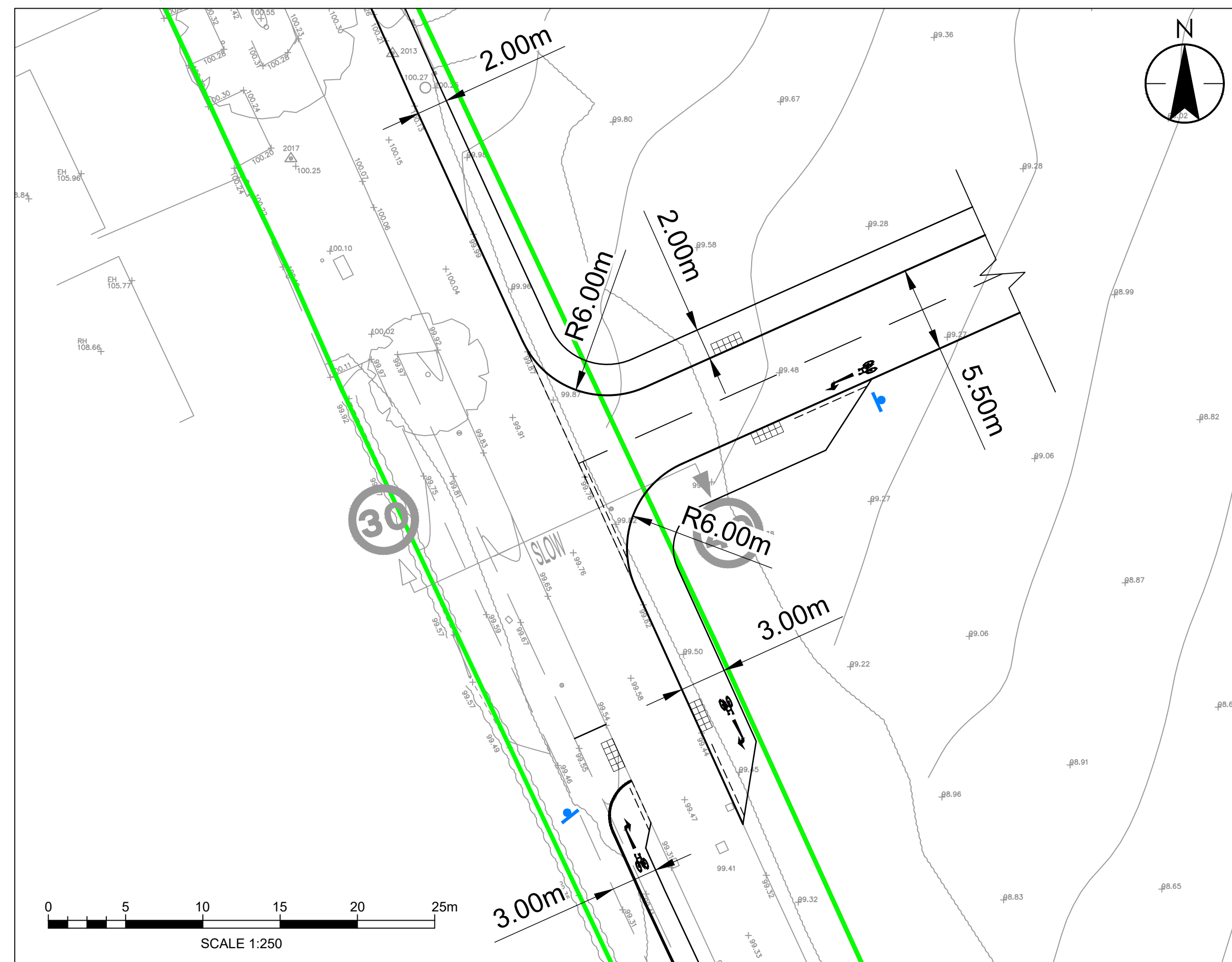
C

B

A



THE COMMON, BARWELL
SITE ACCESS PLAN
1:500



THE COMMON, BARWELL
SITE ACCESS PLAN
1:250



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KEY

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY - 2.4m x 47m (per MfS & LHDG)
- FORWARD VISIBILITY FOR CYCLES - 17m (LTN 1/20)
- PROPOSED SIGNAGE

P03 ACCESS MOVED NORTH	ML	EF	2023.11.29
P02 UPDATED VISIBILITY	MH	EF	2023.11.29
P01 FIRST ISSUE	MH	EF	2023.11.27
Issued/Revision	By	Appd	YYYY.MM.DD
	MH	MH	EF 2023.12.06
	Dwn.	Dsgn.	Chkd. YYYY.MM.DD

Issue Status

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HARROW ESTATES

THE COMMON BARWELL

LEICESTERSHIRE, UNITED KINGDOM

Title

PROPOSED SITE ACCESS DESIGN

Project No.
332610546

Revision
P03

Scale
AS SHOWN @ A1

Drawing No.

332610546/5501/001

Plotted: 06.12.2023 12:04:32:309 PM By: Low, Max
ORIGINAL SHEET - BOA2 \\cbh-vit-001\cbh\projects\332610546\the common barwell\5501 - transport\02 - drawings\oad\dwgs\wpb\332610546_5501_001_002

C

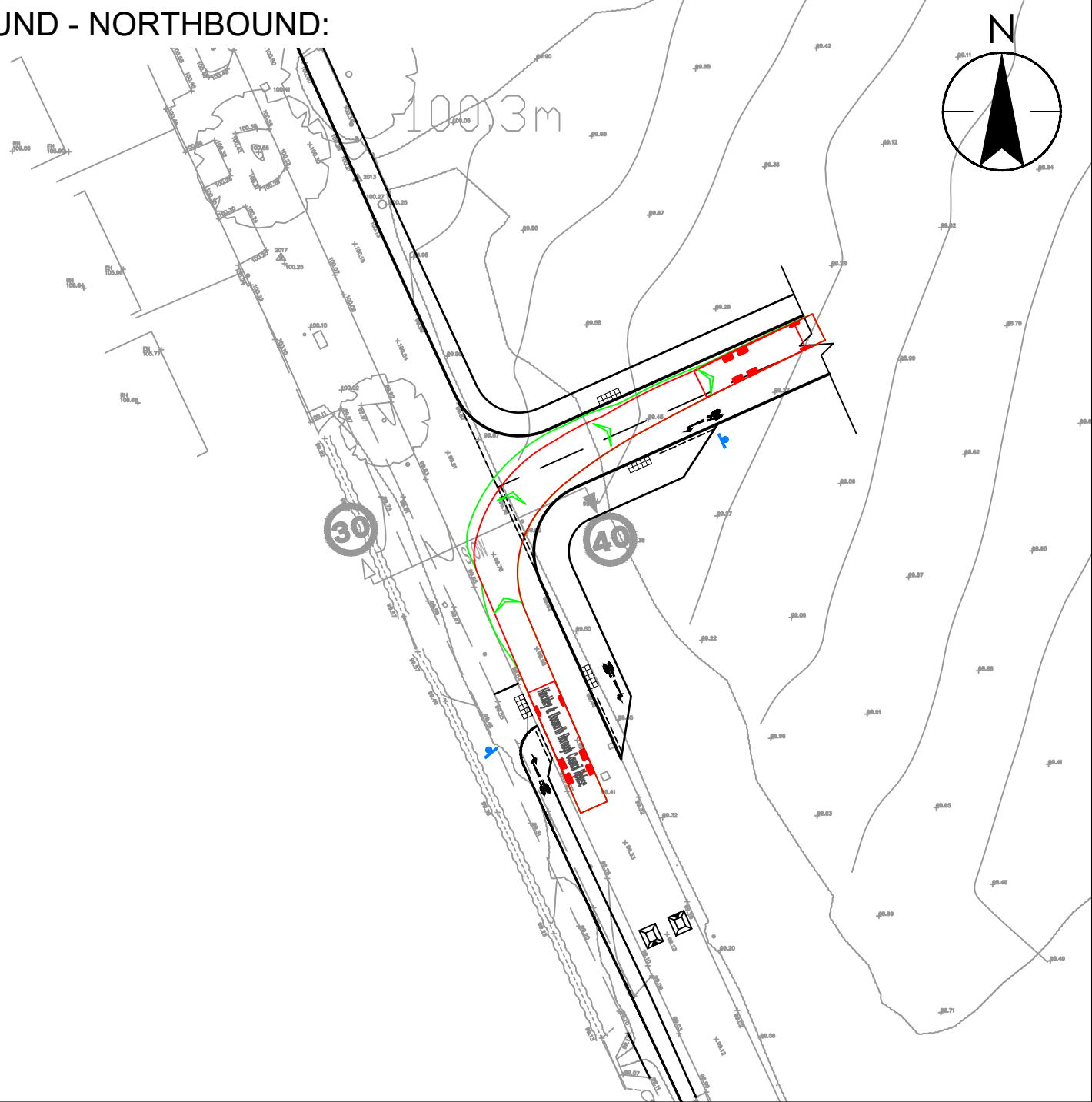
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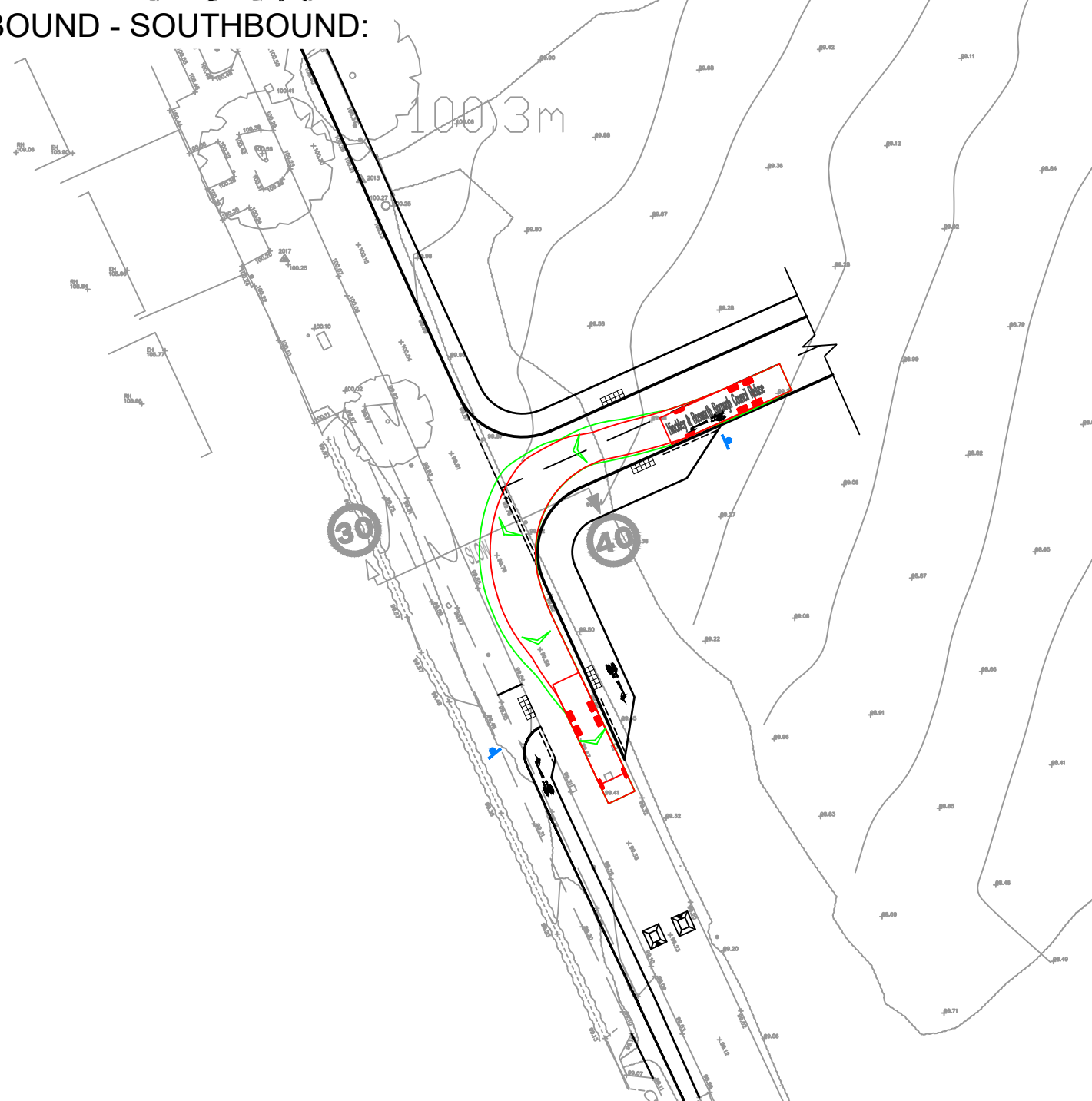
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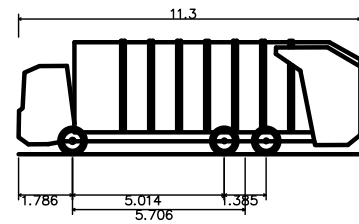
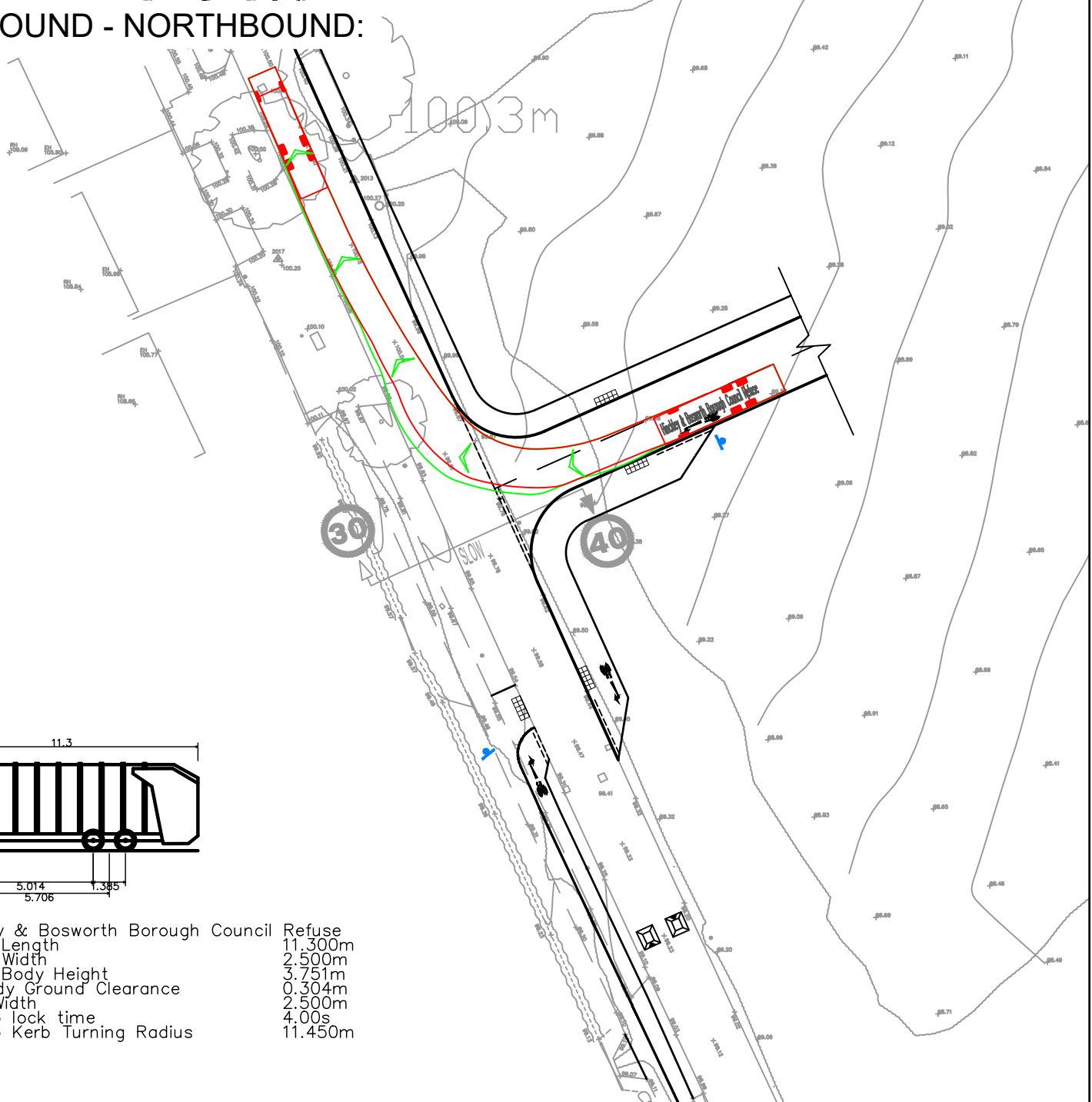
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OUTBOUND - SOUTHBOUND:



OUTBOUND - NORTHBOUND:



Hinckley & Bosworth Borough Council Refuse
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Overall Width 2.500m
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 11.450m



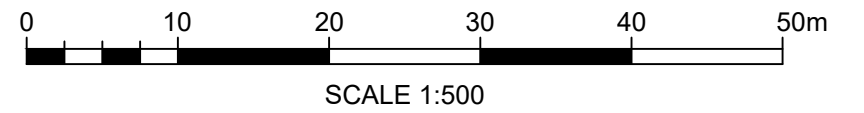
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P02 ACCESS MOVED NORTH	ML	EF	2023.11.29
P01 FIRST ISSUE	MH	EF	2023.11.27
Issued/Revision	By	Appd	YYYY.MM.DD
	MH Dwn.	MH Dsgn.	EF Chkd.
			2023.12.01
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HARROW ESTATES

THE COMMON, BARWELL

LEICESTERSHIRE, UNITED KINGDOM

Title

PROPOSED SITE ACCESS DESIGN
SWEEP PATH ANALYSIS

Project No.
332610546

A2 Scale
1:500

Revision
P02

Drawing No.

332610546/5501/002

Appendix A Inspectors Report Extract

Appeal Decision

Inquiry Held on 7-10 February 2023

Site visit made on 9 February 2023

by H Butcher BSc (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 27th March 2023

Appeal Ref: APP/K2420/W/22/3295558

Land East of The Common, Barwell

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission.
 - The appeal is made by Ms A Genco c/o Harrow Estates against Hinckley & Bosworth Borough Council.
 - The application Ref 21/01470/OUT, is dated 7 December 2021.
 - The development proposed is the erection of up to 110 dwellings, together with associated access, open space, and landscaping.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The appeal is submitted in outline with only access to be determined at this stage. However, an Illustrative Masterplan accompanied the application showing, amongst other things, the location of development parcels totalling 3.4 ha, primary and secondary streets, and green spaces. The basic parameters set out in the Masterplan are to be adhered to in the reserved matters application, to be controlled by condition, and the appellant raised no objection to this.
3. The layout used to create the verified views in the appellant's Landscape and Visual Impact Assessment (LVIA)¹ was submitted to the Inquiry. This Testing Layout² shows 100 houses on the site following the parameters set by the Illustrative Masterplan. I have considered this plan on an illustrative basis also, mindful that layout is a reserved matter and therefore this plan is not part of the formal proposal. It is, nevertheless, a material consideration and has informed my decision.
4. The description of development states that up to 110 dwellings are applied for. However, during the course of the Inquiry, the appellant indicated they were willing to reduce this to 'up to 95 dwellings' in view of concerns I raised in respect of the Testing Layout. This has therefore also formed part of my considerations.

¹ Core Document 55h

² Inquiry Document 6

5. A signed and dated s.106 agreement has been submitted with the appeal and contains a number of obligations. However, it is not necessary for me to look at this in detail given the proposal is unacceptable for other reasons.

Main Issues

6. The Council have set out three reasons why they would have refused planning permission for the development, had they been in a position to do so, in the Officer's report³.
7. In respect of reason 2 additional evidence was submitted by the appellant but the Council still maintained an objection on highway grounds, even though no specific highway evidence was submitted by the Council and a highway witness for the Council did not attend the Inquiry. I deal with this as an 'other matter' below.
8. Following the submission of additional information in respect of reason for refusal 3 relating to biodiversity, the Council have confirmed that this is no longer in dispute. Consequently, there is no need for me to take this matter further.
9. The main issue is therefore:
 - The effect of the development on the character and appearance of the surrounding area.

Reasons

Character and appearance

The development

10. The appeal site comprises a collection of nine fields to the south of the village of Barwell. These fields extend from Dawsons Lane to the north down to the A47 at the south. The fields in question are currently used for the grazing of horses and the site is contained and sub-divided by mature hedgerows. Access is to be created from The Common to the west of the site.
11. Policy DM10 of the Site Allocations and Development Management Policies Document (DPD) is relevant to the determination of this appeal insofar as it relates to design. Whilst the application was submitted in outline and matters of design, such as 'layout', are reserved for later consideration, I must, nevertheless, be satisfied that an acceptable scheme for the development proposed could be achievable.
12. The Illustrative Masterplan shows development parcels which align with and tuck into adjacent development on Dawsons Lane and The Common. This is predominantly to reduce the visual impact of the development from the wider area and is in response to a previous appeal at the site⁴ where a greater quantum of development was proposed over 5.35 ha.
13. The Testing Layout supplied by the appellant shows the houses filling more or less all of the available space within the development parcels shown on the Illustrative Masterplan. There is a notable absence of space for landscaping

³ Core Document 1 para 11.1

⁴ APP/K2420/W/17/3188948

integrated within the development, for example, along the primary and secondary residential streets. Furthermore, the density of housing on the Testing Layout is notably higher than the overriding residential context to the site, when you look at the plot sizes in particular. During the Inquiry I asked where there was a similar density of development in the vicinity of the appeal site to that shown on the Testing Layout but a detailed response was not forthcoming. The nearest comparable is Garner Close, but, overall, this is a more spacious development than that shown on the Testing Layout.

14. The Testing Layout is also, notably, for 100 houses, but up to 110 houses have been applied for. At the Inquiry the appellant explained that to fit a further 10 houses into the development parcels would require subdividing the largest plots, but this would not only increase density, and further reduce any opportunity for landscaping within the development parcels but would also reduce the housing mix.
15. As set out in Policy DM10 of the DPD new development should complement or enhance the character of the surrounding area with regard to, amongst other things, density. It also requires a high standard of landscaping where this would add to the quality of the design. Whilst the Illustrative Masterplan would allow for large areas of landscaped open space around the periphery of the development parcels, this does not justify creating a dense development with limited landscaping within them. Landscaping and buildings should be integrated to create well designed places and the quality of the spaces between buildings is as important as the buildings themselves.
16. On the evidence before me, therefore, I am not satisfied that a development of the quantum of houses proposed could be accommodated on the site in a manner which would respect the character and appearance of the area. In coming to this finding I have had regard to the appellant's concession to reduce the development to 'up to 95 dwellings' but there is no evidence before me of what this may look like, and I am not satisfied such a small reduction in dwellings would overcome my concerns.
17. I therefore find conflict with Policy DM10 of the DPD. I also find conflict with the National Planning Policy Framework (the Framework) which is clear that the creation of high quality, beautiful places, is fundamental to what the planning and development process should achieve.

Local views

18. The appeal site falls within designated countryside. It is broadly agreed between the main parties that the greatest visual effects of the development would be felt locally to the appeal site. Key views focused on at the Inquiry were from The Common, Dawsons Lane, and Shilton Lane.
19. At The Common, where there are currently paddocks enclosed by mature hedgerow sited at the edge of Barwell, this would be opened up to create a new access road into the development. As shown on the Illustrative Masterplan the new access road would cut across an area of green, open space to connect into the development parcels indicated to be located further to the north. As verified views 10.2, 10.3 and 10.4⁵ show, even at Year 15, there would be a dramatic change visually due to the introduction of such a hard, urban feature

⁵ Core Document 55h

into what is currently a green edge to Barwell. Whilst the land to the sides of the road could be landscaped this would do little to soften the visual impact of the road itself. It is also notable that the Illustrative Masterplan indicates the location of a sustainable drainage feature on the south side of the access road which would be an additional engineered structure in this area.

20. I turn now to Dawsons Lane which has an urban feel at its western end due to the presence of housing and industrial buildings. However, in the vicinity of the appeal site this increasingly changes to a more rural and open character due to the presence of mature and native hedgerows, paddocks, and allotments.
21. The section of Dawsons Lane which runs along the north boundary of the site is currently bound by thick hedgerow. It was put to me at the Inquiry that this hedgerow could be retained in order to screen views, and the Illustrative Masterplan indicates this also. The Testing Layout for 100 houses, however, shows two properties in very close proximity to Dawsons Lane which would create pressure for the removal of this hedgerow, and providing 110 houses would only add to this. The appellant is, however, willing to reduce the number of houses proposed down to 95 which would enable this hedgerow to be retained at reserved matters stage. Notwithstanding this, houses of the scale indicated, i.e., with a maximum height of 9m, would be visible above this hedgerow to users of Dawsons Lane. Therefore, even with the retention of this hedgerow Dawsons Lane would experience an urbanising impact as a result of the development.
22. Further to the east of Dawsons Lane and from within the allotments the development would be visible bringing built form closer to these areas and having an urbanising impact. It was put to me that landscaping in the form of extensive planting of trees could mitigate these effects. However, landscaping cannot be considered permanent, and all vegetation has a natural life cycle and is susceptible to disease. Furthermore, extensive planting of tree belts would, in any event, alter the existing open character of the site and the rural amenity it currently affords users of Dawsons Lane and the allotments.
23. On Shilton Road there is a viewpoint which looks over an open piece of land down towards the appeal site and beyond. The verified views show that, given the lie of the land, which falls steeply here, views of the development would be largely screened by the intervening landscape. However, at viewpoint 1a⁶ the development would be partially visible in this view resulting in some urbanising impacts here also.
24. Overall, therefore, I find that the proposed development would result in harmful visual impacts to the roads and footpaths immediately surrounding the site, resulting in an overall erosion of this green, open, and rural edge to Barwell. I therefore find conflict with Policy DM4 of the DPD which seeks to protect the intrinsic value, beauty, open character and landscape character of the countryside. Policy DM4 is, however, somewhat inconsistent with the Framework insofar as it is a more restrictive policy. Consequently, I reduce the weight to be afforded to this policy conflict.

⁶ Core Document 55h

Green Wedge

25. The appeal site falls within the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge. Core Strategy Policy 6 seeks to protect the role and function of the Green Wedge, which is to retain the separation of the three settlements helping to maintain their individual identities, and provide easy access from the urban areas into green spaces, thereby contributing towards the quality of life for local residents.
26. The proposal would result in the loss of Green Wedge land to housing. That is not in dispute.
27. In respect of settlement separation, the concern in this appeal relates to the separation of Barwell and Earl Shilton. These two settlements have merged already further to the north-east of the site. The development, of itself, would not worsen the existing situation on the ground as they would appear no less separate than they do currently.
28. In respect of providing access into green space for local residents, the site is currently used for private equine activities so there is no public access. The development could provide access into and through the site by way of the creation of new footpaths. However, its value as Green Wedge i.e., a green space, would be significantly diminished by the development. Furthermore, whilst footpaths across the site might provide a route to Burbage Common this is equally accessible along the Common and other routes.
29. Furthermore, even though public access is not currently available onto the appeal site, based on submissions from local residents, it is clear it still has a function as green space. It enhances the local area and makes an attractive contribution to the quality of life of nearby urban residents who are presently able to enjoy it from the adjacent public footpaths and allotments, for example. This would be diminished by the development.
30. By virtue of the physical loss of Green Wedge, and the resulting diminishing of its value and the effects that would have on the quality of life of local residents, I find that the development would not retain the function of the Green Wedge nor would it retain the visual appearance of the area. For these reasons it would conflict with Policy 6a) and d) of the CS.

Other matter

31. The Local Highway Authority (LHA) raise concern over the appellant's modelling of the junction of the A47/The Common/B4668 Leicester Road. The concern is that the appellant's capacity assessments for Junction 2 do not account for unequal lane use. Clarification is also required on traffic growth factors for the LHA to comment further. The figures before me, however, show that the development is forecast to have very little impact on the operation of this junction, adding a maximum of a 1 second delay on the A47 west during the pm peak hour. In any event, there is no evidence from the LHA that their concerns, if not resolved, would result in an unacceptable impact on highway safety or severe impacts on the road network.
32. Turning now to the A47/A447 Ashby Road/B4667 Ashby Road junction, with background traffic growth and committed development, which includes the Barwell Sustainable Urban Extension, this junction is forecast to operate over capacity during the 2034 future year scenario. That is without the development

before this appeal. This development would therefore further increase the degree of saturation here.

33. Although the appellant is willing to accept a proportion of responsibility for works to improve this junction, there is not an improvement scheme currently in place. The Council have suggested a condition requiring the appellant to submit for approval a scheme of mitigation for this junction and to implement the approved scheme prior to occupation. However, such a condition would not meet the relevant tests, not least because it would be unreasonable for this development to shoulder the full responsibility for upgrading this junction.
34. The position, therefore, is that the development would result in some harm to the Ashby Road junction and there is no suitable mitigation in place to resolve this. Notwithstanding this, the Council have failed to articulate the level of harm resulting to this junction or provide evidence that the effects on this junction would be significant. The Framework is clear that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is a high bar, and the Council have failed to provide substantive evidence to demonstrate this.
35. With these points in mind, I find no conflict with Policy DM17 of the DPD nor with the Framework paragraphs 110 or 111. Nevertheless, as identified, there would be some limited harm to highway safety and the road network, as a result of this development, and this must be weighed into the overall planning balance. I address this below.

Planning balance

36. The Council cannot currently demonstrate a five-year supply of deliverable housing sites which is agreed at 4.76 years. This renders the policies most important for determining this application out-of-date as set out at paragraph 11d) of the Framework. In this case there are no policies in the Framework that protect areas or assets of particular importance that provide a clear reason for refusing the development. Consequently, paragraph 11d) ii of the Framework applies, namely, consideration should be given as to whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
37. Taking the totality of harm that I have found to character and appearance I give this substantial weight. In addition to this I have found some limited harm to highway safety and the local road network. Taking the appellant's best case, up to 110 houses represents a significant benefit in terms of housing land supply, noting that a lack of 5 year housing land supply has been an ongoing issue since 2018, and a future requirement to contribute to Leicester City's unmet housing needs. Affordable housing is a further significant benefit. There would also be economic benefits during the construction phase and operational lifetime of the development which would contribute towards economic growth. Biodiversity Net Gain benefits and provision for self-build plots also weigh in favour of the development, and I note the appeal site is in a relatively accessible location. However, for the reasons already given I do not consider new access routes across the site to be anything more than a minimal benefit. Overall, I afford the benefits in this case significant weight.

38. Taking these points together I find that the adverse effects would significantly and demonstrably outweigh the benefits.

Conclusion

39. I have had regard to the development plan as a whole and the policies which weigh both in favour of the development and against it. I have also had regard to all material considerations. In applying planning judgement to these matters I find that planning permission should be refused. The appeal is therefore dismissed.

Hayley Butcher

INSPECTOR

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Hugh Richards,

He called: Jonathan Mark Billingsley
Laura Ashton

FOR THE APPELLANT:

D E Manley KC,

He called: Jeremy Peachey
Matthew Gilbert

INTERESTED PERSONS WHO SPOKE AT THE INQUIRY:

Paul Lamprell

Susan Lamprell

Nigel Vernon

DOCUMENTS SUBMITTED DURING THE INQUIRY:

1. Landscape, Visual and Green Wedge Matters Statement of Common Ground
2. Planning Statement of Common Ground
3. Appellant's Opening
4. Council's Opening
5. Appeal Decision APP/K2420/A/12/2188915 plus Layout
6. Testing Layout used for the appellant's visual montages
7. Comment from Sharon Hubbard
8. Appeal Decisions APP/K2420/C/19/3222721 and APP/K2420/W/19/3222720
9. Comments from Mrs Janet Farrell
10. Draft conditions
11. Council's closing
12. Appellant's closing

Appendix B LCC Cycle Map

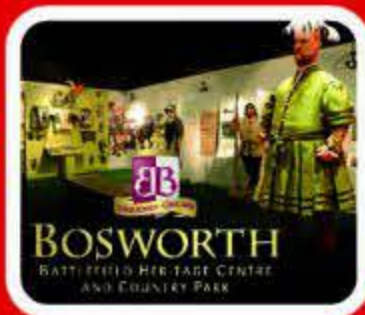
Cycling in the Hinckley and Bosworth area

The towns of **Hinckley** and **Market Bosworth** are surrounded by many of Leicestershire's prettiest villages and rolling countryside.



Burbage as well as routes around the town centre and railway station.

The area is home to one of the country's most important historical sites – **Bosworth Battlefield** and its award winning Heritage Centre. The site includes some fantastic walking and cycling routes, and the Tithe Barn Restaurant is a great place to go for a rest stop.



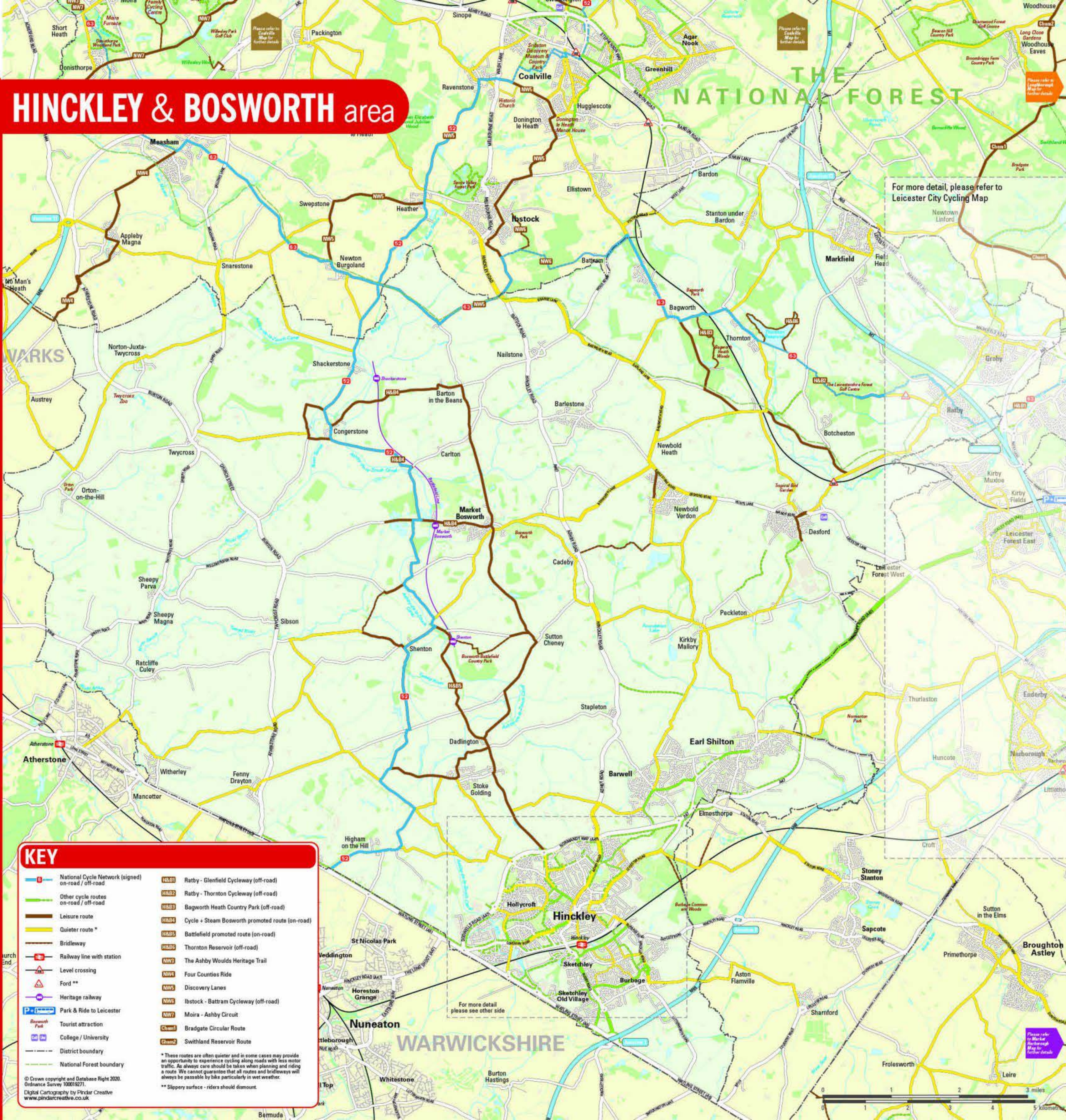
Close by is the **Ashby Canal**, with waterside routes and the **Battlefield Line** – complete the unique 'Cycle and Steam' circular route from Shackerstone or Shenton stations, returning with your bike on the heritage railway line.

Nestled further east on the edge of Charnwood Forest is **Thornton Reservoir**, another of Leicestershire's great leisure cycling routes including a marked woodland track.



Leicestershire's **Choose How You Move** campaign helps people to get fit, save money, have fun and help the environment - by leaving their cars at home. Choose how you move by walking, cycling, using public transport or car sharing for everyday journeys.

For information about cycling and other forms of sustainable transport visit our website: choosehowyoumove.co.uk



KEY

- National Cycle Network (signed) on-road / off-road
- Other cycle routes on-road / off-road
- Leisure route
- Quieter route *
- Bridleway
- Railway line with station
- Level crossing
- Ford **
- Heritage railway
- Park & Ride to Leicester
- Tourist attraction
- College / University
- District boundary
- National Forest boundary

- H&B1 Ratby - Glenfield Cycleway (off-road)
- H&B2 Ratby - Thornton Cycleway (off-road)
- H&B3 Bagworth Heath Country Park (off-road)
- H&B4 Cycle + Steam Bosworth promoted route (on-road)
- H&B5 Battlefield promoted route (on-road)
- H&B6 Thornton Reservoir (off-road)
- NW3 The Ashby Woods Heritage Trail
- NW4 Four Counties Ride
- NW5 Discovery Lanes
- NW6 Ibstock - Batram Cycleway (off-road)
- NW7 Moira - Ashby Circuit
- Cham1 Bradgate Circular Route
- Cham2 Swithland Reservoir Route

* These routes are often quieter and in some cases may provide an opportunity to experience cycling along roads with less motor traffic. As always care should be taken when planning and riding a route. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather.

** Slippery surface - riders should dismount.

Choose how you move.co.uk

For further information and online cycle mapping visit www.choosehowyoumove.co.uk/cycling

AREA

HINCKLEY & BOSWORTH

Cycling map

2020

Leicestershire County Council

Not FREE

Choose how you move.co.uk

Download or view our other cycling maps at www.choosehowyoumove.co.uk/cycling

If you would like help in understanding the text on this leaflet in an alternative language or require it in a large font/audio format please contact Leicestershire County Council on 0116 305 0001. The map section can be enlarged if required.

Users of these routes do so at their own risk. Refer to the Good Cycling Tips inside this leaflet.

Produced and printed by Pindar Creative www.pindarcreative.co.uk

Map of Leicestershire showing the location of the Hinckley and Bosworth area.

Walk. Run. Cycle. For points and prizes!

Walk, run or cycle in Leicestershire to earn points for high-street vouchers or donating to charity.

- Download the free **BetterPoints** app
- Record your journeys to earn points and the chance to win prizes
- Donate your points to charity or exchange them for rewards!

Get started at choosehowyoumove.betterpoints.uk

Image of a smartphone displaying the BetterPoints app.

Appendix C MCC Traffic Surveys

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.1: Westbound from Shilton Road to High Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	0	0	0	2	9	11.00
0715 - 0730	1	0	8	0	1	0	0	0	10	9.20
0730 - 0745	0	0	9	0	1	0	0	1	11	12.00
0745 - 0800	1	0	12	0	1	0	0	1	15	15.20
Hourly Total	2	0	36	0	3	0	0	4	45	47.40
Hourly Average	0.50	0.00	9.00	0.00	0.75	0.00	0.00	1.00	11.25	11.85
0800 - 0815	1	1	13	0	2	0	0	0	17	15.60
0815 - 0830	0	0	14	1	0	0	0	1	16	17.00
0830 - 0845	2	1	20	0	3	0	0	2	28	27.80
0845 - 0900	0	0	13	0	1	0	0	2	16	18.00
Hourly Total	3	2	60	1	6	0	0	5	77	78.40
Hourly Average	0.75	0.50	15.00	0.25	1.50	0.00	0.00	1.25	19.25	19.60
0900 - 0915	0	0	18	0	3	0	0	1	22	23.00
0915 - 0930	0	0	7	0	3	0	0	2	12	14.00
0930 - 0945	0	1	8	0	4	0	0	2	15	16.40
0945 - 1000	0	0	6	0	3	0	0	1	10	11.00
Hourly Total	0	1	39	0	13	0	0	6	59	64.40
Hourly Average	0.00	0.25	9.75	0.00	3.25	0.00	0.00	1.50	14.75	16.10
Session Total	5	3	135	1	22	0	0	15	181	190.20
Session Average	0.42	0.25	11.25	0.08	1.83	0.00	0.00	1.25	15.08	15.85

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.1: Westbound from Shilton Road to High Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	9	0	0	0	0	0	9	9.00
1515 - 1530	2	0	22	1	2	0	0	2	29	29.40
1530 - 1545	1	0	8	0	2	0	0	3	14	16.20
1545 - 1600	0	0	6	0	2	0	0	1	9	10.00
Hourly Total	3	0	45	1	6	0	0	6	61	64.60
Hourly Average	0.75	0.00	11.25	0.25	1.50	0.00	0.00	1.50	15.25	16.15
1600 - 1615	0	0	8	0	3	0	0	1	12	13.00
1615 - 1630	2	0	14	0	4	0	0	2	22	22.40
1630 - 1645	1	0	8	0	3	0	0	1	13	13.20
1645 - 1700	2	0	11	0	1	0	0	3	17	18.40
Hourly Total	5	0	41	0	11	0	0	7	64	67.00
Hourly Average	1.25	0.00	10.25	0.00	2.75	0.00	0.00	1.75	16.00	16.75
1700 - 1715	0	0	6	0	2	0	0	0	8	8.00
1715 - 1730	3	0	17	0	3	0	0	1	24	22.60
1730 - 1745	0	0	7	0	2	0	0	2	11	13.00
1745 - 1800	0	0	11	0	0	0	0	3	14	17.00
Hourly Total	3	0	41	0	7	0	0	6	57	60.60
Hourly Average	0.75	0.00	10.25	0.00	1.75	0.00	0.00	1.50	14.25	15.15
1800 - 1815	0	0	9	0	2	0	0	1	12	13.00
1815 - 1830	1	0	9	0	0	0	0	3	13	15.20
1830 - 1845	1	0	10	0	0	1	0	1	13	13.70
1845 - 1900	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	2	0	31	0	4	1	0	5	43	46.90
Hourly Average	0.50	0.00	7.75	0.00	1.00	0.25	0.00	1.25	10.75	11.73
Session Total	13	0	158	1	28	1	0	24	225	239.10
Session Average	0.81	0.00	9.88	0.06	1.75	0.06	0.00	1.50	14.06	14.94

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.2: Right from Shilton Road to Stapleton Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	3	0	0	0	12	12.00
0715 - 0730	0	0	6	0	2	0	0	0	8	8.00
0730 - 0745	0	0	13	0	4	0	0	0	17	17.00
0745 - 0800	1	0	16	0	4	1	0	0	22	21.70
Hourly Total	1	0	44	0	13	1	0	0	59	58.70
Hourly Average	0.25	0.00	11.00	0.00	3.25	0.25	0.00	0.00	14.75	14.68
0800 - 0815	1	0	17	0	4	0	0	0	22	21.20
0815 - 0830	0	0	19	0	4	0	0	0	23	23.00
0830 - 0845	0	0	15	1	1	1	0	0	18	18.50
0845 - 0900	1	0	10	1	1	0	0	0	13	12.20
Hourly Total	2	0	61	2	10	1	0	0	76	74.90
Hourly Average	0.50	0.00	15.25	0.50	2.50	0.25	0.00	0.00	19.00	18.73
0900 - 0915	0	0	9	0	3	1	0	0	13	13.50
0915 - 0930	1	0	6	0	1	0	0	0	8	7.20
0930 - 0945	0	0	7	1	3	0	0	0	11	11.00
0945 - 1000	0	0	13	0	4	0	0	0	17	17.00
Hourly Total	1	0	35	1	11	1	0	0	49	48.70
Hourly Average	0.25	0.00	8.75	0.25	2.75	0.25	0.00	0.00	12.25	12.18
Session Total	4	0	140	3	34	3	0	0	184	182.30
Session Average	0.33	0.00	11.67	0.25	2.83	0.25	0.00	0.00	15.33	15.19

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.2: Right from Shilton Road to Stapleton Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	11	0	2	0	0	0	13	13.00
1515 - 1530	0	0	16	0	4	0	1	0	21	22.30
1530 - 1545	0	0	9	0	2	0	0	0	11	11.00
1545 - 1600	0	0	22	0	2	0	0	0	24	24.00
Hourly Total	0	0	58	0	10	0	1	0	69	70.30
Hourly Average	0.00	0.00	14.50	0.00	2.50	0.00	0.25	0.00	17.25	17.58
1600 - 1615	0	0	8	0	5	0	0	0	13	13.00
1615 - 1630	0	0	21	0	3	0	0	0	24	24.00
1630 - 1645	0	0	26	0	6	0	0	0	32	32.00
1645 - 1700	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	65	0	15	0	0	0	80	80.00
Hourly Average	0.00	0.00	16.25	0.00	3.75	0.00	0.00	0.00	20.00	20.00
1700 - 1715	0	0	16	0	4	0	0	0	20	20.00
1715 - 1730	0	0	14	1	2	0	0	0	17	17.00
1730 - 1745	1	0	21	0	4	0	0	0	26	25.20
1745 - 1800	0	0	19	0	2	0	0	0	21	21.00
Hourly Total	1	0	70	1	12	0	0	0	84	83.20
Hourly Average	0.25	0.00	17.50	0.25	3.00	0.00	0.00	0.00	21.00	20.80
1800 - 1815	0	0	10	0	1	0	0	0	11	11.00
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
1830 - 1845	0	0	10	0	1	0	0	0	11	11.00
1845 - 1900	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	33	0	4	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.25	0.00	1.00	0.00	0.00	0.00	9.25	9.25
Session Total	1	0	226	1	41	0	1	0	270	270.50
Session Average	0.06	0.00	14.13	0.06	2.56	0.00	0.06	0.00	16.88	16.91

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.4: Left from Chapel Street to High Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	3	0	1	0	0	0	4	4.00
0730 - 0745	1	1	9	0	0	0	0	0	11	9.60
0745 - 0800	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	1	1	21	0	3	0	0	0	26	24.60
Hourly Average	0.25	0.25	5.25	0.00	0.75	0.00	0.00	0.00	6.50	6.15
0800 - 0815	0	0	9	0	0	0	0	0	9	9.00
0815 - 0830	0	0	14	0	3	0	0	0	17	17.00
0830 - 0845	0	0	12	0	1	0	0	0	13	13.00
0845 - 0900	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	40	0	5	0	0	0	45	45.00
Hourly Average	0.00	0.00	10.00	0.00	1.25	0.00	0.00	0.00	11.25	11.25
0900 - 0915	0	0	10	0	0	0	0	0	10	10.00
0915 - 0930	0	0	14	0	1	0	0	0	15	15.00
0930 - 0945	0	0	8	0	1	0	0	0	9	9.00
0945 - 1000	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	40	0	3	0	0	0	43	43.00
Hourly Average	0.00	0.00	10.00	0.00	0.75	0.00	0.00	0.00	10.75	10.75
Session Total	1	1	101	0	11	0	0	0	114	112.60
Session Average	0.08	0.08	8.42	0.00	0.92	0.00	0.00	0.00	9.50	9.38

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.4: Left from Chapel Street to High Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	8	0	0	0	0	0	8	8.00
1515 - 1530	1	0	9	0	3	0	0	0	13	12.20
1530 - 1545	1	0	12	0	2	0	0	0	15	14.20
1545 - 1600	0	0	9	0	4	0	0	0	13	13.00
Hourly Total	2	0	38	0	9	0	0	0	49	47.40
Hourly Average	0.50	0.00	9.50	0.00	2.25	0.00	0.00	0.00	12.25	11.85
1600 - 1615	0	0	7	0	1	0	0	0	8	8.00
1615 - 1630	1	0	10	0	2	0	0	0	13	12.20
1630 - 1645	0	0	9	0	0	0	0	0	9	9.00
1645 - 1700	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	1	0	37	0	5	0	0	0	43	42.20
Hourly Average	0.25	0.00	9.25	0.00	1.25	0.00	0.00	0.00	10.75	10.55
1700 - 1715	0	0	5	0	1	0	0	0	6	6.00
1715 - 1730	0	0	11	0	1	0	0	0	12	12.00
1730 - 1745	0	0	9	0	4	0	0	0	13	13.00
1745 - 1800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	31	0	7	0	0	0	38	38.00
Hourly Average	0.00	0.00	7.75	0.00	1.75	0.00	0.00	0.00	9.50	9.50
1800 - 1815	0	0	13	0	0	0	0	0	13	13.00
1815 - 1830	0	0	10	0	1	1	0	0	12	12.50
1830 - 1845	0	0	8	0	0	0	0	0	8	8.00
1845 - 1900	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	43	0	2	1	0	0	46	46.50
Hourly Average	0.00	0.00	10.75	0.00	0.50	0.25	0.00	0.00	11.50	11.63
Session Total	3	0	149	0	23	1	0	0	176	174.10
Session Average	0.19	0.00	9.31	0.00	1.44	0.06	0.00	0.00	11.00	10.88

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.5: Northbound from Chapel Street to Stapleton Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	0	2	0	0	0	17	17.00
0715 - 0730	0	1	16	0	6	0	0	0	23	22.40
0730 - 0745	0	0	18	1	8	0	0	1	28	29.00
0745 - 0800	0	0	44	1	6	0	0	0	51	51.00
Hourly Total	0	1	93	2	22	0	0	1	119	119.40
Hourly Average	0.00	0.25	23.25	0.50	5.50	0.00	0.00	0.25	29.75	29.85
0800 - 0815	0	0	28	1	6	0	0	0	35	35.00
0815 - 0830	0	0	32	0	5	0	0	0	37	37.00
0830 - 0845	0	0	27	0	8	0	0	0	35	35.00
0845 - 0900	0	0	27	5	7	1	0	1	41	42.50
Hourly Total	0	0	114	6	26	1	0	1	148	149.50
Hourly Average	0.00	0.00	28.50	1.50	6.50	0.25	0.00	0.25	37.00	37.38
0900 - 0915	0	0	31	1	6	2	0	0	40	41.00
0915 - 0930	0	0	27	2	4	1	0	0	34	34.50
0930 - 0945	0	1	15	0	10	1	0	0	27	26.90
0945 - 1000	0	0	18	0	4	1	1	0	24	25.80
Hourly Total	0	1	91	3	24	5	1	0	125	128.20
Hourly Average	0.00	0.25	22.75	0.75	6.00	1.25	0.25	0.00	31.25	32.05
Session Total	0	2	298	11	72	6	1	2	392	397.10
Session Average	0.00	0.17	24.83	0.92	6.00	0.50	0.08	0.17	32.67	33.09

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.5: Northbound from Chapel Street to Stapleton Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	40	0	4	0	0	0	44	44.00
1515 - 1530	0	0	53	0	7	1	0	1	62	63.50
1530 - 1545	0	0	43	0	1	1	0	0	45	45.50
1545 - 1600	1	0	37	0	8	0	0	1	47	47.20
Hourly Total	1	0	173	0	20	2	0	2	198	200.20
Hourly Average	0.25	0.00	43.25	0.00	5.00	0.50	0.00	0.50	49.50	50.05
1600 - 1615	0	0	42	0	5	0	0	0	47	47.00
1615 - 1630	0	0	37	0	10	1	0	0	48	48.50
1630 - 1645	0	1	44	0	9	0	0	0	54	53.40
1645 - 1700	0	0	37	0	5	1	0	1	44	45.50
Hourly Total	0	1	160	0	29	2	0	1	193	194.40
Hourly Average	0.00	0.25	40.00	0.00	7.25	0.50	0.00	0.25	48.25	48.60
1700 - 1715	0	0	50	0	6	0	0	0	56	56.00
1715 - 1730	1	0	55	0	7	0	0	0	63	62.20
1730 - 1745	0	0	49	0	3	0	0	0	52	52.00
1745 - 1800	0	0	45	1	9	0	0	1	56	57.00
Hourly Total	1	0	199	1	25	0	0	1	227	227.20
Hourly Average	0.25	0.00	49.75	0.25	6.25	0.00	0.00	0.25	56.75	56.80
1800 - 1815	0	1	46	0	5	1	0	0	53	52.90
1815 - 1830	0	0	53	0	5	0	0	0	58	58.00
1830 - 1845	0	1	36	0	3	0	1	0	41	41.70
1845 - 1900	0	0	38	0	1	0	0	1	40	41.00
Hourly Total	0	2	173	0	14	1	1	1	192	193.60
Hourly Average	0.00	0.50	43.25	0.00	3.50	0.25	0.25	0.25	48.00	48.40
Session Total	2	3	705	1	88	5	1	5	810	815.40
Session Average	0.13	0.19	44.06	0.06	5.50	0.31	0.06	0.31	50.63	50.96

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.6: Right from Chapel Street to Shilton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	2	0	0	0	3	3.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	15	0	3	0	0	0	18	18.00
Hourly Average	0.00	0.00	3.75	0.00	0.75	0.00	0.00	0.00	4.50	4.50
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	5	0	1	0	0	0	6	6.00
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	20	0	1	0	0	0	21	21.00
Hourly Average	0.00	0.00	5.00	0.00	0.25	0.00	0.00	0.00	5.25	5.25
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	1	0	5	0	2	0	0	0	8	7.20
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	3	0	0	1	0	0	4	4.50
Hourly Total	1	0	14	0	3	1	0	0	19	18.70
Hourly Average	0.25	0.00	3.50	0.00	0.75	0.25	0.00	0.00	4.75	4.68
Session Total	1	0	49	0	7	1	0	0	58	57.70
Session Average	0.08	0.00	4.08	0.00	0.58	0.08	0.00	0.00	4.83	4.81

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.6: Right from Chapel Street to Shilton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	4	0	2	0	0	0	6	6.00
1515 - 1530	0	0	7	0	2	0	0	0	9	9.00
1530 - 1545	0	0	8	0	1	0	0	0	9	9.00
1545 - 1600	0	0	6	0	0	2	0	0	8	9.00
Hourly Total	0	0	25	0	5	2	0	0	32	33.00
Hourly Average	0.00	0.00	6.25	0.00	1.25	0.50	0.00	0.00	8.00	8.25
1600 - 1615	0	0	3	0	2	0	0	0	5	5.00
1615 - 1630	0	0	8	0	0	0	0	0	8	8.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	18	0	3	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.00	0.00	0.00	5.25	5.25
1700 - 1715	0	0	8	0	1	0	0	0	9	9.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	27	0	2	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.75	0.00	0.50	0.00	0.00	0.00	7.25	7.25
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	0	0	9	0	1	0	0	0	10	10.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	23	0	1	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.75	0.00	0.25	0.00	0.00	0.00	6.00	6.00
Session Total	0	0	93	0	11	2	0	0	106	107.00
Session Average	0.00	0.00	5.81	0.00	0.69	0.13	0.00	0.00	6.63	6.69

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.7: Left from High Street to Stapleton Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	2	0	0	0	7	7.00
0715 - 0730	1	0	5	0	2	0	0	0	8	7.20
0730 - 0745	1	0	10	0	2	0	0	1	14	14.20
0745 - 0800	0	0	12	1	2	0	0	0	15	15.00
Hourly Total	2	0	32	1	8	0	0	1	44	43.40
Hourly Average	0.50	0.00	8.00	0.25	2.00	0.00	0.00	0.25	11.00	10.85
0800 - 0815	0	0	5	0	2	0	0	0	7	7.00
0815 - 0830	3	0	12	0	0	0	0	1	16	14.60
0830 - 0845	1	0	30	2	0	0	0	0	33	32.20
0845 - 0900	0	0	18	2	2	0	0	0	22	22.00
Hourly Total	4	0	65	4	4	0	0	1	78	75.80
Hourly Average	1.00	0.00	16.25	1.00	1.00	0.00	0.00	0.25	19.50	18.95
0900 - 0915	0	0	14	1	0	0	0	0	15	15.00
0915 - 0930	0	0	9	0	2	0	0	0	11	11.00
0930 - 0945	0	0	10	0	6	1	0	0	17	17.50
0945 - 1000	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	42	1	10	1	0	0	54	54.50
Hourly Average	0.00	0.00	10.50	0.25	2.50	0.25	0.00	0.00	13.50	13.63
Session Total	6	0	139	6	22	1	0	2	176	173.70
Session Average	0.50	0.00	11.58	0.50	1.83	0.08	0.00	0.17	14.67	14.48

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.7: Left from High Street to Stapleton Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	15	3	1	0	0	0	19	19.00
1515 - 1530	0	0	28	0	3	0	0	0	31	31.00
1530 - 1545	0	0	17	0	0	0	0	0	17	17.00
1545 - 1600	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	0	0	81	3	4	0	0	0	88	88.00
Hourly Average	0.00	0.00	20.25	0.75	1.00	0.00	0.00	0.00	22.00	22.00
1600 - 1615	0	0	24	0	6	0	0	0	30	30.00
1615 - 1630	0	0	15	0	2	0	0	0	17	17.00
1630 - 1645	0	0	25	0	0	0	0	0	25	25.00
1645 - 1700	1	0	20	0	3	0	0	0	24	23.20
Hourly Total	1	0	84	0	11	0	0	0	96	95.20
Hourly Average	0.25	0.00	21.00	0.00	2.75	0.00	0.00	0.00	24.00	23.80
1700 - 1715	0	0	26	0	0	0	0	0	26	26.00
1715 - 1730	0	1	22	0	7	0	0	0	30	29.40
1730 - 1745	0	0	23	0	7	0	0	0	30	30.00
1745 - 1800	0	0	24	0	3	0	0	0	27	27.00
Hourly Total	0	1	95	0	17	0	0	0	113	112.40
Hourly Average	0.00	0.25	23.75	0.00	4.25	0.00	0.00	0.00	28.25	28.10
1800 - 1815	0	0	13	0	4	0	0	0	17	17.00
1815 - 1830	1	0	25	0	1	0	0	0	27	26.20
1830 - 1845	1	0	12	0	2	0	0	0	15	14.20
1845 - 1900	1	0	16	0	3	0	0	0	20	19.20
Hourly Total	3	0	66	0	10	0	0	0	79	76.60
Hourly Average	0.75	0.00	16.50	0.00	2.50	0.00	0.00	0.00	19.75	19.15
Session Total	4	1	326	3	42	0	0	0	376	372.20
Session Average	0.25	0.06	20.38	0.19	2.63	0.00	0.00	0.00	23.50	23.26

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.8: Eastbound from High Street to Shilton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	1	4	5.00
0715 - 0730	0	0	5	0	1	0	0	2	8	10.00
0730 - 0745	0	0	7	0	0	0	0	1	8	9.00
0745 - 0800	0	0	5	0	0	0	0	2	7	9.00
Hourly Total	0	0	19	0	2	0	0	6	27	33.00
Hourly Average	0.00	0.00	4.75	0.00	0.50	0.00	0.00	1.50	6.75	8.25
0800 - 0815	0	0	12	0	0	0	0	3	15	18.00
0815 - 0830	1	0	14	0	3	0	0	0	18	17.20
0830 - 0845	0	0	9	0	1	1	0	3	14	17.50
0845 - 0900	0	0	11	0	3	1	0	1	16	17.50
Hourly Total	1	0	46	0	7	2	0	7	63	70.20
Hourly Average	0.25	0.00	11.50	0.00	1.75	0.50	0.00	1.75	15.75	17.55
0900 - 0915	0	0	7	0	3	0	0	2	12	14.00
0915 - 0930	0	0	9	0	2	0	0	1	12	13.00
0930 - 0945	0	0	6	0	0	0	0	2	8	10.00
0945 - 1000	0	0	10	0	4	0	0	2	16	18.00
Hourly Total	0	0	32	0	9	0	0	7	48	55.00
Hourly Average	0.00	0.00	8.00	0.00	2.25	0.00	0.00	1.75	12.00	13.75
Session Total	1	0	97	0	18	2	0	20	138	158.20
Session Average	0.08	0.00	8.08	0.00	1.50	0.17	0.00	1.67	11.50	13.18

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.8: Eastbound from High Street to Shilton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	8	0	1	1	0	0	11	10.90
1515 - 1530	0	0	10	0	2	0	0	3	15	18.00
1530 - 1545	0	1	8	1	2	0	0	1	13	13.40
1545 - 1600	0	0	21	0	4	0	0	2	27	29.00
Hourly Total	0	2	47	1	9	1	0	6	66	71.30
Hourly Average	0.00	0.50	11.75	0.25	2.25	0.25	0.00	1.50	16.50	17.83
1600 - 1615	0	0	12	0	0	0	0	1	13	14.00
1615 - 1630	0	0	16	0	2	0	0	2	20	22.00
1630 - 1645	1	0	14	0	2	0	0	2	19	20.20
1645 - 1700	0	0	11	0	1	0	0	1	13	14.00
Hourly Total	1	0	53	0	5	0	0	6	65	70.20
Hourly Average	0.25	0.00	13.25	0.00	1.25	0.00	0.00	1.50	16.25	17.55
1700 - 1715	1	0	18	0	2	0	0	2	23	24.20
1715 - 1730	1	1	8	0	2	0	0	1	13	12.60
1730 - 1745	0	0	10	0	0	0	0	1	11	12.00
1745 - 1800	2	0	13	0	1	0	0	2	18	18.40
Hourly Total	4	1	49	0	5	0	0	6	65	67.20
Hourly Average	1.00	0.25	12.25	0.00	1.25	0.00	0.00	1.50	16.25	16.80
1800 - 1815	0	0	17	0	3	0	0	0	20	20.00
1815 - 1830	0	0	14	0	2	0	0	2	18	20.00
1830 - 1845	2	0	7	0	1	0	0	1	11	10.40
1845 - 1900	0	0	9	0	1	0	0	1	11	12.00
Hourly Total	2	0	47	0	7	0	0	4	60	62.40
Hourly Average	0.50	0.00	11.75	0.00	1.75	0.00	0.00	1.00	15.00	15.60
Session Total	7	3	196	1	26	1	0	22	256	271.10
Session Average	0.44	0.19	12.25	0.06	1.63	0.06	0.00	1.38	16.00	16.94

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.9: U-Turn from High Street to High Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	1	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	7	0	1	0	0	0	8	8.00
Session Average	0.00	0.00	0.58	0.00	0.08	0.00	0.00	0.00	0.67	0.67

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.9: U-Turn from High Street to High Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	5	0	2	0	0	0	7	7.00
Session Average	0.00	0.00	0.31	0.00	0.13	0.00	0.00	0.00	0.44	0.44

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.10: Left from Stapleton Lane to Shilton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	19	0	4	0	0	0	23	23.00
0715 - 0730	0	2	24	0	3	0	0	0	29	27.80
0730 - 0745	0	0	24	0	9	1	0	0	34	34.50
0745 - 0800	0	1	32	0	9	0	0	0	42	41.40
Hourly Total	0	3	99	0	25	1	0	0	128	126.70
Hourly Average	0.00	0.75	24.75	0.00	6.25	0.25	0.00	0.00	32.00	31.68
0800 - 0815	0	0	32	0	7	0	0	0	39	39.00
0815 - 0830	0	0	31	0	10	0	0	0	41	41.00
0830 - 0845	0	0	25	0	7	0	0	0	32	32.00
0845 - 0900	0	0	41	0	5	2	0	0	48	49.00
Hourly Total	0	0	129	0	29	2	0	0	160	161.00
Hourly Average	0.00	0.00	32.25	0.00	7.25	0.50	0.00	0.00	40.00	40.25
0900 - 0915	0	0	31	0	5	0	0	0	36	36.00
0915 - 0930	0	0	24	1	4	2	0	0	31	32.00
0930 - 0945	0	0	17	0	4	1	0	0	22	22.50
0945 - 1000	0	0	14	0	5	1	0	0	20	20.50
Hourly Total	0	0	86	1	18	4	0	0	109	111.00
Hourly Average	0.00	0.00	21.50	0.25	4.50	1.00	0.00	0.00	27.25	27.75
Session Total	0	3	314	1	72	7	0	0	397	398.70
Session Average	0.00	0.25	26.17	0.08	6.00	0.58	0.00	0.00	33.08	33.23

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.10: Left from Stapleton Lane to Shilton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	2	26	1	4	1	0	0	34	33.30
1515 - 1530	0	0	38	3	6	0	0	0	47	47.00
1530 - 1545	0	0	17	0	5	0	0	0	22	22.00
1545 - 1600	0	0	28	1	5	0	1	0	35	36.30
Hourly Total	0	2	109	5	20	1	1	0	138	138.60
Hourly Average	0.00	0.50	27.25	1.25	5.00	0.25	0.25	0.00	34.50	34.65
1600 - 1615	0	0	35	0	4	1	0	0	40	40.50
1615 - 1630	0	0	36	0	6	0	0	0	42	42.00
1630 - 1645	0	0	41	0	9	0	0	0	50	50.00
1645 - 1700	1	0	37	0	5	0	0	0	43	42.20
Hourly Total	1	0	149	0	24	1	0	0	175	174.70
Hourly Average	0.25	0.00	37.25	0.00	6.00	0.25	0.00	0.00	43.75	43.68
1700 - 1715	0	0	27	0	5	1	0	0	33	33.50
1715 - 1730	0	0	32	0	9	0	0	0	41	41.00
1730 - 1745	0	0	34	0	6	0	0	0	40	40.00
1745 - 1800	0	1	27	0	3	0	0	0	31	30.40
Hourly Total	0	1	120	0	23	1	0	0	145	144.90
Hourly Average	0.00	0.25	30.00	0.00	5.75	0.25	0.00	0.00	36.25	36.23
1800 - 1815	0	0	14	0	5	0	0	0	19	19.00
1815 - 1830	0	0	14	0	6	0	0	0	20	20.00
1830 - 1845	1	0	21	0	3	0	0	0	25	24.20
1845 - 1900	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	1	0	65	0	15	0	0	0	81	80.20
Hourly Average	0.25	0.00	16.25	0.00	3.75	0.00	0.00	0.00	20.25	20.05
Session Total	2	3	443	5	82	3	1	0	539	538.40
Session Average	0.13	0.19	27.69	0.31	5.13	0.19	0.06	0.00	33.69	33.65

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.11: Right from Stapleton Lane to High Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	19	0	2	0	0	1	22	23.00
0715 - 0730	0	0	16	0	3	1	0	0	20	20.50
0730 - 0745	2	2	19	2	5	0	0	0	30	27.20
0745 - 0800	1	0	30	1	5	0	0	0	37	36.20
Hourly Total	3	2	84	3	15	1	0	1	109	106.90
Hourly Average	0.75	0.50	21.00	0.75	3.75	0.25	0.00	0.25	27.25	26.73
0800 - 0815	0	0	25	1	3	1	0	0	30	30.50
0815 - 0830	0	0	38	1	0	0	0	1	40	41.00
0830 - 0845	0	0	47	1	2	0	0	0	50	50.00
0845 - 0900	1	0	30	0	2	0	0	0	33	32.20
Hourly Total	1	0	140	3	7	1	0	1	153	153.70
Hourly Average	0.25	0.00	35.00	0.75	1.75	0.25	0.00	0.25	38.25	38.43
0900 - 0915	0	0	35	6	3	0	0	0	44	44.00
0915 - 0930	0	0	19	0	0	0	0	1	20	21.00
0930 - 0945	0	0	11	1	1	0	0	0	13	13.00
0945 - 1000	0	2	16	0	2	0	0	0	20	18.80
Hourly Total	0	2	81	7	6	0	0	1	97	96.80
Hourly Average	0.00	0.50	20.25	1.75	1.50	0.00	0.00	0.25	24.25	24.20
Session Total	4	4	305	13	28	2	0	3	359	357.40
Session Average	0.33	0.33	25.42	1.08	2.33	0.17	0.00	0.25	29.92	29.78

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.11: Right from Stapleton Lane to High Street								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	28	3	1	0	0	0	32	32.00
1515 - 1530	1	0	27	0	2	0	0	1	31	31.20
1530 - 1545	0	0	29	1	3	0	1	0	34	35.30
1545 - 1600	0	0	21	1	6	0	0	0	28	28.00
Hourly Total	1	0	105	5	12	0	1	1	125	126.50
Hourly Average	0.25	0.00	26.25	1.25	3.00	0.00	0.25	0.25	31.25	31.63
1600 - 1615	2	0	19	1	4	0	0	0	26	24.40
1615 - 1630	0	1	26	0	7	0	0	0	34	33.40
1630 - 1645	1	0	19	0	3	0	0	1	24	24.20
1645 - 1700	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	3	1	87	1	17	0	0	1	110	108.00
Hourly Average	0.75	0.25	21.75	0.25	4.25	0.00	0.00	0.25	27.50	27.00
1700 - 1715	0	0	35	0	1	0	0	0	36	36.00
1715 - 1730	3	0	23	0	6	0	0	1	33	31.60
1730 - 1745	0	0	28	0	2	0	0	0	30	30.00
1745 - 1800	0	0	32	0	3	0	0	0	35	35.00
Hourly Total	3	0	118	0	12	0	0	1	134	132.60
Hourly Average	0.75	0.00	29.50	0.00	3.00	0.00	0.00	0.25	33.50	33.15
1800 - 1815	0	0	35	0	3	0	0	0	38	38.00
1815 - 1830	1	1	16	0	3	0	0	0	21	19.60
1830 - 1845	0	0	12	0	4	0	0	2	18	20.00
1845 - 1900	0	0	26	0	1	0	0	0	27	27.00
Hourly Total	1	1	89	0	11	0	0	2	104	104.60
Hourly Average	0.25	0.25	22.25	0.00	2.75	0.00	0.00	0.50	26.00	26.15
Session Total	8	2	399	6	52	0	1	5	473	471.70
Session Average	0.50	0.13	24.94	0.38	3.25	0.00	0.06	0.31	29.56	29.48

Barwell, Leicestershire
Classified Junction Count

Site 1 of 5
Shilton Road
Chapel Street
High Street
Stapleton Lane

Lat/Long
lat 52.567715° lon -1.345816°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.12: U-Turn from Stapleton Lane to Stapleton Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	6	0	0	0	0	0	6	6.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	11	0	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00	2.75	2.75
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	4	0	1	0	0	0	5	5.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	11	0	2	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.75	0.00	0.50	0.00	0.00	0.00	3.25	3.25
Session Total	0	0	26	0	3	0	0	0	29	29.00
Session Average	0.00	0.00	2.17	0.00	0.25	0.00	0.00	0.00	2.42	2.42

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.12: U-Turn from Stapleton Lane to Stapleton Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	2	0	2	0	0	0	4	4.00
1515 - 1530	0	0	3	0	0	0	0	0	3	3.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.00	0.50	0.00	0.00	0.00	2.50	2.50
1600 - 1615	0	0	5	0	1	0	0	0	6	6.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	13	0	2	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.00	0.00	0.00	3.75	3.75
1700 - 1715	0	0	8	0	2	0	0	0	10	10.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	6	0	1	0	0	0	7	7.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	25	0	3	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.25	0.00	0.75	0.00	0.00	0.00	7.00	7.00
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	0	0	8	0	0	0	0	0	8	8.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	20	0	0	0	0	0	20	20.00
Hourly Average	0.00	0.00	5.00	0.00	0.00	0.00	0.00	0.00	5.00	5.00
Session Total	0	0	66	0	7	0	0	0	73	73.00
Session Average	0.00	0.00	4.13	0.00	0.44	0.00	0.00	0.00	4.56	4.56

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 2.1: Left from A47 Leicester Road to B4668 Leicester Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	66	0	13	0	0	0	79	79.00
0715 - 0730	0	0	71	0	13	1	1	0	86	87.80
0730 - 0745	1	0	103	0	21	0	0	0	125	124.20
0745 - 0800	0	1	118	0	17	2	1	1	140	142.70
Hourly Total	1	1	358	0	64	3	2	1	430	433.70
Hourly Average	0.25	0.25	89.50	0.00	16.00	0.75	0.50	0.25	107.50	108.43
0800 - 0815	0	2	117	0	15	0	0	0	134	132.80
0815 - 0830	0	0	119	3	15	0	0	0	137	137.00
0830 - 0845	0	0	112	2	16	3	0	0	133	134.50
0845 - 0900	0	2	108	4	20	0	0	2	136	136.80
Hourly Total	0	4	456	9	66	3	0	2	540	541.10
Hourly Average	0.00	1.00	114.00	2.25	16.50	0.75	0.00	0.50	135.00	135.28
0900 - 0915	1	0	103	1	2	1	0	0	108	107.70
0915 - 0930	0	0	73	1	8	2	0	0	84	85.00
0930 - 0945	0	0	81	2	10	0	0	0	93	93.00
0945 - 1000	0	1	83	1	7	0	1	0	93	93.70
Hourly Total	1	1	340	5	27	3	1	0	378	379.40
Hourly Average	0.25	0.25	85.00	1.25	6.75	0.75	0.25	0.00	94.50	94.85
Session Total	2	6	1154	14	157	9	3	3	1348	1354.20
Session Average	0.17	0.50	96.17	1.17	13.08	0.75	0.25	0.25	112.33	112.85

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 2.1: Left from A47 Leicester Road to B4668 Leicester Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	1	81	3	12	1	1	0	100	100.40
1515 - 1530	0	0	75	2	12	1	0	0	90	90.50
1530 - 1545	1	0	66	3	10	0	0	0	80	79.20
1545 - 1600	0	2	79	2	14	1	0	0	98	97.30
Hourly Total	2	3	301	10	48	3	1	0	368	367.40
Hourly Average	0.50	0.75	75.25	2.50	12.00	0.75	0.25	0.00	92.00	91.85
1600 - 1615	0	1	83	1	6	0	0	0	91	90.40
1615 - 1630	0	1	80	1	11	0	0	0	93	92.40
1630 - 1645	0	1	90	0	14	0	1	0	106	106.70
1645 - 1700	1	2	94	0	10	0	0	0	107	105.00
Hourly Total	1	5	347	2	41	0	1	0	397	394.50
Hourly Average	0.25	1.25	86.75	0.50	10.25	0.00	0.25	0.00	99.25	98.63
1700 - 1715	2	0	106	0	13	0	0	0	121	119.40
1715 - 1730	0	0	93	1	12	2	0	0	108	109.00
1730 - 1745	0	1	96	1	7	0	0	0	105	104.40
1745 - 1800	1	0	104	0	7	1	0	0	113	112.70
Hourly Total	3	1	399	2	39	3	0	0	447	445.50
Hourly Average	0.75	0.25	99.75	0.50	9.75	0.75	0.00	0.00	111.75	111.38
1800 - 1815	0	2	72	0	7	0	0	0	81	79.80
1815 - 1830	0	1	64	0	7	0	0	0	72	71.40
1830 - 1845	0	1	74	1	6	0	0	0	82	81.40
1845 - 1900	0	0	73	1	7	1	0	0	82	82.50
Hourly Total	0	4	283	2	27	1	0	0	317	315.10
Hourly Average	0.00	1.00	70.75	0.50	6.75	0.25	0.00	0.00	79.25	78.78
Session Total	6	13	1330	16	155	7	2	0	1529	1522.50
Session Average	0.38	0.81	83.13	1.00	9.69	0.44	0.13	0.00	95.56	95.16

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.2: Westbound from A47 Leicester Road to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	78	1	13	1	0	1	95	95.70
0715 - 0730	0	0	86	0	13	2	0	1	102	104.00
0730 - 0745	2	2	133	2	22	4	2	1	168	170.80
0745 - 0800	1	2	125	1	32	4	4	1	170	176.20
Hourly Total	4	4	422	4	80	11	6	4	535	546.70
Hourly Average	1.00	1.00	105.50	1.00	20.00	2.75	1.50	1.00	133.75	136.68
0800 - 0815	0	0	140	0	16	4	3	0	163	168.90
0815 - 0830	0	0	135	4	20	5	2	0	166	171.10
0830 - 0845	0	1	122	3	14	1	3	2	146	151.80
0845 - 0900	0	0	119	3	24	2	3	0	151	155.90
Hourly Total	0	1	516	10	74	12	11	2	626	647.70
Hourly Average	0.00	0.25	129.00	2.50	18.50	3.00	2.75	0.50	156.50	161.93
0900 - 0915	1	0	101	3	11	6	5	0	127	135.70
0915 - 0930	1	0	76	0	17	1	4	0	99	103.90
0930 - 0945	1	1	57	1	21	4	1	0	86	87.90
0945 - 1000	0	3	48	0	14	2	3	0	70	73.10
Hourly Total	3	4	282	4	63	13	13	0	382	400.60
Hourly Average	0.75	1.00	70.50	1.00	15.75	3.25	3.25	0.00	95.50	100.15
Session Total	7	9	1220	18	217	36	30	6	1543	1595.00
Session Average	0.58	0.75	101.67	1.50	18.08	3.00	2.50	0.50	128.58	132.92

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.2: Westbound from A47 Leicester Road to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	122	2	14	1	2	1	142	146.10
1515 - 1530	0	0	127	0	21	3	4	0	155	161.70
1530 - 1545	0	0	110	2	14	1	4	2	133	140.70
1545 - 1600	0	0	76	1	20	2	2	0	101	104.60
Hourly Total	0	0	435	5	69	7	12	3	531	553.10
Hourly Average	0.00	0.00	108.75	1.25	17.25	1.75	3.00	0.75	132.75	138.28
1600 - 1615	0	3	84	0	16	1	1	1	106	107.00
1615 - 1630	2	2	93	1	15	1	3	0	117	118.60
1630 - 1645	0	1	104	0	11	0	2	1	119	122.00
1645 - 1700	0	1	87	1	20	2	2	0	113	116.00
Hourly Total	2	7	368	2	62	4	8	2	455	463.60
Hourly Average	0.50	1.75	92.00	0.50	15.50	1.00	2.00	0.50	113.75	115.90
1700 - 1715	0	1	140	1	16	4	2	0	164	168.00
1715 - 1730	2	1	113	2	19	1	2	1	141	142.90
1730 - 1745	0	0	106	1	12	2	0	0	121	122.00
1745 - 1800	0	0	95	1	6	0	0	0	102	102.00
Hourly Total	2	2	454	5	53	7	4	1	528	534.90
Hourly Average	0.50	0.50	113.50	1.25	13.25	1.75	1.00	0.25	132.00	133.73
1800 - 1815	0	2	101	2	6	2	2	0	115	117.40
1815 - 1830	0	1	76	0	7	0	3	0	87	90.30
1830 - 1845	1	0	51	0	8	2	1	0	63	64.50
1845 - 1900	0	1	69	0	12	0	1	0	83	83.70
Hourly Total	1	4	297	2	33	4	7	0	348	355.90
Hourly Average	0.25	1.00	74.25	0.50	8.25	1.00	1.75	0.00	87.00	88.98
Session Total	5	13	1554	14	217	22	31	6	1862	1907.50
Session Average	0.31	0.81	97.13	0.88	13.56	1.38	1.94	0.38	116.38	119.22

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.3: Right from A47 Leicester Road to The Common								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	3	0	0	0	15	15.00
0715 - 0730	0	2	14	0	0	0	0	0	16	14.80
0730 - 0745	0	0	21	0	4	0	0	0	25	25.00
0745 - 0800	0	0	27	0	7	0	0	0	34	34.00
Hourly Total	0	2	74	0	14	0	0	0	90	88.80
Hourly Average	0.00	0.50	18.50	0.00	3.50	0.00	0.00	0.00	22.50	22.20
0800 - 0815	0	0	16	1	5	0	0	0	22	22.00
0815 - 0830	0	0	21	0	9	0	0	0	30	30.00
0830 - 0845	0	0	23	0	4	0	0	0	27	27.00
0845 - 0900	0	0	29	0	3	3	0	0	35	36.50
Hourly Total	0	0	89	1	21	3	0	0	114	115.50
Hourly Average	0.00	0.00	22.25	0.25	5.25	0.75	0.00	0.00	28.50	28.88
0900 - 0915	0	0	24	0	3	0	0	0	27	27.00
0915 - 0930	0	0	16	0	1	1	0	0	18	18.50
0930 - 0945	0	1	11	0	6	1	0	0	19	18.90
0945 - 1000	0	0	7	0	2	1	0	0	10	10.50
Hourly Total	0	1	58	0	12	3	0	0	74	74.90
Hourly Average	0.00	0.25	14.50	0.00	3.00	0.75	0.00	0.00	18.50	18.73
Session Total	0	3	221	1	47	6	0	0	278	279.20
Session Average	0.00	0.25	18.42	0.08	3.92	0.50	0.00	0.00	23.17	23.27

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.3: Right from A47 Leicester Road to The Common								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	22	0	3	0	0	0	25	25.00
1515 - 1530	0	0	25	0	4	1	0	1	31	32.50
1530 - 1545	0	0	17	0	3	1	0	0	21	21.50
1545 - 1600	0	0	19	0	5	0	0	1	25	26.00
Hourly Total	0	0	83	0	15	2	0	2	102	105.00
Hourly Average	0.00	0.00	20.75	0.00	3.75	0.50	0.00	0.50	25.50	26.25
1600 - 1615	0	0	24	0	7	0	0	0	31	31.00
1615 - 1630	0	0	17	0	4	1	0	1	23	24.50
1630 - 1645	0	1	24	0	2	0	0	0	27	26.40
1645 - 1700	0	0	26	0	6	0	0	0	32	32.00
Hourly Total	0	1	91	0	19	1	0	1	113	113.90
Hourly Average	0.00	0.25	22.75	0.00	4.75	0.25	0.00	0.25	28.25	28.48
1700 - 1715	0	0	32	0	5	0	0	0	37	37.00
1715 - 1730	0	0	31	0	3	0	0	0	34	34.00
1730 - 1745	0	0	37	0	4	0	0	0	41	41.00
1745 - 1800	0	0	35	0	4	1	0	0	40	40.50
Hourly Total	0	0	135	0	16	1	0	0	152	152.50
Hourly Average	0.00	0.00	33.75	0.00	4.00	0.25	0.00	0.00	38.00	38.13
1800 - 1815	0	0	19	0	3	0	0	0	22	22.00
1815 - 1830	0	0	29	0	3	1	0	0	33	33.50
1830 - 1845	0	1	24	0	2	0	0	1	28	28.40
1845 - 1900	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	1	88	0	10	1	0	1	101	101.90
Hourly Average	0.00	0.25	22.00	0.00	2.50	0.25	0.00	0.25	25.25	25.48
Session Total	0	2	397	0	60	5	0	4	468	473.30
Session Average	0.00	0.13	24.81	0.00	3.75	0.31	0.00	0.25	29.25	29.58

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.4: U-Turn from A47 Leicester Road to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	1	0	0	1	1.50
Session Average	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.08	0.13

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.4: U-Turn from A47 Leicester Road to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	1	0	0	1	1.50
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	1	0	0	1	1.50
Session Average	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.06	0.09

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5
A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long
lat 52.561410° lon -1.337293°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.5: Left from B4668 Leicester Road to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	4	0	0	1	1	0	6	7.80
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	19	0	3	1	1	0	24	25.80
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.25	0.25	0.00	6.00	6.45
0800 - 0815	0	0	11	0	1	0	0	0	12	12.00
0815 - 0830	0	0	11	0	1	0	0	0	12	12.00
0830 - 0845	0	0	10	0	1	0	0	0	11	11.00
0845 - 0900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	37	0	3	0	0	0	40	40.00
Hourly Average	0.00	0.00	9.25	0.00	0.75	0.00	0.00	0.00	10.00	10.00
0900 - 0915	0	0	8	0	1	0	1	0	10	11.30
0915 - 0930	0	0	7	0	1	3	0	0	11	12.50
0930 - 0945	0	0	6	0	1	0	0	0	7	7.00
0945 - 1000	0	0	10	0	0	0	1	0	11	12.30
Hourly Total	0	0	31	0	3	3	2	0	39	43.10
Hourly Average	0.00	0.00	7.75	0.00	0.75	0.75	0.50	0.00	9.75	10.78
Session Total	0	0	87	0	9	4	3	0	103	108.90
Session Average	0.00	0.00	7.25	0.00	0.75	0.33	0.25	0.00	8.58	9.08

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.5: Left from B4668 Leicester Road to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	15	0	2	1	0	0	18	18.50
1515 - 1530	0	0	10	0	2	0	0	0	12	12.00
1530 - 1545	1	0	18	0	1	0	0	0	20	19.20
1545 - 1600	0	0	7	0	0	2	0	0	9	10.00
Hourly Total	1	0	50	0	5	3	0	0	59	59.70
Hourly Average	0.25	0.00	12.50	0.00	1.25	0.75	0.00	0.00	14.75	14.93
1600 - 1615	0	0	6	0	1	0	1	0	8	9.30
1615 - 1630	0	1	14	0	4	0	0	0	19	18.40
1630 - 1645	0	0	14	0	1	0	0	0	15	15.00
1645 - 1700	0	0	10	0	1	1	2	0	14	17.10
Hourly Total	0	1	44	0	7	1	3	0	56	59.80
Hourly Average	0.00	0.25	11.00	0.00	1.75	0.25	0.75	0.00	14.00	14.95
1700 - 1715	0	0	8	0	1	0	0	0	9	9.00
1715 - 1730	0	0	7	0	1	1	0	0	9	9.50
1730 - 1745	0	0	14	0	2	0	0	0	16	16.00
1745 - 1800	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	0	44	0	6	1	0	0	51	51.50
Hourly Average	0.00	0.00	11.00	0.00	1.50	0.25	0.00	0.00	12.75	12.88
1800 - 1815	0	0	26	0	0	0	1	0	27	28.30
1815 - 1830	0	0	11	0	0	0	0	0	11	11.00
1830 - 1845	0	0	10	0	2	0	0	0	12	12.00
1845 - 1900	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	61	0	2	0	1	0	64	65.30
Hourly Average	0.00	0.00	15.25	0.00	0.50	0.00	0.25	0.00	16.00	16.33
Session Total	1	1	199	0	20	5	4	0	230	236.30
Session Average	0.06	0.06	12.44	0.00	1.25	0.31	0.25	0.00	14.38	14.77

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
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A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.6: Left from B4668 Leicester Road to The Common								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	1	0	0	0	11	11.00
0715 - 0730	0	0	14	0	4	0	0	0	18	18.00
0730 - 0745	0	0	15	2	4	0	0	1	22	23.00
0745 - 0800	0	0	26	0	3	0	0	0	29	29.00
Hourly Total	0	0	65	2	12	0	0	1	80	81.00
Hourly Average	0.00	0.00	16.25	0.50	3.00	0.00	0.00	0.25	20.00	20.25
0800 - 0815	0	0	19	1	1	0	0	1	22	23.00
0815 - 0830	0	0	34	0	2	0	0	1	37	38.00
0830 - 0845	0	0	23	1	4	0	0	1	29	30.00
0845 - 0900	0	0	25	2	4	0	0	0	31	31.00
Hourly Total	0	0	101	4	11	0	0	3	119	122.00
Hourly Average	0.00	0.00	25.25	1.00	2.75	0.00	0.00	0.75	29.75	30.50
0900 - 0915	0	0	25	1	3	0	0	0	29	29.00
0915 - 0930	0	0	31	0	3	0	0	1	35	36.00
0930 - 0945	0	0	14	1	0	0	0	0	15	15.00
0945 - 1000	0	0	21	1	3	0	0	0	25	25.00
Hourly Total	0	0	91	3	9	0	0	1	104	105.00
Hourly Average	0.00	0.00	22.75	0.75	2.25	0.00	0.00	0.25	26.00	26.25
Session Total	0	0	257	9	32	0	0	5	303	308.00
Session Average	0.00	0.00	21.42	0.75	2.67	0.00	0.00	0.42	25.25	25.67

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.6: Left from B4668 Leicester Road to The Common								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	45	0	3	0	0	0	48	48.00
1515 - 1530	0	0	57	0	5	0	0	1	63	64.00
1530 - 1545	0	0	38	0	1	0	0	0	39	39.00
1545 - 1600	0	0	24	0	2	0	0	1	27	28.00
Hourly Total	0	0	164	0	11	0	0	2	177	179.00
Hourly Average	0.00	0.00	41.00	0.00	2.75	0.00	0.00	0.50	44.25	44.75
1600 - 1615	0	0	33	0	5	0	0	0	38	38.00
1615 - 1630	0	0	38	0	2	0	0	0	40	40.00
1630 - 1645	0	0	30	0	5	0	0	0	35	35.00
1645 - 1700	0	0	40	0	3	0	0	1	44	45.00
Hourly Total	0	0	141	0	15	0	0	1	157	158.00
Hourly Average	0.00	0.00	35.25	0.00	3.75	0.00	0.00	0.25	39.25	39.50
1700 - 1715	0	0	26	0	4	0	0	0	30	30.00
1715 - 1730	0	2	46	1	3	0	0	1	53	52.80
1730 - 1745	0	0	38	0	7	0	0	0	45	45.00
1745 - 1800	0	0	32	0	6	0	0	1	39	40.00
Hourly Total	0	2	142	1	20	0	0	2	167	167.80
Hourly Average	0.00	0.50	35.50	0.25	5.00	0.00	0.00	0.50	41.75	41.95
1800 - 1815	0	0	44	0	3	0	0	0	47	47.00
1815 - 1830	0	0	34	0	2	0	0	1	37	38.00
1830 - 1845	0	0	35	0	2	0	0	0	37	37.00
1845 - 1900	0	0	40	0	1	0	0	1	42	43.00
Hourly Total	0	0	153	0	8	0	0	2	163	165.00
Hourly Average	0.00	0.00	38.25	0.00	2.00	0.00	0.00	0.50	40.75	41.25
Session Total	0	2	600	1	54	0	0	7	664	669.80
Session Average	0.00	0.13	37.50	0.06	3.38	0.00	0.00	0.44	41.50	41.86

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

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A47
The Common

Lat/Long

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Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 2.7: Right from B4668 Leicester Road to A47 Leicester Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	38	0	10	0	0	0	48	48.00
0715 - 0730	0	1	42	0	9	0	2	0	54	56.00
0730 - 0745	0	1	47	1	7	0	0	0	56	55.40
0745 - 0800	0	0	50	0	8	0	0	0	58	58.00
Hourly Total	0	2	177	1	34	0	2	0	216	217.40
Hourly Average	0.00	0.50	44.25	0.25	8.50	0.00	0.50	0.00	54.00	54.35
0800 - 0815	0	0	56	1	10	0	0	0	67	67.00
0815 - 0830	0	0	64	1	10	0	1	1	77	79.30
0830 - 0845	0	0	76	0	11	2	0	0	89	90.00
0845 - 0900	0	0	61	1	6	0	1	0	69	70.30
Hourly Total	0	0	257	3	37	2	2	1	302	306.60
Hourly Average	0.00	0.00	64.25	0.75	9.25	0.50	0.50	0.25	75.50	76.65
0900 - 0915	0	0	69	2	10	2	0	0	83	84.00
0915 - 0930	0	0	50	1	11	1	0	0	63	63.50
0930 - 0945	0	1	39	0	6	2	2	0	50	53.00
0945 - 1000	0	0	54	1	6	1	0	0	62	62.50
Hourly Total	0	1	212	4	33	6	2	0	258	263.00
Hourly Average	0.00	0.25	53.00	1.00	8.25	1.50	0.50	0.00	64.50	65.75
Session Total	0	3	646	8	104	8	6	1	776	787.00
Session Average	0.00	0.25	53.83	0.67	8.67	0.67	0.50	0.08	64.67	65.58

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 2.7: Right from B4668 Leicester Road to A47 Leicester Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	105	2	3	1	0	0	111	111.50
1515 - 1530	0	1	93	4	9	1	0	0	108	107.90
1530 - 1545	1	2	87	5	10	0	0	1	106	105.00
1545 - 1600	0	1	79	1	8	0	0	1	90	90.40
Hourly Total	1	4	364	12	30	2	0	2	415	414.80
Hourly Average	0.25	1.00	91.00	3.00	7.50	0.50	0.00	0.50	103.75	103.70
1600 - 1615	0	1	96	0	20	0	0	1	118	118.40
1615 - 1630	0	1	92	0	17	0	0	2	112	113.40
1630 - 1645	0	0	102	0	12	0	0	0	114	114.00
1645 - 1700	0	0	107	0	9	1	0	0	117	117.50
Hourly Total	0	2	397	0	58	1	0	3	461	463.30
Hourly Average	0.00	0.50	99.25	0.00	14.50	0.25	0.00	0.75	115.25	115.83
1700 - 1715	0	0	102	3	17	0	0	0	122	122.00
1715 - 1730	0	3	104	1	13	0	0	0	121	119.20
1730 - 1745	0	1	107	0	10	0	0	0	118	117.40
1745 - 1800	0	0	107	0	4	0	0	0	111	111.00
Hourly Total	0	4	420	4	44	0	0	0	472	469.60
Hourly Average	0.00	1.00	105.00	1.00	11.00	0.00	0.00	0.00	118.00	117.40
1800 - 1815	0	2	94	0	5	0	0	0	101	99.80
1815 - 1830	0	0	90	0	4	1	0	0	95	95.50
1830 - 1845	0	2	66	0	5	0	0	0	73	71.80
1845 - 1900	0	0	60	0	5	0	0	0	65	65.00
Hourly Total	0	4	310	0	19	1	0	0	334	332.10
Hourly Average	0.00	1.00	77.50	0.00	4.75	0.25	0.00	0.00	83.50	83.03
Session Total	1	14	1491	16	151	4	0	5	1682	1679.80
Session Average	0.06	0.88	93.19	1.00	9.44	0.25	0.00	0.31	105.13	104.99

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 2.8: U-Turn from B4668 Leicester Road to B4668 Leicester Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	1	0	0	1	1.50
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	1	0	0	1	1.50
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	2	0	0	3	4.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.75	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	1	0	0	2	2.50
Hourly Total	0	0	2	0	0	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.75	0.88
Session Total	0	0	4	0	0	3	0	0	7	8.50
Session Average	0.00	0.00	0.33	0.00	0.00	0.25	0.00	0.00	0.58	0.71

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 2.8: U-Turn from B4668 Leicester Road to B4668 Leicester Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	2	0	1	0	0	0	3	3.00
Session Average	0.00	0.00	0.13	0.00	0.06	0.00	0.00	0.00	0.19	0.19

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.9: Left from A47 to The Common								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	6	0	3	0	0	0	9	9.00
0730 - 0745	0	0	8	0	0	0	0	0	8	8.00
0745 - 0800	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	30	0	6	0	0	0	36	36.00
Hourly Average	0.00	0.00	7.50	0.00	1.50	0.00	0.00	0.00	9.00	9.00
0800 - 0815	0	0	5	0	2	0	0	0	7	7.00
0815 - 0830	0	0	9	0	0	0	0	0	9	9.00
0830 - 0845	0	0	9	0	2	0	0	0	11	11.00
0845 - 0900	0	0	16	1	1	0	0	0	18	18.00
Hourly Total	0	0	39	1	5	0	0	0	45	45.00
Hourly Average	0.00	0.00	9.75	0.25	1.25	0.00	0.00	0.00	11.25	11.25
0900 - 0915	0	0	17	0	4	0	0	0	21	21.00
0915 - 0930	0	0	11	0	6	0	0	0	17	17.00
0930 - 0945	0	0	9	0	2	0	0	0	11	11.00
0945 - 1000	0	0	7	0	2	1	1	0	11	12.80
Hourly Total	0	0	44	0	14	1	1	0	60	61.80
Hourly Average	0.00	0.00	11.00	0.00	3.50	0.25	0.25	0.00	15.00	15.45
Session Total	0	0	113	1	25	1	1	0	141	142.80
Session Average	0.00	0.00	9.42	0.08	2.08	0.08	0.08	0.00	11.75	11.90

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.9: Left from A47 to The Common								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	17	0	4	0	0	0	21	21.00
1515 - 1530	0	0	7	0	7	0	0	0	14	14.00
1530 - 1545	2	0	19	0	3	1	0	0	25	23.90
1545 - 1600	0	0	17	0	1	1	0	0	19	19.50
Hourly Total	2	0	60	0	15	2	0	0	79	78.40
Hourly Average	0.50	0.00	15.00	0.00	3.75	0.50	0.00	0.00	19.75	19.60
1600 - 1615	0	0	16	0	1	0	0	0	17	17.00
1615 - 1630	0	0	14	0	3	0	0	0	17	17.00
1630 - 1645	0	0	17	0	2	1	0	0	20	20.50
1645 - 1700	0	0	12	0	4	0	0	0	16	16.00
Hourly Total	0	0	59	0	10	1	0	0	70	70.50
Hourly Average	0.00	0.00	14.75	0.00	2.50	0.25	0.00	0.00	17.50	17.63
1700 - 1715	1	0	15	0	0	0	0	0	16	15.20
1715 - 1730	0	0	17	0	2	0	0	0	19	19.00
1730 - 1745	0	0	14	0	1	0	0	0	15	15.00
1745 - 1800	0	0	19	0	4	0	0	0	23	23.00
Hourly Total	1	0	65	0	7	0	0	0	73	72.20
Hourly Average	0.25	0.00	16.25	0.00	1.75	0.00	0.00	0.00	18.25	18.05
1800 - 1815	0	0	8	0	1	0	0	0	9	9.00
1815 - 1830	0	0	14	0	2	0	0	0	16	16.00
1830 - 1845	0	0	15	0	0	0	1	0	16	17.30
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	42	0	3	0	1	0	46	47.30
Hourly Average	0.00	0.00	10.50	0.00	0.75	0.00	0.25	0.00	11.50	11.83
Session Total	3	0	226	0	35	3	1	0	268	268.40
Session Average	0.19	0.00	14.13	0.00	2.19	0.19	0.06	0.00	16.75	16.78

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.10: Eastbound from A47 to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	59	1	10	4	4	1	81	87.80
0715 - 0730	0	2	87	0	13	1	1	0	104	104.60
0730 - 0745	0	2	89	1	10	2	3	1	108	112.70
0745 - 0800	0	1	68	1	22	3	3	0	98	102.80
Hourly Total	1	6	303	3	55	10	11	2	391	407.90
Hourly Average	0.25	1.50	75.75	0.75	13.75	2.50	2.75	0.50	97.75	101.98
0800 - 0815	0	0	90	1	22	4	3	0	120	125.90
0815 - 0830	0	0	71	1	15	3	2	0	92	96.10
0830 - 0845	0	0	91	1	15	4	8	0	119	131.40
0845 - 0900	0	0	85	1	18	4	1	3	112	118.30
Hourly Total	0	0	337	4	70	15	14	3	443	471.70
Hourly Average	0.00	0.00	84.25	1.00	17.50	3.75	3.50	0.75	110.75	117.93
0900 - 0915	0	0	76	2	21	1	5	0	105	112.00
0915 - 0930	0	0	68	3	17	4	3	2	97	104.90
0930 - 0945	0	0	53	0	11	2	2	0	68	71.60
0945 - 1000	0	0	69	0	11	3	4	1	88	95.70
Hourly Total	0	0	266	5	60	10	14	3	358	384.20
Hourly Average	0.00	0.00	66.50	1.25	15.00	2.50	3.50	0.75	89.50	96.05
Session Total	1	6	906	12	185	35	39	8	1192	1263.80
Session Average	0.08	0.50	75.50	1.00	15.42	2.92	3.25	0.67	99.33	105.32

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.10: Eastbound from A47 to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	111	2	17	4	3	0	137	142.90
1515 - 1530	0	2	104	4	20	3	1	0	134	135.60
1530 - 1545	0	1	95	2	17	2	1	0	118	119.70
1545 - 1600	0	0	104	4	20	0	3	1	132	136.90
Hourly Total	0	3	414	12	74	9	8	1	521	535.10
Hourly Average	0.00	0.75	103.50	3.00	18.50	2.25	2.00	0.25	130.25	133.78
1600 - 1615	2	3	113	2	21	1	2	0	144	143.70
1615 - 1630	0	1	127	2	16	3	2	0	151	154.50
1630 - 1645	0	1	110	2	16	0	1	0	130	130.70
1645 - 1700	0	0	153	1	16	1	3	1	175	180.40
Hourly Total	2	5	503	7	69	5	8	1	600	609.30
Hourly Average	0.50	1.25	125.75	1.75	17.25	1.25	2.00	0.25	150.00	152.33
1700 - 1715	0	1	159	0	9	0	0	1	170	170.40
1715 - 1730	0	2	138	1	7	3	3	0	154	158.20
1730 - 1745	0	0	148	0	17	1	0	0	166	166.50
1745 - 1800	0	0	127	1	7	0	2	2	139	143.60
Hourly Total	0	3	572	2	40	4	5	3	629	638.70
Hourly Average	0.00	0.75	143.00	0.50	10.00	1.00	1.25	0.75	157.25	159.68
1800 - 1815	0	0	115	1	8	0	0	0	124	124.00
1815 - 1830	0	0	69	0	13	0	2	0	84	86.60
1830 - 1845	0	0	88	0	12	0	0	0	100	100.00
1845 - 1900	0	1	81	0	5	1	0	1	89	89.90
Hourly Total	0	1	353	1	38	1	2	1	397	400.50
Hourly Average	0.00	0.25	88.25	0.25	9.50	0.25	0.50	0.25	99.25	100.13
Session Total	2	12	1842	22	221	19	23	6	2147	2183.60
Session Average	0.13	0.75	115.13	1.38	13.81	1.19	1.44	0.38	134.19	136.48

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.11: Right from A47 to B4668 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	0	0	25	0	2	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.25	0.00	0.50	0.00	0.00	0.00	6.75	6.75
0800 - 0815	0	0	10	0	1	0	0	0	11	11.00
0815 - 0830	0	0	10	0	0	2	1	0	13	15.30
0830 - 0845	0	0	11	0	2	1	0	0	14	14.50
0845 - 0900	0	0	8	0	1	0	1	0	10	11.30
Hourly Total	0	0	39	0	4	3	2	0	48	52.10
Hourly Average	0.00	0.00	9.75	0.00	1.00	0.75	0.50	0.00	12.00	13.03
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	8	0	3	0	0	0	11	11.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	25	0	3	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.25	0.00	0.75	0.00	0.00	0.00	7.00	7.00
Session Total	0	0	89	0	9	3	2	0	103	107.10
Session Average	0.00	0.00	7.42	0.00	0.75	0.25	0.17	0.00	8.58	8.93

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.11: Right from A47 to B4668 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	9	0	2	0	0	0	11	11.00
1515 - 1530	0	0	8	0	0	2	0	0	10	11.00
1530 - 1545	0	0	9	0	0	0	2	0	11	13.60
1545 - 1600	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	37	0	3	2	2	0	44	47.60
Hourly Average	0.00	0.00	9.25	0.00	0.75	0.50	0.50	0.00	11.00	11.90
1600 - 1615	0	1	7	0	0	0	0	0	8	7.40
1615 - 1630	0	0	7	0	0	1	1	0	9	10.80
1630 - 1645	0	0	7	0	1	0	0	0	8	8.00
1645 - 1700	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	1	31	0	3	1	1	0	37	38.20
Hourly Average	0.00	0.25	7.75	0.00	0.75	0.25	0.25	0.00	9.25	9.55
1700 - 1715	0	0	8	0	0	0	0	0	8	8.00
1715 - 1730	0	0	8	0	1	0	0	0	9	9.00
1730 - 1745	0	0	17	0	1	0	0	0	18	18.00
1745 - 1800	0	0	21	0	3	0	0	0	24	24.00
Hourly Total	0	0	54	0	5	0	0	0	59	59.00
Hourly Average	0.00	0.00	13.50	0.00	1.25	0.00	0.00	0.00	14.75	14.75
1800 - 1815	0	0	14	0	1	0	0	0	15	15.00
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	0	0	16	0	1	1	0	0	18	18.50
1845 - 1900	0	0	14	0	2	0	1	0	17	18.30
Hourly Total	0	0	51	0	4	1	1	0	57	58.80
Hourly Average	0.00	0.00	12.75	0.00	1.00	0.25	0.25	0.00	14.25	14.70
Session Total	0	1	173	0	15	4	4	0	197	203.60
Session Average	0.00	0.06	10.81	0.00	0.94	0.25	0.25	0.00	12.31	12.73

Site 2 of 5
A47 Leicester Road
B4668 Leicester Road
A47
The Common

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

[illegible]

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.13: Left from The Common to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	17	0	6	0	0	0	25	23.40
0715 - 0730	0	2	22	0	3	0	0	0	27	25.80
0730 - 0745	0	0	12	0	6	0	0	0	18	18.00
0745 - 0800	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	2	2	68	0	18	0	0	0	90	87.20
Hourly Average	0.50	0.50	17.00	0.00	4.50	0.00	0.00	0.00	22.50	21.80
0800 - 0815	0	0	12	1	4	0	0	0	17	17.00
0815 - 0830	1	0	13	0	0	0	0	0	14	13.20
0830 - 0845	0	0	22	0	1	0	0	0	23	23.00
0845 - 0900	0	0	15	1	1	0	0	0	17	17.00
Hourly Total	1	0	62	2	6	0	0	0	71	70.20
Hourly Average	0.25	0.00	15.50	0.50	1.50	0.00	0.00	0.00	17.75	17.55
0900 - 0915	1	0	6	1	3	0	0	0	11	10.20
0915 - 0930	0	0	14	1	2	0	0	0	17	17.00
0930 - 0945	0	0	8	0	2	1	0	0	11	11.50
0945 - 1000	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	1	0	34	2	10	1	0	0	48	47.70
Hourly Average	0.25	0.00	8.50	0.50	2.50	0.25	0.00	0.00	12.00	11.93
Session Total	4	2	164	4	34	1	0	0	209	205.10
Session Average	0.33	0.17	13.67	0.33	2.83	0.08	0.00	0.00	17.42	17.09

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.13: Left from The Common to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	10	0	1	0	0	0	11	11.00
1515 - 1530	0	0	9	0	1	0	0	1	11	12.00
1530 - 1545	0	0	13	1	4	0	0	0	18	18.00
1545 - 1600	0	0	18	1	1	0	0	0	20	20.00
Hourly Total	0	0	50	2	7	0	0	1	60	61.00
Hourly Average	0.00	0.00	12.50	0.50	1.75	0.00	0.00	0.25	15.00	15.25
1600 - 1615	0	0	19	0	1	0	0	1	21	22.00
1615 - 1630	0	0	9	0	3	0	0	0	12	12.00
1630 - 1645	0	0	17	0	2	0	0	0	19	19.00
1645 - 1700	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	55	0	8	0	0	1	64	65.00
Hourly Average	0.00	0.00	13.75	0.00	2.00	0.00	0.00	0.25	16.00	16.25
1700 - 1715	0	0	24	0	5	0	0	0	29	29.00
1715 - 1730	0	1	15	0	6	0	0	0	22	21.40
1730 - 1745	2	0	21	0	3	0	0	0	26	24.40
1745 - 1800	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	2	1	70	0	16	0	0	0	89	86.80
Hourly Average	0.50	0.25	17.50	0.00	4.00	0.00	0.00	0.00	22.25	21.70
1800 - 1815	0	0	10	0	0	0	0	0	10	10.00
1815 - 1830	0	0	12	0	1	0	0	0	13	13.00
1830 - 1845	0	0	13	0	0	0	0	0	13	13.00
1845 - 1900	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	42	0	2	0	0	0	44	44.00
Hourly Average	0.00	0.00	10.50	0.00	0.50	0.00	0.00	0.00	11.00	11.00
Session Total	2	1	217	2	33	0	0	2	257	256.80
Session Average	0.13	0.06	13.56	0.13	2.06	0.00	0.00	0.13	16.06	16.05

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5

A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long

lat 52.561410° lon -1.337293°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 2.14: Right from The Common to B4668 Leicester Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	14	0	4	0	0	1	19	20.00
0715 - 0730	0	0	22	0	1	1	0	0	24	24.50
0730 - 0745	0	0	27	0	4	0	0	0	31	31.00
0745 - 0800	0	0	35	0	7	1	0	1	44	45.50
Hourly Total	0	0	98	0	16	2	0	2	118	121.00
Hourly Average	0.00	0.00	24.50	0.00	4.00	0.50	0.00	0.50	29.50	30.25
0800 - 0815	0	0	46	0	5	0	0	0	51	51.00
0815 - 0830	0	2	29	0	4	0	0	1	36	35.80
0830 - 0845	0	0	31	0	2	0	0	0	33	33.00
0845 - 0900	0	0	23	0	5	1	0	0	29	29.50
Hourly Total	0	2	129	0	16	1	0	1	149	149.30
Hourly Average	0.00	0.50	32.25	0.00	4.00	0.25	0.00	0.25	37.25	37.33
0900 - 0915	0	0	14	2	6	0	0	0	22	22.00
0915 - 0930	0	0	11	1	3	0	0	1	16	17.00
0930 - 0945	0	0	12	0	3	2	0	0	17	18.00
0945 - 1000	0	0	14	0	1	0	0	1	16	17.00
Hourly Total	0	0	51	3	13	2	0	2	71	74.00
Hourly Average	0.00	0.00	12.75	0.75	3.25	0.50	0.00	0.50	17.75	18.50
Session Total	0	2	278	3	45	5	0	5	338	344.30
Session Average	0.00	0.17	23.17	0.25	3.75	0.42	0.00	0.42	28.17	28.69

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 2.14: Right from The Common to B4668 Leicester Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	21	2	6	0	0	0	29	29.00
1515 - 1530	0	0	18	0	1	0	0	1	20	21.00
1530 - 1545	0	0	23	0	0	0	0	0	23	23.00
1545 - 1600	0	0	21	0	2	0	0	1	24	25.00
Hourly Total	0	0	83	2	9	0	0	2	96	98.00
Hourly Average	0.00	0.00	20.75	0.50	2.25	0.00	0.00	0.50	24.00	24.50
1600 - 1615	1	0	22	0	9	0	0	0	32	31.20
1615 - 1630	0	0	24	0	0	0	0	0	24	24.00
1630 - 1645	0	0	23	0	3	0	0	1	27	28.00
1645 - 1700	0	0	12	0	3	1	0	0	16	16.50
Hourly Total	1	0	81	0	15	1	0	1	99	99.70
Hourly Average	0.25	0.00	20.25	0.00	3.75	0.25	0.00	0.25	24.75	24.93
1700 - 1715	0	1	14	0	1	0	0	0	16	15.40
1715 - 1730	0	0	16	0	1	0	0	0	17	17.00
1730 - 1745	0	0	17	0	0	0	0	1	18	19.00
1745 - 1800	0	0	31	0	3	0	0	1	35	36.00
Hourly Total	0	1	78	0	5	0	0	2	86	87.40
Hourly Average	0.00	0.25	19.50	0.00	1.25	0.00	0.00	0.50	21.50	21.85
1800 - 1815	1	0	15	0	2	0	0	0	18	17.20
1815 - 1830	0	0	15	0	0	0	0	0	15	15.00
1830 - 1845	0	1	15	0	1	0	0	1	18	18.40
1845 - 1900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	1	1	62	0	4	0	0	1	69	68.60
Hourly Average	0.25	0.25	15.50	0.00	1.00	0.00	0.00	0.25	17.25	17.15
Session Total	2	2	304	2	33	1	0	6	350	353.70
Session Average	0.13	0.13	19.00	0.13	2.06	0.06	0.00	0.38	21.88	22.11

Barwell, Leicestershire
Classified Junction Count

Site 2 of 5
A47 Leicester Road
B4668 Leicester Road
A47
The Common

Lat/Long
lat 52.561410° lon -1.337293°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.15: Right from The Common to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	4	0	0	0	7	7.00
0715 - 0730	0	0	4	0	2	0	0	0	6	6.00
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	16	0	8	0	0	0	24	24.00
Hourly Average	0.00	0.00	4.00	0.00	2.00	0.00	0.00	0.00	6.00	6.00
0800 - 0815	0	0	7	0	1	0	0	0	8	8.00
0815 - 0830	0	0	6	0	0	0	0	0	6	6.00
0830 - 0845	0	0	7	0	1	0	0	0	8	8.00
0845 - 0900	0	0	3	0	1	1	0	0	5	5.50
Hourly Total	0	0	23	0	3	1	0	0	27	27.50
Hourly Average	0.00	0.00	5.75	0.00	0.75	0.25	0.00	0.00	6.75	6.88
0900 - 0915	0	0	6	0	2	0	0	0	8	8.00
0915 - 0930	0	0	10	0	4	0	0	0	14	14.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	28	0	6	0	0	0	34	34.00
Hourly Average	0.00	0.00	7.00	0.00	1.50	0.00	0.00	0.00	8.50	8.50
Session Total	0	0	67	0	17	1	0	0	85	85.50
Session Average	0.00	0.00	5.58	0.00	1.42	0.08	0.00	0.00	7.08	7.13

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.15: Right from The Common to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	10	1	2	0	0	0	13	13.00
1515 - 1530	0	0	7	0	0	0	0	0	7	7.00
1530 - 1545	0	0	3	0	0	1	0	0	4	4.50
1545 - 1600	0	0	3	0	4	0	0	0	7	7.00
Hourly Total	0	0	23	1	6	1	0	0	31	31.50
Hourly Average	0.00	0.00	5.75	0.25	1.50	0.25	0.00	0.00	7.75	7.88
1600 - 1615	0	0	10	0	0	0	0	0	10	10.00
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	7	0	1	0	0	0	8	8.00
1645 - 1700	0	0	13	0	5	0	0	0	18	18.00
Hourly Total	0	0	36	0	7	0	0	0	43	43.00
Hourly Average	0.00	0.00	9.00	0.00	1.75	0.00	0.00	0.00	10.75	10.75
1700 - 1715	0	0	10	0	1	0	0	0	11	11.00
1715 - 1730	0	0	8	0	4	0	0	0	12	12.00
1730 - 1745	0	0	5	0	0	0	1	0	6	7.30
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	31	0	5	0	1	0	37	38.30
Hourly Average	0.00	0.00	7.75	0.00	1.25	0.00	0.25	0.00	9.25	9.58
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	23	0	0	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.75	0.00	0.00	0.00	0.00	0.00	5.75	5.75
Session Total	0	0	113	1	18	1	1	0	134	135.80
Session Average	0.00	0.00	7.06	0.06	1.13	0.06	0.06	0.00	8.38	8.49

Site 2 of 5
A47 Leicester Road
B4668 Leicester Road
A47
The Common

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

[illegible]

Barwell, Leicestershire
Classified Junction Count

Site 3 of 5

A47
A47 Leicester Road
Leicester Road

Lat/Long

lat 52.563950° lon -1.332164°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.1: Westbound from A47 to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	111	1	18	0	0	1	132	132.40
0715 - 0730	1	2	105	0	18	2	1	1	130	131.30
0730 - 0745	1	1	174	2	20	3	3	1	205	210.00
0745 - 0800	1	3	181	0	39	6	4	0	234	239.60
Hourly Total	3	7	571	3	95	11	8	3	701	713.30
Hourly Average	0.75	1.75	142.75	0.75	23.75	2.75	2.00	0.75	175.25	178.33
0800 - 0815	0	2	173	1	26	3	3	0	208	212.20
0815 - 0830	0	0	181	5	29	4	3	0	222	227.90
0830 - 0845	0	1	161	6	23	2	2	2	197	202.00
0845 - 0900	0	1	164	4	31	4	3	2	209	216.30
Hourly Total	0	4	679	16	109	13	11	4	836	858.40
Hourly Average	0.00	1.00	169.75	4.00	27.25	3.25	2.75	1.00	209.00	214.60
0900 - 0915	3	0	149	3	12	6	6	0	179	187.40
0915 - 0930	0	0	107	0	20	4	3	0	134	139.90
0930 - 0945	1	1	102	2	30	4	1	0	141	142.90
0945 - 1000	0	2	93	1	13	3	4	0	116	121.50
Hourly Total	4	3	451	6	75	17	14	0	570	591.70
Hourly Average	1.00	0.75	112.75	1.50	18.75	4.25	3.50	0.00	142.50	147.93
Session Total	7	14	1701	25	279	41	33	7	2107	2163.40
Session Average	0.58	1.17	141.75	2.08	23.25	3.42	2.75	0.58	175.58	180.28

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.1: Westbound from A47 to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	153	3	23	3	2	1	186	190.30
1515 - 1530	0	0	154	2	32	4	5	1	198	207.50
1530 - 1545	1	0	137	4	15	3	3	2	165	171.60
1545 - 1600	0	0	110	2	32	1	2	1	148	152.10
Hourly Total	2	0	554	11	102	11	12	5	697	721.50
Hourly Average	0.50	0.00	138.50	2.75	25.50	2.75	3.00	1.25	174.25	180.38
1600 - 1615	0	3	130	2	25	1	1	1	163	164.00
1615 - 1630	2	2	122	0	20	1	3	1	151	153.60
1630 - 1645	1	3	158	0	16	0	3	1	182	184.30
1645 - 1700	1	2	154	1	28	2	2	0	190	191.60
Hourly Total	4	10	564	3	89	4	9	3	686	693.50
Hourly Average	1.00	2.50	141.00	0.75	22.25	1.00	2.25	0.75	171.50	173.38
1700 - 1715	1	1	193	1	26	4	2	0	228	231.20
1715 - 1730	0	1	181	1	27	3	2	1	216	220.50
1730 - 1745	0	1	167	1	18	2	0	0	189	189.40
1745 - 1800	1	0	164	2	12	3	0	0	182	182.70
Hourly Total	2	3	705	5	83	12	4	1	815	823.80
Hourly Average	0.50	0.75	176.25	1.25	20.75	3.00	1.00	0.25	203.75	205.95
1800 - 1815	0	3	137	1	12	1	2	0	156	157.30
1815 - 1830	0	1	127	0	11	1	3	0	143	146.80
1830 - 1845	1	1	98	0	8	2	1	1	112	113.90
1845 - 1900	0	1	102	1	14	1	1	0	120	121.20
Hourly Total	1	6	464	2	45	5	7	1	531	539.20
Hourly Average	0.25	1.50	116.00	0.50	11.25	1.25	1.75	0.25	132.75	134.80
Session Total	9	19	2287	21	319	32	32	10	2729	2778.00
Session Average	0.56	1.19	142.94	1.31	19.94	2.00	2.00	0.63	170.56	173.63

Barwell, Leicestershire
Classified Junction Count

Site 3 of 5

A47
A47 Leicester Road
Leicester Road

Lat/Long

lat 52.563950° lon -1.332164°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.2: Right from A47 to Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	1	0	0	0	11	11.00
0715 - 0730	0	0	12	0	5	0	0	0	17	17.00
0730 - 0745	0	0	6	1	3	0	1	0	11	12.30
0745 - 0800	0	0	16	0	5	0	0	0	21	21.00
Hourly Total	0	0	44	1	14	0	1	0	60	61.30
Hourly Average	0.00	0.00	11.00	0.25	3.50	0.00	0.25	0.00	15.00	15.33
0800 - 0815	0	0	23	0	1	0	0	0	24	24.00
0815 - 0830	0	0	26	0	8	2	0	0	36	37.00
0830 - 0845	0	0	14	0	3	0	0	0	17	17.00
0845 - 0900	0	0	14	2	2	0	0	1	19	20.00
Hourly Total	0	0	77	2	14	2	0	1	96	98.00
Hourly Average	0.00	0.00	19.25	0.50	3.50	0.50	0.00	0.25	24.00	24.50
0900 - 0915	0	0	17	0	2	1	0	0	20	20.50
0915 - 0930	0	0	10	0	4	0	0	0	14	14.00
0930 - 0945	0	0	11	0	3	0	0	0	14	14.00
0945 - 1000	0	1	16	0	3	0	0	0	20	19.40
Hourly Total	0	1	54	0	12	1	0	0	68	67.90
Hourly Average	0.00	0.25	13.50	0.00	3.00	0.25	0.00	0.00	17.00	16.98
Session Total	0	1	175	3	40	3	1	1	224	227.20
Session Average	0.00	0.08	14.58	0.25	3.33	0.25	0.08	0.08	18.67	18.93

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.2: Right from A47 to Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	19	0	3	0	0	1	23	24.00
1515 - 1530	0	0	24	0	5	0	1	0	30	31.30
1530 - 1545	0	0	18	0	0	0	0	0	18	18.00
1545 - 1600	0	0	19	0	6	0	0	0	25	25.00
Hourly Total	0	0	80	0	14	0	1	1	96	98.30
Hourly Average	0.00	0.00	20.00	0.00	3.50	0.00	0.25	0.25	24.00	24.58
1600 - 1615	0	0	25	1	4	1	0	0	31	31.50
1615 - 1630	0	0	24	0	3	0	0	0	27	27.00
1630 - 1645	0	0	27	0	7	0	0	0	34	34.00
1645 - 1700	0	0	26	0	4	0	0	0	30	30.00
Hourly Total	0	0	102	1	18	1	0	0	122	122.50
Hourly Average	0.00	0.00	25.50	0.25	4.50	0.25	0.00	0.00	30.50	30.63
1700 - 1715	0	0	28	0	10	0	0	0	38	38.00
1715 - 1730	0	0	34	0	2	0	0	0	36	36.00
1730 - 1745	0	0	30	0	2	0	0	0	32	32.00
1745 - 1800	0	0	24	0	3	0	0	0	27	27.00
Hourly Total	0	0	116	0	17	0	0	0	133	133.00
Hourly Average	0.00	0.00	29.00	0.00	4.25	0.00	0.00	0.00	33.25	33.25
1800 - 1815	0	1	19	0	1	0	0	0	21	20.40
1815 - 1830	0	0	21	0	4	0	0	0	25	25.00
1830 - 1845	0	1	12	0	4	1	0	0	18	17.90
1845 - 1900	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	0	2	69	0	12	1	0	0	84	83.30
Hourly Average	0.00	0.50	17.25	0.00	3.00	0.25	0.00	0.00	21.00	20.83
Session Total	0	2	367	1	61	2	1	1	435	437.10
Session Average	0.00	0.13	22.94	0.06	3.81	0.13	0.06	0.06	27.19	27.32

Barwell, Leicestershire
Classified Junction Count

Site 3 of 5

A47
A47 Leicester Road
Leicester Road

Lat/Long

lat 52.563950° lon -1.332164°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.4: Left from A47 Leicester Road to Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	19	0	7	1	0	0	30	28.10
0715 - 0730	0	0	29	0	5	1	0	0	35	35.50
0730 - 0745	0	1	37	1	4	0	0	0	43	42.40
0745 - 0800	0	0	36	0	16	0	0	0	52	52.00
Hourly Total	3	1	121	1	32	2	0	0	160	158.00
Hourly Average	0.75	0.25	30.25	0.25	8.00	0.50	0.00	0.00	40.00	39.50
0800 - 0815	0	0	47	0	12	0	0	0	59	59.00
0815 - 0830	0	0	49	2	9	0	0	0	60	60.00
0830 - 0845	1	0	69	0	8	0	0	0	78	77.20
0845 - 0900	0	0	55	0	4	1	0	0	60	60.50
Hourly Total	1	0	220	2	33	1	0	0	257	256.70
Hourly Average	0.25	0.00	55.00	0.50	8.25	0.25	0.00	0.00	64.25	64.18
0900 - 0915	1	0	53	2	11	1	0	0	68	67.70
0915 - 0930	0	0	33	0	6	0	0	1	40	41.00
0930 - 0945	0	1	31	0	5	0	0	0	37	36.40
0945 - 1000	0	0	42	0	8	1	0	0	51	51.50
Hourly Total	1	1	159	2	30	2	0	1	196	196.60
Hourly Average	0.25	0.25	39.75	0.50	7.50	0.50	0.00	0.25	49.00	49.15
Session Total	5	2	500	5	95	5	0	1	613	611.30
Session Average	0.42	0.17	41.67	0.42	7.92	0.42	0.00	0.08	51.08	50.94

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.4: Left from A47 Leicester Road to Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	87	0	9	0	0	0	96	96.00
1515 - 1530	0	0	85	1	4	0	0	0	90	90.00
1530 - 1545	0	1	79	2	8	2	0	0	92	92.40
1545 - 1600	0	1	67	0	9	0	0	0	77	76.40
Hourly Total	0	2	318	3	30	2	0	0	355	354.80
Hourly Average	0.00	0.50	79.50	0.75	7.50	0.50	0.00	0.00	88.75	88.70
1600 - 1615	2	0	98	1	19	0	0	1	121	120.40
1615 - 1630	0	0	87	1	10	0	0	1	99	100.00
1630 - 1645	0	0	86	1	13	0	0	0	100	100.00
1645 - 1700	0	0	92	2	9	0	0	0	103	103.00
Hourly Total	2	0	363	5	51	0	0	2	423	423.40
Hourly Average	0.50	0.00	90.75	1.25	12.75	0.00	0.00	0.50	105.75	105.85
1700 - 1715	0	1	89	0	11	0	0	0	101	100.40
1715 - 1730	0	0	102	0	8	0	0	0	110	110.00
1730 - 1745	0	0	96	0	14	0	0	0	111	111.00
1745 - 1800	1	0	85	0	5	0	0	0	91	90.20
Hourly Total	1	1	372	1	38	0	0	0	413	411.60
Hourly Average	0.25	0.25	93.00	0.25	9.50	0.00	0.00	0.00	103.25	102.90
1800 - 1815	0	1	82	0	4	0	0	0	87	86.40
1815 - 1830	0	0	63	0	6	0	0	0	69	69.00
1830 - 1845	0	1	51	0	4	0	0	0	56	55.40
1845 - 1900	0	1	61	0	7	0	0	0	69	68.40
Hourly Total	0	3	257	0	21	0	0	0	281	279.20
Hourly Average	0.00	0.75	64.25	0.00	5.25	0.00	0.00	0.00	70.25	69.80
Session Total	3	6	1310	9	140	2	0	2	1472	1469.00
Session Average	0.19	0.38	81.88	0.56	8.75	0.13	0.00	0.13	92.00	91.81

Barwell, Leicestershire
Classified Junction Count

Site 3 of 5

A47
A47 Leicester Road
Leicester Road

Lat/Long

lat 52.563950° lon -1.332164°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.5: Eastbound from A47 Leicester Road to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	95	1	19	2	4	1	123	129.60
0715 - 0730	0	5	120	0	20	1	3	0	149	150.40
0730 - 0745	0	2	113	1	19	1	3	1	140	144.20
0745 - 0800	0	1	97	1	16	3	3	0	121	125.80
Hourly Total	0	9	425	3	74	7	13	2	533	550.00
Hourly Average	0.00	2.25	106.25	0.75	18.50	1.75	3.25	0.50	133.25	137.50
0800 - 0815	0	0	105	3	25	3	3	0	139	144.40
0815 - 0830	0	0	105	0	16	5	3	1	130	137.40
0830 - 0845	0	0	123	1	18	6	8	0	156	169.40
0845 - 0900	0	0	102	3	22	4	2	3	136	143.60
Hourly Total	0	0	435	7	81	18	16	4	561	594.80
Hourly Average	0.00	0.00	108.75	1.75	20.25	4.50	4.00	1.00	140.25	148.70
0900 - 0915	0	0	102	3	23	2	4	0	134	140.20
0915 - 0930	0	0	97	4	24	4	4	1	134	142.20
0930 - 0945	0	0	71	1	14	6	3	0	95	101.90
0945 - 1000	0	0	85	1	12	3	5	1	107	116.00
Hourly Total	0	0	355	9	73	15	16	2	470	500.30
Hourly Average	0.00	0.00	88.75	2.25	18.25	3.75	4.00	0.50	117.50	125.08
Session Total	0	9	1215	19	228	40	45	8	1564	1645.10
Session Average	0.00	0.75	101.25	1.58	19.00	3.33	3.75	0.67	130.33	137.09

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.5: Eastbound from A47 Leicester Road to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	131	4	11	5	3	0	154	160.40
1515 - 1530	0	3	129	7	27	3	1	1	171	173.00
1530 - 1545	1	2	116	6	21	2	1	1	150	151.30
1545 - 1600	0	0	134	6	22	0	3	2	167	172.90
Hourly Total	1	5	510	23	81	10	8	4	642	657.60
Hourly Average	0.25	1.25	127.50	5.75	20.25	2.50	2.00	1.00	160.50	164.40
1600 - 1615	0	4	130	1	23	1	2	1	162	163.70
1615 - 1630	0	2	141	1	26	3	2	1	176	179.90
1630 - 1645	0	1	141	0	17	0	1	0	160	160.70
1645 - 1700	0	0	180	0	18	2	3	1	204	209.90
Hourly Total	0	7	592	2	84	6	8	3	702	714.20
Hourly Average	0.00	1.75	148.00	0.50	21.00	1.50	2.00	0.75	175.50	178.55
1700 - 1715	0	0	184	0	20	0	0	1	205	206.00
1715 - 1730	0	6	167	1	17	3	3	0	197	198.80
1730 - 1745	0	1	166	1	14	1	0	0	183	182.90
1745 - 1800	1	0	173	3	11	0	1	2	191	193.50
Hourly Total	1	7	690	5	62	4	4	3	776	781.20
Hourly Average	0.25	1.75	172.50	1.25	15.50	1.00	1.00	0.75	194.00	195.30
1800 - 1815	0	1	133	1	9	0	1	0	145	145.70
1815 - 1830	0	0	112	0	11	1	2	0	126	129.10
1830 - 1845	0	1	115	0	14	0	0	0	130	129.40
1845 - 1900	0	0	89	0	4	1	0	1	95	96.50
Hourly Total	0	2	449	1	38	2	3	1	496	500.70
Hourly Average	0.00	0.50	112.25	0.25	9.50	0.50	0.75	0.25	124.00	125.18
Session Total	2	21	2241	31	265	22	23	11	2616	2653.70
Session Average	0.13	1.31	140.06	1.94	16.56	1.38	1.44	0.69	163.50	165.86

A47 Leicester Road
Leicester Road

lat 52.563950° lon -1.332164°

Wednesday 06 October 2021

Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Wednesday 06 October 2021

Temp: 12°C

1500 - 1900 (Weekday PM Peak)

[illegible]

Barwell, Leicestershire
Classified Junction Count

Site 3 of 5

A47
A47 Leicester Road
Leicester Road

Lat/Long

lat 52.563950° lon -1.332164°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.7: Left from Leicester Road to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	20	1	5	0	0	0	26	26.00
0715 - 0730	0	0	28	0	8	0	0	0	36	36.00
0730 - 0745	0	0	38	0	7	0	0	0	45	45.00
0745 - 0800	0	3	33	0	7	0	0	0	43	41.20
Hourly Total	0	3	119	1	27	0	0	0	150	148.20
Hourly Average	0.00	0.75	29.75	0.25	6.75	0.00	0.00	0.00	37.50	37.05
0800 - 0815	0	0	39	0	6	0	1	0	46	47.30
0815 - 0830	0	0	24	0	7	0	0	0	31	31.00
0830 - 0845	0	0	22	0	8	0	0	0	30	30.00
0845 - 0900	0	1	25	0	2	0	0	0	28	27.40
Hourly Total	0	1	110	0	23	0	1	0	135	135.70
Hourly Average	0.00	0.25	27.50	0.00	5.75	0.00	0.25	0.00	33.75	33.93
0900 - 0915	1	0	26	1	11	1	0	1	41	41.70
0915 - 0930	0	0	15	0	0	0	0	1	16	17.00
0930 - 0945	0	1	16	0	1	0	0	0	18	17.40
0945 - 1000	0	0	14	0	5	0	0	0	19	19.00
Hourly Total	1	1	71	1	17	1	0	2	94	95.10
Hourly Average	0.25	0.25	17.75	0.25	4.25	0.25	0.00	0.50	23.50	23.78
Session Total	1	5	300	2	67	1	1	2	379	379.00
Session Average	0.08	0.42	25.00	0.17	5.58	0.08	0.08	0.17	31.58	31.58

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.7: Left from Leicester Road to A47								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	21	0	2	1	0	0	24	24.50
1515 - 1530	0	0	29	0	3	1	0	0	33	33.50
1530 - 1545	0	0	27	1	5	0	0	1	34	35.00
1545 - 1600	0	1	17	0	6	0	3	0	27	30.30
Hourly Total	0	1	94	1	16	2	3	1	118	123.30
Hourly Average	0.00	0.25	23.50	0.25	4.00	0.50	0.75	0.25	29.50	30.83
1600 - 1615	0	0	33	0	5	0	0	0	38	38.00
1615 - 1630	0	0	15	0	7	2	0	1	25	27.00
1630 - 1645	0	0	33	1	2	0	0	0	36	36.00
1645 - 1700	0	0	35	0	3	0	0	0	38	38.00
Hourly Total	0	0	116	1	17	2	0	1	137	139.00
Hourly Average	0.00	0.00	29.00	0.25	4.25	0.50	0.00	0.25	34.25	34.75
1700 - 1715	0	0	23	0	4	0	0	0	27	27.00
1715 - 1730	0	1	23	0	6	0	0	0	30	29.40
1730 - 1745	0	0	23	0	4	1	0	0	28	28.50
1745 - 1800	0	0	19	0	3	0	0	0	22	22.00
Hourly Total	0	1	88	0	17	1	0	0	107	106.90
Hourly Average	0.00	0.25	22.00	0.00	4.25	0.25	0.00	0.00	26.75	26.73
1800 - 1815	0	0	16	0	3	0	0	0	19	19.00
1815 - 1830	0	0	14	0	1	0	0	0	15	15.00
1830 - 1845	0	0	17	0	3	1	0	0	21	21.50
1845 - 1900	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	57	0	8	1	0	0	66	66.50
Hourly Average	0.00	0.00	14.25	0.00	2.00	0.25	0.00	0.00	16.50	16.63
Session Total	0	2	355	2	58	6	3	2	428	435.70
Session Average	0.00	0.13	22.19	0.13	3.63	0.38	0.19	0.13	26.75	27.23

Barwell, Leicestershire
Classified Junction Count

Site 3 of 5

A47
A47 Leicester Road
Leicester Road

Lat/Long

lat 52.563950° lon -1.332164°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.8: Right from Leicester Road to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	45	0	11	1	0	0	58	57.70
0715 - 0730	0	0	66	0	12	1	0	0	79	79.50
0730 - 0745	1	1	86	0	23	1	0	0	112	111.10
0745 - 0800	0	0	86	1	17	0	0	2	106	108.00
Hourly Total	2	1	283	1	63	3	0	2	355	356.30
Hourly Average	0.50	0.25	70.75	0.25	15.75	0.75	0.00	0.50	88.75	89.08
0800 - 0815	0	0	100	0	10	1	0	0	111	111.50
0815 - 0830	0	0	94	2	15	2	0	0	113	114.00
0830 - 0845	0	0	110	0	14	2	0	0	126	127.00
0845 - 0900	0	0	78	2	13	1	0	0	94	94.50
Hourly Total	0	0	382	4	52	6	0	0	444	447.00
Hourly Average	0.00	0.00	95.50	1.00	13.00	1.50	0.00	0.00	111.00	111.75
0900 - 0915	0	0	79	2	4	1	0	0	86	86.50
0915 - 0930	0	0	58	0	6	0	0	0	64	64.00
0930 - 0945	0	1	47	1	7	1	0	0	57	56.90
0945 - 1000	0	2	45	0	10	0	0	0	57	55.80
Hourly Total	0	3	229	3	27	2	0	0	264	263.20
Hourly Average	0.00	0.75	57.25	0.75	6.75	0.50	0.00	0.00	66.00	65.80
Session Total	2	4	894	8	142	11	0	2	1063	1066.50
Session Average	0.17	0.33	74.50	0.67	11.83	0.92	0.00	0.17	88.58	88.88

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.8: Right from Leicester Road to A47 Leicester Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	72	2	6	0	1	0	82	82.70
1515 - 1530	0	0	74	0	7	0	0	0	81	81.00
1530 - 1545	0	0	55	2	10	0	0	0	67	67.00
1545 - 1600	0	2	64	0	7	2	0	0	75	74.80
Hourly Total	0	3	265	4	30	2	1	0	305	305.50
Hourly Average	0.00	0.75	66.25	1.00	7.50	0.50	0.25	0.00	76.25	76.38
1600 - 1615	0	1	61	0	5	0	0	0	67	66.40
1615 - 1630	0	1	68	1	12	1	0	0	83	82.90
1630 - 1645	0	0	65	0	8	0	0	0	73	73.00
1645 - 1700	0	1	58	0	8	0	0	0	67	66.40
Hourly Total	0	3	252	1	33	1	0	0	290	288.70
Hourly Average	0.00	0.75	63.00	0.25	8.25	0.25	0.00	0.00	72.50	72.18
1700 - 1715	2	0	75	0	8	0	0	0	85	83.40
1715 - 1730	0	0	56	3	7	0	0	0	66	66.00
1730 - 1745	0	0	72	0	6	0	0	0	78	78.00
1745 - 1800	0	0	70	0	4	0	0	0	74	74.00
Hourly Total	2	0	273	3	25	0	0	0	303	301.40
Hourly Average	0.50	0.00	68.25	0.75	6.25	0.00	0.00	0.00	75.75	75.35
1800 - 1815	0	1	55	0	4	0	0	0	60	59.40
1815 - 1830	0	1	47	0	6	0	0	0	54	53.40
1830 - 1845	0	1	46	1	8	0	0	0	56	55.40
1845 - 1900	0	0	56	0	7	0	0	0	63	63.00
Hourly Total	0	3	204	1	25	0	0	0	233	231.20
Hourly Average	0.00	0.75	51.00	0.25	6.25	0.00	0.00	0.00	58.25	57.80
Session Total	2	9	994	9	113	3	1	0	1131	1126.80
Session Average	0.13	0.56	62.13	0.56	7.06	0.19	0.06	0.00	70.69	70.43

A47 Leicester Road
Leicester Road

lat 52.563950° lon -1.332164°

Wednesday 06 October 2021

Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Wednesday 06 October 2021

Temp: 12°C

1500 - 1900 (Weekday PM Peak)

[illegible]

Barwell, Leicestershire
Classified Junction Count

Site 4 of 5
A47 (East)
B581 Station Road
A47 (West)

Lat/Long
lat 52.564868° lon -1.325250°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.1: Left from A47 (East) to B581 Station Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	19	0	4	1	0	0	25	24.70
0715 - 0730	0	1	22	0	4	1	0	0	28	27.90
0730 - 0745	0	1	25	0	5	0	0	0	31	30.40
0745 - 0800	0	0	23	0	4	0	1	0	28	29.30
Hourly Total	1	2	89	0	17	2	1	0	112	112.30
Hourly Average	0.25	0.50	22.25	0.00	4.25	0.50	0.25	0.00	28.00	28.08
0800 - 0815	0	0	16	0	7	0	1	0	24	25.30
0815 - 0830	0	0	17	0	3	0	0	0	20	20.00
0830 - 0845	0	0	10	1	2	1	0	0	14	14.50
0845 - 0900	0	0	24	0	2	0	0	0	26	26.00
Hourly Total	0	0	67	1	14	1	1	0	84	85.80
Hourly Average	0.00	0.00	16.75	0.25	3.50	0.25	0.25	0.00	21.00	21.45
0900 - 0915	0	0	16	0	1	0	1	0	18	19.30
0915 - 0930	0	0	8	0	2	1	0	0	11	11.50
0930 - 0945	0	0	18	0	3	0	0	0	21	21.00
0945 - 1000	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	52	0	8	1	1	0	62	63.80
Hourly Average	0.00	0.00	13.00	0.00	2.00	0.25	0.25	0.00	15.50	15.95
Session Total	1	2	208	1	39	4	3	0	258	261.90
Session Average	0.08	0.17	17.33	0.08	3.25	0.33	0.25	0.00	21.50	21.83

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.1: Left from A47 (East) to B581 Station Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	21	0	1	0	1	0	23	24.30
1515 - 1530	1	0	18	0	4	1	1	0	25	26.00
1530 - 1545	0	0	20	1	1	0	1	0	23	24.30
1545 - 1600	0	0	16	0	3	0	1	0	20	21.30
Hourly Total	1	0	75	1	9	1	4	0	91	95.90
Hourly Average	0.25	0.00	18.75	0.25	2.25	0.25	1.00	0.00	22.75	23.98
1600 - 1615	0	0	22	0	4	0	0	0	26	26.00
1615 - 1630	0	2	16	0	5	0	0	0	23	21.80
1630 - 1645	0	2	29	0	1	0	0	0	32	30.80
1645 - 1700	0	1	17	0	1	1	0	1	21	21.90
Hourly Total	0	5	84	0	11	1	0	1	102	100.50
Hourly Average	0.00	1.25	21.00	0.00	2.75	0.25	0.00	0.25	25.50	25.13
1700 - 1715	0	0	27	0	5	0	0	0	32	32.00
1715 - 1730	0	0	32	0	3	0	0	0	35	35.00
1730 - 1745	0	0	21	0	3	0	0	0	24	24.00
1745 - 1800	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	0	105	0	12	0	0	0	117	117.00
Hourly Average	0.00	0.00	26.25	0.00	3.00	0.00	0.00	0.00	29.25	29.25
1800 - 1815	0	4	18	0	2	0	0	0	24	21.60
1815 - 1830	0	0	15	0	4	0	0	0	19	19.00
1830 - 1845	0	0	21	0	1	0	0	0	22	22.00
1845 - 1900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	4	62	0	7	0	0	0	73	70.60
Hourly Average	0.00	1.00	15.50	0.00	1.75	0.00	0.00	0.00	18.25	17.65
Session Total	1	9	326	1	39	2	4	1	383	384.00
Session Average	0.06	0.56	20.38	0.06	2.44	0.13	0.25	0.06	23.94	24.00

Barwell, Leicestershire
Classified Junction Count

Site 4 of 5
A47 (East)
B581 Station Road
A47 (West)

Lat/Long
lat 52.564868° lon -1.325250°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.2: Westbound from A47 (East) to A47 (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	78	1	13	0	0	0	93	92.40
0715 - 0730	1	2	90	1	13	2	1	0	110	110.30
0730 - 0745	1	1	115	2	9	3	2	0	133	135.70
0745 - 0800	1	1	122	0	24	4	3	0	155	159.50
Hourly Total	3	5	405	4	59	9	6	0	491	497.90
Hourly Average	0.75	1.25	101.25	1.00	14.75	2.25	1.50	0.00	122.75	124.48
0800 - 0815	0	2	128	0	15	4	2	0	151	154.40
0815 - 0830	0	0	104	3	20	5	2	0	134	139.10
0830 - 0845	0	1	111	3	12	1	1	1	130	132.20
0845 - 0900	0	1	118	3	23	4	2	3	154	161.00
Hourly Total	0	4	461	9	70	14	7	4	569	586.70
Hourly Average	0.00	1.00	115.25	2.25	17.50	3.50	1.75	1.00	142.25	146.68
0900 - 0915	1	0	96	3	8	4	5	0	117	124.70
0915 - 0930	1	0	79	0	16	3	1	0	100	102.00
0930 - 0945	0	0	69	1	18	3	1	0	92	94.80
0945 - 1000	0	1	65	1	10	2	4	0	83	88.60
Hourly Total	2	1	309	5	52	12	11	0	392	410.10
Hourly Average	0.50	0.25	77.25	1.25	13.00	3.00	2.75	0.00	98.00	102.53
Session Total	5	10	1175	18	181	35	24	4	1452	1494.70
Session Average	0.42	0.83	97.92	1.50	15.08	2.92	2.00	0.33	121.00	124.56

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.2: Westbound from A47 (East) to A47 (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	112	3	14	3	1	1	134	137.80
1515 - 1530	0	0	123	1	17	3	4	0	148	154.70
1530 - 1545	1	0	106	2	6	3	3	0	121	125.60
1545 - 1600	0	0	81	2	23	0	0	1	107	108.00
Hourly Total	1	0	422	8	60	9	8	2	510	526.10
Hourly Average	0.25	0.00	105.50	2.00	15.00	2.25	2.00	0.50	127.50	131.53
1600 - 1615	0	3	91	3	12	1	1	0	111	111.00
1615 - 1630	1	1	98	0	8	1	4	0	113	117.30
1630 - 1645	1	3	117	0	14	0	2	1	138	139.00
1645 - 1700	0	2	113	1	18	2	2	0	138	140.40
Hourly Total	2	9	419	4	52	4	9	1	500	507.70
Hourly Average	0.50	2.25	104.75	1.00	13.00	1.00	2.25	0.25	125.00	126.93
1700 - 1715	1	1	147	0	17	2	2	0	170	172.20
1715 - 1730	0	0	115	1	14	2	2	0	134	137.60
1730 - 1745	0	1	108	1	10	1	0	0	121	120.90
1745 - 1800	1	0	122	2	5	1	0	0	131	130.70
Hourly Total	2	2	492	4	46	6	4	0	556	561.40
Hourly Average	0.50	0.50	123.00	1.00	11.50	1.50	1.00	0.00	139.00	140.35
1800 - 1815	0	2	81	1	8	1	2	0	95	96.90
1815 - 1830	0	1	83	0	8	1	3	0	96	99.80
1830 - 1845	0	2	66	0	7	1	1	0	77	77.60
1845 - 1900	0	1	75	1	8	0	1	0	86	86.70
Hourly Total	0	6	305	2	31	3	7	0	354	361.00
Hourly Average	0.00	1.50	76.25	0.50	7.75	0.75	1.75	0.00	88.50	90.25
Session Total	5	17	1638	18	189	22	28	3	1920	1956.20
Session Average	0.31	1.06	102.38	1.13	11.81	1.38	1.75	0.19	120.00	122.26

Barwell, Leicestershire
Classified Junction Count

Site 4 of 5
A47 (East)
B581 Station Road
A47 (West)

Lat/Long
lat 52.564868° lon -1.325250°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.3: Left from B581 Station Road to A47 (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	40	0	9	0	0	1	50	51.00
0715 - 0730	0	0	27	0	7	0	0	1	35	36.00
0730 - 0745	0	0	67	0	17	0	3	1	88	92.90
0745 - 0800	0	2	74	0	17	2	0	0	95	94.80
Hourly Total	0	2	208	0	50	2	3	3	268	274.70
Hourly Average	0.00	0.50	52.00	0.00	12.50	0.50	0.75	0.75	67.00	68.68
0800 - 0815	0	0	80	1	13	0	1	0	95	96.30
0815 - 0830	0	0	91	3	16	0	1	0	111	112.30
0830 - 0845	0	0	68	2	14	1	1	1	87	89.80
0845 - 0900	1	0	56	3	11	1	1	0	73	74.00
Hourly Total	1	0	295	9	54	2	4	1	366	372.40
Hourly Average	0.25	0.00	73.75	2.25	13.50	0.50	1.00	0.25	91.50	93.10
0900 - 0915	1	0	71	0	5	2	1	0	80	81.50
0915 - 0930	0	0	41	0	10	1	2	0	54	57.10
0930 - 0945	0	1	42	1	13	1	0	0	58	57.90
0945 - 1000	0	2	44	1	6	1	0	0	54	53.30
Hourly Total	1	3	198	2	34	5	3	0	246	249.80
Hourly Average	0.25	0.75	49.50	0.50	8.50	1.25	0.75	0.00	61.50	62.45
Session Total	2	5	701	11	138	9	10	4	880	896.90
Session Average	0.17	0.42	58.42	0.92	11.50	0.75	0.83	0.33	73.33	74.74

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.3: Left from B581 Station Road to A47 (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	61	0	12	0	1	1	76	77.50
1515 - 1530	0	0	54	2	20	1	2	1	80	84.10
1530 - 1545	0	0	49	1	9	0	0	2	61	63.00
1545 - 1600	0	0	48	0	15	2	2	0	67	70.60
Hourly Total	1	0	212	3	56	3	5	4	284	295.20
Hourly Average	0.25	0.00	53.00	0.75	14.00	0.75	1.25	1.00	71.00	73.80
1600 - 1615	0	1	64	0	17	0	0	1	83	83.40
1615 - 1630	0	0	54	0	15	0	0	1	70	71.00
1630 - 1645	0	0	62	0	9	0	0	0	71	71.00
1645 - 1700	1	0	67	0	17	0	0	0	85	84.20
Hourly Total	1	1	247	0	58	0	0	2	309	309.60
Hourly Average	0.25	0.25	61.75	0.00	14.50	0.00	0.00	0.50	77.25	77.40
1700 - 1715	0	0	85	1	16	2	0	0	104	105.00
1715 - 1730	0	1	89	0	15	1	0	1	107	107.90
1730 - 1745	0	0	89	0	12	1	0	0	102	102.50
1745 - 1800	0	0	74	0	8	2	0	0	84	85.00
Hourly Total	0	1	337	1	51	6	0	1	397	400.40
Hourly Average	0.00	0.25	84.25	0.25	12.75	1.50	0.00	0.25	99.25	100.10
1800 - 1815	1	2	68	0	6	0	0	0	77	75.00
1815 - 1830	0	0	66	0	6	0	0	0	72	72.00
1830 - 1845	0	0	45	0	6	3	0	1	55	57.50
1845 - 1900	0	0	44	0	8	0	0	0	52	52.00
Hourly Total	1	2	223	0	26	3	0	1	256	256.50
Hourly Average	0.25	0.50	55.75	0.00	6.50	0.75	0.00	0.25	64.00	64.13
Session Total	3	4	1019	4	191	12	5	8	1246	1261.70
Session Average	0.19	0.25	63.69	0.25	11.94	0.75	0.31	0.50	77.88	78.86

Barwell, Leicestershire
Classified Junction Count

Site 4 of 5
A47 (East)
B581 Station Road
A47 (West)

Lat/Long
lat 52.564868° lon -1.325250°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.4: Right from B581 Station Road to A47 (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	2	0	0	1	10	11.00
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
0730 - 0745	0	0	19	0	3	0	0	0	22	22.00
0745 - 0800	0	0	15	0	6	1	1	0	23	24.80
Hourly Total	0	0	48	0	12	1	1	1	63	65.80
Hourly Average	0.00	0.00	12.00	0.00	3.00	0.25	0.25	0.25	15.75	16.45
0800 - 0815	0	1	16	0	2	1	0	1	21	21.90
0815 - 0830	0	0	20	1	3	0	0	0	24	24.00
0830 - 0845	0	0	15	0	7	1	0	0	23	23.50
0845 - 0900	0	0	9	0	0	1	0	0	10	10.50
Hourly Total	0	1	60	1	12	3	0	1	78	79.90
Hourly Average	0.00	0.25	15.00	0.25	3.00	0.75	0.00	0.25	19.50	19.98
0900 - 0915	0	0	10	0	3	1	0	0	14	14.50
0915 - 0930	0	0	16	0	3	0	0	0	19	19.00
0930 - 0945	0	0	10	0	0	1	0	0	11	11.50
0945 - 1000	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	43	0	6	2	0	0	51	52.00
Hourly Average	0.00	0.00	10.75	0.00	1.50	0.50	0.00	0.00	12.75	13.00
Session Total	0	1	151	1	30	6	1	2	192	197.70
Session Average	0.00	0.08	12.58	0.08	2.50	0.50	0.08	0.17	16.00	16.48

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.4: Right from B581 Station Road to A47 (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	2	16	0	4	0	1	0	24	23.30
1515 - 1530	0	0	27	0	6	0	2	0	35	37.60
1530 - 1545	1	0	19	0	6	0	0	0	26	25.20
1545 - 1600	2	2	22	0	3	0	0	0	29	26.20
Hourly Total	4	4	84	0	19	0	3	0	114	112.30
Hourly Average	1.00	1.00	21.00	0.00	4.75	0.00	0.75	0.00	28.50	28.08
1600 - 1615	0	0	26	0	2	0	0	0	28	28.00
1615 - 1630	0	0	32	0	4	0	0	0	36	36.00
1630 - 1645	0	0	32	0	7	1	1	0	41	42.80
1645 - 1700	0	0	25	0	5	0	0	0	30	30.00
Hourly Total	0	0	115	0	18	1	1	0	135	136.80
Hourly Average	0.00	0.00	28.75	0.00	4.50	0.25	0.25	0.00	33.75	34.20
1700 - 1715	0	1	21	0	2	0	0	0	24	23.40
1715 - 1730	0	1	37	0	8	1	0	0	47	46.90
1730 - 1745	0	1	35	0	3	0	0	0	39	38.40
1745 - 1800	0	2	24	0	4	0	0	0	30	28.80
Hourly Total	0	5	117	0	17	1	0	0	140	137.50
Hourly Average	0.00	1.25	29.25	0.00	4.25	0.25	0.00	0.00	35.00	34.38
1800 - 1815	0	0	20	0	3	0	0	0	23	23.00
1815 - 1830	0	0	20	0	2	1	0	0	23	23.50
1830 - 1845	0	1	28	0	4	0	0	0	33	32.40
1845 - 1900	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	0	1	85	0	12	1	0	0	99	98.90
Hourly Average	0.00	0.25	21.25	0.00	3.00	0.25	0.00	0.00	24.75	24.73
Session Total	4	10	401	0	66	3	4	0	488	485.50
Session Average	0.25	0.63	25.06	0.00	4.13	0.19	0.25	0.00	30.50	30.34

Barwell, Leicestershire
Classified Junction Count

Site 4 of 5
A47 (East)
B581 Station Road
A47 (West)

Lat/Long
lat 52.564868° lon -1.325250°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.5: Eastbound from A47 (West) to A47 (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	73	1	14	2	4	0	95	100.60
0715 - 0730	0	5	88	1	17	0	3	0	114	114.90
0730 - 0745	0	2	94	1	13	0	3	0	113	115.70
0745 - 0800	0	3	75	1	5	2	3	0	89	92.10
Hourly Total	0	11	330	4	49	4	13	0	411	423.30
Hourly Average	0.00	2.75	82.50	1.00	12.25	1.00	3.25	0.00	102.75	105.83
0800 - 0815	0	1	87	2	14	3	2	0	109	112.50
0815 - 0830	0	0	78	1	12	4	2	1	98	103.60
0830 - 0845	0	0	100	1	14	4	7	0	126	137.10
0845 - 0900	0	0	74	3	15	3	2	0	97	101.10
Hourly Total	0	1	339	7	55	14	13	1	430	454.30
Hourly Average	0.00	0.25	84.75	1.75	13.75	3.50	3.25	0.25	107.50	113.58
0900 - 0915	0	0	79	4	9	3	4	0	99	105.70
0915 - 0930	0	0	78	4	14	4	4	1	105	113.20
0930 - 0945	0	1	50	1	10	5	3	0	70	75.80
0945 - 1000	0	0	62	2	9	4	5	1	83	92.50
Hourly Total	0	1	269	11	42	16	16	2	357	387.20
Hourly Average	0.00	0.25	67.25	2.75	10.50	4.00	4.00	0.50	89.25	96.80
Session Total	0	13	938	22	146	34	42	3	1198	1264.80
Session Average	0.00	1.08	78.17	1.83	12.17	2.83	3.50	0.25	99.83	105.40

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.5: Eastbound from A47 (West) to A47 (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	100	3	8	4	2	0	117	121.60
1515 - 1530	0	2	92	4	16	1	1	1	117	118.60
1530 - 1545	0	1	98	5	18	1	1	2	126	129.20
1545 - 1600	0	1	92	2	12	0	2	0	109	111.00
Hourly Total	0	4	382	14	54	6	6	3	469	480.40
Hourly Average	0.00	1.00	95.50	3.50	13.50	1.50	1.50	0.75	117.25	120.10
1600 - 1615	0	2	87	1	14	1	1	0	106	106.60
1615 - 1630	0	3	88	1	23	4	1	2	122	125.50
1630 - 1645	0	0	102	1	10	0	1	0	114	115.30
1645 - 1700	0	0	124	0	12	2	3	0	141	145.90
Hourly Total	0	5	401	3	59	7	6	2	483	493.30
Hourly Average	0.00	1.25	100.25	0.75	14.75	1.75	1.50	0.50	120.75	123.33
1700 - 1715	0	0	126	0	17	0	0	0	143	143.00
1715 - 1730	0	3	108	1	10	1	2	0	125	126.30
1730 - 1745	0	2	124	1	10	2	0	0	139	138.80
1745 - 1800	1	0	112	2	5	0	1	1	122	123.50
Hourly Total	1	5	470	4	42	3	3	1	529	531.60
Hourly Average	0.25	1.25	117.50	1.00	10.50	0.75	0.75	0.25	132.25	132.90
1800 - 1815	0	1	94	0	5	0	1	0	101	101.70
1815 - 1830	0	0	87	0	7	1	0	0	95	95.50
1830 - 1845	0	1	82	0	9	1	0	0	93	92.90
1845 - 1900	0	0	68	0	5	1	0	1	75	76.50
Hourly Total	0	2	331	0	26	3	1	1	364	366.60
Hourly Average	0.00	0.50	82.75	0.00	6.50	0.75	0.25	0.25	91.00	91.65
Session Total	1	16	1584	21	181	19	16	7	1845	1871.90
Session Average	0.06	1.00	99.00	1.31	11.31	1.19	1.00	0.44	115.31	116.99

Barwell, Leicestershire
Classified Junction Count

Site 4 of 5
A47 (East)
B581 Station Road
A47 (West)

Lat/Long
lat 52.564868° lon -1.325250°

Date
Wednesday 06 October 2021

Weather
Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.6: Right from A47 (West) to B581 Station Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	42	0	10	0	0	1	53	54.00
0715 - 0730	0	0	60	0	10	1	0	0	71	71.50
0730 - 0745	0	0	52	0	14	1	0	1	68	69.50
0745 - 0800	0	0	61	0	18	1	0	0	80	80.50
Hourly Total	0	0	215	0	52	3	0	2	272	275.50
Hourly Average	0.00	0.00	53.75	0.00	13.00	0.75	0.00	0.50	68.00	68.88
0800 - 0815	0	0	57	0	16	0	2	0	75	77.60
0815 - 0830	0	0	51	0	12	1	1	0	65	66.80
0830 - 0845	0	0	43	0	9	2	1	0	55	57.30
0845 - 0900	0	1	55	0	12	1	0	3	72	74.90
Hourly Total	0	1	206	0	49	4	4	3	267	276.60
Hourly Average	0.00	0.25	51.50	0.00	12.25	1.00	1.00	0.75	66.75	69.15
0900 - 0915	1	0	50	0	20	0	0	1	72	72.20
0915 - 0930	0	0	31	0	15	0	0	0	46	46.00
0930 - 0945	0	0	41	0	5	0	0	1	47	48.00
0945 - 1000	0	0	36	0	8	0	0	0	44	44.00
Hourly Total	1	0	158	0	48	0	0	2	209	210.20
Hourly Average	0.25	0.00	39.50	0.00	12.00	0.00	0.00	0.50	52.25	52.55
Session Total	1	1	579	0	149	7	4	7	748	762.30
Session Average	0.08	0.08	48.25	0.00	12.42	0.58	0.33	0.58	62.33	63.53

Date
Wednesday 06 October 2021

Weather
Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.6: Right from A47 (West) to B581 Station Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	57	1	5	2	1	0	66	68.30
1515 - 1530	0	1	61	3	12	3	0	0	80	80.90
1530 - 1545	1	1	50	2	10	1	0	0	65	64.10
1545 - 1600	0	0	56	4	16	0	4	2	82	89.20
Hourly Total	1	2	224	10	43	6	5	2	293	302.50
Hourly Average	0.25	0.50	56.00	2.50	10.75	1.50	1.25	0.50	73.25	75.63
1600 - 1615	0	1	79	0	12	0	1	0	93	93.70
1615 - 1630	0	0	65	0	12	1	1	1	80	82.80
1630 - 1645	0	1	75	0	9	0	0	0	85	84.40
1645 - 1700	0	0	82	0	8	0	0	1	91	92.00
Hourly Total	0	2	301	0	41	1	2	2	349	352.90
Hourly Average	0.00	0.50	75.25	0.00	10.25	0.25	0.50	0.50	87.25	88.23
1700 - 1715	0	0	90	0	8	0	0	0	98	98.00
1715 - 1730	0	3	81	0	13	2	1	1	101	102.50
1730 - 1745	0	0	66	0	8	0	0	0	74	74.00
1745 - 1800	0	0	80	1	8	0	0	1	90	91.00
Hourly Total	0	3	317	1	37	2	1	2	363	365.50
Hourly Average	0.00	0.75	79.25	0.25	9.25	0.50	0.25	0.50	90.75	91.38
1800 - 1815	0	0	56	1	8	0	0	0	65	65.00
1815 - 1830	0	0	38	0	5	0	2	0	45	47.60
1830 - 1845	0	0	52	0	4	0	0	0	56	56.00
1845 - 1900	0	0	29	0	4	0	0	0	33	33.00
Hourly Total	0	0	175	1	21	0	2	0	199	201.60
Hourly Average	0.00	0.00	43.75	0.25	5.25	0.00	0.50	0.00	49.75	50.40
Session Total	1	7	1017	12	142	9	10	6	1204	1222.50
Session Average	0.06	0.44	63.56	0.75	8.88	0.56	0.63	0.38	75.25	76.41

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.1: Left from A47 Normandy Way (East) to B4667 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	0	4	0	0	0	19	19.00
0715 - 0730	0	0	16	0	2	0	0	0	18	18.00
0730 - 0745	0	0	20	0	3	1	0	1	25	26.50
0745 - 0800	0	0	23	0	7	1	0	0	31	31.50
Hourly Total	0	0	74	0	16	2	0	1	93	95.00
Hourly Average	0.00	0.00	18.50	0.00	4.00	0.50	0.00	0.25	23.25	23.75
0800 - 0815	0	0	20	0	2	0	0	0	22	22.00
0815 - 0830	0	0	27	1	3	1	0	0	32	32.50
0830 - 0845	0	0	31	0	6	0	0	0	37	37.00
0845 - 0900	0	0	28	0	6	1	0	0	35	35.50
Hourly Total	0	0	106	1	17	2	0	0	126	127.00
Hourly Average	0.00	0.00	26.50	0.25	4.25	0.50	0.00	0.00	31.50	31.75
0900 - 0915	0	0	30	0	5	0	0	0	35	35.00
0915 - 0930	0	0	24	0	4	0	1	0	29	30.30
0930 - 0945	0	0	24	0	5	0	0	0	29	29.00
0945 - 1000	0	0	16	0	5	0	0	0	21	21.00
Hourly Total	0	0	94	0	19	0	1	0	114	115.30
Hourly Average	0.00	0.00	23.50	0.00	4.75	0.00	0.25	0.00	28.50	28.83
Session Total	0	0	274	1	52	4	1	1	333	337.30
Session Average	0.00	0.00	22.83	0.08	4.33	0.33	0.08	0.08	27.75	28.11

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.1: Left from A47 Normandy Way (East) to B4667 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	41	1	3	0	0	0	45	45.00
1515 - 1530	0	0	30	1	7	0	0	0	38	38.00
1530 - 1545	0	0	29	0	9	0	0	0	38	38.00
1545 - 1600	0	0	18	0	5	0	0	0	23	23.00
Hourly Total	0	0	118	2	24	0	0	0	144	144.00
Hourly Average	0.00	0.00	29.50	0.50	6.00	0.00	0.00	0.00	36.00	36.00
1600 - 1615	0	1	27	0	1	0	0	0	29	28.40
1615 - 1630	0	0	23	0	3	1	0	0	27	27.50
1630 - 1645	0	0	22	0	2	0	0	0	24	24.00
1645 - 1700	0	1	22	0	4	0	0	0	27	26.40
Hourly Total	0	2	94	0	10	1	0	0	107	106.30
Hourly Average	0.00	0.50	23.50	0.00	2.50	0.25	0.00	0.00	26.75	26.58
1700 - 1715	0	1	25	0	5	0	0	0	31	30.40
1715 - 1730	0	0	36	0	6	0	0	0	42	42.00
1730 - 1745	0	0	30	0	4	0	0	0	34	34.00
1745 - 1800	0	0	37	0	1	0	0	0	38	38.00
Hourly Total	0	1	128	0	16	0	0	0	145	144.40
Hourly Average	0.00	0.25	32.00	0.00	4.00	0.00	0.00	0.00	36.25	36.10
1800 - 1815	0	0	31	1	3	0	0	0	35	35.00
1815 - 1830	0	1	22	0	3	0	0	0	26	25.40
1830 - 1845	0	0	15	0	2	0	0	0	17	17.00
1845 - 1900	0	1	21	0	3	0	0	0	25	24.40
Hourly Total	0	2	89	1	11	0	0	0	103	101.80
Hourly Average	0.00	0.50	22.25	0.25	2.75	0.00	0.00	0.00	25.75	25.45
Session Total	0	5	429	3	61	1	0	0	499	496.50
Session Average	0.00	0.31	26.81	0.19	3.81	0.06	0.00	0.00	31.19	31.03

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5.2: Westbound from A47 Normandy Way (East) to A47 Normandy Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	64	1	13	1	0	1	80	81.50
0715 - 0730	1	0	80	0	13	1	1	1	97	99.00
0730 - 0745	2	0	116	2	17	4	2	0	143	146.00
0745 - 0800	1	4	103	1	27	3	3	0	142	144.20
Hourly Total	4	4	363	4	70	9	6	2	462	470.70
Hourly Average	1.00	1.00	90.75	1.00	17.50	2.25	1.50	0.50	115.50	117.68
0800 - 0815	0	0	123	0	16	3	3	1	146	152.40
0815 - 0830	0	0	123	3	10	3	0	0	139	140.50
0830 - 0845	0	0	123	3	17	1	4	2	150	157.70
0845 - 0900	0	1	100	2	20	0	3	0	126	129.30
Hourly Total	0	1	469	8	63	7	10	3	561	579.90
Hourly Average	0.00	0.25	117.25	2.00	15.75	1.75	2.50	0.75	140.25	144.98
0900 - 0915	1	0	100	4	13	6	5	0	129	137.70
0915 - 0930	1	0	52	0	15	4	2	0	74	77.80
0930 - 0945	1	1	53	1	12	3	1	0	72	73.40
0945 - 1000	0	3	47	0	13	2	3	0	68	71.10
Hourly Total	3	4	252	5	53	15	11	0	343	360.00
Hourly Average	0.75	1.00	63.00	1.25	13.25	3.75	2.75	0.00	85.75	90.00
Session Total	7	9	1084	17	186	31	27	5	1366	1410.60
Session Average	0.58	0.75	90.33	1.42	15.50	2.58	2.25	0.42	113.83	117.55

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 5.2: Westbound from A47 Normandy Way (East) to A47 Normandy Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	97	3	11	2	1	1	115	118.30
1515 - 1530	0	0	113	0	19	2	3	0	137	141.90
1530 - 1545	0	0	105	0	7	3	4	1	120	127.70
1545 - 1600	0	0	68	1	19	3	0	1	92	94.50
Hourly Total	0	0	383	4	56	10	8	3	464	482.40
Hourly Average	0.00	0.00	95.75	1.00	14.00	2.50	2.00	0.75	116.00	120.60
1600 - 1615	0	2	63	0	15	2	3	1	86	90.70
1615 - 1630	0	1	92	0	14	0	1	0	108	108.70
1630 - 1645	0	1	95	1	10	0	2	1	110	113.00
1645 - 1700	0	1	94	1	20	2	4	0	122	127.60
Hourly Total	0	5	344	2	59	4	10	2	426	440.00
Hourly Average	0.00	1.25	86.00	0.50	14.75	1.00	2.50	0.50	106.50	110.00
1700 - 1715	1	0	117	1	14	1	2	0	136	138.30
1715 - 1730	1	1	89	2	16	0	2	1	112	114.20
1730 - 1745	0	0	86	1	11	2	1	0	101	103.30
1745 - 1800	0	0	91	1	7	0	0	0	99	99.00
Hourly Total	2	1	383	5	48	3	5	1	448	454.80
Hourly Average	0.50	0.25	95.75	1.25	12.00	0.75	1.25	0.25	112.00	113.70
1800 - 1815	0	1	100	1	4	1	2	0	109	111.50
1815 - 1830	0	1	70	0	3	0	3	0	77	80.30
1830 - 1845	1	0	48	0	8	0	1	0	58	58.50
1845 - 1900	0	0	66	0	9	1	1	0	77	78.80
Hourly Total	1	2	284	1	24	2	7	0	321	329.10
Hourly Average	0.25	0.50	71.00	0.25	6.00	0.50	1.75	0.00	80.25	82.28
Session Total	3	8	1394	12	187	19	30	6	1659	1706.30
Session Average	0.19	0.50	87.13	0.75	11.69	1.19	1.88	0.38	103.69	106.64

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.3: Right from A47 Normandy Way (East) to A447 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	2	0	0	1	0	1	4	5.50
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	16	0	5	1	0	1	23	24.50
Hourly Average	0.00	0.00	4.00	0.00	1.25	0.25	0.00	0.25	5.75	6.13
0800 - 0815	0	0	7	0	0	0	1	0	8	9.30
0815 - 0830	0	0	7	0	1	2	1	0	11	13.30
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	7	0	0	1	0	0	8	8.50
Hourly Total	0	0	25	0	1	3	2	0	31	35.10
Hourly Average	0.00	0.00	6.25	0.00	0.25	0.75	0.50	0.00	7.75	8.78
0900 - 0915	0	0	3	0	0	1	0	0	4	4.50
0915 - 0930	0	0	1	0	0	0	2	0	3	5.60
0930 - 0945	0	0	6	0	1	0	0	0	7	7.00
0945 - 1000	0	0	8	0	2	1	1	0	12	13.80
Hourly Total	0	0	18	0	3	2	3	0	26	30.90
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.50	0.75	0.00	6.50	7.73
Session Total	0	0	59	0	9	6	5	1	80	90.50
Session Average	0.00	0.00	4.92	0.00	0.75	0.50	0.42	0.08	6.67	7.54

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.3: Right from A47 Normandy Way (East) to A447 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	5	0	1	0	1	0	7	8.30
1515 - 1530	0	0	4	0	0	0	1	0	5	6.30
1530 - 1545	0	0	3	0	0	0	0	0	3	3.00
1545 - 1600	0	0	3	0	0	0	1	0	4	5.30
Hourly Total	0	0	15	0	1	0	3	0	19	22.90
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.75	0.00	4.75	5.73
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	1	3	0	4	0	1	0	9	9.70
1630 - 1645	0	0	5	0	1	0	1	0	7	8.30
1645 - 1700	0	0	2	0	2	1	0	0	5	5.50
Hourly Total	0	1	15	0	7	1	2	0	26	28.50
Hourly Average	0.00	0.25	3.75	0.00	1.75	0.25	0.50	0.00	6.50	7.13
1700 - 1715	0	0	3	0	0	3	0	0	6	7.50
1715 - 1730	0	0	8	0	0	1	0	0	9	9.50
1730 - 1745	0	0	5	0	0	1	0	0	6	6.50
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	17	0	0	5	0	0	22	24.50
Hourly Average	0.00	0.00	4.25	0.00	0.00	1.25	0.00	0.00	5.50	6.13
1800 - 1815	0	0	5	0	0	1	1	0	7	8.80
1815 - 1830	0	0	1	0	1	0	0	0	2	2.00
1830 - 1845	0	0	4	0	0	1	0	0	5	5.50
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	15	0	1	2	1	0	19	21.30
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.50	0.25	0.00	4.75	5.33
Session Total	0	1	62	0	9	8	6	0	86	97.20
Session Average	0.00	0.06	3.88	0.00	0.56	0.50	0.38	0.00	5.38	6.08

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5.4: Left from B4667 Ashby Road to A47 Normandy Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	0	0	0	0	9	9.00
0715 - 0730	0	0	17	0	2	1	0	0	20	20.50
0730 - 0745	0	0	17	0	2	0	0	0	19	19.00
0745 - 0800	1	0	12	0	7	0	0	0	20	19.20
Hourly Total	1	0	55	0	11	1	0	0	68	67.70
Hourly Average	0.25	0.00	13.75	0.00	2.75	0.25	0.00	0.00	17.00	16.93
0800 - 0815	0	0	33	0	5	1	0	0	39	39.50
0815 - 0830	0	0	48	0	2	2	0	0	52	53.00
0830 - 0845	0	0	36	0	7	0	0	0	43	43.00
0845 - 0900	0	0	43	0	5	0	0	0	48	48.00
Hourly Total	0	0	160	0	19	3	0	0	182	183.50
Hourly Average	0.00	0.00	40.00	0.00	4.75	0.75	0.00	0.00	45.50	45.88
0900 - 0915	0	0	20	1	2	1	1	0	25	26.80
0915 - 0930	0	0	26	0	6	0	1	0	33	34.30
0930 - 0945	0	0	20	0	2	0	0	0	22	22.00
0945 - 1000	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	0	0	89	1	11	1	2	0	104	107.10
Hourly Average	0.00	0.00	22.25	0.25	2.75	0.25	0.50	0.00	26.00	26.78
Session Total	1	0	304	1	41	5	2	0	354	358.30
Session Average	0.08	0.00	25.33	0.08	3.42	0.42	0.17	0.00	29.50	29.86

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 5.4: Left from B4667 Ashby Road to A47 Normandy Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	21	1	4	0	0	0	26	26.00
1515 - 1530	0	0	29	0	5	0	0	0	34	34.00
1530 - 1545	0	0	42	0	1	0	0	0	43	43.00
1545 - 1600	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	0	0	115	1	13	0	0	0	129	129.00
Hourly Average	0.00	0.00	28.75	0.25	3.25	0.00	0.00	0.00	32.25	32.25
1600 - 1615	0	0	21	0	2	0	0	0	23	23.00
1615 - 1630	0	0	31	0	2	0	0	0	33	33.00
1630 - 1645	0	0	29	0	3	0	0	0	32	32.00
1645 - 1700	0	0	22	0	1	0	0	0	23	23.00
Hourly Total	0	0	103	0	8	0	0	0	111	111.00
Hourly Average	0.00	0.00	25.75	0.00	2.00	0.00	0.00	0.00	27.75	27.75
1700 - 1715	0	0	24	0	1	0	1	0	26	27.30
1715 - 1730	0	1	39	0	5	0	0	0	45	44.40
1730 - 1745	0	0	21	0	4	0	0	0	25	25.00
1745 - 1800	0	0	31	0	2	0	0	0	33	33.00
Hourly Total	0	1	115	0	12	0	1	0	129	129.70
Hourly Average	0.00	0.25	28.75	0.00	3.00	0.00	0.25	0.00	32.25	32.43
1800 - 1815	0	0	30	0	0	0	0	0	30	30.00
1815 - 1830	0	1	26	0	3	0	0	0	30	29.40
1830 - 1845	0	0	27	0	5	0	0	0	32	32.00
1845 - 1900	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	0	1	104	0	9	0	0	0	114	113.40
Hourly Average	0.00	0.25	26.00	0.00	2.25	0.00	0.00	0.00	28.50	28.35
Session Total	0	2	437	1	42	0	1	0	483	483.10
Session Average	0.00	0.13	27.31	0.06	2.63	0.00	0.06	0.00	30.19	30.19

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.5: Northbound from B4667 Ashby Road to A447 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	21	0	9	0	0	2	32	34.00
0715 - 0730	2	0	32	0	2	2	0	2	40	41.40
0730 - 0745	0	0	35	0	12	0	0	2	49	51.00
0745 - 0800	0	0	34	1	3	1	0	2	41	43.50
Hourly Total	2	0	122	1	26	3	0	8	162	169.90
Hourly Average	0.50	0.00	30.50	0.25	6.50	0.75	0.00	2.00	40.50	42.48
0800 - 0815	0	0	61	0	14	1	1	2	79	82.80
0815 - 0830	1	0	53	0	5	0	0	1	60	60.20
0830 - 0845	0	0	47	1	5	1	0	2	56	58.50
0845 - 0900	0	1	52	0	8	0	0	2	63	64.40
Hourly Total	1	1	213	1	32	2	1	7	258	265.90
Hourly Average	0.25	0.25	53.25	0.25	8.00	0.50	0.25	1.75	64.50	66.48
0900 - 0915	0	0	52	1	6	0	0	2	61	63.00
0915 - 0930	0	0	37	0	6	1	0	1	45	46.50
0930 - 0945	0	0	40	0	6	1	1	2	50	53.80
0945 - 1000	2	0	33	0	7	1	0	1	44	43.90
Hourly Total	2	0	162	1	25	3	1	6	200	207.20
Hourly Average	0.50	0.00	40.50	0.25	6.25	0.75	0.25	1.50	50.00	51.80
Session Total	5	1	497	3	83	8	2	21	620	643.00
Session Average	0.42	0.08	41.42	0.25	6.92	0.67	0.17	1.75	51.67	53.58

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.5: Northbound from B4667 Ashby Road to A447 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	56	0	5	2	2	3	68	74.60
1515 - 1530	0	0	59	1	7	0	0	1	68	69.00
1530 - 1545	0	0	49	1	7	0	0	1	58	59.00
1545 - 1600	0	0	67	0	9	1	0	2	79	81.50
Hourly Total	0	0	231	2	28	3	2	7	273	284.10
Hourly Average	0.00	0.00	57.75	0.50	7.00	0.75	0.50	1.75	68.25	71.03
1600 - 1615	0	0	61	0	13	0	1	2	77	80.30
1615 - 1630	0	1	62	0	11	1	1	1	77	79.20
1630 - 1645	0	0	60	0	7	1	0	2	70	72.50
1645 - 1700	0	0	62	1	15	0	0	1	79	80.00
Hourly Total	0	1	245	1	46	2	2	6	303	312.00
Hourly Average	0.00	0.25	61.25	0.25	11.50	0.50	0.50	1.50	75.75	78.00
1700 - 1715	0	3	70	0	6	0	1	1	81	81.50
1715 - 1730	0	3	68	0	8	2	1	1	83	84.50
1730 - 1745	0	0	63	0	7	0	0	1	71	72.00
1745 - 1800	0	0	51	0	6	0	0	2	59	61.00
Hourly Total	0	6	252	0	27	2	2	5	294	299.00
Hourly Average	0.00	1.50	63.00	0.00	6.75	0.50	0.50	1.25	73.50	74.75
1800 - 1815	0	1	50	0	8	1	0	2	62	63.90
1815 - 1830	0	0	50	0	5	0	0	0	55	55.00
1830 - 1845	0	1	39	0	2	0	0	2	44	45.40
1845 - 1900	0	0	48	0	3	0	0	2	53	55.00
Hourly Total	0	2	187	0	18	1	0	6	214	219.30
Hourly Average	0.00	0.50	46.75	0.00	4.50	0.25	0.00	1.50	53.50	54.83
Session Total	0	9	915	3	119	8	6	24	1084	1114.40
Session Average	0.00	0.56	57.19	0.19	7.44	0.50	0.38	1.50	67.75	69.65

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.6: Right from B4667 Ashby Road to A47 Normandy Way (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	2	1	0	1	20	21.50
0715 - 0730	0	1	15	0	6	0	0	0	22	21.40
0730 - 0745	0	0	22	1	1	0	0	0	24	24.00
0745 - 0800	0	0	16	0	3	0	0	0	19	19.00
Hourly Total	0	1	69	1	12	1	0	1	85	85.90
Hourly Average	0.00	0.25	17.25	0.25	3.00	0.25	0.00	0.25	21.25	21.48
0800 - 0815	0	0	15	0	5	0	0	0	20	20.00
0815 - 0830	0	0	16	0	3	1	0	0	20	20.50
0830 - 0845	0	0	19	1	6	1	0	0	27	27.50
0845 - 0900	0	0	34	1	6	0	0	0	41	41.00
Hourly Total	0	0	84	2	20	2	0	0	108	109.00
Hourly Average	0.00	0.00	21.00	0.50	5.00	0.50	0.00	0.00	27.00	27.25
0900 - 0915	0	0	27	1	3	0	1	0	32	33.30
0915 - 0930	0	0	18	0	5	1	0	0	24	24.50
0930 - 0945	0	0	13	0	1	0	0	0	14	14.00
0945 - 1000	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	0	0	81	1	10	1	1	0	94	95.80
Hourly Average	0.00	0.00	20.25	0.25	2.50	0.25	0.25	0.00	23.50	23.95
Session Total	0	1	234	4	42	4	1	1	287	290.70
Session Average	0.00	0.08	19.50	0.33	3.50	0.33	0.08	0.08	23.92	24.23

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.6: Right from B4667 Ashby Road to A47 Normandy Way (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	31	0	6	0	0	0	37	37.00
1515 - 1530	0	0	26	1	7	0	0	0	34	34.00
1530 - 1545	0	1	40	0	5	0	0	0	46	45.40
1545 - 1600	0	0	38	1	7	0	0	0	46	46.00
Hourly Total	0	1	135	2	25	0	0	0	163	162.40
Hourly Average	0.00	0.25	33.75	0.50	6.25	0.00	0.00	0.00	40.75	40.60
1600 - 1615	0	0	24	0	6	0	0	0	30	30.00
1615 - 1630	0	0	23	1	6	0	0	0	30	30.00
1630 - 1645	0	0	25	0	6	0	0	0	31	31.00
1645 - 1700	0	0	34	0	1	1	0	0	36	36.50
Hourly Total	0	0	106	1	19	1	0	0	127	127.50
Hourly Average	0.00	0.00	26.50	0.25	4.75	0.25	0.00	0.00	31.75	31.88
1700 - 1715	0	0	31	0	0	0	0	0	31	31.00
1715 - 1730	0	0	32	0	1	0	0	0	33	33.00
1730 - 1745	0	0	37	0	2	0	0	0	39	39.00
1745 - 1800	0	0	37	0	3	0	0	1	41	42.00
Hourly Total	0	0	137	0	6	0	0	1	144	145.00
Hourly Average	0.00	0.00	34.25	0.00	1.50	0.00	0.00	0.25	36.00	36.25
1800 - 1815	0	0	36	0	2	0	0	0	38	38.00
1815 - 1830	0	0	25	0	4	0	0	0	29	29.00
1830 - 1845	0	0	37	0	3	0	0	0	40	40.00
1845 - 1900	0	1	25	0	3	0	0	0	29	28.40
Hourly Total	0	1	123	0	12	0	0	0	136	135.40
Hourly Average	0.00	0.25	30.75	0.00	3.00	0.00	0.00	0.00	34.00	33.85
Session Total	0	2	501	3	62	1	0	1	570	570.30
Session Average	0.00	0.13	31.31	0.19	3.88	0.06	0.00	0.06	35.63	35.64

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.7: Left from A47 Normandy Way (West) to A447 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	25	0	6	4	0	0	36	37.40
0715 - 0730	0	0	29	1	5	0	0	0	35	35.00
0730 - 0745	0	0	29	0	13	1	1	1	45	47.80
0745 - 0800	0	1	43	1	12	0	1	1	59	60.70
Hourly Total	0	2	126	2	36	5	2	2	175	180.90
Hourly Average	0.00	0.50	31.50	0.50	9.00	1.25	0.50	0.50	43.75	45.23
0800 - 0815	0	0	26	0	10	0	0	0	36	36.00
0815 - 0830	0	0	29	0	3	3	2	0	37	41.10
0830 - 0845	0	0	18	0	8	0	5	0	31	37.50
0845 - 0900	0	0	44	1	11	2	2	0	60	63.60
Hourly Total	0	0	117	1	32	5	9	0	164	178.20
Hourly Average	0.00	0.00	29.25	0.25	8.00	1.25	2.25	0.00	41.00	44.55
0900 - 0915	0	0	34	0	10	1	3	0	48	52.40
0915 - 0930	0	1	33	1	11	2	4	0	52	57.60
0930 - 0945	0	0	22	0	9	3	4	1	39	46.70
0945 - 1000	0	1	25	0	6	0	2	0	34	36.00
Hourly Total	0	2	114	1	36	6	13	1	173	192.70
Hourly Average	0.00	0.50	28.50	0.25	9.00	1.50	3.25	0.25	43.25	46.18
Session Total	0	4	357	4	104	16	24	3	512	551.80
Session Average	0.00	0.33	29.75	0.33	8.67	1.33	2.00	0.25	42.67	45.98

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.7: Left from A47 Normandy Way (West) to A447 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	3	44	0	5	1	3	0	56	58.60
1515 - 1530	0	0	35	0	12	1	2	1	51	55.10
1530 - 1545	0	1	33	1	9	0	1	0	45	45.70
1545 - 1600	0	0	45	0	6	1	2	1	55	59.10
Hourly Total	0	4	157	1	32	3	8	2	207	218.50
Hourly Average	0.00	1.00	39.25	0.25	8.00	0.75	2.00	0.50	51.75	54.63
1600 - 1615	0	1	55	0	11	3	2	0	72	75.50
1615 - 1630	1	0	62	0	7	1	1	0	72	73.00
1630 - 1645	0	1	44	0	10	4	0	0	59	60.40
1645 - 1700	0	1	60	0	10	10	1	2	84	91.70
Hourly Total	1	3	221	0	38	18	4	2	287	300.60
Hourly Average	0.25	0.75	55.25	0.00	9.50	4.50	1.00	0.50	71.75	75.15
1700 - 1715	1	1	60	0	5	3	2	0	72	74.70
1715 - 1730	0	1	62	0	9	0	2	1	75	78.00
1730 - 1745	0	0	67	0	2	1	1	0	71	72.80
1745 - 1800	0	0	48	0	8	1	0	0	57	57.50
Hourly Total	1	2	237	0	24	5	5	1	275	283.00
Hourly Average	0.25	0.50	59.25	0.00	6.00	1.25	1.25	0.25	68.75	70.75
1800 - 1815	2	0	59	0	10	0	0	0	71	69.40
1815 - 1830	0	0	32	0	4	0	0	0	36	36.00
1830 - 1845	0	0	39	0	2	0	0	0	41	41.00
1845 - 1900	0	0	25	0	4	1	0	1	31	32.50
Hourly Total	2	0	155	0	20	1	0	1	179	178.90
Hourly Average	0.50	0.00	38.75	0.00	5.00	0.25	0.00	0.25	44.75	44.73
Session Total	4	9	770	1	114	27	17	6	948	981.00
Session Average	0.25	0.56	48.13	0.06	7.13	1.69	1.06	0.38	59.25	61.31

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5.8: Eastbound from A47 Normandy Way (West) to A47 Normandy Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	51	1	12	3	4	0	73	78.30
0715 - 0730	0	1	80	0	5	0	0	0	86	85.40
0730 - 0745	0	2	78	1	11	1	3	1	97	101.20
0745 - 0800	0	1	70	0	19	1	3	0	94	97.80
Hourly Total	1	5	279	2	47	5	10	1	350	362.70
Hourly Average	0.25	1.25	69.75	0.50	11.75	1.25	2.50	0.25	87.50	90.68
0800 - 0815	0	0	85	1	17	3	4	0	110	116.70
0815 - 0830	0	0	69	1	12	4	2	0	88	92.60
0830 - 0845	0	0	95	0	16	5	7	0	123	134.60
0845 - 0900	0	0	72	3	12	3	1	3	94	99.80
Hourly Total	0	0	321	5	57	15	14	3	415	443.70
Hourly Average	0.00	0.00	80.25	1.25	14.25	3.75	3.50	0.75	103.75	110.93
0900 - 0915	0	0	63	0	22	1	3	0	89	93.40
0915 - 0930	0	0	76	2	16	2	3	2	101	107.90
0930 - 0945	0	0	49	0	11	2	1	0	63	65.30
0945 - 1000	0	0	55	0	14	3	5	1	78	87.00
Hourly Total	0	0	243	2	63	8	12	3	331	353.60
Hourly Average	0.00	0.00	60.75	0.50	15.75	2.00	3.00	0.75	82.75	88.40
Session Total	1	5	843	9	167	28	36	7	1096	1160.00
Session Average	0.08	0.42	70.25	0.75	13.92	2.33	3.00	0.58	91.33	96.67

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 5.8: Eastbound from A47 Normandy Way (West) to A47 Normandy Way (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	86	2	17	4	3	0	112	117.90
1515 - 1530	0	0	97	3	16	6	1	0	123	127.30
1530 - 1545	0	0	78	2	19	2	3	0	104	108.90
1545 - 1600	0	1	84	3	10	1	0	1	100	100.90
Hourly Total	0	1	345	10	62	13	7	1	439	455.00
Hourly Average	0.00	0.25	86.25	2.50	15.50	3.25	1.75	0.25	109.75	113.75
1600 - 1615	1	3	103	2	16	1	2	0	128	128.50
1615 - 1630	1	1	108	1	12	3	2	0	128	130.70
1630 - 1645	0	1	110	2	13	1	2	0	129	131.50
1645 - 1700	0	0	139	1	19	0	2	1	162	165.60
Hourly Total	2	5	460	6	60	5	8	1	547	556.30
Hourly Average	0.50	1.25	115.00	1.50	15.00	1.25	2.00	0.25	136.75	139.08
1700 - 1715	1	1	157	1	11	0	1	1	173	173.90
1715 - 1730	0	1	125	0	11	2	2	0	141	144.00
1730 - 1745	1	0	144	0	13	1	0	0	159	158.70
1745 - 1800	0	0	118	1	11	0	2	1	133	136.60
Hourly Total	2	2	544	2	46	3	5	2	606	613.20
Hourly Average	0.50	0.50	136.00	0.50	11.50	0.75	1.25	0.50	151.50	153.30
1800 - 1815	0	0	91	1	8	0	1	0	101	102.30
1815 - 1830	1	0	66	0	9	0	0	0	76	75.20
1830 - 1845	0	0	88	0	8	1	1	0	98	99.80
1845 - 1900	0	1	70	0	5	1	0	1	78	78.90
Hourly Total	1	1	315	1	30	2	2	1	353	356.20
Hourly Average	0.25	0.25	78.75	0.25	7.50	0.50	0.50	0.25	88.25	89.05
Session Total	5	9	1664	19	198	23	22	5	1945	1980.70
Session Average	0.31	0.56	104.00	1.19	12.38	1.44	1.38	0.31	121.56	123.79

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.9: Right from A47 Normandy Way (West) to B4667 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	0	0	0	0	7	7.00
0715 - 0730	0	0	19	0	1	0	1	0	21	22.30
0730 - 0745	0	0	15	0	3	0	0	0	18	18.00
0745 - 0800	0	0	10	0	4	0	2	0	16	18.60
Hourly Total	0	0	51	0	8	0	3	0	62	65.90
Hourly Average	0.00	0.00	12.75	0.00	2.00	0.00	0.75	0.00	15.50	16.48
0800 - 0815	0	0	16	0	4	0	0	0	20	20.00
0815 - 0830	0	0	23	0	2	0	0	0	25	25.00
0830 - 0845	0	0	18	0	8	0	0	0	26	26.00
0845 - 0900	0	0	24	1	2	2	0	0	29	30.00
Hourly Total	0	0	81	1	16	2	0	0	100	101.00
Hourly Average	0.00	0.00	20.25	0.25	4.00	0.50	0.00	0.00	25.00	25.25
0900 - 0915	0	0	15	1	2	0	0	0	18	18.00
0915 - 0930	0	0	22	0	0	1	0	0	23	23.50
0930 - 0945	0	0	9	0	6	0	0	0	15	15.00
0945 - 1000	0	0	19	0	5	1	0	0	25	25.50
Hourly Total	0	0	65	1	13	2	0	0	81	82.00
Hourly Average	0.00	0.00	16.25	0.25	3.25	0.50	0.00	0.00	20.25	20.50
Session Total	0	0	197	2	37	4	3	0	243	248.90
Session Average	0.00	0.00	16.42	0.17	3.08	0.33	0.25	0.00	20.25	20.74

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.9: Right from A47 Normandy Way (West) to B4667 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	23	0	3	0	1	0	27	28.30
1515 - 1530	0	0	20	0	1	0	0	0	21	21.00
1530 - 1545	0	1	25	0	1	0	0	0	27	26.40
1545 - 1600	0	0	20	0	4	0	0	0	24	24.00
Hourly Total	0	1	88	0	9	0	1	0	99	99.70
Hourly Average	0.00	0.25	22.00	0.00	2.25	0.00	0.25	0.00	24.75	24.93
1600 - 1615	0	1	21	0	0	0	0	0	22	21.40
1615 - 1630	0	0	22	0	2	0	2	0	26	28.60
1630 - 1645	1	0	26	0	1	0	0	0	28	27.20
1645 - 1700	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	1	1	87	0	5	0	2	0	96	97.20
Hourly Average	0.25	0.25	21.75	0.00	1.25	0.00	0.50	0.00	24.00	24.30
1700 - 1715	0	0	17	0	2	0	0	0	19	19.00
1715 - 1730	0	0	19	0	1	0	0	0	20	20.00
1730 - 1745	0	0	14	0	1	1	0	0	16	16.50
1745 - 1800	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	0	0	69	0	4	1	0	0	74	74.50
Hourly Average	0.00	0.00	17.25	0.00	1.00	0.25	0.00	0.00	18.50	18.63
1800 - 1815	0	0	16	0	1	0	0	0	17	17.00
1815 - 1830	0	0	14	0	1	0	0	0	15	15.00
1830 - 1845	0	0	18	0	2	0	0	0	20	20.00
1845 - 1900	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	68	0	5	0	0	0	73	73.00
Hourly Average	0.00	0.00	17.00	0.00	1.25	0.00	0.00	0.00	18.25	18.25
Session Total	1	2	312	0	23	1	3	0	342	344.40
Session Average	0.06	0.13	19.50	0.00	1.44	0.06	0.19	0.00	21.38	21.53

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.10: Left from A447 Ashby Road to A47 Normandy Way (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	1	0	0	5	5.50
0715 - 0730	0	0	4	0	2	0	1	1	8	10.30
0730 - 0745	0	0	10	0	2	1	0	0	13	13.50
0745 - 0800	0	0	8	0	1	2	0	0	11	12.00
Hourly Total	0	0	26	0	5	4	1	1	37	41.30
Hourly Average	0.00	0.00	6.50	0.00	1.25	1.00	0.25	0.25	9.25	10.33
0800 - 0815	0	0	2	0	1	1	0	0	4	4.50
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	5	0	0	0	2	0	7	9.60
0845 - 0900	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	16	0	3	1	2	0	22	25.10
Hourly Average	0.00	0.00	4.00	0.00	0.75	0.25	0.50	0.00	5.50	6.28
0900 - 0915	0	0	5	0	2	0	1	0	8	9.30
0915 - 0930	0	0	4	0	1	1	0	0	6	6.50
0930 - 0945	0	0	5	0	2	0	1	0	8	9.30
0945 - 1000	0	0	8	0	0	1	0	0	9	9.50
Hourly Total	0	0	22	0	5	2	2	0	31	34.60
Hourly Average	0.00	0.00	5.50	0.00	1.25	0.50	0.50	0.00	7.75	8.65
Session Total	0	0	64	0	13	7	5	1	90	101.00
Session Average	0.00	0.00	5.33	0.00	1.08	0.58	0.42	0.08	7.50	8.42

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.10: Left from A447 Ashby Road to A47 Normandy Way (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	8	0	0	0	0	0	8	8.00
1515 - 1530	0	0	5	0	4	0	0	0	9	9.00
1530 - 1545	0	0	10	0	0	0	0	0	10	10.00
1545 - 1600	0	0	7	0	1	0	3	0	11	14.90
Hourly Total	0	0	30	0	5	0	3	0	38	41.90
Hourly Average	0.00	0.00	7.50	0.00	1.25	0.00	0.75	0.00	9.50	10.48
1600 - 1615	0	0	16	0	0	1	0	0	17	17.50
1615 - 1630	0	0	17	0	4	0	1	0	22	23.30
1630 - 1645	0	0	7	0	0	0	0	0	7	7.00
1645 - 1700	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	50	0	5	1	1	0	57	58.80
Hourly Average	0.00	0.00	12.50	0.00	1.25	0.25	0.25	0.00	14.25	14.70
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	0	0	3	0	0	1	0	0	4	4.50
1730 - 1745	0	0	3	0	1	0	0	0	4	4.00
1745 - 1800	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	24	0	2	1	0	0	27	27.50
Hourly Average	0.00	0.00	6.00	0.00	0.50	0.25	0.00	0.00	6.75	6.88
1800 - 1815	0	0	9	0	1	0	0	0	10	10.00
1815 - 1830	0	0	3	0	1	0	1	0	5	6.30
1830 - 1845	0	0	6	0	1	0	0	0	7	7.00
1845 - 1900	0	0	3	0	1	0	1	0	5	6.30
Hourly Total	0	0	21	0	4	0	2	0	27	29.60
Hourly Average	0.00	0.00	5.25	0.00	1.00	0.00	0.50	0.00	6.75	7.40
Session Total	0	0	125	0	16	2	6	0	149	157.80
Session Average	0.00	0.00	7.81	0.00	1.00	0.13	0.38	0.00	9.31	9.86

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.11: Southbound from A447 Ashby Road to B4667 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	37	0	7	3	0	0	48	48.90
0715 - 0730	0	0	66	0	12	2	0	3	83	87.00
0730 - 0745	0	0	54	0	12	4	3	0	73	78.90
0745 - 0800	0	0	84	0	11	1	0	2	98	100.50
Hourly Total	0	1	241	0	42	10	3	5	302	315.30
Hourly Average	0.00	0.25	60.25	0.00	10.50	2.50	0.75	1.25	75.50	78.83
0800 - 0815	0	1	79	0	25	0	0	0	105	104.40
0815 - 0830	0	0	64	4	11	0	0	1	80	81.00
0830 - 0845	0	0	84	1	10	1	1	1	98	100.80
0845 - 0900	0	1	77	0	6	0	1	3	88	91.70
Hourly Total	0	2	304	5	52	1	2	5	371	377.90
Hourly Average	0.00	0.50	76.00	1.25	13.00	0.25	0.50	1.25	92.75	94.48
0900 - 0915	0	1	80	0	12	1	2	1	97	100.50
0915 - 0930	0	0	62	0	11	0	0	2	75	77.00
0930 - 0945	0	1	48	0	6	2	1	0	58	59.70
0945 - 1000	0	3	49	0	12	0	1	3	68	70.50
Hourly Total	0	5	239	0	41	3	4	6	298	307.70
Hourly Average	0.00	1.25	59.75	0.00	10.25	0.75	1.00	1.50	74.50	76.93
Session Total	0	8	784	5	135	14	9	16	971	1000.90
Session Average	0.00	0.67	65.33	0.42	11.25	1.17	0.75	1.33	80.92	83.41

Date

Wednesday 06 October 2021

Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.11: Southbound from A447 Ashby Road to B4667 Ashby Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	62	1	8	0	0	1	72	73.00
1515 - 1530	1	0	56	2	7	0	1	2	69	71.50
1530 - 1545	2	1	60	1	15	0	0	2	81	80.80
1545 - 1600	0	2	74	1	16	0	0	2	95	95.80
Hourly Total	3	3	252	5	46	0	1	7	317	321.10
Hourly Average	0.75	0.75	63.00	1.25	11.50	0.00	0.25	1.75	79.25	80.28
1600 - 1615	0	0	58	0	11	0	1	1	71	73.30
1615 - 1630	1	0	67	0	12	1	0	3	84	86.70
1630 - 1645	2	0	86	0	8	1	0	1	98	97.90
1645 - 1700	0	0	71	1	9	0	0	1	82	83.00
Hourly Total	3	0	282	1	40	2	1	6	335	340.90
Hourly Average	0.75	0.00	70.50	0.25	10.00	0.50	0.25	1.50	83.75	85.23
1700 - 1715	0	0	59	0	7	0	0	2	68	70.00
1715 - 1730	0	0	62	0	7	0	1	1	71	73.30
1730 - 1745	1	1	67	0	6	1	0	2	78	79.10
1745 - 1800	0	0	70	0	5	0	0	1	76	77.00
Hourly Total	1	1	258	0	25	1	1	6	293	299.40
Hourly Average	0.25	0.25	64.50	0.00	6.25	0.25	0.25	1.50	73.25	74.85
1800 - 1815	1	0	45	1	6	0	0	3	56	58.20
1815 - 1830	0	0	45	0	3	1	0	2	51	53.50
1830 - 1845	0	0	49	0	3	1	0	1	54	55.50
1845 - 1900	0	0	42	0	3	0	1	1	47	49.30
Hourly Total	1	0	181	1	15	2	1	7	208	216.50
Hourly Average	0.25	0.00	45.25	0.25	3.75	0.50	0.25	1.75	52.00	54.13
Session Total	8	4	973	7	126	5	4	26	1153	1177.90
Session Average	0.50	0.25	60.81	0.44	7.88	0.31	0.25	1.63	72.06	73.62

Barwell, Leicestershire
Classified Junction Count

Site 5 of 5

A47 Normandy Way (East)
B4667 Ashby Road
A47 Normandy Way (West)
A447 Ashby Road

Lat/Long

lat 52.557577° lon -1.365701°

Date

Wednesday 06 October 2021

Weather

Cloudy
Temp: 11°C

0700 - 1000 (Weekday AM Peak)

Movement 5.12: Right from A447 Ashby Road to A47 Normandy Way (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	54	0	7	4	2	0	68	72.00
0715 - 0730	0	1	54	0	7	2	1	0	65	66.70
0730 - 0745	0	0	50	0	19	0	2	3	74	79.60
0745 - 0800	0	1	70	1	15	1	2	0	90	92.50
Hourly Total	0	3	228	1	48	7	7	3	297	310.80
Hourly Average	0.00	0.75	57.00	0.25	12.00	1.75	1.75	0.75	74.25	77.70
0800 - 0815	0	0	53	0	12	4	4	0	73	80.20
0815 - 0830	0	0	48	0	7	5	4	0	64	71.70
0830 - 0845	0	0	53	0	5	1	5	1	65	73.00
0845 - 0900	0	0	51	1	11	2	2	1	68	72.60
Hourly Total	0	0	205	1	35	12	15	2	270	297.50
Hourly Average	0.00	0.00	51.25	0.25	8.75	3.00	3.75	0.50	67.50	74.38
0900 - 0915	0	0	57	5	17	1	3	1	84	89.40
0915 - 0930	0	0	44	0	12	2	5	0	63	70.50
0930 - 0945	0	1	31	0	8	2	2	0	44	47.00
0945 - 1000	0	0	37	1	11	1	3	2	55	61.40
Hourly Total	0	1	169	6	48	6	13	3	246	268.30
Hourly Average	0.00	0.25	42.25	1.50	12.00	1.50	3.25	0.75	61.50	67.08
Session Total	0	4	602	8	131	25	35	8	813	876.60
Session Average	0.00	0.33	50.17	0.67	10.92	2.08	2.92	0.67	67.75	73.05

Date

Wednesday 06 October 2021

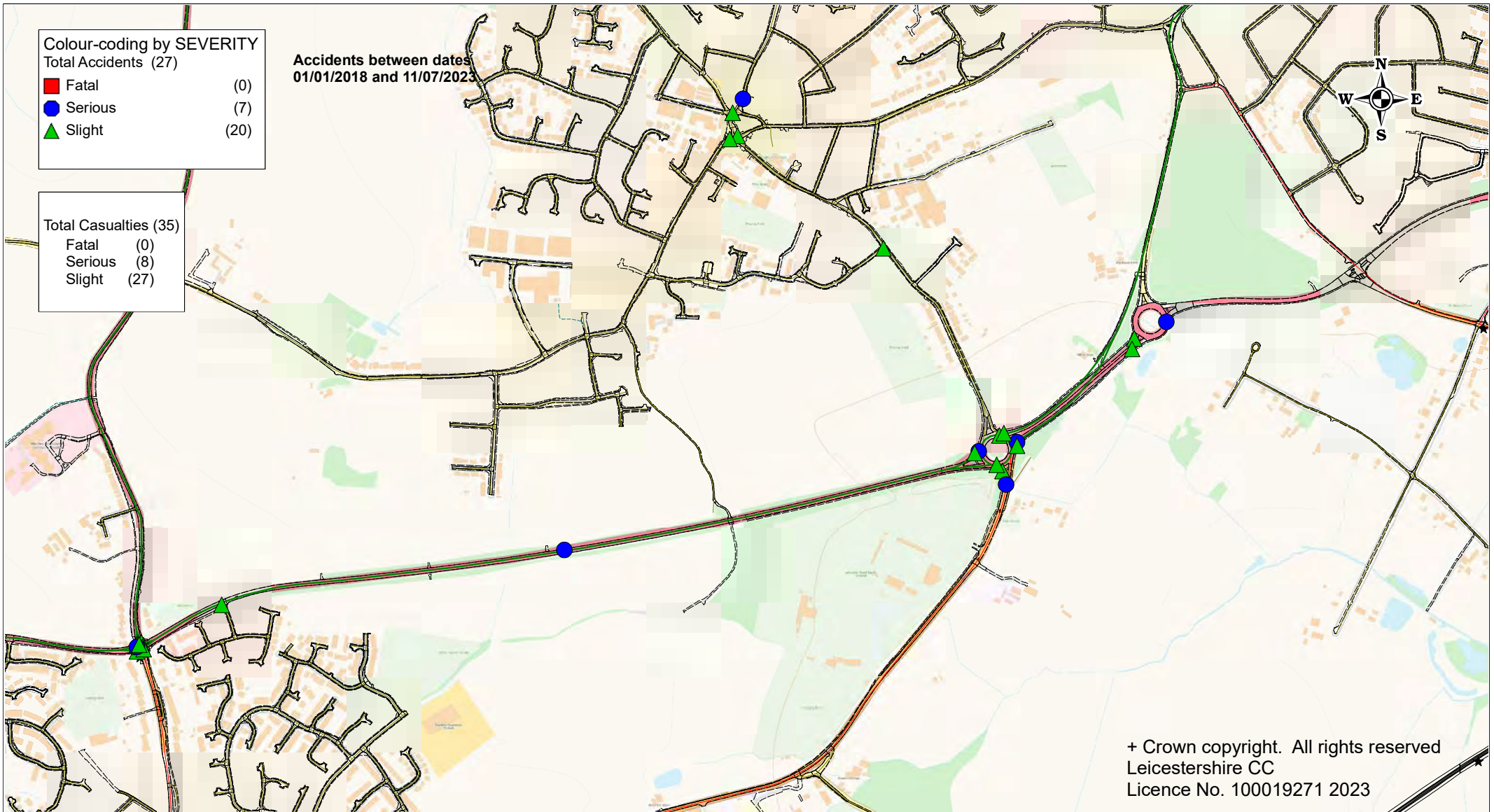
Weather

Sunny Intervals
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 5.12: Right from A447 Ashby Road to A47 Normandy Way (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	29	3	12	2	3	0	49	53.90
1515 - 1530	0	0	25	1	8	0	1	0	35	36.30
1530 - 1545	0	0	37	1	8	0	3	0	49	52.90
1545 - 1600	0	0	38	1	13	1	2	0	55	58.10
Hourly Total	0	0	129	6	41	3	9	0	188	201.20
Hourly Average	0.00	0.00	32.25	1.50	10.25	0.75	2.25	0.00	47.00	50.30
1600 - 1615	0	1	41	0	10	1	1	0	54	55.20
1615 - 1630	0	0	38	0	7	0	1	0	46	47.30
1630 - 1645	0	2	42	0	8	0	0	0	52	50.80
1645 - 1700	0	1	45	0	9	1	1	0	57	58.20
Hourly Total	0	4	166	0	34	2	3	0	209	211.50
Hourly Average	0.00	1.00	41.50	0.00	8.50	0.50	0.75	0.00	52.25	52.88
1700 - 1715	0	1	55	0	6	0	0	0	62	61.40
1715 - 1730	0	0	45	0	7	1	0	0	53	53.50
1730 - 1745	0	0	59	0	9	0	0	0	68	68.00
1745 - 1800	0	1	48	0	6	1	1	0	57	58.20
Hourly Total	0	2	207	0	28	2	1	0	240	241.10
Hourly Average	0.00	0.50	51.75	0.00	7.00	0.50	0.25	0.00	60.00	60.28
1800 - 1815	0	0	40	0	3	1	0	0	44	44.50
1815 - 1830	0	1	32	0	2	0	0	0	35	34.40
1830 - 1845	0	0	23	0	1	0	0	0	24	24.00
1845 - 1900	0	0	25	0	5	0	0	0	30	30.00
Hourly Total	0	1	120	0	11	1	0	0	133	132.90
Hourly Average	0.00	0.25	30.00	0.00	2.75	0.25	0.00	0.00	33.25	33.23
Session Total	0	7	622	6	114	8	13	0	770	786.70
Session Average	0.00	0.44	38.88	0.38	7.13	0.50	0.81	0.00	48.13	49.17

Appendix D PIA Data



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Stantec Barwell

SCALE	1 : 11860
DATE	31/08/2023
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800663	28/06/2018	445065	296170	Fine without high winds	Dry	Daylight	Serious

Location: A47 LEICESTER ROAD BARWELL JW THE COMMON.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Going ahead other	NE	SW
Car	Entering roundabout	Stopping	NE	SW

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801047	08/09/2018	445328	296402	Fine without high winds	Dry	Daylight	Slight

Location: A47 LEICESTER ROAD BARWELL ROUNDABOUT JW A47 CLICKERS WAY

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Changing lane to right	SW	E
Car	Jct Approach	Going ahead other	SW	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801174	02/09/2018	445323	296379	Fine without high winds	Dry	Daylight	Slight

Location: A47 LEICESTER ROAD HINCKLEY

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801197	27/10/2018	443100	295720	Fine without high winds	Wet/Damp	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Other vehicle - specify	Mid Junction - on roundabout or main road	Going ahead other	W	E
Car	Mid Junction - on roundabout or main road	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801455	30/09/2018	445025	296185	Fine without high winds	Dry	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW THE COMMON.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motorcycle over 500cc	Leaving roundabout	Going ahead other	SW	NE
Car	Leaving roundabout	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801500	25/12/2018	444049	295928	Fine without high winds	Wet/Damp	Darkness: no street lighting	Serious

Location: A47 NORMANDY WAY HINCKLEY APPROX 750M E CORNWALL WAY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Parked	W	E
Car	Not at, or within 20M of Jct	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious
Vehicle Passenger	Serious

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900224	04/03/2019	444438	296857	Fine without high winds	Dry	Daylight	Slight

Location: C5116 STAPLETON LANE BARWELL JW HIGH STREET

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	U-turn	NW	NW
Car	Entering roundabout	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900701	02/07/2019	443090	295700	Fine without high winds	Dry	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	N	W
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900790	16/07/2019	445032	296105	Fine without high winds	Dry	Daylight	Slight

Location: B4668 LEICESTER ROAD HINCKLEY JW NORMANDY WAY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle	Jct Approach	Going ahead other	E	W
Car	Jct Approach	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901172	03/12/2019	444979	296149	Fine without high winds	Wet/Damp	Daylight	Serious

Location: A47 NORMANDY WAY HINCKLEY AT ROUNDABOUT WITH LEICESTER ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	W	NE
Pedal Cycle	Mid Junction - on roundabout or main road	Going ahead other	SW	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000052	15/01/2020	443102	295710	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY, HINCKLEY JUNCTION WITH B4667 ASHBY ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	W
Car	Mid Junction - on roundabout or main road	Turning right	W	S

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000056	24/01/2020	443280	295805	Other	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW CORNWALL WAY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	SW
Car	Jct Approach	Going ahead other	NE	SW
Car	Entering main road	Turning right	SE	NE
Van / Goods 3.5 tonnes mgw and under	Cleared junction or waiting/parked at junction exit	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000129	23/01/2020	444427	296909	Fog or mist	Wet/Damp	Darkness: street lights present and lit	Slight

Location: KIRKBY ROAD, BARWELL, JUNCTION WITH C5116 STAPLETON LANE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	U-turn	NE	NE

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000904	20/11/2020	443095	295710	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	E	N
Car	Mid Junction - on roundabout or main road	Going ahead other	W	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates01/01/2018 and 11/07/2023(66) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000927	30/11/2020	443090	295715	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight
Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Car	Entering main road	Turning right	N	W

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000955	09/12/2020	445400	296440	Other	Wet/Damp	Darkness: street lights present and lit	Serious
Location: A47 CLICKERS WAY BARWELL JW CARRS HILL.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	NE	SW
Motor Cycle over 125 cc and up to 500cc	Mid Junction - on roundabout or main road	Going ahead other	N	SW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000975	14/12/2020	445065	296162	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 HINCKLEY ROAD BARWELL JW LEICESTER ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Waiting to turn left	NE	S
Car	Jct Approach	Going ahead or other	NE	SW

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000985	16/12/2020	443105	295705	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	W	S
Car	Mid Junction - on roundabout or main road	Going ahead or other	E	W

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100115	08/03/2021	444970	296145	Fine without high winds	Dry	Daylight	Slight

Location: A47 NORMANDY WAY BARWELL AT ROUNDABOUT JW LEICESTER ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	SW	NE
Van / Goods 3.5 tonnes mgw and under	Entering roundabout	Starting	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100212	16/04/2021	445019	296119	Fine without high winds	Dry	Daylight	Slight

Location: A47 BARWELL ROUNDABOUT JW LEICESTER ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 125 cc and up to 500cc	Entering roundabout	Going ahead other	S	N
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100414	13/06/2021	445040	296075	Fine without high winds	Dry	Daylight	Serious

Location: B4668 LEICESTER ROAD HINCKLEY APPROACHING A47 ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Changing lane to right	S	N
Motorcycle over 500cc	Not at, or within 20M of Jct	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100477	27/06/2021	444450	296940	Fine without high winds	Dry	Daylight	Serious

Location: KIRKBY ROAD BARWELL OUTSIDE NUMBER 5.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100569	29/07/2021	444765	296605	Fine without high winds	Wet/Damp	Daylight	Slight

Location: THE COMMON BARWELL JW DOVECOTE WAY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	SE	NW
Car	Entering main road	Turning right	SW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200088	29/01/2022	443090	295710	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Serious

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200491	17/06/2022	445035	296190	Fine without high winds	Dry	Daylight	Slight

Location: A47 LEICESTER ROAD BARWELL JW THE COMMON.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Changing lane to right	W	NE
Car	Leaving roundabout	Going ahead other	W	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200944	03/11/2022	443095	295715	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	E	N
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300476	13/06/2023	444420	296850	Fine without high winds	Dry	Daylight	Slight

Location: C5114 HIGH STREET BARWELL AT ENTRANCE TO SAFFRON COURT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning left	N	E

Casualties:

Class	Severity
Pedestrian	Slight

Number of records in selection: 27

Accidents between dates 01/01/2018 and 11/07/2023 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2023 ("Stantec Barwell 31.08.2023")

Table 1 - Accidents by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	-	3	-	1	-	4
February	-	-	-	-	-	-	0
March	-	1	-	1	-	-	2
April	-	-	-	1	-	-	1
May	-	-	-	-	-	-	0
June	1	-	-	2	1	1	5
July	-	2	-	1	-	-	3
August	-	-	-	-	-	-	0
September	3	-	-	-	-	-	3
October	1	-	-	-	-	-	1
November	-	-	2	-	1	-	3
December	1	1	3	-	-	-	5
TOTAL	6	4	8	5	3	1	27

Table 2 - Casualties by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	-	4	-	1	-	5
February	-	-	-	-	-	-	0
March	-	1	-	1	-	-	2
April	-	-	-	1	-	-	1
May	-	-	-	-	-	-	0
June	2	-	-	2	1	1	6
July	-	2	-	2	-	-	4
August	-	-	-	-	-	-	0
September	3	-	-	-	-	-	3
October	3	-	-	-	-	-	3
November	-	-	3	-	1	-	4
December	3	1	3	-	-	-	7
TOTAL	11	4	10	6	3	1	35

Table 3 - All Accidents by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	2	1	1	2	1	0	7
Slight	4	3	7	3	2	1	20
TOTAL	6	4	8	5	3	1	27

Table 4 - Casualties by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	3	1	1	2	1	0	8
Slight	8	3	9	4	2	1	27
TOTAL	11	4	10	6	3	1	35

Accidents between dates **01/01/2018 and 11/07/2023** (66) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2023 ("Stantec Barwell 31.08.2023")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
201800663	28/06/2018	2	Serious	0	0	0	0	0	Light	No turn	Dry	0749	A47 LEICESTER ROAD BARWELL JW THE COMMON.
201801174	02/09/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1832	A47 LEICESTER ROAD HINCKLEY
201801047	08/09/2018	1	Slight	0	0	0	0	1	Light	No turn	Dry	1010	A47 LEICESTER ROAD BARWELL ROUNDABOUT JW A47 CLICKERS W
201801455	30/09/2018	1	Slight	1	0	0	0	0	Light	No turn	Dry	1450	A47 NORMANDY WAY HINCKLEY JW THE COMMON.
201801197	27/10/2018	3	Slight	0	0	0	0	1	Light	No turn	Wet/Damp	1456	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
201801500	25/12/2018	3	Serious	0	0	0	0	2	Dark	No turn	Wet/Damp	1920	A47 NORMANDY WAY HINCKLEY APPROX 750M E CORNWALL WAY.
201900224	04/03/2019	1	Slight	1	0	0	0	0	Light	Right	Dry	1710	C5116 STAPLETON LANE BARWELL JW HIGH STREET
201900701	02/07/2019	1	Slight	0	0	0	0	0	Light	Right	Dry	1920	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
201900790	16/07/2019	1	Slight	0	1	0	0	0	Light	No turn	Dry	1715	B4668 LEICESTER ROAD HINCKLEY JW NORMANDY WAY.
201901172	03/12/2019	1	Serious	0	1	0	0	1	Light	No turn	Wet/Damp	1055	A47 NORMANDY WAY HINCKLEY AT ROUNDABOUT WITH LEICEST
202000052	15/01/2020	2	Slight	0	0	0	0	0	Dark	Right	Dry	1850	A47 NORMANDY WAY, HINCKLEY JUNCTION WITH B4667 ASHBY RO
202000129	23/01/2020	1	Slight	0	0	1	0	0	Dark	Right	Wet/Damp	0640	KIRKBY ROAD, BARWELL, JUNCTION WITH C5116 STAPLETON LAN
202000056	24/01/2020	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1700	A47 NORMANDY WAY HINCKLEY JW CORNWALL WAY.
202000904	20/11/2020	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1630	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202000927	30/11/2020	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	0705	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202000955	09/12/2020	1	Serious	1	0	0	0	0	Dark	No turn	Wet/Damp	1621	A47 CLICKERS WAY BARWELL JW CARRS HILL.
202000975	14/12/2020	1	Slight	0	0	0	0	1	Dark	Left	Wet/Damp	1645	A47 HINCKLEY ROAD BARWELL JW LEICESTER ROAD.
202000985	16/12/2020	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1825	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202100115	08/03/2021	1	Slight	0	0	0	0	1	Light	No turn	Dry	1539	A47 NORMANDY WAY BARWELL AT ROUNDABOUT JW LEICESTER R
202100212	16/04/2021	1	Slight	1	0	0	0	0	Light	No turn	Dry	1551	A47 BARWELL ROUNDABOUT JW LEICESTER ROAD
202100414	13/06/2021	1	Serious	1	0	0	0	0	Light	No turn	Dry	1615	B4668 LEICESTER ROAD HINCKLEY APPROACHING A47 ROUNDABO
202100477	27/06/2021	1	Serious	0	0	0	0	1	Light	No turn	Dry	1645	KIRKBY ROAD BARWELL OUTSIDE NUMBER 5.
202100569	29/07/2021	2	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1933	THE COMMON BARWELL JW DOVECOTE WAY.
202200088	29/01/2022	1	Serious	0	0	0	0	0	Dark	No turn	Wet/Damp	0320	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202200491	17/06/2022	1	Slight	0	0	0	0	0	Light	No turn	Dry	1502	A47 LEICESTER ROAD BARWELL JW THE COMMON.
202200944	03/11/2022	1	Slight	0	0	0	0	0	Dark	Right	Dry	1720	A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.
202300476	13/06/2023	1	Slight	0	0	1	1	0	Light	Left	Dry	1530	C5114 HIGH STREET BARWELL AT ENTRANCE TO SAFFRON COURT.
Column Totals		35		5	2	2	1	8					
No. of Accidents				5	2	2	1	7					

Total number of accidents listed: 27

Appendix E Illustrative Masterplan

- Site boundary
- Land also under the control of the applicant
- Proposed all modes access
- Proposed pedestrian and cycle access
- Proposed pedestrian access
- Proposed pedestrian route
- Proposed shared pedestrian and cycle route
- Residential development
- Self build development
- Proposed main street and pathway
- Proposed shared surface
- Public open space
- Meadow grassland with mown paths
- Maintenance area
- Attenuation area / swales
- Existing hedges / trees / planting
- Proposed trees
- Proposed woodland
- Proposed hedges / strategic planting infrastructure
- Play area
- Outdoor recreation
- Walking routes
- Offsite proposed permissive pedestrian route



client:
Harrow Estates

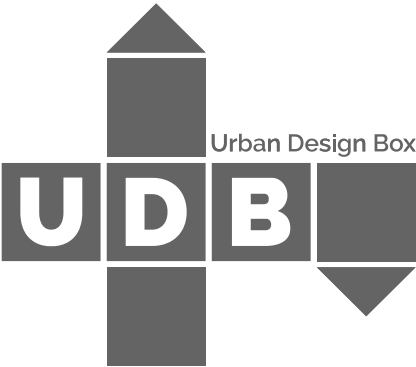
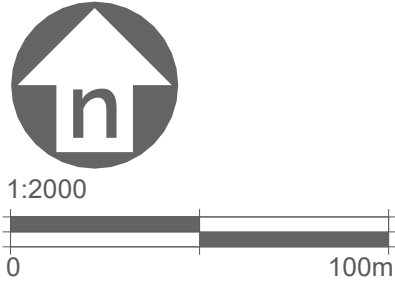
project:
Land East of The Common, Barwell

drawing title:
Illustrative Masterplan

job number: HAR102	drawing number: 4001G
scale 1:2000 @ A3	drawn AJ
date: December 2023	status: Preliminary

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Appendix F Extracts from Prime TP Transport Assessment

6.4 Trip Generation

6.4.1 At the request of LCC, TRICS 85th percentile trip rates have been used to provide a robust assessment. The TRICS 7.4.1 industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Ireland.

6.4.2 Trip rates have been derived by interrogating the database to derive a sample of sites with somewhat similar characteristics to the proposed development site. In order to accord with TRICS best-practice guidance which states that 85th percentile trip rates should only be used when the sample contains 20 sites or more, fairly wide ranges have been chosen. A summary of the key selections applied in order to derive the sample is as follows:

- Land use category – houses privately owned;
- Regions excluded – London, Northern Ireland and Eire;
- No. dwelling range selection – 50 to 300 units (52 to 237 actual);
- Date range – 30/11/06 to 29/11/16;
- Weekend surveys excluded;
- Selected locations – suburban areas & edge of town; and
- Location sub categories – residential & no sub category.

6.4.3 The above selections returned an original sample of 25 sites. This sample was then interrogated by undertaking a correlation exercise based on total trip rates for the hours of 0800-0900 and 1700-1800 which are the TRICS residential AM and PM peak hours. One of the sites was then removed from the sample as it correlated notably higher than the line of best fit. This poor correlation would have unfairly skewed the trip rates of the sample. Full reports of the TRICS data and selection process are included in **Appendix G**.

6.4.4 The derived trip rates were then applied to the 185 dwellings associated with the development of the site resulting in the trip generation. The likely weekday peak hour trip generation of the site, which will be used in the traffic impact assessment, is shown in **Table 6.2**.

Table 6.2: Peak Hour TRICS Derived 85th Percentile Trip Rates and Trip Generation for 185 Dwellings

Time	85th %ile Trip Rates			85th %ile Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.174	0.548	0.722	32	101	133
17:00-18:00	0.478	0.248	0.726	88	46	134

6.4.5 As **Table 6.2** shows, the site is likely to generate 133 two-way trips in the AM peak hour and 134 in the PM peak hour, which equates to little more than two new trips every minute. The trip totals in the other weekday hours and at the weekend will be less than this. It should be noted that no allowance has been made for any future reduction in car travel based on any potential increased

6.6 Trip Distribution

6.6.1 Traffic generated by the development proposal has been distributed on to the highway network based on 2011 Census MTW data for car drivers using the same MSOA used to forecast the total person trips as the area of residence. Origin-destination pairs containing six trips or less were removed from the data, accounting for 15% of the total trips, to make the data more manageable and to eliminate less common and generally longer distance trips from the dataset. Also removed were trips internal to Barwell as the village centre and main places of work and education in Barwell are accessible on-foot.

6.6.2 The main commuter destinations/origins (urban areas, industrial estates, business parks, military base etc.) within each workplace MSOA were identified and the most likely route from/to the site, referred to as the primary route, was derived using web based route planning software (Google Maps). Whilst some destinations may have more than one suitable route available, the most obvious routes (based on travel time and distance) have largely been chosen in order to concentrate the traffic forming a worst-case assessment, although where there are clear alternative routes due to an MSOA containing different trip attractors along different routes, secondary routes have been identified.

6.6.3 Ten routes through the study area were identified and are shown in **Table 6.4** with a summary of the percentage of development trips that will be distributed along each also shown.

Table 6.4: Distribution Summary

Route	Example Destination	Route %
1A,2A,4A	Earl Shilton	4.6%
1A,2A,4B,6A,7B	Leicester central, north and west	11.8%
1A,2A,4B,6A,7C	Leicester south and east	3.7%
1A,2A,4B,6B	Thurlaston	0.9%
1A,2A,4B,8	Stoney Stanton, Whetstone	6.4%
1A,2A,4B,6A,9	Peckleton, Caterpillar Logistics, Desford	3.5%
1A,2B	Hinckley central & south, Magna Park, Lutterworth	29.9%
1A,2C,3A	Hinckley central alternative route	6.6%
1A,2C,3B	Hinckley west & east, HORIBA MIRA	25.8%
1B,5B	Market Bosworth, Ellistown, Coalville	6.7%
Total		100.0%

6.6.4 The distribution is shown diagrammatically in **Traffic Flow Diagram 13** with details of the distribution calculation and data provided in **Appendix H**. The distributed development traffic is shown in **Traffic Flow Diagrams 14 and 15**.

Project: The Common, Barwell
 Scenario: Traffic Flow Diagram 13 - Development Traffic Distribution
 Peak: Both

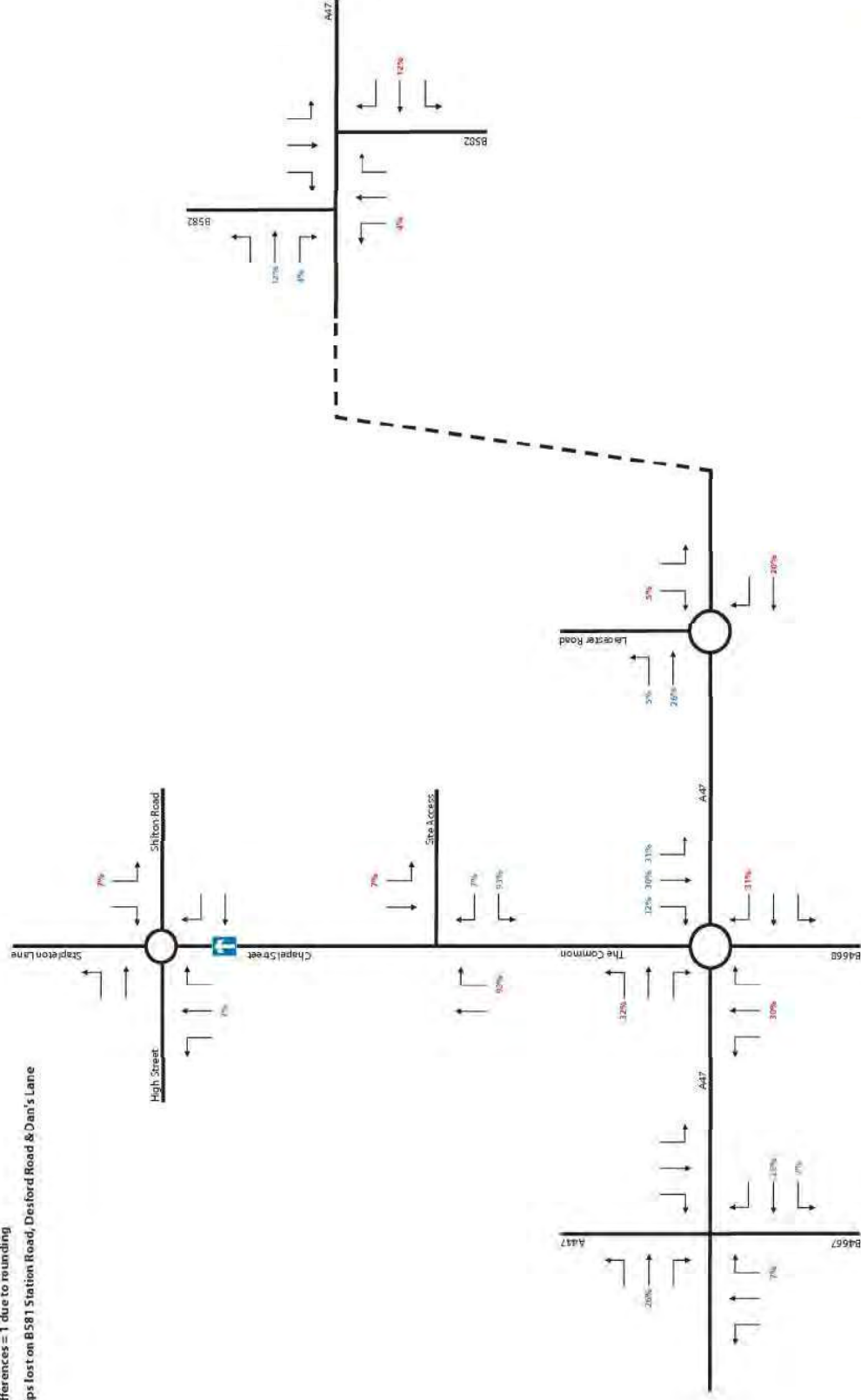
Notes: Based on 2011 MTW Census for local MSOA

Arrivals in red

Departures in blue

Differences = 1 due to rounding

Trips lost on B581 Station Road, Desford Road & Dan's Lane



Appendix G RLAMS 2021– 022 Appendix 13

Appendix 13: April 2022 Housing Trajectory (including large and small site commitments, SUES and allocated sites)

Row Number		2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	Totals
1	Past completions	438	398	474	353	227	373	225	480	752	593	569	423	464	285	275	500											6829
2	Projected net additional dwellings per annum (Large site commitments)																	350	541	483	419	243	168	84	116	62	60	2526
3	Small/Conversion Site Commitments																	56	75	83	0	0	0	0	0	0	0	214
4	Small Site Windfall Provision																	0	0	0	87	87	87	87	87	87	87	609
5	Barwell Sustainable Urban Extension (2500 dwellings) (see 12/00295/OUT)																	0	0	0	0	0	0	0	0	94	94	188
6	Earl Shilton Sustainable Urban Extension (1600 dwellings) (see 21/01151/OUT)																	0	0	0	0	0	0	95	95	95	95	380
Plan Delivery	Completions/Projected Completions	438	398	474	353	227	373	225	480	752	593	569	423	464	285	275	500	406	616	566	506	330	255	266	298	338	336	10746
	Cumulative Completions/Projected Completions	438	836	1310	1663	1890	2263	2488	2968	3720	4313	4882	5305	5769	6054	6329	6829	7235	7851	8417	8923	9253	9508	9774	10072	10410	10746	
	Annual Requirement	450	450	450	450	450	471	471	471	471	471	471	471	465	457	452	444	472	472	472	472	472	472	472	472	472	472	
	Additional 5% buffer on annual requirement for 0-5 years																	24	24	24	24	24						
	Annual Requirement + 5% buffer	450	450	450	450	450	471	471	471	471	471	471	471	465	457	452	444	496	496	496	496	496	472	472	472	472	472	
	Cumulative Annual Requirement	450	900	1350	1800	2250	2721	3192	3663	4134	4605	5076	5547	6012	6469	6921	7365	7861	8357	8853	9349	9845	#####	10789	11261	11733	12205	
	Completions/Projected Completions above or below the Requirement each year	-12	-52	24	-97	-223	-98	-246	9	281	122	98	-48	-1	-172	-177	56	-90	120	70	10	-166	-217	-206	-174	-134	-136	

Appendix H Peak Hour Calculations

Barwell Peak Hour Calculations

Traffic Surveys 06 October 2021

	Junction 1	Junction 2	Junction 3	Junction 4	Junction 5	Total
0700-0800	592	2,100	1,988	1,650	2,191	8,520
0715-0815	664	2,348	2,202	1,804	2,461	9,479
0730-0830	759	2,526	2,359	1,901	2,583	10,129
0745 -0845	834	2,612	2,417	1,889	2,681	10,432
0800-0900	836	2,594	2,391	1,856	2,724	10,400
0815-0915	860	2,520	2,337	1,786	2,699	10,202
0830-0930	804	2,378	2,149	1,669	2,627	9,626
0845-0945	780	2,359	2,124	1,678	2,599	9,540
0900-1000	639	1,899	1,718	1,373	2,155	7,785

	Junction 1	Junction 2	Junction 3	Junction 4	Junction 5	Total
1500-1600	856	2,532	2,261	1,812	2,562	10,024
1515-1615	878	2,481	2,267	1,808	2,542	9,976
1530-1630	841	2,445	2,221	1,761	2,576	9,843
1545-1645	888	2,469	2,274	1,813	2,591	10,035
1600-1700	869	2,580	2,381	1,901	2,691	10,421
1615-1715	897	2,688	2,483	2,026	2,782	10,875
1630-1730	908	2,759	2,574	2,128	2,805	11,174
1645-1745	906	2,822	2,607	2,143	2,828	11,306
1700-1800	925	2,805	2,558	2,113	2,736	11,138

Appendix I LCC Covid-19 Uplift Factors

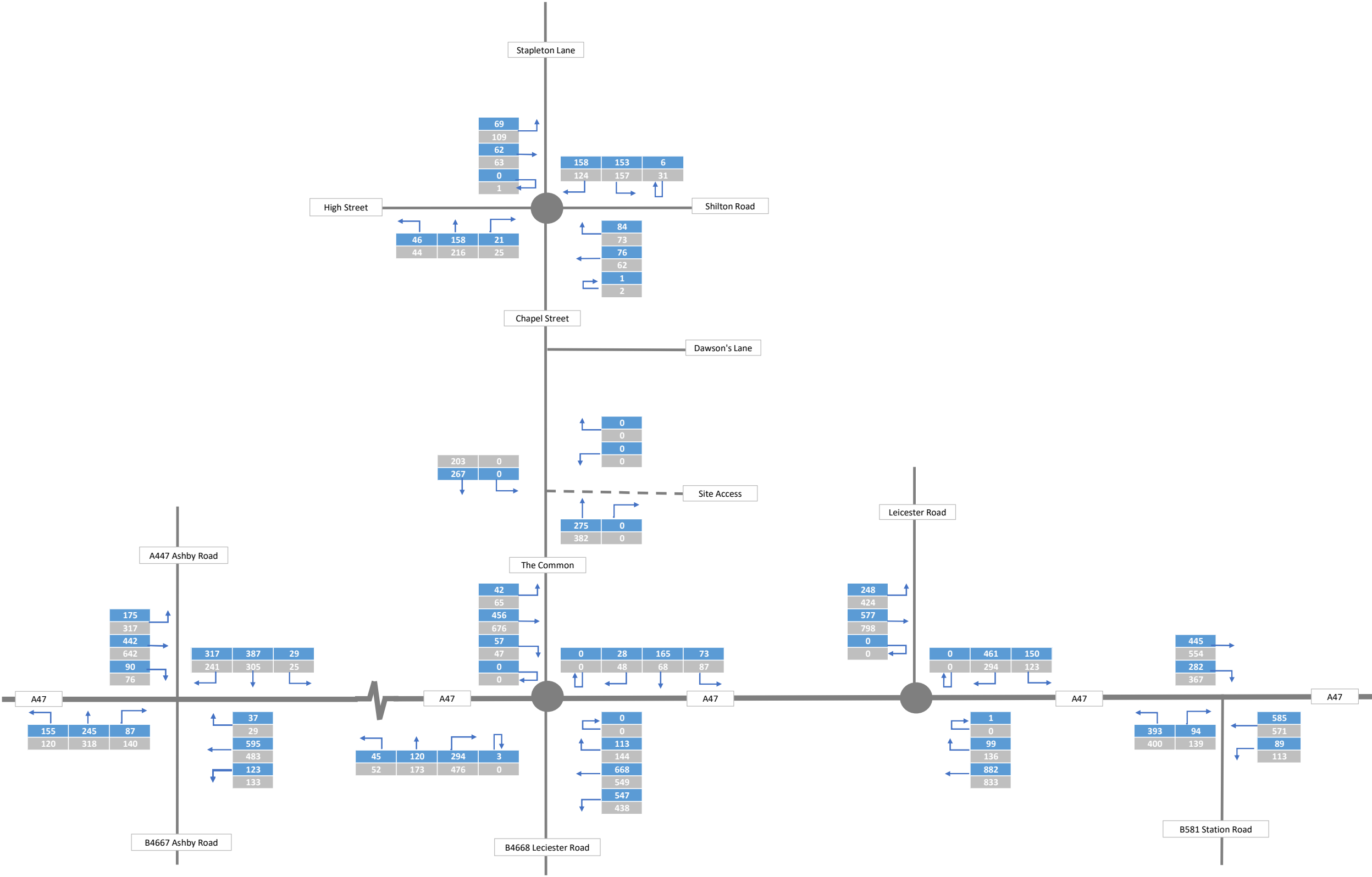
Note:

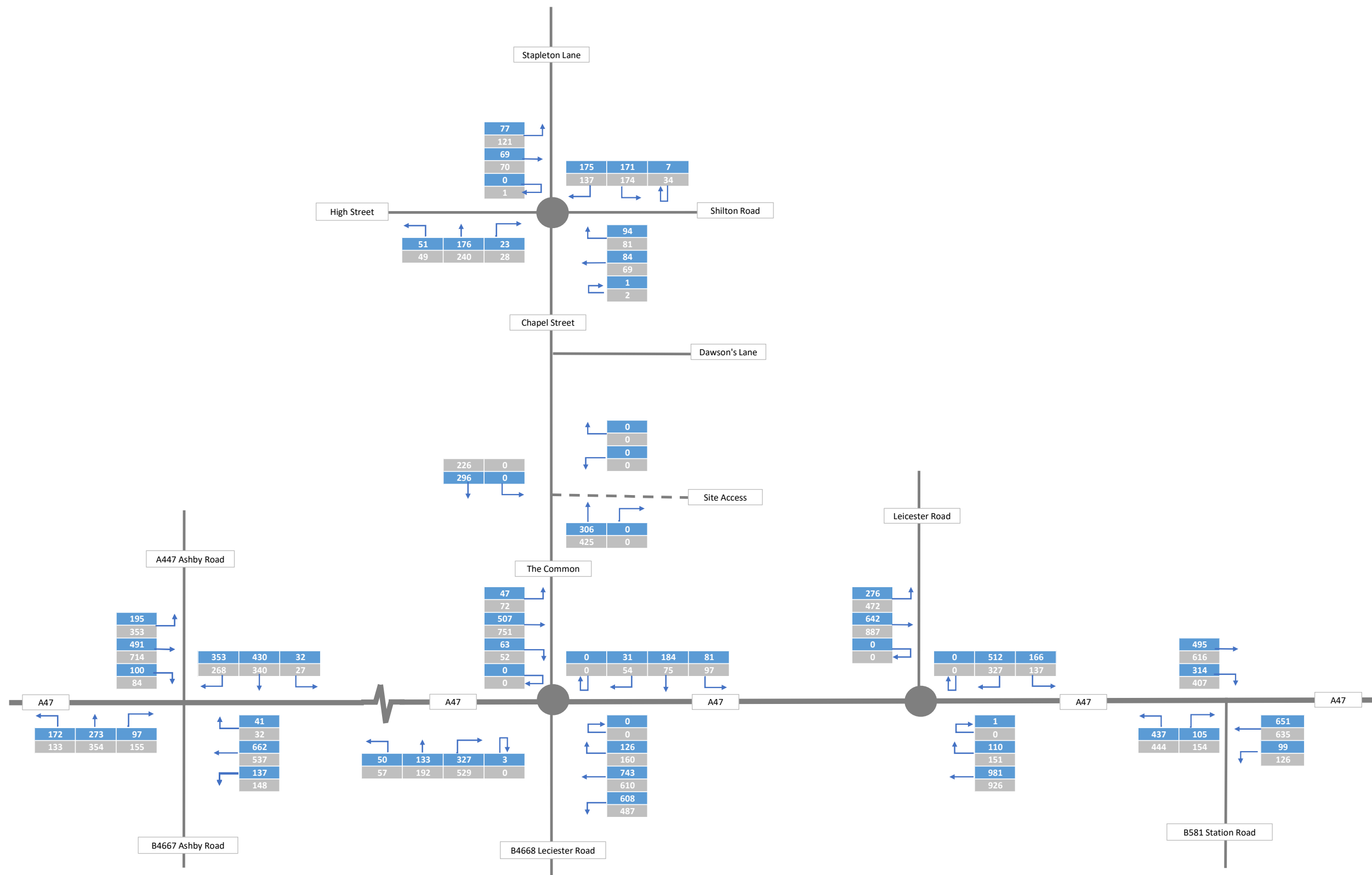
The factors provided below are for survey data gathered in Leicestershire only.
 These factors are intended to be used to adjust volume data gathered during
 the period represented in the table below.

Week 82					
	Mon	Tue	Wed	Thu	Fri
	04/10/2021	05/10/2021	06/10/2021	07/10/2021	08/10/2021
00:00:00	71%	85%	92%	97%	100%
01:00:00	67%	94%	94%	100%	100%
02:00:00	91%	100%	100%	100%	100%
03:00:00	78%	91%	100%	100%	100%
04:00:00	100%	100%	98%	100%	100%
05:00:00	95%	93%	100%	98%	92%
06:00:00	82%	88%	90%	88%	83%
07:00:00	83%	87%	86%	87%	81%
08:00:00	89%	93%	92%	91%	88%
09:00:00	88%	90%	93%	92%	94%
10:00:00	90%	94%	95%	93%	100%
11:00:00	91%	92%	93%	94%	100%
12:00:00	88%	90%	95%	94%	100%
13:00:00	89%	90%	92%	94%	100%
14:00:00	90%	92%	96%	97%	100%
15:00:00	92%	93%	98%	96%	100%
16:00:00	87%	90%	93%	94%	95%
17:00:00	84%	88%	91%	92%	89%
18:00:00	82%	89%	96%	94%	100%
19:00:00	80%	89%	95%	97%	100%
20:00:00	79%	84%	95%	94%	100%
21:00:00	77%	87%	91%	96%	100%
22:00:00	66%	74%	87%	89%	100%
23:00:00	64%	81%	93%	100%	100%

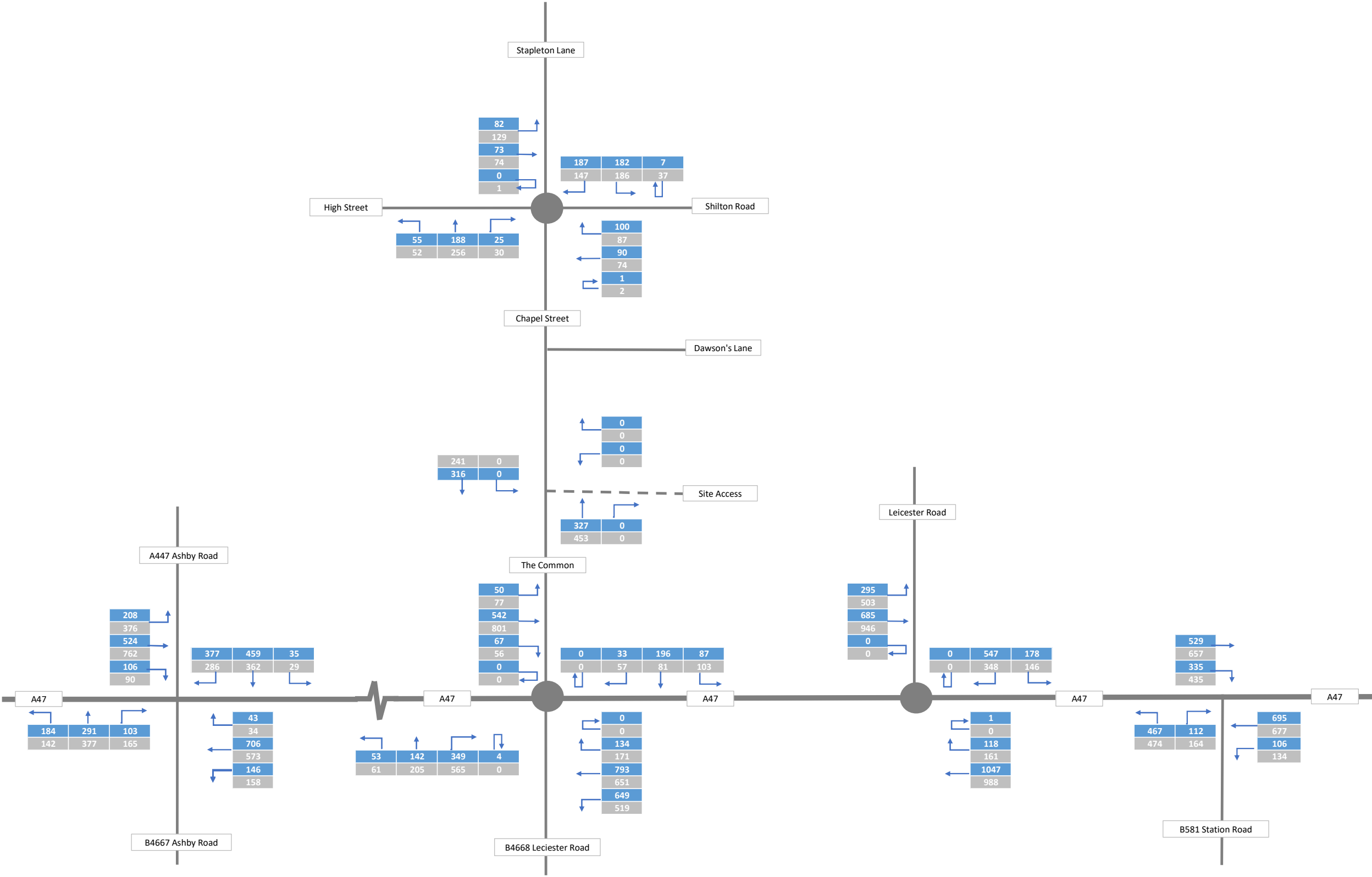
Appendix J Traffic Network Diagrams

AM Peak Hour	0745-0845
PM Peak Hour	1645 -1745

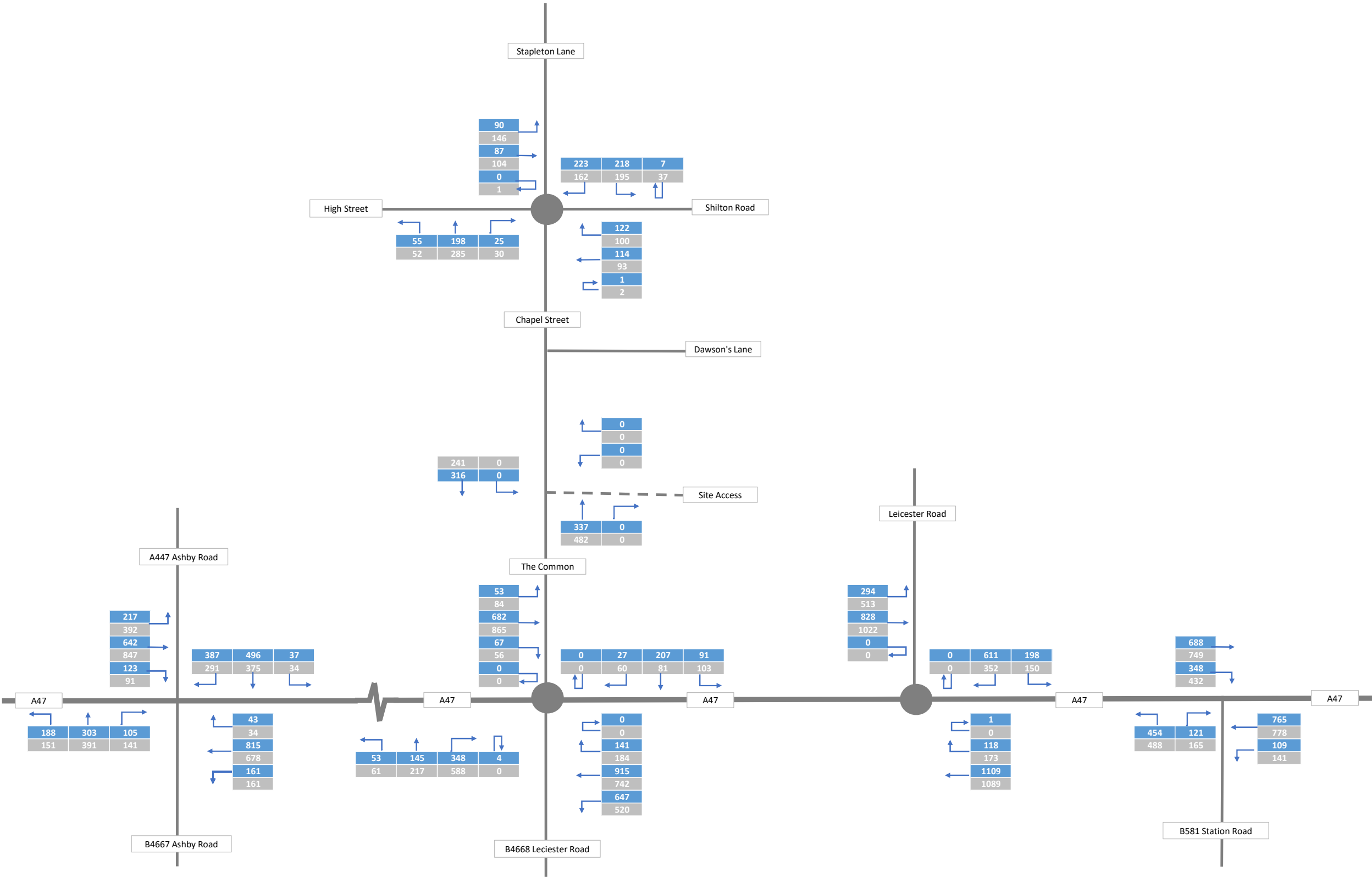




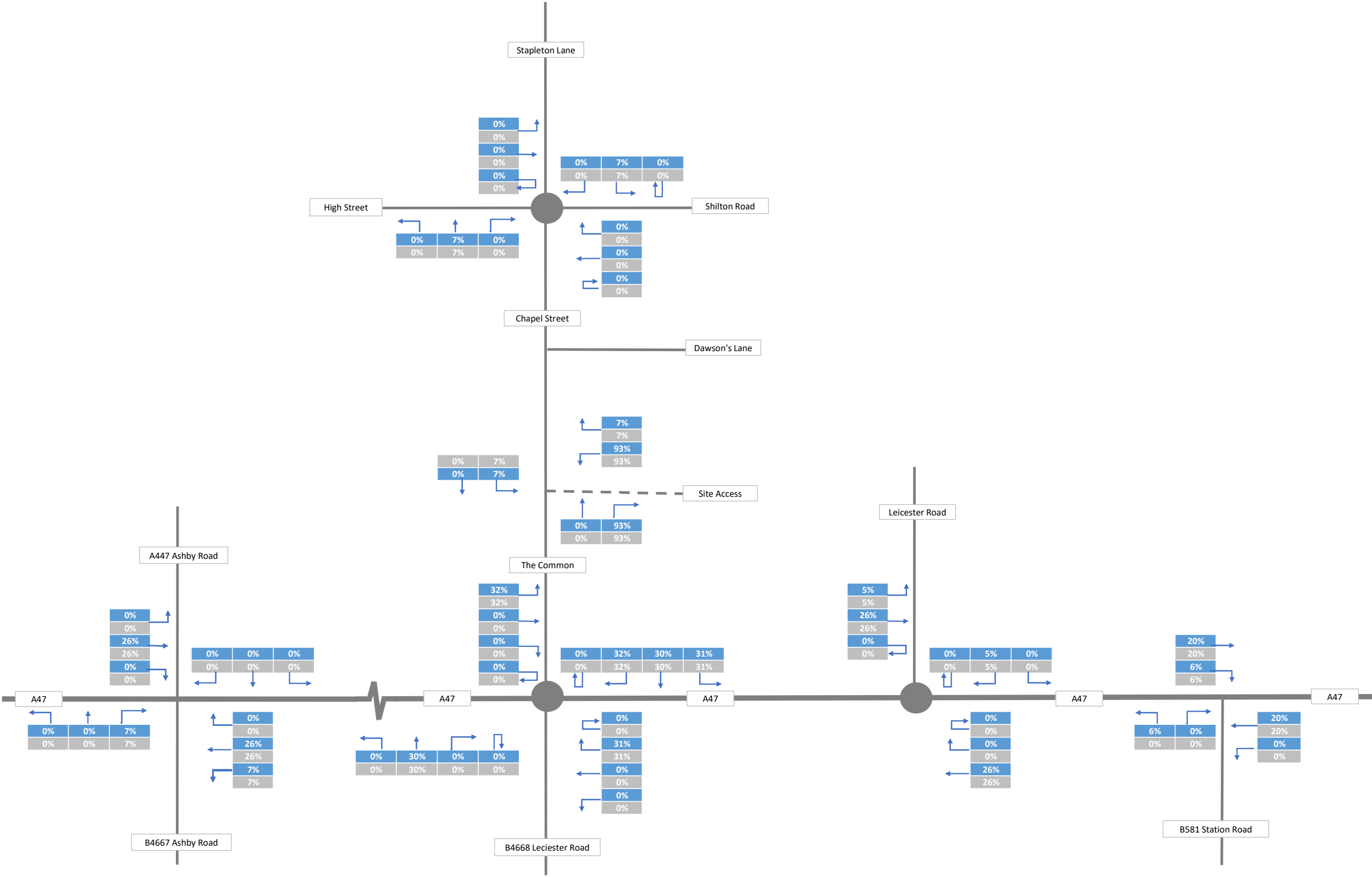
AM Peak Hour	0745-0845
PM Peak Hour	1645 -1745

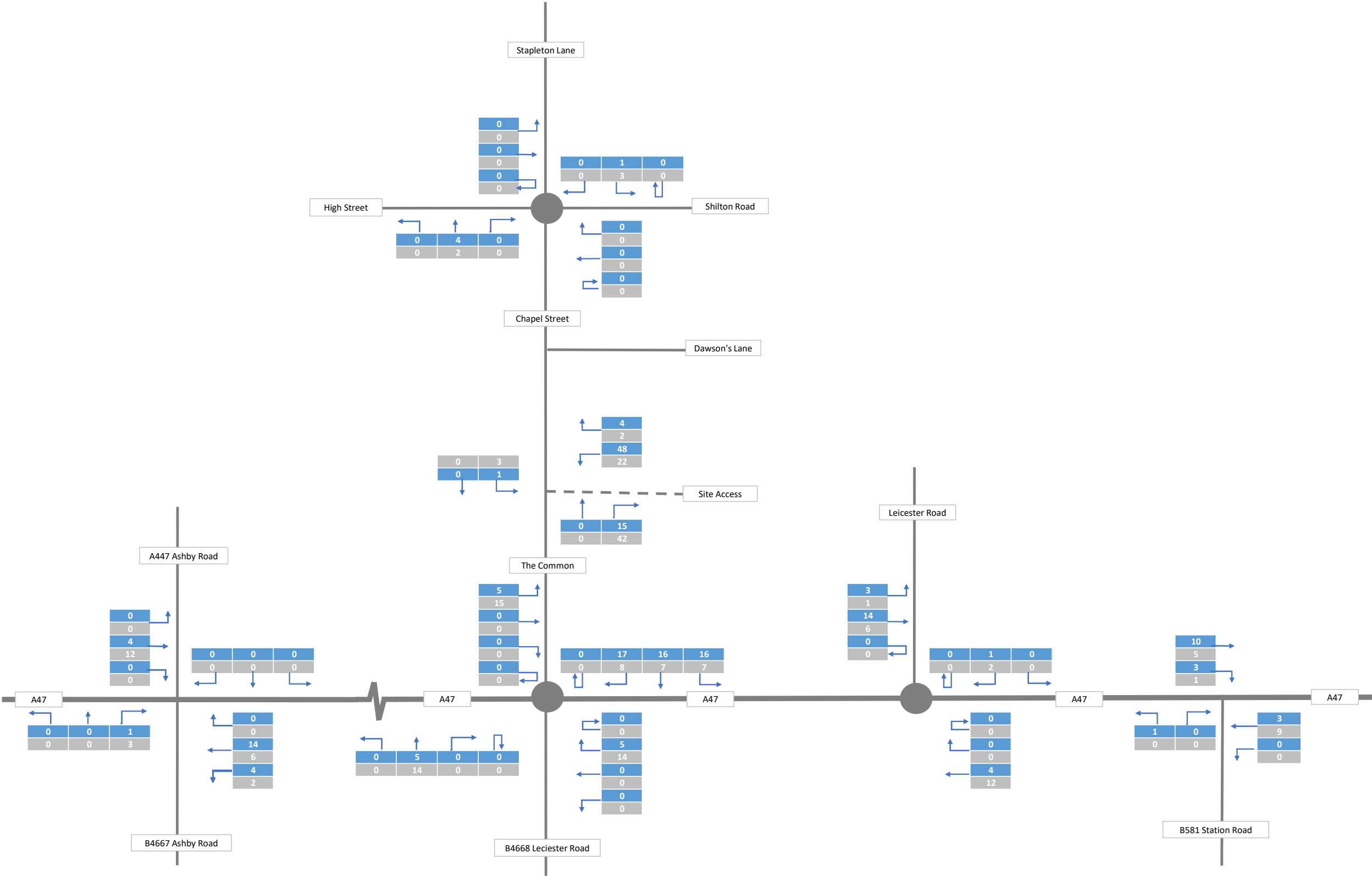


AM Peak Hour	0745-0845
PM Peak Hour	1645 -1745

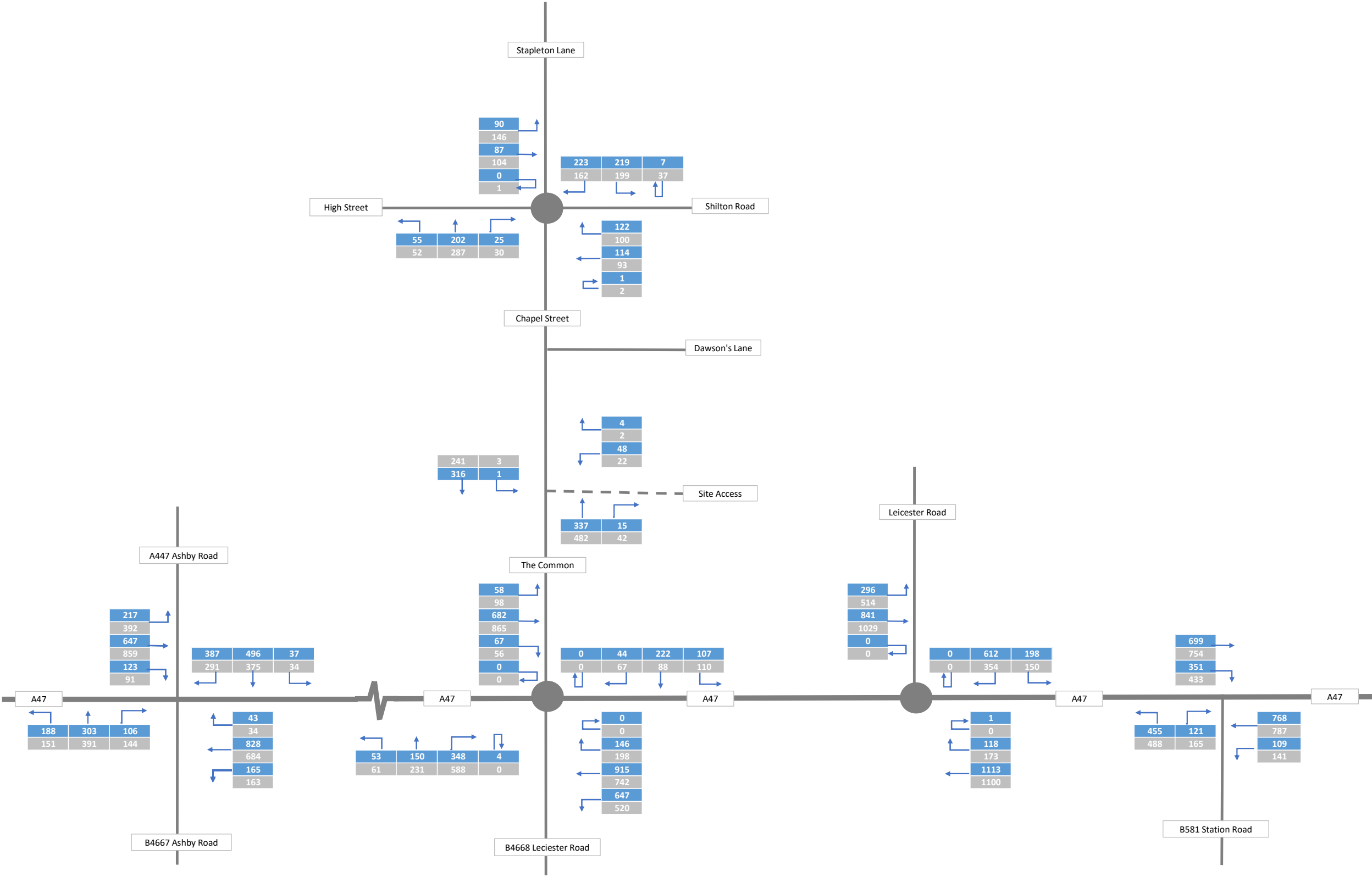


AM Peak Hour 0745-0845
PM Peak Hour 1645 -1745





AM Peak Hour 0745-0845
PM Peak Hour 1645 -1745



Appendix K Junction Assessment Outputs

K.1 Chapel St / High St / Shilton Rd / Stapleton Ln – Junctions 10 Output

K.2 A47 / The Common Model Outputs – Junctions 10 Output

K.3 A47 / Leicester Rd Model Outputs – Junctions 10 Output

K.4 A47 / Ashby Rd Model Outputs – LinSig Output

K.5 Site Access / The Common – Junctions 10 Output

Junctions 10			
ARCADY 10 - Roundabout Module			
Version: 10.0.4.1693			
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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: J1_High Street-Chapel Street.j10

Path: \\Cbh-vfil-001\cbh\Projects\332610546 The Common Barwell\5500 - Transport\06 - Modelling\Local Modelling

Report generation date: 05/12/2023 14:59:06

- »2024 Baseline - Uplift, AM
- »2024 Baseline - Uplift, PM
- »2035 Future, AM
- »2035 Future, PM
- »2035 Future + Committed, AM
- »2035 Future + Committed, PM
- »2035 Future + Committed + Dev, AM
- »2035 Future + Committed + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2024 Baseline - Uplift								
Arm 1	0.6	5.40	0.37	A	0.6	5.38	0.36	A
Arm 2	0.3	5.85	0.24	A	0.3	5.59	0.21	A
Arm 3	0.4	5.68	0.30	A	0.6	6.20	0.38	A
Arm 4	0.3	6.04	0.21	A	0.4	6.77	0.28	A
2035 Future								
Arm 1	0.6	5.64	0.39	A	0.6	5.64	0.39	A
Arm 2	0.4	6.06	0.26	A	0.3	5.78	0.22	A
Arm 3	0.5	6.04	0.33	A	0.7	6.68	0.41	A
Arm 4	0.3	6.26	0.23	A	0.4	7.15	0.31	A
2035 Future + Committed								
Arm 1	0.9	6.54	0.47	A	0.7	6.06	0.42	A
Arm 2	0.5	6.89	0.33	A	0.4	6.18	0.27	A
Arm 3	0.6	6.89	0.37	A	0.8	7.63	0.46	A
Arm 4	0.4	6.65	0.26	A	0.6	8.36	0.39	A
2035 Future + Committed + Dev								
Arm 1	0.9	6.55	0.47	A	0.7	6.12	0.43	A
Arm 2	0.5	6.89	0.33	A	0.4	6.18	0.27	A
Arm 3	0.6	6.95	0.37	A	0.9	7.66	0.46	A
Arm 4	0.4	6.68	0.27	A	0.6	8.49	0.39	A

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

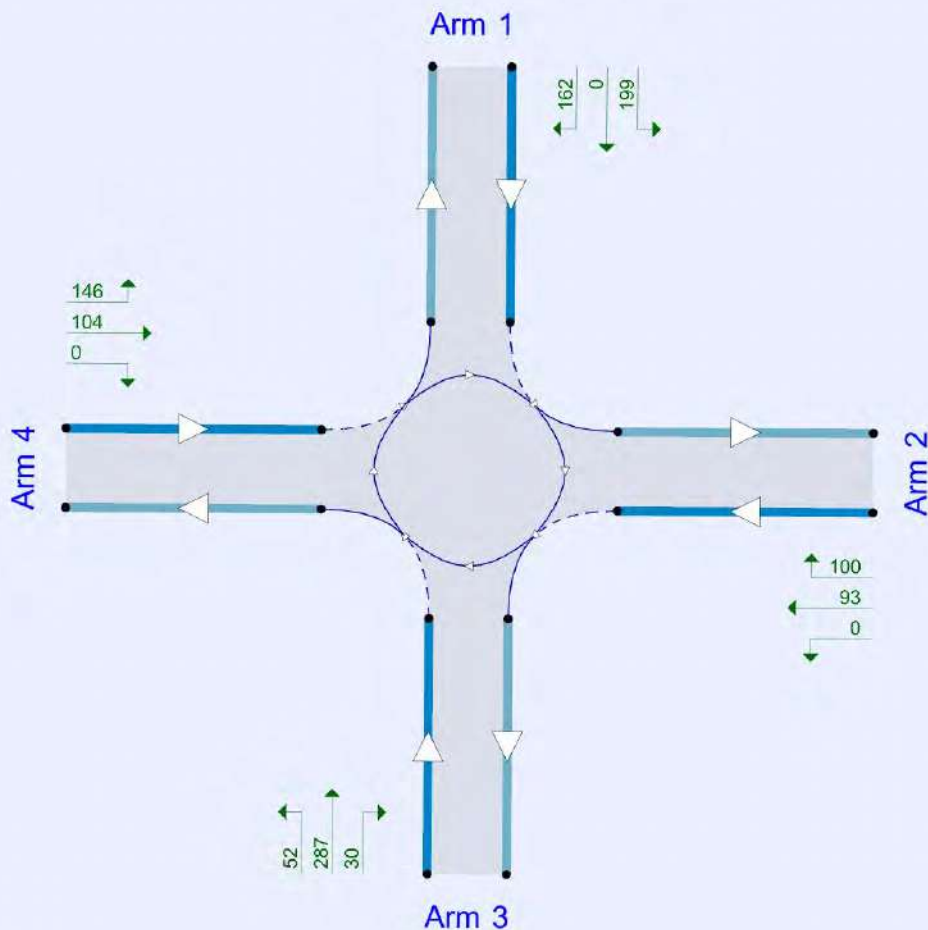
File summary

File Description

Title	High Street / Chapel Street
Location	Barwell
Site number	1
Date	10/11/2023
Version	
Status	(For Information)
Identifier	
Client	
Jobnumber	332610546
Enumerator	CORPswijeweera
Description	

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline - Uplift	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Baseline - Uplift	PM	ONE HOUR	16:45	18:15	15	✓
D3	2035 Future	AM	ONE HOUR	07:45	09:15	15	✓
D4	2035 Future	PM	ONE HOUR	16:45	18:15	15	✓
D5	2035 Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D6	2035 Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035 Future + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035 Future + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Baseline - Uplift, 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	High Street / Chapel Street	Mini-roundabout		1, 2, 3, 4	5.67	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.67	A

Arms

Arms

Arm	Name	Description
1	Stapleton Lane	
2	Shilton Road	
3	Chapel Street	
4	High Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.00	3.00	5.20	17.0	15.60	9.00	0.0	✓
2	2.20	2.20	5.10	20.6	12.20	9.50	0.0	
3	3.20	3.20	5.80	11.7	18.10	15.20	0.0	
4	3.00	3.00	4.60	20.0	12.20	8.10	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.539	1122
2	0.637	969
3	0.683	1186
4	0.528	990

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline - Uplift	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	353	100.000
2		ONE HOUR	✓	179	100.000
3		ONE HOUR	✓	250	100.000
4		ONE HOUR	✓	146	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	7	171	0	175
	2	94	1	0	84
	3	176	23	0	51
	4	77	69	0	0

Proportions

	To				
	1	2	3	4	
From	1	0.02	0.48	0.00	0.50
	2	0.53	0.01	0.00	0.47
	3	0.70	0.09	0.00	0.20
	4	0.53	0.47	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	1
	2	2	0	0	5
	3	0	0	0	0
	4	1	15	0	0

Average PCU Per Veh

	To				
	1	2	3	4	
From	1	1.000	1.000	1.000	1.010
	2	1.020	1.000	1.000	1.050
	3	1.000	1.000	1.000	1.000
	4	1.010	1.150	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	266	267
	2	135	139
	3	188	188
	4	110	118
08:00-08:15	1	317	319
	2	161	166
	3	225	225
	4	131	141
08:15-08:30	1	389	391
	2	197	204
	3	275	275
	4	161	173
08:30-08:45	1	389	391
	2	197	204
	3	275	275
	4	161	173
08:45-09:00	1	317	319
	2	161	166
	3	225	225
	4	131	141
09:00-09:15	1	266	267
	2	135	139
	3	188	188
	4	110	118

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.37	5.40	0.6	A	324	486
2	0.24	5.85	0.3	A	164	246
3	0.30	5.68	0.4	A	229	344
4	0.21	6.04	0.3	A	134	201

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	266	66	70	1075	0.247	264	265	0.0	0.3	4.433	A
2	135	34	136	852	0.158	134	198	0.0	0.2	5.005	A
3	188	47	270	998	0.189	187	0	0.0	0.2	4.437	A
4	110	27	225	809	0.136	109	232	0.0	0.2	5.143	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	317	79	83	1067	0.297	317	318	0.3	0.4	4.798	A
2	161	40	163	836	0.193	161	237	0.2	0.2	5.332	A
3	225	56	324	960	0.234	224	0	0.2	0.3	4.888	A
4	131	33	270	787	0.167	131	278	0.2	0.2	5.490	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	389	97	102	1056	0.368	388	389	0.4	0.6	5.388	A
2	197	49	200	813	0.242	197	290	0.2	0.3	5.841	A
3	275	69	397	910	0.303	275	0	0.3	0.4	5.665	A
4	161	40	331	757	0.212	160	341	0.2	0.3	6.035	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	389	97	102	1056	0.368	389	390	0.6	0.6	5.397	A
2	197	49	200	813	0.243	197	291	0.3	0.3	5.847	A
3	275	69	397	909	0.303	275	0	0.4	0.4	5.678	A
4	161	40	331	756	0.213	161	341	0.3	0.3	6.043	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	317	79	84	1067	0.298	318	319	0.6	0.4	4.811	A
2	161	40	164	835	0.193	161	238	0.3	0.2	5.342	A
3	225	56	325	960	0.234	225	0	0.4	0.3	4.905	A
4	131	33	271	786	0.167	132	279	0.3	0.2	5.501	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	266	66	70	1075	0.247	266	267	0.4	0.3	4.453	A
2	135	34	137	852	0.158	135	199	0.2	0.2	5.022	A
3	188	47	272	997	0.189	189	0	0.3	0.2	4.458	A
4	110	27	227	808	0.136	110	234	0.2	0.2	5.159	A

2024 Baseline - Uplift, 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	High Street / Chapel Street	Mini-roundabout		1, 2, 3, 4	5.94	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Baseline - Uplift	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	345	100.000
2		ONE HOUR	✓	152	100.000
3		ONE HOUR	✓	317	100.000
4		ONE HOUR	✓	192	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	34	174	0	137
	2	81	2	0	69
	3	240	28	0	49
	4	121	70	0	1

Proportions

	To				
		1	2	3	4
From	1	0.10	0.50	0.00	0.40
	2	0.53	0.01	0.00	0.45
	3	0.76	0.09	0.00	0.15
	4	0.63	0.36	0.00	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	1	0	1
	2	0	0	0	10
	3	1	0	0	0
	4	0	8	0	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.010	1.000	1.010
	2	1.000	1.000	1.000	1.100
	3	1.010	1.000	1.000	1.000
	4	1.000	1.080	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	260	262
	2	114	120
	3	239	240
	4	145	149
17:00-17:15	1	310	313
	2	137	143
	3	285	287
	4	173	178
17:15-17:30	1	380	383
	2	167	175
	3	349	352
	4	211	218
17:30-17:45	1	380	383
	2	167	175
	3	349	352
	4	211	218
17:45-18:00	1	310	313
	2	137	143
	3	285	287
	4	173	178
18:00-18:15	1	260	262
	2	114	120
	3	239	240
	4	145	149

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.36	5.38	0.6	A	317	475
2	0.21	5.59	0.3	A	139	209
3	0.38	6.20	0.6	A	291	436
4	0.28	6.77	0.4	A	176	264

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	260	65	76	1070	0.243	258	356	0.0	0.3	4.439	A
2	114	29	129	848	0.135	114	205	0.0	0.2	4.900	A
3	239	60	243	1009	0.237	237	0	0.0	0.3	4.658	A
4	145	36	288	813	0.178	144	192	0.0	0.2	5.371	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	310	78	91	1061	0.292	310	427	0.3	0.4	4.790	A
2	137	34	154	832	0.164	136	246	0.2	0.2	5.173	A
3	285	71	291	975	0.292	285	0	0.3	0.4	5.207	A
4	173	43	346	784	0.220	172	230	0.2	0.3	5.887	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	380	95	111	1050	0.362	379	523	0.4	0.6	5.366	A
2	167	42	189	811	0.206	167	301	0.2	0.3	5.587	A
3	349	87	356	930	0.375	348	0	0.4	0.6	6.181	A
4	211	53	423	744	0.284	211	281	0.3	0.4	6.753	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	380	95	111	1049	0.362	380	524	0.6	0.6	5.376	A
2	167	42	189	811	0.206	167	302	0.3	0.3	5.594	A
3	349	87	357	930	0.375	349	0	0.6	0.6	6.199	A
4	211	53	424	743	0.284	211	282	0.4	0.4	6.769	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	310	78	91	1061	0.292	311	429	0.6	0.4	4.802	A
2	137	34	155	832	0.164	137	247	0.3	0.2	5.181	A
3	285	71	292	975	0.292	286	0	0.6	0.4	5.231	A
4	173	43	347	783	0.220	173	231	0.4	0.3	5.906	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	260	65	76	1069	0.243	260	359	0.4	0.3	4.452	A
2	114	29	130	847	0.135	115	207	0.2	0.2	4.913	A
3	239	60	244	1008	0.237	239	0	0.4	0.3	4.685	A
4	145	36	290	812	0.178	145	193	0.3	0.2	5.398	A

2035 Future, 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	High Street / Chapel Street	Mini-roundabout		1, 2, 3, 4	5.93	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 Future	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	376	100.000
2		ONE HOUR	✓	191	100.000
3		ONE HOUR	✓	268	100.000
4		ONE HOUR	✓	155	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	7	182	0	187
	2	100	1	0	90
	3	188	25	0	55
	4	82	73	0	0

Proportions

	To				
		1	2	3	4
From	1	0.02	0.48	0.00	0.50
	2	0.52	0.01	0.00	0.47
	3	0.70	0.09	0.00	0.21
	4	0.53	0.47	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	0	0	1
	2	2	0	0	5
	3	0	0	0	0
	4	1	15	0	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.000	1.000	1.010
	2	1.020	1.000	1.000	1.050
	3	1.000	1.000	1.000	1.000
	4	1.010	1.150	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	283	284
	2	144	149
	3	202	202
	4	117	126
08:00-08:15	1	338	340
	2	172	178
	3	241	241
	4	139	150
08:15-08:30	1	414	416
	2	210	217
	3	295	295
	4	171	184
08:30-08:45	1	414	416
	2	210	217
	3	295	295
	4	171	184
08:45-09:00	1	338	340
	2	172	178
	3	241	241
	4	139	150
09:00-09:15	1	283	284
	2	144	149
	3	202	202
	4	117	126

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.39	5.64	0.6	A	345	518
2	0.26	6.06	0.4	A	175	263
3	0.33	6.04	0.5	A	246	369
4	0.23	6.26	0.3	A	142	213

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	283	71	74	1072	0.264	282	282	0.0	0.4	4.544	A
2	144	36	145	847	0.170	143	210	0.0	0.2	5.110	A
3	202	50	288	985	0.205	201	0	0.0	0.3	4.583	A
4	117	29	240	801	0.146	116	249	0.0	0.2	5.246	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	338	85	89	1064	0.318	338	338	0.4	0.5	4.954	A
2	172	43	174	829	0.207	171	252	0.2	0.3	5.475	A
3	241	60	346	945	0.255	241	0	0.3	0.3	5.106	A
4	139	35	288	778	0.179	139	298	0.2	0.2	5.635	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	103	109	1052	0.394	413	414	0.5	0.6	5.632	A
2	210	53	213	805	0.261	210	309	0.3	0.4	6.049	A
3	295	74	423	891	0.331	294	0	0.3	0.5	6.026	A
4	171	43	353	746	0.229	170	365	0.2	0.3	6.251	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	103	109	1052	0.394	414	415	0.6	0.6	5.644	A
2	210	53	214	804	0.261	210	309	0.4	0.4	6.059	A
3	295	74	424	891	0.331	295	0	0.5	0.5	6.043	A
4	171	43	353	746	0.229	171	366	0.3	0.3	6.260	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	338	85	89	1063	0.318	339	340	0.6	0.5	4.971	A
2	172	43	175	829	0.207	172	253	0.4	0.3	5.486	A
3	241	60	347	944	0.255	242	0	0.5	0.3	5.126	A
4	139	35	289	777	0.179	140	299	0.3	0.2	5.649	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	283	71	75	1072	0.264	284	284	0.5	0.4	4.567	A
2	144	36	146	846	0.170	144	212	0.3	0.2	5.127	A
3	202	50	290	984	0.205	202	0	0.3	0.3	4.608	A
4	117	29	242	801	0.146	117	250	0.2	0.2	5.267	A

2035 Future, 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	High Street / Chapel Street	Mini-roundabout		1, 2, 3, 4	6.27	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035 Future	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	370	100.000
2		ONE HOUR	✓	163	100.000
3		ONE HOUR	✓	338	100.000
4		ONE HOUR	✓	204	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	37	186	0	147
	2	87	2	0	74
	3	256	30	0	52
	4	129	74	0	1

Proportions

	To				
		1	2	3	4
From	1	0.10	0.50	0.00	0.40
	2	0.53	0.01	0.00	0.45
	3	0.76	0.09	0.00	0.15
	4	0.63	0.36	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	1	0	1
	2	0	0	0	10
	3	1	0	0	0
	4	0	8	0	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.010	1.000	1.010
	2	1.000	1.000	1.000	1.100
	3	1.010	1.000	1.000	1.000
	4	1.000	1.080	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	279	281
	2	123	128
	3	254	256
	4	154	158
17:00-17:15	1	333	336
	2	147	153
	3	304	306
	4	183	189
17:15-17:30	1	407	411
	2	179	188
	3	372	375
	4	225	231
17:30-17:45	1	407	411
	2	179	188
	3	372	375
	4	225	231
17:45-18:00	1	333	336
	2	147	153
	3	304	306
	4	183	189
18:00-18:15	1	279	281
	2	123	128
	3	254	256
	4	154	158

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.39	5.64	0.6	A	340	509
2	0.22	5.78	0.3	A	150	224
3	0.41	6.68	0.7	A	310	465
4	0.31	7.15	0.4	A	187	281

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	279	70	80	1067	0.261	277	381	0.0	0.4	4.549	A
2	123	31	139	842	0.146	122	219	0.0	0.2	4.997	A
3	254	64	261	996	0.255	253	0	0.0	0.3	4.834	A
4	154	38	309	803	0.191	153	205	0.0	0.2	5.528	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	333	83	96	1058	0.314	332	457	0.4	0.5	4.958	A
2	147	37	166	825	0.178	146	262	0.2	0.2	5.303	A
3	304	76	312	960	0.316	303	0	0.3	0.5	5.476	A
4	183	46	370	771	0.238	183	246	0.2	0.3	6.119	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	407	102	118	1046	0.390	407	559	0.5	0.6	5.626	A
2	179	45	203	802	0.224	179	321	0.2	0.3	5.776	A
3	372	93	383	912	0.408	371	0	0.5	0.7	6.650	A
4	225	56	453	728	0.308	224	301	0.3	0.4	7.130	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	407	102	118	1046	0.390	407	560	0.6	0.6	5.638	A
2	179	45	204	802	0.224	179	321	0.3	0.3	5.782	A
3	372	93	383	911	0.408	372	0	0.7	0.7	6.676	A
4	225	56	454	728	0.309	225	302	0.4	0.4	7.151	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	333	83	96	1058	0.314	333	459	0.6	0.5	4.973	A
2	147	37	167	825	0.178	147	263	0.3	0.2	5.312	A
3	304	76	313	960	0.317	305	0	0.7	0.5	5.503	A
4	183	46	371	770	0.238	184	247	0.4	0.3	6.145	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	279	70	81	1067	0.261	279	384	0.5	0.4	4.574	A
2	123	31	139	841	0.146	123	220	0.2	0.2	5.011	A
3	254	64	262	995	0.256	255	0	0.5	0.3	4.866	A
4	154	38	311	802	0.192	154	207	0.3	0.2	5.559	A

2035 Future + Committed, 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	High Street / Chapel Street	Mini-roundabout		1, 2, 3, 4	6.72	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035 Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	448	100.000
2		ONE HOUR	✓	237	100.000
3		ONE HOUR	✓	278	100.000
4		ONE HOUR	✓	177	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	7	218	0	223
	2	122	1	0	114
	3	198	25	0	55
	4	90	87	0	0

Proportions

	To				
		1	2	3	4
From	1	0.02	0.49	0.00	0.50
	2	0.51	0.00	0.00	0.48
	3	0.71	0.09	0.00	0.20
	4	0.51	0.49	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	0	0	1
	2	2	0	0	4
	3	0	0	0	0
	4	1	12	0	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.000	1.000	1.010
	2	1.020	1.000	1.000	1.040
	3	1.000	1.000	1.000	1.000
	4	1.010	1.120	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	337	339
	2	178	184
	3	209	209
	4	133	142
08:00-08:15	1	403	405
	2	213	219
	3	250	250
	4	159	169
08:15-08:30	1	493	496
	2	261	269
	3	306	306
	4	195	207
08:30-08:45	1	493	496
	2	261	269
	3	306	306
	4	195	207
08:45-09:00	1	403	405
	2	213	219
	3	250	250
	4	159	169
09:00-09:15	1	337	339
	2	178	184
	3	209	209
	4	133	142

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.47	6.54	0.9	A	411	617
2	0.33	6.89	0.5	A	217	326
3	0.37	6.89	0.6	A	255	383
4	0.26	6.65	0.4	A	162	244

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	337	84	85	1067	0.316	335	312	0.0	0.5	4.909	A
2	178	45	172	834	0.214	177	248	0.0	0.3	5.475	A
3	209	52	350	943	0.222	208	0	0.0	0.3	4.892	A
4	133	33	264	798	0.167	132	293	0.0	0.2	5.398	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	403	101	101	1057	0.381	402	374	0.5	0.6	5.491	A
2	213	53	206	812	0.262	213	297	0.3	0.4	6.001	A
3	250	62	419	895	0.279	250	0	0.3	0.4	5.577	A
4	159	40	317	772	0.206	159	352	0.2	0.3	5.870	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	493	123	124	1044	0.473	492	458	0.6	0.9	6.512	A
2	261	65	253	783	0.333	260	364	0.4	0.5	6.875	A
3	306	77	513	829	0.369	305	0	0.4	0.6	6.862	A
4	195	49	388	737	0.265	194	431	0.3	0.4	6.635	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	493	123	124	1044	0.473	493	459	0.9	0.9	6.539	A
2	261	65	253	783	0.333	261	364	0.5	0.5	6.893	A
3	306	77	514	828	0.369	306	0	0.6	0.6	6.891	A
4	195	49	389	736	0.265	195	432	0.4	0.4	6.648	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	403	101	102	1057	0.381	404	376	0.9	0.6	5.520	A
2	213	53	207	812	0.262	214	298	0.5	0.4	6.023	A
3	250	62	421	893	0.280	251	0	0.6	0.4	5.609	A
4	159	40	318	771	0.206	160	353	0.4	0.3	5.886	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	337	84	85	1067	0.316	338	315	0.6	0.5	4.945	A
2	178	45	173	833	0.214	179	250	0.4	0.3	5.505	A
3	209	52	352	941	0.222	210	0	0.4	0.3	4.923	A
4	133	33	266	797	0.167	133	296	0.3	0.2	5.425	A

2035 Future + Committed, 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	High Street / Chapel Street	Mini-roundabout		1, 2, 3, 4	7.03	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	394	100.000
2		ONE HOUR	✓	195	100.000
3		ONE HOUR	✓	367	100.000
4		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	37	195	0	162
	2	100	2	0	93
	3	285	30	0	52
	4	146	104	0	1

Proportions

	To				
		1	2	3	4
From	1	0.09	0.49	0.00	0.41
	2	0.51	0.01	0.00	0.48
	3	0.78	0.08	0.00	0.14
	4	0.58	0.41	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	1	0	1
	2	0	0	0	8
	3	1	0	0	0
	4	0	6	0	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.010	1.000	1.010
	2	1.000	1.000	1.000	1.080
	3	1.010	1.000	1.000	1.000
	4	1.000	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	297	299
	2	147	152
	3	276	278
	4	189	194
17:00-17:15	1	354	357
	2	175	182
	3	330	332
	4	226	231
17:15-17:30	1	434	438
	2	215	223
	3	404	407
	4	276	283
17:30-17:45	1	434	438
	2	215	223
	3	404	407
	4	276	283
17:45-18:00	1	354	357
	2	175	182
	3	330	332
	4	226	231
18:00-18:15	1	297	299
	2	147	152
	3	276	278
	4	189	194

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.42	6.06	0.7	A	362	542
2	0.27	6.18	0.4	A	179	268
3	0.46	7.63	0.8	A	337	505
4	0.39	8.36	0.6	A	230	345

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	297	74	102	1055	0.281	295	425	0.0	0.4	4.729	A
2	147	37	150	841	0.175	146	248	0.0	0.2	5.174	A
3	276	69	296	972	0.284	275	0	0.0	0.4	5.149	A
4	189	47	340	790	0.239	188	231	0.0	0.3	5.967	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	354	89	123	1043	0.339	354	510	0.4	0.5	5.216	A
2	175	44	180	822	0.213	175	297	0.2	0.3	5.560	A
3	330	82	355	932	0.354	329	0	0.4	0.5	5.971	A
4	226	56	407	755	0.299	225	276	0.3	0.4	6.791	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	434	108	150	1028	0.422	433	624	0.5	0.7	6.040	A
2	215	54	220	798	0.269	214	364	0.3	0.4	6.168	A
3	404	101	434	876	0.461	403	0	0.5	0.8	7.581	A
4	276	69	499	708	0.391	276	338	0.4	0.6	8.316	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	434	108	151	1028	0.422	434	625	0.7	0.7	6.059	A
2	215	54	220	797	0.269	215	364	0.4	0.4	6.178	A
3	404	101	435	876	0.461	404	0	0.8	0.8	7.629	A
4	276	69	500	707	0.391	276	339	0.6	0.6	8.361	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	354	89	124	1043	0.340	355	512	0.7	0.5	5.240	A
2	175	44	180	822	0.213	176	298	0.4	0.3	5.574	A
3	330	82	356	931	0.355	331	0	0.8	0.6	6.015	A
4	226	56	409	754	0.299	226	278	0.6	0.4	6.839	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	297	74	103	1054	0.281	297	429	0.5	0.4	4.757	A
2	147	37	151	840	0.175	147	250	0.3	0.2	5.196	A
3	276	69	298	971	0.285	277	0	0.6	0.4	5.191	A
4	189	47	342	788	0.240	189	232	0.4	0.3	6.013	A

2035 Future + Committed + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Chapel Street	Mini-roundabout		1, 2, 3, 4	6.74	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 Future + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	449	100.000
2		ONE HOUR	✓	237	100.000
3		ONE HOUR	✓	282	100.000
4		ONE HOUR	✓	177	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	7	219	0	223
	2	122	1	0	114
	3	202	25	0	55
	4	90	87	0	0

Proportions

	To				
	1	2	3	4	
From	1	0.02	0.49	0.00	0.50
	2	0.51	0.00	0.00	0.48
	3	0.72	0.09	0.00	0.20
	4	0.51	0.49	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	1
	2	2	0	0	4
	3	0	0	0	0
	4	1	12	0	0

Average PCU Per Veh

	To				
	1	2	3	4	
From	1	1.000	1.000	1.000	1.010
	2	1.020	1.000	1.000	1.040
	3	1.000	1.000	1.000	1.000
	4	1.010	1.120	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	338	340
	2	178	184
	3	212	212
	4	133	142
08:00-08:15	1	404	406
	2	213	219
	3	254	254
	4	159	169
08:15-08:30	1	494	497
	2	261	269
	3	310	310
	4	195	207
08:30-08:45	1	494	497
	2	261	269
	3	310	310
	4	195	207
08:45-09:00	1	404	406
	2	213	219
	3	254	254
	4	159	169
09:00-09:15	1	338	340
	2	178	184
	3	212	212
	4	133	142

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.47	6.55	0.9	A	412	618
2	0.33	6.89	0.5	A	217	326
3	0.37	6.95	0.6	A	259	388
4	0.27	6.68	0.4	A	162	244

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	338	85	85	1067	0.317	336	315	0.0	0.5	4.914	A
2	178	45	172	834	0.214	177	249	0.0	0.3	5.475	A
3	212	53	350	943	0.225	211	0	0.0	0.3	4.903	A
4	133	33	267	797	0.167	132	293	0.0	0.2	5.411	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	404	101	101	1057	0.382	403	378	0.5	0.6	5.499	A
2	213	53	206	812	0.262	213	298	0.3	0.4	6.001	A
3	254	63	419	895	0.283	253	0	0.3	0.4	5.608	A
4	159	40	320	770	0.207	159	352	0.2	0.3	5.883	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	494	124	124	1044	0.474	493	462	0.6	0.9	6.525	A
2	261	65	253	783	0.333	260	365	0.4	0.5	6.875	A
3	310	78	513	829	0.374	310	0	0.4	0.6	6.920	A
4	195	49	392	735	0.265	194	431	0.3	0.4	6.662	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	494	124	124	1044	0.474	494	464	0.9	0.9	6.552	A
2	261	65	253	783	0.333	261	366	0.5	0.5	6.893	A
3	310	78	514	828	0.375	310	0	0.6	0.6	6.949	A
4	195	49	393	734	0.265	195	432	0.4	0.4	6.675	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	404	101	102	1057	0.382	405	380	0.9	0.6	5.528	A
2	213	53	207	812	0.262	214	299	0.5	0.4	6.025	A
3	254	63	421	893	0.284	254	0	0.6	0.4	5.639	A
4	159	40	322	770	0.207	160	353	0.4	0.3	5.905	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	338	85	85	1067	0.317	339	318	0.6	0.5	4.950	A
2	178	45	173	833	0.214	179	250	0.4	0.3	5.507	A
3	212	53	352	941	0.226	213	0	0.4	0.3	4.944	A
4	133	33	269	796	0.167	133	296	0.3	0.2	5.438	A

2035 Future + Committed + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Chapel Street	Mini-roundabout		1, 2, 3, 4	7.09	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 Future + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	398	100.000
2		ONE HOUR	✓	195	100.000
3		ONE HOUR	✓	369	100.000
4		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	37	199	0	162
	2	100	2	0	93
	3	287	30	0	52
	4	146	104	0	1

Proportions

	To				
	1	2	3	4	
From	1	0.09	0.50	0.00	0.41
	2	0.51	0.01	0.00	0.48
	3	0.78	0.08	0.00	0.14
	4	0.58	0.41	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	1	0	1
	2	0	0	0	8
	3	1	0	0	0
	4	0	8	0	0

Average PCU Per Veh

	To				
	1	2	3	4	
From	1	1.000	1.010	1.000	1.010
	2	1.000	1.000	1.000	1.080
	3	1.010	1.000	1.000	1.000
	4	1.000	1.080	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	300	302
	2	147	152
	3	278	280
	4	189	195
17:00-17:15	1	358	361
	2	175	182
	3	332	334
	4	226	233
17:15-17:30	1	438	442
	2	215	223
	3	406	409
	4	276	286
17:30-17:45	1	438	442
	2	215	223
	3	406	409
	4	276	286
17:45-18:00	1	358	361
	2	175	182
	3	332	334
	4	226	233
18:00-18:15	1	300	302
	2	147	152
	3	278	280
	4	189	195

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.43	6.12	0.7	A	365	548
2	0.27	6.18	0.4	A	179	268
3	0.46	7.66	0.9	A	339	508
4	0.39	8.49	0.6	A	230	345

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	300	75	102	1054	0.284	298	427	0.0	0.4	4.753	A
2	147	37	150	841	0.175	146	251	0.0	0.2	5.174	A
3	278	69	296	972	0.286	276	0	0.0	0.4	5.160	A
4	189	47	341	783	0.241	188	231	0.0	0.3	6.038	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	358	89	123	1042	0.343	357	512	0.4	0.5	5.251	A
2	175	44	180	822	0.213	175	301	0.2	0.3	5.560	A
3	332	83	355	932	0.356	331	0	0.4	0.5	5.989	A
4	226	56	409	748	0.302	225	276	0.3	0.4	6.882	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	438	110	150	1027	0.427	437	626	0.5	0.7	6.098	A
2	215	54	220	798	0.269	214	368	0.3	0.4	6.168	A
3	406	102	434	876	0.464	405	0	0.5	0.9	7.617	A
4	276	69	501	701	0.394	275	338	0.4	0.6	8.449	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	438	110	151	1027	0.427	438	628	0.7	0.7	6.117	A
2	215	54	220	797	0.269	215	369	0.4	0.4	6.178	A
3	406	102	435	876	0.464	406	0	0.9	0.9	7.665	A
4	276	69	502	700	0.395	276	339	0.6	0.6	8.494	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	358	89	124	1042	0.343	359	514	0.7	0.5	5.276	A
2	175	44	180	822	0.213	176	302	0.4	0.3	5.572	A
3	332	83	356	931	0.356	333	0	0.9	0.6	6.036	A
4	226	56	411	747	0.302	226	278	0.6	0.4	6.932	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	300	75	103	1053	0.284	300	430	0.5	0.4	4.783	A
2	147	37	151	840	0.175	147	253	0.3	0.2	5.196	A
3	278	69	298	971	0.286	278	0	0.6	0.4	5.205	A
4	189	47	344	781	0.242	189	232	0.4	0.3	6.085	A

Junctions 10			
ARCADY 10 - Roundabout Module			
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021			
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: J3_A47-The Common - Full Lane Sim.j10

Path: \\Cbh-vfil-001\cbh\Projects\332610546 The Common Barwell\5500 - Transport\06 - Modelling\Local Modelling

Report generation date: 05/12/2023 16:21:46

- »2024 Baseline, AM
- »2024 Baseline, PM
- »2035 Future, AM
- »2035 Future, PM
- »2035 Future with CD, AM
- »2035 Future with CD, PM
- »2035 Future with CD + Dev, AM
- »2035 Future with CD + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
[Lane Simulation] - 2024 Baseline								
Arm 1	1.4	13.11		B	0.9	13.10		B
Arm 2	4.8	10.36		B	2.5	6.60		A
Arm 3	1.3	8.21		A	4.0	14.94		B
Arm 4	1.2	5.39		A	2.2	7.37		A
[Lane Simulation] - 2035 Future								
Arm 1	1.3	14.10		B	1.0	13.92		B
Arm 2	5.9	11.34		B	2.6	7.15		A
Arm 3	1.7	9.06		A	5.2	18.34		C
Arm 4	1.2	5.70		A	2.4	8.63		A
[Lane Simulation] - 2035 Future with CD								
Arm 1	1.4	15.96		C	1.2	14.29		B
Arm 2	7.1	11.83		B	3.1	7.34		A
Arm 3	1.5	9.69		A	7.8	29.46		D
Arm 4	1.7	6.31		A	3.4	10.52		B
[Lane Simulation] - 2035 Future with CD + Dev								
Arm 1	1.7	17.48		C	1.2	14.47		B
Arm 2	6.6	11.85		B	3.3	7.54		A
Arm 3	1.8	9.67		A	7.4	27.67		D
Arm 4	1.7	6.24		A	3.7	10.97		B

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

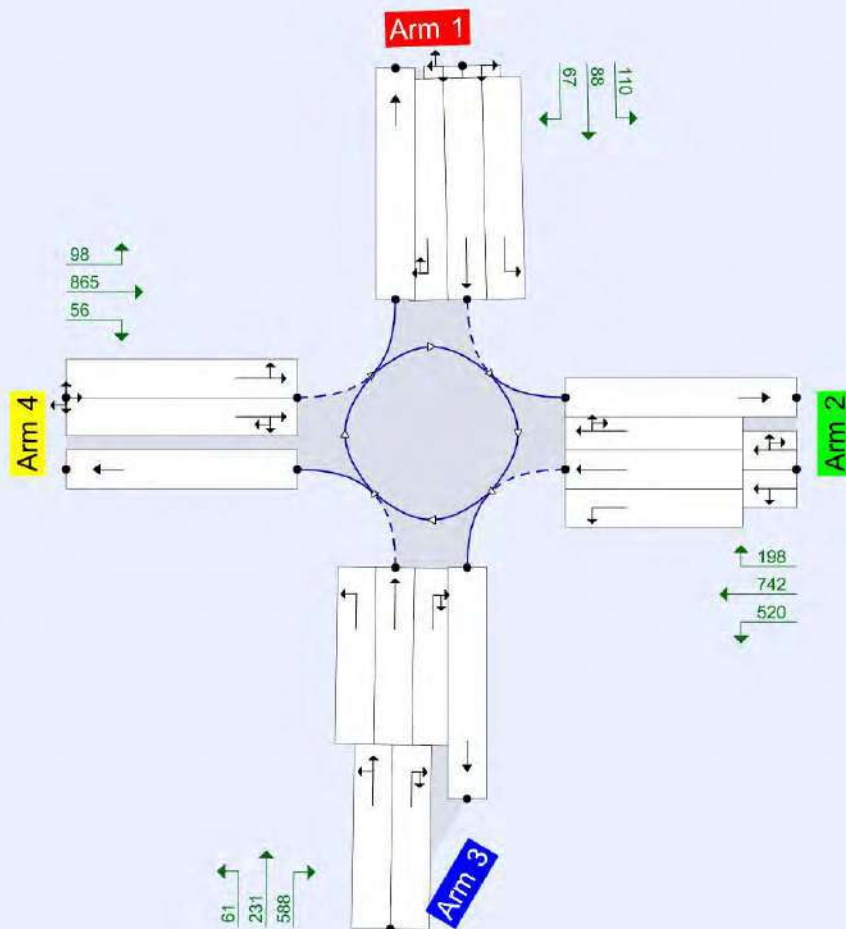
File summary

File Description

Title	The Common / A47 / Leicester Road
Location	Barwell
Site number	3
Date	10/11/2023
Version	
Status	(For Information)
Identifier	
Client	
Jobnumber	332610546
Enumerator	CORP'swijeweera
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Lane simulation visualisation time: 16:45:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			1488163993	83	11.18

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2035 Future	AM	ONE HOUR	07:45	09:15	15	✓
D4	2035 Future	PM	ONE HOUR	16:45	18:15	15	✓
D5	2035 Future with CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2035 Future with CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035 Future with CD + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035 Future with CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	The Common / A47 / Leicester Road	Standard Roundabout		1, 2, 3, 4	9.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.19	A

Arms

Arms

Arm	Name	Description	No give-way line
1	The Common		
2	A47 (E)		
3	Leicester Road		
4	A47 (W)		

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
1	2.70	8.00	38.1	19.6	80.0	31.0		
2	7.40	10.80	12.5	72.1	80.0	17.0		
3	4.60	10.30	18.3	30.5	80.0	21.0		
4	4.00	7.20	45.9	89.2	80.0	8.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.504	1921
2	0.684	3018
3	0.581	2367
4	0.576	2234

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
3	Direct	Calibration	170

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1	Evenly split	10.00
2	Evenly split	10.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1	Entry	1	1	2	✓	5.00			0	99999	
			2	3	✓	5.00			0	99999	
			3	1, 4	✓	2.00			0	99999	
		2	1	(2, 3)		Infinity					
			2	(1, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2	Entry	1	1	3	✓	4.00			0	99999	
			2	4	✓	4.00			0	99999	
			3	1, 2, 4	✓	4.00			0	99999	
		2	1	(3, 4)		Infinity					
			2	(1, 2, 4)		Infinity					
	Exit	1	1			Infinity					
3	Entry	1	1	4	✓	4.00			0	99999	
			2	1	✓	4.00			0	99999	
			3	2, 3	✓	4.00			0	99999	
		2	1	(1, 4)		Infinity					
			2	(2, 3)		Infinity					
	Exit	1	1			Infinity					
4	Entry	1	1	1, 2	✓	8.00			0	99999	
			2	2, 3, 4	✓	8.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1	Entry	1	1	0.168	640
			2	0.168	640
			3	0.168	640
2	Entry	1	1	0.228	1006
			2	0.228	1006
			3	0.228	1006
3	Entry	1	1	0.194	789
			2	0.194	789
			3	0.194	789
4	Entry	1	1	0.288	1117
			2	0.288	1117

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			1	2	3	4
1	1	1		✓		
		2			✓	
		3	✓			✓
	2	1		✓	✓	
		2	✓		✓	✓
2	1	1			✓	
		2				✓
		3	✓	✓		✓
	2	1			✓	✓
		2	✓	✓		✓
3	1	1				✓
		2	✓			
		3		✓	✓	
	2	1	✓			✓
		2		✓	✓	
4	1	1	✓	✓		
		2		✓	✓	✓
	2	1	✓	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	296	100.000
2		ONE HOUR	✓	1477	100.000
3		ONE HOUR	✓	513	100.000
4		ONE HOUR	✓	617	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	81	184	31
	2	126	0	608	743
	3	133	327	3	50
	4	47	507	63	0

Proportions

		To			
		1	2	3	4
From	1	0.00	0.27	0.62	0.10
	2	0.09	0.00	0.41	0.50
	3	0.26	0.64	0.01	0.10
	4	0.08	0.82	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	0	2	0
	2	0	0	1	4
	3	3	1	67	0
	4	0	7	7	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.000	1.020	1.000
	2	1.000	1.000	1.010	1.040
	3	1.030	1.010	1.670	1.000
	4	1.000	1.070	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	223	226
	2	1112	1139
	3	386	393
	4	465	495
08:00-08:15	1	266	269
	2	1328	1360
	3	461	470
	4	555	591
08:15-08:30	1	326	330
	2	1626	1666
	3	565	575
	4	679	723
08:30-08:45	1	326	330
	2	1626	1666
	3	565	575
	4	679	723
08:45-09:00	1	266	269
	2	1328	1360
	3	461	470
	4	555	591
09:00-09:15	1	223	226
	2	1112	1139
	3	386	393
	4	465	495

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	13.11	1.4	B	274	411
2	10.36	4.8	B	1363	2045
3	8.21	1.3	A	469	704
4	5.39	1.2	A	562	843

2024 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	The Common / A47 / Leicester Road	Standard Roundabout		1, 2, 3, 4	9.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	226	100.000
2		ONE HOUR	✓	1257	100.000
3		ONE HOUR	✓	778	100.000
4		ONE HOUR	✓	875	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	97	75	54
	2	160	0	487	610
	3	192	529	0	57
	4	72	751	52	0

Proportions

	To				
	1	2	3	4	
From	1	0.00	0.43	0.33	0.24
	2	0.13	0.00	0.39	0.49
	3	0.25	0.68	0.00	0.07
	4	0.08	0.86	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	0	3	2
	2	0	0	0	3
	3	1	0	0	8
From	4	0	2	0	0

Average PCU Per Veh

	To				
		1	2	3	4
	1	1.000	1.000	1.030	1.020
	2	1.000	1.000	1.000	1.030
	3	1.010	1.000	1.000	1.080
From	4	1.000	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	170	173
	2	946	960
	3	586	591
	4	659	670
17:00-17:15	1	203	206
	2	1130	1146
	3	699	705
	4	787	800
17:15-17:30	1	249	252
	2	1384	1404
	3	857	864
	4	963	980
17:30-17:45	1	249	252
	2	1384	1404
	3	857	864
	4	963	980
17:45-18:00	1	203	206
	2	1130	1146
	3	699	705
	4	787	800
18:00-18:15	1	170	173
	2	946	960
	3	586	591
	4	659	670

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	13.10	0.9	B	210	315
2	6.60	2.5	A	1152	1727
3	14.94	4.0	B	713	1070
4	7.37	2.2	A	800	1200

2035 Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	The Common / A47 / Leicester Road	Standard Roundabout		1, 2, 3, 4	9.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 Future	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	316	100.000
2		ONE HOUR	✓	1576	100.000
3		ONE HOUR	✓	548	100.000
4		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	87	196	33
	2	134	0	649	793
	3	142	349	4	53
	4	50	542	67	0

Proportions

	To				
	1	2	3	4	
From	1	0.00	0.28	0.62	0.10
	2	0.09	0.00	0.41	0.50
	3	0.26	0.64	0.01	0.10
	4	0.08	0.82	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	0	2	0
	2	0	0	1	4
	3	3	1	67	0
	4	0	7	7	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.000	1.020	1.000
	2	1.000	1.000	1.010	1.040
	3	1.030	1.010	1.670	1.000
	4	1.000	1.070	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	238	241
	2	1186	1215
	3	413	420
	4	496	528
08:00-08:15	1	284	288
	2	1417	1451
	3	493	502
	4	592	631
08:15-08:30	1	348	352
	2	1735	1777
	3	603	615
	4	726	773
08:30-08:45	1	348	352
	2	1735	1777
	3	603	615
	4	726	773
08:45-09:00	1	284	288
	2	1417	1451
	3	493	502
	4	592	631
09:00-09:15	1	238	241
	2	1186	1215
	3	413	420
	4	496	528

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	14.10	1.3	B	292	438
2	11.34	5.9	B	1445	2168
3	9.06	1.7	A	509	764
4	5.70	1.2	A	602	903

2035 Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	The Common / A47 / Leicester Road	Standard Roundabout		1, 2, 3, 4	10.82	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.82	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035 Future	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	241	100.000
2		ONE HOUR	✓	1345	100.000
3		ONE HOUR	✓	833	100.000
4		ONE HOUR	✓	937	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	103	81	57
	2	171	0	521	653
	3	206	566	0	61
	4	78	803	56	0

Proportions

	To				
	1	2	3	4	
From	1	0.00	0.43	0.34	0.24
	2	0.13	0.00	0.39	0.49
	3	0.25	0.68	0.00	0.07
	4	0.08	0.86	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	0	3	2
	2	0	0	0	3
	3	1	0	0	8
	4	0	2	0	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.000	1.030	1.020
	2	1.000	1.000	1.000	1.030
	3	1.010	1.000	1.000	1.080
	4	1.000	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	181	184
	2	1013	1027
	3	627	632
	4	705	718
17:00-17:15	1	217	220
	2	1209	1227
	3	749	755
	4	842	857
17:15-17:30	1	265	269
	2	1481	1502
	3	917	925
	4	1032	1049
17:30-17:45	1	265	269
	2	1481	1502
	3	917	925
	4	1032	1049
17:45-18:00	1	217	220
	2	1209	1227
	3	749	755
	4	842	857
18:00-18:15	1	181	184
	2	1013	1027
	3	627	632
	4	705	718

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	13.92	1.0	B	221	332
2	7.15	2.6	A	1238	1857
3	18.34	5.2	C	768	1151
4	8.63	2.4	A	855	1282

2035 Future with CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	The Common / A47 / Leicester Road	Standard Roundabout		1, 2, 3, 4	10.54	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.54	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035 Future with CD	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	325	100.000
2		ONE HOUR	✓	1703	100.000
3		ONE HOUR	✓	550	100.000
4		ONE HOUR	✓	802	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	91	207	27
	2	141	0	647	915
	3	145	348	4	53
	4	53	682	67	0

Proportions

	To				
	1	2	3	4	
From	1	0.00	0.28	0.64	0.08
	2	0.08	0.00	0.38	0.54
	3	0.26	0.63	0.01	0.10
	4	0.07	0.85	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	0	2	0
	2	0	0	1	4
	3	2	1	67	0
	4	0	5	7	0

Average PCU Per Veh

	To				
		1	2	3	4
	1	1.000	1.000	1.020	1.000
	2	1.000	1.000	1.010	1.040
	3	1.020	1.010	1.670	1.000
	4	1.000	1.050	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	245	248
	2	1282	1315
	3	414	421
	4	604	633
08:00-08:15	1	292	296
	2	1531	1570
	3	494	503
	4	721	756
08:15-08:30	1	358	362
	2	1875	1922
	3	606	616
	4	883	926
08:30-08:45	1	358	362
	2	1875	1922
	3	606	616
	4	883	926
08:45-09:00	1	292	296
	2	1531	1570
	3	494	503
	4	721	756
09:00-09:15	1	245	248
	2	1282	1315
	3	414	421
	4	604	633

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	15.96	1.4	C	300	449
2	11.83	7.1	B	1556	2334
3	9.69	1.5	A	511	766
4	6.31	1.7	A	734	1101

2035 Future with CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	The Common / A47 / Leicester Road	Standard Roundabout		1, 2, 3, 4	14.11	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.11	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 Future with CD	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	244	100.000
2		ONE HOUR	✓	1446	100.000
3		ONE HOUR	✓	866	100.000
4		ONE HOUR	✓	1005	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	103	81	60
	2	184	0	520	742
	3	217	588	0	61
	4	84	865	56	0

Proportions

	To				
		1	2	3	4
From	1	0.00	0.42	0.33	0.25
	2	0.13	0.00	0.36	0.51
	3	0.25	0.68	0.00	0.07
	4	0.08	0.86	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	0	3	2
	2	0	0	0	3
	3	1	0	0	8
	4	0	2	0	0

Average PCU Per Veh

	To				
		1	2	3	4
From	1	1.000	1.000	1.030	1.020
	2	1.000	1.000	1.000	1.030
	3	1.010	1.000	1.000	1.080
	4	1.000	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	184	186
	2	1089	1105
	3	652	657
	4	757	770
17:00-17:15	1	219	223
	2	1300	1320
	3	779	785
	4	903	919
17:15-17:30	1	269	273
	2	1592	1617
	3	953	961
	4	1107	1126
17:30-17:45	1	269	273
	2	1592	1617
	3	953	961
	4	1107	1126
17:45-18:00	1	219	223
	2	1300	1320
	3	779	785
	4	903	919
18:00-18:15	1	184	186
	2	1089	1105
	3	652	657
	4	757	770

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	14.29	1.2	B	227	340
2	7.34	3.1	A	1318	1977
3	29.46	7.8	D	802	1203
4	10.52	3.4	B	925	1387

2035 Future with CD + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	The Common / A47 / Leicester Road	Standard Roundabout		1, 2, 3, 4	10.77	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.77	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 Future with CD + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	373	100.000
2		ONE HOUR	✓	1708	100.000
3		ONE HOUR	✓	555	100.000
4		ONE HOUR	✓	807	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	107	222	44
	2	146	0	647	915
	3	150	348	4	53
	4	58	682	67	0

Proportions

	To				
		1	2	3	4
From	1	0.00	0.29	0.60	0.12
	2	0.09	0.00	0.38	0.54
	3	0.27	0.63	0.01	0.10
	4	0.07	0.85	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	0	2	0
	2	0	0	1	4
	3	2	1	67	0
	4	0	5	7	0

Average PCU Per Veh

	To				
		1	2	3	4
	1	1.000	1.000	1.020	1.000
	2	1.000	1.000	1.010	1.040
	3	1.020	1.010	1.670	1.000
	4	1.000	1.050	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	281	284
	2	1286	1318
	3	418	425
	4	608	637
08:00-08:15	1	335	339
	2	1535	1574
	3	499	507
	4	725	760
08:15-08:30	1	411	416
	2	1881	1928
	3	611	621
	4	889	931
08:30-08:45	1	411	416
	2	1881	1928
	3	611	621
	4	889	931
08:45-09:00	1	335	339
	2	1535	1574
	3	499	507
	4	725	760
09:00-09:15	1	281	284
	2	1286	1318
	3	418	425
	4	608	637

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	17.48	1.7	C	344	516
2	11.85	6.6	B	1566	2350
3	9.67	1.8	A	511	767
4	6.24	1.7	A	739	1108

2035 Future with CD + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	The Common / A47 / Leicester Road	Standard Roundabout		1, 2, 3, 4	13.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.87	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 Future with CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	265	100.000
2		ONE HOUR	✓	1460	100.000
3		ONE HOUR	✓	880	100.000
4		ONE HOUR	✓	1019	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	110	88	67
	2	198	0	520	742
	3	231	588	0	61
	4	98	865	56	0

Proportions

	To				
		1	2	3	4
From	1	0.00	0.42	0.33	0.25
	2	0.14	0.00	0.36	0.51
	3	0.26	0.67	0.00	0.07
	4	0.10	0.85	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	0	3	2
	2	0	0	0	3
	3	1	0	0	8
From	4	0	2	0	0

Average PCU Per Veh

	To				
		1	2	3	4
	1	1.000	1.000	1.030	1.020
	2	1.000	1.000	1.000	1.030
	3	1.010	1.000	1.000	1.080
From	4	1.000	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	200	203
	2	1099	1116
	3	663	668
	4	767	780
17:00-17:15	1	238	242
	2	1313	1333
	3	791	798
	4	916	932
17:15-17:30	1	292	296
	2	1607	1632
	3	969	977
	4	1122	1141
17:30-17:45	1	292	296
	2	1607	1632
	3	969	977
	4	1122	1141
17:45-18:00	1	238	242
	2	1313	1333
	3	791	798
	4	916	932
18:00-18:15	1	200	203
	2	1099	1116
	3	663	668
	4	767	780

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	14.47	1.2	B	242	363
2	7.54	3.3	A	1341	2011
3	27.67	7.4	D	805	1208
4	10.97	3.7	B	933	1399

Junctions 10			
ARCADY 10 - Roundabout Module			
Version: 10.0.4.1693			
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
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Filename: J5_A47-Leicester Road.j10

Path: \\Cbh-vfil-001\cbh\Projects\332610546 The Common Barwell\5500 - Transport\06 - Modelling\Local Modelling

Report generation date: 05/12/2023 15:27:01

- »2024 Baseline, AM
- »2024 Baseline, PM
- »2035 Future, AM
- »2035 Future, PM
- »2035 Future + Committed, AM
- »2035 Future + Committed, PM
- »2035 Future + Committed + Dev, AM
- »2035 Future + Committed + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2024 Baseline								
Arm 1	0.9	4.14	0.46	A	0.5	3.60	0.34	A
Arm 2	1.9	5.80	0.66	A	1.5	4.67	0.61	A
Arm 3	0.7	2.34	0.40	A	1.4	3.26	0.58	A
2035 Future								
Arm 1	1.0	4.54	0.50	A	0.6	3.87	0.37	A
Arm 2	2.4	6.93	0.71	A	1.8	5.29	0.65	A
Arm 3	0.7	2.45	0.42	A	1.6	3.61	0.62	A
2035 Future + Committed								
Arm 1	1.4	5.73	0.59	A	0.6	4.11	0.39	A
Arm 2	3.2	8.62	0.76	A	2.5	6.50	0.72	A
Arm 3	0.9	2.72	0.48	A	1.9	4.03	0.65	A
2035 Future + Committed + Dev								
Arm 1	1.4	5.81	0.59	A	0.6	4.14	0.39	A
Arm 2	3.2	8.72	0.77	A	2.6	6.66	0.72	A
Arm 3	1.0	2.75	0.49	A	1.9	4.07	0.66	A

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

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

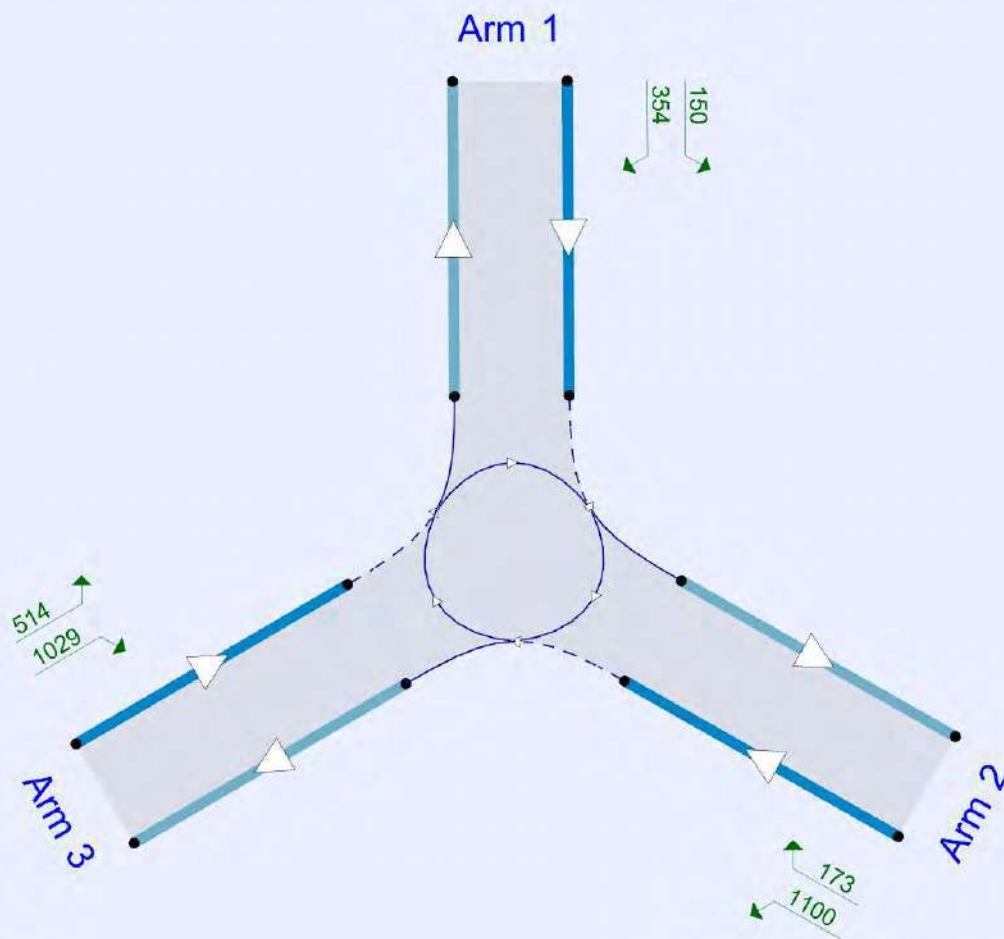
File summary

File Description

Title	A47 / Leicester Road
Location	Barwell
Site number	5
Date	10/11/2023
Version	
Status	(For Information)
Identifier	
Client	
Jobnumber	332610546
Enumerator	CORP'swijeweera
Description	

Units

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



Flows show original traffic demand (Veh/hy).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2035 Future	AM	ONE HOUR	07:45	09:15	15	✓
D4	2035 Future	PM	ONE HOUR	16:45	18:15	15	✓
D5	2035 Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D6	2035 Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D7	2035 Future + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035 Future + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.19	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Leicester Road		
2	A47 (E)		
3	A47 (W)		

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
1	3.50	11.70	14.8	40.1	80.0	24.0		
2	4.60	8.00	66.0	30.8	80.0	47.0		
3	7.30	12.10	7.9	41.6	80.0	34.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.533	2045
2	0.534	2183
3	0.627	2737

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	678	100.000
2		ONE HOUR	✓	1092	100.000
3		ONE HOUR	✓	918	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	166	512
	2	110	1	981
	3	276	642	0

Proportions

	To			
		1	2	3
	1	0.00	0.24	0.76
	2	0.10	0.00	0.90
	3	0.30	0.70	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.010	1.020
	2	1.020	1.000	1.030
	3	1.000	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	510	519
	2	822	846
	3	691	720
08:00-08:15	1	610	620
	2	982	1010
	3	825	860
08:15-08:30	1	746	760
	2	1202	1237
	3	1011	1053
08:30-08:45	1	746	760
	2	1202	1237
	3	1011	1053
08:45-09:00	1	610	620
	2	982	1010
	3	825	860
09:00-09:15	1	510	519
	2	822	846
	3	691	720

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.46	4.14	0.9	A	622	933
2	0.66	5.80	1.9	A	1002	1503
3	0.40	2.34	0.7	A	842	1264

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	510	128	483	1742	0.293	509	290	0.0	0.4	2.916	A
2	822	206	384	1918	0.429	819	608	0.0	0.7	3.268	A
3	691	173	83	2576	0.268	690	1120	0.0	0.4	1.909	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	610	152	578	1689	0.361	609	347	0.4	0.6	3.330	A
2	982	245	460	1878	0.523	980	727	0.7	1.1	4.004	A
3	825	206	100	2566	0.322	825	1341	0.4	0.5	2.068	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	187	707	1617	0.462	745	424	0.6	0.9	4.124	A
2	1202	301	563	1824	0.659	1199	890	1.1	1.9	5.735	A
3	1011	253	122	2552	0.396	1010	1640	0.5	0.7	2.333	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	187	708	1617	0.462	746	425	0.9	0.9	4.135	A
2	1202	301	564	1823	0.659	1202	891	1.9	1.9	5.795	A
3	1011	253	122	2552	0.396	1011	1644	0.7	0.7	2.335	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	610	152	579	1689	0.361	611	348	0.9	0.6	3.344	A
2	982	245	461	1877	0.523	985	728	1.9	1.1	4.049	A
3	825	206	100	2565	0.322	826	1346	0.7	0.5	2.070	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	510	128	484	1741	0.293	511	291	0.6	0.4	2.930	A
2	822	206	386	1917	0.429	824	610	1.1	0.8	3.295	A
3	691	173	84	2575	0.268	692	1126	0.5	0.4	1.913	A

2024 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	464	100.000
2		ONE HOUR	✓	1077	100.000
3		ONE HOUR	✓	1359	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	137	327
	2	151	0	926
	3	472	887	0

Proportions

	To			
		1	2	3
	1	0.00	0.30	0.70
	2	0.14	0.00	0.86
	3	0.35	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.010	1.000
	2	1.000	1.000	1.020
	3	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	349	350
	2	811	825
	3	1023	1036
17:00-17:15	1	417	418
	2	968	985
	3	1222	1238
17:15-17:30	1	511	512
	2	1186	1206
	3	1496	1516
17:30-17:45	1	511	512
	2	1186	1206
	3	1496	1516
17:45-18:00	1	417	418
	2	968	985
	3	1222	1238
18:00-18:15	1	349	350
	2	811	825
	3	1023	1036

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.34	3.60	0.5	A	426	639
2	0.61	4.67	1.5	A	988	1482
3	0.58	3.26	1.4	A	1247	1871

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	349	87	666	1678	0.208	348	468	0.0	0.3	2.703	A
2	811	203	245	2017	0.402	808	769	0.0	0.7	2.971	A
3	1023	256	113	2632	0.389	1021	940	0.0	0.6	2.228	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	417	104	797	1607	0.260	417	560	0.3	0.3	3.024	A
2	968	242	294	1992	0.486	967	920	0.7	0.9	3.510	A
3	1222	305	136	2618	0.467	1221	1125	0.6	0.9	2.576	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	511	128	975	1510	0.338	510	685	0.3	0.5	3.597	A
2	1186	296	360	1957	0.606	1183	1126	0.9	1.5	4.638	A
3	1496	374	166	2599	0.576	1494	1377	0.9	1.3	3.253	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	511	128	977	1510	0.338	511	686	0.5	0.5	3.602	A
2	1186	296	360	1957	0.606	1186	1127	1.5	1.5	4.667	A
3	1496	374	166	2599	0.576	1496	1380	1.3	1.4	3.264	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	417	104	799	1606	0.260	418	561	0.5	0.4	3.029	A
2	968	242	294	1991	0.486	970	922	1.5	1.0	3.535	A
3	1222	305	136	2618	0.467	1224	1129	1.4	0.9	2.587	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	349	87	668	1677	0.208	350	470	0.4	0.3	2.714	A
2	811	203	246	2017	0.402	812	772	1.0	0.7	2.990	A
3	1023	256	114	2631	0.389	1024	945	0.9	0.6	2.240	A

2035 Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035 Future	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	725	100.000
2		ONE HOUR	✓	1166	100.000
3		ONE HOUR	✓	980	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	178	547
	2	118	1	1047
	3	295	685	0

Proportions

	To			
		1	2	3
	1	0.00	0.25	0.75
	2	0.10	0.00	0.90
	3	0.30	0.70	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.010	1.020
	2	1.020	1.000	1.030
	3	1.000	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	546	555
	2	878	903
	3	738	769
08:00-08:15	1	652	663
	2	1048	1079
	3	881	918
08:15-08:30	1	798	812
	2	1284	1321
	3	1079	1124
08:30-08:45	1	798	812
	2	1284	1321
	3	1079	1124
08:45-09:00	1	652	663
	2	1048	1079
	3	881	918
09:00-09:15	1	546	555
	2	878	903
	3	738	769

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.50	4.54	1.0	A	665	998
2	0.71	6.93	2.4	A	1070	1605
3	0.42	2.45	0.7	A	899	1349

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	546	136	515	1724	0.317	544	310	0.0	0.5	3.048	A
2	878	219	410	1904	0.461	874	649	0.0	0.8	3.484	A
3	738	184	89	2572	0.287	736	1196	0.0	0.4	1.959	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	652	163	616	1668	0.391	651	371	0.5	0.6	3.539	A
2	1048	262	491	1862	0.563	1047	776	0.8	1.3	4.408	A
3	881	220	107	2561	0.344	881	1431	0.4	0.5	2.142	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	798	200	755	1591	0.502	797	454	0.6	1.0	4.525	A
2	1284	321	601	1803	0.712	1279	950	1.3	2.4	6.809	A
3	1079	270	131	2547	0.424	1078	1750	0.5	0.7	2.450	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	798	200	755	1591	0.502	798	455	1.0	1.0	4.542	A
2	1284	321	602	1803	0.712	1284	951	2.4	2.4	6.930	A
3	1079	270	131	2546	0.424	1079	1755	0.7	0.7	2.452	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	652	163	617	1667	0.391	653	372	1.0	0.6	3.557	A
2	1048	262	493	1861	0.563	1053	778	2.4	1.3	4.480	A
3	881	220	107	2561	0.344	882	1438	0.7	0.5	2.146	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	546	136	517	1723	0.317	547	311	0.6	0.5	3.063	A
2	878	219	412	1903	0.461	880	651	1.3	0.9	3.524	A
3	738	184	90	2572	0.287	738	1202	0.5	0.4	1.963	A

2035 Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035 Future	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	494	100.000
2		ONE HOUR	✓	1149	100.000
3		ONE HOUR	✓	1449	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	146	348
	2	161	0	988
	3	503	946	0

Proportions

	To			
		1	2	3
	1	0.00	0.30	0.70
	2	0.14	0.00	0.86
	3	0.35	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.010	1.000
	2	1.000	1.000	1.020
	3	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	372	373
	2	865	880
	3	1091	1105
17:00-17:15	1	444	445
	2	1033	1051
	3	1303	1320
17:15-17:30	1	544	546
	2	1265	1287
	3	1595	1616
17:30-17:45	1	544	546
	2	1265	1287
	3	1595	1616
17:45-18:00	1	444	445
	2	1033	1051
	3	1303	1320
18:00-18:15	1	372	373
	2	865	880
	3	1091	1105

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.37	3.87	0.6	A	453	680
2	0.65	5.29	1.8	A	1054	1582
3	0.62	3.61	1.6	A	1330	1994

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	372	93	710	1654	0.225	371	498	0.0	0.3	2.802	A
2	865	216	261	2009	0.431	862	820	0.0	0.8	3.131	A
3	1091	273	121	2627	0.415	1088	1002	0.0	0.7	2.335	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	444	111	850	1579	0.281	444	596	0.3	0.4	3.172	A
2	1033	258	313	1982	0.521	1032	981	0.8	1.1	3.783	A
3	1303	326	145	2612	0.499	1301	1200	0.7	1.0	2.743	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	544	136	1040	1475	0.369	543	730	0.4	0.6	3.858	A
2	1265	316	383	1945	0.650	1262	1201	1.1	1.8	5.247	A
3	1595	399	177	2592	0.615	1593	1468	1.0	1.6	3.593	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	544	136	1042	1475	0.369	544	731	0.6	0.6	3.867	A
2	1265	316	383	1945	0.650	1265	1202	1.8	1.8	5.294	A
3	1595	399	177	2592	0.616	1595	1471	1.6	1.6	3.611	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	444	111	852	1577	0.282	445	598	0.6	0.4	3.180	A
2	1033	258	313	1982	0.521	1036	983	1.8	1.1	3.821	A
3	1303	326	145	2612	0.499	1305	1204	1.6	1.0	2.759	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	372	93	713	1653	0.225	372	500	0.4	0.3	2.811	A
2	865	216	262	2008	0.431	866	823	1.1	0.8	3.157	A
3	1091	273	121	2627	0.415	1092	1007	1.0	0.7	2.347	A

2035 Future + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035 Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	809	100.000
2		ONE HOUR	✓	1228	100.000
3		ONE HOUR	✓	1122	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	198	611
	2	118	1	1109
	3	294	828	0

Proportions

	To			
		1	2	3
	1	0.00	0.24	0.76
	2	0.10	0.00	0.90
	3	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.010	1.010
	2	1.020	1.000	1.030
	3	1.000	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	609	615
	2	925	951
	3	845	876
08:00-08:15	1	727	735
	2	1104	1136
	3	1009	1046
08:15-08:30	1	891	900
	2	1352	1391
	3	1235	1281
08:30-08:45	1	891	900
	2	1352	1391
	3	1235	1281
08:45-09:00	1	727	735
	2	1104	1136
	3	1009	1046
09:00-09:15	1	609	615
	2	925	951
	3	845	876

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.59	5.73	1.4	A	742	1114
2	0.76	8.62	3.2	A	1127	1690
3	0.48	2.72	0.9	A	1030	1544

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	152	623	1680	0.363	607	309	0.0	0.6	3.347	A
2	925	231	458	1881	0.491	921	771	0.0	1.0	3.732	A
3	845	211	89	2585	0.327	843	1290	0.0	0.5	2.065	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	727	182	745	1612	0.451	726	370	0.6	0.8	4.059	A
2	1104	276	549	1834	0.602	1102	923	1.0	1.5	4.902	A
3	1009	252	107	2574	0.392	1008	1544	0.5	0.6	2.297	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	891	223	912	1520	0.586	888	453	0.8	1.4	5.682	A
2	1352	338	671	1770	0.764	1346	1129	1.5	3.1	8.360	A
3	1235	309	130	2559	0.483	1234	1886	0.6	0.9	2.714	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	891	223	913	1519	0.586	891	454	1.4	1.4	5.727	A
2	1352	338	673	1769	0.764	1352	1131	3.1	3.2	8.617	A
3	1235	309	131	2559	0.483	1235	1894	0.9	0.9	2.719	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	727	182	746	1612	0.451	730	371	1.4	0.8	4.092	A
2	1104	276	551	1833	0.602	1111	925	3.2	1.5	5.031	A
3	1009	252	108	2573	0.392	1010	1554	0.9	0.6	2.305	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	152	625	1679	0.363	610	311	0.8	0.6	3.370	A
2	925	231	461	1880	0.492	927	774	1.5	1.0	3.787	A
3	845	211	90	2584	0.327	845	1298	0.6	0.5	2.072	A

2035 Future + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035 Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	502	100.000
2		ONE HOUR	✓	1262	100.000
3		ONE HOUR	✓	1535	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	150	352
	2	173	0	1089
	3	513	1022	0

Proportions

	To			
		1	2	3
	1	0.00	0.30	0.70
	2	0.14	0.00	0.86
	3	0.33	0.67	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.010	1.000
	2	1.000	1.000	1.020
	3	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	378	379
	2	950	966
	3	1156	1171
17:00-17:15	1	451	453
	2	1135	1154
	3	1380	1398
17:15-17:30	1	553	554
	2	1389	1413
	3	1690	1713
17:30-17:45	1	553	554
	2	1389	1413
	3	1690	1713
17:45-18:00	1	451	453
	2	1135	1154
	3	1380	1398
18:00-18:15	1	378	379
	2	950	966
	3	1156	1171

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.39	4.11	0.6	A	461	691
2	0.72	6.50	2.5	A	1158	1737
3	0.65	4.03	1.9	A	1409	2113

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	378	94	767	1623	0.233	377	515	0.0	0.3	2.885	A
2	950	238	264	2007	0.473	947	880	0.0	0.9	3.383	A
3	1156	289	130	2621	0.441	1152	1081	0.0	0.8	2.447	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	451	113	918	1542	0.293	451	616	0.3	0.4	3.298	A
2	1135	284	316	1980	0.573	1133	1053	0.9	1.3	4.241	A
3	1380	345	155	2605	0.530	1379	1294	0.8	1.1	2.933	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	553	138	1123	1430	0.386	552	754	0.4	0.6	4.093	A
2	1389	347	387	1943	0.715	1385	1288	1.3	2.5	6.401	A
3	1690	423	190	2584	0.654	1687	1582	1.1	1.9	4.002	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	553	138	1125	1429	0.387	553	755	0.6	0.6	4.106	A
2	1389	347	388	1942	0.715	1389	1290	2.5	2.5	6.504	A
3	1690	423	190	2583	0.654	1690	1586	1.9	1.9	4.030	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	451	113	921	1540	0.293	452	618	0.6	0.4	3.310	A
2	1135	284	317	1979	0.573	1139	1056	2.5	1.4	4.307	A
3	1380	345	156	2604	0.530	1383	1300	1.9	1.1	2.953	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	378	94	770	1622	0.233	378	517	0.4	0.3	2.896	A
2	950	238	265	2007	0.473	952	883	1.4	0.9	3.418	A
3	1156	289	130	2620	0.441	1157	1087	1.1	0.8	2.463	A

2035 Future + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035 Future + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	810	100.000
2		ONE HOUR	✓	1232	100.000
3		ONE HOUR	✓	1137	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	198	612
	2	118	1	1113
	3	296	841	0

Proportions

	To			
		1	2	3
	1	0.00	0.24	0.76
	2	0.10	0.00	0.90
	3	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

	To			
		1	2	3
	1	1.000	1.010	1.010
	2	1.020	1.000	1.030
	3	1.000	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1	610	616
	2	928	954
	3	856	888
08:00-08:15	1	728	735
	2	1108	1140
	3	1022	1060
08:15-08:30	1	892	901
	2	1356	1396
	3	1252	1298
08:30-08:45	1	892	901
	2	1356	1396
	3	1252	1298
08:45-09:00	1	728	735
	2	1108	1140
	3	1022	1060
09:00-09:15	1	610	616
	2	928	954
	3	856	888

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.59	5.81	1.4	A	743	1115
2	0.77	8.72	3.2	A	1131	1696
3	0.49	2.75	1.0	A	1043	1565

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	610	152	632	1675	0.364	608	311	0.0	0.6	3.367	A
2	928	232	459	1881	0.493	924	781	0.0	1.0	3.745	A
3	856	214	89	2584	0.331	854	1293	0.0	0.5	2.079	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	728	182	756	1606	0.453	727	372	0.6	0.8	4.093	A
2	1108	277	549	1833	0.604	1105	934	1.0	1.5	4.929	A
3	1022	256	107	2574	0.397	1021	1548	0.5	0.7	2.318	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	892	223	926	1512	0.590	889	455	0.8	1.4	5.763	A
2	1356	339	672	1769	0.767	1350	1144	1.5	3.2	8.452	A
3	1252	313	130	2559	0.489	1251	1891	0.7	1.0	2.749	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	892	223	927	1511	0.590	892	456	1.4	1.4	5.810	A
2	1356	339	674	1768	0.767	1356	1145	3.2	3.2	8.720	A
3	1252	313	131	2559	0.489	1252	1899	1.0	1.0	2.754	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	728	182	758	1605	0.454	731	373	1.4	0.8	4.128	A
2	1108	277	552	1832	0.605	1114	936	3.2	1.5	5.060	A
3	1022	256	108	2573	0.397	1023	1559	1.0	0.7	2.326	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	610	152	634	1673	0.364	611	312	0.8	0.6	3.393	A
2	928	232	462	1879	0.493	930	784	1.5	1.0	3.801	A
3	856	214	90	2584	0.331	857	1302	0.7	0.5	2.086	A

2035 Future + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035 Future + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	504	100.000
2		ONE HOUR	✓	1273	100.000
3		ONE HOUR	✓	1543	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	150	354
	2	173	0	1100
	3	514	1029	0

Proportions

	To			
		1	2	3
From	1	0.00	0.30	0.70
	2	0.14	0.00	0.86
	3	0.33	0.67	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

	To			
		1	2	3
From	1	1.000	1.010	1.000
	2	1.000	1.000	1.020
	3	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1	379	381
	2	958	975
	3	1162	1177
17:00-17:15	1	453	454
	2	1144	1164
	3	1387	1406
17:15-17:30	1	555	557
	2	1402	1426
	3	1699	1722
17:30-17:45	1	555	557
	2	1402	1426
	3	1699	1722
17:45-18:00	1	453	454
	2	1144	1164
	3	1387	1406
18:00-18:15	1	379	381
	2	958	975
	3	1162	1177

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.39	4.14	0.6	A	462	694
2	0.72	6.66	2.6	A	1168	1752
3	0.66	4.07	1.9	A	1416	2124

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	379	95	773	1620	0.234	378	516	0.0	0.3	2.895	A
2	958	240	266	2006	0.478	955	885	0.0	0.9	3.412	A
3	1162	290	130	2621	0.443	1158	1091	0.0	0.8	2.457	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	453	113	924	1538	0.295	453	617	0.3	0.4	3.314	A
2	1144	286	318	1979	0.578	1143	1059	0.9	1.4	4.294	A
3	1387	347	155	2605	0.533	1386	1305	0.8	1.1	2.950	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	555	139	1131	1426	0.389	554	755	0.4	0.6	4.123	A
2	1402	350	389	1942	0.722	1397	1296	1.4	2.5	6.554	A
3	1699	425	190	2584	0.658	1696	1596	1.1	1.9	4.042	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	555	139	1133	1425	0.389	555	756	0.6	0.6	4.137	A
2	1402	350	390	1941	0.722	1401	1298	2.5	2.6	6.664	A
3	1699	425	190	2583	0.658	1699	1601	1.9	1.9	4.070	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	453	113	927	1537	0.295	454	619	0.6	0.4	3.326	A
2	1144	286	319	1978	0.578	1149	1062	2.6	1.4	4.364	A
3	1387	347	156	2604	0.533	1390	1312	1.9	1.1	2.971	A

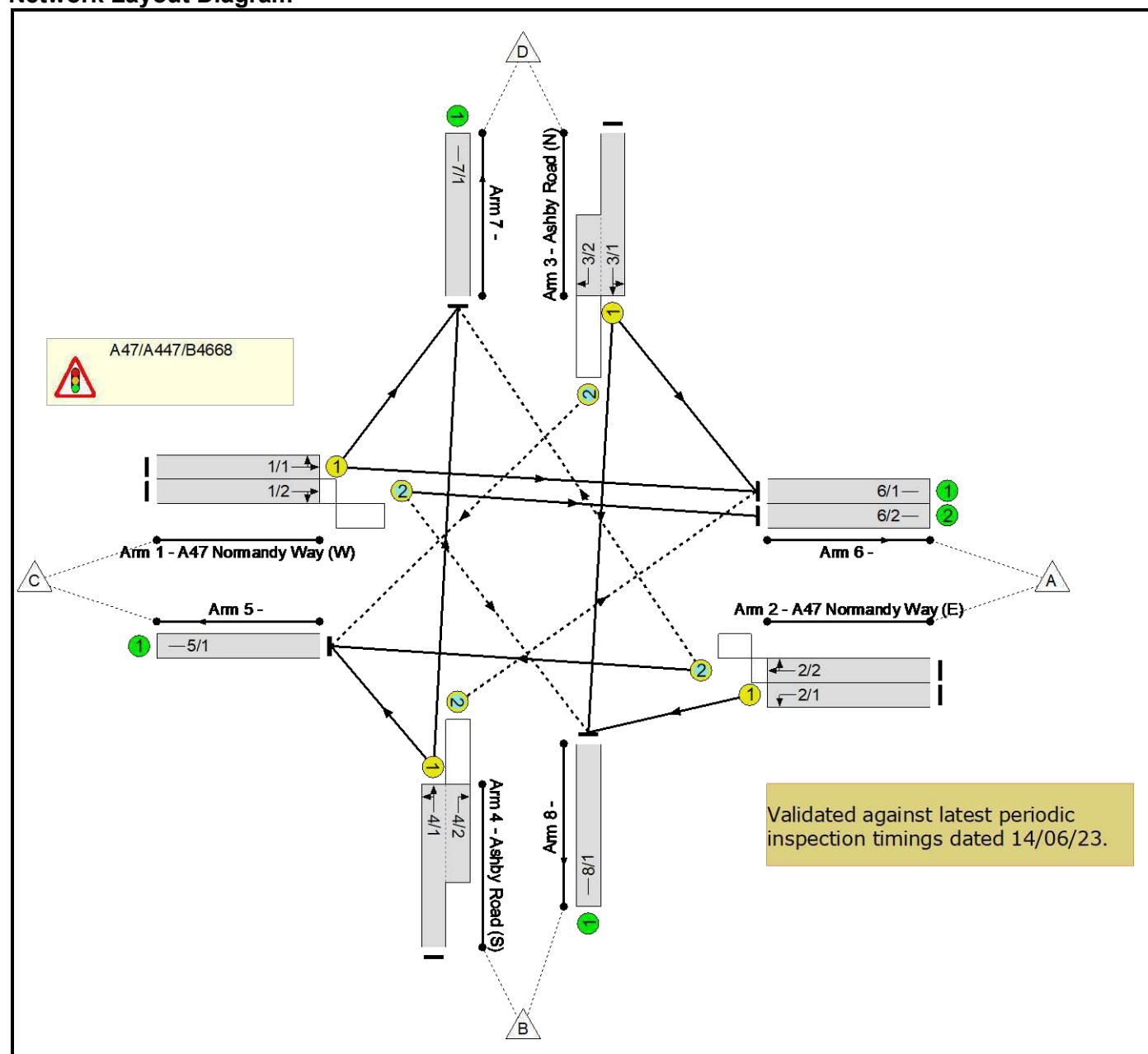
18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	379	95	776	1619	0.234	380	518	0.4	0.3	2.908	A
2	958	240	267	2006	0.478	960	889	1.4	0.9	3.451	A
3	1162	290	130	2620	0.443	1163	1097	1.1	0.8	2.472	A

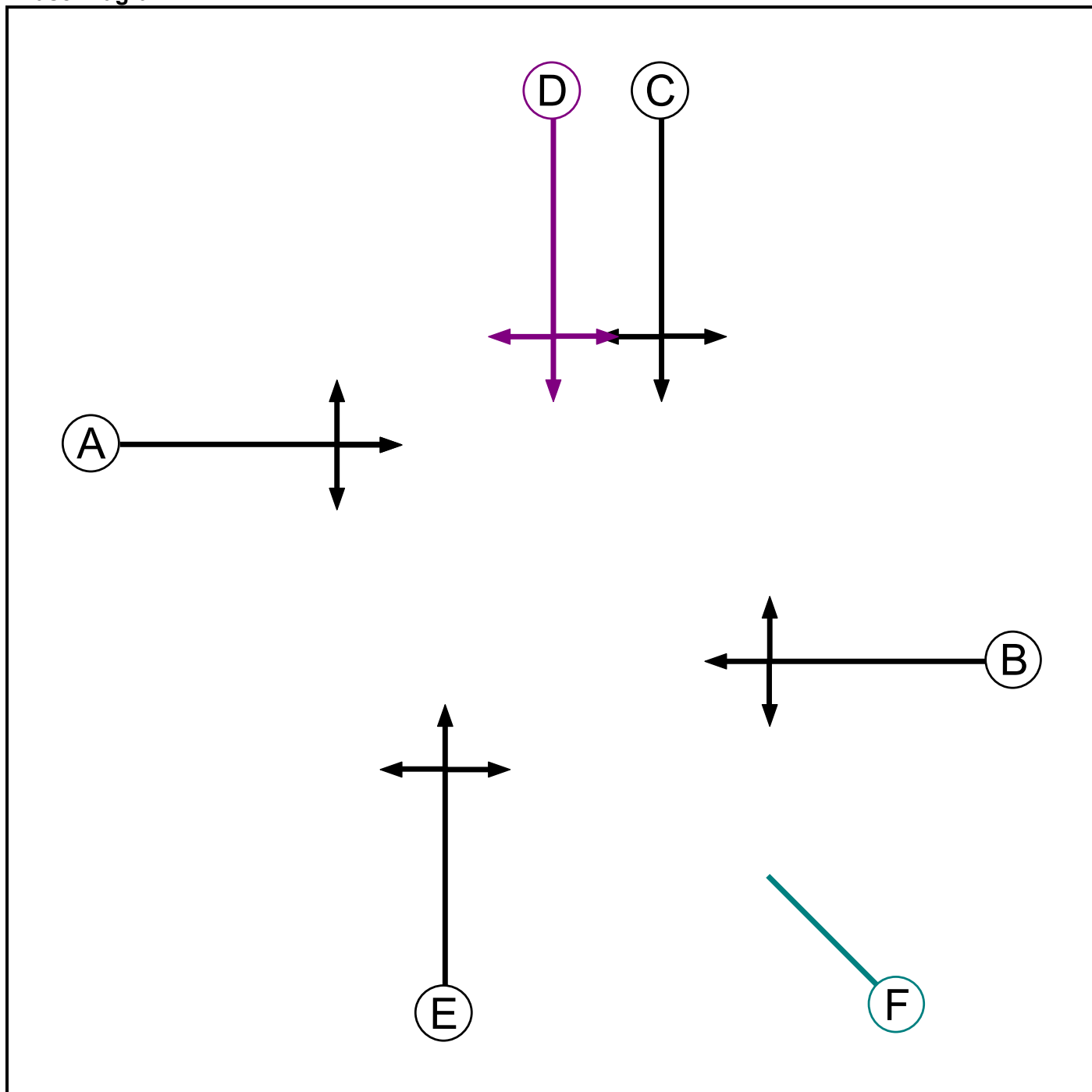
User and Project Details

Project:	
Title:	A47/Ashby Road
Location:	
Additional detail:	'As Built' model provided by LCC and received 20/11/2023. Clarification regarding the stage sequencing provided by LCC on 23/11/2023. This clarified the appropriate stage sequencing and was implemented.
File name:	52281 Ashby Road_Normandy Way - LCC Model (with flows optimised).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Dummy		4	4

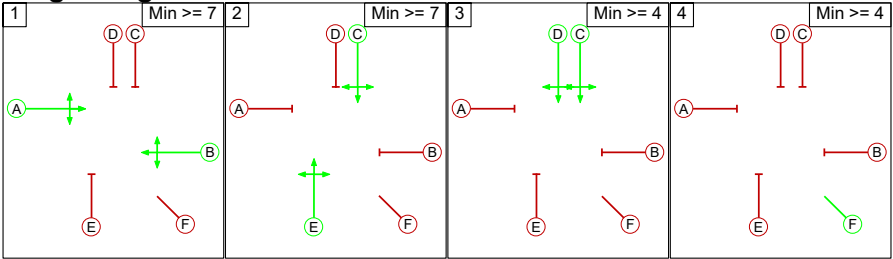
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	8	6	8	3
	B	-		8	5	8	3
	C	7	7		-	-	3
	D	7	7	-		5	3
	E	6	6	-	4		3
	F	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C E
3	C D
4	F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		8	X	3
	2	7		4	3
	3	7	X		3
	4	2	2	X	

Give-Way Lane Input Data

Junction: A47/A447/B4668											
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)
1/2 (A47 Normandy Way (W))	8/1 (Right)	1439	0	2/2	1.09	To 5/1 (Ahead)	4.00	3.00	0.50	4	4.00
				2/1	1.09	All					
2/2 (A47 Normandy Way (E))	7/1 (Right)	1439	0	1/2	1.09	To 6/2 (Ahead)	3.00	2.00	0.50	3	3.00
				1/1	1.09	All					
3/2 (Ashby Road (N))	5/1 (Right)	1439	0	4/1	1.09	All	5.00	-	0.50	5	5.00
4/2 (Ashby Road (S))	6/1 (Right)	1439	0	3/1	1.09	All	4.00	-	0.50	4	4.00

Lane Input Data

Junction: A47/A447/B4668												
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 (A47 Normandy Way (W))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	15.00
1/2 (A47 Normandy Way (W))	O	A	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Right	16.00
2/1 (A47 Normandy Way (E))	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 8 Left	18.00
2/2 (A47 Normandy Way (E))	O	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Right	16.00
3/1 (Ashby Road (N))	U	C D	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 6 Left	13.00
											Arm 8 Ahead	Inf
3/2 (Ashby Road (N))	O	C D	2	3	5.0	Geom	-	2.90	0.00	Y	Arm 5 Right	22.00
4/1 (Ashby Road (S))	U	E	2	3	60.0	Geom	-	2.95	0.00	Y	Arm 5 Left	18.00
											Arm 7 Ahead	Inf
4/2 (Ashby Road (S))	O	E	2	3	6.0	Geom	-	2.95	0.00	Y	Arm 6 Right	21.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Baseline AM Peak'	08:00	09:00	01:00	
2: '2024 Baseline PM Peak'	17:00	18:00	01:00	
3: '2035 Future Year Base AM'	08:00	09:00	01:00	
4: '2035 Future Year Base PM'	17:00	18:00	01:00	
5: '2035 + CD AM'	08:00	09:00	01:00	
6: '2035 + CD PM'	17:00	18:00	01:00	
7: '2035 + CD + Dev AM'	08:00	09:00	01:00	
8: '2035 + CD + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2024 Baseline AM' (FG1: '2024 Baseline AM Peak', Plan 3: 'Peak Hour Staging')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	32	430	353	815
	B	41	0	137	662	840
	C	273	97	0	172	542
	D	195	491	100	0	786
	Tot.	509	620	667	1187	2983

Traffic Lane Flows

Lane	Scenario 1: 2024 Baseline AM
Junction: A47/A447/B4668	
1/1	258
1/2	284
2/1	32
2/2	783
3/1 (with short)	786(In) 686(Out)
3/2 (short)	100
4/1 (with short)	840(In) 799(Out)
4/2 (short)	41
5/1	667
6/1	322
6/2	187
7/1	1187
8/1	620

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (A47 Normandy Way (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	33.3 %	1795	1795
				Arm 7 Left	15.00	66.7 %		
1/2 (A47 Normandy Way (W))	3.20	0.00	Y	Arm 6 Ahead	Inf	65.8 %	1875	1875
				Arm 8 Right	16.00	34.2 %		
2/1 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 8 Left	18.00	100.0 %	1777	1777
2/2 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 5 Ahead	Inf	54.9 %	1847	1847
				Arm 7 Right	16.00	45.1 %		
3/1 (Ashby Road (N))	2.90	0.00	Y	Arm 6 Left	13.00	28.4 %	1845	1845
				Arm 8 Ahead	Inf	71.6 %		
3/2 (Ashby Road (N))	2.90	0.00	Y	Arm 5 Right	22.00	100.0 %	1783	1783
4/1 (Ashby Road (S))	2.95	0.00	Y	Arm 5 Left	18.00	17.1 %	1883	1883
				Arm 7 Ahead	Inf	82.9 %		
4/2 (Ashby Road (S))	2.95	0.00	Y	Arm 6 Right	21.00	100.0 %	1783	1783
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Baseline PM' (FG2: '2024 Baseline PM Peak', Plan 3: 'Peak Hour Staging')**Traffic Flows, Desired****Desired Flow :**

Crosstabs: Row 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	27	340	268	635
	B	32	0	148	537	717
	C	354	155	0	133	642
	D	353	714	84	0	1151
	Tot.	739	896	572	938	3145

Traffic Lane Flows

Lane	Scenario 2: 2024 Baseline PM
Junction: A47/A447/B4668	
1/1	319
1/2	323
2/1	27
2/2	608
3/1 (with short)	1151(In) 1067(Out)
3/2 (short)	84
4/1 (with short)	717(In) 685(Out)
4/2 (short)	32
5/1	572
6/1	571
6/2	168
7/1	938
8/1	896

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (A47 Normandy Way (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	58.3 %	1838	1838
				Arm 7 Left	15.00	41.7 %		
1/2 (A47 Normandy Way (W))	3.20	0.00	Y	Arm 6 Ahead	Inf	52.0 %	1852	1852
				Arm 8 Right	16.00	48.0 %		
2/1 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 8 Left	18.00	100.0 %	1777	1777
2/2 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 5 Ahead	Inf	55.9 %	1849	1849
				Arm 7 Right	16.00	44.1 %		
3/1 (Ashby Road (N))	2.90	0.00	Y	Arm 6 Left	13.00	33.1 %	1835	1835
				Arm 8 Ahead	Inf	66.9 %		
3/2 (Ashby Road (N))	2.90	0.00	Y	Arm 5 Right	22.00	100.0 %	1783	1783
4/1 (Ashby Road (S))	2.95	0.00	Y	Arm 5 Left	18.00	21.6 %	1876	1876
				Arm 7 Ahead	Inf	78.4 %		
4/2 (Ashby Road (S))	2.95	0.00	Y	Arm 6 Right	21.00	100.0 %	1783	1783
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2035 Future Year AM' (FG3: '2035 Future Year Base AM', Plan 3: 'Peak Hour Staging')**Traffic Flows, Desired****Desired Flow :**

Crosstabs: Row 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	35	459	377	871
	B	43	0	146	706	895
	C	291	103	0	184	578
	D	208	524	106	0	838
	Tot.	542	662	711	1267	3182

Traffic Lane Flows

Lane	Scenario 3: 2035 Future Year AM
Junction: A47/A447/B4668	
1/1	276
1/2	302
2/1	35
2/2	836
3/1 (with short)	838(In) 732(Out)
3/2 (short)	106
4/1 (with short)	895(In) 852(Out)
4/2 (short)	43
5/1	711
6/1	343
6/2	199
7/1	1267
8/1	662

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (A47 Normandy Way (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	33.3 %	1795	1795
				Arm 7 Left	15.00	66.7 %		
1/2 (A47 Normandy Way (W))	3.20	0.00	Y	Arm 6 Ahead	Inf	65.9 %	1875	1875
				Arm 8 Right	16.00	34.1 %		
2/1 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 8 Left	18.00	100.0 %	1777	1777
2/2 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 5 Ahead	Inf	54.9 %	1847	1847
				Arm 7 Right	16.00	45.1 %		
3/1 (Ashby Road (N))	2.90	0.00	Y	Arm 6 Left	13.00	28.4 %	1845	1845
				Arm 8 Ahead	Inf	71.6 %		
3/2 (Ashby Road (N))	2.90	0.00	Y	Arm 5 Right	22.00	100.0 %	1783	1783
4/1 (Ashby Road (S))	2.95	0.00	Y	Arm 5 Left	18.00	17.1 %	1883	1883
				Arm 7 Ahead	Inf	82.9 %		
4/2 (Ashby Road (S))	2.95	0.00	Y	Arm 6 Right	21.00	100.0 %	1783	1783
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2035 Future Year PM' (FG4: '2035 Future Year Base PM', Plan 3: 'Peak Hour Staging')**Traffic Flows, Desired****Desired Flow :**

Crosstabs: Row 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	29	362	286	677
	B	34	0	158	573	765
	C	377	165	0	142	684
	D	376	762	90	0	1228
	Tot.	787	956	610	1001	3354

Traffic Lane Flows

Lane	Scenario 4: 2035 Future Year PM
Junction: A47/A447/B4668	
1/1	345
1/2	339
2/1	29
2/2	648
3/1 (with short)	1228(In) 1138(Out)
3/2 (short)	90
4/1 (with short)	765(In) 731(Out)
4/2 (short)	34
5/1	610
6/1	613
6/2	174
7/1	1001
8/1	956

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (A47 Normandy Way (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	58.8 %	1839	1839
				Arm 7 Left	15.00	41.2 %		
1/2 (A47 Normandy Way (W))	3.20	0.00	Y	Arm 6 Ahead	Inf	51.3 %	1851	1851
				Arm 8 Right	16.00	48.7 %		
2/1 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 8 Left	18.00	100.0 %	1777	1777
2/2 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 5 Ahead	Inf	55.9 %	1849	1849
				Arm 7 Right	16.00	44.1 %		
3/1 (Ashby Road (N))	2.90	0.00	Y	Arm 6 Left	13.00	33.0 %	1835	1835
				Arm 8 Ahead	Inf	67.0 %		
3/2 (Ashby Road (N))	2.90	0.00	Y	Arm 5 Right	22.00	100.0 %	1783	1783
4/1 (Ashby Road (S))	2.95	0.00	Y	Arm 5 Left	18.00	21.6 %	1876	1876
				Arm 7 Ahead	Inf	78.4 %		
4/2 (Ashby Road (S))	2.95	0.00	Y	Arm 6 Right	21.00	100.0 %	1783	1783
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2035 + CD AM' (FG5: '2035 + CD AM', Plan 3: 'Peak Hour Staging')**Traffic Flows, Desired****Desired Flow :**

Crosstabs: Row 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	37	496	387	920
	B	43	0	161	815	1019
	C	303	105	0	188	596
	D	217	642	123	0	982
	Tot.	563	784	780	1390	3517

Traffic Lane Flows

Lane	Scenario 5: 2035 + CD AM
Junction: A47/A447/B4668	
1/1	290
1/2	306
2/1	37
2/2	883
3/1 (with short)	982(In) 859(Out)
3/2 (short)	123
4/1 (with short)	1019(In) 976(Out)
4/2 (short)	43
5/1	780
6/1	362
6/2	201
7/1	1390
8/1	784

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (A47 Normandy Way (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	35.2 %	1798	1798
				Arm 7 Left	15.00	64.8 %		
1/2 (A47 Normandy Way (W))	3.20	0.00	Y	Arm 6 Ahead	Inf	65.7 %	1875	1875
				Arm 8 Right	16.00	34.3 %		
2/1 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 8 Left	18.00	100.0 %	1777	1777
2/2 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 5 Ahead	Inf	56.2 %	1849	1849
				Arm 7 Right	16.00	43.8 %		
3/1 (Ashby Road (N))	2.90	0.00	Y	Arm 6 Left	13.00	25.3 %	1851	1851
				Arm 8 Ahead	Inf	74.7 %		
3/2 (Ashby Road (N))	2.90	0.00	Y	Arm 5 Right	22.00	100.0 %	1783	1783
4/1 (Ashby Road (S))	2.95	0.00	Y	Arm 5 Left	18.00	16.5 %	1884	1884
				Arm 7 Ahead	Inf	83.5 %		
4/2 (Ashby Road (S))	2.95	0.00	Y	Arm 6 Right	21.00	100.0 %	1783	1783
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2035 + CD PM' (FG6: '2035 + CD PM', Plan 3: 'Peak Hour Staging')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	34	375	291	700
	B	34	0	161	678	873
	C	391	141	0	151	683
	D	392	847	91	0	1330
	Tot.	817	1022	627	1120	3586

Traffic Lane Flows

Lane	Scenario 6: 2035 + CD PM
Junction: A47/A447/B4668	
1/1	336
1/2	347
2/1	34
2/2	666
3/1 (with short)	1330(In) 1239(Out)
3/2 (short)	91
4/1 (with short)	873(In) 839(Out)
4/2 (short)	34
5/1	627
6/1	611
6/2	206
7/1	1120
8/1	1022

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (A47 Normandy Way (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	55.1 %	1833	1833
				Arm 7 Left	15.00	44.9 %		
1/2 (A47 Normandy Way (W))	3.20	0.00	Y	Arm 6 Ahead	Inf	59.4 %	1864	1864
				Arm 8 Right	16.00	40.6 %		
2/1 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 8 Left	18.00	100.0 %	1777	1777
2/2 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 5 Ahead	Inf	56.3 %	1849	1849
				Arm 7 Right	16.00	43.7 %		
3/1 (Ashby Road (N))	2.90	0.00	Y	Arm 6 Left	13.00	31.6 %	1838	1838
				Arm 8 Ahead	Inf	68.4 %		
3/2 (Ashby Road (N))	2.90	0.00	Y	Arm 5 Right	22.00	100.0 %	1783	1783
4/1 (Ashby Road (S))	2.95	0.00	Y	Arm 5 Left	18.00	19.2 %	1880	1880
				Arm 7 Ahead	Inf	80.8 %		
4/2 (Ashby Road (S))	2.95	0.00	Y	Arm 6 Right	21.00	100.0 %	1783	1783
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2035 + CD + Dev AM' (FG7: '2035 + CD + Dev AM', Plan 3: 'Peak Hour Staging')

Traffic Flows, Desired

Desired Flow :

Crosstabs: Row 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	37	496	387	920
	B	43	0	165	828	1036
	C	303	106	0	188	597
	D	217	647	123	0	987
	Tot.	563	790	784	1403	3540

Traffic Lane Flows

Lane	Scenario 7: 2035 + CD + Dev AM
Junction: A47/A447/B4668	
1/1	292
1/2	305
2/1	37
2/2	883
3/1 (with short)	987(In) 864(Out)
3/2 (short)	123
4/1 (with short)	1036(In) 993(Out)
4/2 (short)	43
5/1	784
6/1	364
6/2	199
7/1	1403
8/1	790

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (A47 Normandy Way (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	35.6 %	1799	1799
				Arm 7 Left	15.00	64.4 %		
1/2 (A47 Normandy Way (W))	3.20	0.00	Y	Arm 6 Ahead	Inf	65.2 %	1874	1874
				Arm 8 Right	16.00	34.8 %		
2/1 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 8 Left	18.00	100.0 %	1777	1777
2/2 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 5 Ahead	Inf	56.2 %	1849	1849
				Arm 7 Right	16.00	43.8 %		
3/1 (Ashby Road (N))	2.90	0.00	Y	Arm 6 Left	13.00	25.1 %	1851	1851
				Arm 8 Ahead	Inf	74.9 %		
3/2 (Ashby Road (N))	2.90	0.00	Y	Arm 5 Right	22.00	100.0 %	1783	1783
4/1 (Ashby Road (S))	2.95	0.00	Y	Arm 5 Left	18.00	16.6 %	1884	1884
				Arm 7 Ahead	Inf	83.4 %		
4/2 (Ashby Road (S))	2.95	0.00	Y	Arm 6 Right	21.00	100.0 %	1783	1783
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2035 + CD + Dev PM' (FG8: '2035 + CD + Dev PM', Plan 3: 'Peak Hour Staging')**Traffic Flows, Desired****Desired Flow :**

Crosstabs: Row 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	34	375	291	700
	B	34	0	163	684	881
	C	391	144	0	151	686
	D	392	859	91	0	1342
	Tot.	817	1037	629	1126	3609

Traffic Lane Flows

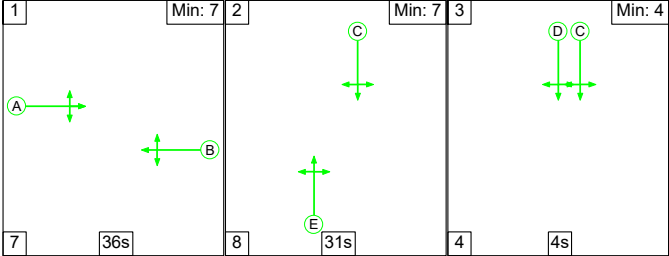
Lane	Scenario 8: 2035 + CD + Dev PM
Junction: A47/A447/B4668	
1/1	338
1/2	348
2/1	34
2/2	666
3/1 (with short)	1342(In) 1251(Out)
3/2 (short)	91
4/1 (with short)	881(In) 847(Out)
4/2 (short)	34
5/1	629
6/1	613
6/2	204
7/1	1126
8/1	1037

Lane Saturation Flows

Junction: A47/A447/B4668								
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 (A47 Normandy Way (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	55.3 %	1833	1833
				Arm 7 Left	15.00	44.7 %		
1/2 (A47 Normandy Way (W))	3.20	0.00	Y	Arm 6 Ahead	Inf	58.6 %	1863	1863
				Arm 8 Right	16.00	41.4 %		
2/1 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 8 Left	18.00	100.0 %	1777	1777
2/2 (A47 Normandy Way (E))	3.10	0.00	Y	Arm 5 Ahead	Inf	56.3 %	1849	1849
				Arm 7 Right	16.00	43.7 %		
3/1 (Ashby Road (N))	2.90	0.00	Y	Arm 6 Left	13.00	31.3 %	1839	1839
				Arm 8 Ahead	Inf	68.7 %		
3/2 (Ashby Road (N))	2.90	0.00	Y	Arm 5 Right	22.00	100.0 %	1783	1783
4/1 (Ashby Road (S))	2.95	0.00	Y	Arm 5 Left	18.00	19.2 %	1880	1880
				Arm 7 Ahead	Inf	80.8 %		
4/2 (Ashby Road (S))	2.95	0.00	Y	Arm 6 Right	21.00	100.0 %	1783	1783
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

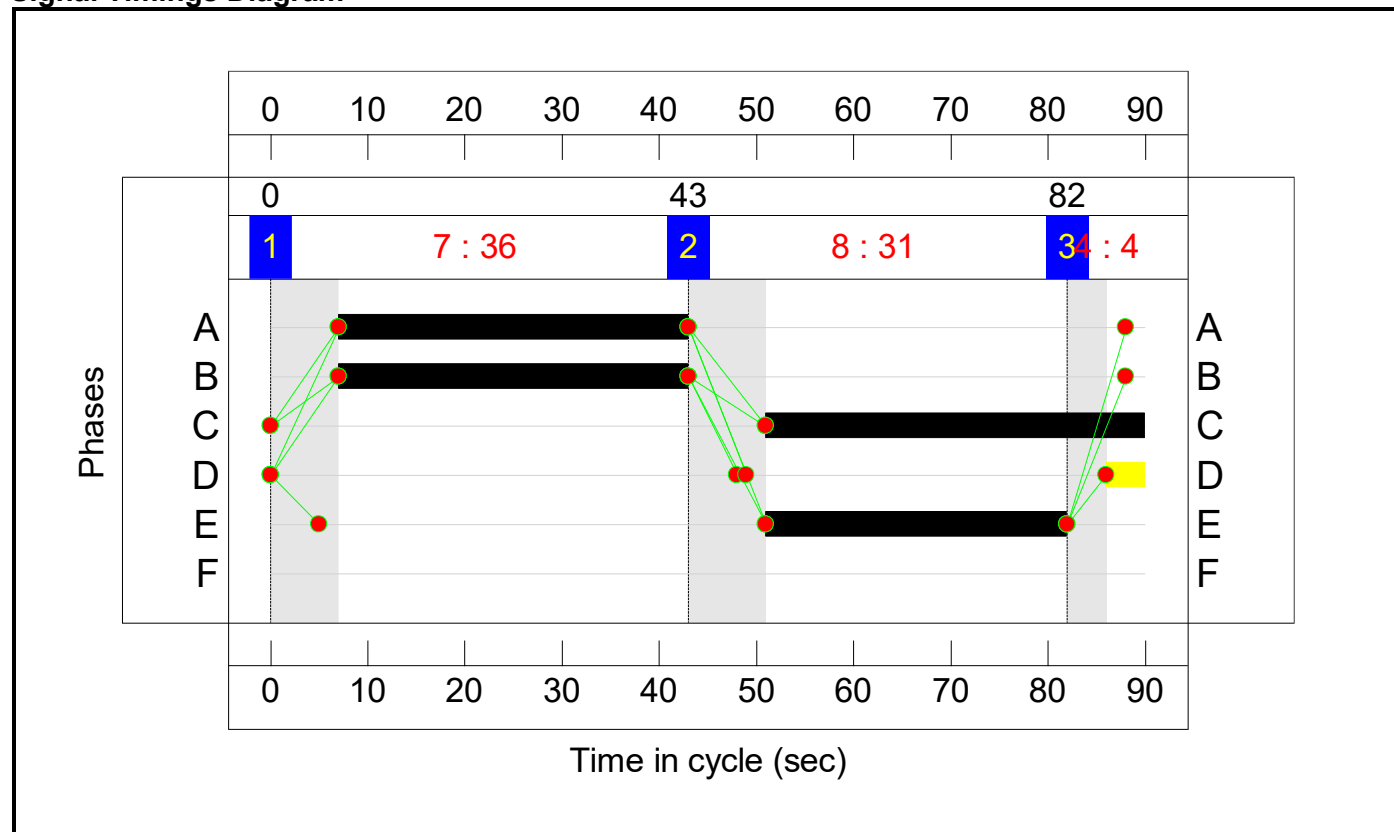
Scenario 1: '2024 Baseline AM' (FG1: '2024 Baseline AM Peak', Plan 3: 'Peak Hour Staging')

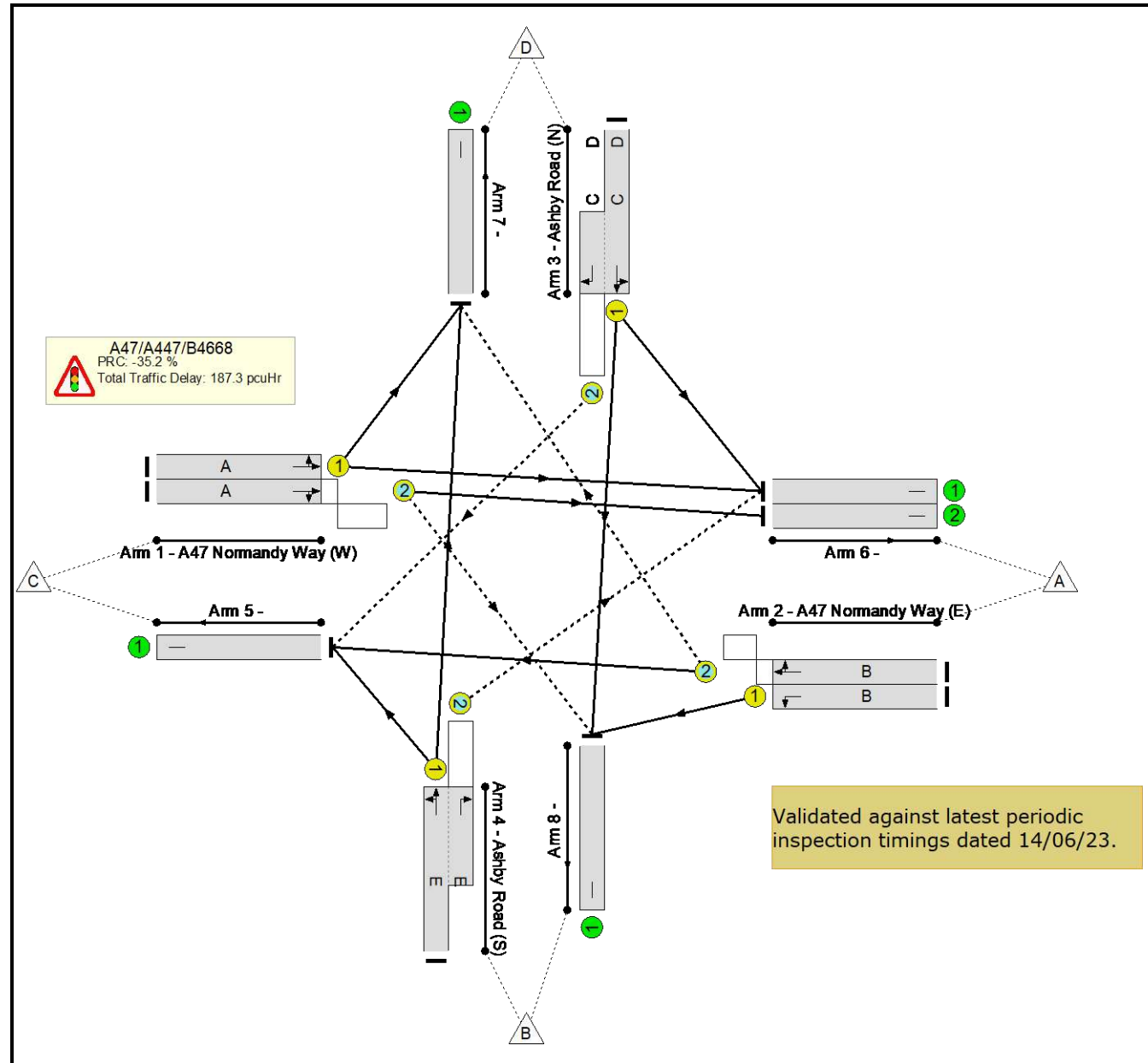
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	36	31	4
Change Point	0	43	82

Signal Timings Diagram



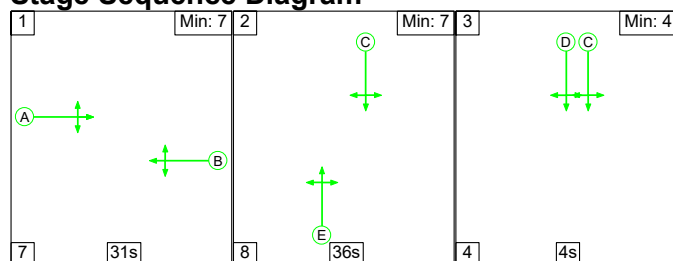
Network Results

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: A47/Ashby Road	-	-	N/A	-	-		-	-	-	-	-	-	121.7%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	121.7%
1/1	A47 Normandy Way (W) Ahead Left	U	N/A	N/A	A		1	36	-	258	1795	738	35.0%
1/2	A47 Normandy Way (W) Ahead Right	O	N/A	N/A	A		1	36	-	284	1875	771	36.8%
2/1	A47 Normandy Way (E) Left	U	N/A	N/A	B		1	36	-	32	1777	731	4.4%
2/2	A47 Normandy Way (E) Ahead Right	O	N/A	N/A	B		1	36	-	783	1847	648	120.8%
3/1+3/2	Ashby Road (N) Right Left Ahead	U+O	N/A	N/A	C	D	1	39	4:4	786	1845:1783	734+107	93.4 : 93.4%
4/1+4/2	Ashby Road (S) Left Right Ahead	U+O	N/A	N/A	E		1	31	-	840	1883:1783	657+34	121.7 : 121.7%
5/1		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%

[illegible]

Scenario 2: '2024 Baseline PM' (FG2: '2024 Baseline PM Peak', Plan 3: 'Peak Hour Staging')

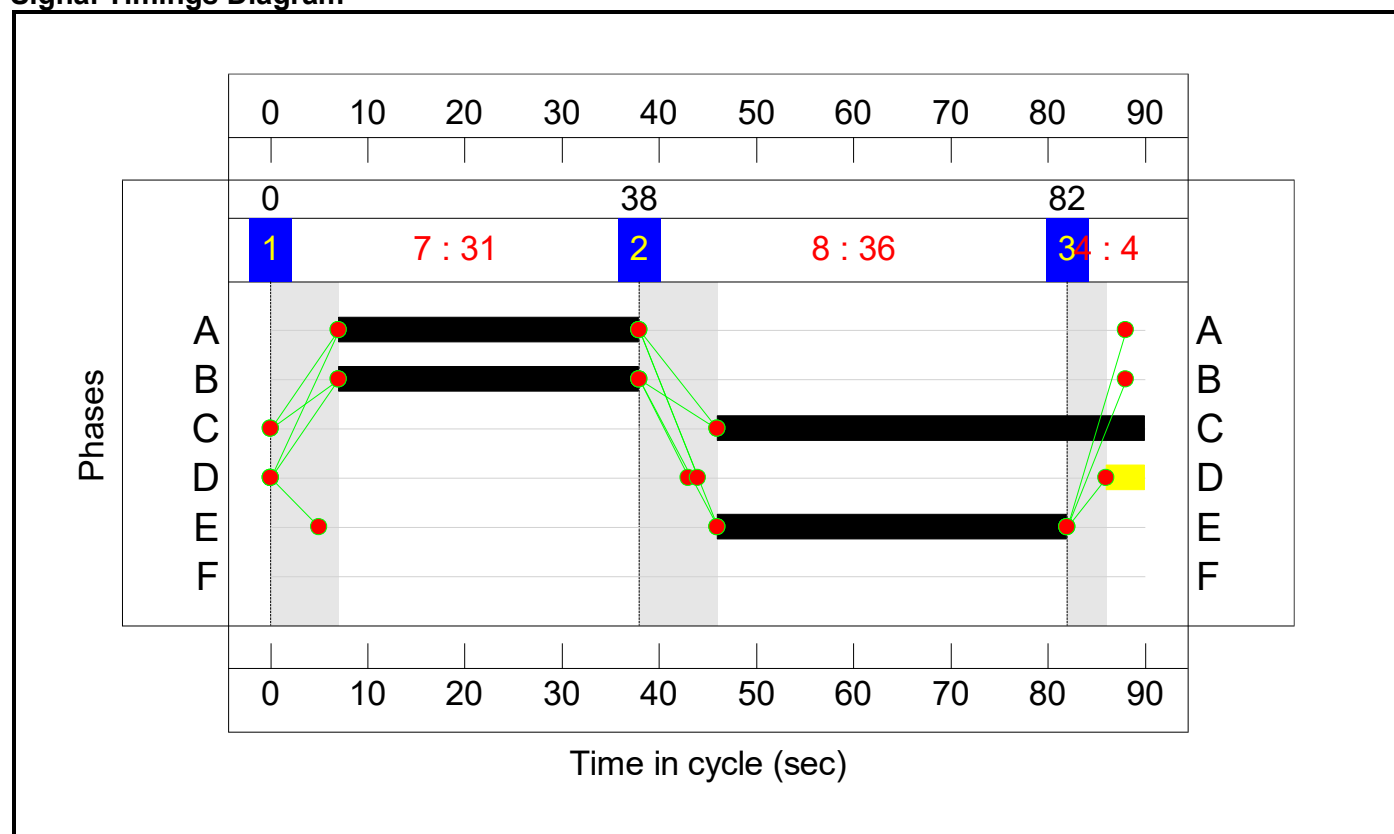
Stage Sequence Diagram

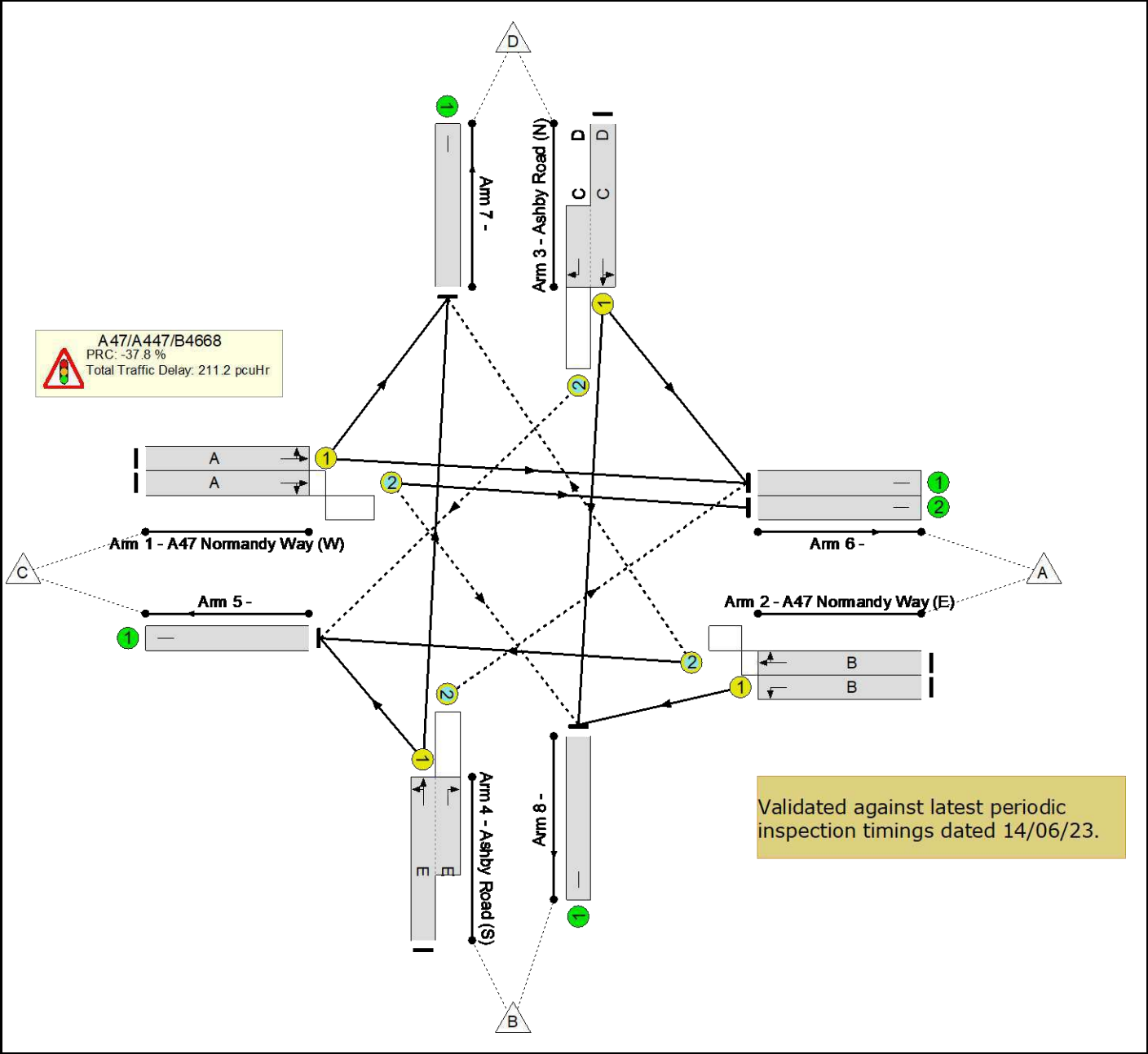


Stage Timings

Stage	1	2	3
Duration	31	36	4
Change Point	0	38	82

Signal Timings Diagram





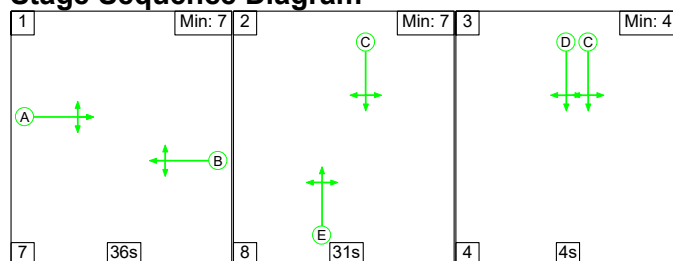
Network Results

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: A47/Ashby Road	-	-	N/A	-	-		-	-	-	-	-	-	124.1%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	124.1%
1/1	A47 Normandy Way (W) Ahead Left	U	N/A	N/A	A		1	31	-	319	1838	654	48.8%
1/2	A47 Normandy Way (W) Ahead Right	O	N/A	N/A	A		1	31	-	323	1852	656	49.2%
2/1	A47 Normandy Way (E) Left	U	N/A	N/A	B		1	31	-	27	1777	632	4.3%
2/2	A47 Normandy Way (E) Ahead Right	O	N/A	N/A	B		1	31	-	608	1849	509	119.4%
3/1+3/2	Ashby Road (N) Right Left Ahead	U+O	N/A	N/A	C	D	1	44	4:4	1151	1835:1783	860+68	124.1 : 124.1%
4/1+4/2	Ashby Road (S) Left Right Ahead	U+O	N/A	N/A	E		1	36	-	717	1876:1783	737+34	93.0 : 93.0%
5/1		U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%

[illegible]

Scenario 3: '2035 Future Year AM' (FG3: '2035 Future Year Base AM', Plan 3: 'Peak Hour Staging')

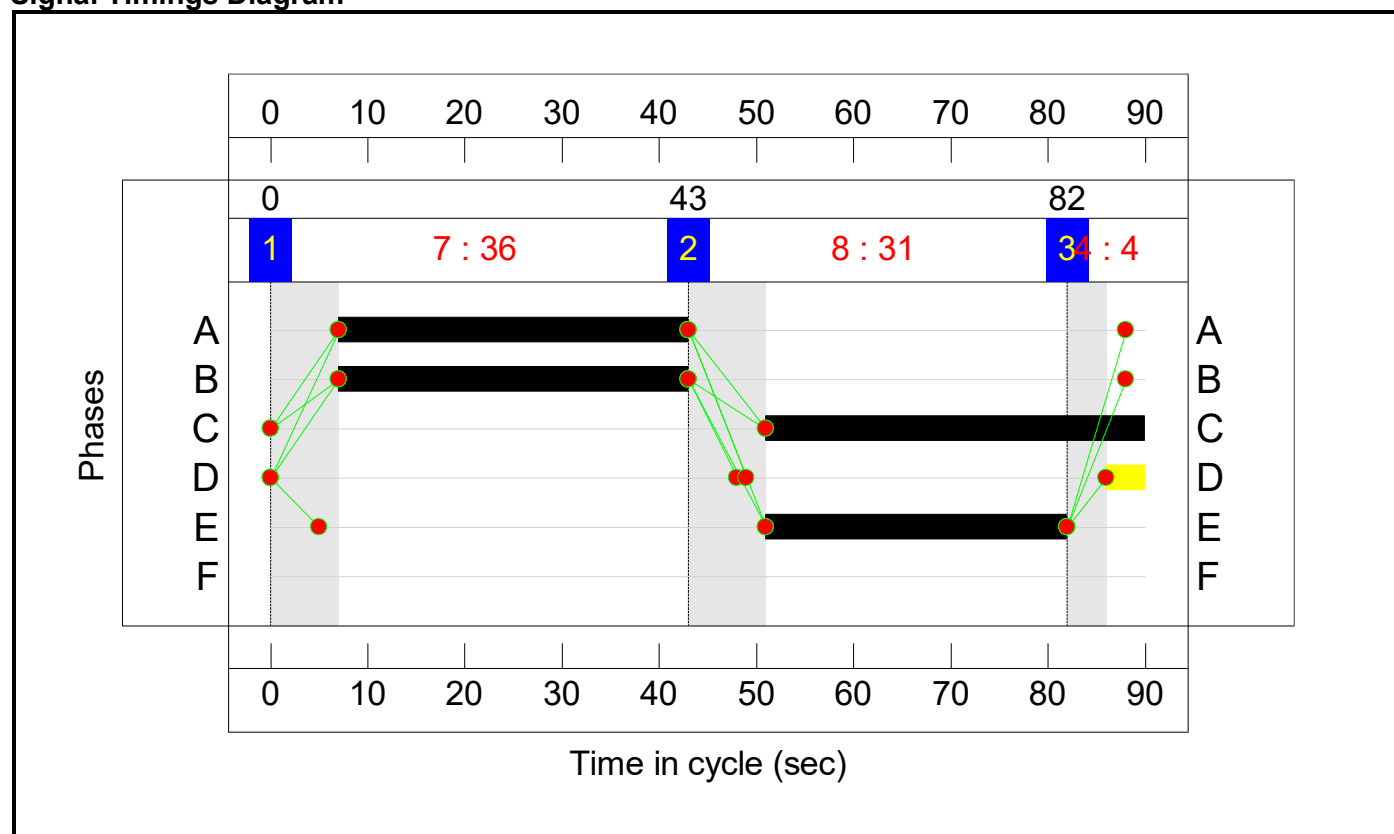
Stage Sequence Diagram

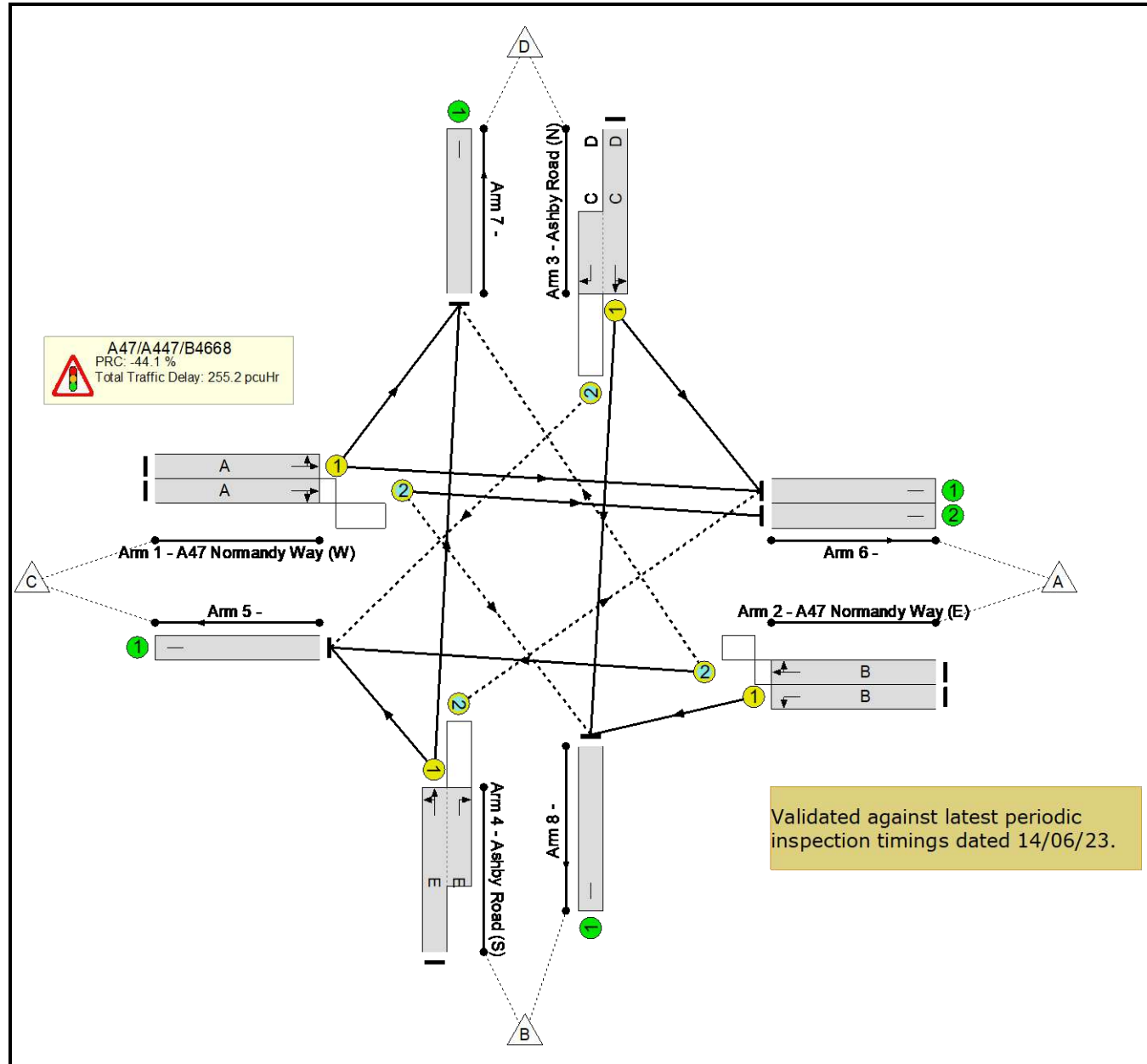


Stage Timings

Stage	1	2	3
Duration	36	31	4
Change Point	0	43	82

Signal Timings Diagram

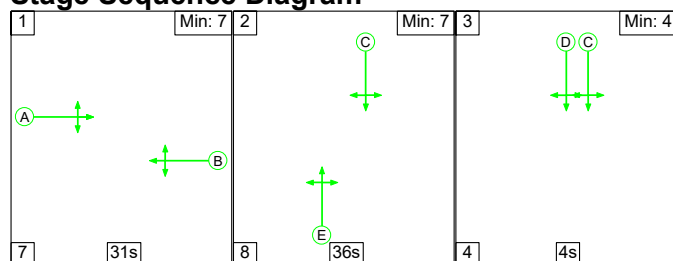




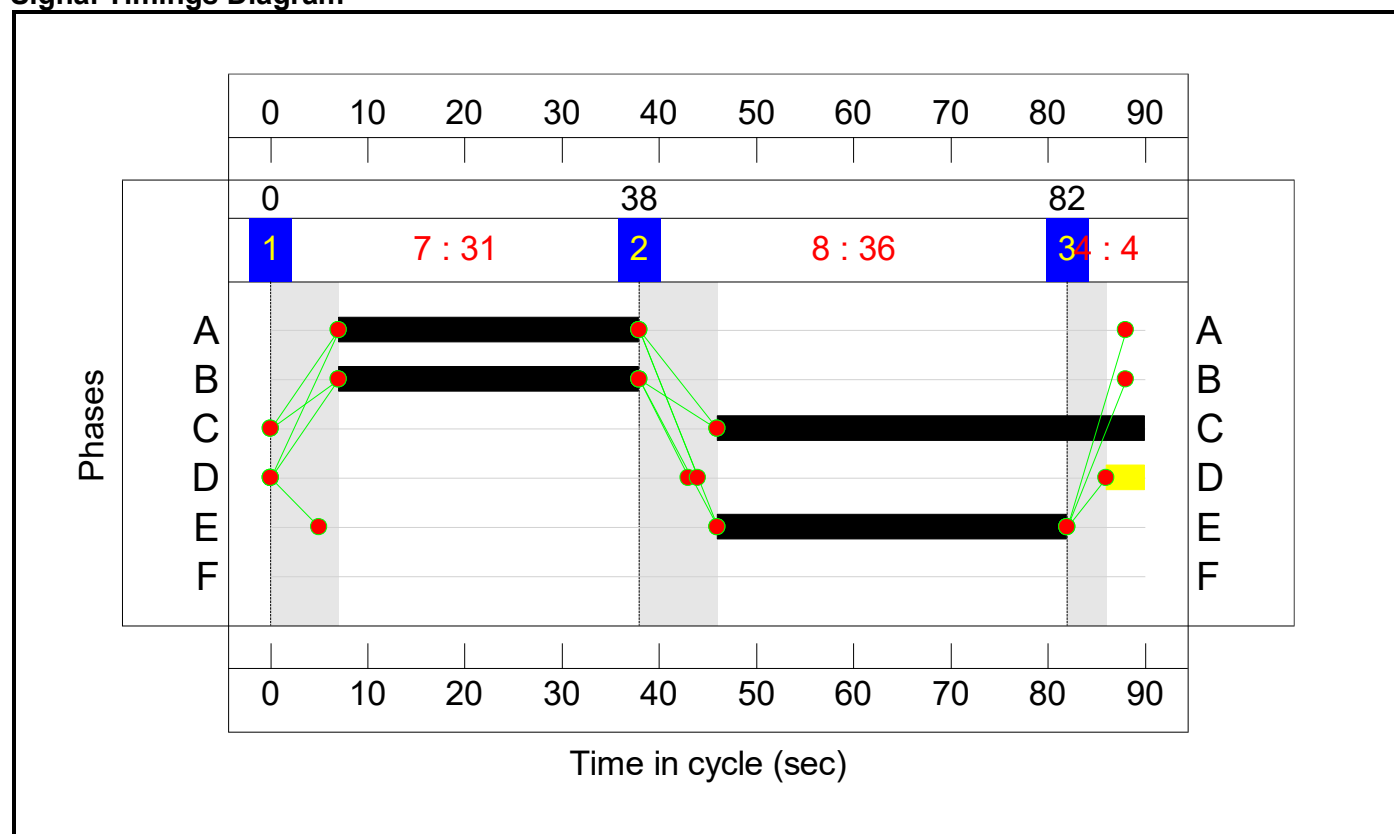
Network Results

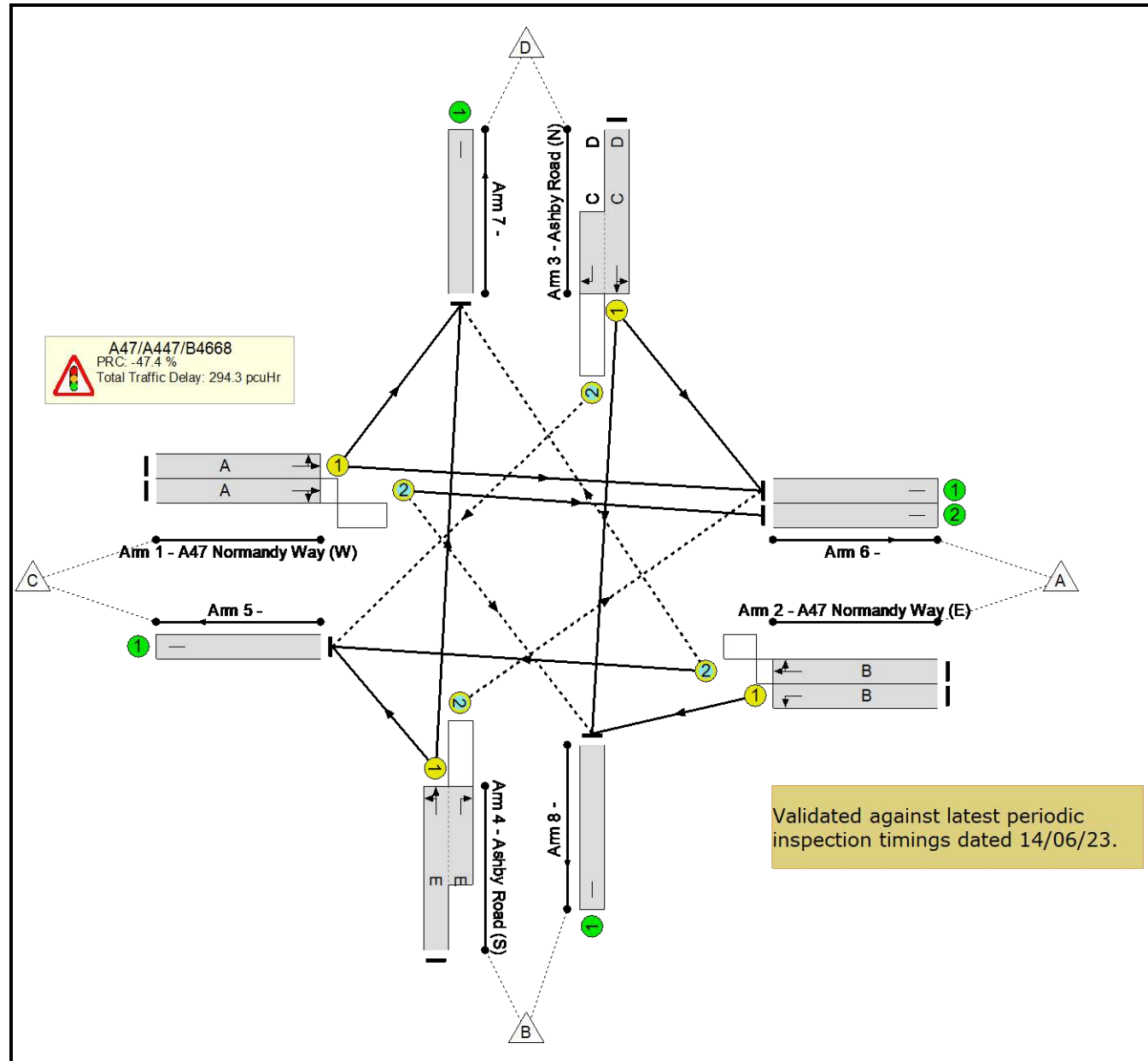
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A47/Ashby Road	-	-	N/A	-	-		-	-	-	-	-	-	129.7%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	129.7%
1/1	A47 Normandy Way (W) Ahead Left	U	N/A	N/A	A		1	36	-	276	1795	738	37.4%
1/2	A47 Normandy Way (W) Ahead Right	O	N/A	N/A	A		1	36	-	302	1875	771	39.2%
2/1	A47 Normandy Way (E) Left	U	N/A	N/A	B		1	36	-	35	1777	731	4.8%
2/2	A47 Normandy Way (E) Ahead Right	O	N/A	N/A	B		1	36	-	836	1847	648	128.9%
3/1+3/2	Ashby Road (N) Right Left Ahead	U+O	N/A	N/A	C	D	1	39	4:4	838	1845:1783	735+106	99.6 : 99.6%
4/1+4/2	Ashby Road (S) Left Right Ahead	U+O	N/A	N/A	E		1	31	-	895	1883:1783	657+33	129.7 : 129.7%
5/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1267	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%

[illegible]

Scenario 4: '2035 Future Year PM' (FG4: '2035 Future Year Base PM', Plan 3: 'Peak Hour Staging')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3
Duration	31	36	4
Change Point	0	38	82

Signal Timings Diagram



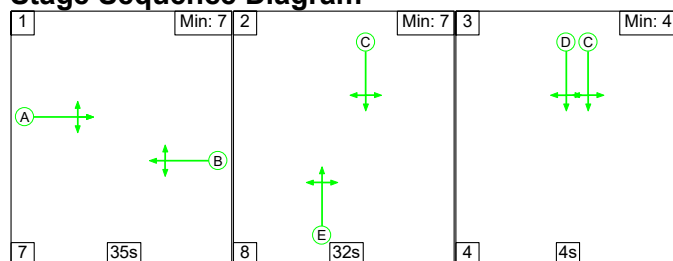
Network Results

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: A47/Ashby Road	-	-	N/A	-	-		-	-	-	-	-	-	132.7%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	132.7%
1/1	A47 Normandy Way (W) Ahead Left	U	N/A	N/A	A		1	31	-	345	1839	654	52.8%
1/2	A47 Normandy Way (W) Ahead Right	O	N/A	N/A	A		1	31	-	339	1851	658	51.5%
2/1	A47 Normandy Way (E) Left	U	N/A	N/A	B		1	31	-	29	1777	632	4.6%
2/2	A47 Normandy Way (E) Ahead Right	O	N/A	N/A	B		1	31	-	648	1849	488	132.7%
3/1+3/2	Ashby Road (N) Right Left Ahead	U+O	N/A	N/A	C	D	1	44	4:4	1228	1835:1783	860+68	132.3 : 132.3%
4/1+4/2	Ashby Road (S) Left Right Ahead	U+O	N/A	N/A	E		1	36	-	765	1876:1783	737+34	99.2 : 99.2%
5/1		U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	956	Inf	Inf	0.0%

[illegible]

Scenario 5: '2035 + CD AM' (FG5: '2035 + CD AM', Plan 3: 'Peak Hour Staging')

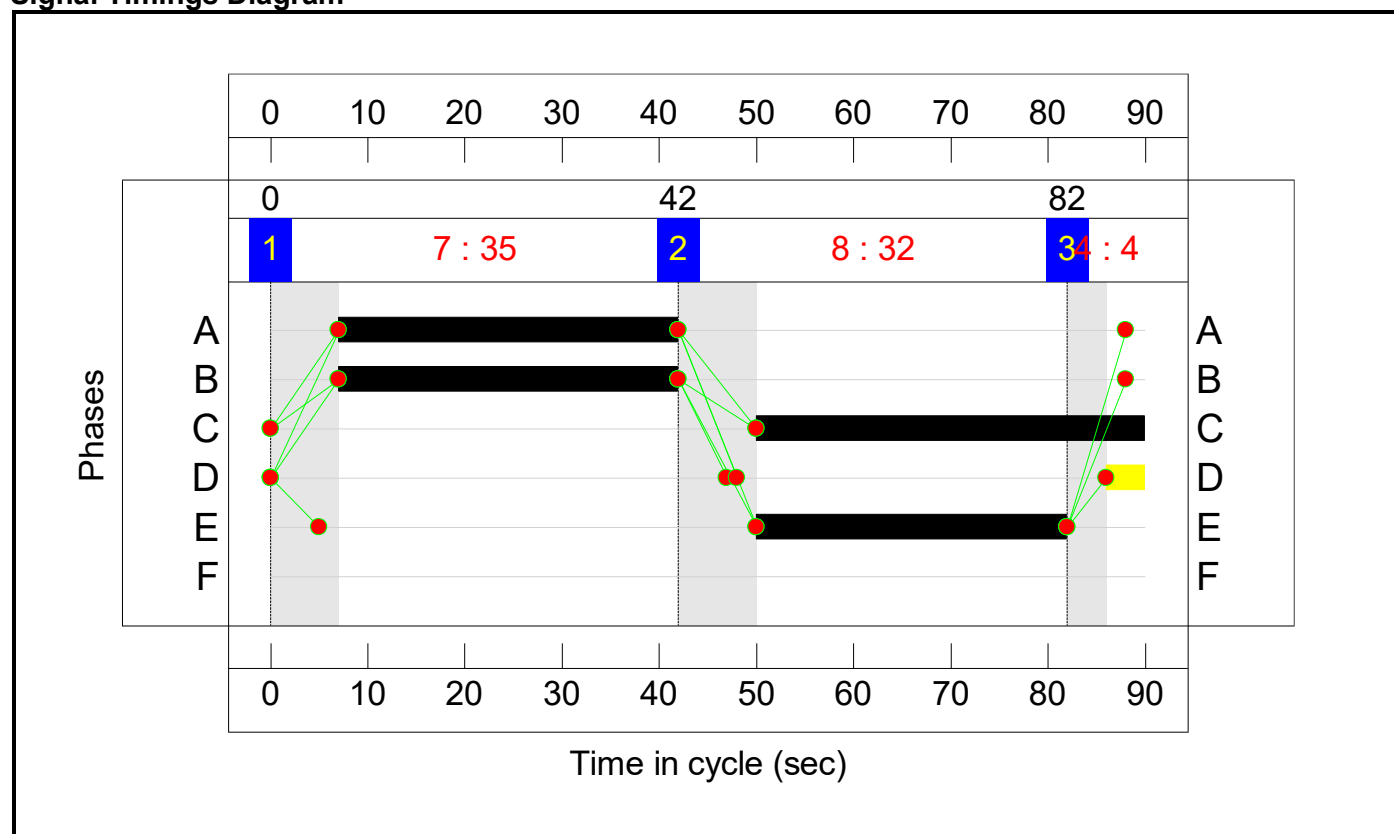
Stage Sequence Diagram

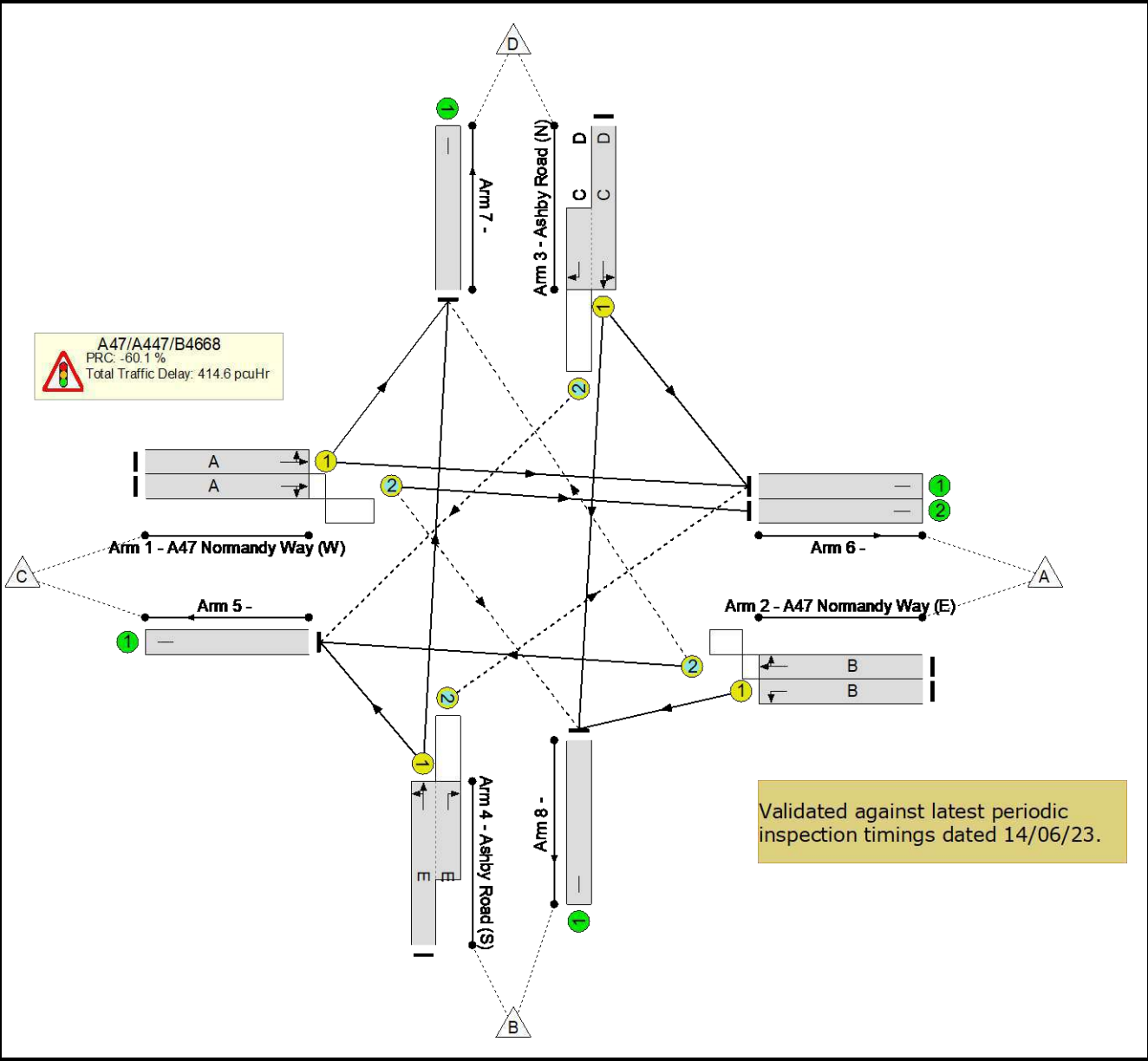


Stage Timings

Stage	1	2	3
Duration	35	32	4
Change Point	0	42	82

Signal Timings Diagram





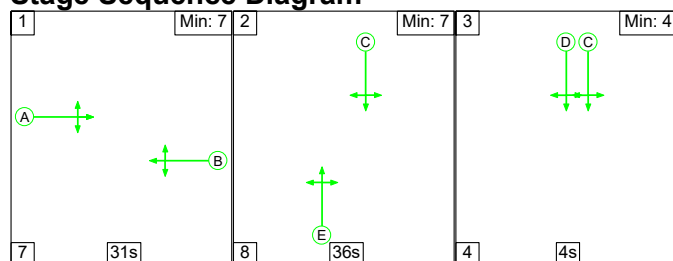
Network Results

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: A47/Ashby Road	-	-	N/A	-	-		-	-	-	-	-	-	144.1%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	144.1%
1/1	A47 Normandy Way (W) Ahead Left	U	N/A	N/A	A		1	35	-	290	1798	719	40.3%
1/2	A47 Normandy Way (W) Ahead Right	O	N/A	N/A	A		1	35	-	306	1875	750	40.8%
2/1	A47 Normandy Way (E) Left	U	N/A	N/A	B		1	35	-	37	1777	711	5.2%
2/2	A47 Normandy Way (E) Ahead Right	O	N/A	N/A	B		1	35	-	883	1849	613	144.1%
3/1+3/2	Ashby Road (N) Right Left Ahead	U+O	N/A	N/A	C	D	1	40	4:4	982	1851:1783	755+108	113.8 : 113.8%
4/1+4/2	Ashby Road (S) Left Right Ahead	U+O	N/A	N/A	E		1	32	-	1019	1884:1783	680+30	143.5 : 143.5%
5/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1390	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%

[illegible]

Scenario 6: '2035 + CD PM' (FG6: '2035 + CD PM', Plan 3: 'Peak Hour Staging')

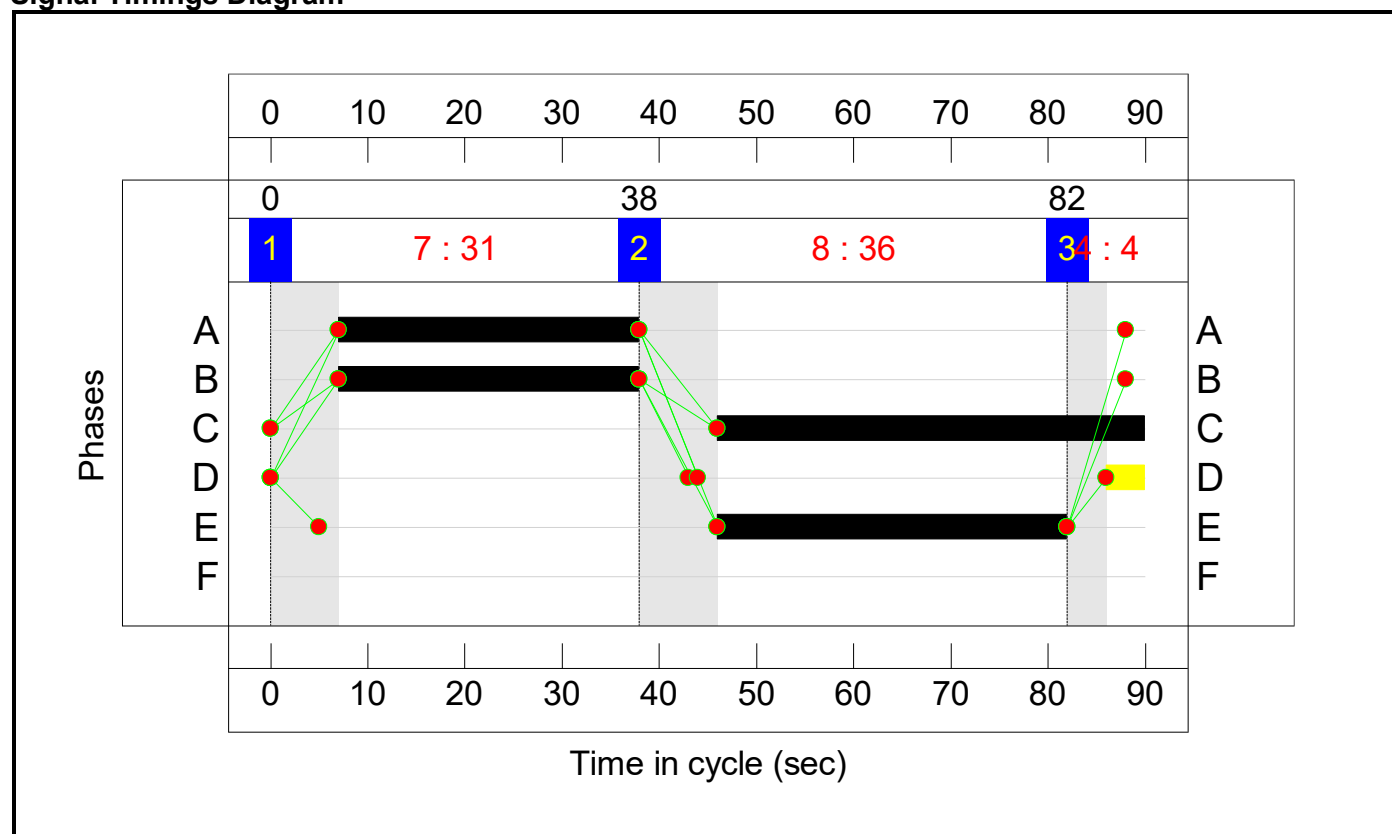
Stage Sequence Diagram

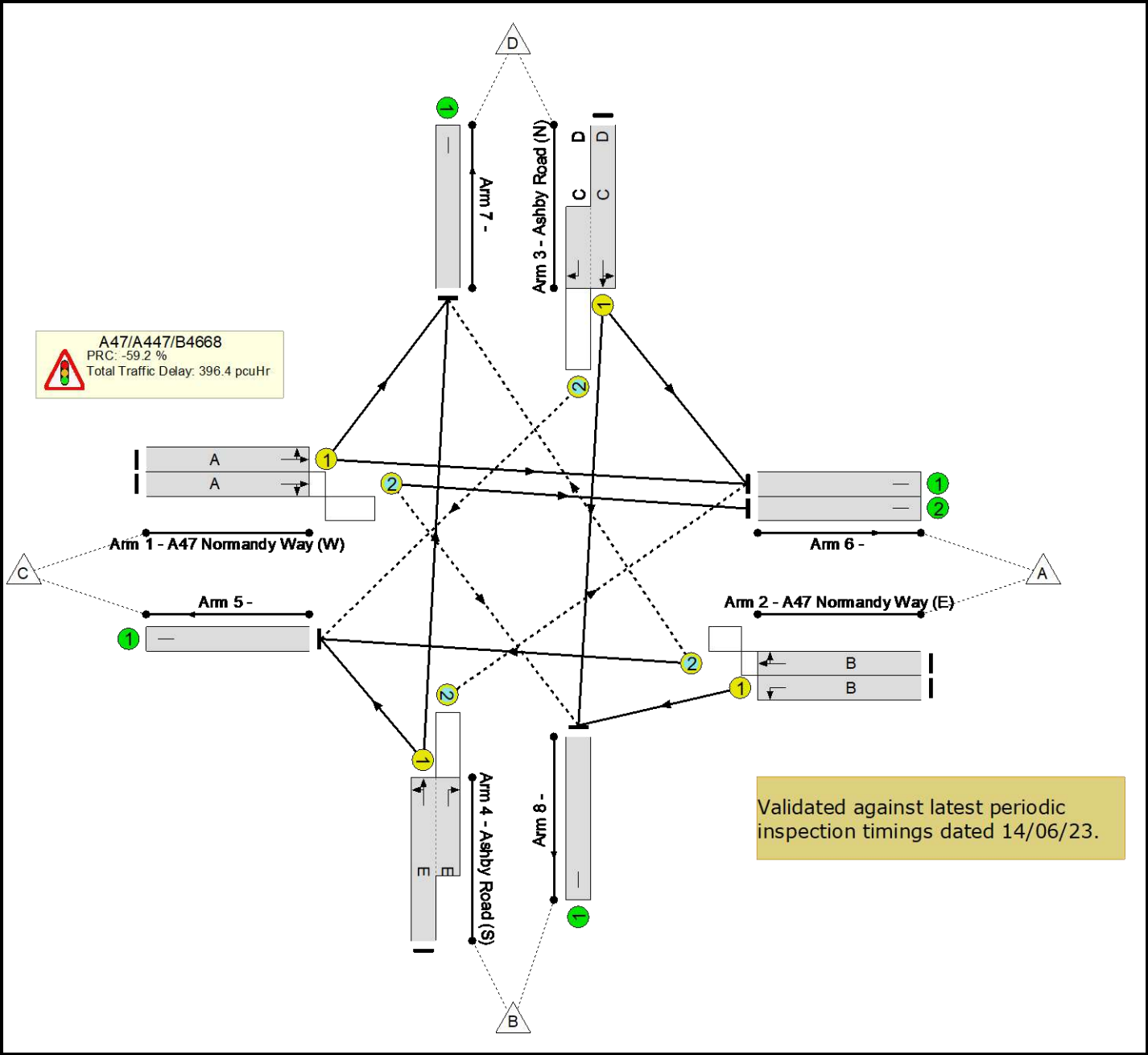


Stage Timings

Stage	1	2	3
Duration	31	36	4
Change Point	0	38	82

Signal Timings Diagram





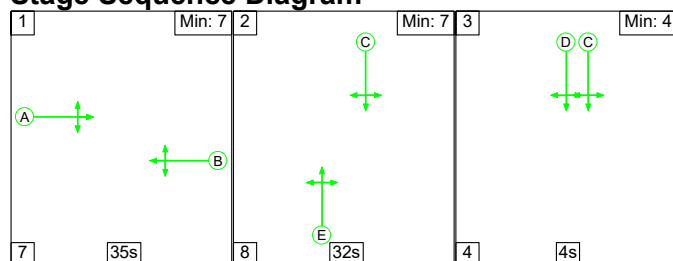
Network Results

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: A47/Ashby Road	-	-	N/A	-	-		-	-	-	-	-	-	143.3%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	143.3%
1/1	A47 Normandy Way (W) Ahead Left	U	N/A	N/A	A		1	31	-	336	1833	652	51.6%
1/2	A47 Normandy Way (W) Ahead Right	O	N/A	N/A	A		1	31	-	347	1864	663	52.4%
2/1	A47 Normandy Way (E) Left	U	N/A	N/A	B		1	31	-	34	1777	632	5.4%
2/2	A47 Normandy Way (E) Ahead Right	O	N/A	N/A	B		1	31	-	666	1849	490	135.9%
3/1+3/2	Ashby Road (N) Right Left Ahead	U+O	N/A	N/A	C	D	1	44	4:4	1330	1838:1783	864+63	143.3 : 143.3%
4/1+4/2	Ashby Road (S) Left Right Ahead	U+O	N/A	N/A	E		1	36	-	873	1880:1783	761+31	110.3 : 110.3%
5/1		U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1120	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%

[illegible]

Scenario 7: '2035 + CD + Dev AM' (FG7: '2035 + CD + Dev AM', Plan 3: 'Peak Hour Staging')

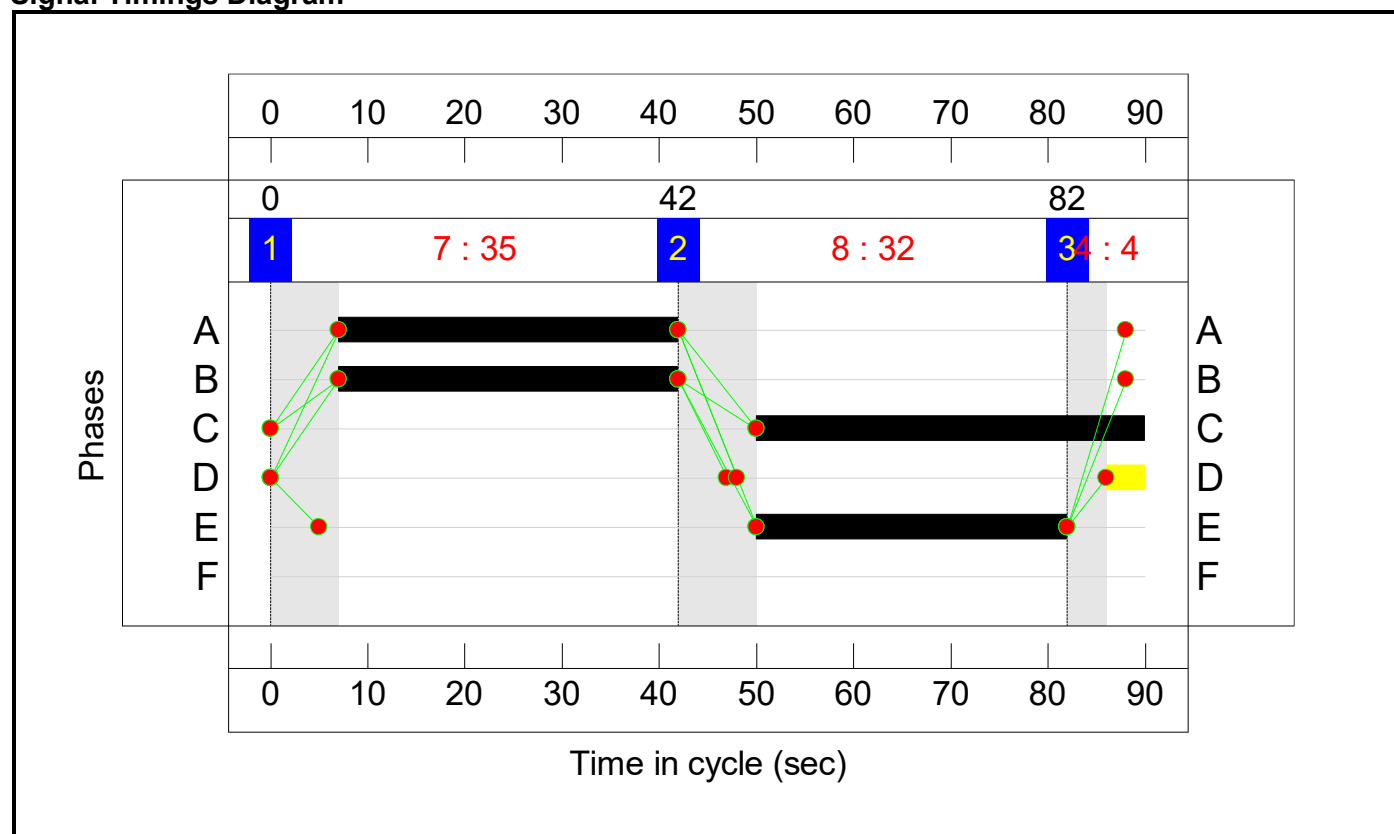
Stage Sequence Diagram

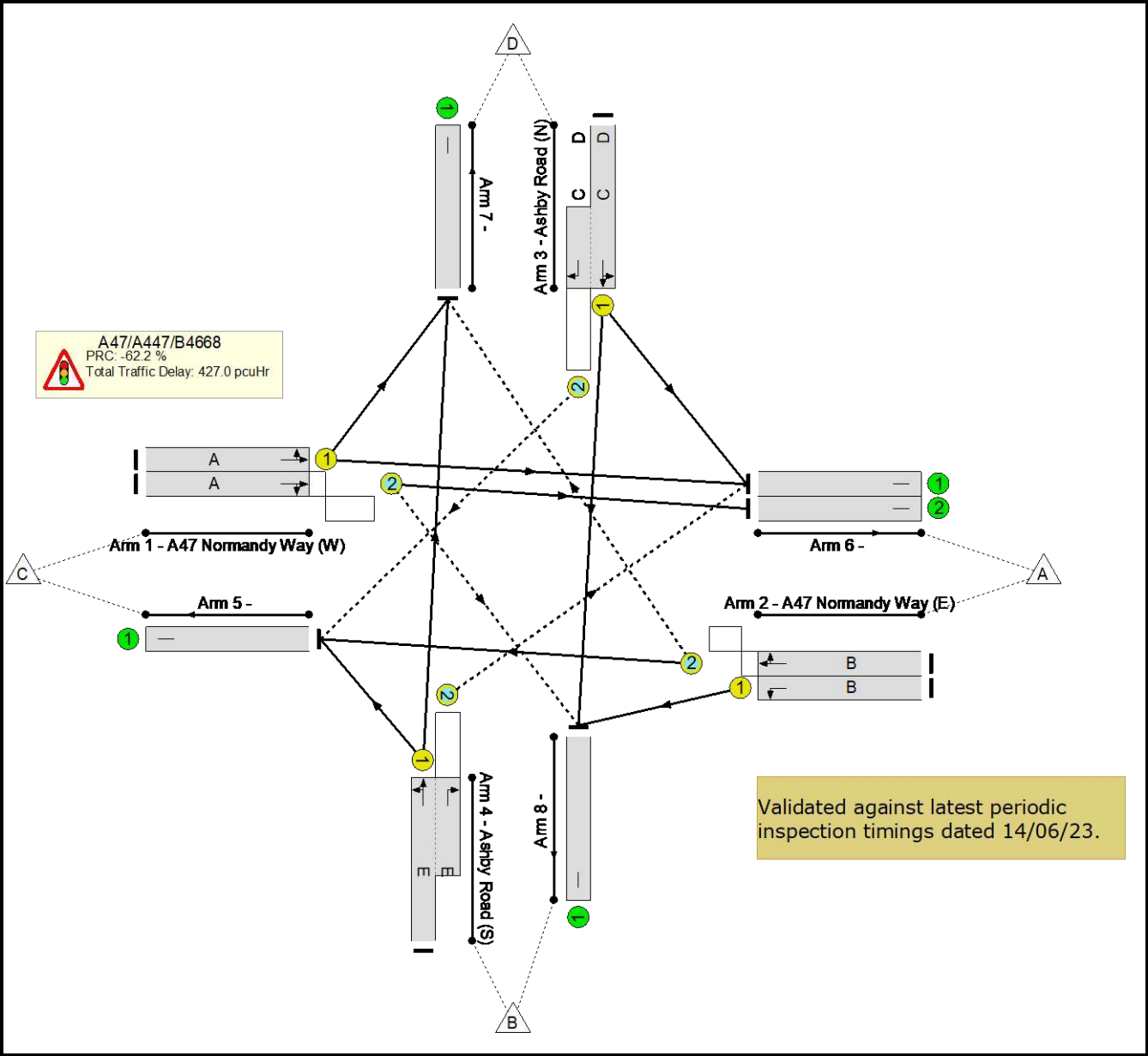


Stage Timings

Stage	1	2	3
Duration	35	32	4
Change Point	0	42	82

Signal Timings Diagram





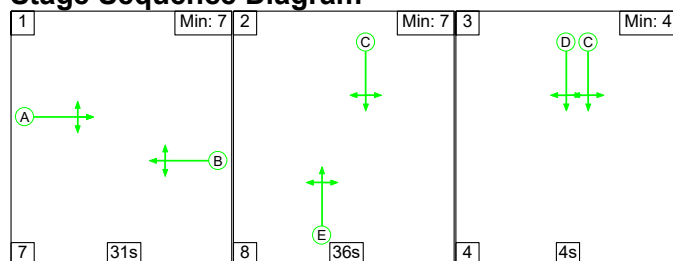
Network Results

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: A47/Ashby Road	-	-	N/A	-	-		-	-	-	-	-	-	145.9%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	145.9%
1/1	A47 Normandy Way (W) Ahead Left	U	N/A	N/A	A		1	35	-	292	1799	720	40.6%
1/2	A47 Normandy Way (W) Ahead Right	O	N/A	N/A	A		1	35	-	305	1874	750	40.7%
2/1	A47 Normandy Way (E) Left	U	N/A	N/A	B		1	35	-	37	1777	711	5.2%
2/2	A47 Normandy Way (E) Ahead Right	O	N/A	N/A	B		1	35	-	883	1849	613	144.1%
3/1+3/2	Ashby Road (N) Right Left Ahead	U+O	N/A	N/A	C	D	1	40	4:4	987	1851:1783	755+108	114.4 : 114.4%
4/1+4/2	Ashby Road (S) Left Right Ahead	U+O	N/A	N/A	E		1	32	-	1036	1884:1783	680+29	145.9 : 145.9%
5/1		U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1403	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%

[illegible]

Scenario 8: '2035 + CD + Dev PM' (FG8: '2035 + CD + Dev PM', Plan 3: 'Peak Hour Staging')

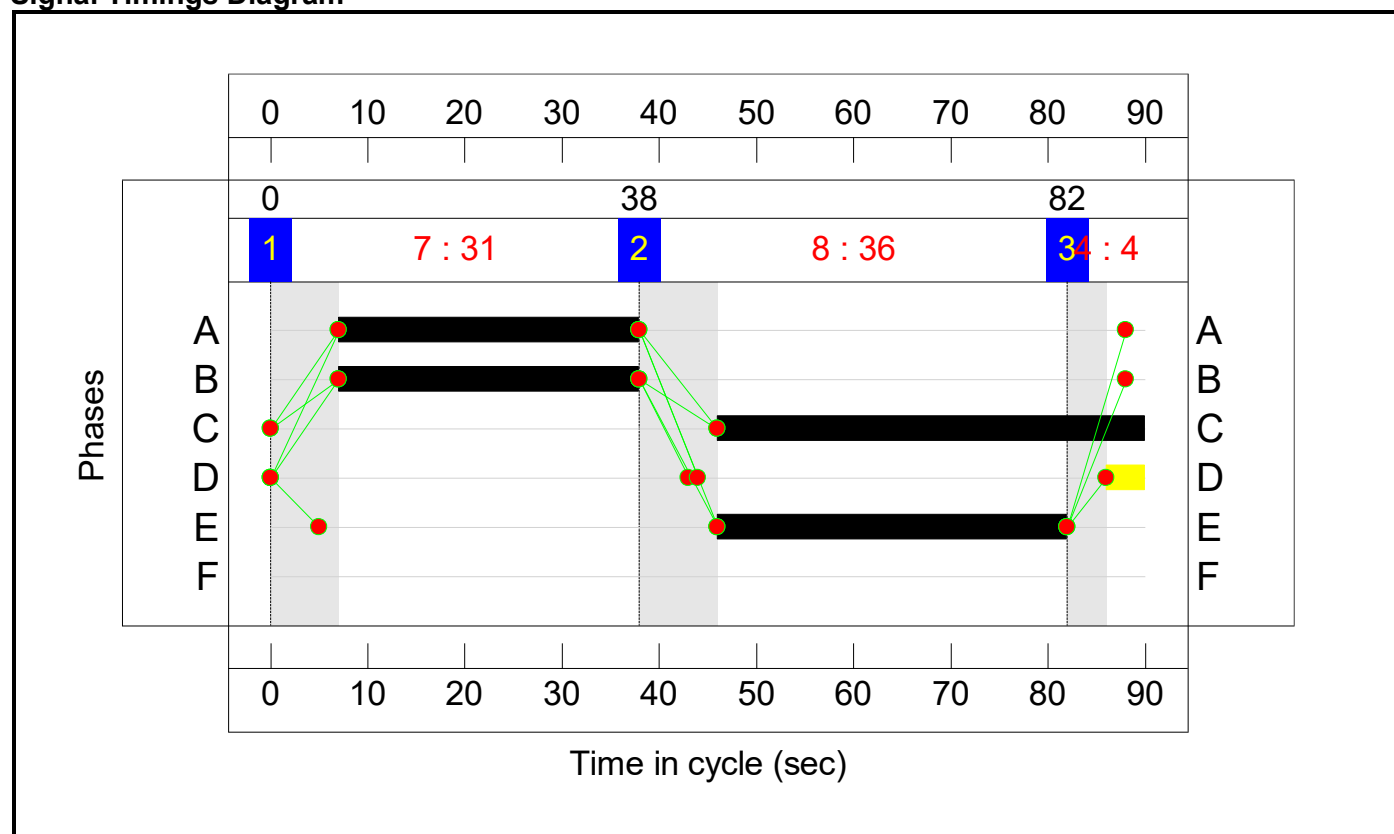
Stage Sequence Diagram

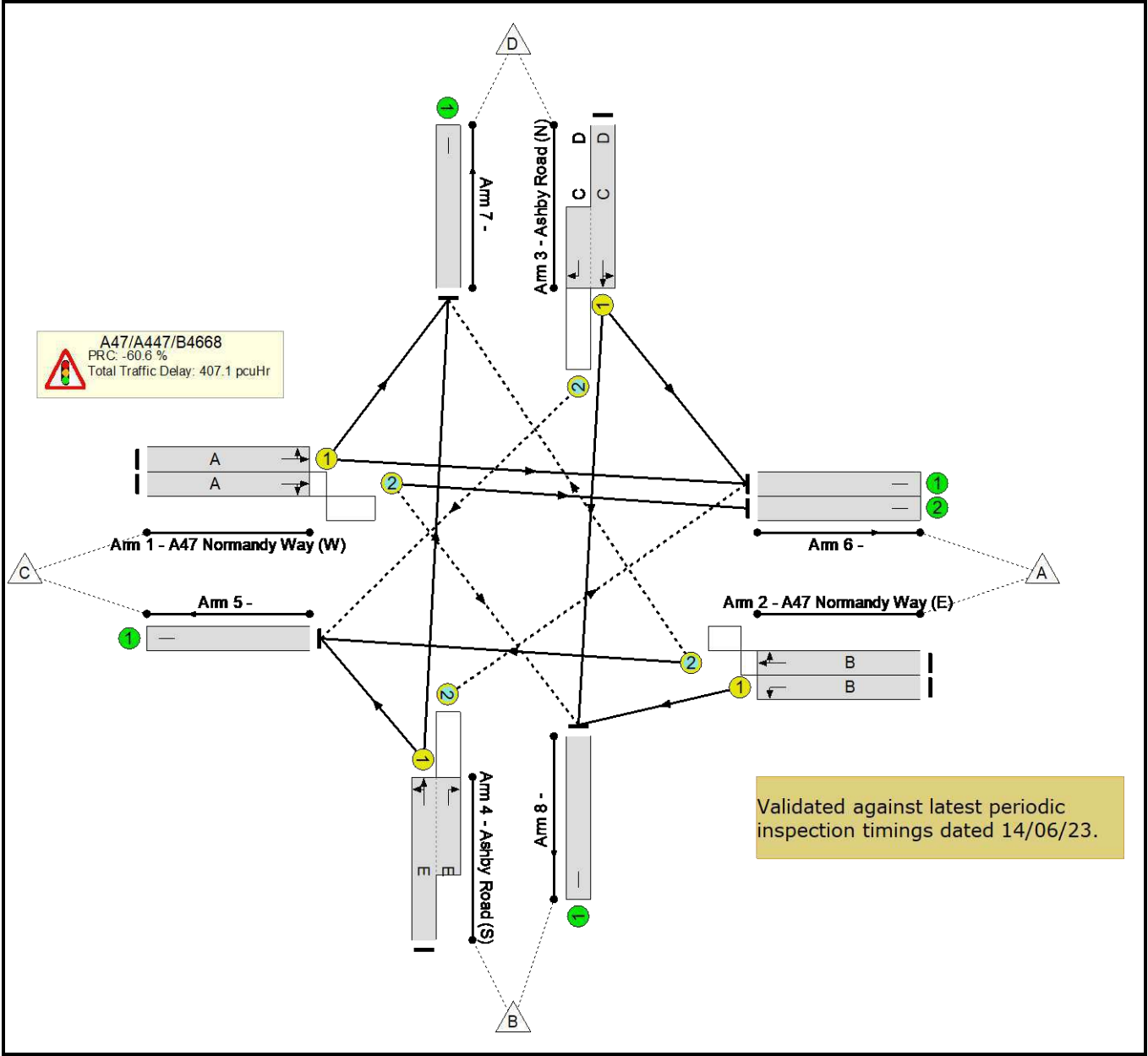


Stage Timings

Stage	1	2	3
Duration	31	36	4
Change Point	0	38	82

Signal Timings Diagram





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: A47/Ashby Road	-	-	N/A	-	-		-	-	-	-	-	-	144.6%
A47/A447/B4668	-	-	N/A	-	-		-	-	-	-	-	-	144.6%
1/1	A47 Normandy Way (W) Ahead Left	U	N/A	N/A	A		1	31	-	338	1833	652	51.9%
1/2	A47 Normandy Way (W) Ahead Right	O	N/A	N/A	A		1	31	-	348	1863	662	52.5%
2/1	A47 Normandy Way (E) Left	U	N/A	N/A	B		1	31	-	34	1777	632	5.4%
2/2	A47 Normandy Way (E) Ahead Right	O	N/A	N/A	B		1	31	-	666	1849	490	135.9%
3/1+3/2	Ashby Road (N) Right Left Ahead	U+O	N/A	N/A	C	D	1	44	4:4	1342	1839:1783	865+63	144.6 : 144.6%
4/1+4/2	Ashby Road (S) Left Right Ahead	U+O	N/A	N/A	E		1	36	-	881	1880:1783	761+31	111.3 : 111.3%
5/1		U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%

[illegible]

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.0.4.1693							
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Filename: J2_Site Access.j10

Path: \\Cbh-vfil-001\cbh\Projects\332610546 The Common Barwell\5500 - Transport\06 - Modelling\Local Modelling

Report generation date: 11/12/2023 10:43:39

»2035 Future + Committed + Dev, AM

»2035 Future + Committed + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2035 Future + Committed + Dev								
Stream B-AC	0.1	7.42	0.11	A	0.0	6.80	0.05	A
Stream C-AB	0.1	4.81	0.04	A	0.3	4.53	0.11	A

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

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

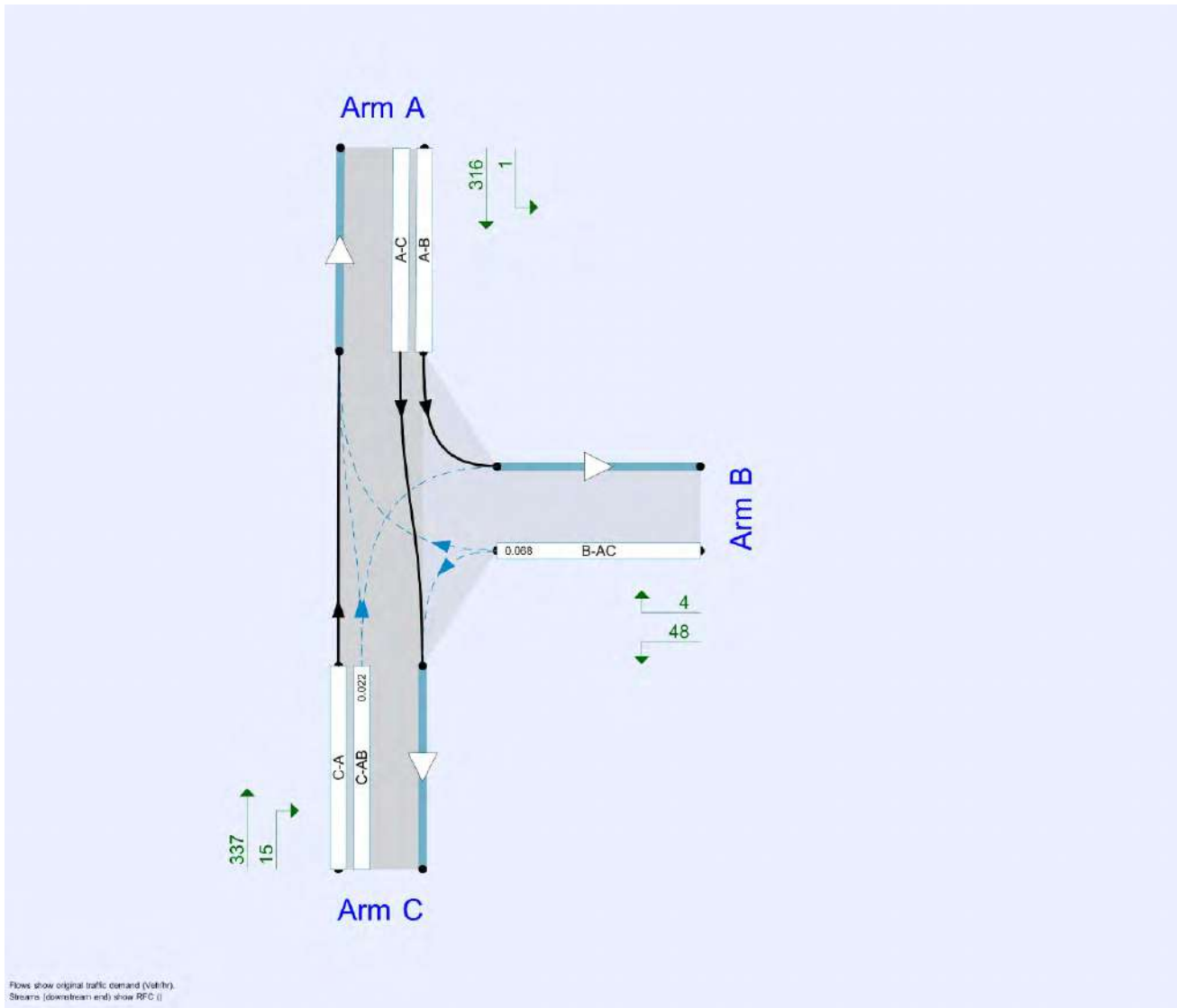
File summary

File Description

Title	Site Access
Location	Barwell
Site number	2
Date	28/11/2023
Version	
Status	(For Information)
Identifier	
Client	
Jobnumber	332610546
Enumerator	CORP\maxlaw
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2035 Future + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2035 Future + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2035 Future + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Site Access	T-Junction	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Arms

Arms

Arm	Name	Description	Arm type
A	The Common (North)		Major
B	Site Access		Minor
C	The Common (North)		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	5.30			150.1	✓	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	One lane	3.22	45	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	518	0.097	0.245	0.154	0.350
B-C	657	0.104	0.263	-	-
C-B	661	0.264	0.264	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2035 Future + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	317	100.000
B		ONE HOUR	✓	52	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	1	316
	B	4	0	48
	C	337	15	0

Proportions

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.08	0.00	0.92
	C	0.96	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.000	1.010
	B	1.000	1.000	1.000
	C	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	239	241
	B	39	39
	C	265	268
08:00-08:15	A	285	288
	B	47	47
	C	316	319
08:15-08:30	A	349	353
	B	57	57
	C	388	391
08:30-08:45	A	349	353
	B	57	57
	C	388	391
08:45-09:00	A	285	288
	B	47	47
	C	316	319
09:00-09:15	A	239	241
	B	39	39
	C	265	268

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	7.42	0.1	A	48	72
C-AB	0.04	4.81	0.1	A	23	35
C-A					300	450
A-B					0.92	1
A-C					290	435

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	575	0.068	39	0.0	0.1	6.715	A
C-AB	17	4	766	0.022	17	0.0	0.0	4.805	A
C-A	248	62			248				
A-B	0.75	0.19			0.75				
A-C	238	59			238				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	561	0.083	47	0.1	0.1	6.998	A
C-AB	22	5	788	0.028	22	0.0	0.0	4.694	A
C-A	294	74			294				
A-B	0.90	0.22			0.90				
A-C	284	71			284				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	542	0.106	57	0.1	0.1	7.420	A
C-AB	30	8	821	0.037	30	0.0	0.1	4.552	A
C-A	357	89			357				
A-B	1	0.28			1				
A-C	348	87			348				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	542	0.106	57	0.1	0.1	7.423	A
C-AB	30	8	821	0.037	30	0.1	0.1	4.554	A
C-A	357	89			357				
A-B	1	0.28			1				
A-C	348	87			348				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	561	0.083	47	0.1	0.1	7.003	A
C-AB	22	5	789	0.028	22	0.1	0.0	4.698	A
C-A	294	74			294				
A-B	0.90	0.22			0.90				
A-C	284	71			284				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	575	0.068	39	0.1	0.1	6.723	A
C-AB	17	4	766	0.022	17	0.0	0.0	4.807	A
C-A	248	62			248				
A-B	0.75	0.19			0.75				
A-C	238	59			238				

2035 Future + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Site Access	T-Junction	Two-way	Two-way	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2035 Future + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	244	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	524	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	3	241
	B	2	0	22
	C	482	42	0

Proportions

	To			
		A	B	C
	A	0.00	0.01	0.99
	B	0.08	0.00	0.92
	C	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	0	0	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.000	1.010
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	184	186
	B	18	18
	C	394	394
17:00-17:15	A	219	222
	B	22	22
	C	471	471
17:15-17:30	A	269	271
	B	26	26
	C	577	577
17:30-17:45	A	269	271
	B	26	26
	C	577	577
17:45-18:00	A	219	222
	B	22	22
	C	471	471
18:00-18:15	A	184	186
	B	18	18
	C	394	394

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.80	0.0	A	22	33
C-AB	0.11	4.53	0.3	A	78	117
C-A					403	604
A-B					3	4
A-C					221	332

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	584	0.031	18	0.0	0.0	6.355	A
C-AB	55	14	851	0.065	55	0.0	0.1	4.518	A
C-A	339	85			339				
A-B	2	0.56			2				
A-C	181	45			181				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	572	0.038	22	0.0	0.0	6.534	A
C-AB	74	18	891	0.083	74	0.1	0.2	4.406	A
C-A	397	99			397				
A-B	3	0.67			3				
A-C	217	54			217				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	556	0.048	26	0.0	0.0	6.800	A
C-AB	106	26	946	0.112	105	0.2	0.2	4.284	A
C-A	471	118			471				
A-B	3	0.83			3				
A-C	265	66			265				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	556	0.048	26	0.0	0.0	6.800	A
C-AB	106	26	947	0.112	106	0.2	0.3	4.288	A
C-A	471	118			471				
A-B	3	0.83			3				
A-C	265	66			265				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	572	0.038	22	0.0	0.0	6.536	A
C-AB	74	18	891	0.083	74	0.3	0.2	4.412	A
C-A	397	99			397				
A-B	3	0.67			3				
A-C	217	54			217				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	584	0.031	18	0.0	0.0	6.359	A
C-AB	55	14	852	0.065	56	0.2	0.1	4.526	A
C-A	339	85			339				
A-B	2	0.56			2				
A-C	181	45			181				