TRANSPORT ASSESSMENT

HUNTS LANE, DESFORD

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DRAWINGS

3964-ADC-HGN-XX-DR-CH-0100-S1-P03	Proposed Site Access Layout
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APPENDICES

1.0 INTRODUCTION

1.1 ADC Infrastructure Limited (ADC) are commissioned by Peveril Homes (the Applicant) to provide highways and transport advice in relation to an outline planning application for residential development on land north of the B582 Hunts Lane within Desford, Leicestershire. Desford is located circa 11km west of central Leicester. The site's general location is displayed in **Figure 1** below.

Figure 1: general site location

1.2 For the area surrounding the site, Hinckley and Bosworth Borough Council (HBBC) are the Local Planning Authority (LPA) and Leicestershire County Council (LCC) are the Local Highway Authority (LHA).

1.3 In summary, the development proposals comprise the construction of up to 75 dwellings. Vehicular access is proposed to be taken via a new simple T-Junction on the B582 Hunts Lane . Although the application is outline, an Illustrative Masterplan is included at **Appendix A** for reference. The highways and transport work undertaken in support of an adjacent planning permission (HBBC planning reference: 23/00061/OUT) has informed the approach taken within this Transport Assessment.

1.4 This Transport Assessment examines the highways and transport implications of the proposed development and is structured as follows.

- Section 2 examines the existing transport conditions within the vicinity of the site. This includes the site location and existing use, local highway network, collision record, opportunities for walking and cycling and the available infrastructure, and the existing opportunities to travel via public transport.

- Section 3 outlines the development proposals, including access to the site and provision of sustainable infrastructure for all users.
- Section 4 forecasts the peak hour vehicle generation, peak hour person trip generation, and modal split.
- Section 5 details the assessment traffic flows, including the assignment of vehicular traffic, and committed developments.
- Section 6 presents the results of the junction modelling and highway impact.
- Section 7 presents the summary and conclusions.

1.5 The report considers the requirements set out in paragraph 115 of the National Planning Policy (NPPF)[1] as follows:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements, and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
d) 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 through a vision-led approach.

1.6 This report also highlights paragraph 116 of the NPPF, which states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

[1] National Planning Policy Framework, Ministry of Housing, Communities & Local Government (December 2024)

2.0 EXISTING CONDITIONS

Site location and existing use

2.1 The existing site comprises of 4.9ha of agricultural land to the northwest of Desford, situated to the north of the B582 Hunts Lane and Newbold Road. The site is bound by further agricultural land to the north, residential development to the east, Desford Cemetery to the west, and publicly adopted highway to the south (plan included at **Appendix B**). Desford Cemetery is serviced by a car park with five spaces, accessed from the B582, and located between the cemetery and site. A detailed view of the site is shown in the aerial photograph at **Figure 2.**

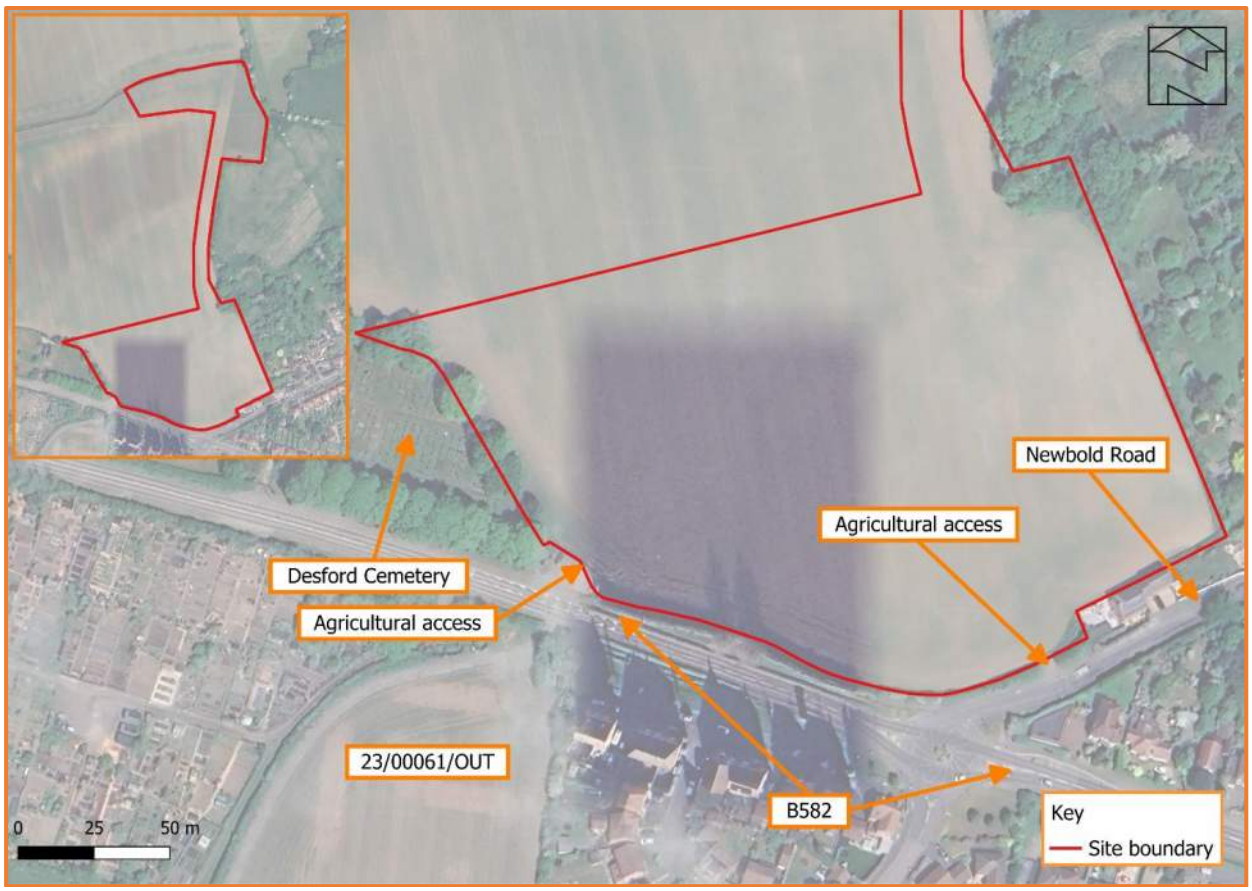


Figure 2: detailed site location

2.2 The site currently benefits from two agricultural accesses; one off Newbold Road situated approximately 30m east of the B582 roundabout, and the other at the back of the cemetery car park. The Illustrative Masterplan details that the proposed residential development would be concentrated to the south of the site.

Land adjacent to Lockey Farm - 23/00061/OUT

2.3 Detailed in **Figure 2** is a nearby field parcel to the southwest of the site which benefits from outline planning permission for residential development. The site is known as, 'Land adjacent to Lockey Farm' and comprises; '*residential development of up to 100 dwellings with associated public open space and infrastructure (All matters reserved except for access)'.*

2.4 The application (HBBC planning reference: 23/00061/OUT) was refused by HBBC on 4 September 2023, a decision that was subsequently successfully appealed against in March 2024[2]. It is noted that although refused by the LPA on highways grounds, the LHA consultation response stated that *'the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe.'*

2.5 The approved development takes its access via a new simple T-Junction opposite the cemetery car park. An extract of the approved access drawing (*PRJ01-TTE00-ZZ-DR-O-0001 Rev PO3)* is presented at **Figure 3** and details that the access would comprise a 6.75m carriageway, 10m kerb radii, and a 2m footway on the southern side of the B582, which would tie into existing provision.

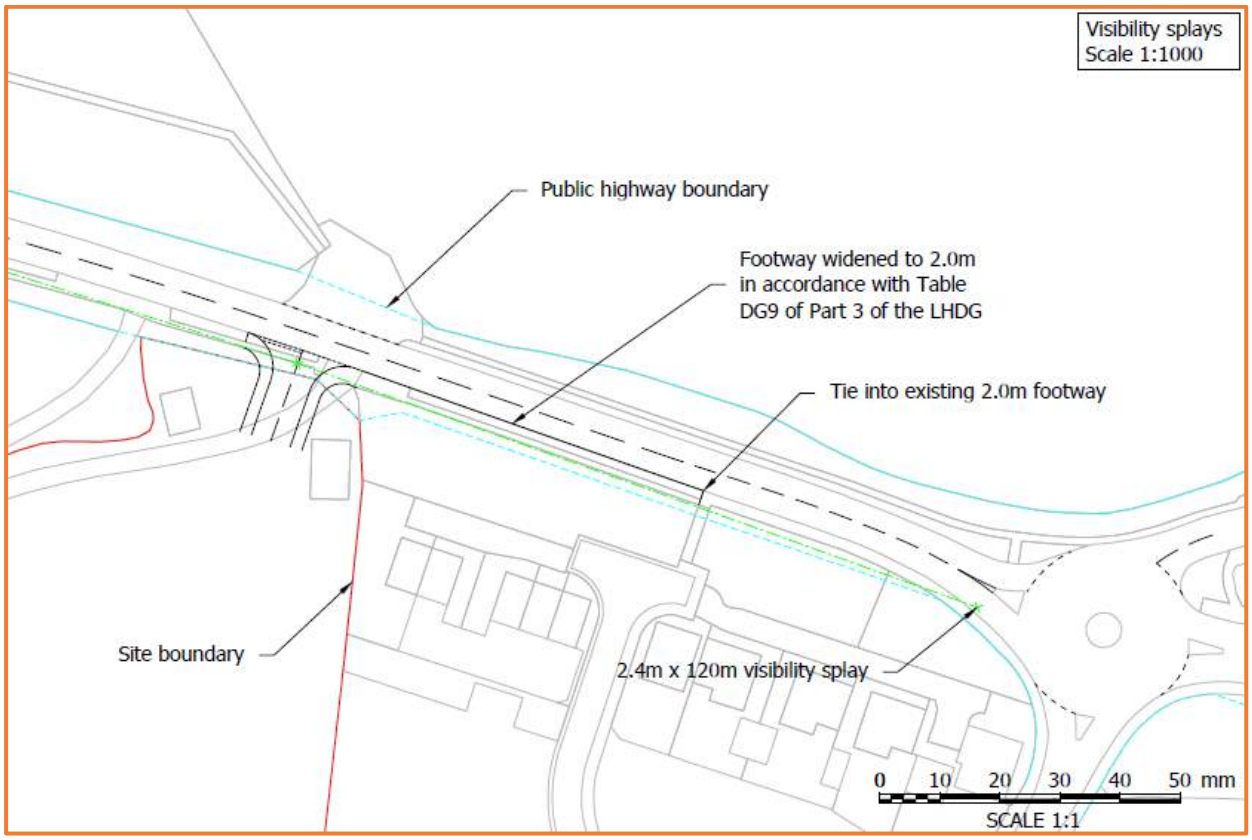


Figure 3: extract of drawing no. PRJ01-TTE00-ZZ-DR-O-0001 Rev PO3

2.6 Given its proximity to the site, similarity of development, and recency of the application, the approach taken to land adjacent to Lockey Farm, hereafter referred to as 23/00061/OUT, has informed the approach taken in this Transport Assessment.

Local highway network

2.7 The local highway network within the vicinity of the site is shown in **Figure 4.** The site is bordered to the south by the B582 Hunts Lane and Newbold Road.

2.8 The B582 Hunts Lane comprises a single carriageway with an approximate width of 6.75m. Within the vicinity of Desford, Hunts Lane is governed by a 30mph speed limit. Currently, the speed limit on Hunts Lane changes between 30mph and 40mph at a point approximately 40m east of the site's western boundary. As part of the initial design work for 23/00061/OUT it was proposed that

[2] Appeal Decision - APP/K2420/W/23/3332401 (25 March 2024)

the speed limit should be moved further west. The LHA disagreed with this proposal, and ultimately the speed limit change point remains unmoved.

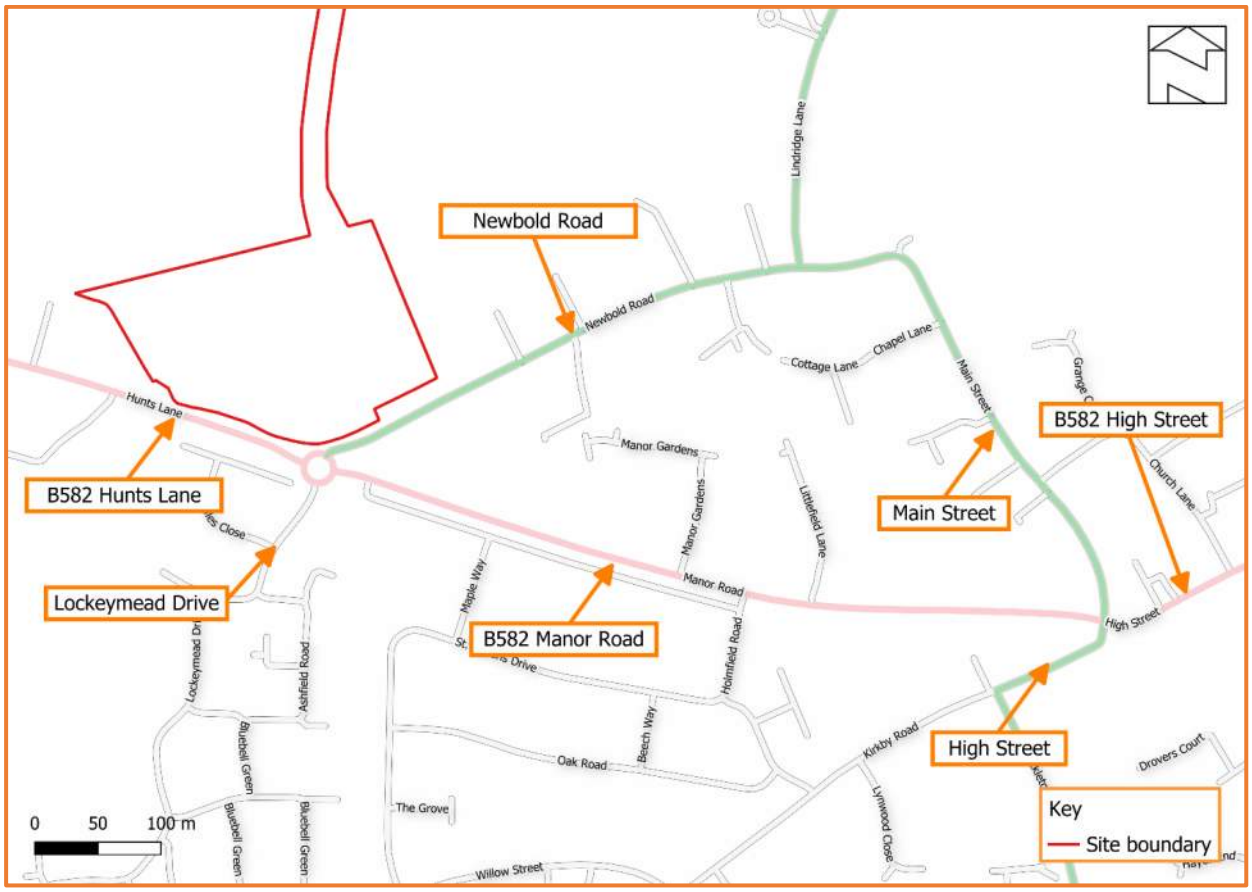


Figure 4: local highway network

2.9 Directly west of the site, an access north of Hunts Lane serves a small car park connected to Desford Cemetery. Approximately 60m further west, an additional parking area for the cemetery is provided in the form of a layby to the north of Hunts Lane.

2.10 The B582/Newbold Road/Lockeymead Drive roundabout is situated directly south of the site. The B582 forms the eastern and western arms of the junction, with Newbold Road the northern arm, and Lockeymead Drive the southern arm.

2.11 Further afield, west of the site, the B582 continues towards Newbold Verdon and Barlestone. East of the site the B582 routes through Desford. In the centre of the village, the B582 meets with Manor Road and High Street at a 4-arm priority controlled mini roundabout. Further east, beyond Desford, the B582 meets the A47 at a signal-controlled crossroads, known as 'Desford Crossroads', representing a strategic connection to the wider primary road network.

Study area

2.12 This Transport Assessment will study the highway impact of the development at the proposed site access and two off-site junctions. These study area junctions are shown in **Figure 5** and summarised in the table overleaf.

junction number	junction name
-	Site Access/B582 Hunts Lane
1	B582/Newbold Road/Lockeymead Drive roundabout
2	B582/Main Street/High Street mini roundabout

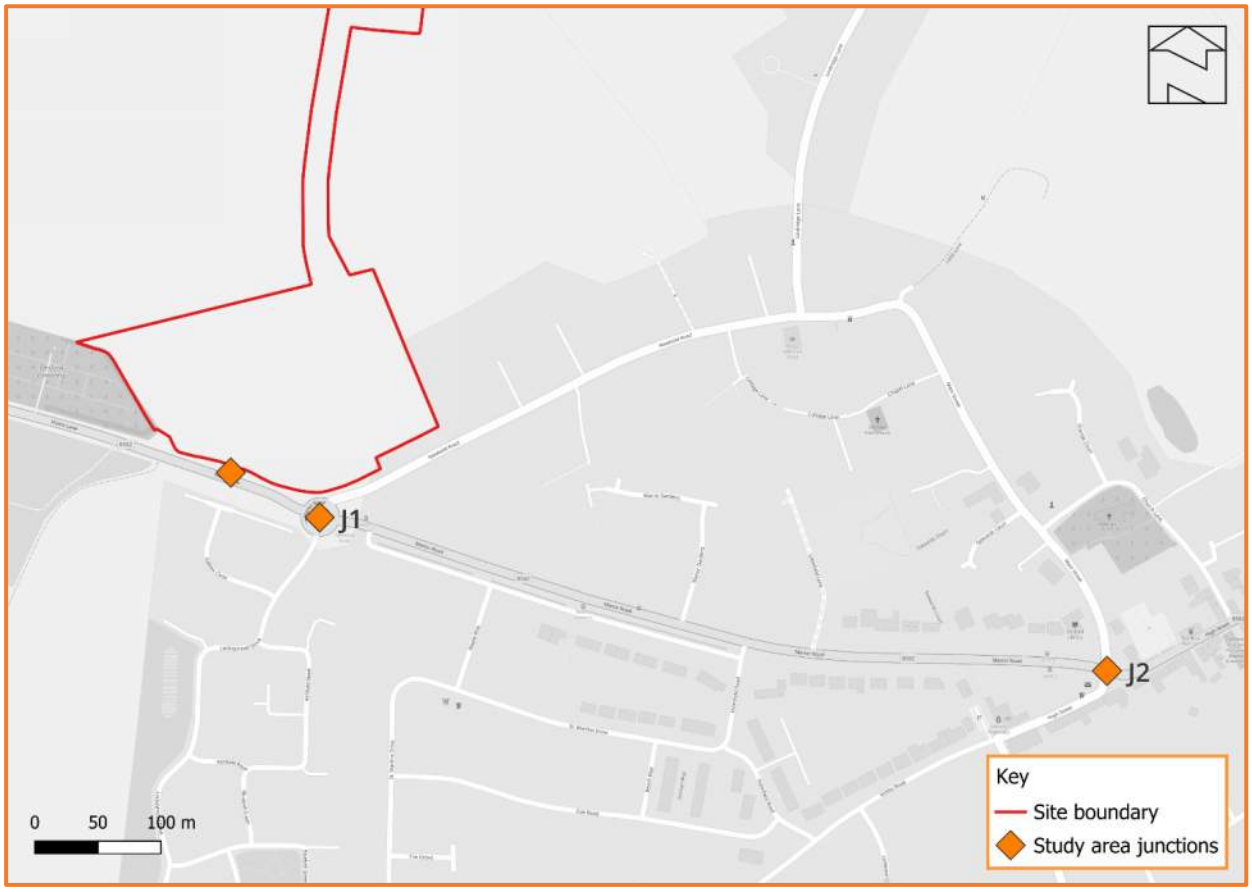


Figure 5: study area junctions

Traffic surveys

2.13 In order to determine the current vehicle speeds and volumes on Hunts Lane, an Automatic Traffic Counter (ATC) was placed just west of the location of the proposed access, at the point of speed limit change, between 11 October 2025 and 17 October 2025. The full ATC data is included at **Appendix C**, and the results are summarised in the following table.

		eastbound	westbound	two-way
weekday average flow (all vehicles)	AM peak	541	347	888
	PM peak	422	508	930
	24 hour	5,038	4,914	9,953
traffic speeds over survey period (85th percentile)		38.0 mph	39.1 mph	-

2.14 As shown in the table above, 85th percentile vehicle speeds on the B582 were observed to be 38mph eastbound and 39mph westbound. The ATC was positioned at the point of speed limit change, further west of where the access is proposed. The survey is therefore considered to provide a robust assessment of speeds at the site access.

2.15 In terms of HGV traffic, an average of 8 and 5 HGVs were recorded during the weekday peak hours eastbound (AM and PM respectively), and an average of 5 and 7 were recorded westbound.

2.16 In addition, junction turning counts were undertaken at the two study area junctions on Tuesday 14 October 2025. All vehicle movements turning at, and travelling through each junction, between the times of 07:00-10:00 and 16:00-19:00, were recorded in 15-minute intervals. The detailed traffic survey data is included at **Appendix C**.

Collision record

2.17 It is necessary to examine the collision record within the vicinity of the site and at the study area junctions to determine if there is any evidence of existing highway safety issues that could be exacerbated by the additional vehicle and person trips generated by the proposals. Personal Injury Collision (PIC) data was obtained from LCC for the most recent five-year period of available data (01/01/2020 to 31/07/2025) for the B582 near the site and at study area junctions. The full PIC data is included at **Appendix D.**

2.18 Within the study area, eight collisions were recorded during the five-year period studied. Of these six were deemed to be slight in severity, and two serious. One collision occurred on the B582 along the site's frontage. No collisions occurred at Junction One of the study area. Two collisions occurred at Junction Two. The other five collisions occurred on the B582 between the two study area junctions. The location of the recorded incidents are presented in **Figure 6**, along with a summary below.

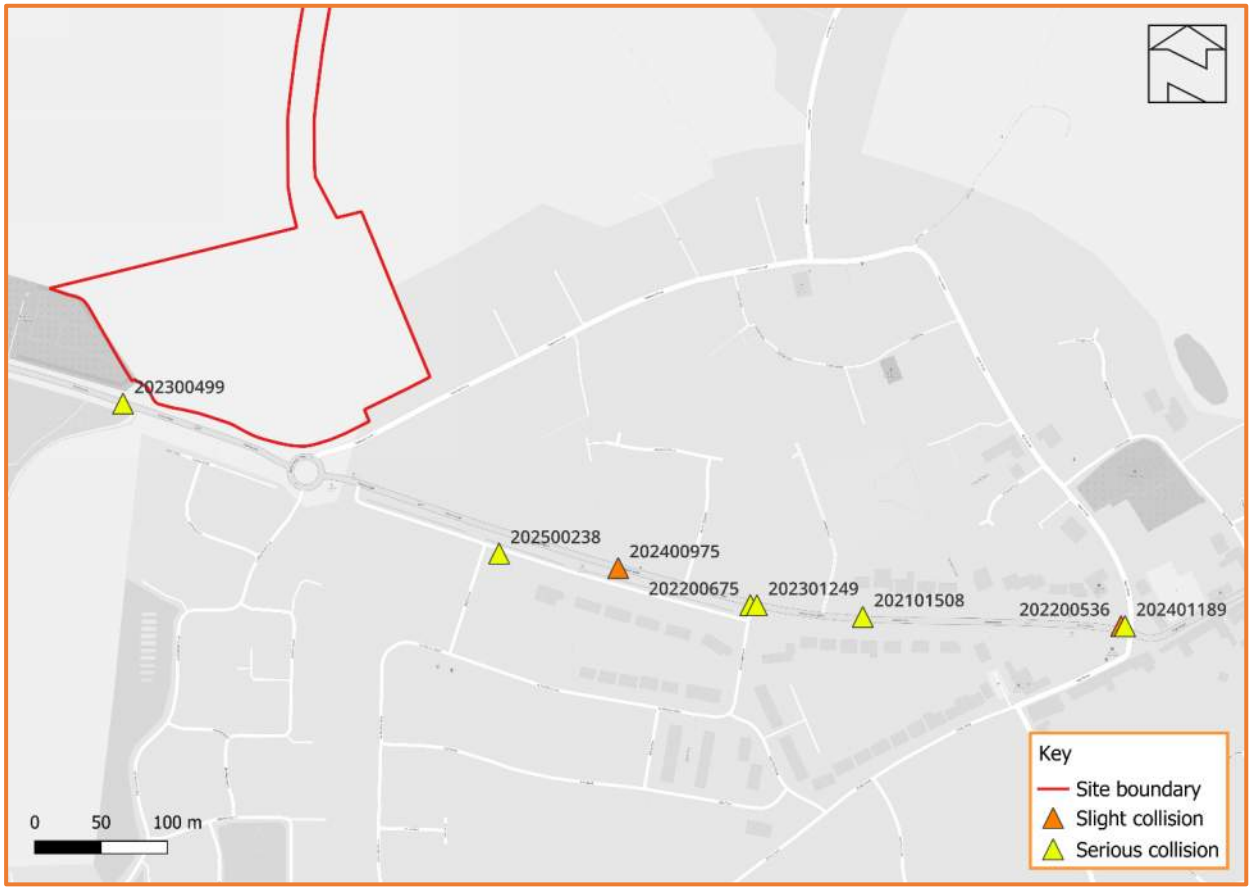


Figure 6: collision record

2.19 The collision adjacent the site (202300499) was a 'rear end shunt' type collision involving four westbound vehicles: resulting in two drivers suffering slight injuries. Both incidents at study area Junction Two (202200536 and 202401189) involved a collision between two vehicles and occurred as one vehicle (travelling west on the B582) turned north into Manor Road, while the other vehicle travelled east through the junction. The other five collisions on the B582 occurred

in variety of locations and circumstances. Overall, there are no trends in obtained data that suggest the existence of an underlying highway safety issue within the vicinity of the site or at the study area junctions. Thus, the additional vehicle and person trips on the local highway network as a result of the proposals would not result in an unacceptable impact on highway safety.

Active Travel

2.20 The site is located close to the centre of Desford and thus is within proximity to a good range of amenities that are accessible by walking and cycling.

Walking

2.21 According to the National Design Guide[3] and Active Travel England, local facilities are considered to be within a 'walkable' distance if they are located within a 10 minute (800m) walk from a site. Therefore, an 800m pedestrian catchment, measured from the centre of the site, is presented at **Figure 7**. Key amenities located within the catchment have been identified and are detailed within the table below.

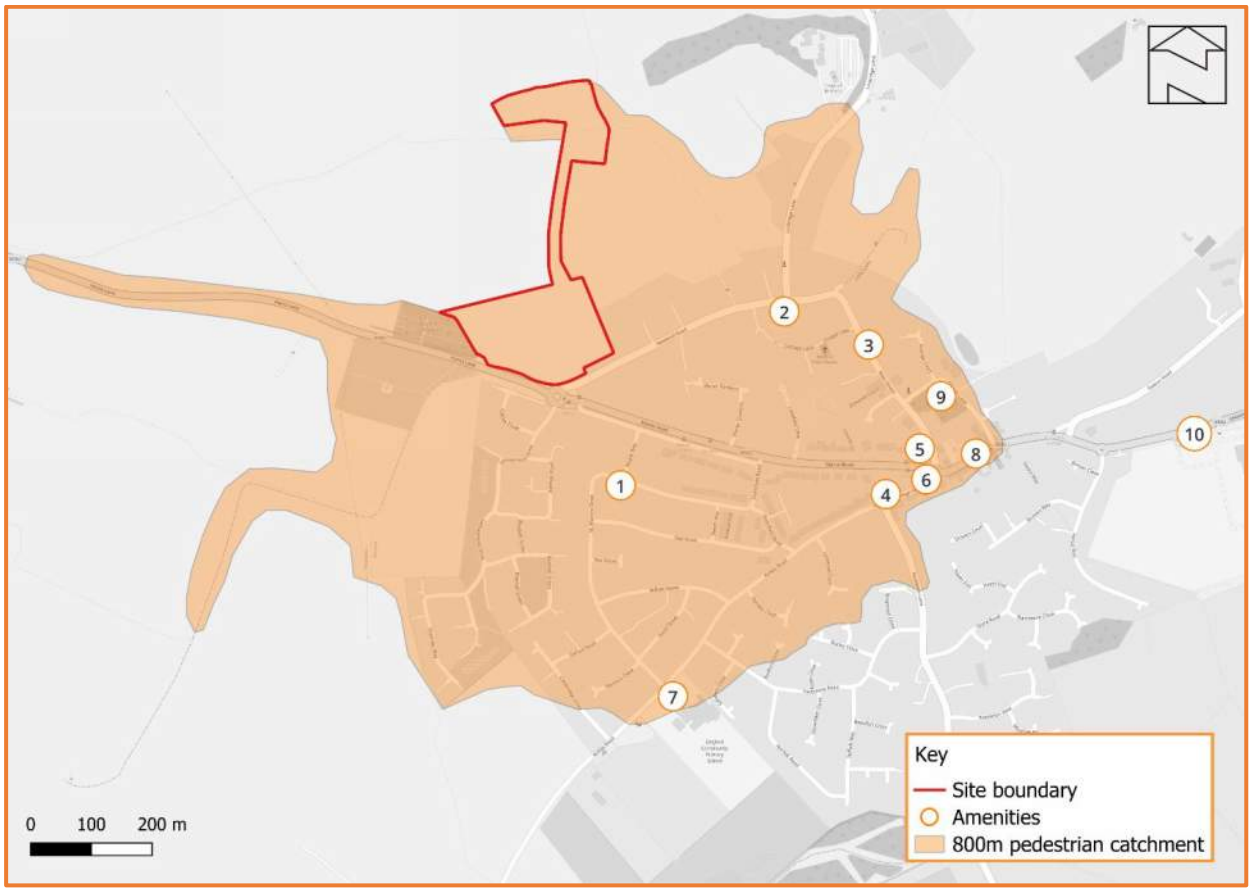


Figure 7: 800m pedestrian catchment

[3] National Design Guide, Ministry of Housing, Communities & Local Government (January 2021)

reference	amenity	walk distance
1	Convenience Store and Takeaway Restaurants	320m
2	Co-op Food Store	470m
3	Desford Medical Centre	650m
4	Co-op Food Store and Pharmacy	660m
5	Library	720m
6	Post Office	740m
7	Desford Community Primary School	770m
8	Public House	790m
9	St Martin's Church	800m
10	Bosworth Academy	1150m

2.22 The table highlights that there are a number of local schools, shops, and key amenities that are located within an acceptable walking distance of the site. It is noted that Bosworth Academy, providing secondary level education is located in Desford, albeit slightly outside the 800m catchment.

2.23 In general, the level of infrastructure provision for pedestrians within Desford is very good, particularly along the key desire lines to the centre of Desford along the B582, and to Desford Primary School via Lockeymead Road. There are continuous footways between the site and the amenities listed above, with appropriate pedestrian crossings provided where needed. Immediately adjacent the site, the B582/Newbold Road/Lockeymead Road roundabout benefits from uncontrolled crossings and central refuges on three of the arms to the junction.

2.24 In addition to the footway network running alongside the local highway network, there are several designated Public Rights of Way (PRoW) within Desford, as presented at **Figure 8.**

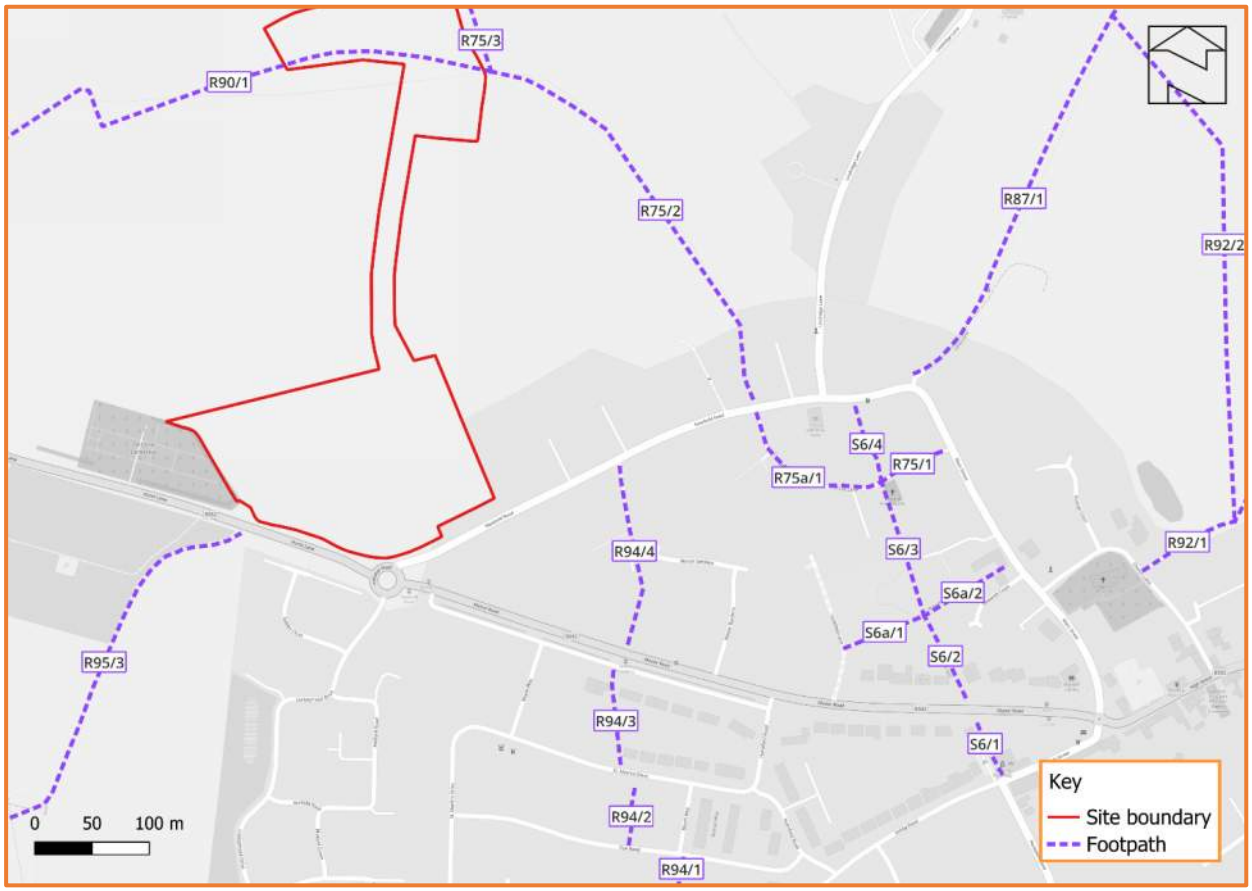


Figure 8: Public Rights of Way network

2.25 Footpath R90/1 intersects the site to the north. Elsewhere, Desford benefits from a dense network of designated footpaths which aid pedestrian mobility throughout the village, including Footpaths R75/3 and R95/3 which pass in close proximity to the site.

Cycling

2.26 Statistics from the National Travel Survey 2024[4] indicate that the average length of a cycle journey is approximately 5.6km, although it is generally recognised that this is an average and that cyclists will commute significantly longer distances if the topography and highway conditions are favourable. For robustness, a 5km cycle catchment measured from the centre of the site is shown in **Figure 9.**

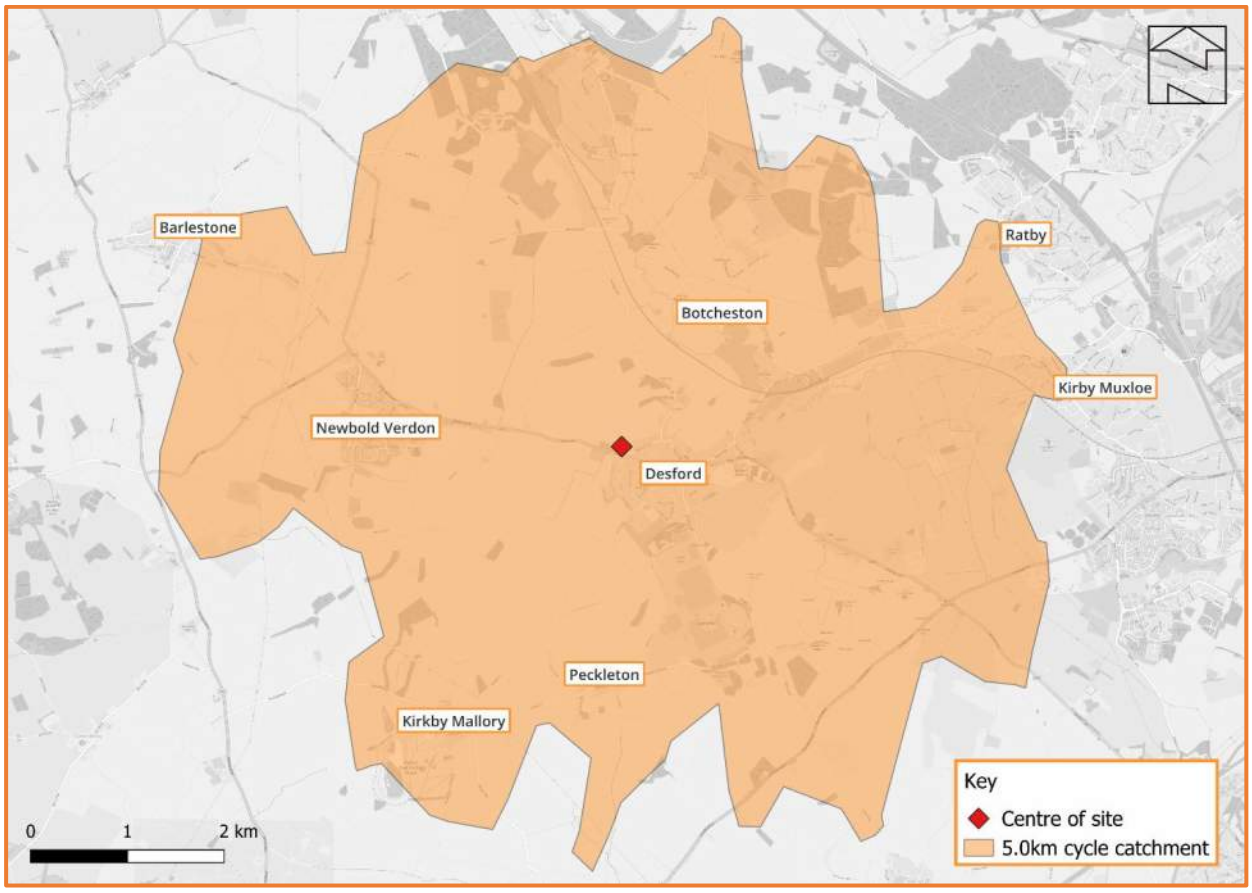


Figure 9: 5km cycle catchment

2.27 The 5km catchment includes all of Desford as well as a number of local villages including Peckleton, Newbold Verdon, and Botcheston. Within the catchment, the highway network generally comprises single-carriageway roads, suitable for cycling.

2.28 Adjacent to the site, there are no formal cycle facilities on Hunts Lane and therefore cyclists are required to travel within the carriageway. Nevertheless, LCC's interactive cycle map[5] details that several nearby roads: Lindridge Lane, Station Road, Desford Lane, and Desford Road, are quieter routes. In addition, the centre of Desford is a designated 'Leisure Route' and connects to a signed off-road route leading to Peckleton, south of the site.

[4] National Statistics, National Travel Survey (2024)
[5] Interactive Cycle Map, Leicestershire County Council, https://leicestershire.activemap.co.uk/

2.29 The National Cycle Network (NCN) Route 63 passes approximately 5km north of the site. Route 63 runs between Burton on Trent to Wisbech. The route comprises a mix of surfaces, and near to the site, provides connectivity to central Leicester, Ratby, and Ibstock.

Public transport

Bus travel

2.30 The location of the nearest bus stops to the site are presented at **Figure 10,** along with a 250m walk catchment measured from the stops.

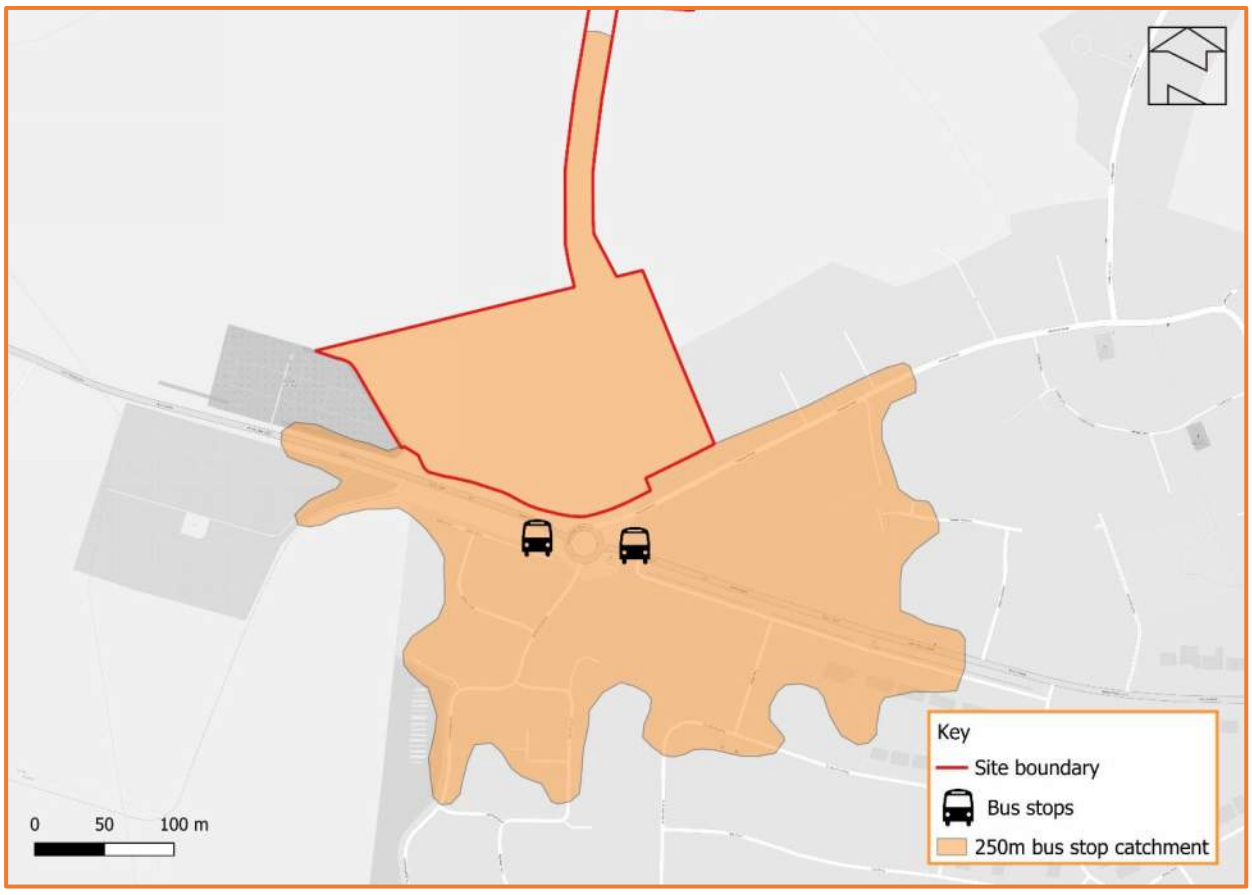


Figure 10: nearest bus stops to the site

2.31 LCC guidance[6] states that; *"Walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 250m. In rural areas the walking distance should not be more than 800m."* As shown at **Figure 10,** the site lies within a 250m walk of the nearest set of bus stops. The stops are known as; 'Desford, opposite Newbold Road' (westbound) and 'Desford Newbold Road (adjacent)' (eastbound).

2.32 Both set of stops comprise a shelter and raised kerb. The eastbound stop is also marked with a flag and pole arrangement. No timetable or Real-Time Information provision was observed at either stop during a site visit in early October 2025. Further afield, several other stops are situated throughout Desford along the B582.

[6]Pedestrian access to bus routes, Passenger Transport, Highways layouts and design, LCC Highways Design Guide (www.leicestershirehighwaydesignguide.uk)

2.33 All sets of bus stops within Desford, including those adjacent to the site, are served by the 153-service operated by Arriva Midlands. The 153-service runs in both directions between Market Bosworth and Leicester and serves; Barlestone, Newbold Verdon, Desford, and Kirby Muxloe. From Monday to Friday buses stop hourly adjacent to the site, running between 07:13 and 20:48 westbound, and 07:02 and 21:21 eastbound. On Saturdays, westbound buses run between 07:29 and 20:27, and eastbound buses between 08:11 and 20:59.

2.34 In summary, the site benefits from bus stops within its immediate proximity, at which regular services to Leicester and Market Bosworth, alongside other local destinations, are provided six days a week.

Rail travel

2.35 The nearest railway station to the site is Narborough, located approximately 10km southeast of the site. The station is operated East Midlands Railway and includes a ticket office (open 06.40 – 13.00, Monday to Saturday), a 45-space car park and 20 cycle parking spaces.

2.36 Hourly cross-country services are available during the week between Birmingham New Street and Leicester, providing connectivity to Nuneaton and Hinckley.

Summary

2.37 The site comprises agricultural land to the north of the B582 Hunts Lane and Newbold Road, within western Desford, Leicestershire. The site benefits from two existing agricultural accesses, one off Newbold Road, and the other off Hunts Lane.

2.38 The B582 Hunts Lane comprises a single carriageway with an approximate width of 6.75m. Within the vicinity of Desford, Hunts Lane is governed by a 30mph speed limit, although currently this increases to 40mph part way along the site's frontage. There is no indication of a highway safety issue within the vicinity of the site, or at either of the two study area junctions.

2.39 A nearby field parcel to the southwest of the site, benefits from outline planning permission for residential development of up to 100 dwellings. The work undertaken in support of this application (HBDC reference: 23/00061/OUT), has informed the approach taken within this Transport Assessment.

2.40 Local schools, shops, and key amenities are located within an acceptable walking distance of the site. Furthermore, the level of infrastructure provision for pedestrians within Desford is very good, particularly for the key desire lines to the centre of Desford and Desford Primary School. Several nearby villages are situated within a reasonable cycle distance, and much of the local highway network is designated as routes suitable for cycling by LCC.

2.41 The site benefits from bus stops within its immediate proximity, at which regular services to Leicester and Market Bosworth, alongside other local destinations, are provided six days a week. The nearest railway station to the site is Narborough, where hourly cross-country services are available during the week between Birmingham New Street and Leicester.

2.42 Overall, the site is located on the edge of an established urban area, with several key amenities close by. The site is accessible by all modes of travel and is therefore well located for residential development.

3.0 PROPOSED DEVELOPMENT

Development proposals

3.1 The development proposals comprise *the construction of up to 75 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Hunts Lane).* An Illustrative Masterplan of the proposals is included at **Appendix A.**

Vehicular access

3.2 Vehicle access to the site would be taken via provision of a simple priority T-junction to the north of the B582 Hunts Lane. The primary highway corridor through the site would have a carriageway width of 5.5m, bounded by a 2m wide footway on either side. Junction radii of 6m would be provided at the junction with Hunts Lane, together with visibility splays of 65m in each direction from a minor road setback of 2.4m. This accords with the measured 85th percentile vehicle speeds along Hunts Lane. The proposed design is presented at drawing **3964-ADC-HGN-XX-DR-CH-0100-S1-P03**.

3.3 It is proposed that the existing 30mph speed limit would be extended approximately 100m further west along Hunts Lane, together with provision of associated village gateway treatment to match the existing provision (signing, roadmarkings etc.) should this be supported by LCC, although it is important to note that provision of a safe and suitable access is not reliant on an extension of the speed limit.

3.4 The proposed design is wholly deliverable within either the site boundary or the adopted highway (plan included at **Appendix B**). It is acknowledged that, during the pre-application process, LCC expressed a preference for a vehicular access off Newbold Road. However, due to the more limited site frontage along Newbold Road it is not considered that appropriate junction spacing could be provided between the B582/Newbold Road roundabout and a new site access junction from Newbold Road. As demonstrated, a safe and suitable access from the B582 is considered to be achievable.

3.5 A Swept Path Assessment has been undertaken on the proposed access design using an 11.2m refuse vehicle, the largest vehicle routinely expected to access the site. This assessment is presented in drawing **3964-ADC-HGN-XX-DR-CH-0130-S1-P02.** The drawing shows that the vehicle could safely access and egress the site from both directions on Hunts Lane.

Visibility

3.6 A visibility assessment of the proposed site access been undertaken. Visibility splays in accordance with Table 6 of the LHDG and the 85th percentile speeds observed on Hunts Lane can be achieved from the proposed site access, as demonstrated in drawing **3964-ADC-HGN-XX-DR-CH-0100-S1-P03**. The observed speeds and corresponding visibility splay lengths are presented in the table below for reference.

traffic direction	85th percentile speed	LHDG Table 6 visibility splay
eastbound	38.0mph	65m
westbound	39.1mph	65m

3.7 It is noted that the proposed relocation of the speed limit (likely to reduce speeds along the site frontage), while proposed, is not strictly required for acceptable visibility to be achieved. The site access drawing also demonstrates that suitable visibility can be achieved from the proposed access to westbound traffic leaving the Newbold/Lockeymead roundabout.

3.8 Thus, the proposed access design would be safe and suitable to serve the proposed development.

Accessibility

3.9 To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. The site access design includes 2m wide footways along both sides of the site access carriageway. These would be extended into the site.

3.10 Improvements to the crossing provision over Hunts Lane would be provided with a formal, uncontrolled, crossing point with tactile paving being provided to the east of the proposed site access. This would provide a convenient link to the bus stop on the south side of Hunts Lane.

3.11 In addition to the main site access, three further pedestrian connections will be provided to the site, as indicated on the illustrative masterplan. It is envisaged that there will be a link to Hunts Lane, east of the site access, plus a link to Newbold Road towards the eastern end of the site frontage. These links will enhance connectivity to the existing network. A further link will be provided to the cemetery car park at the western boundary of the site.

3.12 It is also proposed that two private footpath links will be provided from the north of the site to enable connectivity to existing public footpath route R90/1.

3.13 The Travel Plan includes further measures to promote and facilitate travel by sustainable modes, including walking, cycling, bus, and car sharing.

Stage One Road Safety Audit

3.14 The initial design of the proposed site access was subject to an independent Stage One Road Safety Audit carried out in accordance with DMRB GG 119. The Road Safety Audit Report found two problems with the initial design. A Response Report and Decision Log were produced and are included in **Appendix E**, along with the Road Safety Audit Report. The recommendations given in the Road Safety Audit Report have been incorporated into the design of the proposed site access and are included within the drawings presented within this report.

Parking

3.15 The planning application is an outline application and therefore car and cycle parking will be provided in accordance with relevant standards at a later detailed design stage.

3.16 It is noted that the Illustrative Masterplan includes eight visitor parking spaces which could be utilised as additional parking for the cemetery.

Internal Layout

3.17 The application is outline, and thus the internal layout is for consideration at the later detailed design stage. Nevertheless, it would conform to relevant local standards.

4.0 TRIP GENERATION

Peak hour vehicle trip generation

4.1 In order to forecast the trip generation, reference has been made to approach taken for 23/00061/OUT. For that development, an initial analysis of the TRICS database was undertaken, although the LHA disagreed with its conclusions and instead requested that; "*the Applicant undertakes another trip generation exercise using the same trip rates that were used for the Ashfield Farm* [22/01227/OUT] *application.*[7]"

4.2 Considering the proximity of all three sites, it is reasonable to adopt the same approach for this development. Therefore, the trip rates used in 22/01227/OUT, and their application to a quantum of 75 dwellings, is as follows:

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

4.3 As shown, the development would generate 46 two-way vehicle movements in the AM peak hour, and 43 two-way vehicle movements in the PM peak hour.

Modal split and peak hour person trip generation

4.4 To determine the trips using other modes of transport that the development would generate, the modal split used within 22/01227/OUT was extracted. The modal split was calculated using MSOA level 2011 National Census data, which is appropriate to use as the site lies within the same MSOA as 22/01227/OUT, and the latest census data (2021) is not typically used as it was recorded during ongoing COVID-19 restrictions. The modal split is presented below, along with its application to a development quantum of 75 dwellings:

trip mode	modal split	person trips	
		AM peak	PM peak
Underground, metro, light rail, or tram	0.1%	0	0
Train	0.5%	0	0
Bus, minibus, or coach	3.3%	2	2
Taxi	0.1%	0	0
Motorcycle, scooter or moped	0.7%	0	0
Driving in a car or van	82.8%	46	43
Passenger in a car or van	4.5%	3	2
Bicycle	1.5%	1	1
On foot	6.5%	4	3
total	100%	56	53

4.5 In a typical peak hour, the proposed development is forecast to generate up to four pedestrian trips, two trips by bus, and one trip by bicycle. It is considered that the existing and proposed infrastructure has the capacity to accommodate this modest increase in demand.

[7] Trip Generation & Distribution, Substantive response of the LHA to 23/00061/OUT, 20 February 2023

5.0 ASSESSMENT TRAFFIC FLOWS

5.1 All peak hour traffic flow diagrams referenced within this report are included at **Appendix F.**

5.2 It is explained in Section 6, that Junction 2 has been modelled using ARCADY's DIRECT traffic flow entry feature, and thus peak hour traffic flows have been split into 15-minute periods for this junction, as displayed in the diagrams included at **Appendix G.**

Observed traffic flows

5.3 Traffic surveys were conducted at the junctions within the study area on 14 October 2025. The morning and evening peak hour traffic flows for each route through the junctions was extracted from the survey data and are presented in **Diagrams 1** and **2,** respectively. These extracted flows form a 2025 observed scenario.

2030 baseline

5.4 It is common practice to use an assessment year five years after the date of registration of the planning application. This would mean an assessment year of 2030. It is considered reasonable and realistic that the proposed development would be fully constructed and occupied by 2030.

5.5 To establish a future year baseline, factors have been derived from TEMPro 8.1, which includes links to the National Traffic Model. TEMPro produced the following growth rates for all roads within the Hinckley and Bosworth 005 MSOA:

- 2025 to 2030 (AM peak) 1.0545
- 2025 to 2030 (PM peak) 1.0566

5.6 The growth factors above were applied to the observed traffic flows to produce the 2030 baseline traffic flows for the peak AM and PM hours, as shown in **Diagrams 3** and **4**, respectively.

Committed developments

5.7 In accordance with guidance, traffic flows associated with any committed developments should be included within the 2030 assessment year traffic flows.

5.8 National Planning Policy Guidance (NPPG) states that, *"it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years)."*

5.9 A review of the HBBC planning portal identified two sites that have been included as committed developments.

5.10 The site; 'Land adjacent to Lockey Farm,' (planning reference: 23/00061/OUT), gained consent at appeal on 25 March 2024, and therefore the site has been included as a committed development. The relevant peak hour traffic flows have been extracted from the associated transport work and are presented in **Diagrams 5** and **6**.

5.11 The site; 'Ashfield Farm, Kirkby Road,' (planning reference: 22/01227/OUT), gained consent for O*utline planning application for residential dwellings of up to 120 dwellings, all matters reserved, except for access,* at appeal on 5 October 2023, and therefore has been included as a committed

development. The relevant peak hour traffic flows have been extracted from the associated transport work and are presented in **Diagrams 7** and **8.**

2030 Do Minimum

5.12 The committed development flows have been added to the 2030 baseline flows to produce a set of 2030 Do Minimum flows, presented in **Diagrams 9** and **10** for morning and evening peak hours, respectively.

Trip assignment and development traffic flows

5.13 The peak hour development trip generation presented in Section 4 has been assigned to the local highway network in accordance with the distribution used for site 23/00061/OUT. The distribution was accepted by the LHA[8], and is suitable to be applied to the proposed development as the two site accesses are situated within close proximity to each other. The distribution is presented in **Diagram 11**, and the peak hour development traffic flows are presented in **Diagrams 12** and **13.**

2030 Do Something

5.14 Development traffic flows have been added to the 2030 Do Minimum scenario, creating a set of 2030 Do Something flows for morning and evening peak hours. These are included at **Diagrams 14** and **15,** respectively.

[8] Trip Generation & Distribution, Substantive response of the LHA to 23/00061/OUT, 20 February 2023

6.0 HIGHWAY IMPACT

6.1 This section presents detailed analysis of the highway impacts of the proposed development at the junctions within the study area. Capacity assessments have been undertaken for the following scenarios:

- 2025 observed
- 2030 no development (Do Minimum)
- 2030 with development (Do Something)

6.2 The proposed site access was assessed in the 2030 Do Something scenario only.

Proposed site access

6.3 The junction between the site access and Hunts Lane would be a priority-controlled T-junction.

6.4 A model of the proposed junction has been built using Junctions 9 PICADY software with geometries measured from the site access drawing (**3964-ADC-HGN-XX-DR-CH-0100-S1-P03**). The model was assessed using the 2030 with development (Do Something) scenario only. The PICADY output is included at **Appendix H**, and the results are summarised in the table below.

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

6.5 As shown in the table above, the proposed site access junction would operate with spare capacity in both the morning and evening peak hours, with minimal queues and delays.

6.6 The collision record on Hunts Lane within the vicinity of the proposed site access was assessed in Section 2. It was confirmed that there was no indication of any highway safety issue within this area.

6.7 Therefore, there would be no adverse capacity or safety impacts at the proposed access junction, and safe and suitable access to the development can be achieved.

Junction 1 - B582/Newbold Road/Lockeymead Drive roundabout

6.8 The junction between the B582 Hunts Lane, Newbold Road, Lockeymead Drive, and the B582 Manor Road is a four-arm priority-controlled roundabout. An aerial view of the junction is shown at **Figure 11.**

Figure 11: B582/Newbold Road/Lockeymead Drive roundabout aerial view

6.9 A model of the junction has been built using Junctions 9 ARCADY software. Geometries were extracted from models contained within the TA submitted for planning permission 23/00061/OUT. These junction geometries were accepted by the LHA, although a thorough review was conducted to ensure the model was suitable.

6.10 The junction was assessed for the three modelling scenarios. The ARCADY output is included within **Appendix I,** and the results are summarised in the table overleaf. The results indicate that the junction currently operates with spare capacity and would continue to do so in 2030, with and without the development. There would be minimal queuing and delay in all scenarios. Hence, the junction can suitably accommodate the forecast traffic flows generated by development.

6.11 In Section 2, it was detailed that no collisions were recorded at this junction during the five-year period studied. Hence, there is no evidence any highway safety issue at this roundabout.

6.12 Therefore, the operation of the junction would not be severely impacted in terms of capacity, congestion, or highway safety as a result of the development, and no mitigation measures are therefore proposed.

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

Junction 2 - B582/Main Street/High Street mini roundabout

6.13 The junction between the B582 Manor Road, Main Street, B582 High Street, and High Street is a four-arm priority controlled mini-roundabout in the centre of the village. An aerial view of the junction is shown at **Figure 12.**

Figure 12: B582/High Street/Main Street mini roundabout aerial view

6.14 A model of the junction has been built using Junctions 9 ARCADY software. The model has been developed using the Direct input method for the peak hour traffic flows, as previously agreed/approved by the LHA for other residential developments in Desford (ref. 22/01227/OUT and 23/00061/OUT). Geometries for the junction were derived following a review of the supporting transport documents for these two approved developments.

6.15 The junction was assessed for the three relevant scenarios. The ARCADY output is included within **Appendix J,** and the results are summarised in the table below. The table summarises the worst results for each entry to the junction over the four 15-minute periods modelled and so is very much a worst-case scenario.

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

6.16 As indicated in the table above the junction currently operates close to capacity during both peak periods, with minor queues and delays on both of the B582 arms in the morning peak and on the B582 High Street approach in the evening peak. In the future year, no development, scenario, the junction is at/exceeds theoretical operating capacity during both peak periods, with resulting queues and delays on both of the B582 approaches.

6.17 The impact of proposed development traffic at the junction is considered to be minor in nature. Whilst it is acknowledged that the assessment results suggest operational issues may occur at peak times at the junction, this is as a result of existing demand and forecast background growth. The impact of the proposed development scheme itself has been shown to be negligible at the junction and could not be considered severe in NPPF terms. The following should also be noted:

- The level of additional development generated traffic at the junction is 29 vehicles in the weekday morning peak hour and 26 vehicle trips in the weekday evening peak hour. This is fewer than the 30-vehicle peak hour trip threshold that the LHA typically adopt for requiring assessment of an off-site highway junction.
- The reliability of the results for a mini roundabout in Junctions 9 are limited, particularly when traffic flows at the junction are unbalanced across the arms, and as such should be interpreted with caution in terms of absolute numbers.
- Neither of the recently permitted developments at Ashfield Farm (ref. 22/01227/OUT – 120 dwellings), nor Lockey Farm (ref. 23/00061/OUT – 100 dwellings) were considered to have a severe impact at the junction, nor was any mitigation requested by the LHA. Both of these

developments would generate a higher traffic flow through the junction than the proposed development.

Desford crossroads

6.18 It is noted that the supporting transport work for development of 100 dwellings on land at Lockey Farm (ref. 23/00061/OUT), opposite the proposed development, included capacity assessments at the A47 Desford crossroads junction to the east of the village. This was produced at the request of the LHA, even though the impact of development traffic at the junction was predicted to be only an additional 15 vehicle movements during each of the critical peak hours.

6.19 As a result of the impact of development generated traffic at the junction, the LHA requested a financial contribution towards highway improvements at the junction, with the level of contribution suggested being £1,551,088.81. Paragraphs 53 to 55 of the appeal decision (ref.APP/K2420/W/23/3332401) deal with this suggested contribution, with the Inspector concluding that *'I consider that the contribution towards the improvement of this junction is not fairly related in scale and kind, nor is it necessary, and so does not pass the tests in the regulations and Framework set out above.'*

6.20 On the basis that the proposed development would generate an additional 10 vehicle movements through the Desford crossroads junction during the typical weekday morning peak hour, plus an additional 9 vehicle movements through the junction during the typical weekday evening peak hour, it is not considered that assessment of the junction, nor any financial contribution towards proposed highway improvements at the junction, can be reasonably justified.

7.0 SUMMARY AND CONCLUSIONS

7.1 ADC Infrastructure Limited are commissioned by Peveril Homes to provide highways and transport advice in relation to an outline planning application for residential development on land to the north of the B582 Hunts Lane within Desford, Leicestershire. Desford is located circa 11km west of central Leicester.

7.2 For the area surrounding the site, Hinckley and Bosworth Borough Council are the Local Planning Authority and Leicestershire County Council are the Local Highway Authority. The existing site comprises of 4.9ha of agricultural land and currently benefits from two agricultural accesses.

7.3 The site is located within a sustainable location; with local schools, shops, and a wide range of key amenities located within an acceptable walk distance from the site. Furthermore, the level of infrastructure provision for pedestrians within Desford is very good, particularly for the key desire lines to the centre of Desford, and to Desford Primary School. Footpath R90/1, a designated Public Right of Way, intersects the northern part of the site. The local highway network generally comprises lightly trafficked roads suitable for cycling, and the site benefits from frequent bus services to local destinations, accessible from a set of stops immediately south of the site.

7.4 Vehicular access is proposed to be taken in a single location from the B582 Hunts Lane. The proposed junction would be constructed in accordance with the Leicestershire Highway Design Guide, and suitable visibility from the proposed access can be achieved. The access proposals include for the extension of the existing 30mph speed limit along the B582 further west. An independent Stage One Road Safety Audit has been undertaken on the proposals, and the findings incorporated into the site access design. An improved footway would be provided on the northern edge of Hunts Lane connecting the site access to the existing provision along with an uncontrolled crossing over the B852.

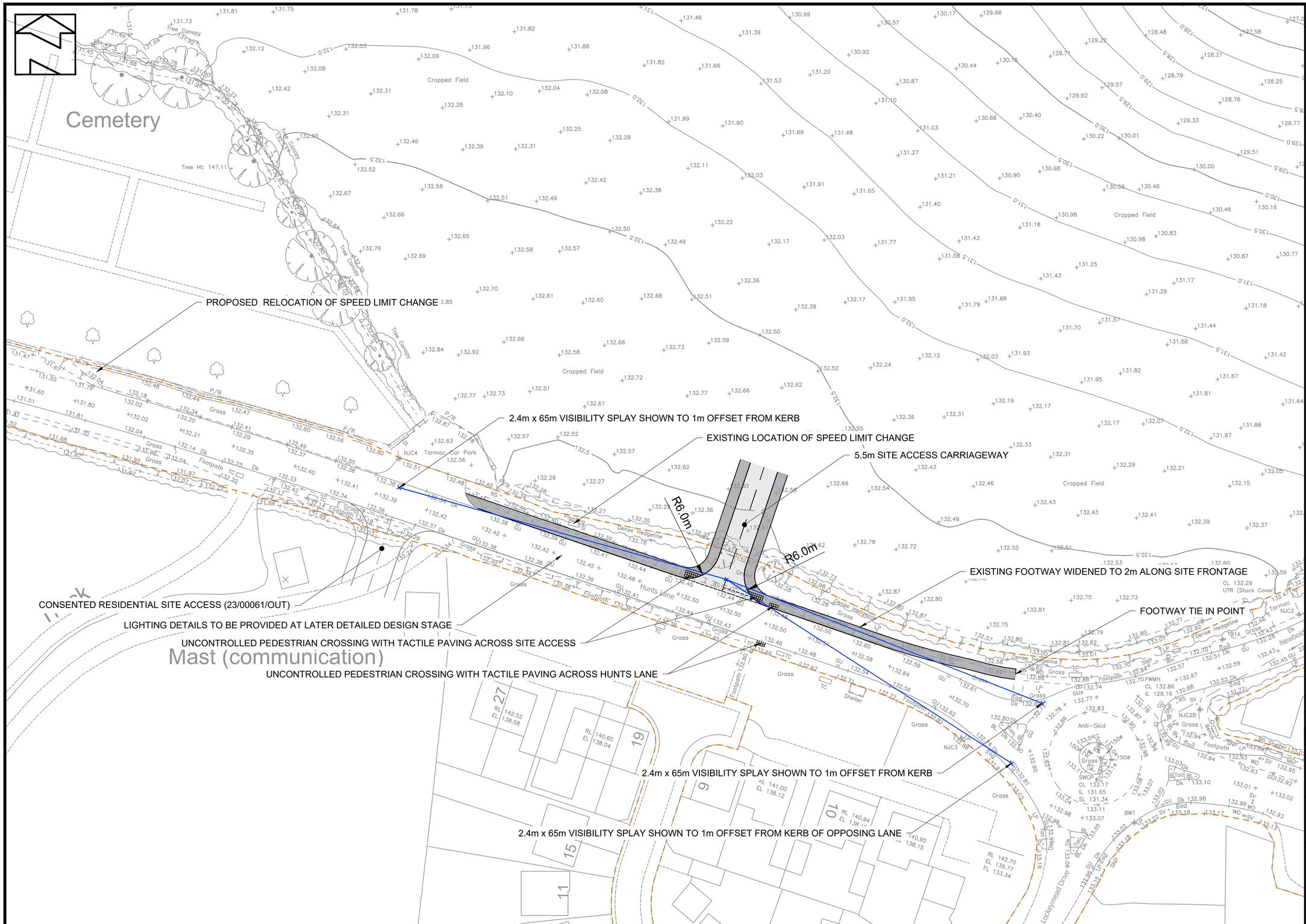
7.5 With regard to vehicle trips, the development would generate 46 two-way vehicle movements in the AM peak hour, and 43 two-way vehicle movements in the PM peak hour. Furthermore, in a typical peak hour, the proposed development is forecast to generate up to four pedestrian trips, two trips by bus, and one trip by bicycle.

7.6 The impact of the proposed development has been assessed at two off-site junctions and the site access. The development traffic does not have a severe impact on the operation of any junctions within the study area. Collision records show no evidence of an underlying highway safety issue within the study area that would be exacerbated by the additional vehicle and person trips generated by the proposals.

7.7 The proposed development generates fewer vehicle movements at relevant junctions than two nearby recently permitted developments. Neither permitted development was considered to have a severe impact at any junctions; and neither was required to provided, or contribute to, any mitigation measures. Therefore, highway improvements at these junctions, or contributions towards any improvements, cannot reasonably be justified.

7.8 To conclude, with reference to the NPPF, the development would provide opportunities for travel by sustainable transport modes, safe and suitable access can be achieved for all users, and the impact of development, in terms of highway safety and capacity, would not be severe. The development should not be prevented on highway grounds.

DRAWINGS



General Notes

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

Key

Adopted highway boundary

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

Client: Peveril Homes

Project: Hunts Lane, Desford

Title: Proposed Site Access Layout

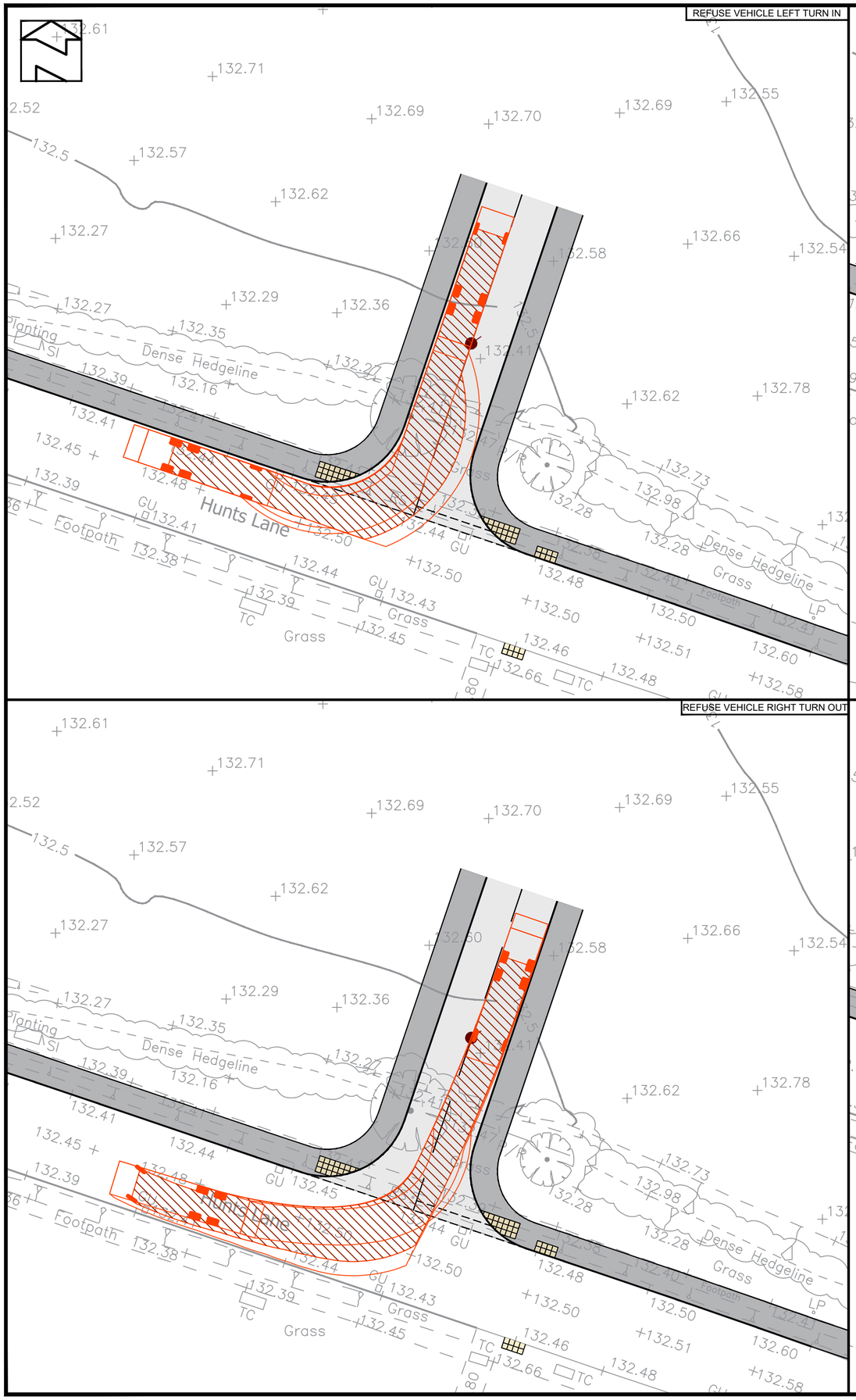
ADC INFRASTRUCTURE

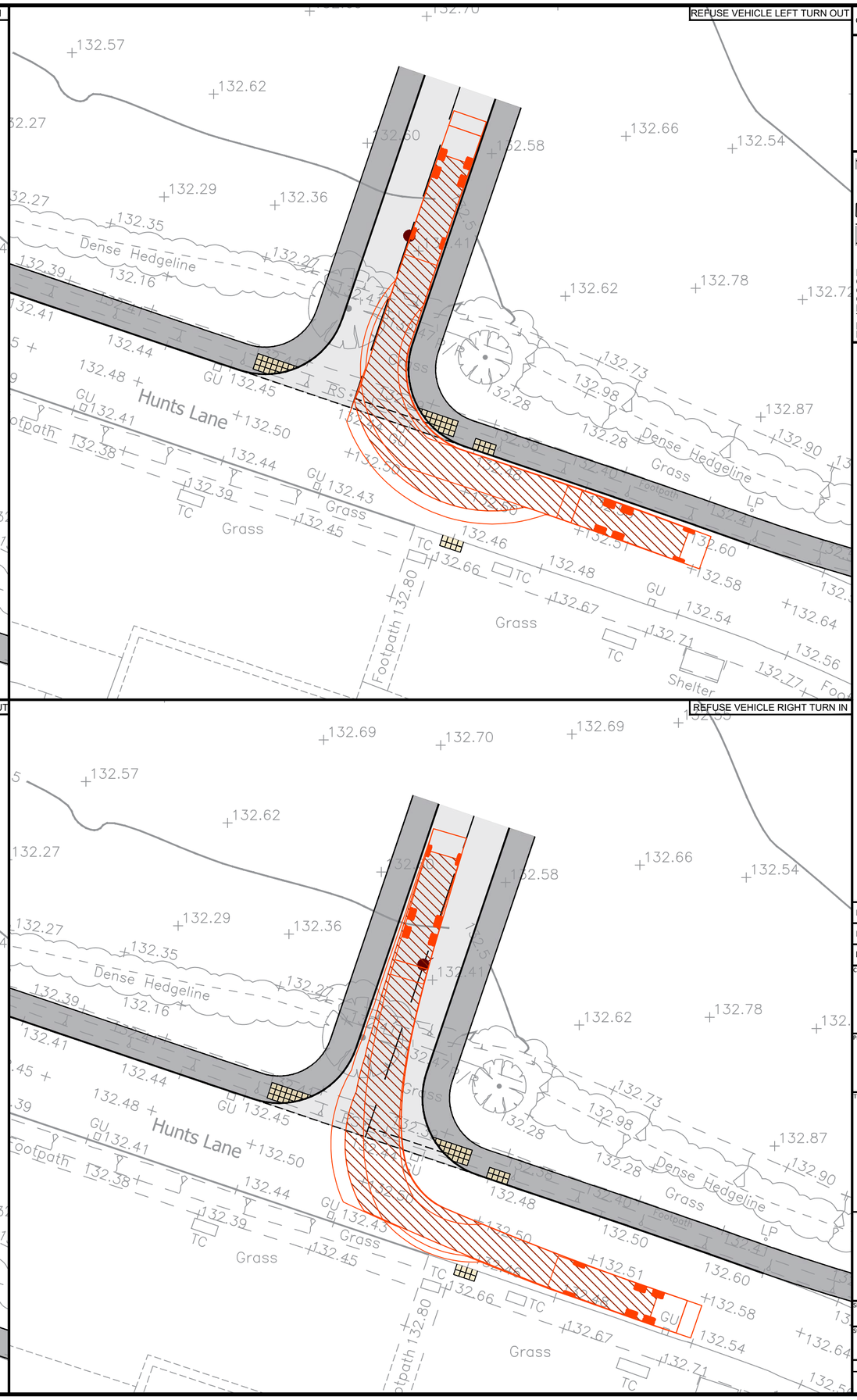
Size: A2

Scale: 1:500

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3964	ADC	HGN	XX	DR	CH	0100	S1	P03





General Notes

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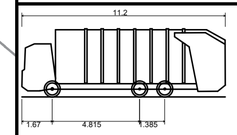


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Date	Description	Dr	Ch
P02	11.11.25	Updated following Stage One RSA	CD	JC
P01	03.11.25	Preliminary Issue	CD	JC

Client: Peveril Homes

Project: Hunts Lane, Desford

Title: Proposed Site Access Layout Swept Path Assessment

ADC INFRASTRUCTURE

Size: A2 | Scale: 1:250

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3964	ADC	HGN	XX	DR	CH	0130	S1	P02

APPENDIX A

ILLUSTRATIVE MASTERPLAN

Key

- Application site boundary
- Other land in control of applicant
- Existing (retained) trees & hedgerow
- Indicative proposed planting
- Open space
- Indicative surface water attenuation basin
- Existing Public Right of Way
- Proposed pedestrian link
- Proposed vehicular access
- Potential for children's play (LAP)
- Visual links
- Indicative extent of residential area

0 10 50 m

Peveril Homes
homes to build a life in

nineteen47
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

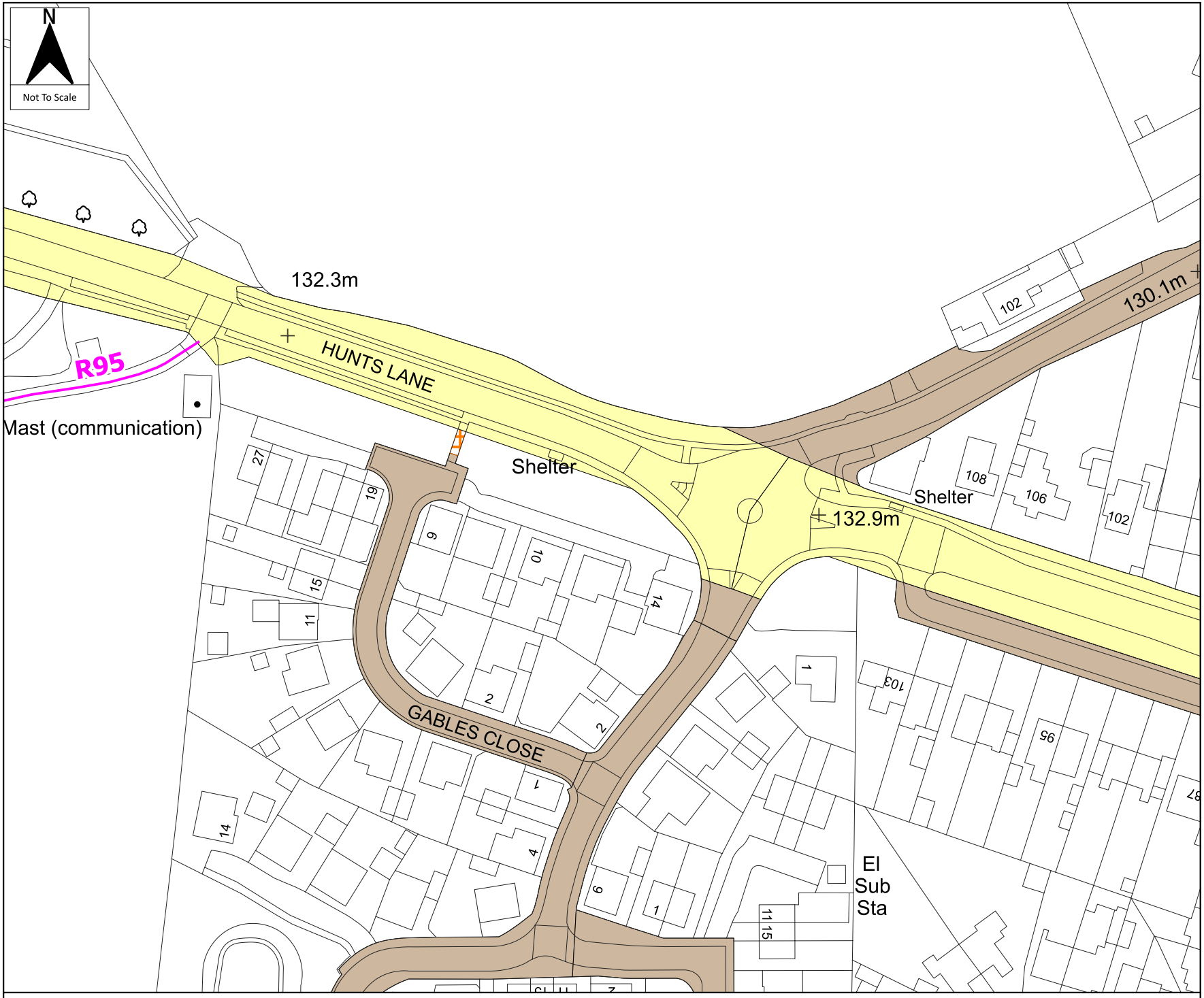
Project
Hunts Lane, Desford

Drawing Title
Illustrative Masterplan

Project Code	Drawing Nr	Rev
n1426	005	G
Date	Drawing Scale	
17.11.2025	1:1,250 @ A3	

APPENDIX B

ADOPTED HIGHWAY EXTENT PLAN



Key

Highway Status

Extents

- Adopted: Classified Route
- Adopted: Unclassified Route
- Requires Further Investigation

Public Rights of Way

- Footpath

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

Leicestershire County Council

ENVIRONMENT AND TRANSPORT DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

B582 Hunts Lane and Newbold Road, Desford

Reference	NDI/HRE/2510001
Drawing No.	100/A
Date Produced	09/10/2025

Highway Record Enquiries
County Hall, Glenfield, LE3 8RJ
0116 305 7189 | hre@leics.gov.uk

APPENDIX C

TRAFFIC SURVEY DATA

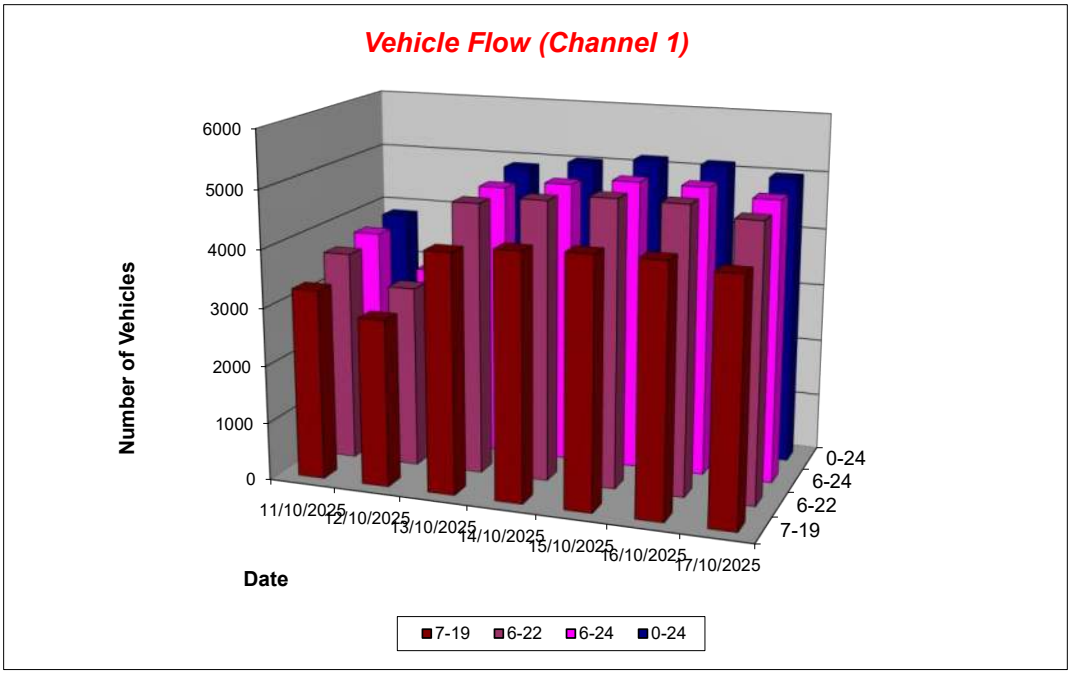
Desford ATC, Hunts Lane

Produced by Road Data Services Ltd.

Channel 1 - Eastbound | **Vehicle Flow** | **Week 1**

Hr Ending	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	Weekday Average	Average
1	23	33	7	10	10	10	8	9	14
2	12	9	5	5	4	5	4	5	6
3	6	4	4	9	6	2	9	6	6
4	7	14	6	6	11	8	4	7	8
5	13	9	19	18	21	15	19	18	16
6	31	22	96	106	104	104	92	100	79
7	57	33	261	285	282	271	226	265	202
8	102	55	557	575	550	566	456	541	409
9	220	109	544	570	546	545	480	537	431
10	239	236	313	360	355	319	295	328	302
11	301	261	270	269	265	250	271	265	270
12	310	277	237	215	252	260	274	248	261
13	370	343	264	288	251	226	313	268	294
14	305	286	235	232	263	234	280	249	262
15	321	306	259	292	312	276	349	298	302
16	299	313	417	407	413	421	446	421	388
17	318	305	402	412	432	457	408	422	391
18	299	237	389	369	393	444	340	387	353
19	205	165	242	254	256	288	261	260	239
20	136	105	157	144	160	187	173	164	152
21	91	79	94	87	120	113	105	104	98
22	75	33	57	69	93	75	78	74	69
23	70	31	29	34	35	31	66	39	42
24	39	11	17	17	19	26	35	23	23

7-19	3289	2893	4129	4243	4288	4286	4173	4224	3900
6-22	3648	3143	4698	4828	4943	4932	4755	4831	4421
6-24	3757	3185	4744	4879	4997	4989	4856	4893	4487
0-24	3849	3276	4881	5033	5153	5133	4992	5038	4617



Desford ATC, Hunts Lane

Produced by Road Data Services Ltd.

Channel 1 - Eastbound **Average Speed** **Week 1**

Hr Ending	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday
1	35.8	37.5	32.2	35.4	34.3	36.8	37.3
2	36.2	34.0	41.9	34.9	43.2	35.5	54.2
3	38.3	40.6	33.8	40.3	38.5	44.5	39.1
4	36.1	34.8	38.3	37.0	40.7	38.3	44.5
5	37.2	40.0	39.0	39.4	37.2	38.0	38.2
6	39.4	37.7	36.8	34.4	36.9	36.1	36.7
7	38.2	36.1	34.1	33.3	32.9	33.1	33.7
8	36.0	36.1	30.2	30.6	30.4	29.8	31.6
9	33.6	36.2	30.0	29.6	30.5	30.8	31.3
10	33.5	34.7	32.2	30.6	32.0	32.4	32.0
11	31.9	35.4	31.5	30.3	31.7	32.3	33.1
12	32.0	34.6	32.8	32.5	30.9	32.6	31.5
13	32.5	33.4	32.1	31.4	31.4	32.8	31.4
14	32.5	33.0	31.9	31.4	32.2	32.2	32.1
15	32.6	31.6	32.8	31.2	32.0	32.0	31.4
16	31.7	31.9	30.5	30.6	30.3	31.1	31.6
17	32.4	31.8	31.5	31.4	31.3	30.9	31.1
18	32.3	33.5	31.3	32.7	31.2	31.8	31.8
19	33.2	34.2	32.3	32.7	32.8	32.5	32.5
20	33.9	35.7	33.3	34.1	32.3	32.3	32.1
21	34.3	34.4	34.7	34.9	33.2	34.0	34.5
22	32.8	34.0	33.8	33.3	34.5	34.7	34.5
23	34.7	34.4	35.2	35.5	36.4	35.5	34.4
24	36.0	38.2	34.4	34.2	36.9	35.7	36.7
10-12	32.0	35.0	32.1	31.3	31.3	32.4	32.3
14-16	32.2	31.7	31.4	30.8	31.0	31.5	31.5
0-24	33.0	33.7	31.8	31.6	31.7	31.9	32.1

Mean (ALL)	32.2
Weekday Inter-Peak	31.5

Channel 1 - Eastbound **85th Percentile**

Hr Ending	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday
1	41.4	43.5	35.8	41.6	39.3	41.8	42.7
2	42.2	39.0	47.4	44.1	47.5	42.2	64.0
3	47.0	49.6	38.8	48.2	43.5	50.7	49.7
4	48.6	39.5	47.5	40.0	45.5	41.3	51.2
5	44.6	46.9	45.6	46.6	43.4	45.6	47.1
6	44.8	43.5	43.3	41.0	43.5	43.0	43.0
7	45.1	42.3	38.9	38.2	38.8	38.7	39.4
8	42.2	42.7	35.2	35.4	35.8	35.1	36.7
9	38.7	42.2	35.8	35.1	36.1	36.1	36.7
10	39.3	40.4	37.9	36.0	37.1	37.3	37.2
11	37.6	40.7	37.1	35.4	37.0	38.5	38.5
12	37.2	40.4	37.4	38.5	36.8	37.6	37.8
13	38.4	38.9	38.0	36.8	37.6	38.8	36.8
14	38.5	38.9	37.0	37.4	38.2	38.4	37.3
15	37.7	39.2	38.3	37.0	37.1	37.8	36.8
16	36.2	37.4	36.4	35.7	36.1	36.8	36.9
17	37.7	37.8	36.6	36.7	36.3	37.0	36.6
18	38.1	39.7	37.3	37.5	36.7	36.6	38.3
19	38.2	40.1	37.9	37.9	37.6	37.5	37.2
20	39.3	40.9	39.1	39.5	37.5	37.5	37.8
21	40.3	41.4	40.0	40.3	39.4	41.0	40.4
22	38.6	40.4	40.0	38.7	39.8	40.3	40.1
23	41.0	43.5	42.3	42.2	43.0	42.5	40.9
24	41.1	44.5	40.6	43.9	44.9	42.4	43.7
10-12	37.4	40.6	37.3	36.9	36.9	38.0	38.2
14-16	37.0	38.3	37.3	36.2	36.6	37.3	36.8
0-24	38.7	40.0	37.6	37.2	37.5	37.7	37.9

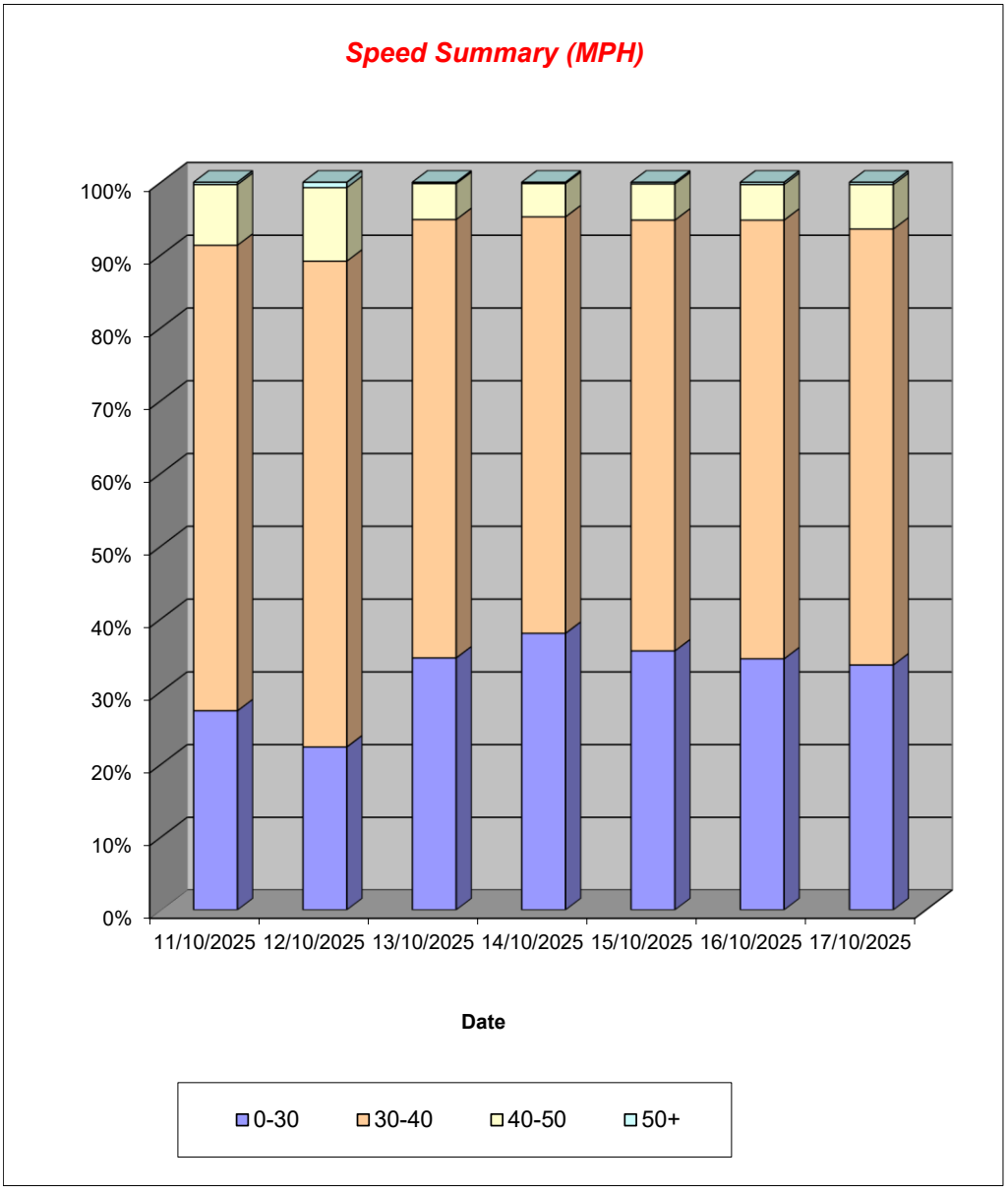
85th %ile (ALL)	38.0
Weekday Inter-Peak	37.1

Desford ATC, Hunts Lane

Produced by Road Data Services Ltd.

Channel 1 - Eastbound | **Speed Summary** | **Week 1**

Speed (MPH)	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday
0-30	1054	734	1691	1914	1835	1772	1681
30-40	2462	2187	2940	2880	3050	3094	2990
40-50	321	331	241	230	256	251	305
50+	12	24	9	9	12	16	16
TOTAL	**3849**	**3276**	**4881**	**5033**	**5153**	**5133**	**4992**



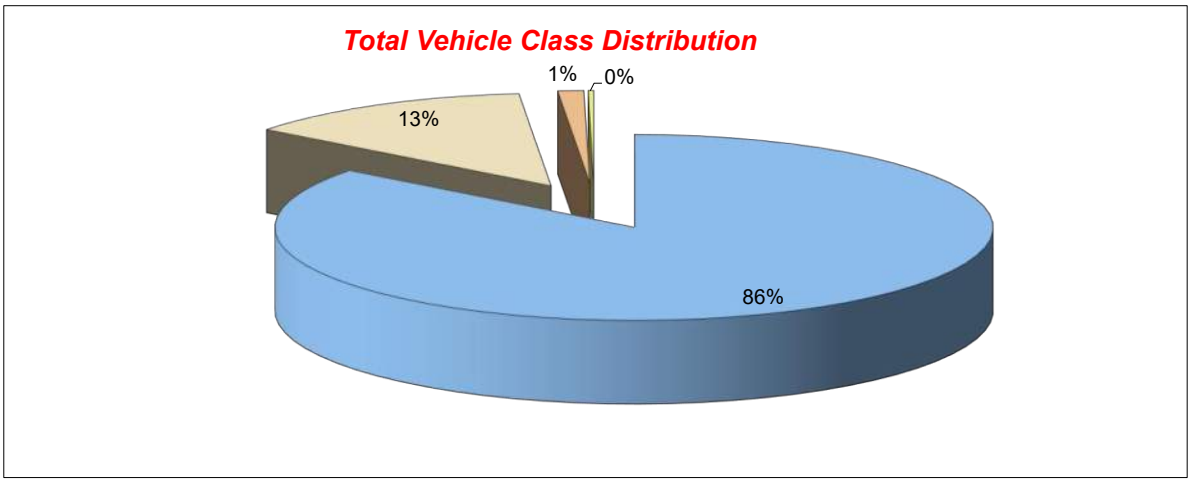
Desford ATC, Hunts Lane

Produced by Road Data Services Ltd.

Channel 1 - Eastbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
11/10/2025					
7-19	2915	345	24	5	3289
6-22	3231	384	28	5	3648
6-24	3333	391	28	5	3757
0-24	3409	407	28	-5	3839
12/10/2025					
7-19	2591	282	14	6	2893
6-22	2813	310	14	6	3143
6-24	2851	314	14	6	3185
0-24	2927	329	14	6	3276
13/10/2025					
7-19	3473	592	54	10	4129
6-22	3960	670	57	11	4698
6-24	4002	674	57	11	4744
0-24	4111	701	58	11	4881
14/10/2025					
7-19	3567	589	72	15	4243
6-22	4063	670	77	18	4828
6-24	4108	676	77	18	4879
0-24	4237	700	78	18	5033
15/10/2025					
7-19	3595	614	63	16	4288
6-22	4154	702	70	17	4943
6-24	4201	709	70	17	4997
0-24	4330	734	72	17	5153
16/10/2025					
7-19	3628	579	68	11	4286
6-22	4184	662	74	12	4932
6-24	4234	669	74	12	4989
0-24	4359	688	74	12	5133
17/10/2025					
7-19	3515	584	50	24	4173
6-22	4015	659	56	25	4755
6-24	4107	668	56	25	4856
0-24	4221	690	56	25	4992

Average					
7-19	3326	512	49	12	3900
6-22	3774	580	54	13	4421
6-24	3834	586	54	13	4487
0-24	3942	607	54	12	4615

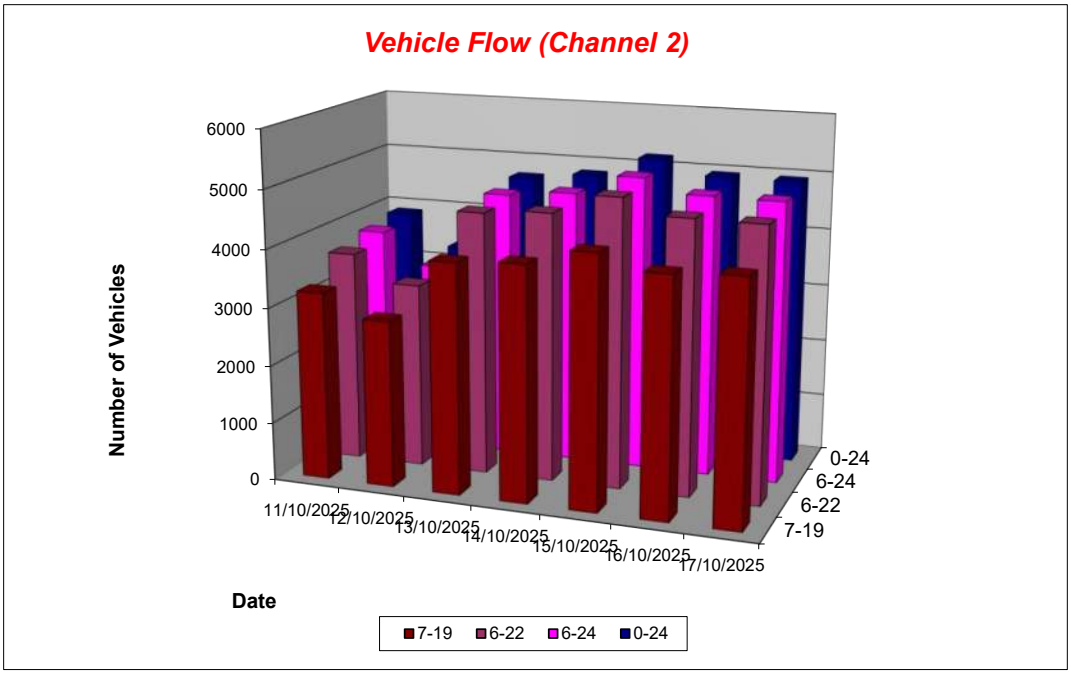


Desford ATC, Hunts Lane

Produced by Road Data Services Ltd.

Channel 2 - Westbound | **Vehicle Flow** | **Week 1**

Hr Ending	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday	Weekday Average	Average
1	25	29	5	15	14	20	20	15	18
2	21	14	5	4	10	9	9	7	10
3	8	12	11	16	13	14	14	14	13
4	9	11	9	5	6	8	6	7	8
5	12	8	8	6	7	4	2	5	7
6	18	9	44	51	57	48	54	51	40
7	41	24	140	131	133	127	121	130	102
8	110	67	330	355	374	294	289	328	260
9	170	102	323	330	374	370	340	347	287
10	255	241	246	227	261	264	256	251	250
11	326	253	233	222	282	239	281	251	262
12	338	309	245	226	247	219	296	247	269
13	337	347	245	243	242	255	311	259	283
14	335	342	262	286	278	269	331	285	300
15	290	277	355	363	364	340	379	360	338
16	293	237	467	463	484	466	474	471	412
17	255	270	498	519	507	547	470	508	438
18	284	227	470	503	527	503	403	481	417
19	255	197	285	291	370	301	302	310	286
20	150	136	205	201	263	247	206	224	201
21	124	106	129	143	147	153	143	143	135
22	84	58	102	114	108	108	90	104	95
23	93	48	51	74	75	95	90	77	75
24	47	14	30	31	36	42	47	37	35
7-19	3248	2869	3959	4028	4310	4067	4132	4099	3802
6-22	3647	3193	4535	4617	4961	4702	4692	4701	4335
6-24	3787	3255	4616	4722	5072	4839	4829	4816	4446
0-24	3880	3338	4698	4819	5179	4942	4934	4914	4541



Desford ATC, Hunts Lane

Produced by Road Data Services Ltd.

Channel 2 - Westbound **Average Speed** **Week 1**

Hr Ending	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday
1	37.5	36.5	34.8	37.7	39.5	36.0	38.5
2	41.2	35.5	35.8	34.1	37.6	41.1	39.9
3	37.9	35.4	37.0	39.3	40.9	39.1	39.4
4	35.7	32.5	36.8	30.2	40.6	37.1	36.4
5	35.9	40.5	36.7	36.3	36.8	35.1	34.4
6	35.7	31.1	36.4	36.4	36.8	36.9	36.7
7	37.1	35.9	34.1	35.3	35.5	34.8	36.1
8	34.9	35.1	34.2	32.5	33.2	33.9	33.5
9	33.6	35.1	33.6	32.5	33.7	33.0	33.3
10	33.5	32.8	34.1	31.8	33.2	32.7	32.5
11	32.5	34.0	32.0	32.5	32.1	32.6	33.9
12	33.6	32.7	33.0	33.2	32.4	32.6	33.1
13	33.6	33.7	33.2	33.4	32.8	33.4	32.4
14	33.3	34.0	31.7	33.2	32.7	32.3	32.5
15	34.1	33.4	33.5	32.6	32.8	33.6	32.8
16	34.1	33.9	33.6	33.4	32.2	33.9	33.9
17	34.7	34.3	33.9	34.1	33.4	33.6	33.8
18	34.5	34.9	34.4	34.6	33.9	34.1	34.7
19	34.8	34.6	34.1	35.0	34.2	34.5	34.4
20	35.8	35.8	34.6	35.7	34.9	34.4	35.6
21	35.5	36.3	35.8	36.1	35.7	36.1	35.8
22	34.6	36.1	36.3	36.2	36.3	36.9	37.3
23	34.7	36.9	35.6	36.4	36.3	36.4	35.7
24	36.2	38.8	36.4	36.4	35.8	35.5	36.2
10-12	33.1	33.3	32.5	32.9	32.2	32.6	33.5
14-16	34.1	33.6	33.6	33.1	32.5	33.8	33.4
0-24	34.2	34.2	33.8	33.8	33.6	33.9	33.9

Average (ALL)	33.9
Weekday Inter-Peak	33.1

Channel 2 - Westbound **85th Percentile**

Hr Ending	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday
1	44.5	41.6	39.8	43.2	45.4	43.5	45.6
2	49.9	40.0	40.3	39.9	41.1	47.0	47.5
3	44.8	42.0	43.5	45.4	47.3	45.6	48.2
4	43.0	38.8	42.9	34.2	47.2	45.3	42.3
5	41.4	45.2	42.1	40.1	39.6	38.4	35.5
6	43.0	35.6	42.0	41.7	42.8	41.4	42.3
7	44.0	40.9	38.5	40.0	39.7	39.1	40.0
8	40.6	40.3	38.3	38.8	38.3	38.9	39.0
9	39.6	41.0	38.6	37.7	38.5	37.8	38.1
10	38.4	37.4	38.9	36.9	38.1	37.7	38.0
11	37.4	38.5	37.2	37.1	37.3	38.1	39.2
12	38.3	38.1	38.1	38.0	37.0	38.1	38.5
13	39.2	38.9	37.3	38.1	37.4	38.3	37.2
14	38.1	38.7	36.2	38.1	37.3	38.2	37.9
15	39.2	38.9	38.2	37.1	38.3	37.9	38.0
16	39.3	38.8	38.2	38.2	38.7	38.5	38.5
17	39.6	38.6	38.9	38.6	38.5	38.4	38.4
18	39.6	39.3	39.7	39.6	38.2	38.6	39.5
19	39.9	39.7	38.6	39.5	39.5	39.7	39.9
20	41.1	40.9	39.4	41.0	39.9	40.6	41.3
21	41.6	42.4	41.3	41.1	40.3	41.7	41.4
22	38.8	41.3	41.9	41.3	42.6	43.0	43.8
23	41.8	42.2	40.1	42.2	40.9	42.0	41.1
24	41.2	43.9	41.2	41.5	41.9	41.1	40.9
10-12	37.9	38.4	37.7	37.6	37.1	38.1	38.9
14-16	39.3	38.8	38.3	37.8	38.6	38.3	38.3
0-24	39.6	39.3	38.7	39.0	38.9	39.1	39.2

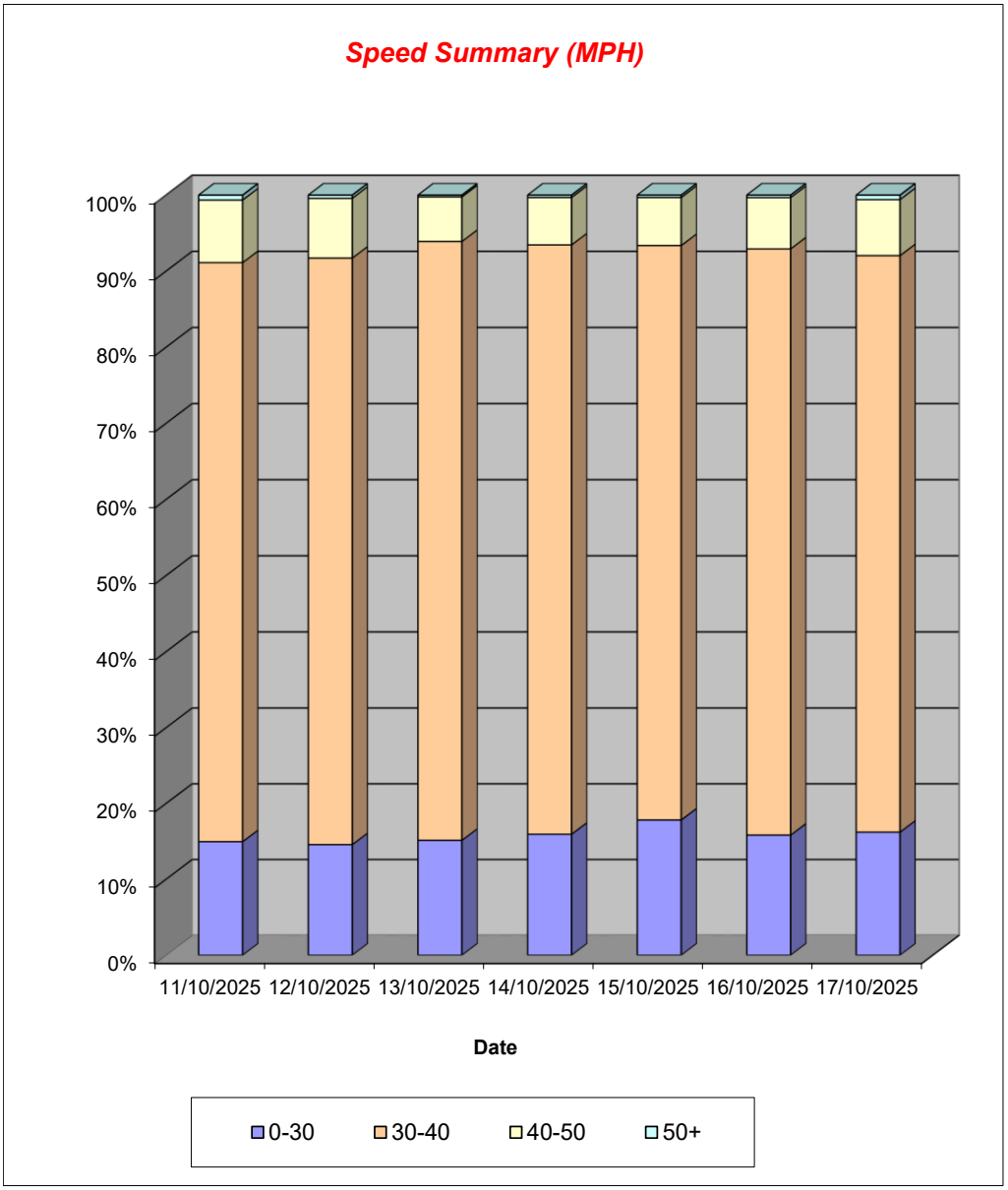
85th %ile (ALL)	39.1
Weekday Inter-Peak	38.2

Desford ATC, Hunts Lane

Produced by Road Data Services Ltd.

Channel 2 - Westbound | **Speed Summary** | **Week 1**

Speed (MPH)	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	16/10/2025 Thursday	17/10/2025 Friday
0-30	581	487	712	769	924	783	801
30-40	2955	2575	3700	3735	3912	3810	3741
40-50	319	262	275	300	327	333	363
50+	25	14	11	15	16	16	29
TOTAL	**3880**	**3338**	**4698**	**4819**	**5179**	**4942**	**4934**



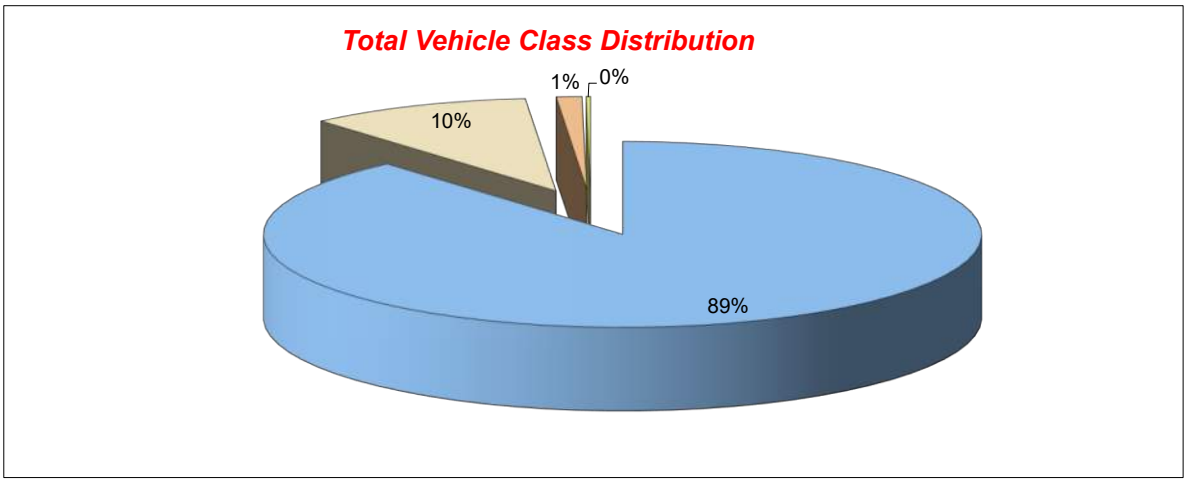
Desford ATC, Hunts Lane

Produced by Road Data Services Ltd.

Channel 2 - Westbound | **Vehicle Class** | **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
11/10/2025					
7-19	2972	248	26	2	**3248**
6-22	3337	278	29	3	**3647**
6-24	3472	281	31	3	**3787**
0-24	3552	294	31	3	**3880**
12/10/2025					
7-19	2666	191	10	2	**2869**
6-22	2973	207	11	2	**3193**
6-24	3033	209	11	2	**3255**
0-24	3111	214	11	2	**3338**
13/10/2025					
7-19	3447	439	64	9	**3959**
6-22	3958	500	68	9	**4535**
6-24	4035	504	68	9	**4616**
0-24	4109	512	68	9	**4698**
14/10/2025					
7-19	3517	448	54	9	**4028**
6-22	4038	509	59	11	**4617**
6-24	4138	514	59	11	**4722**
0-24	4226	522	60	11	**4819**
15/10/2025					
7-19	3747	491	60	12	**4310**
6-22	4332	552	64	13	**4961**
6-24	4434	560	65	13	**5072**
0-24	4528	573	65	13	**5179**
16/10/2025					
7-19	3545	447	64	11	**4067**
6-22	4114	506	68	14	**4702**
6-24	4242	515	68	14	**4839**
0-24	4334	524	70	14	**4942**
17/10/2025					
7-19	3577	483	59	13	**4132**
6-22	4079	536	63	14	**4692**
6-24	4211	541	63	14	**4829**
0-24	4308	548	64	14	**4934**

Average					
7-19	3353	392	48	8	**3802**
6-22	3833	441	52	9	**4335**
6-24	3938	446	52	9	**4446**
0-24	4024	455	53	9	**4541**



Road Data Services Ltd

Desford
Tuesday 14th October 2025
Junction: 1
Approach: Newbold Road

	Left to Manor Road									Ahead to Lockeymead Drive									Right to Hunts Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
07:15 - 07:30	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	2	1	0	0	0	3	3.0
07:45 - 08:00	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0.0	0	0	5	1	0	0	0	6	6.0
Hourly Total	**0**	**0**	**18**	**0**	**2**	**0**	**0**	**20**	**21.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**	**12.0**
08:00 - 08:15	0	0	4	0	0	0	0	4	4.0	0	0	0	2	0	0	0	2	2.0	0	0	3	0	0	0	0	3	3.0
08:15 - 08:30	0	0	6	1	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0	0	0	2	1	0	0	0	3	3.0
08:30 - 08:45	0	0	20	0	0	0	0	20	20.0	0	0	1	0	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0
08:45 - 09:00	0	0	5	1	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0	0	0	1	1	0	0	0	2	2.0
Hourly Total	**0**	**0**	**35**	**2**	**0**	**0**	**0**	**37**	**37.0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**10.0**
09:00 - 09:15	0	0	11	0	0	0	0	11	11.0	0	0	1	0	0	0	0	1	1.0	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	4	0	2	0	0	6	7.0
09:30 - 09:45	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
09:45 - 10:00	0	0	2	0	0	0	0	2	2.0	0	0	0	2	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**21.0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**3.0**	**0**	**0**	**8**	**1**	**2**	**0**	**0**	**11**	**12.0**
TOTAL	**0**	**0**	**74**	**2**	**2**	**0**	**0**	**78**	**79.0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**7**	**7.0**	**0**	**0**	**26**	**5**	**2**	**0**	**0**	**33**	**34.0**
16:00 - 16:15	0	0	7	0	0	0	0	7	7.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	1	0	0	1	1.5
16:15 - 16:30	0	0	8	2	0	0	0	10	10.0	0	0	2	1	0	0	0	3	3.0	0	0	0	1	0	0	0	1	1.0
16:30 - 16:45	0	0	8	4	0	0	0	12	12.0	0	0	2	0	0	0	0	2	2.0	0	1	1	0	0	0	0	2	1.4
16:45 - 17:00	0	0	11	1	0	0	0	12	12.0	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**34**	**7**	**0**	**0**	**0**	**41**	**41.0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**9.0**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**5**	**4.9**
17:00 - 17:15	0	0	9	0	0	0	0	9	9.0	0	0	2	0	0	0	0	2	2.0	0	0	4	1	1	0	0	6	6.5
17:15 - 17:30	0	0	12	1	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0
17:30 - 17:45	0	0	5	1	0	0	0	6	6.0	0	0	1	1	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0
17:45 - 18:00	0	0	6	2	0	0	0	8	8.0	0	0	2	0	0	0	0	2	2.0	0	0	0	1	0	0	0	1	1.0
Hourly Total	**0**	**0**	**32**	**4**	**0**	**0**	**0**	**36**	**36.0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**	**0**	**0**	**10**	**2**	**1**	**0**	**0**	**13**	**13.5**
18:00 - 18:15	0	0	6	0	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0
18:15 - 18:30	0	0	9	0	0	0	0	9	9.0	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
18:30 - 18:45	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	0	3	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**26.0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**
TOTAL	**0**	**0**	**92**	**11**	**0**	**0**	**0**	**103**	**103.0**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**20**	**20.0**	**0**	**1**	**17**	**3**	**2**	**0**	**0**	**23**	**23.4**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Desford
Tuesday 14th October 2025
Junction: 1
Approach: Manor Road

	Left to Lockeymead Drive									Ahead to Hunts Lane									Right to Newbold Road								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	2	0	0	0	0	2	2.0	0	0	34	19	3	0	0	56	57.5	0	0	3	0	0	0	0	3	3.0
07:15 - 07:30	0	0	2	0	0	0	0	2	2.0	0	0	68	22	0	0	2	92	94.0	0	0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	0	7	2	0	0	0	9	9.0	0	0	75	25	2	1	0	103	105.3	0	0	5	1	0	0	0	6	6.0
07:45 - 08:00	0	0	2	0	0	0	0	2	2.0	0	0	73	4	1	0	0	78	78.5	0	0	4	2	0	0	0	6	6.0
Hourly Total	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**15**	**15.0**	**0**	**0**	**250**	**70**	**6**	**1**	**2**	**329**	**335.3**	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**17**	**17.0**
08:00 - 08:15	0	0	3	0	0	0	0	3	3.0	0	1	54	10	1	1	0	67	68.2	0	0	4	2	0	0	0	6	6.0
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	55	19	1	0	2	77	79.5	0	0	6	0	0	0	0	6	6.0
08:30 - 08:45	0	0	5	0	0	0	0	5	5.0	0	0	67	19	1	0	2	89	91.5	0	0	3	0	0	0	0	3	3.0
08:45 - 09:00	0	0	6	1	0	0	0	7	7.0	1	0	62	12	7	1	0	83	87.0	0	0	10	0	0	0	0	10	10.0
Hourly Total	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**17**	**17.0**	**1**	**1**	**238**	**60**	**10**	**2**	**4**	**316**	**326.2**	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**25**	**25.0**
09:00 - 09:15	0	0	7	0	0	0	0	7	7.0	0	0	39	9	2	1	1	52	55.3	0	0	2	0	0	0	0	2	2.0
09:15 - 09:30	0	0	2	2	0	0	0	4	4.0	0	0	45	9	1	1	0	56	57.8	0	0	2	1	0	0	0	3	3.0
09:30 - 09:45	0	0	4	0	0	0	0	4	4.0	0	1	35	11	1	0	1	49	49.9	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	4	1	0	0	0	5	5.0	0	1	41	7	2	2	0	53	56.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	**0**	**0**	**17**	**3**	**0**	**0**	**0**	**20**	**20.0**	**0**	**2**	**160**	**36**	**6**	**4**	**2**	**210**	**219.0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**8**	**8.0**
TOTAL	**0**	**0**	**46**	**6**	**0**	**0**	**0**	**52**	**52.0**	**1**	**3**	**648**	**166**	**22**	**7**	**8**	**855**	**880.5**	**0**	**0**	**43**	**7**	**0**	**0**	**0**	**50**	**50.0**
16:00 - 16:15	0	0	9	2	0	0	0	11	11.0	0	2	86	17	0	5	0	110	115.3	0	0	6	0	0	0	0	6	6.0
16:15 - 16:30	0	0	7	2	0	0	0	9	9.0	0	1	115	19	1	0	0	136	135.9	0	0	6	0	0	0	0	6	6.0
16:30 - 16:45	0	0	19	0	0	0	0	19	19.0	0	0	107	14	0	0	1	122	123.0	0	0	7	1	0	0	0	8	8.0
16:45 - 17:00	0	0	15	1	0	0	0	16	16.0	0	1	116	15	0	0	1	133	133.4	0	0	5	2	0	0	0	7	7.0
Hourly Total	**0**	**0**	**50**	**5**	**0**	**0**	**0**	**55**	**55.0**	**0**	**4**	**424**	**65**	**1**	**5**	**2**	**501**	**507.6**	**0**	**0**	**24**	**3**	**0**	**0**	**0**	**27**	**27.0**
17:00 - 17:15	0	0	14	4	0	0	0	18	18.0	0	0	118	14	1	0	0	133	133.5	0	0	6	2	0	0	0	8	8.0
17:15 - 17:30	0	0	15	0	0	0	0	15	15.0	0	0	98	15	0	0	0	113	113.0	0	0	5	0	0	0	0	5	5.0
17:30 - 17:45	0	0	14	1	0	0	0	15	15.0	0	2	114	7	2	1	0	126	127.1	0	0	2	0	0	0	0	2	2.0
17:45 - 18:00	0	0	9	1	0	0	0	10	10.0	0	2	102	6	0	0	1	111	110.8	0	0	4	0	0	0	0	4	4.0
Hourly Total	**0**	**0**	**52**	**6**	**0**	**0**	**0**	**58**	**58.0**	**0**	**4**	**432**	**42**	**3**	**1**	**1**	**483**	**484.4**	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**19**	**19.0**
18:00 - 18:15	0	0	8	0	0	0	0	8	8.0	0	0	95	6	0	0	0	101	101.0	0	0	8	0	0	0	0	8	8.0
18:15 - 18:30	0	0	6	1	0	0	0	7	7.0	0	1	65	5	0	0	0	71	70.4	0	0	6	0	0	0	0	6	6.0
18:30 - 18:45	0	0	13	0	0	0	0	13	13.0	0	0	57	8	0	0	0	65	65.0	0	0	2	0	0	0	0	2	2.0
18:45 - 19:00	0	0	9	1	0	0	0	10	10.0	0	1	43	2	0	0	1	47	47.4	0	0	4	0	0	0	0	4	4.0
Hourly Total	**0**	**0**	**36**	**2**	**0**	**0**	**0**	**38**	**38.0**	**0**	**2**	**260**	**21**	**0**	**0**	**1**	**284**	**283.8**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**20.0**
TOTAL	**0**	**0**	**138**	**13**	**0**	**0**	**0**	**151**	**151.0**	**0**	**10**	**1116**	**128**	**4**	**6**	**4**	**1268**	**1275.8**	**0**	**0**	**61**	**5**	**0**	**0**	**0**	**66**	**66.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Desford
Tuesday 14th October 2025
Junction: 1
Approach: Lockeymead Drive

	Left to Hunts Lane									Ahead to Newbold Road									Right to Manor Road								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0	0	0	9	0	0	0	0	9	9.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0	0	0	13	0	0	0	0	13	13.0
07:30 - 07:45	0	0	6	0	0	0	0	6	6.0	0	0	1	1	0	0	0	2	2.0	0	0	13	1	0	0	0	14	14.0
07:45 - 08:00	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	14	2	0	0	0	16	16.0
Hourly Total	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**16.0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**49**	**3**	**0**	**0**	**0**	**52**	**52.0**
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0	0	0	9	2	0	0	0	11	11.0
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	0	3	0	0	0	0	3	3.0	0	0	14	3	0	0	0	17	17.0
08:30 - 08:45	0	0	4	0	0	0	0	4	4.0	0	0	4	0	0	0	0	4	4.0	0	0	14	1	0	0	0	15	15.0
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**7.0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**9.0**	**0**	**0**	**46**	**6**	**0**	**0**	**0**	**52**	**52.0**
09:00 - 09:15	0	0	3	1	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0	0	0	7	1	0	0	0	8	8.0
09:15 - 09:30	0	0	3	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0	0	0	6	0	0	0	0	6	6.0
09:30 - 09:45	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	4	2	0	0	0	6	6.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**10.0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**21**	**3**	**0**	**0**	**0**	**24**	**24.0**
TOTAL	**0**	**0**	**32**	**1**	**0**	**0**	**0**	**33**	**33.0**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**18**	**18.0**	**0**	**0**	**116**	**12**	**0**	**0**	**0**	**128**	**128.0**
16:00 - 16:15	0	0	3	2	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	8	1	0	0	0	9	9.0
16:15 - 16:30	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	5	1	0	0	0	6	6.0
16:30 - 16:45	0	0	8	0	0	0	0	8	8.0	0	0	1	0	0	0	0	1	1.0	0	0	9	2	0	0	0	11	11.0
16:45 - 17:00	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	12	0	0	0	0	12	12.0
Hourly Total	**0**	**0**	**16**	**3**	**0**	**0**	**0**	**19**	**19.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**34**	**4**	**0**	**0**	**0**	**38**	**38.0**
17:00 - 17:15	0	0	4	2	0	0	0	6	6.0	0	0	0	1	0	0	0	1	1.0	0	0	10	1	0	0	0	11	11.0
17:15 - 17:30	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	9	0	0	0	0	9	9.0
17:30 - 17:45	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	10	2	0	0	0	12	12.0
17:45 - 18:00	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	6	0	0	0	0	6	6.0
Hourly Total	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**	**13.0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**35**	**3**	**0**	**0**	**0**	**38**	**38.0**
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0	0	0	8	1	0	0	0	9	9.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	10	0	0	0	0	10	10.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	6	2	0	0	0	8	8.0
18:45 - 19:00	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	6	1	0	0	0	7	7.0
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**6.0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**30**	**4**	**0**	**0**	**0**	**34**	**34.0**
TOTAL	**0**	**0**	**31**	**7**	**0**	**0**	**0**	**38**	**38.0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**	**0**	**0**	**99**	**11**	**0**	**0**	**0**	**110**	**110.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Desford
Tuesday 14th October 2025
Junction: 1
Approach: Hunts Lane

	Left to Newbold Road									Ahead to Manor Road									Right to Lockeymead Drive								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	1	108	21	4	0	1	135	137.4	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	117	14	3	0	0	134	135.5	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	3	0	2	0	0	5	6.0	0	1	137	18	2	0	0	158	158.4	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	2	0	0	0	0	2	2.0	0	1	122	18	2	1	1	145	147.7	0	0	3	0	0	0	0	3	3.0
Hourly Total	**0**	**0**	**7**	**0**	**2**	**0**	**0**	**9**	**10.0**	**0**	**3**	**484**	**71**	**11**	**1**	**2**	**572**	**579.0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	2	133	15	2	1	1	154	156.1	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	4	0	0	0	0	4	4.0	0	0	129	17	2	2	2	152	157.6	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	1	0	0	0	1	1.0	0	1	121	13	1	2	1	139	142.5	0	0	3	1	0	0	0	4	4.0
08:45 - 09:00	0	0	2	0	0	0	0	2	2.0	0	0	96	16	4	1	0	117	120.3	0	0	0	1	0	0	0	1	1.0
Hourly Total	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**8.0**	**0**	**3**	**479**	**61**	**9**	**6**	**4**	**562**	**576.5**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**5.0**
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	0	2	85	16	4	1	1	109	112.1	0	0	0	1	0	0	0	1	1.0
09:15 - 09:30	0	0	3	0	0	0	0	3	3.0	0	0	76	17	3	1	0	97	99.8	0	0	1	1	0	0	0	2	2.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	61	16	4	1	0	82	85.3	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	1	1	0	0	0	2	2.0	0	0	56	7	2	1	0	66	68.3	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**	**0**	**2**	**278**	**56**	**13**	**4**	**1**	**354**	**365.5**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**4.0**
TOTAL	**0**	**0**	**19**	**2**	**2**	**0**	**0**	**23**	**24.0**	**0**	**8**	**1241**	**188**	**33**	**11**	**7**	**1488**	**1521.0**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**12**	**12.0**
16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	0	64	14	3	0	0	81	82.5	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	0	0	2	1	0	0	0	3	3.0	0	0	69	15	1	0	1	86	87.5	0	0	6	1	0	0	0	7	7.0
16:30 - 16:45	0	0	5	0	0	0	0	5	5.0	0	0	101	17	0	0	0	118	118.0	0	0	6	0	0	0	0	6	6.0
16:45 - 17:00	0	0	5	0	0	0	0	5	5.0	0	0	85	11	0	1	0	97	98.3	0	0	4	0	0	0	0	4	4.0
Hourly Total	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**14.0**	**0**	**0**	**319**	**57**	**4**	**1**	**1**	**382**	**386.3**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**18**	**18.0**
17:00 - 17:15	0	0	2	0	0	0	0	2	2.0	0	0	94	15	0	0	0	109	109.0	0	0	0	1	0	0	0	1	1.0
17:15 - 17:30	0	0	4	1	0	0	0	5	5.0	0	1	69	6	0	0	0	76	75.4	0	0	3	0	0	0	0	3	3.0
17:30 - 17:45	0	0	2	1	0	0	0	3	3.0	0	1	79	8	1	0	1	90	90.9	0	0	3	0	0	0	0	3	3.0
17:45 - 18:00	0	0	1	2	0	0	0	3	3.0	0	0	67	7	1	0	0	75	75.5	0	0	4	0	0	0	0	4	4.0
Hourly Total	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**	**13.0**	**0**	**2**	**309**	**36**	**2**	**0**	**1**	**350**	**350.8**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**11.0**
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	62	6	0	0	0	68	68.0	0	0	2	0	0	0	0	2	2.0
18:15 - 18:30	0	0	3	0	0	0	0	3	3.0	0	0	46	4	0	0	0	50	50.0	0	0	2	0	0	0	0	2	2.0
18:30 - 18:45	0	0	1	0	0	0	0	1	1.0	0	0	65	5	0	0	1	71	72.0	0	0	1	1	0	0	0	2	2.0
18:45 - 19:00	0	0	2	0	0	0	0	2	2.0	0	0	43	6	0	0	0	49	49.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**8.0**	**0**	**0**	**216**	**21**	**0**	**0**	**1**	**238**	**239.0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**8.0**
TOTAL	**0**	**0**	**30**	**5**	**0**	**0**	**0**	**35**	**35.0**	**0**	**2**	**844**	**114**	**6**	**1**	**3**	**970**	**976.1**	**0**	**0**	**34**	**3**	**0**	**0**	**0**	**37**	**37.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

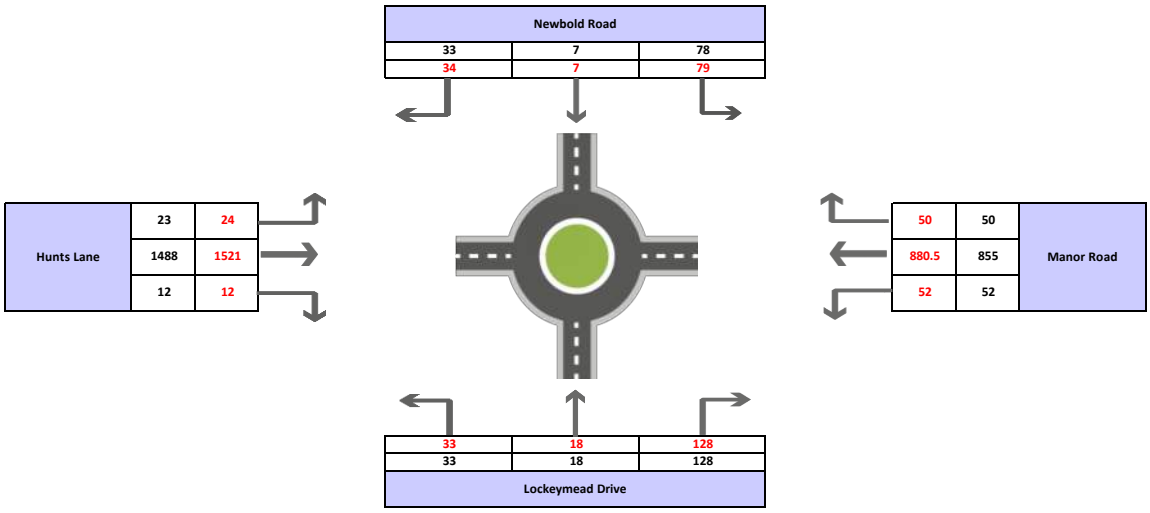
From: 1) 07:00 Show Peak Hour:

To: 1) 10:00 Show PCUs:

Class: All Vehicles Show Session 2

Tuesday 14th October 2025

PCUs



Road Data Services Ltd

Desford
Tuesday 14th October 2025
Junction: 2
Approach: Main Street

	Left to High Street (E)									Ahead to High Street (S)									Right to Manor Road								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	8	1	0	0	0	9	9.0	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	14	3	0	0	0	17	17.0	0	0	7	3	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	17	3	0	0	0	20	20.0	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	1	22	3	2	0	0	28	28.4	0	0	22	4	0	0	0	26	26.0	0	0	1	1	0	0	0	2	2.0
Hourly Total	**0**	**1**	**61**	**10**	**2**	**0**	**0**	**74**	**74.4**	**0**	**0**	**44**	**7**	**0**	**0**	**0**	**51**	**51.0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2.0**
08:00 - 08:15	0	0	44	3	0	0	0	47	47.0	0	0	23	7	0	0	0	30	30.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	34	2	0	0	0	36	36.0	0	0	12	4	0	0	0	16	16.0	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	13	2	0	0	0	15	15.0	0	0	13	5	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	7	2	0	0	0	9	9.0	0	0	7	2	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**98**	**9**	**0**	**0**	**0**	**107**	**107.0**	**0**	**0**	**55**	**18**	**1**	**0**	**0**	**74**	**74.5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**
09:00 - 09:15	0	0	5	1	0	0	0	6	6.0	0	0	8	0	0	0	0	8	8.0	0	0	2	0	0	0	0	2	2.0
09:15 - 09:30	0	0	6	0	0	0	0	6	6.0	0	0	10	1	0	0	0	11	11.0	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	6	1	0	0	0	7	7.0	0	0	3	5	1	0	0	9	9.5	0	0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**25**	**25.0**	**0**	**0**	**21**	**6**	**1**	**0**	**0**	**28**	**28.5**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**8.0**
TOTAL	**0**	**1**	**182**	**21**	**2**	**0**	**0**	**206**	**206.4**	**0**	**0**	**120**	**31**	**2**	**0**	**0**	**153**	**154.0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**12.0**
16:00 - 16:15	3	0	10	3	0	0	0	16	13.6	0	0	9	0	0	0	0	9	9.0	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	0	1	9	0	0	0	0	10	9.4	0	0	6	3	0	0	0	9	9.0	0	0	3	0	0	0	0	3	3.0
16:30 - 16:45	0	0	18	3	0	0	0	21	21.0	0	0	9	1	0	0	0	10	10.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	10	1	0	0	0	11	11.0	0	0	10	1	0	0	0	11	11.0	0	0	3	1	0	0	0	4	4.0
Hourly Total	**3**	**1**	**47**	**7**	**0**	**0**	**0**	**58**	**55.0**	**0**	**0**	**34**	**5**	**0**	**0**	**0**	**39**	**39.0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**9.0**
17:00 - 17:15	0	0	16	2	0	1	0	19	20.3	0	0	17	2	0	0	0	19	19.0	0	0	2	0	0	0	0	2	2.0
17:15 - 17:30	0	0	13	2	0	0	0	15	15.0	0	0	11	1	0	0	0	12	12.0	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	12	2	0	0	0	14	14.0	0	0	9	1	0	0	0	10	10.0	0	0	1	1	0	0	0	2	2.0
17:45 - 18:00	0	0	11	1	0	0	0	12	12.0	0	0	5	2	0	0	0	7	7.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**52**	**7**	**0**	**1**	**0**	**60**	**61.3**	**0**	**0**	**42**	**6**	**0**	**0**	**0**	**48**	**48.0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**
18:00 - 18:15	0	0	7	0	0	0	0	7	7.0	0	0	14	1	0	0	0	15	15.0	0	0	4	0	0	0	0	4	4.0
18:15 - 18:30	0	0	7	0	0	0	0	7	7.0	0	0	5	0	0	0	0	5	5.0	0	0	2	0	0	0	0	2	2.0
18:30 - 18:45	0	0	10	2	0	0	0	12	12.0	0	0	10	0	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	6	0	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**30**	**2**	**0**	**0**	**0**	**32**	**32.0**	**0**	**0**	**30**	**1**	**0**	**0**	**0**	**31**	**31.0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**6.0**
TOTAL	**3**	**1**	**129**	**16**	**0**	**1**	**0**	**150**	**148.3**	**0**	**0**	**106**	**12**	**0**	**0**	**0**	**118**	**118.0**	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**21**	**21.0**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Desford
Tuesday 14th October 2025
Junction: 2
Approach: High Street East

	Left to High Street (S)									Ahead to Manor Road									Right to Main Street								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	22	4	0	0	0	26	26.0	0	0	38	23	4	0	0	65	67.0	0	0	3	0	0	0	0	3	3.0
07:15 - 07:30	0	0	26	6	0	0	0	32	32.0	0	0	65	13	0	0	1	79	80.0	0	0	3	0	1	0	0	4	4.5
07:30 - 07:45	0	0	37	7	0	1	0	45	46.3	0	0	72	17	3	1	1	94	97.8	0	0	7	1	0	0	0	8	8.0
07:45 - 08:00	0	0	46	11	1	0	0	58	58.5	0	0	69	18	5	2	0	94	99.1	0	0	9	1	0	0	0	10	10.0
Hourly Total	**0**	**0**	**131**	**28**	**1**	**1**	**0**	**161**	**162.8**	**0**	**0**	**244**	**71**	**12**	**3**	**2**	**332**	**343.9**	**0**	**0**	**22**	**2**	**1**	**0**	**0**	**25**	**25.5**
08:00 - 08:15	0	1	40	7	1	0	0	49	48.9	0	1	34	11	1	0	0	47	46.9	0	0	6	2	0	0	0	8	8.0
08:15 - 08:30	0	1	40	5	0	0	0	46	45.4	0	0	49	17	1	1	2	70	73.8	0	0	6	0	0	0	0	6	6.0
08:30 - 08:45	0	0	69	6	0	0	0	75	75.0	0	0	67	16	3	0	2	88	91.5	0	0	8	1	1	0	0	10	10.5
08:45 - 09:00	0	0	43	6	1	0	0	50	50.5	0	0	51	6	3	2	0	62	66.1	0	0	7	1	0	0	0	8	8.0
Hourly Total	**0**	**2**	**192**	**24**	**2**	**0**	**0**	**220**	**219.8**	**0**	**1**	**201**	**50**	**8**	**3**	**4**	**267**	**278.3**	**0**	**0**	**27**	**4**	**1**	**0**	**0**	**32**	**32.5**
09:00 - 09:15	0	1	21	6	1	0	0	29	28.9	0	0	39	7	1	1	1	49	51.8	0	0	13	0	0	0	0	13	13.0
09:15 - 09:30	0	0	15	11	0	0	0	26	26.0	0	0	33	12	2	1	0	48	50.3	0	0	5	1	0	0	0	6	6.0
09:30 - 09:45	0	0	17	4	1	0	0	22	22.5	0	1	30	11	1	0	1	44	44.9	0	0	6	0	0	0	0	6	6.0
09:45 - 10:00	0	0	15	1	0	0	0	16	16.0	0	1	38	5	3	1	1	49	52.2	0	0	8	1	0	0	0	9	9.0
Hourly Total	**0**	**1**	**68**	**22**	**2**	**0**	**0**	**93**	**93.4**	**0**	**2**	**140**	**35**	**7**	**3**	**3**	**190**	**199.2**	**0**	**0**	**32**	**2**	**0**	**0**	**0**	**34**	**34.0**
TOTAL	**0**	**3**	**391**	**74**	**5**	**1**	**0**	**474**	**476.0**	**0**	**3**	**585**	**156**	**27**	**9**	**9**	**789**	**821.4**	**0**	**0**	**81**	**8**	**2**	**0**	**0**	**91**	**92.0**
16:00 - 16:15	0	1	53	6	0	0	0	60	59.4	0	1	94	20	1	5	0	121	127.4	0	0	10	0	0	0	0	10	10.0
16:15 - 16:30	0	1	49	9	0	0	0	59	58.4	0	1	103	14	0	0	0	118	117.4	0	0	12	0	0	0	0	12	12.0
16:30 - 16:45	0	1	40	8	0	0	0	49	48.4	0	0	118	13	0	0	1	132	133.0	0	1	8	3	0	0	0	12	11.4
16:45 - 17:00	0	0	42	6	0	0	1	49	50.0	0	1	109	14	0	0	1	125	125.4	0	0	16	2	0	0	0	18	18.0
Hourly Total	**0**	**3**	**184**	**29**	**0**	**0**	**1**	**217**	**216.2**	**0**	**3**	**424**	**61**	**1**	**5**	**2**	**496**	**503.2**	**0**	**1**	**46**	**5**	**0**	**0**	**0**	**52**	**51.4**
17:00 - 17:15	0	0	46	10	0	0	0	56	56.0	0	0	105	15	1	0	0	121	121.5	0	0	9	0	0	0	0	9	9.0
17:15 - 17:30	0	0	56	5	0	0	0	61	61.0	0	0	109	13	0	0	0	122	122.0	0	0	8	2	0	0	0	10	10.0
17:30 - 17:45	0	0	54	3	0	0	0	57	57.0	0	2	102	9	1	1	0	115	115.6	0	0	9	0	0	0	0	9	9.0
17:45 - 18:00	0	0	44	2	1	0	0	47	47.5	0	2	114	8	0	0	1	125	124.8	0	0	9	2	0	0	0	11	11.0
Hourly Total	**0**	**0**	**200**	**20**	**1**	**0**	**0**	**221**	**221.5**	**0**	**4**	**430**	**45**	**2**	**1**	**1**	**483**	**483.9**	**0**	**0**	**35**	**4**	**0**	**0**	**0**	**39**	**39.0**
18:00 - 18:15	0	0	31	5	0	0	0	36	36.0	0	0	87	4	0	0	0	91	91.0	0	0	13	0	0	0	0	13	13.0
18:15 - 18:30	0	0	26	2	0	0	0	28	28.0	0	1	65	5	0	0	0	71	70.4	0	0	10	0	0	0	0	10	10.0
18:30 - 18:45	0	0	42	3	0	0	0	45	45.0	0	0	58	9	0	0	0	67	67.0	0	0	12	0	0	0	0	12	12.0
18:45 - 19:00	0	0	35	1	0	0	0	36	36.0	0	1	53	4	0	0	1	59	59.4	0	0	8	1	0	0	0	9	9.0
Hourly Total	**0**	**0**	**134**	**11**	**0**	**0**	**0**	**145**	**145.0**	**0**	**2**	**263**	**22**	**0**	**0**	**1**	**288**	**287.8**	**0**	**0**	**43**	**1**	**0**	**0**	**0**	**44**	**44.0**
TOTAL	**0**	**3**	**518**	**60**	**1**	**0**	**1**	**583**	**582.7**	**0**	**9**	**1117**	**128**	**3**	**6**	**4**	**1267**	**1274.9**	**0**	**1**	**124**	**10**	**0**	**0**	**0**	**135**	**134.4**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Desford
Tuesday 14th October 2025
Junction: 2
Approach: High Street South

	Left to Manor Road									Ahead to Main Street									Right to High Street (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	4	0	0	0	0	4	4.0	0	0	2	0	0	0	0	2	2.0	0	0	33	6	0	0	0	39	39.0
07:15 - 07:30	0	0	2	0	0	0	0	2	2.0	0	0	8	0	0	0	0	8	8.0	0	0	41	6	2	0	1	50	52.0
07:30 - 07:45	0	0	6	2	0	0	0	8	8.0	0	0	4	2	1	0	0	7	7.5	0	0	57	12	1	0	0	70	70.5
07:45 - 08:00	0	0	2	2	0	0	0	4	4.0	0	1	5	1	0	0	0	7	6.4	0	0	66	6	0	0	0	72	72.0
Hourly Total	**0**	**0**	**14**	**4**	**0**	**0**	**0**	**18**	**18.0**	**0**	**1**	**19**	**3**	**1**	**0**	**0**	**24**	**23.9**	**0**	**0**	**197**	**30**	**3**	**0**	**1**	**231**	**233.5**
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	3	2	0	0	0	5	5.0	0	0	68	14	0	0	0	82	82.0
08:15 - 08:30	0	0	2	1	0	0	0	3	3.0	0	0	4	0	0	0	0	4	4.0	0	0	78	14	2	0	0	94	95.0
08:30 - 08:45	0	0	2	1	0	0	0	3	3.0	0	0	11	1	0	0	0	12	12.0	0	0	63	6	2	0	0	71	72.0
08:45 - 09:00	0	0	3	0	0	0	0	3	3.0	0	0	17	0	1	0	0	18	18.5	0	0	57	7	0	0	0	64	64.0
Hourly Total	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**10.0**	**0**	**0**	**35**	**3**	**1**	**0**	**0**	**39**	**39.5**	**0**	**0**	**266**	**41**	**4**	**0**	**0**	**311**	**313.0**
09:00 - 09:15	0	0	5	1	0	0	0	6	6.0	0	0	4	2	0	0	0	6	6.0	0	0	41	7	0	0	0	48	48.0
09:15 - 09:30	0	0	5	0	0	0	0	5	5.0	0	0	3	1	1	0	0	5	5.5	0	0	27	7	0	0	0	34	34.0
09:30 - 09:45	0	0	1	1	0	0	0	2	2.0	1	0	2	0	0	0	0	3	2.2	2	0	14	1	0	1	0	18	17.7
09:45 - 10:00	0	0	7	1	0	0	0	8	8.0	0	0	8	1	0	0	0	9	9.0	3	0	15	9	1	0	0	28	26.1
Hourly Total	**0**	**0**	**18**	**3**	**0**	**0**	**0**	**21**	**21.0**	**1**	**0**	**17**	**4**	**1**	**0**	**0**	**23**	**22.7**	**5**	**0**	**97**	**24**	**1**	**1**	**0**	**128**	**125.8**
TOTAL	**0**	**0**	**40**	**9**	**0**	**0**	**0**	**49**	**49.0**	**1**	**1**	**71**	**10**	**3**	**0**	**0**	**86**	**86.1**	**5**	**0**	**560**	**95**	**8**	**1**	**1**	**670**	**672.3**
16:00 - 16:15	0	0	13	0	0	0	0	13	13.0	0	0	10	0	0	0	0	10	10.0	0	1	53	9	1	0	0	64	63.9
16:15 - 16:30	0	0	7	1	0	0	0	8	8.0	0	0	9	2	0	0	0	11	11.0	0	0	76	4	0	0	0	80	80.0
16:30 - 16:45	0	0	8	0	0	0	0	8	8.0	0	0	9	0	0	0	0	9	9.0	0	1	59	4	0	0	0	64	63.4
16:45 - 17:00	0	0	8	0	0	0	0	8	8.0	0	0	11	0	0	0	0	11	11.0	0	0	53	9	0	0	0	62	62.0
Hourly Total	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**37**	**37.0**	**0**	**0**	**39**	**2**	**0**	**0**	**0**	**41**	**41.0**	**0**	**2**	**241**	**26**	**1**	**0**	**0**	**270**	**269.3**
17:00 - 17:15	0	0	7	0	0	0	0	7	7.0	1	0	3	3	0	0	0	7	6.2	0	1	48	2	1	0	0	52	51.9
17:15 - 17:30	0	0	4	1	0	0	0	5	5.0	1	0	12	1	0	0	0	14	13.2	0	0	54	3	0	0	0	57	57.0
17:30 - 17:45	0	0	10	0	0	0	0	10	10.0	0	0	9	1	0	0	0	10	10.0	0	0	38	4	0	0	0	42	42.0
17:45 - 18:00	0	0	3	0	0	0	0	3	3.0	0	0	9	1	0	0	0	10	10.0	0	1	28	4	0	0	0	33	32.4
Hourly Total	**0**	**0**	**24**	**1**	**0**	**0**	**0**	**25**	**25.0**	**2**	**0**	**33**	**6**	**0**	**0**	**0**	**41**	**39.4**	**0**	**2**	**168**	**13**	**1**	**0**	**0**	**184**	**183.3**
18:00 - 18:15	0	0	6	1	0	0	0	7	7.0	0	0	3	0	0	0	0	3	3.0	0	0	29	1	1	0	0	31	31.5
18:15 - 18:30	0	0	4	1	0	0	0	5	5.0	0	0	6	0	0	0	0	6	6.0	1	0	26	5	0	0	0	32	31.2
18:30 - 18:45	0	0	7	0	0	0	0	7	7.0	0	0	7	0	0	0	0	7	7.0	0	2	21	0	1	0	0	24	23.3
18:45 - 19:00	0	0	5	0	0	0	0	5	5.0	0	0	10	0	0	0	0	10	10.0	0	0	26	0	0	0	0	26	26.0
Hourly Total	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**24**	**24.0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**26.0**	**1**	**2**	**102**	**6**	**2**	**0**	**0**	**113**	**112.0**
TOTAL	**0**	**0**	**82**	**4**	**0**	**0**	**0**	**86**	**86.0**	**2**	**0**	**98**	**8**	**0**	**0**	**0**	**108**	**106.4**	**1**	**6**	**511**	**45**	**4**	**0**	**0**	**567**	**564.6**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

Desford
Tuesday 14th October 2025
Junction: 2
Approach: Manor Road

	Left to Main Street									Ahead to High Street (E)									Right to High Street (S)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	**0**	**0.0**	0	1	114	22	2	0	1	**140**	**141.4**	0	0	2	0	0	0	0	**2**	**2.0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	**0.0**	0	0	117	12	5	0	0	**134**	**136.5**	0	0	3	0	0	0	0	**3**	**3.0**
07:30 - 07:45	0	0	1	0	0	0	0	**1**	**1.0**	0	1	137	20	2	0	0	**160**	**160.4**	0	0	11	1	0	0	0	**12**	**12.0**
07:45 - 08:00	0	0	0	0	0	0	0	**0**	**0.0**	0	0	118	15	2	1	1	**137**	**140.3**	0	0	8	4	0	0	0	**12**	**12.0**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**2**	**486**	**69**	**11**	**1**	**2**	**571**	**578.6**	**0**	**0**	**24**	**5**	**0**	**0**	**0**	**29**	**29.0**
08:00 - 08:15	0	0	1	0	0	0	0	**1**	**1.0**	0	3	126	17	3	0	1	**150**	**150.7**	0	0	1	0	0	0	0	**1**	**1.0**
08:15 - 08:30	0	0	0	0	0	0	0	**0**	**0.0**	0	0	120	20	0	2	2	**144**	**148.6**	0	0	9	1	0	0	0	**10**	**10.0**
08:30 - 08:45	0	0	2	0	0	0	0	**2**	**2.0**	0	1	118	12	2	3	1	**137**	**142.3**	0	0	3	0	0	0	0	**3**	**3.0**
08:45 - 09:00	0	0	3	0	0	0	0	**3**	**3.0**	0	0	105	15	5	1	0	**126**	**129.8**	0	0	7	0	0	0	0	**7**	**7.0**
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**6.0**	**0**	**4**	**469**	**64**	**10**	**6**	**4**	**557**	**571.4**	**0**	**0**	**20**	**1**	**0**	**0**	**0**	**21**	**21.0**
09:00 - 09:15	0	0	1	0	0	0	0	**1**	**1.0**	0	2	89	14	3	2	0	**110**	**112.9**	0	0	9	1	0	0	0	**10**	**10.0**
09:15 - 09:30	0	0	1	0	1	0	0	**2**	**2.5**	0	0	56	15	2	2	1	**76**	**80.6**	0	0	5	0	0	0	0	**5**	**5.0**
09:30 - 09:45	0	0	1	0	0	0	0	**1**	**1.0**	0	0	59	10	5	1	0	**75**	**78.8**	0	0	3	1	0	0	0	**4**	**4.0**
09:45 - 10:00	0	0	1	0	0	0	0	**1**	**1.0**	0	0	57	7	4	1	0	**69**	**72.3**	0	0	3	1	0	0	0	**4**	**4.0**
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**5**	**5.5**	**0**	**2**	**261**	**46**	**14**	**6**	**1**	**330**	**344.6**	**0**	**0**	**20**	**3**	**0**	**0**	**0**	**23**	**23.0**
TOTAL	**0**	**0**	**11**	**0**	**1**	**0**	**0**	**12**	**12.5**	**0**	**8**	**1216**	**179**	**35**	**13**	**7**	**1458**	**1494.6**	**0**	**0**	**64**	**9**	**0**	**0**	**0**	**73**	**73.0**
16:00 - 16:15	0	0	1	0	0	0	0	**1**	**1.0**	0	0	61	17	3	0	0	**81**	**82.5**	0	0	7	0	0	0	0	**7**	**7.0**
16:15 - 16:30	0	0	2	0	0	0	0	**2**	**2.0**	0	0	57	15	1	0	1	**74**	**75.5**	0	0	6	1	0	0	0	**7**	**7.0**
16:30 - 16:45	0	0	3	1	0	0	0	**4**	**4.0**	0	0	100	20	0	0	0	**120**	**120.0**	0	0	5	0	0	0	0	**5**	**5.0**
16:45 - 17:00	0	0	4	0	0	0	0	**4**	**4.0**	0	0	82	6	0	1	0	**89**	**90.3**	0	0	8	0	1	0	0	**9**	**9.5**
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**11.0**	**0**	**0**	**300**	**58**	**4**	**1**	**1**	**364**	**368.3**	**0**	**0**	**26**	**1**	**1**	**0**	**0**	**28**	**28.5**
17:00 - 17:15	0	0	3	0	0	0	0	**3**	**3.0**	0	0	91	13	0	0	0	**104**	**104.0**	0	0	10	2	0	0	0	**12**	**12.0**
17:15 - 17:30	0	0	2	0	0	0	0	**2**	**2.0**	0	1	69	5	0	0	0	**75**	**74.4**	0	0	7	0	0	0	0	**7**	**7.0**
17:30 - 17:45	0	0	0	0	0	0	0	**0**	**0.0**	0	1	77	11	1	0	1	**91**	**91.9**	0	0	5	0	0	0	0	**5**	**5.0**
17:45 - 18:00	0	0	0	0	0	0	0	**0**	**0.0**	0	0	69	12	1	0	0	**82**	**82.5**	0	0	4	0	0	0	0	**4**	**4.0**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**	**0**	**2**	**306**	**41**	**2**	**0**	**1**	**352**	**352.8**	**0**	**0**	**26**	**2**	**0**	**0**	**0**	**28**	**28.0**
18:00 - 18:15	0	0	1	1	0	0	0	**2**	**2.0**	0	0	54	8	0	0	0	**62**	**62.0**	0	0	4	0	0	0	0	**4**	**4.0**
18:15 - 18:30	0	0	3	0	0	0	0	**3**	**3.0**	0	0	51	6	0	0	0	**57**	**57.0**	0	0	6	0	0	0	0	**6**	**6.0**
18:30 - 18:45	0	0	0	0	0	0	0	**0**	**0.0**	0	0	67	7	0	0	1	**75**	**76.0**	0	0	3	0	0	0	0	**3**	**3.0**
18:45 - 19:00	0	0	1	0	0	0	0	**1**	**1.0**	0	0	54	6	0	0	0	**60**	**60.0**	0	0	5	0	0	0	0	**5**	**5.0**
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**	**0**	**0**	**226**	**27**	**0**	**0**	**1**	**254**	**255.0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**18**	**18.0**
TOTAL	**0**	**0**	**20**	**2**	**0**	**0**	**0**	**22**	**22.0**	**0**	**2**	**832**	**126**	**6**	**1**	**3**	**970**	**976.1**	**0**	**0**	**70**	**3**	**1**	**0**	**0**	**74**	**74.5**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Road Data Services Ltd

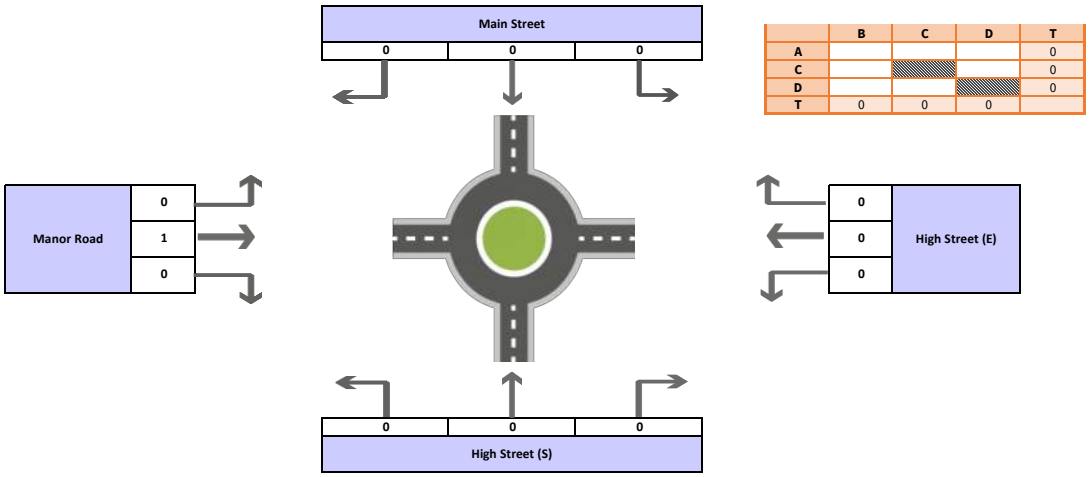
From: 2) 16:15 Show Peak Hour:

To: 2) 16:30 Show PCUs:

Class: BUS Show Session 1

Tuesday 14th October 2025

PCUs



	B	C	D	T
A				0
C				0
D				0
T	0	0	0	

APPENDIX D

PERSONAL INJURY COLLISION DATA

Accidents between dates **01/01/2020** **and** **31/07/2025** (67) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Desford 03.10.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202101508	13/01/2021	447655	303355	Fine without high winds	Dry	Darkness: street lighting unknown	Slight	0653

Location: B582 MANOR ROAD DESFORD EXACT LOCATION UNKNOWN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200536	30/06/2022	447850	303350	Fine without high winds	Dry	Daylight	Serious	1540

Location: B582 HIGH STREET DESFORD JW MAIN STREET.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Turning right	E	N
Taxi/Private hire car	Entering roundabout	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Slight

Accidents between dates **01/01/2020** **and** **31/07/2025** (67) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Desford 03.10.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200675	15/08/2022	447570	303363	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	2130

Location: B582 MANOR ROAD DESFORD JW HOLMFIELD ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle (Including pedal assisted electric bicycles)	Mid Junction - on roundabout or main road	Going ahead other	E	W
Car	Leaving main road	Turning right	W	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/07/2025** (67) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Desford 03.10.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300499	22/06/2023	447095	303510	Fine without high winds	Dry	Daylight	Slight	1211

Location: B582 HUNTS LANE DESFORD APPROX 130M W LOCKEYMEAD DRIVE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	E	W
Car	Not at, or within 20M of Jct	Stopping	E	W
Car	Not at, or within 20M of Jct	Stopping	E	W
Car	Not at, or within 20M of Jct	Stopping	E	W

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2020** **and** **31/07/2025** (67) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Desford 03.10.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202301249	14/12/2023	447575	303363	Other	Wet/Damp	Daylight	Slight	1039

Location: B582 MANOR ROAD DESFORD JW HOMEFIELD ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	S	E
Pedal Cycle (Including pedal assisted electric bicycles)	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400975	17/10/2024	447470	303390	Fine without high winds	Dry	Daylight	Less serious	1530

Location: B582 MANOR ROAD DSEFORD OUTSIDE NUMBER 72.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead	W	E
Personal Powered Transporter	Not at, or within 20M of Jct	Going ahead	S	N

Casualties:

Class	Severity
Driver / Rider	Less serious

Accidents between dates **01/01/2020** **and** **31/07/2025** (67) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Desford 03.10.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202401189	06/12/2024	447853	303350	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	1600

Location: B582 HIGH STREET DESFORD JW MANOR ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Turning right	E	N
Car	Entering roundabout	Going ahead	W	E

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500238	12/03/2025	447380	303400	Fine without high winds	Dry	Daylight	Slight	0800

Location: MANOR ROAD DESFORD OUTSIDE NUMBER 83.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Starting	S	N
Pedal Cycle (Including pedal assisted electric bicycles)	Mid Junction - on roundabout or main road	Going ahead	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

APPENDIX E

ROAD SAFETY AUDIT RESPONSE REPORT

STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

HUNTS LANE, DESFORD

ADC Infrastructure Limited, City Buildings, 34-36 Carrington Street, Nottingham, NG1 7FG
tel. 0115 941 4817, www.ADCinfrastructure.com

DOCUMENT CONTROL

project number: ADC3964			report reference: ADC3964-RP-B	
version	date	author	reviewer	comments
1		Chris Dunstan		internal draft
2	11/11/2025	Chris Dunstan	Jamie Cassie	first issue to the client team

Introduction

1. **Appendix 1** contains the Stage 1 Road Safety Audit report on the proposed highway works that support the proposed residential development located at land north of the B582 Hunts Lane, Desford. The audit report includes background information about the location and works proposed. This document is the Road Safety Audit Response Report. It has been prepared with reference to DMRB GG 119.

2. The following drawing was the subject of the Road Safety Audit:
   - 3964-ADC-HGN-XX-DR-CH-0100-S1-P02 Proposed Site Access Layout

3. The representatives from the design organisation who prepared this RSA response report are named in the document control table above and in the statement below.

Key personnel

4. GG 119 requires the Design Organisation to prepare a road safety audit response report in collaboration with the Overseeing Organisation. The key personnel are as follows:

Overseeing Organisation	Leicestershire County Council
RSA team	Sevenairs Consulting Ltd
Design Organisation	ADC Infrastructure Limited

Decision Log

5. The Road Safety Audit report noted two problems, listed in the Decision Log below.

6. The drawing listed above has been revised as described in the Decision Log, to address the problems raised. The revised drawing is as follows and is attached at the foot of this report for reference.
   - 3964-ADC-HGN-XX-DR-CH-0100-S1-P03 Proposed Site Access Layout

Design organisation and Overseeing Organisation statement

7. On behalf of the design organisation, I certify that:
   a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation

name	Chris Dunstan		
position	Graduate Engineer	organisation	ADC Infrastructure Limited
signed		date	

8. On behalf of the Overseeing Organisation, I certify that:
   a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
   b) the agreed RSA actions will be progressed.

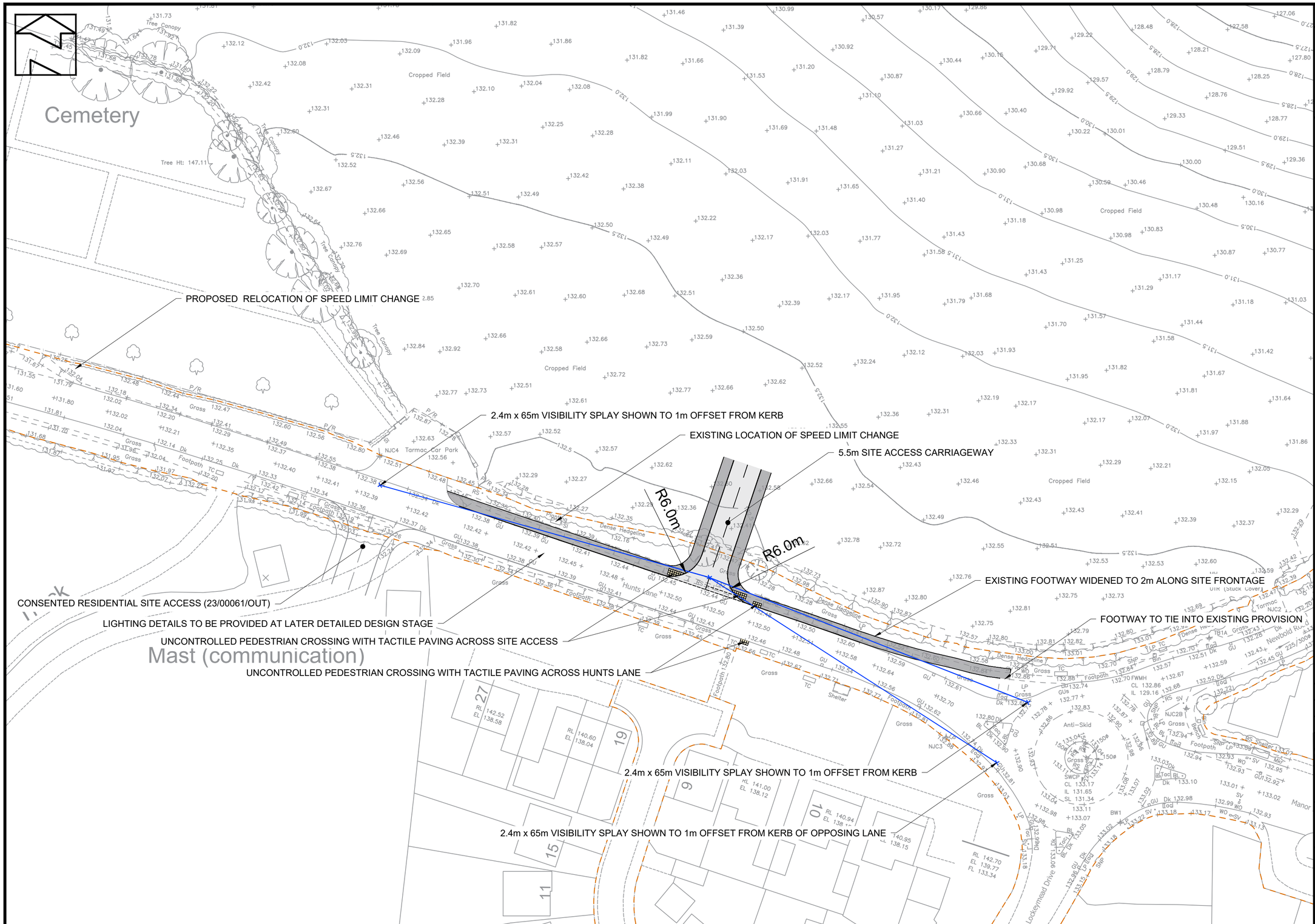
name			
position		organisation	Leicestershire County Council
signed		date	

DECISION LOG

	problem/issue	Design Organisation Response	Overseeing Organisation response	Agreed RSA Action
1.1	PROBLEM A-01 Location – Development Access Summary: Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids. There is a desire line for pedestrians between footways which have no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of a dropped crossing on a desire line may increase the risk of collisions involving users who rely on mobility aids. RECOMMENDATION It is recommended that a dropped pedestrian crossing with tactile paving is provided across the development access.	Agreed. A dropped pedestrian crossing with tactile paving provided has been added across the development access, as shown on drawing **3964-ADC-HGN-XX-DR-CH-0100-S1-P03 Proposed Site Access Layout.**		
1.2	PROBLEM A-02 Location – Hunts Lane Summary: Lighting – Lack of carriageway surface illumination may increase the risk of trips and falls for pedestrians and other active modes. Carriageway lighting provision currently ends to the east of the proposed development access leaving no provision on the footway that links the development to the rest of the village. Street lighting provision also gives a visual cue to drivers of a built-up environment providing some mitigation around vehicle speeds. A lack of carriageway surface illumination may increase the risk of trips and falls by pedestrians and other active modes on the proposed footway. RECOMMENDATION It is recommended that carriageway surface illumination is extended from the village and across the frontage of the development to cover the extents of the proposed development access.	Agreed. A label showing that lighting details will be considered at the the detailed design stage has been added to drawing **3964-ADC-HGN-XX-DR-CH-0100-S1-P03 Proposed Site Access Layout.**		

DRAWING

3964-ADC-HGN-XX-DR-CH-0100-S1-P03



General Notes

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

Key

Adopted highway boundary

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

Client: Peveril Homes

Project: Hunts Lane, Desford

Title: Proposed Site Access Layout

ADC INFRASTRUCTURE

Size: A2 | Scale: 1:500

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3964	ADC	HGN	XX	DR	CH	0100	S1	P03

APPENDIX 1

ROAD SAFETY AUDIT REPORT

SCL

Sevenairs Consulting Ltd

Hunts Lane, Desford, Leicestershire

Road Safety Audit Stage 1

November 2025

Document Control

Report Title:

Hunts Lane, Desford, Leicestershire – Road Safety Audit Stage 1

Date of Site Visit

4th November 2025

Document Reference

2025-11 Desford RSA1 – Revision 0

Report Prepared By:

Haydn Vernals FCIHT FIHE CMILT MSoRSA, Director, Sevenairs Consulting Ltd.

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Mobile: 07803 714 574

Email: haydn@sevenairs.co.uk

On behalf of

ADC Infrastructure Ltd. – 4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG

Highway Authority / Overseeing Organisation

Leicestershire County Council

Document History:

Revision	Date	Description	By
0	09.11.2025	For Issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Hunts Lane in Desford, Leicestershire. The audit was carried out at the request of Chris Dunstan, Graduate Engineer, ADC Infrastructure on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency) Road Safety Team Leader in accordance with GG119 Sarah Vernals BAHonsQTS NPQH MCIHT Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a residential development providing 75 new homes. Highway works include the development access, footway widening across the development frontage and relocation of the existing speed limit terminal. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Tuesday 4th November 2025 between 09:45 and 10:15 hours during which the weather was overcast and the road surface dry. Traffic conditions were light and free flowing with a small number of pedestrians and cyclists observed.

Documents Supplied

- Email proposal background
- 3964-ADC-HGN-XX-DR-CH-0100-S1-P02 Proposed Site Access Layout
- 3964-ADC-HGN-XX-DR-CH-0130-S1-P01 Proposed Site Access Layout Swept Path Assessment
- Traffic and Speed Data

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Development Access

Summary: Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.

There is a desire line for pedestrians between footways which have no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of a dropped crossing on a desire line may increase the risk of collisions involving users who rely on mobility aids.

RECOMMENDATION

It is recommended that a dropped pedestrian crossing with tactile paving is provided across the development access.

PROBLEM – A-02

Location: Hunts Lane

Summary: Lighting – Lack of carriageway surface illumination may increase the risk of trips and falls for pedestrians and other active modes.

Carriageway lighting provision currently ends to the east of the proposed development access leaving no provision on the footway that links the development to the rest of the village. Street lighting provision also gives a visual cue to drivers of a built-up environment providing some mitigation around vehicle speeds. A lack of carriageway surface illumination may increase the risk of trips and falls by pedestrians and other active modes on the proposed footway.

RECOMMENDATION

It is recommended that carriageway surface illumination is extended from the village and across the frontage of the development to cover the extents of the proposed development access.

Audit Team Statement

We certify that the Road Safety Audit Team have carried out their duties as far as practicable in accordance with GG119 Revision 2.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed: 

Date: 9th November 2025

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH MCIHT

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed: 

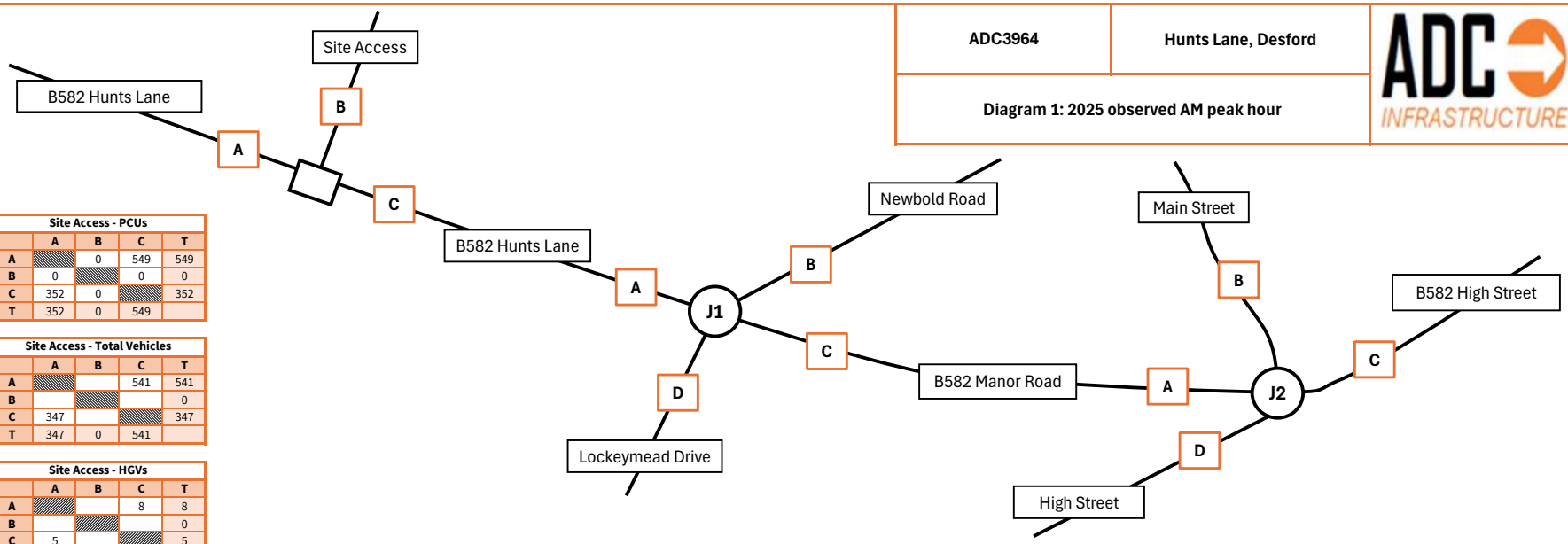
Date: 9th November 2025

Problem Location Plan

APPENDIX F

PEAK HOUR TRAFFIC FLOW DIAGRAMS

ADC3964	Hunts Lane, Desford
Diagram 1: 2025 observed AM peak hour	



Site Access - PCUs

	A	B	C	T
A		0	549	549
B	0		0	0
C	352	0		352
T	352	0	549	

Site Access - Total Vehicles

	A	B	C	T
A			541	541
B				0
C	347			347
T	347	0	541	

Site Access - HGVs

	A	B	C	T
A			8	8
B				0
C	5			5
T	5	0	8	

Site Access - HGV%

	A	B	C
A		0%	1%
B	0%		0%
C	1%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		14	621	3	638
B	15		25	2	42
C	334	24		16	374
D	13	6	58		77
T	362	44	704	21	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		12	609	3	624
B	15		24	2	41
C	325	24		16	365
D	13	6	58		77
T	353	42	691	21	

Junction 1 - HGVs

	A	B	C	D	T
A		2	12	0	14
B	0		1	0	1
C	9	0		0	9
D	0	0	0		0
T	9	2	13	0	

Junction 2 - HGV%

	A	B	C	D
A		17%	2%	0%
B	0%		4%	0%
C	3%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		3	586	26	615
B	4		128	90	222
C	316	35		230	581
D	11	28	323		362
T	331	66	1037	346	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		3	568	26	597
B	4		126	90	220
C	299	34		228	561
D	11	28	319		358
T	314	65	1013	344	

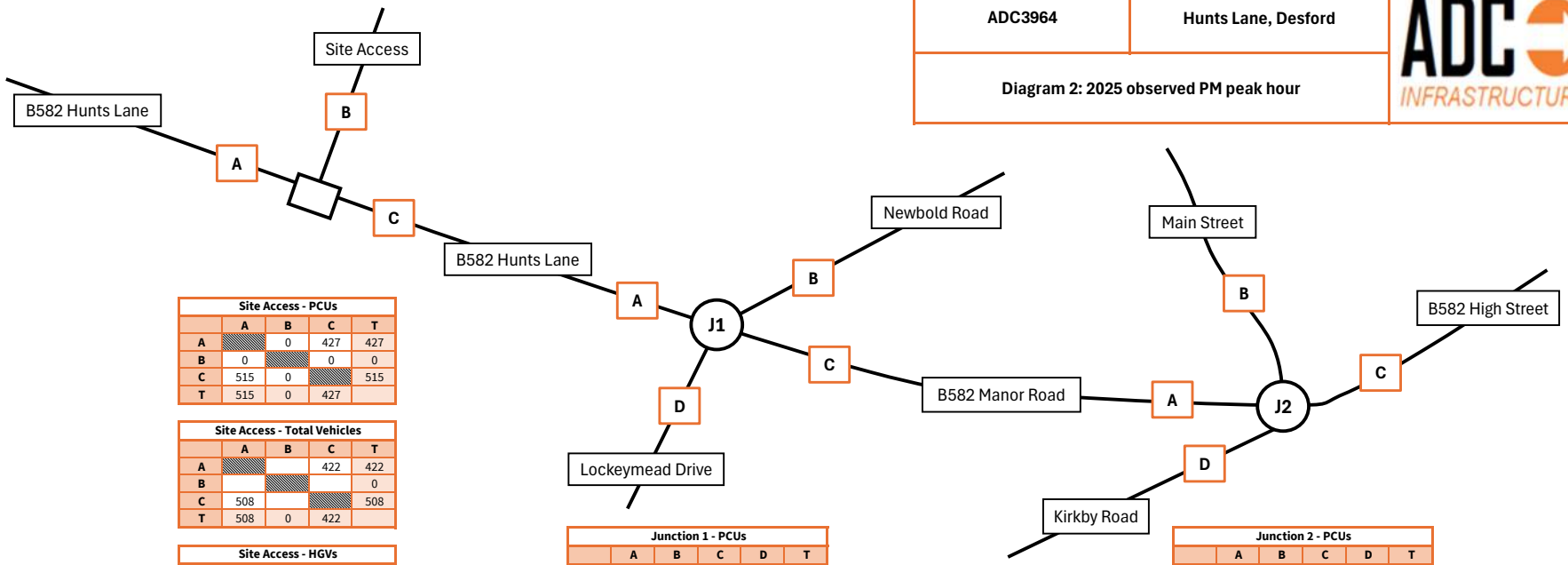
Junction 2 - HGVs

	A	B	C	D	T
A		0	18	0	18
B	0		2	0	2
C	17	1		2	20
D	0	0	4		4
T	17	1	24	2	

Junction 2 - HGV%

	A	B	C	D
A		0%	3%	0%
B	0%		2%	0%
C	6%	3%		1%
D	0%	0%	1%	

ADC3964	Hunts Lane, Desford
Diagram 2: 2025 observed PM peak hour	



Site Access - PCUs

	A	B	C	T
A		0	427	427
B	0		0	0
C	515	0		515
T	515	0	427	

Site Access - Total Vehicles

	A	B	C	T
A			422	422
B				0
C	508			508
T	508	0	422	

Site Access - HGVs

	A	B	C	T
A			5	5
B				0
C	7			7
T	7	0	5	

Site Access - HGV%

	A	B	C
A		0%	1%
B	0%		0%
C	1%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		15	413	18	446
B	11		43	8	62
C	528	29		62	619
D	20	2	40		62
T	559	46	496	88	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		15	410	18	443
B	10		43	8	61
C	524	29		62	615
D	20	2	40		62
T	554	46	493	88	

Junction 1 - HGVs

	A	B	C	D	T
A		0	3	0	3
B	1		0	0	1
C	4	0		0	4
D	0	0	0		0
T	5	0	3	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	0%
B	10%		0%	0%
C	1%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		13	390	34	437
B	10		62	49	121
C	499	51		214	764
D	31	38	259		328
T	540	102	711	297	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		13	387	33	433
B	10		61	49	120
C	496	51		213	760
D	31	38	258		327
T	537	102	706	295	

Junction 2 - HGVs

	A	B	C	D	T
A		0	3	1	4
B	0		1	0	1
C	3	0		1	4
D	0	0	1		1
T	3	0	5	2	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	3%
B	0%		2%	0%
C	1%	0%		0%
D	0%	0%	0%	

Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2025
Future Year:	2030
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor (2030 Data/2025 Data)

Area Description		All pu
Level	Name	Origin
E02005381	Hinckley and Bosworth 005	1.0329

Future Year (2030) - Base Year (2025)

Area Description		All pu
Level	Name	Origin
E02005381	Hinckley and Bosworth 005	83

Base Year (2025)

Area Description		All pu
Level	Name	Origin
E02005381	Hinckley and Bosworth 005	2,509

Future Year (2030)

Area Description		All pu
Level	Name	Origin
E02005381	Hinckley and Bosworth 005	2,591

Level	Area	Local Grow
E02005381	Hinckley and Bosworth 005	1.054538

Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2025
Future Year:	2030
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor (2030 Data/2025 Data)

rposes	Area Description	
Destination	Level	Name
1.0326	E02005381	Hinckley and Bosworth 005

Future Year (2030) - Base Year (2025)

rposes	Area Description	
Destination	Level	Name
71	E02005381	Hinckley and Bosworth 005

Base Year (2025)

rposes	Area Description	
Destination	Level	Name
2,176	E02005381	Hinckley and Bosworth 005

Future Year (2030)

rposes	Area Description	
Destination	Level	Name
2,247	E02005381	Hinckley and Bosworth 005

th Figure	Level	Area
	E02005381	Hinckley and Bosworth 005

All purposes	
Origin	Destination
1.0345	1.035

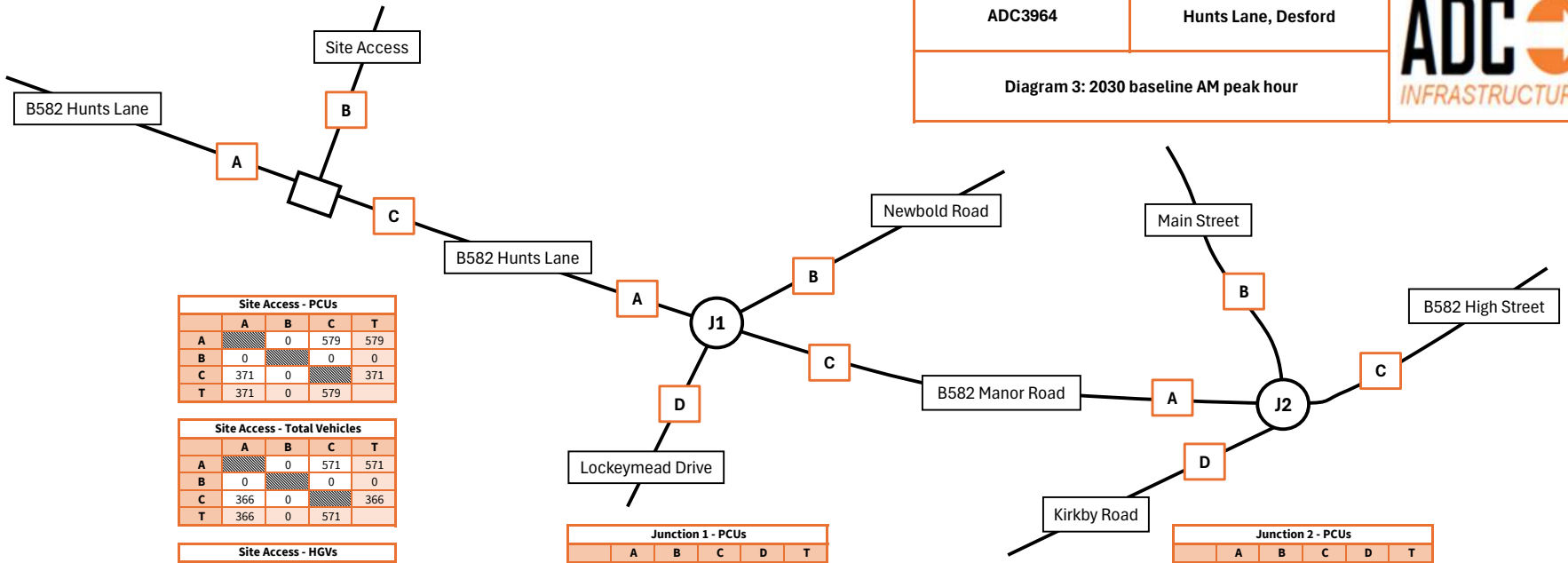
All purposes	
Origin	Destination
81	91

All purposes	
Origin	Destination
2,352	2,598

All purposes	
Origin	Destination
2,433	2,689

Local Growth Figure
1.05658

ADC3964	Hunts Lane, Desford
Diagram 3: 2030 baseline AM peak hour	



Site Access - PCUs

	A	B	C	T
A		0	579	579
B	0		0	0
C	371	0		371
T	371	0	579	

Site Access - Total Vehicles

	A	B	C	T
A		0	571	571
B	0		0	0
C	366	0		366
T	366	0	571	

Site Access - HGVs

	A	B	C	T
A		0	8	8
B	0		0	0
C	5	0		5
T	5	0	8	

Site Access - HGV%

	A	B	C
A		0%	1%
B	0%		0%
C	1%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		15	655	3	673
B	16		26	2	44
C	352	25		17	394
D	14	6	61		81
T	382	46	742	22	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		13	642	3	658
B	16		25	2	43
C	343	25		17	385
D	14	6	61		81
T	373	44	728	22	

Junction 1 - HGVs

	A	B	C	D	T
A		2	13	0	15
B	0		1	0	1
C	9	0		0	9
D	0	0	0		0
T	9	2	14	0	

Junction 2 - HGV%

	A	B	C	D
A		15%	2%	0%
B	0%		4%	0%
C	3%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		3	618	27	648
B	4		135	95	234
C	333	37		242	612
D	12	30	340		382
T	349	70	1093	364	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		3	599	27	629
B	4		133	95	232
C	315	36		240	591
D	12	30	336		378
T	331	69	1068	362	

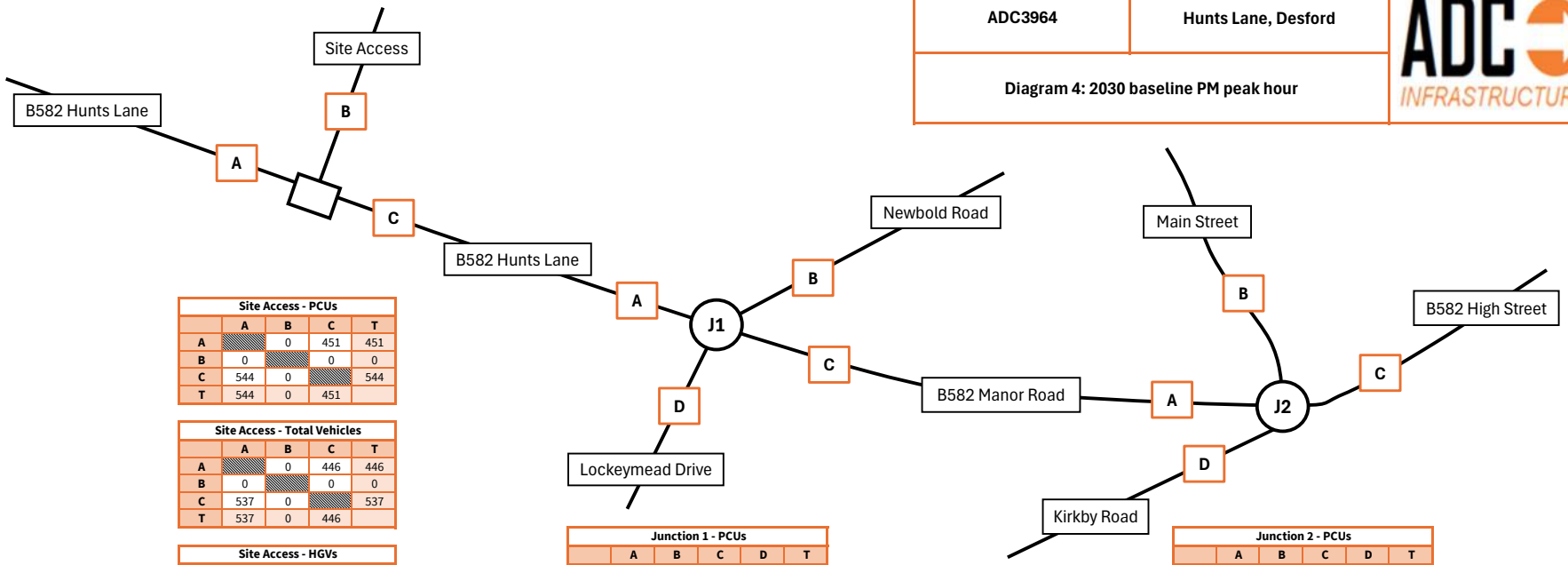
Junction 2 - HGVs

	A	B	C	D	T
A		0	19	0	19
B	0		2	0	2
C	18	1		2	21
D	0	0	4		4
T	18	1	25	2	

Junction 2 - HGV%

	A	B	C	D
A		0%	3%	0%
B	0%		2%	0%
C	6%	3%		1%
D	0%	0%	1%	

ADC3964	Hunts Lane, Desford
Diagram 4: 2030 baseline PM peak hour	



Site Access - PCUs

	A	B	C	T
A		0	451	451
B	0		0	0
C	544	0		544
T	544	0	451	

Site Access - Total Vehicles

	A	B	C	T
A		0	446	446
B	0		0	0
C	537	0		537
T	537	0	446	

Site Access - HGVs

	A	B	C	T
A		0	5	5
B	0		0	0
C	7	0		7
T	7	0	5	

Site Access - HGV%

	A	B	C
A		0%	1%
B	0%		0%
C	1%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		16	436	19	471
B	12		45	8	65
C	558	31		66	655
D	21	2	42		65
T	591	49	523	93	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		16	433	19	468
B	11		45	8	64
C	554	31		66	651
D	21	2	42		65
T	586	49	520	93	

Junction 1 - HGVs

	A	B	C	D	T
A		0	3	0	3
B	1		0	0	1
C	4	0		0	4
D	0	0	0		0
T	5	0	3	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	0%
B	9%		0%	0%
C	1%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		14	412	36	462
B	11		65	52	128
C	527	54		226	807
D	33	40	274		347
T	571	108	751	314	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		14	409	35	458
B	11		64	52	127
C	524	54		225	803
D	33	40	273		346
T	568	108	746	312	

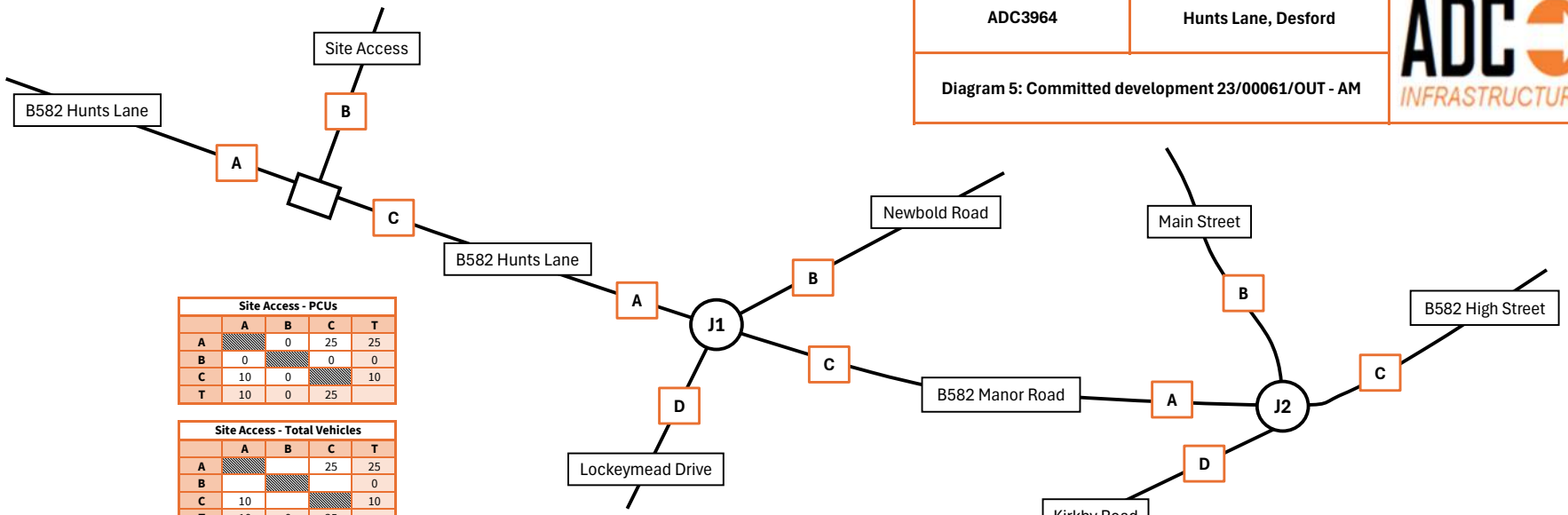
Junction 2 - HGVs

	A	B	C	D	T
A		0	3	1	4
B	0		1	0	1
C	3	0		1	4
D	0	0	1		1
T	3	0	5	2	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	3%
B	0%		2%	0%
C	1%	0%		0%
D	0%	0%	0%	

ADC3964	Hunts Lane, Desford
Diagram 5: Committed development 23/00061/OUT - AM	



Site Access - PCUs

	A	B	C	T
A		0	25	25
B	0		0	0
C	10	0		10
T	10	0	25	

Site Access - Total Vehicles

	A	B	C	T
A			25	25
B				0
C	10			10
T	10	0	25	

Site Access - HGVs

	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

Site Access - HGV%

	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		2	23	0	25
B	1		0	0	1
C	9	0		0	9
D	0	0	0		0
T	10	2	23	0	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		2	23		25
B	1				1
C	9				9
D					0
T	10	2	23	0	

Junction 1 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		0	18	5	23
B	0		0	0	0
C	7	0		0	7
D	2	0	0		2
T	9	0	18	5	

Junction 2 - Total Vehicles

	A	B	C	D	T
A			18	5	23
B					0
C	7				7
D	2				2
T	9	0	18	5	

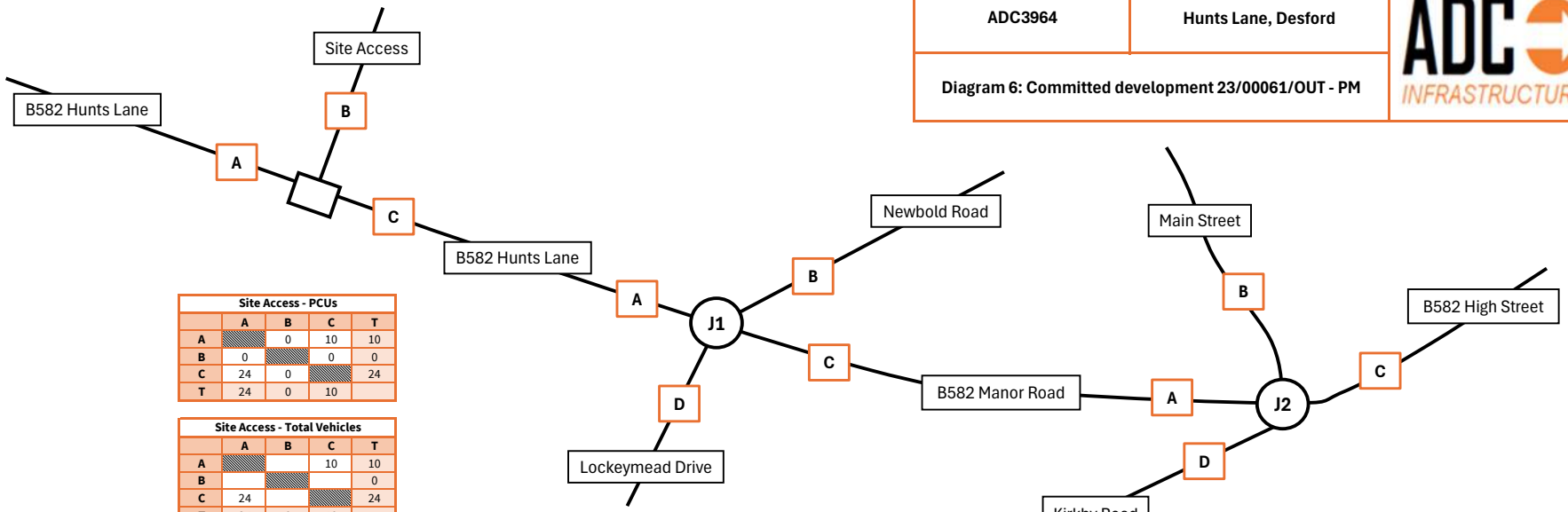
Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Hunts Lane, Desford
Diagram 6: Committed development 23/00061/OUT - PM	



Site Access - PCUs

	A	B	C	T
A		0	10	10
B	0		0	0
C	24	0		24
T	24	0	10	

Site Access - Total Vehicles

	A	B	C	T
A			10	10
B				0
C	24			24
T	24	0	10	

Site Access - HGVs

	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

Site Access - HGV%

	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		1	9	0	10
B	2		0	0	2
C	21	0		0	21
D	0	0	0		0
T	23	1	9	0	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		1	9		10
B	2				2
C	21				21
D					0
T	23	1	9	0	

Junction 1 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		0	7	2	9
B	0		0	0	0
C	17	0		0	17
D	4	0	0		4
T	21	0	7	2	

Junction 2 - Total Vehicles

	A	B	C	D	T
A			7	2	9
B					0
C	17				17
D	4				4
T	21	0	7	2	

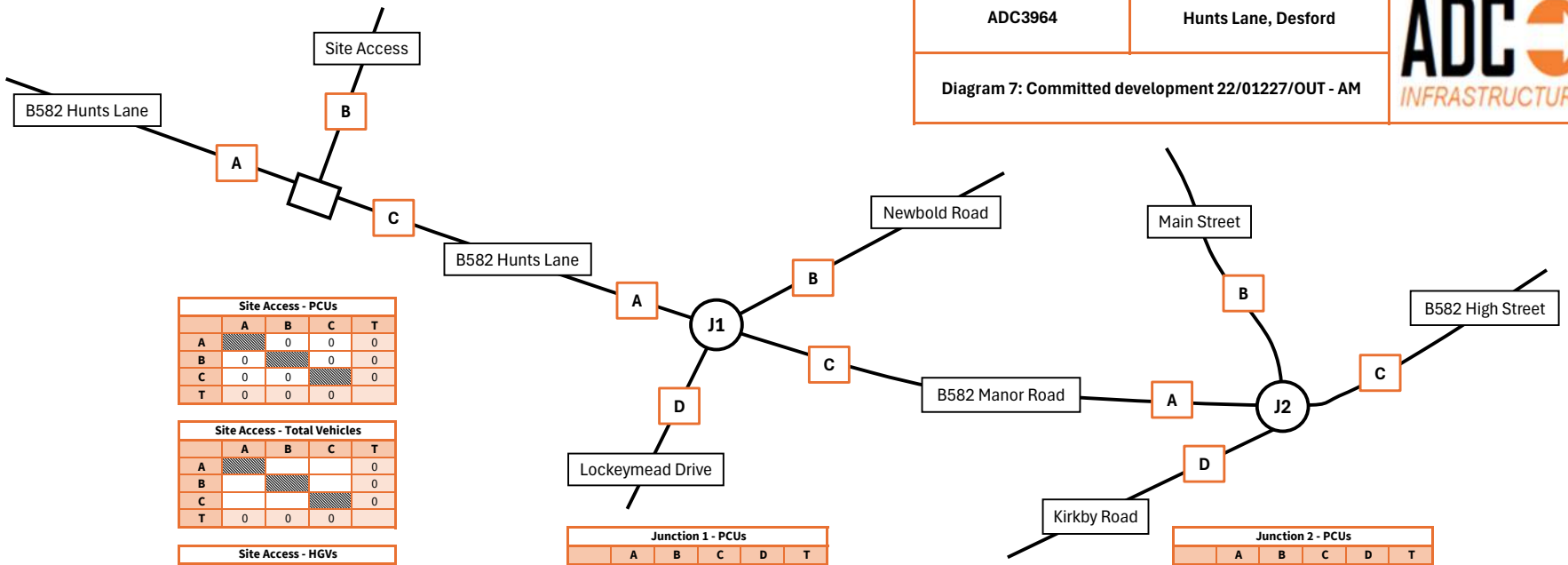
Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Hunts Lane, Desford
Diagram 7: Committed development 22/01227/OUT - AM	



Site Access - PCUs

	A	B	C	T
A		0	0	0
B	0		0	0
C	0	0		0
T	0	0	0	

Site Access - Total Vehicles

	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

Site Access - HGVs

	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

Site Access - HGV%

	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		0	0	0	0
B	0		0	0	0
C	0	0		0	0
D	0	0	0		0
T	0	0	0	0	

Junction 1 - Total Vehicles

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 1 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		0	0	0	0
B	0		0	1	1
C	0	0		8	8
D	0	1	36		37
T	0	1	36	9	

Junction 2 - Total Vehicles

	A	B	C	D	T
A					0
B				1	1
C				8	8
D		1	36		37
T	0	1	36	9	

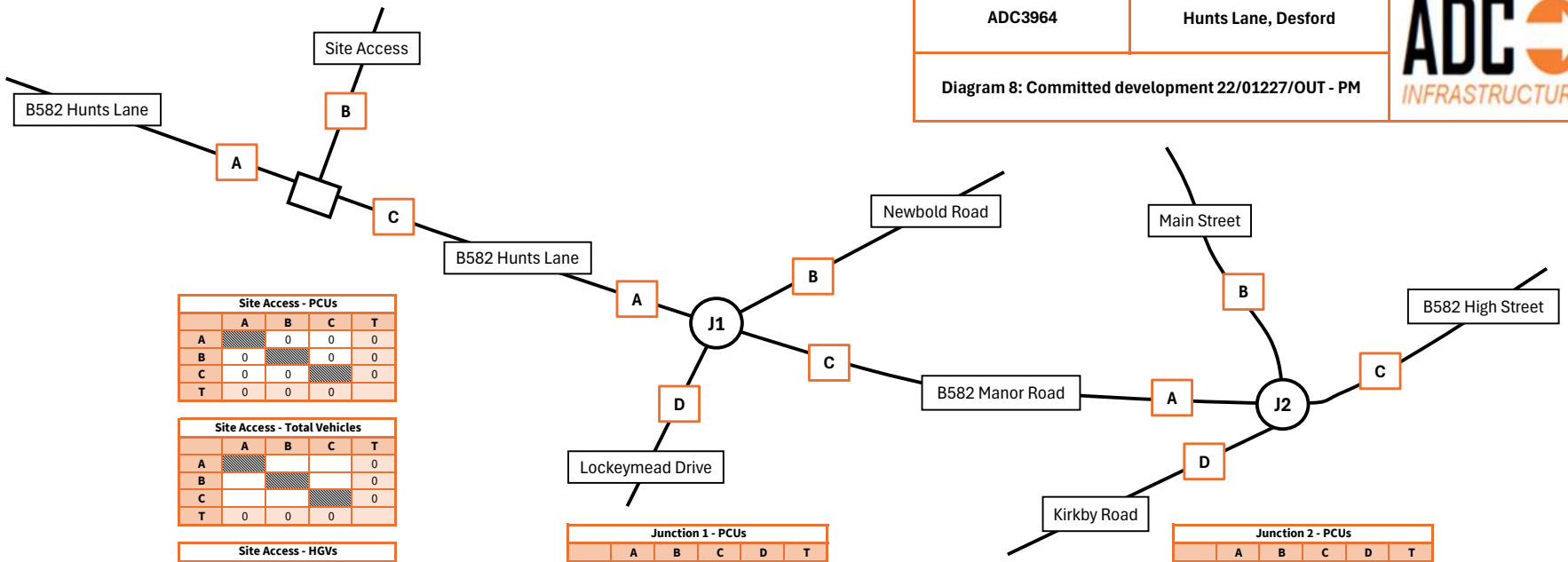
Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Hunts Lane, Desford
Diagram 8: Committed development 22/01227/OUT - PM	



Site Access - PCUs

	A	B	C	T
A		0	0	0
B	0		0	0
C	0	0		0
T	0	0	0	

Site Access - Total Vehicles

	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

Site Access - HGVs

	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

Site Access - HGV%

	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		0	0	0	0
B	0		0	0	0
C	0	0		0	0
D	0	0	0		0
T	0	0	0	0	

Junction 1 - Total Vehicles

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 1 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		0	0	0	0
B	0		0	1	1
C	0	0		24	24
D	0	1	18		19
T	0	1	18	25	

Junction 2 - Total Vehicles

	A	B	C	D	T
A					0
B				1	1
C				24	24
D		1	18		19
T	0	1	18	25	

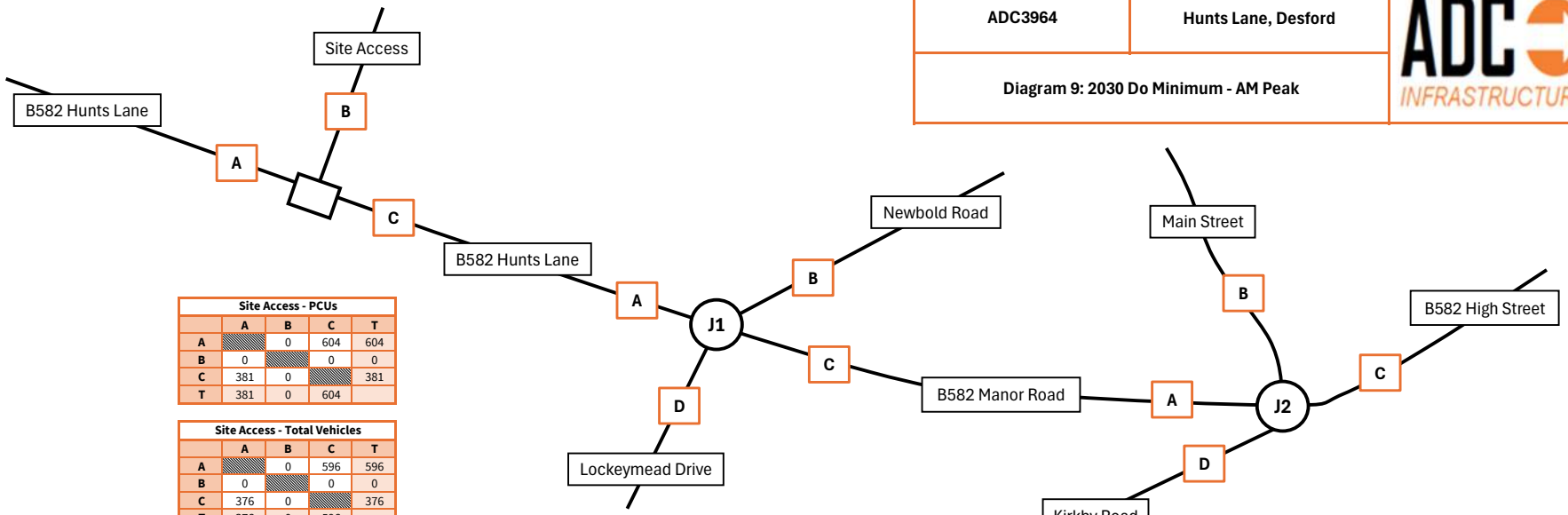
Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Hunts Lane, Desford
Diagram 9: 2030 Do Minimum - AM Peak	



Site Access - PCUs

	A	B	C	T
A		0	604	604
B	0		0	0
C	381	0		381
T	381	0	604	

Site Access - Total Vehicles

	A	B	C	T
A		0	596	596
B	0		0	0
C	376	0		376
T	376	0	596	

Site Access - HGVs

	A	B	C	T
A		0	8	8
B	0		0	0
C	5	0		5
T	5	0	8	

Site Access - HGV%

	A	B	C
A		0%	1%
B	0%		0%
C	1%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		17	678	3	698
B	17		26	2	45
C	361	25		17	403
D	14	6	61		81
T	392	48	765	22	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		15	665	3	683
B	17		25	2	44
C	352	25		17	394
D	14	6	61		81
T	383	46	751	22	

Junction 1 - HGVs

	A	B	C	D	T
A		2	13	0	15
B	0		1	0	1
C	9	0		0	9
D	0	0	0		0
T	9	2	14	0	

Junction 2 - HGV%

	A	B	C	D
A		13%	2%	0%
B	0%		4%	0%
C	3%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		3	636	32	671
B	4		135	96	235
C	340	37		250	627
D	14	31	376		421
T	358	71	1147	378	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		3	617	32	652
B	4		133	96	233
C	322	36		248	606
D	14	31	372		417
T	340	70	1122	376	

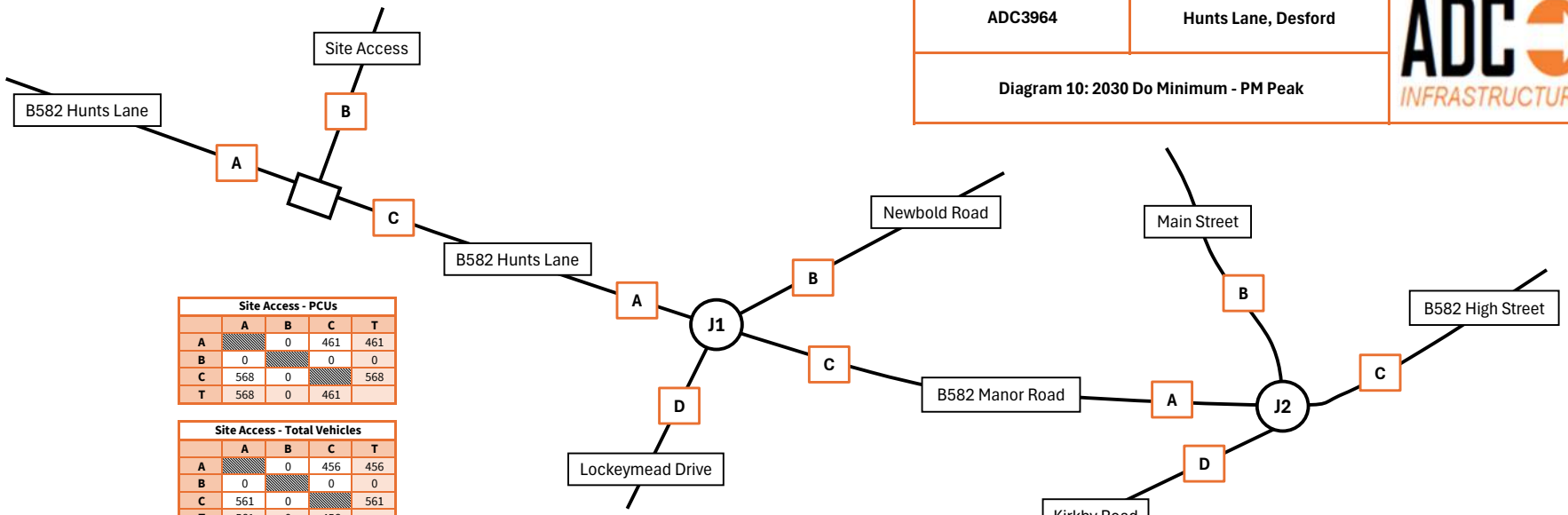
Junction 2 - HGVs

	A	B	C	D	T
A		0	19	0	19
B	0		2	0	2
C	18	1		2	21
D	0	0	4		4
T	18	1	25	2	

Junction 2 - HGV%

	A	B	C	D
A		0%	3%	0%
B	0%		2%	0%
C	6%	3%		1%
D	0%	0%	1%	

ADC3964	Hunts Lane, Desford
Diagram 10: 2030 Do Minimum - PM Peak	



Site Access - PCUs

	A	B	C	T
A		0	461	461
B	0		0	0
C	568	0		568
T	568	0	461	

Site Access - Total Vehicles

	A	B	C	T
A		0	456	456
B	0		0	0
C	561	0		561
T	561	0	456	

Site Access - HGVs

	A	B	C	T
A		0	5	5
B	0		0	0
C	7	0		7
T				

Site Access - HGV%

	A	B	C
A		0%	1%
B	0%		0%
C	1%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		17	445	19	481
B	14		45	8	67
C	579	31		66	676
D	21	2	42		65
T	614	50	532	93	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		17	442	19	478
B	13		45	8	66
C	575	31		66	672
D	21	2	42		65
T	609	50	529	93	

Junction 1 - HGVs

	A	B	C	D	T
A		0	3	0	3
B	1		0	0	1
C	4	0		0	4
D	0	0	0		0
T	5	0	3	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	0%
B	8%		0%	0%
C	1%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		14	419	38	471
B	11		65	53	129
C	544	54		250	848
D	37	41	292		370
T	592	109	776	341	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		14	416	37	467
B	11		64	53	128
C	541	54		249	844
D	37	41	291		369
T	589	109	771	339	

Junction 2 - HGVs

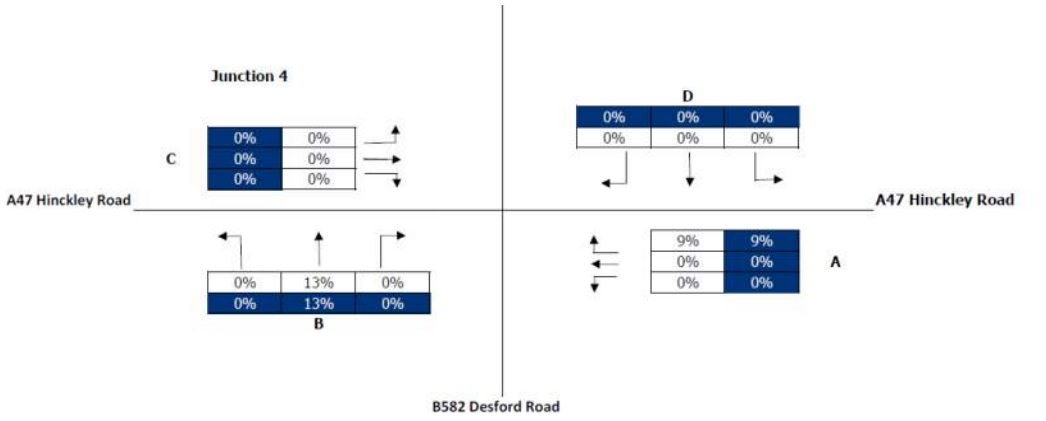
	A	B	C	D	T
A		0	3	1	4
B	0		1	0	1
C	3	0		1	4
D	0	0	1		1
T	3	0	5	2	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	3%
B	0%		2%	0%
C	1%	0%		0%
D	0%	0%	0%	

trip rates	arrivals	departs	two-way	75 dwellings
AM peak hour	0.113	0.500	0.613	
PM peak hour	0.331	0.244	0.575	

trips	arrivals	departs	two-way
AM peak hour	8	38	46
PM peak hour	25	18	43



desford xroads

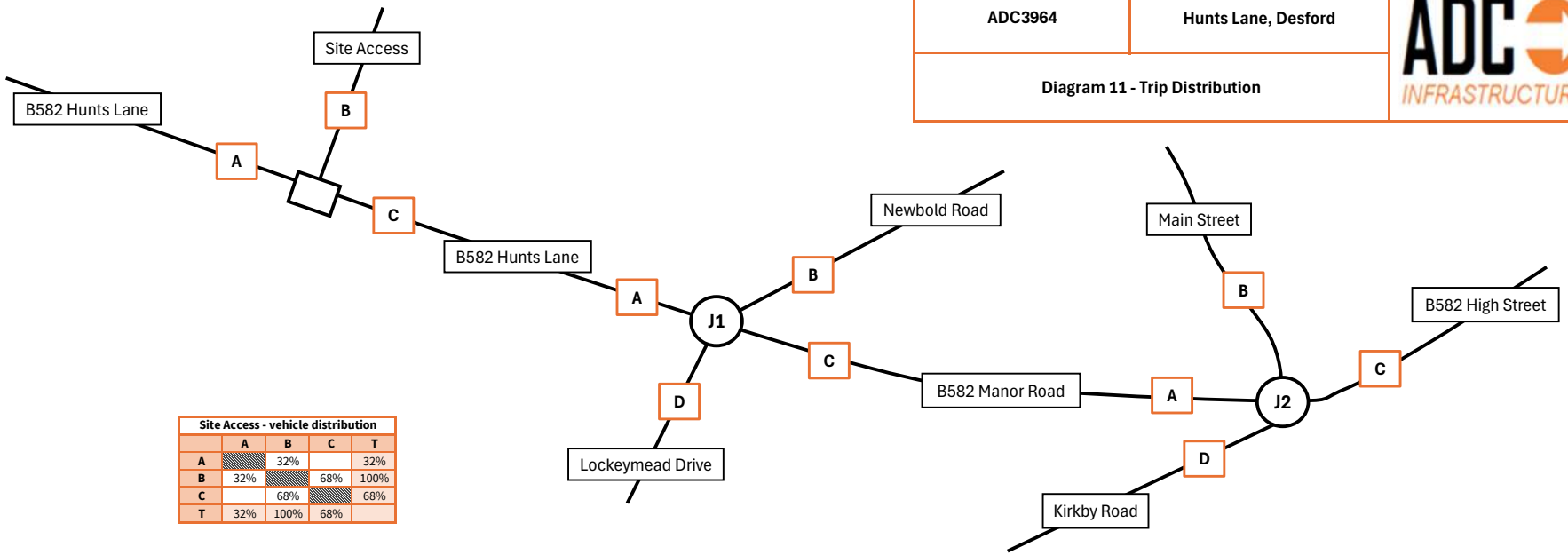
	A	B	C	D	T
A				9%	9%
B				13%	13%
C					0%
D	9%	13%			22%
T	9%	13%	0%	22%	

AM	A	B	C	D	T
A				1	1
B				1	1
C					0
D	3	5			8
T	3	5	0	2	10

PM	A
A	
B	
C	
D	2
T	2

B	C	D	T
		2	2
		3	3
			0
2			4
2	0	5	9

ADC3964	Hunts Lane, Desford
Diagram 11 - Trip Distribution	



Site Access - vehicle distribution

	A	B	C	T
A		32%		32%
B	32%		68%	100%
C		68%		68%
T	32%	100%	68%	

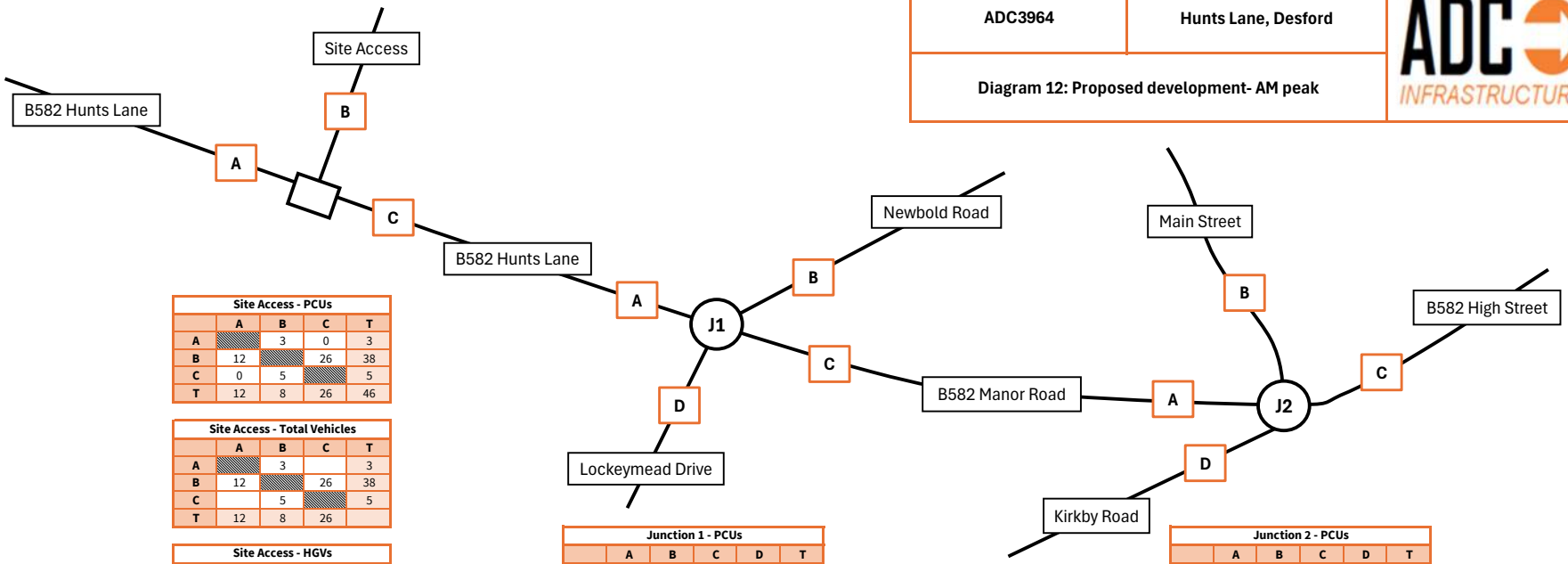
Junction 1 - vehicle distribution

	A	B	C	D	T
A		6%	62%		68%
B	6%				6%
C	62%				62%
D					0%
T	68%	6%	62%	0%	

Junction 2 - vehicle distribution

	A	B	C	D	T
A		1%	49%	13%	63%
B	1%				1%
C	49%				49%
D	13%				13%
T	63%	1%	49%	13%	

ADC3964	Hunts Lane, Desford
Diagram 12: Proposed development- AM peak	



Site Access - PCUs

	A	B	C	T
A		3	0	3
B	12		26	38
C	0	5		5
T	12	8	26	46

Site Access - Total Vehicles

	A	B	C	T
A		3		3
B	12		26	38
C		5		5
T	12	8	26	

Site Access - HGVs

	A	B	C	T
A				0
B				0
C				0
T	0	0	0	

Site Access - HGV%

	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		2	24	0	26
B	0		0	0	0
C	5	0		0	5
D	0	0	0		0
T	5	2	24	0	31

Junction 1 - Total Vehicles

	A	B	C	D	T
A		2	24	0	26
B	0				0
C	5				5
D	0				0
T	5	2	24	0	

Junction 1 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		0	19	5	24
B	0		0	0	0
C	4	0		0	4
D	1	0	0		1
T	5	0	19	5	29

Junction 2 - Total Vehicles

	A	B	C	D	T
A		0	19	5	24
B	0				0
C	4				4
D	1				1
T	5	0	19	5	

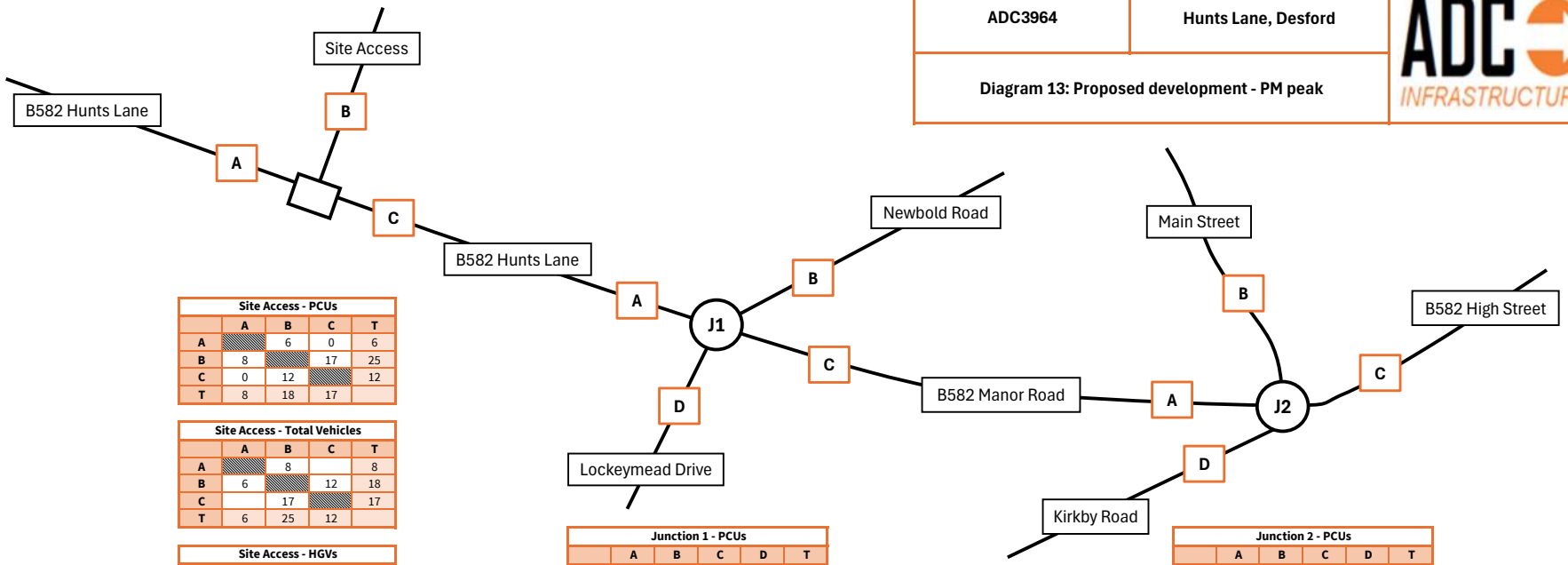
Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Hunts Lane, Desford
Diagram 13: Proposed development - PM peak	



Site Access - PCUs

	A	B	C	T
A		6	0	6
B	8		17	25
C	0	12		12
T	8	18	17	

Site Access - Total Vehicles

	A	B	C	T
A		8		8
B	6		12	18
C		17		17
T	6	25	12	

Site Access - HGVs

	A	B	C	T
A				0
B				0
C				0
T				

Site Access - HGV%

	A	B	C
A		0%	0%
B	0%		0%
C	0%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		1	11	0	12
B	2		0	0	2
C	16	0		0	16
D	0	0	0		0
T	18	1	11	0	30

Junction 1 - Total Vehicles

	A	B	C	D	T
A		1	11	0	12
B	2				2
C	16				16
D	0				0
T	18	1	11	0	

Junction 1 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		0	9	2	11
B	0		0	0	0
C	12	0		0	12
D	3	0	0		3
T	15	0	9	2	26

Junction 2 - Total Vehicles

	A	B	C	D	T
A			9	2	11
B					0
C	12				12
D	3				3
T	15	0	9	2	

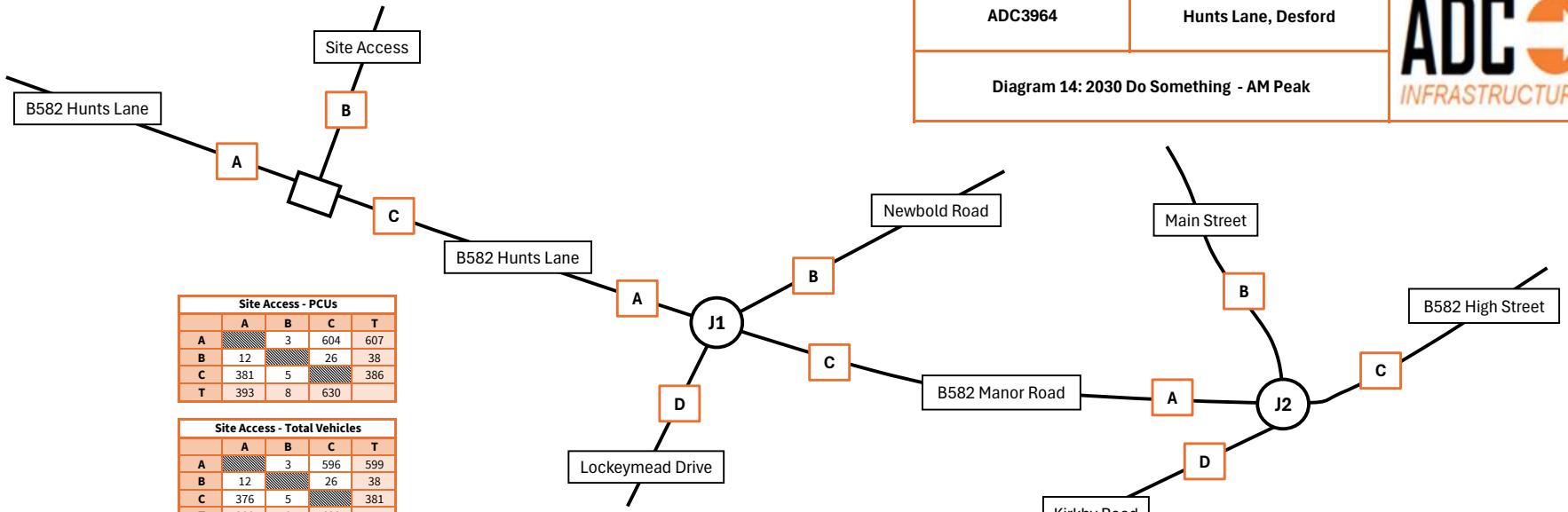
Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Hunts Lane, Desford
Diagram 14: 2030 Do Something - AM Peak	



Site Access - PCUs

	A	B	C	T
A		3	604	607
B	12		26	38
C	381	5		386
T	393	8	630	

Site Access - Total Vehicles

	A	B	C	T
A		3	596	599
B	12		26	38
C	376	5		381
T	388	8	622	

Site Access - HGVs

	A	B	C	T
A		0	8	8
B	0		0	0
C	5	0		5
T	5	0	8	

Site Access - HGV%

	A	B	C
A		0%	1%
B	0%		0%
C	1%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		19	702	3	724
B	17		26	2	45
C	366	25		17	408
D	14	6	61		81
T	397	50	789	22	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		17	689	3	709
B	17		25	2	44
C	357	25		17	399
D	14	6	61		81
T	388	48	775	22	

Junction 1 - HGVs

	A	B	C	D	T
A		2	13	0	15
B	0		1	0	1
C	9	0		0	9
D	0	0	0		0
T	9	2	14	0	

Junction 2 - HGV%

	A	B	C	D
A		12%	2%	0%
B	0%		4%	0%
C	3%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		3	655	37	695
B	4		135	96	235
C	344	37		250	631
D	15	31	376		422
T	363	71	1166	383	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		3	636	37	676
B	4		133	96	233
C	326	36		248	610
D	15	31	372		418
T	345	70	1141	381	

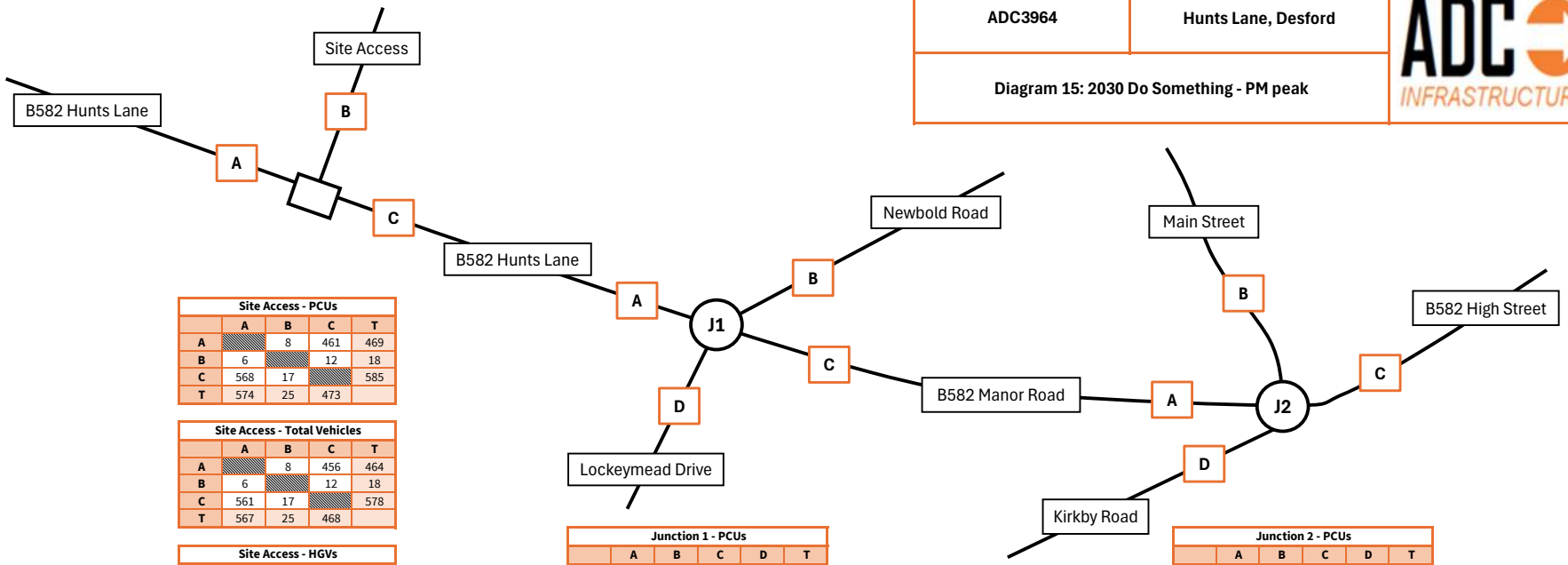
Junction 2 - HGVs

	A	B	C	D	T
A		0	19	0	19
B	0		2	0	2
C	18	1		2	21
D	0	0	4		4
T	18	1	25	2	

Junction 2 - HGV%

	A	B	C	D
A		0%	3%	0%
B	0%		2%	0%
C	6%	3%		1%
D	0%	0%	1%	

ADC3964	Hunts Lane, Desford
Diagram 15: 2030 Do Something - PM peak	



Site Access - PCUs

	A	B	C	T
A		8	461	469
B	6		12	18
C	568	17		585
T	574	25	473	

Site Access - Total Vehicles

	A	B	C	T
A		8	456	464
B	6		12	18
C	561	17		578
T	567	25	468	

Site Access - HGVs

	A	B	C	T
A		0	5	5
B	0		0	0
C	7	0		7
T	7	0	5	

Site Access - HGV%

	A	B	C
A		0%	1%
B	0%		0%
C	1%	0%	

Junction 1 - PCUs

	A	B	C	D	T
A		18	456	19	493
B	16		45	8	69
C	595	31		66	692
D	21	2	42		65
T	632	51	543	93	

Junction 1 - Total Vehicles

	A	B	C	D	T
A		18	453	19	490
B	15		45	8	68
C	591	31		66	688
D	21	2	42		65
T	627	51	540	93	

Junction 1 - HGVs

	A	B	C	D	T
A		0	3	0	3
B	1		0	0	1
C	4	0		0	4
D	0	0	0		0
T	5	0	3	0	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	0%
B	7%		0%	0%
C	1%	0%		0%
D	0%	0%	0%	

Junction 2 - PCUs

	A	B	C	D	T
A		14	428	40	482
B	11		65	53	129
C	556	54		250	860
D	40	41	292		373
T	607	109	785	343	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		14	425	39	478
B	11		64	53	128
C	553	54		249	856
D	40	41	291		372
T	604	109	780	341	

Junction 2 - HGVs

	A	B	C	D	T
A		0	3	1	4
B	0		1	0	1
C	3	0		1	4
D	0	0	1		1
T	3	0	5	2	

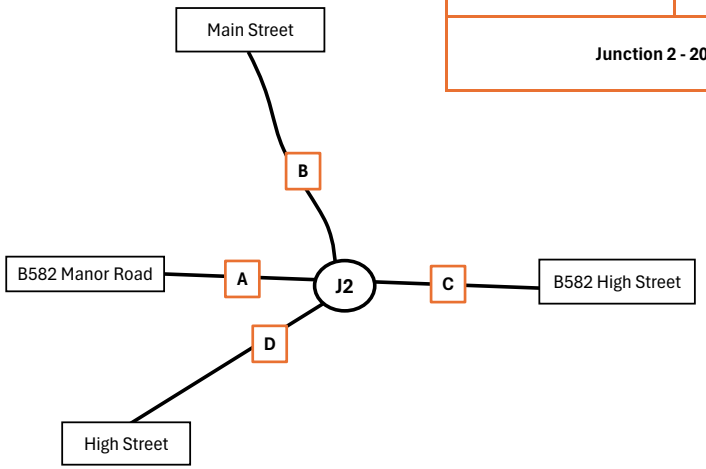
Junction 2 - HGV%

	A	B	C	D
A		0%	1%	3%
B	0%		2%	0%
C	1%	0%		0%
D	0%	0%	0%	

APPENDIX G

JUNCTION 2 ARCADY DIRECT ENTRY TRAFFIC FLOWS

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - 2025 AM peak	



J2 peak hour: 07:45 - 08:45

Junction 2 - PCUs

	A	B	C	D	T
A		3	586	26	615
B	4		128	90	222
C	316	35		230	581
D	11	28	323		362
T	331	66	1037	346	

J2 - Total Vehicles - 07:45 - 08:00

	A	B	C	D	T
A		0	137	12	149
B	2		28	26	56
C	94	10		58	162
D	4	7	72		83
T	100	17	237	96	

J2 - HGVs - 07:45 - 08:00

	A	B	C	D	T
A			4		4
B			2		2
C	7			1	8
D					0
T	7	0	6	1	

J2 - HGV% - 07:45 - 08:00

	A	B	C	D
A		0%	3%	0%
B	0%		7%	0%
C	7%	0%		2%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		3	568	26	597
B	4		126	90	220
C	299	34		228	561
D	11	28	319		358
T	314	65	1013	344	

J2 - Total Vehicles - 08:00 - 08:15

	A	B	C	D	T
A		1	150	1	152
B	1		47	30	78
C	47	8		49	104
D	1	5	82		88
T	49	14	279	80	

J2 - HGVs - 08:00 - 08:15

	A	B	C	D	T
A			4		4
B					0
C	1			1	2
D					0
T	1	0	4	1	

J2 - HGV% - 08:00 - 08:15

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	2%	0%		2%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A		0	18	0	18
B	0		2	0	2
C	17	1		2	20
D	0	0	4		4
T	17	1	24	2	

J2 - Total Vehicles - 08:15 - 08:30

	A	B	C	D	T
A		0	144	10	154
B	1		36	16	53
C	70	6		46	122
D	3	4	94		101
T	74	10	274	72	

J2 - HGVs - 08:15 - 08:30

	A	B	C	D	T
A			4		4
B					0
C	4				4
D			2		2
T	4	0	6	0	

J2 - HGV% - 08:15 - 08:30

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	6%	0%		0%
D	0%	0%	2%	

Junction 2 - HGV%

	A	B	C	D
A		0%	3%	0%
B	0%		2%	0%
C	6%	3%		1%
D	0%	0%	1%	

J2 - Total Vehicles - 08:30 - 08:45

	A	B	C	D	T
A		2	137	3	142
B	0		15	18	33
C	88	10		75	173
D	3	12	71		86
T	91	24	223	96	

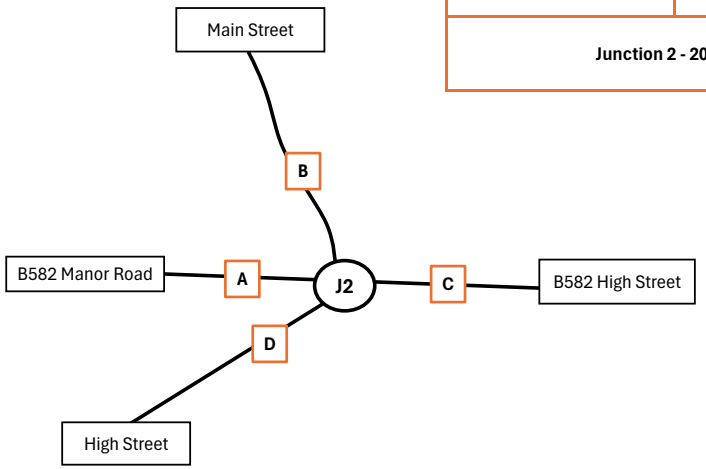
J2 - HGVs - 08:30 - 08:45

	A	B	C	D	T
A			6		6
B					0
C	5	1			6
D			2		2
T	5	1	8	0	

J2 - HGV% - 08:30 - 08:45

	A	B	C	D
A		0%	4%	0%
B	0%		0%	0%
C	6%	10%		0%
D	0%	0%	3%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - 2025 PM peak	



J2 peak hour: 16:15 - 17:15

Junction 2 - PCUs

	A	B	C	D	T
A		13	390	34	437
B	10		62	49	121
C	499	51		214	764
D	31	38	259		328
T	540	102	711	297	

J2 - Total Vehicles - 16:15 - 16:30

	A	B	C	D	T
A		2	74	7	83
B	3		10	9	22
C	118	12		59	189
D	8	11	80		99
T	129	25	164	75	

J2 - HGVs - 16:15 - 16:30

	A	B	C	D	T
A			2		2
B					0
C					0
D					0
T	0	0	2	0	

J2 - HGV% - 16:15 - 16:30

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		13	387	33	433
B	10		61	49	120
C	496	51		213	760
D	31	38	258		327
T	537	102	706	295	

J2 - Total Vehicles - 16:30 - 16:45

	A	B	C	D	T
A		4	120	5	129
B	1		21	10	32
C	132	12		49	193
D	8	9	64		81
T	141	25	205	64	

J2 - HGVs - 16:30 - 16:45

	A	B	C	D	T
A					0
B					0
C	1				1
D					0
T	1	0	0	0	

J2 - HGV% - 16:30 - 16:45

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	1%	0%		0%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A		0	3	1	4
B	0		1	0	1
C	3	0		1	4
D	0	0	1		1
T	3	0	5	2	

J2 - Total Vehicles - 16:45 - 17:00

	A	B	C	D	T
A		4	89	9	102
B	4		11	11	26
C	125	18		49	192
D	8	11	62		81
T	137	33	162	69	

J2 - HGVs - 16:45 - 17:00

	A	B	C	D	T
A			1	1	2
B					0
C	1			1	2
D					0
T	1	0	1	2	

J2 - HGV% - 16:45 - 17:00

	A	B	C	D
A		0%	1%	11%
B	0%		0%	0%
C	1%	0%		2%
D	0%	0%	0%	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	3%
B	0%		2%	0%
C	1%	0%		0%
D	0%	0%	0%	

J2 - Total Vehicles - 17:00 - 17:15

	A	B	C	D	T
A		3	104	12	119
B	2		19	19	40
C	121	9		56	186
D	7	7	52		66
T	130	19	175	87	

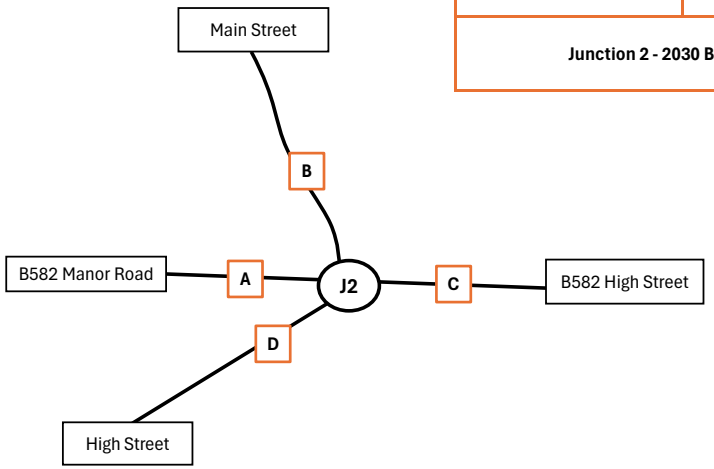
J2 - HGVs - 17:00 - 17:15

	A	B	C	D	T
A					0
B			1		1
C	1				1
D			1		1
T	1	0	2	0	

J2 - HGV% - 17:00 - 17:15

	A	B	C	D
A		0%	0%	0%
B	0%		5%	0%
C	1%	0%		0%
D	0%	0%	2%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - 2030 Baseline AM peak	



J2 peak hour: 07:45 - 08:45

Junction 2 - PCUs

	A	B	C	D	T
A		3	618	27	649
B	4		135	95	234
C	333	37		243	613
D	12	30	341		382
T	349	70	1094	365	

J2 - Total Vehicles - 07:45 - 08:00

	A	B	C	D	T
A		0	144	13	157
B	2		30	27	59
C	99	11		61	171
D	4	7	76		88
T	105	18	250	101	

J2 - HGVs - 07:45 - 08:00

	A	B	C	D	T
A		0	4	0	4
B	0		2	0	2
C	7	0		1	8
D	0	0	0		0
T	7	0	6	1	

J2 - HGV% - 07:45 - 08:00

	A	B	C	D
A		0%	3%	0%
B	0%		7%	0%
C	7%	0%		2%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		3	599	27	630
B	4		133	95	232
C	315	36		240	592
D	12	30	336		378
T	331	69	1068	363	

J2 - Total Vehicles - 08:00 - 08:15

	A	B	C	D	T
A		1	158	1	160
B	1		50	32	82
C	50	8		52	110
D	1	5	86		93
T	52	15	294	84	

J2 - HGVs - 08:00 - 08:15

	A	B	C	D	T
A		0	4	0	4
B	0		0	0	0
C	1	0		1	2
D	0	0	0		0
T	1	0	4	1	

J2 - HGV% - 08:00 - 08:15

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	2%	0%		2%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A		0	19	0	19
B	0		2	0	2
C	18	1		2	21
D	0	0	4		4
T	18	1	25	2	

J2 - Total Vehicles - 08:15 - 08:30

	A	B	C	D	T
A		0	152	11	162
B	1		38	17	56
C	74	6		49	129
D	3	4	99		107
T	78	11	289	76	

J2 - HGVs - 08:15 - 08:30

	A	B	C	D	T
A		0	4	0	4
B	0		0	0	0
C	4	0		0	4
D	0	0	2		2
T	4	0	6	0	

J2 - HGV% - 08:15 - 08:30

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	6%	0%		0%
D	0%	0%	2%	

Junction 2 - HGV%

	A	B	C	D
A		0%	3%	0%
B	0%		2%	0%
C	6%	3%		1%
D	0%	0%	1%	

J2 - Total Vehicles - 08:30 - 08:45

	A	B	C	D	T
A		2	144	3	150
B	0		16	19	35
C	93	11		79	182
D	3	13	75		91
T	96	25	235	101	

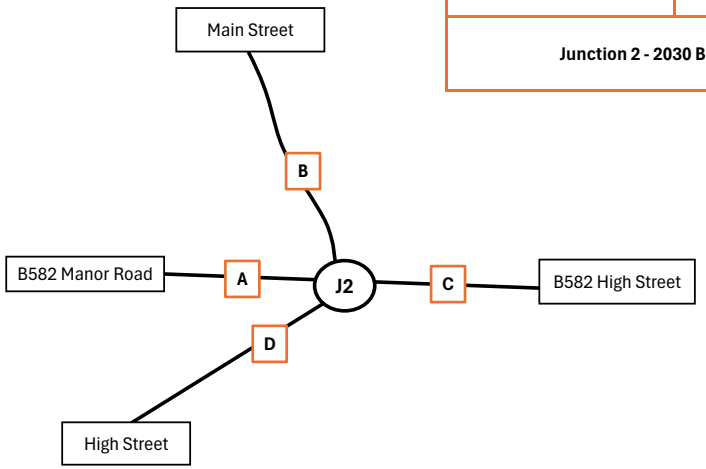
J2 - HGVs - 08:30 - 08:45

	A	B	C	D	T
A		0	6	0	6
B	0		0	0	0
C	5	1		0	6
D	0	0	2		2
T	5	1	8	0	

J2 - HGV% - 08:30 - 08:45

	A	B	C	D
A		0%	4%	0%
B	0%		0%	0%
C	6%	10%		0%
D	0%	0%	3%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - 2030 Baseline PM peak	



J2 peak hour: 16:15 - 17:15

Junction 2 - PCUs

	A	B	C	D	T
A		14	412	36	462
B	11		66	52	128
C	527	54		226	807
D	33	40	274		347
T	571	108	751	314	

J2 - Total Vehicles - 16:15 - 16:30

	A	B	C	D	T
A		2	78	7	88
B	3		11	10	23
C	125	13		62	200
D	8	12	85		105
T	136	26	173	79	

J2 - HGVs - 16:15 - 16:30

	A	B	C	D	T
A			2		2
B					0
C					0
D					0
T	0	0	2	0	

J2 - HGV% - 16:15 - 16:30

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		14	409	35	457
B	11		64	52	127
C	524	54		225	803
D	33	40	273		345
T	567	108	746	312	

J2 - Total Vehicles - 16:30 - 16:45

	A	B	C	D	T
A		4	127	5	136
B	1		22	11	34
C	139	13		52	204
D	8	10	68		86
T	149	26	217	68	

J2 - HGVs - 16:30 - 16:45

	A	B	C	D	T
A					0
B					0
C	1				1
D					0
T	1	0	0	0	

J2 - HGV% - 16:30 - 16:45

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	1%	0%		0%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A		0	3	1	4
B	0		1	0	1
C	3	0		1	4
D	0	0	1		1
T	3	0	5	2	

J2 - Total Vehicles - 16:45 - 17:00

	A	B	C	D	T
A		4	94	10	108
B	4		12	12	27
C	132	19		52	203
D	8	12	66		86
T	145	35	171	73	

J2 - HGVs - 16:45 - 17:00

	A	B	C	D	T
A			1	1	2
B					0
C	1			1	2
D					0
T	1	0	1	2	

J2 - HGV% - 16:45 - 17:00

	A	B	C	D
A		0%	1%	11%
B	0%		0%	0%
C	1%	0%		2%
D	0%	0%	0%	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	3%
B	0%		2%	0%
C	1%	0%		0%
D	0%	0%	0%	

J2 - Total Vehicles - 17:00 - 17:15

	A	B	C	D	T
A		3	110	13	126
B	2		20	20	42
C	128	10		59	197
D	7	7	55		70
T	137	20	185	92	

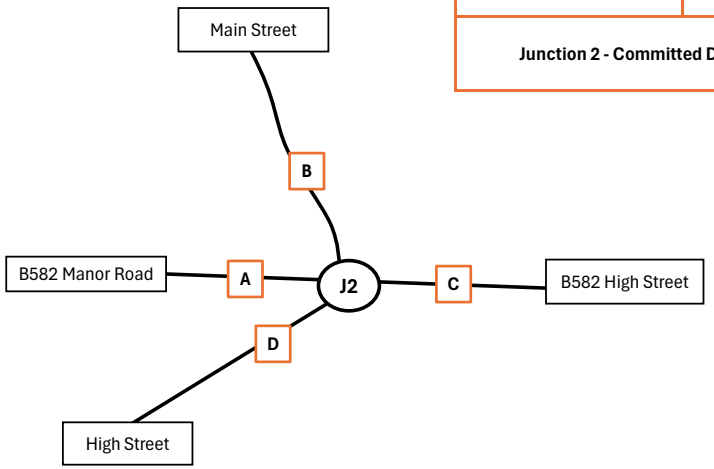
J2 - HGVs - 17:00 - 17:15

	A	B	C	D	T
A					0
B			1		1
C	1				1
D			1		1
T	1	0	2	0	

J2 - HGV% - 17:00 - 17:15

	A	B	C	D
A		0%	0%	0%
B	0%		5%	0%
C	1%	0%		0%
D	0%	0%	2%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - Committed Developments AM peak	



J2 peak hour: 07:45 - 08:45

Junction 2 - PCUs

	A	B	C	D	T
A		0	18	5	23
B	0		0	1	1
C	7	0		8	15
D	2	1	36		39
T	9	1	54	14	

J2 - Total Vehicles - 07:45 - 08:00

	A	B	C	D	T
A			4	1	5
B					0
C	1			2	3
D			9		9
T	1	0	13	3	

J2 - HGVs - 07:45 - 08:00

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 07:45 - 08:00

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A			18	5	23
B				1	1
C	7			8	15
D	2	1	36		39
T	9	1	54	14	

J2 - Total Vehicles - 08:00 - 08:15

	A	B	C	D	T
A			5	2	7
B				1	1
C	2			2	4
D	1	1	9		11
T	3	1	14	5	

J2 - HGVs - 08:00 - 08:15

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 08:00 - 08:15

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - Total Vehicles - 08:15 - 08:30

	A	B	C	D	T
A			5	1	6
B					0
C	2			2	4
D	1		9		10
T	3	0	14	3	

J2 - HGVs - 08:15 - 08:30

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 08:15 - 08:30

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

J2 - Total Vehicles - 08:30 - 08:45

	A	B	C	D	T
A			4	1	5
B					0
C	2			2	4
D			9		9
T	2	0	13	3	

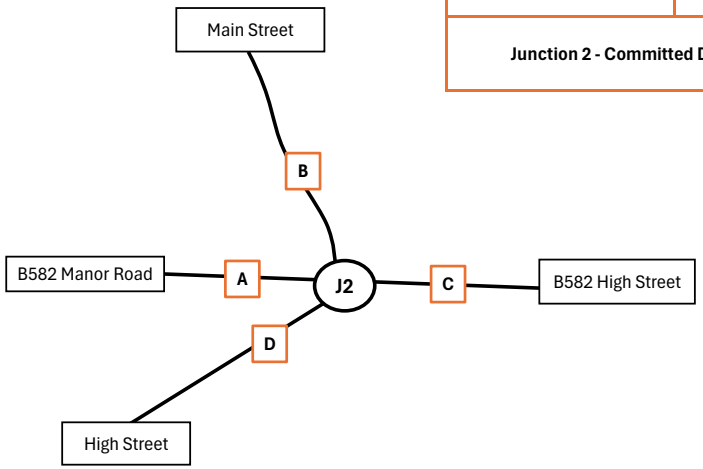
J2 - HGVs - 08:30 - 08:45

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 08:30 - 08:45

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - Committed Developments PM peak	



J2 peak hour: 16:15 - 17:15

Junction 2 - PCUs

	A	B	C	D	T
A		0	7	2	9
B	0		0	1	1
C	17	0		24	41
D	4	1	18		23
T	21	1	25	27	

J2 - Total Vehicles - 16:15 - 16:30

	A	B	C	D	T
A			1		1
B					0
C	4			6	10
D	1		4		5
T	5	0	5	6	

J2 - HGVs - 16:15 - 16:30

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 16:15 - 16:30

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A			7	2	9
B				1	1
C	17			24	41
D	4	1	18		23
T	21	1	25	27	

J2 - Total Vehicles - 16:30 - 16:45

	A	B	C	D	T
A			2	1	3
B				1	1
C	5			6	11
D	1	1	5		7
T	6	1	7	8	

J2 - HGVs - 16:30 - 16:45

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 16:30 - 16:45

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - Total Vehicles - 16:45 - 17:00

	A	B	C	D	T
A			2	1	3
B					0
C	4			6	10
D	1		5		6
T	5	0	7	7	

J2 - HGVs - 16:45 - 17:00

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 16:45 - 17:00

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

J2 - Total Vehicles - 17:00 - 17:15

	A	B	C	D	T
A			2		2
B					0
C	4			6	10
D	1		4		5
T	5	0	6	6	

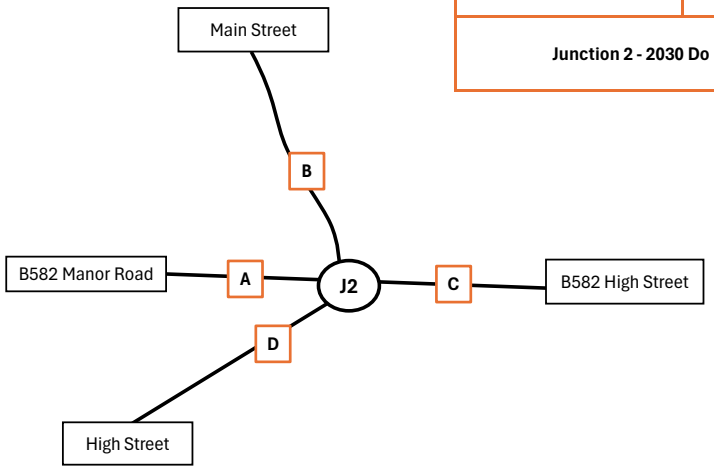
J2 - HGVs - 17:00 - 17:15

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 17:00 - 17:15

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - 2030 Do Minimum AM peak	



J2 peak hour: 07:45 - 08:45

Junction 2 - PCUs

	A	B	C	D	T
A		3	636	32	672
B	4		135	96	235
C	340	37		251	628
D	14	31	377		421
T	358	71	1148	379	

J2 - Total Vehicles - 07:45 - 08:00

	A	B	C	D	T
A		0	148	14	162
B	2		30	27	59
C	100	11		63	174
D	4	7	85		97
T	106	18	263	104	

J2 - HGVs - 07:45 - 08:00

	A	B	C	D	T
A		0	4	0	4
B	0		2	0	2
C	7	0		1	8
D	0	0	0		0
T	7	0	6	1	

J2 - HGV% - 07:45 - 08:00

	A	B	C	D
A		0%	3%	0%
B	0%		7%	0%
C	7%	0%		2%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		3	617	32	653
B	4		133	96	233
C	322	36		248	607
D	14	31	372		417
T	340	70	1122	377	

J2 - Total Vehicles - 08:00 - 08:15

	A	B	C	D	T
A		1	163	3	167
B	1		50	33	83
C	52	8		54	114
D	2	6	95		104
T	55	16	308	89	

J2 - HGVs - 08:00 - 08:15

	A	B	C	D	T
A		0	4	0	4
B	0		0	0	0
C	1	0		1	2
D	0	0	0		0
T	1	0	4	1	

J2 - HGV% - 08:00 - 08:15

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	2%	0%		2%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A		0	19	0	19
B	0		2	0	2
C	18	1		2	21
D	0	0	4		4
T	18	1	25	2	

J2 - Total Vehicles - 08:15 - 08:30

	A	B	C	D	T
A		0	157	12	168
B	1		38	17	56
C	76	6		51	133
D	4	4	108		117
T	81	11	303	79	

J2 - HGVs - 08:15 - 08:30

	A	B	C	D	T
A		0	4	0	4
B	0		0	0	0
C	4	0		0	4
D	0	0	2		2
T	4	0	6	0	

J2 - HGV% - 08:15 - 08:30

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	6%	0%		0%
D	0%	0%	2%	

Junction 2 - HGV%

	A	B	C	D
A		0%	3%	0%
B	0%		2%	0%
C	6%	3%		1%
D	0%	0%	1%	

J2 - Total Vehicles - 08:30 - 08:45

	A	B	C	D	T
A		2	148	4	155
B	0		16	19	35
C	95	11		81	186
D	3	13	84		100
T	98	25	248	104	

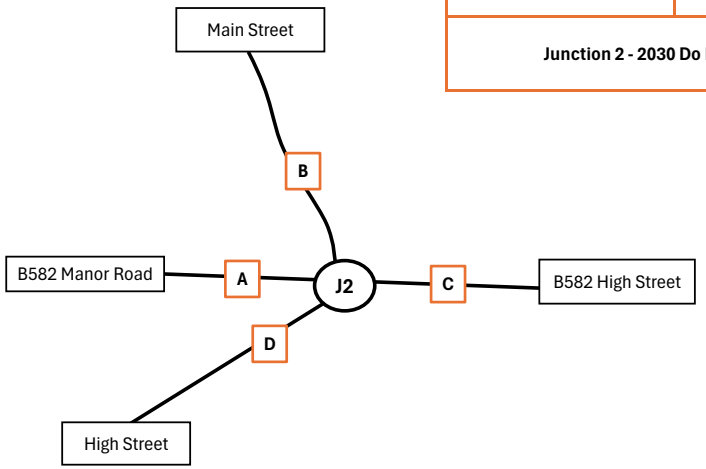
J2 - HGVs - 08:30 - 08:45

	A	B	C	D	T
A		0	6	0	6
B	0		0	0	0
C	5	1		0	6
D	0	0	2		2
T	5	1	8	0	

J2 - HGV% - 08:30 - 08:45

	A	B	C	D
A		0%	4%	0%
B	0%		0%	0%
C	6%	10%		0%
D	0%	0%	3%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - 2030 Do Minimum PM peak	



J2 peak hour: 16:15 - 17:15

Junction 2 - PCUs

	A	B	C	D	T
A		14	419	38	471
B	11		66	53	129
C	544	54		250	848
D	37	41	292		370
T	592	109	776	341	

J2 - Total Vehicles - 16:15 - 16:30

	A	B	C	D	T
A		2	79	7	89
B	3		11	10	23
C	129	13		68	210
D	9	12	89		110
T	141	26	178	85	

J2 - HGVs - 16:15 - 16:30

	A	B	C	D	T
A		0	2	0	2
B	0		0	0	0
C	0	0		0	0
D	0	0	0		0
T	0	0	2	0	

J2 - HGV% - 16:15 - 16:30

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		14	416	37	466
B	11		64	53	128
C	541	54		249	844
D	37	41	291		368
T	588	109	771	339	

J2 - Total Vehicles - 16:30 - 16:45

	A	B	C	D	T
A		4	129	6	139
B	1		22	12	35
C	144	13		58	215
D	9	11	73		93
T	155	27	224	76	

J2 - HGVs - 16:30 - 16:45

	A	B	C	D	T
A		0	0	0	0
B	0		0	0	0
C	1	0		0	1
D	0	0	0		0
T	1	0	0	0	

J2 - HGV% - 16:30 - 16:45

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	1%	0%		0%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A		0	3	1	4
B	0		1	0	1
C	3	0		1	4
D	0	0	1		1
T	3	0	5	2	

J2 - Total Vehicles - 16:45 - 17:00

	A	B	C	D	T
A		4	96	11	111
B	4		12	12	27
C	136	19		58	213
D	9	12	71		92
T	150	35	178	80	

J2 - HGVs - 16:45 - 17:00

	A	B	C	D	T
A		0	1	1	2
B	0		0	0	0
C	1	0		1	2
D	0	0	0		0
T	1	0	1	2	

J2 - HGV% - 16:45 - 17:00

	A	B	C	D
A		0%	1%	10%
B	0%		0%	0%
C	1%	0%		2%
D	0%	0%	0%	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	3%
B	0%		2%	0%
C	1%	0%		0%
D	0%	0%	0%	

J2 - Total Vehicles - 17:00 - 17:15

	A	B	C	D	T
A		3	112	13	128
B	2		20	20	42
C	132	10		65	207
D	8	7	59		75
T	142	20	191	98	

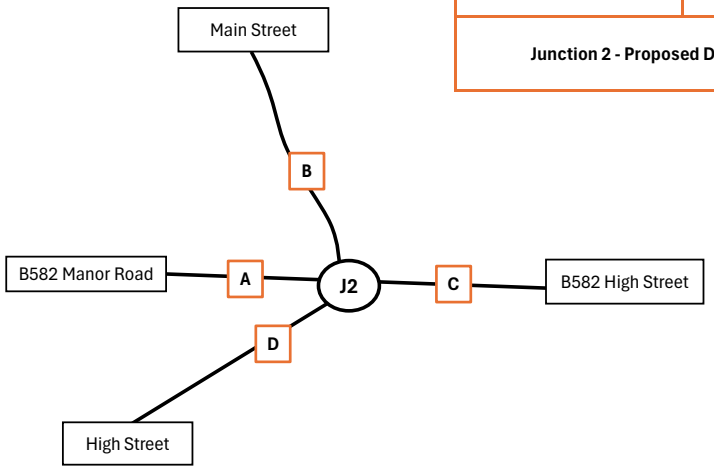
J2 - HGVs - 17:00 - 17:15

	A	B	C	D	T
A		0	0	0	0
B	0		1	0	1
C	1	0		0	1
D	0	0	1		1
T	1	0	2	0	

J2 - HGV% - 17:00 - 17:15

	A	B	C	D
A		0%	0%	0%
B	0%		5%	0%
C	1%	0%		0%
D	0%	0%	2%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - Proposed Development AM peak	



J2 peak hour: 07:45 - 08:45

Junction 2 - PCUs

	A	B	C	D	T
A		0	19	5	24
B	0		0	0	0
C	4	0		0	4
D	1	0	0		1
T	5	0	19	5	

J2 - Total Vehicles - 07:45 - 08:00

	A	B	C	D	T
A			4	1	5
B					0
C	1				1
D					0
T	1	0	4	1	

J2 - HGVs - 07:45 - 08:00

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 07:45 - 08:00

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		0	19	5	24
B	0				0
C	4				4
D	1				1
T	5	0	19	5	

J2 - Total Vehicles - 08:00 - 08:15

	A	B	C	D	T
A			5	2	7
B					0
C	1				1
D	1				1
T	2	0	5	2	

J2 - HGVs - 08:00 - 08:15

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 08:00 - 08:15

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - Total Vehicles - 08:15 - 08:30

	A	B	C	D	T
A			5	1	6
B					0
C	1				1
D					0
T	1	0	5	1	

J2 - HGVs - 08:15 - 08:30

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 08:15 - 08:30

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

J2 - Total Vehicles - 08:30 - 08:45

	A	B	C	D	T
A			5	1	6
B					0
C	1				1
D					0
T	1	0	5	1	

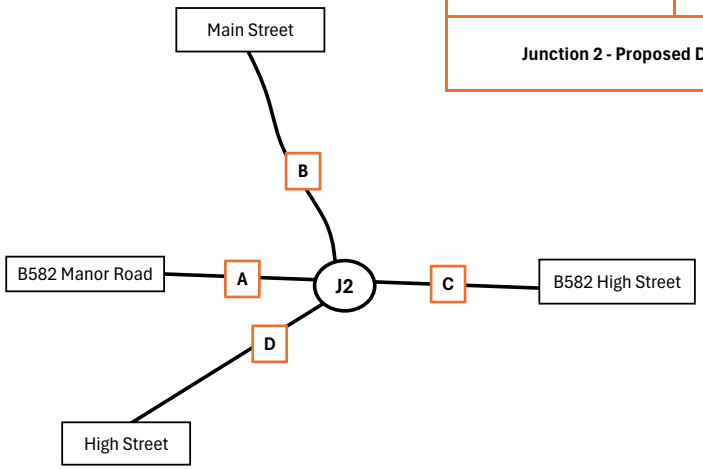
J2 - HGVs - 08:30 - 08:45

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 08:30 - 08:45

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - Proposed Development PM peak	



J2 peak hour: 16:15 - 17:15

Junction 2 - PCUs

	A	B	C	D	T
A		0	9	2	11
B	0		0	0	0
C	12	0		0	12
D	3	0	0		3
T	15	0	9	2	

J2 - Total Vehicles - 16:15 - 16:30

	A	B	C	D	T
A			2		2
B					0
C	3				3
D					0
T	3	0	2	0	

J2 - HGVs - 16:15 - 16:30

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 16:15 - 16:30

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A			9	2	11
B					0
C	12				12
D	3				3
T	15	0	9	2	

J2 - Total Vehicles - 16:30 - 16:45

	A	B	C	D	T
A			3	1	4
B					0
C	3				3
D	1				1
T	4	0	3	1	

J2 - HGVs - 16:30 - 16:45

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 16:30 - 16:45

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - Total Vehicles - 16:45 - 17:00

	A	B	C	D	T
A			2	1	3
B					0
C	3				3
D	1				1
T	4	0	2	1	

J2 - HGVs - 16:45 - 17:00

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 16:45 - 17:00

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - HGV%

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

J2 - Total Vehicles - 17:00 - 17:15

	A	B	C	D	T
A			2		2
B					0
C	3				3
D	1				1
T	4	0	2	0	

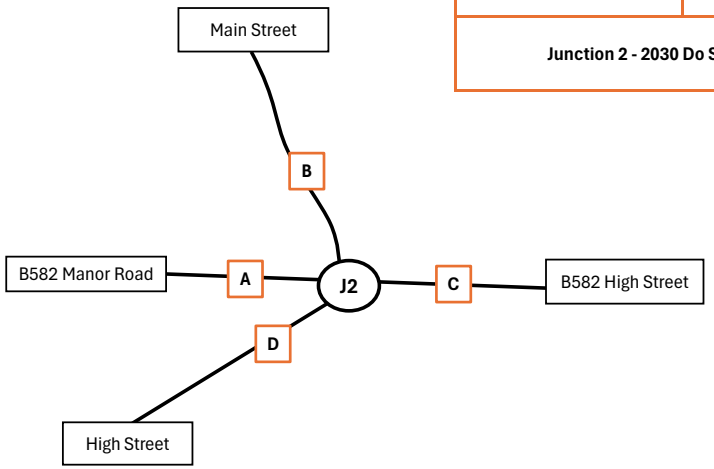
J2 - HGVs - 17:00 - 17:15

	A	B	C	D	T
A					0
B					0
C					0
D					0
T	0	0	0	0	

J2 - HGV% - 17:00 - 17:15

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - 2030 Do Something AM peak	



J2 peak hour: 07:45 - 08:45

Junction 2 - PCUs

	A	B	C	D	T
A		3	655	37	696
B	4		135	96	235
C	344	37		251	632
D	15	31	377		422
T	363	71	1167	384	

J2 - Total Vehicles - 07:45 - 08:00

	A	B	C	D	T
A		0	152	15	167
B	2		30	27	59
C	101	11		63	175
D	4	7	85		97
T	107	18	267	105	

J2 - HGVs - 07:45 - 08:00

	A	B	C	D	T
A		0	4	0	4
B	0		2	0	2
C	7	0		1	8
D	0	0	0		0
T	7	0	6	1	

J2 - HGV% - 07:45 - 08:00

	A	B	C	D
A		0%	3%	0%
B	0%		7%	0%
C	7%	0%		2%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		3	636	37	677
B	4		133	96	233
C	326	36		248	611
D	15	31	372		418
T	345	70	1141	382	

J2 - Total Vehicles - 08:00 - 08:15

	A	B	C	D	T
A		1	168	5	174
B	1		50	33	83
C	53	8		54	115
D	3	6	95		105
T	57	16	313	91	

J2 - HGVs - 08:00 - 08:15

	A	B	C	D	T
A		0	4	0	4
B	0		0	0	0
C	1	0		1	2
D	0	0	0		0
T	1	0	4	1	

J2 - HGV% - 08:00 - 08:15

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	2%	0%		2%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A		0	19	0	19
B	0		2	0	2
C	18	1		2	21
D	0	0	4		4
T	18	1	25	2	

J2 - Total Vehicles - 08:15 - 08:30

	A	B	C	D	T
A		0	162	13	174
B	1		38	17	56
C	77	6		51	134
D	4	4	108		117
T	82	11	308	80	

J2 - HGVs - 08:15 - 08:30

	A	B	C	D	T
A		0	4	0	4
B	0		0	0	0
C	4	0		0	4
D	0	0	2		2
T	4	0	6	0	

J2 - HGV% - 08:15 - 08:30

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	5%	0%		0%
D	0%	0%	2%	

Junction 2 - HGV%

	A	B	C	D
A		0%	3%	0%
B	0%		2%	0%
C	5%	3%		1%
D	0%	0%	1%	

J2 - Total Vehicles - 08:30 - 08:45

	A	B	C	D	T
A		2	153	5	161
B	0		16	19	35
C	96	11		81	187
D	3	13	84		100
T	99	25	253	105	

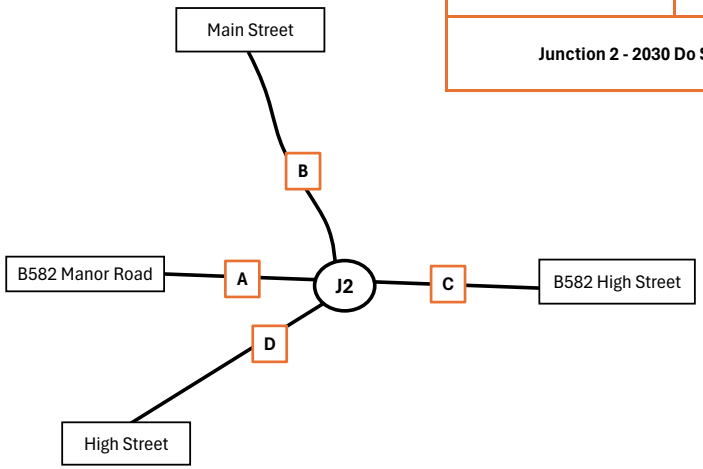
J2 - HGVs - 08:30 - 08:45

	A	B	C	D	T
A		0	6	0	6
B	0		0	0	0
C	5	1		0	6
D	0	0	2		2
T	5	1	8	0	

J2 - HGV% - 08:30 - 08:45

	A	B	C	D
A		0%	4%	0%
B	0%		0%	0%
C	6%	10%		0%
D	0%	0%	3%	

ADC3964	Land north of Hunts Lane, Desford
Junction 2 - 2030 Do Something PM peak	



J2 peak hour: 16:15 - 17:15

Junction 2 - PCUs

	A	B	C	D	T
A		14	428	40	482
B	11		66	53	129
C	556	54		250	860
D	40	41	292		373
T	607	109	785	343	

J2 - Total Vehicles - 16:15 - 16:30

	A	B	C	D	T
A		2	81	7	91
B	3		11	10	23
C	132	13		68	213
D	9	12	89		110
T	144	26	180	85	

J2 - HGVs - 16:15 - 16:30

	A	B	C	D	T
A		0	2	0	2
B	0		0	0	0
C	0	0		0	0
D	0	0	0		0
T	0	0	2	0	

J2 - HGV% - 16:15 - 16:30

	A	B	C	D
A		0%	3%	0%
B	0%		0%	0%
C	0%	0%		0%
D	0%	0%	0%	

Junction 2 - Total Vehicles

	A	B	C	D	T
A		14	425	39	477
B	11		64	53	128
C	553	54		249	856
D	40	41	291		371
T	603	109	780	341	

J2 - Total Vehicles - 16:30 - 16:45

	A	B	C	D	T
A		4	132	7	143
B	1		22	12	35
C	147	13		58	218
D	10	11	73		94
T	159	27	227	77	

J2 - HGVs - 16:30 - 16:45

	A	B	C	D	T
A		0	0	0	0
B	0		0	0	0
C	1	0		0	1
D	0	0	0		0
T	1	0	0	0	

J2 - HGV% - 16:30 - 16:45

	A	B	C	D
A		0%	0%	0%
B	0%		0%	0%
C	1%	0%		0%
D	0%	0%	0%	

Junction 2 - HGVs

	A	B	C	D	T
A		0	3	1	4
B	0		1	0	1
C	3	0		1	4
D	0	0	1		1
T	3	0	5	2	

J2 - Total Vehicles - 16:45 - 17:00

	A	B	C	D	T
A		4	98	12	114
B	4		12	12	27
C	139	19		58	216
D	10	12	71		93
T	154	35	180	81	

J2 - HGVs - 16:45 - 17:00

	A	B	C	D	T
A		0	1	1	2
B	0		0	0	0
C	1	0		1	2
D	0	0	0		0
T	1	0	1	2	

J2 - HGV% - 16:45 - 17:00

	A	B	C	D
A		0%	1%	9%
B	0%		0%	0%
C	1%	0%		2%
D	0%	0%	0%	

Junction 2 - HGV%

	A	B	C	D
A		0%	1%	3%
B	0%		2%	0%
C	1%	0%		0%
D	0%	0%	0%	

J2 - Total Vehicles - 17:00 - 17:15

	A	B	C	D	T
A		3	114	13	130
B	2		20	20	42
C	135	10		65	210
D	9	7	59		76
T	146	20	193	98	

J2 - HGVs - 17:00 - 17:15

	A	B	C	D	T
A		0	0	0	0
B	0		1	0	1
C	1	0		0	1
D	0	0	1		1
T	1	0	2	0	

J2 - HGV% - 17:00 - 17:15

	A	B	C	D
A		0%	0%	0%
B	0%		5%	0%
C	1%	0%		0%
D	0%	0%	2%	

APPENDIX H

PROPOSED SITE ACCESS JUNCTIONS 9 ASSESSMENT REPORT

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: B582-Site Access.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3964 Hunts Lane, Desford\Calcs\Junction models
Report generation date: 14/11/2025 12:32:29

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2030 Do Something					
Stream B-AC	0.1	10.29	0.11	0.1	9.35	0.05
Stream C-AB	0.0	4.77	0.01	0.1	4.23	0.05

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

File summary

File Description

Title	B582 / Site Access
Location	Desford
Site number	SA
Date	30/10/2025
Version	V1
Status	Preliminary
Identifier	SA
Client	Peveril Homes
Jobnumber	ADC3964
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Do Something	AM	ONE HOUR	07:45	09:15	15
D2	2030 Do Something	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Do Something, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
A	B582 / Site Access	T-Junction	Two-way		0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B582 Hunts Lane (west)		Major
B	Site access		Minor
C	B582 Hunts Lane (east)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B582 Hunts Lane (east)	6.74			191.8	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site access	One lane	2.75	66	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
A	B-A	497	0.088	0.222	0.139	0.317
A	B-C	622	0.092	0.233	-	-
A	C-B	685	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2030 Do Something	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B582 Hunts Lane (west)		✓	599	100.000
B - Site access		✓	38	100.000
C - B582 Hunts Lane (east)		✓	381	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B582 Hunts Lane (west)	B - Site access	C - B582 Hunts Lane (east)
From	A - B582 Hunts Lane (west)	0	3	596
	B - Site access	12	0	26
	C - B582 Hunts Lane (east)	376	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B582 Hunts Lane (west)	B - Site access	C - B582 Hunts Lane (east)
From	A - B582 Hunts Lane (west)	0	0	1
	B - Site access	0	0	0
	C - B582 Hunts Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	10.29	0.1	B
C-AB	0.01	4.77	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	452	0.063	28	0.1	8.499	A
C-AB	6	761	0.008	6	0.0	4.768	A
C-A	281			281			
A-B	2			2			
A-C	449			449			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	427	0.080	34	0.1	9.165	A
C-AB	8	780	0.010	8	0.0	4.661	A
C-A	335			335			
A-B	3			3			
A-C	536			536			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	392	0.107	42	0.1	10.286	B
C-AB	11	809	0.014	11	0.0	4.513	A
C-A	408			408			
A-B	3			3			
A-C	656			656			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	392	0.107	42	0.1	10.292	B
C-AB	11	809	0.014	11	0.0	4.517	A
C-A	408			408			
A-B	3			3			
A-C	656			656			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	427	0.080	34	0.1	9.178	A
C-AB	8	780	0.010	8	0.0	4.667	A
C-A	335			335			
A-B	3			3			
A-C	536			536			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	452	0.063	29	0.1	8.512	A
C-AB	6	761	0.008	6	0.0	4.770	A
C-A	281			281			
A-B	2			2			
A-C	449			449			

2030 Do Something, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
A	B582 / Site Access	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 Do Something	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B582 Hunts Lane (west)		✓	464	100.000
B - Site access		✓	18	100.000
C - B582 Hunts Lane (east)		✓	578	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B582 Hunts Lane (west)	B - Site access	C - B582 Hunts Lane (east)
From	A - B582 Hunts Lane (west)	0	8	456
	B - Site access	6	0	12
	C - B582 Hunts Lane (east)	561	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B582 Hunts Lane (west)	B - Site access	C - B582 Hunts Lane (east)
From	A - B582 Hunts Lane (west)	0	0	1
	B - Site access	0	0	0
	C - B582 Hunts Lane (east)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	9.35	0.1	A
C-AB	0.05	4.23	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	461	0.029	13	0.0	8.040	A
C-AB	25	876	0.028	25	0.0	4.229	A
C-A	410			410			
A-B	6			6			
A-C	343			343			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	438	0.037	16	0.0	8.536	A
C-AB	34	918	0.037	34	0.1	4.071	A
C-A	486			486			
A-B	7			7			
A-C	410			410			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	405	0.049	20	0.1	9.349	A
C-AB	51	979	0.052	51	0.1	3.878	A
C-A	585			585			
A-B	9			9			
A-C	502			502			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	405	0.049	20	0.1	9.352	A
C-AB	51	979	0.052	51	0.1	3.882	A
C-A	585			585			
A-B	9			9			
A-C	502			502			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	438	0.037	16	0.0	8.540	A
C-AB	34	918	0.037	34	0.1	4.075	A
C-A	486			486			
A-B	7			7			
A-C	410			410			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	461	0.029	14	0.0	8.046	A
C-AB	25	876	0.028	25	0.0	4.233	A
C-A	410			410			
A-B	6			6			
A-C	343			343			

APPENDIX I

B582/NEWBOLD ROAD/LOCKEYMEAD DRIVE ROUNDABOUT JUNCTIONS 9 ASSESSMENT REPORT

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J1 - B582-Newbold Road roundabout.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3964 Hunts Lane, Desford\Calcs\Junction models
Report generation date: 14/11/2025 12:32:49

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2025 observed					
A - B582 Hunts Lane	1.3	6.64	0.56	0.6	4.68	0.39
B - Newbold Road	0.1	9.41	0.11	0.1	8.00	0.13
C - B582 Manor Road	0.4	3.88	0.30	1.0	5.40	0.50
D - Lockeymead Drive	0.1	4.03	0.09	0.1	4.55	0.08
	2030 Do Minimum					
A - B582 Hunts Lane	1.6	7.57	0.61	0.7	4.95	0.42
B - Newbold Road	0.1	10.14	0.12	0.2	8.37	0.14
C - B582 Manor Road	0.5	4.02	0.33	1.2	5.99	0.55
D - Lockeymead Drive	0.1	4.14	0.09	0.1	4.78	0.09
	2030 Do Something					
A - B582 Hunts Lane	1.7	8.06	0.64	0.8	5.04	0.43
B - Newbold Road	0.1	10.44	0.12	0.2	8.50	0.15
C - B582 Manor Road	0.5	4.05	0.33	1.3	6.18	0.57
D - Lockeymead Drive	0.1	4.15	0.09	0.1	4.85	0.09

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

File summary

File Description

Title	B582/Newbold Road/Lockeymead Drive
Location	Desford
Site number	J1
Date	30/10/2025
Version	V1
Status	Preliminary
Identifier	J1
Client	Peveril Homes
Jobnumber	ADC3964
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 observed	AM	ONE HOUR	07:15	08:45	15
D2	2025 observed	PM	ONE HOUR	16:00	17:30	15
D3	2030 Do Minimum	AM	ONE HOUR	07:15	08:45	15
D4	2030 Do Minimum	PM	ONE HOUR	16:00	17:30	15
D5	2030 Do Something	AM	ONE HOUR	07:15	08:45	15
D6	2030 Do Something	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 observed, 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	B582-Newbold Road-Lockeymead Drive	Standard Roundabout		A, B, C, D	5.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	B582 Hunts Lane	
B	Newbold Road	
C	B582 Manor Road	
D	Lockeymead Drive	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - B582 Hunts Lane	3.40	4.50	10.3	10.8	29.0	10.0	
B - Newbold Road	3.00	4.85	0.7	4.4	29.0	53.0	
C - B582 Manor Road	4.00	4.90	9.6	17.8	29.0	37.0	
D - Lockeymead Drive	2.90	4.95	8.7	21.9	29.0	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B582 Hunts Lane	0.588	1314
B - Newbold Road	0.380	723
C - B582 Manor Road	0.584	1379
D - Lockeymead Drive	0.550	1204

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)
D1	2025 observed	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B582 Hunts Lane		✓	624	100.000
B - Newbold Road		✓	41	100.000
C - B582 Manor Road		✓	365	100.000
D - Lockeymead Drive		✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	12	609	3
	B - Newbold Road	15	0	24	2
	C - B582 Manor Road	325	24	0	16
	D - Lockeymead Drive	13	6	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	17	2	0
	B - Newbold Road	0	0	4	0
	C - B582 Manor Road	3	0	0	0
	D - Lockeymead Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Hunts Lane	0.56	6.64	1.3	A
B - Newbold Road	0.11	9.41	0.1	A
C - B582 Manor Road	0.30	3.88	0.4	A
D - Lockeymead Drive	0.09	4.03	0.1	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	470	66	1247	0.377	467	0.6	4.605	A
B - Newbold Road	31	502	517	0.060	31	0.1	7.401	A
C - B582 Manor Road	275	15	1334	0.206	274	0.3	3.391	A
D - Lockeymead Drive	58	273	1050	0.055	58	0.1	3.629	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	561	79	1239	0.453	560	0.8	5.293	A
B - Newbold Road	37	601	479	0.077	37	0.1	8.137	A
C - B582 Manor Road	328	18	1333	0.246	328	0.3	3.583	A
D - Lockeymead Drive	69	327	1019	0.068	69	0.1	3.788	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	687	97	1229	0.559	685	1.2	6.598	A
B - Newbold Road	45	736	428	0.105	45	0.1	9.389	A
C - B582 Manor Road	402	22	1330	0.302	401	0.4	3.874	A
D - Lockeymead Drive	85	400	978	0.087	85	0.1	4.030	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	687	97	1229	0.559	687	1.3	6.640	A
B - Newbold Road	45	738	428	0.106	45	0.1	9.410	A
C - B582 Manor Road	402	22	1330	0.302	402	0.4	3.877	A
D - Lockeymead Drive	85	401	978	0.087	85	0.1	4.032	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	561	79	1239	0.453	563	0.8	5.335	A
B - Newbold Road	37	604	478	0.077	37	0.1	8.161	A
C - B582 Manor Road	328	18	1333	0.246	329	0.3	3.589	A
D - Lockeymead Drive	69	328	1019	0.068	69	0.1	3.793	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	470	66	1247	0.377	471	0.6	4.646	A
B - Newbold Road	31	505	516	0.060	31	0.1	7.429	A
C - B582 Manor Road	275	15	1334	0.206	275	0.3	3.399	A
D - Lockeymead Drive	58	274	1049	0.055	58	0.1	3.635	A

2025 observed, 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	B582-Newbold Road-Lockeymead Drive	Standard Roundabout		A, B, C, D	5.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 observed	PM	ONE HOUR	16:00	17:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B582 Hunts Lane		✓	443	100.000
B - Newbold Road		✓	61	100.000
C - B582 Manor Road		✓	615	100.000
D - Lockeymead Drive		✓	62	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	15	410	18
	B - Newbold Road	10	0	43	8
	C - B582 Manor Road	524	29	0	62
	D - Lockeymead Drive	20	2	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	0	1	0
	B - Newbold Road	10	0	0	0
	C - B582 Manor Road	1	0	0	0
	D - Lockeymead Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Hunts Lane	0.39	4.68	0.6	A
B - Newbold Road	0.13	8.00	0.1	A
C - B582 Manor Road	0.50	5.40	1.0	A
D - Lockeymead Drive	0.08	4.55	0.1	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	334	53	1271	0.262	332	0.4	3.829	A
B - Newbold Road	46	351	579	0.079	46	0.1	6.742	A
C - B582 Manor Road	463	27	1351	0.343	461	0.5	4.036	A
D - Lockeymead Drive	47	422	969	0.048	46	0.1	3.900	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	398	64	1265	0.315	398	0.5	4.150	A
B - Newbold Road	55	420	553	0.099	55	0.1	7.226	A
C - B582 Manor Road	553	32	1348	0.410	552	0.7	4.521	A
D - Lockeymead Drive	56	505	923	0.060	56	0.1	4.151	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	488	78	1257	0.388	487	0.6	4.675	A
B - Newbold Road	67	515	517	0.130	67	0.1	7.991	A
C - B582 Manor Road	677	40	1343	0.504	676	1.0	5.383	A
D - Lockeymead Drive	68	619	860	0.079	68	0.1	4.547	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	488	78	1256	0.388	488	0.6	4.682	A
B - Newbold Road	67	515	517	0.130	67	0.1	8.000	A
C - B582 Manor Road	677	40	1343	0.504	677	1.0	5.402	A
D - Lockeymead Drive	68	620	859	0.079	68	0.1	4.551	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	398	64	1265	0.315	399	0.5	4.160	A
B - Newbold Road	55	421	552	0.099	55	0.1	7.240	A
C - B582 Manor Road	553	32	1348	0.410	554	0.7	4.543	A
D - Lockeymead Drive	56	507	922	0.060	56	0.1	4.157	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	334	54	1271	0.262	334	0.4	3.843	A
B - Newbold Road	46	353	578	0.079	46	0.1	6.765	A
C - B582 Manor Road	463	27	1351	0.343	464	0.5	4.062	A
D - Lockeymead Drive	47	425	968	0.048	47	0.1	3.909	A

2030 Do Minimum, 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	B582-Newbold Road-Lockeymead Drive	Standard Roundabout		A, B, C, D	6.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Do Minimum	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B582 Hunts Lane		✓	683	100.000
B - Newbold Road		✓	44	100.000
C - B582 Manor Road		✓	394	100.000
D - Lockeymead Drive		✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	15	665	3
	B - Newbold Road	17	0	25	2
	C - B582 Manor Road	352	25	0	17
	D - Lockeymead Drive	14	6	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	13	2	0
	B - Newbold Road	0	0	4	0
	C - B582 Manor Road	3	0	0	0
	D - Lockeymead Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Hunts Lane	0.61	7.57	1.6	A
B - Newbold Road	0.12	10.14	0.1	B
C - B582 Manor Road	0.33	4.02	0.5	A
D - Lockeymead Drive	0.09	4.14	0.1	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	514	69	1246	0.413	511	0.7	4.884	A
B - Newbold Road	33	546	500	0.066	33	0.1	7.692	A
C - B582 Manor Road	297	16	1333	0.222	295	0.3	3.466	A
D - Lockeymead Drive	61	295	1037	0.059	61	0.1	3.687	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	614	83	1238	0.496	613	1.0	5.749	A
B - Newbold Road	40	654	459	0.086	39	0.1	8.568	A
C - B582 Manor Road	354	20	1331	0.266	354	0.4	3.682	A
D - Lockeymead Drive	73	354	1004	0.073	73	0.1	3.865	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	752	101	1227	0.613	750	1.6	7.504	A
B - Newbold Road	48	800	404	0.120	48	0.1	10.110	B
C - B582 Manor Road	434	24	1329	0.326	433	0.5	4.018	A
D - Lockeymead Drive	89	433	959	0.093	89	0.1	4.137	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	752	101	1227	0.613	752	1.6	7.573	A
B - Newbold Road	48	803	403	0.120	48	0.1	10.142	B
C - B582 Manor Road	434	24	1329	0.326	434	0.5	4.021	A
D - Lockeymead Drive	89	434	959	0.093	89	0.1	4.138	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	614	83	1238	0.496	616	1.0	5.815	A
B - Newbold Road	40	658	458	0.086	40	0.1	8.605	A
C - B582 Manor Road	354	20	1331	0.266	355	0.4	3.686	A
D - Lockeymead Drive	73	355	1004	0.073	73	0.1	3.868	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	514	69	1245	0.413	515	0.7	4.939	A
B - Newbold Road	33	550	499	0.066	33	0.1	7.731	A
C - B582 Manor Road	297	17	1333	0.222	297	0.3	3.476	A
D - Lockeymead Drive	61	297	1036	0.059	61	0.1	3.691	A

2030 Do Minimum, 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	B582-Newbold Road-Lockeymead Drive	Standard Roundabout		A, B, C, D	5.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Do Minimum	PM	ONE HOUR	16:00	17:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B582 Hunts Lane		✓	478	100.000
B - Newbold Road		✓	66	100.000
C - B582 Manor Road		✓	672	100.000
D - Lockeymead Drive		✓	65	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	17	442	19
	B - Newbold Road	13	0	45	8
	C - B582 Manor Road	575	31	0	66
	D - Lockeymead Drive	21	2	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	0	1	0
	B - Newbold Road	8	0	0	0
	C - B582 Manor Road	1	0	0	0
	D - Lockeymead Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Hunts Lane	0.42	4.95	0.7	A
B - Newbold Road	0.14	8.37	0.2	A
C - B582 Manor Road	0.55	5.99	1.2	A
D - Lockeymead Drive	0.09	4.78	0.1	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	360	56	1269	0.284	358	0.4	3.945	A
B - Newbold Road	50	377	570	0.087	49	0.1	6.915	A
C - B582 Manor Road	506	30	1349	0.375	504	0.6	4.245	A
D - Lockeymead Drive	49	464	946	0.052	49	0.1	4.011	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	430	67	1263	0.340	429	0.5	4.317	A
B - Newbold Road	59	452	541	0.110	59	0.1	7.463	A
C - B582 Manor Road	604	36	1346	0.449	603	0.8	4.845	A
D - Lockeymead Drive	58	556	895	0.065	58	0.1	4.303	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	526	82	1254	0.420	525	0.7	4.937	A
B - Newbold Road	73	553	503	0.144	72	0.2	8.355	A
C - B582 Manor Road	740	44	1341	0.552	738	1.2	5.959	A
D - Lockeymead Drive	72	680	826	0.087	71	0.1	4.772	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	526	83	1254	0.420	526	0.7	4.947	A
B - Newbold Road	73	554	503	0.145	73	0.2	8.367	A
C - B582 Manor Road	740	44	1341	0.552	740	1.2	5.990	A
D - Lockeymead Drive	72	681	825	0.087	72	0.1	4.777	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	430	68	1263	0.340	431	0.5	4.330	A
B - Newbold Road	59	453	541	0.110	60	0.1	7.479	A
C - B582 Manor Road	604	36	1346	0.449	606	0.8	4.876	A
D - Lockeymead Drive	58	558	894	0.065	59	0.1	4.310	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	360	57	1269	0.284	360	0.4	3.965	A
B - Newbold Road	50	379	569	0.087	50	0.1	6.940	A
C - B582 Manor Road	506	30	1349	0.375	507	0.6	4.278	A
D - Lockeymead Drive	49	467	944	0.052	49	0.1	4.022	A

2030 Do Something, 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	B582-Newbold Road-Lockeymead Drive	Standard Roundabout		A, B, C, D	6.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Do Something	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B582 Hunts Lane		✓	709	100.000
B - Newbold Road		✓	44	100.000
C - B582 Manor Road		✓	399	100.000
D - Lockeymead Drive		✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	17	689	3
	B - Newbold Road	17	0	25	2
	C - B582 Manor Road	357	25	0	17
	D - Lockeymead Drive	14	6	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	12	2	0
	B - Newbold Road	0	0	4	0
	C - B582 Manor Road	3	0	0	0
	D - Lockeymead Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Hunts Lane	0.64	8.06	1.7	A
B - Newbold Road	0.12	10.44	0.1	B
C - B582 Manor Road	0.33	4.05	0.5	A
D - Lockeymead Drive	0.09	4.15	0.1	A

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	534	69	1246	0.428	531	0.7	5.016	A
B - Newbold Road	33	564	494	0.067	33	0.1	7.806	A
C - B582 Manor Road	300	16	1333	0.225	299	0.3	3.479	A
D - Lockeymead Drive	61	299	1035	0.059	61	0.1	3.695	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	637	83	1238	0.515	636	1.0	5.971	A
B - Newbold Road	40	676	451	0.088	39	0.1	8.738	A
C - B582 Manor Road	359	20	1331	0.269	358	0.4	3.700	A
D - Lockeymead Drive	73	358	1001	0.073	73	0.1	3.876	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	781	101	1227	0.636	778	1.7	7.967	A
B - Newbold Road	48	826	394	0.123	48	0.1	10.397	B
C - B582 Manor Road	439	24	1329	0.331	439	0.5	4.043	A
D - Lockeymead Drive	89	439	956	0.093	89	0.1	4.152	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	781	101	1227	0.636	781	1.7	8.058	A
B - Newbold Road	48	829	393	0.123	48	0.1	10.437	B
C - B582 Manor Road	439	24	1329	0.331	439	0.5	4.046	A
D - Lockeymead Drive	89	439	956	0.093	89	0.1	4.153	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	637	83	1238	0.515	640	1.1	6.050	A
B - Newbold Road	40	680	450	0.088	40	0.1	8.781	A
C - B582 Manor Road	359	20	1331	0.269	359	0.4	3.707	A
D - Lockeymead Drive	73	359	1001	0.073	73	0.1	3.880	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	534	69	1245	0.429	535	0.8	5.077	A
B - Newbold Road	33	568	492	0.067	33	0.1	7.847	A
C - B582 Manor Road	300	17	1333	0.225	301	0.3	3.487	A
D - Lockeymead Drive	61	301	1034	0.059	61	0.1	3.702	A

2030 Do Something, 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	B582-Newbold Road-Lockeymead Drive	Standard Roundabout		A, B, C, D	5.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Do Something	PM	ONE HOUR	16:00	17:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B582 Hunts Lane		✓	490	100.000
B - Newbold Road		✓	68	100.000
C - B582 Manor Road		✓	688	100.000
D - Lockeymead Drive		✓	65	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	18	453	19
	B - Newbold Road	15	0	45	8
	C - B582 Manor Road	591	31	0	66
	D - Lockeymead Drive	21	2	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B582 Hunts Lane	B - Newbold Road	C - B582 Manor Road	D - Lockeymead Drive
From	A - B582 Hunts Lane	0	0	1	0
	B - Newbold Road	7	0	0	0
	C - B582 Manor Road	1	0	0	0
	D - Lockeymead Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Hunts Lane	0.43	5.04	0.8	A
B - Newbold Road	0.15	8.50	0.2	A
C - B582 Manor Road	0.57	6.18	1.3	A
D - Lockeymead Drive	0.09	4.85	0.1	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	369	56	1269	0.291	367	0.4	3.983	A
B - Newbold Road	51	385	567	0.090	51	0.1	6.974	A
C - B582 Manor Road	518	31	1348	0.384	515	0.6	4.310	A
D - Lockeymead Drive	49	477	939	0.052	49	0.1	4.044	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	441	67	1263	0.349	440	0.5	4.372	A
B - Newbold Road	61	462	538	0.114	61	0.1	7.547	A
C - B582 Manor Road	618	38	1345	0.460	618	0.8	4.946	A
D - Lockeymead Drive	58	572	886	0.066	58	0.1	4.349	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	540	82	1254	0.430	539	0.7	5.026	A
B - Newbold Road	75	565	499	0.150	75	0.2	8.485	A
C - B582 Manor Road	758	46	1340	0.566	756	1.3	6.148	A
D - Lockeymead Drive	72	700	815	0.088	71	0.1	4.842	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	540	83	1254	0.430	539	0.8	5.038	A
B - Newbold Road	75	566	498	0.150	75	0.2	8.498	A
C - B582 Manor Road	758	46	1339	0.566	757	1.3	6.185	A
D - Lockeymead Drive	72	701	814	0.088	72	0.1	4.848	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	441	68	1263	0.349	441	0.5	4.387	A
B - Newbold Road	61	463	537	0.114	61	0.1	7.564	A
C - B582 Manor Road	618	38	1344	0.460	620	0.9	4.982	A
D - Lockeymead Drive	58	574	885	0.066	59	0.1	4.359	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Hunts Lane	369	57	1269	0.291	369	0.4	4.005	A
B - Newbold Road	51	387	566	0.090	51	0.1	7.000	A
C - B582 Manor Road	518	32	1348	0.384	519	0.6	4.345	A
D - Lockeymead Drive	49	480	937	0.052	49	0.1	4.055	A

APPENDIX J

B582/MAIN STREET/HIGH STREET ROUNDABOUT JUNCTIONS 9 ASSESSMENT REPORT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896

Filename: J2 - B582-Main Street mini-rbt.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3964 Hunts Lane, Desford\Calcs\Junction models
Report generation date: 13/11/2025 14:09:39

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 observed						
A - B582 Manor Road	4.3	26.59	0.83	1.7	12.02	0.64
B - Main Street	1.3	15.83	0.58	0.3	7.13	0.24
C - B582 High Street	4.1	21.28	0.82	7.4	36.93	0.90
D - High Street (south)	1.0	9.27	0.51	1.2	11.34	0.56
2030 Do Minimum						
A - B582 Manor Road	10.2	57.15	0.95	2.3	15.12	0.71
B - Main Street	2.2	23.83	0.70	0.4	7.84	0.27
C - B582 High Street	6.4	29.75	0.90	25.2	113.36	1.01
D - High Street (south)	1.5	11.37	0.60	1.7	13.89	0.64
2030 Do Something						
A - B582 Manor Road	14.2	75.13	0.98	2.5	16.10	0.73
B - Main Street	2.3	25.66	0.72	0.4	7.98	0.27
C - B582 High Street	6.8	30.93	0.90	31.4	137.70	1.02
D - High Street (south)	1.5	11.40	0.60	1.7	14.12	0.65

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

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

File summary

File Description

Title	B582-Main Street-High Street
Location	Desford
Site number	J2
Date	30/10/2025
Version	V1
Status	Preliminary
Identifier	J2
Client	Peveril Homes
Jobnumber	ADC3964
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025 observed	AM	DIRECT	07:45	08:45	60	15
D2	2025 observed	PM	DIRECT	16:15	17:15	60	15
D3	2030 Do Minimum	AM	DIRECT	07:45	08:45	60	15
D4	2030 Do Minimum	PM	DIRECT	16:15	17:15	60	15
D5	2030 Do Something	AM	DIRECT	07:45	08:45	60	15
D6	2030 Do Something	PM	DIRECT	16:15	17:15	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 69% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	B582-Main Street-High Street	Mini-roundabout		A, B, C, D	20.00	C

Junction Network Options

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

Arms

Arms

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

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A - B582 Manor Road	2.70	2.70	6.10	11.0	13.40	9.50	0.0	✓
B - Main Street	3.20	3.20	5.80	5.4	17.60	13.00	0.0	✓
C - B582 High Street	2.75	2.75	4.20	7.5	13.00	11.00	0.0	✓
D - High Street (south)	3.30	3.30	5.70	3.3	14.50	8.30	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - B582 Manor Road	0.534	247.592
B - Main Street	0.534	260.179
C - B582 High Street	0.507	228.536
D - High Street (south)	0.518	242.991

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025 observed	AM	DIRECT	07:45	08:45	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B582 Manor Road		✓	100.000
B - Main Street		✓	100.000
C - B582 High Street		✓	100.000
D - High Street (south)		✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	0.00	137.00	12.00
	B - Main Street	2.00	0.00	28.00	26.00
	C - B582 High Street	94.00	10.00	0.00	58.00
	D - High Street (south)	4.00	7.00	72.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	1.00	150.00	1.00
	B - Main Street	1.00	0.00	47.00	30.00
	C - B582 High Street	47.00	8.00	0.00	49.00
	D - High Street (south)	1.00	5.00	82.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	0.00	144.00	10.00
	B - Main Street	1.00	0.00	36.00	16.00
	C - B582 High Street	70.00	6.00	0.00	46.00
	D - High Street (south)	3.00	4.00	94.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	2.00	137.00	3.00
	B - Main Street	0.00	0.00	15.00	18.00
	C - B582 High Street	88.00	10.00	0.00	75.00
	D - High Street (south)	3.00	12.00	71.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

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

Heavy Vehicle Percentages

08:00 - 08:15

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

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0	0	3	0
	B - Main Street	0	0	0	0
	C - B582 High Street	6	0	0	0
	D - High Street (south)	0	0	2	0

Heavy Vehicle Percentages

08:30 - 08:45

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Manor Road	0.83	26.59	4.3	D
B - Main Street	0.58	15.83	1.3	C
C - B582 High Street	0.82	21.28	4.1	C
D - High Street (south)	0.51	9.27	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	149.00	88.01	195.20	0.763	146.03	3.0	17.393	C
B - Main Street	56.00	217.34	137.06	0.409	55.32	0.7	10.924	B
C - B582 High Street	162.00	39.42	199.04	0.814	158.13	3.9	20.421	C
D - High Street (south)	83.00	103.49	186.01	0.446	82.21	0.8	8.606	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	152.00	95.21	191.09	0.795	151.40	3.6	22.185	C
B - Main Street	78.00	232.44	133.50	0.584	77.32	1.3	15.832	C
C - B582 High Street	104.00	32.02	208.28	0.499	106.87	1.0	9.113	A
D - High Street (south)	88.00	57.97	212.39	0.414	88.08	0.7	7.244	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	154.00	103.72	185.97	0.828	153.26	4.3	26.589	D
B - Main Street	53.00	246.95	124.89	0.424	53.60	0.8	12.727	B
C - B582 High Street	122.00	27.04	207.72	0.587	121.64	1.4	10.406	B
D - High Street (south)	101.00	76.68	197.44	0.512	100.69	1.0	9.272	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	142.00	92.98	189.04	0.751	143.08	3.2	20.069	C
B - Main Street	33.00	212.35	142.61	0.231	33.45	0.3	8.278	A
C - B582 High Street	173.00	21.29	210.12	0.823	170.28	4.1	21.284	C
D - High Street (south)	86.00	96.55	185.16	0.464	86.14	0.9	9.103	A

2025 observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 69% of the total flow for the roundabout for one or more time segments][Arms C and D have 72% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	B582-Main Street-High Street	Mini-roundabout		A, B, C, D	23.07	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025 observed	PM	DIRECT	16:15	17:15	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B582 Manor Road		✓	100.000
B - Main Street		✓	100.000
C - B582 High Street		✓	100.000
D - High Street (south)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	2.00	74.00	7.00
	B - Main Street	3.00	0.00	10.00	9.00
	C - B582 High Street	118.00	12.00	0.00	59.00
	D - High Street (south)	8.00	11.00	80.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	4.00	120.00	5.00
	B - Main Street	1.00	0.00	21.00	10.00
	C - B582 High Street	132.00	12.00	0.00	49.00
	D - High Street (south)	8.00	9.00	64.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	4.00	89.00	9.00
	B - Main Street	4.00	0.00	11.00	11.00
	C - B582 High Street	125.00	18.00	0.00	49.00
	D - High Street (south)	8.00	11.00	62.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	3.00	104.00	12.00
	B - Main Street	2.00	0.00	19.00	19.00
	C - B582 High Street	121.00	9.00	0.00	56.00
	D - High Street (south)	7.00	7.00	52.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

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

Heavy Vehicle Percentages

16:30 - 16:45

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

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0	0	1	11
	B - Main Street	0	0	0	0
	C - B582 High Street	1	0	0	2
	D - High Street (south)	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Manor Road	0.64	12.02	1.7	B
B - Main Street	0.24	7.13	0.3	A
C - B582 High Street	0.90	36.93	7.4	E
D - High Street (south)	0.56	11.34	1.2	B

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	83.00	101.52	188.33	0.441	82.22	0.8	8.422	A
B - Main Street	22.00	159.23	173.89	0.127	21.86	0.1	5.915	A
C - B582 High Street	189.00	18.86	218.98	0.863	183.78	5.2	22.981	C
D - High Street (south)	99.00	129.39	175.92	0.563	97.75	1.3	11.341	B

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	129.00	85.23	202.03	0.638	128.07	1.7	12.019	B
B - Main Street	32.00	188.36	159.49	0.201	31.90	0.2	7.047	A
C - B582 High Street	193.00	15.99	218.98	0.882	191.92	6.3	31.292	D
D - High Street (south)	81.00	143.91	167.73	0.483	81.30	1.0	10.451	B

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	102.00	90.70	195.61	0.522	102.60	1.1	9.736	A
B - Main Street	26.00	160.61	173.34	0.150	26.07	0.2	6.115	A
C - B582 High Street	192.00	23.96	213.45	0.900	190.94	7.4	36.930	E
D - High Street (south)	81.00	146.20	166.56	0.486	81.00	1.0	10.520	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	119.00	68.62	210.35	0.566	118.84	1.3	9.813	A
B - Main Street	40.00	168.05	165.87	0.241	39.86	0.3	7.135	A
C - B582 High Street	186.00	32.91	210.43	0.884	185.97	7.4	36.400	E
D - High Street (south)	66.00	132.33	171.11	0.386	66.31	0.6	8.613	A

2030 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 68% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	B582-Main Street-High Street	Mini-roundabout		A, B, C, D	34.50	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030 Do Minimum	AM	DIRECT	07:45	08:45	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B582 Manor Road		✓	100.000
B - Main Street		✓	100.000
C - B582 High Street		✓	100.000
D - High Street (south)		✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (Veh/TS)

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	0.00	148.00	14.00
	B - Main Street	2.00	0.00	30.00	27.00
	C - B582 High Street	100.00	11.00	0.00	63.00
	D - High Street (south)	4.00	7.00	85.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	1.00	163.00	3.00
	B - Main Street	1.00	0.00	50.00	33.00
	C - B582 High Street	52.00	8.00	0.00	54.00
	D - High Street (south)	2.00	6.00	95.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	0.00	157.00	12.00
	B - Main Street	1.00	0.00	38.00	17.00
	C - B582 High Street	76.00	6.00	0.00	51.00
	D - High Street (south)	4.00	4.00	108.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	2.00	148.00	4.00
	B - Main Street	0.00	0.00	16.00	19.00
	C - B582 High Street	95.00	11.00	0.00	81.00
	D - High Street (south)	3.00	13.00	84.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

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

Heavy Vehicle Percentages

08:00 - 08:15

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

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0	0	3	0
	B - Main Street	0	0	0	0
	C - B582 High Street	6	0	0	0
	D - High Street (south)	0	0	2	0

Heavy Vehicle Percentages

08:30 - 08:45

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Manor Road	0.95	57.15	10.2	F
B - Main Street	0.70	23.83	2.2	C
C - B582 High Street	0.90	29.75	6.4	D
D - High Street (south)	0.60	11.37	1.5	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	162.00	101.60	188.16	0.861	156.97	5.0	25.762	D
B - Main Street	59.00	241.01	124.63	0.473	58.13	0.9	13.367	B
C - B582 High Street	174.00	42.14	197.79	0.880	168.29	5.7	26.808	D
D - High Street (south)	96.00	109.33	182.81	0.525	94.92	1.1	10.122	B

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	167.00	109.34	183.82	0.909	164.73	7.3	41.481	E
B - Main Street	84.00	258.82	119.21	0.704	82.67	2.2	23.826	C
C - B582 High Street	114.00	36.85	205.79	0.553	118.46	1.3	10.800	B
D - High Street (south)	103.00	64.00	209.18	0.492	103.09	1.0	8.494	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	169.00	117.59	178.65	0.946	166.11	10.2	57.153	F
B - Main Street	56.00	273.63	110.30	0.508	57.12	1.1	17.257	C
C - B582 High Street	133.00	29.95	206.32	0.645	132.53	1.8	12.108	B
D - High Street (south)	116.00	82.60	194.25	0.597	115.55	1.4	11.366	B

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	154.00	107.87	181.22	0.850	157.57	6.6	41.643	E
B - Main Street	35.00	239.94	127.41	0.275	35.68	0.4	9.883	A
C - B582 High Street	187.00	23.69	208.94	0.895	182.33	6.4	29.754	D
D - High Street (south)	100.00	103.46	181.37	0.551	100.18	1.3	11.114	B

2030 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 69% of the total flow for the roundabout for one or more time segments][Arms C and D have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	B582-Main Street-High Street	Mini-roundabout		A, B, C, D	60.22	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030 Do Minimum	PM	DIRECT	16:15	17:15	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B582 Manor Road		✓	100.000
B - Main Street		✓	100.000
C - B582 High Street		✓	100.000
D - High Street (south)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	2.00	79.00	7.00
	B - Main Street	3.00	0.00	11.00	10.00
	C - B582 High Street	129.00	13.00	0.00	68.00
	D - High Street (south)	9.00	12.00	89.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	4.00	129.00	6.00
	B - Main Street	1.00	0.00	22.00	12.00
	C - B582 High Street	144.00	13.00	0.00	58.00
	D - High Street (south)	9.00	11.00	73.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	4.00	96.00	11.00
	B - Main Street	4.00	0.00	12.00	12.00
	C - B582 High Street	136.00	19.00	0.00	58.00
	D - High Street (south)	9.00	12.00	71.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0.00	3.00	112.00	13.00
	B - Main Street	2.00	0.00	20.00	20.00
	C - B582 High Street	132.00	10.00	0.00	65.00
	D - High Street (south)	8.00	7.00	59.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

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

Heavy Vehicle Percentages

16:30 - 16:45

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

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A - B582 Manor Road	B - Main Street	C - B582 High Street	D - High Street (south)
From	A - B582 Manor Road	0	0	1	11
	B - Main Street	0	0	0	0
	C - B582 High Street	1	0	0	2
	D - High Street (south)	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Manor Road	0.71	15.12	2.3	C
B - Main Street	0.27	7.84	0.4	A
C - B582 High Street	1.01	113.36	25.2	F
D - High Street (south)	0.64	13.89	1.7	B

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	88.00	111.78	182.96	0.481	87.09	0.9	9.303	A
B - Main Street	24.00	172.73	166.60	0.144	23.83	0.2	6.298	A
C - B582 High Street	210.00	19.84	218.48	0.961	199.49	10.5	36.895	E
D - High Street (south)	110.00	137.87	171.52	0.641	108.29	1.7	13.885	B

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	139.00	97.00	195.74	0.710	137.59	2.3	15.124	C
B - Main Street	35.00	206.95	149.55	0.234	34.86	0.3	7.837	A
C - B582 High Street	215.00	18.95	217.55	0.989	209.14	16.4	69.304	F
D - High Street (south)	93.00	153.16	162.91	0.571	93.34	1.4	13.009	B

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	111.00	101.01	190.02	0.584	111.88	1.4	11.644	B
B - Main Street	28.00	178.91	163.41	0.171	28.09	0.2	6.657	A
C - B582 High Street	213.00	26.96	211.85	1.006	206.80	22.6	96.215	F
D - High Street (south)	92.00	154.51	162.21	0.567	92.03	1.3	12.841	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	128.00	77.27	205.65	0.622	127.84	1.6	11.535	B
B - Main Street	42.00	184.20	157.36	0.267	41.85	0.4	7.781	A
C - B582 High Street	207.00	34.91	209.35	0.988	204.39	25.2	113.360	F
D - High Street (south)	74.00	143.17	165.50	0.447	74.51	0.8	9.945	A

2030 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 69% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	B582-Main Street-High Street	Mini-roundabout		A, B, C, D	41.67	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2030 Do Something	AM	DIRECT	07:45	08:45	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B582 Manor Road		✓	100.000
B - Main Street		✓	100.000
C - B582 High Street		✓	100.000
D - High Street (south)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

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

Demand (Veh/TS)

08:00 - 08:15

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

Demand (Veh/TS)

08:15 - 08:30

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

Demand (Veh/TS)

08:30 - 08:45

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

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

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

Heavy Vehicle Percentages

08:00 - 08:15

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

Heavy Vehicle Percentages

08:15 - 08:30

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

Heavy Vehicle Percentages

08:30 - 08:45

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Manor Road	0.98	75.13	14.2	F
B - Main Street	0.72	25.66	2.3	D
C - B582 High Street	0.90	30.93	6.8	D
D - High Street (south)	0.60	11.40	1.5	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	167.00	101.58	188.19	0.887	161.06	5.9	28.808	D
B - Main Street	59.00	245.10	122.47	0.482	58.10	0.9	13.800	B
C - B582 High Street	175.00	43.02	197.33	0.887	169.03	6.0	27.705	D
D - High Street (south)	96.00	110.15	182.35	0.526	94.91	1.1	10.173	B

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	174.00	109.34	183.87	0.946	170.17	9.8	52.084	F
B - Main Street	84.00	264.26	116.25	0.722	82.53	2.4	25.660	D
C - B582 High Street	115.00	38.74	204.84	0.561	119.69	1.3	11.116	B
D - High Street (south)	104.00	65.16	208.56	0.499	104.08	1.0	8.623	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	175.00	117.60	178.66	0.979	170.57	14.2	75.130	F
B - Main Street	56.00	278.09	107.86	0.519	57.24	1.1	18.186	C
C - B582 High Street	134.00	30.82	207.00	0.647	133.55	1.8	12.167	B
D - High Street (south)	116.00	83.61	194.09	0.598	115.57	1.4	11.395	B

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	160.00	107.85	181.31	0.883	164.91	9.3	59.889	F
B - Main Street	35.00	247.30	123.36	0.284	35.72	0.4	10.351	B
C - B582 High Street	188.00	24.91	208.33	0.903	183.02	6.8	30.929	D
D - High Street (south)	100.00	104.28	180.94	0.553	100.18	1.3	11.175	B

2030 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 69% of the total flow for the roundabout for one or more time segments][Arms C and D have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	B582-Main Street-High Street	Mini-roundabout		A, B, C, D	71.90	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2030 Do Something	PM	DIRECT	16:15	17:15	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - B582 Manor Road		✓	100.000
B - Main Street		✓	100.000
C - B582 High Street		✓	100.000
D - High Street (south)		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

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

Demand (Veh/TS)

16:30 - 16:45

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

16:45 - 17:00

Demand (Veh/TS)

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

17:00 - 17:15

Demand (Veh/TS)

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

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

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

16:30 - 16:45

Heavy Vehicle Percentages

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

16:45 - 17:00

Heavy Vehicle Percentages

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

17:00 - 17:15

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - B582 Manor Road	0.73	16.10	2.5	C
B - Main Street	0.27	7.98	0.4	A
C - B582 High Street	1.02	137.70	31.4	F
D - High Street (south)	0.65	14.12	1.7	B

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	90.00	111.69	182.99	0.492	89.05	0.9	9.488	A
B - Main Street	24.00	174.66	165.54	0.145	23.83	0.2	6.341	A
C - B582 High Street	213.00	19.84	218.48	0.975	201.29	11.7	39.618	E
D - High Street (south)	110.00	140.01	170.41	0.645	108.26	1.7	14.116	B

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	143.00	96.89	195.80	0.730	141.41	2.5	16.098	C
B - Main Street	35.00	210.76	147.52	0.237	34.86	0.3	7.979	A
C - B582 High Street	218.00	19.93	217.06	1.005	210.47	19.2	78.552	F
D - High Street (south)	94.00	154.87	162.02	0.580	94.32	1.4	13.362	B

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	114.00	100.77	190.42	0.599	115.01	1.5	12.088	B
B - Main Street	28.00	182.04	161.80	0.173	28.10	0.2	6.738	A
C - B582 High Street	216.00	27.97	211.43	1.022	207.83	27.4	112.961	F
D - High Street (south)	93.00	156.05	161.40	0.576	93.04	1.4	13.183	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B582 Manor Road	130.00	77.40	205.58	0.632	129.86	1.7	11.855	B
B - Main Street	42.00	186.24	156.30	0.269	41.85	0.4	7.853	A
C - B582 High Street	210.00	34.93	209.31	1.002	205.95	31.4	137.697	F
D - High Street (south)	75.00	145.35	164.42	0.456	75.53	0.9	10.184	B