Land South of Sapcote Road, Burbage

784-A109159

Proof of Evidence of Robert Holland

BA(Hons) MCIHT

Highway Matters

On behalf of the Appellant, Jelson

Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters reserved except access

Land Opposite and South of Pumping Station, Aston Flamville Road, Burbage, Leicestershire

PINS Ref: APP/K2420/W/23/3329171

LPA Ref: 22/01037/OUT

Jelson

22nd December 2023

Document prepared on behalf of Tetra Tech Group Limited. Registered in England **number: 6595608**

TETRA TECH

Tetra Tech Leicester, 4th Floor, No1 Great Central Square Vaughan Way Leicester LE1 4JS

Tetra Tech Group Limited. Registered in England number: 6595608

Registered Office: 3 Sovereign Square, Sovereign Street, Leeds, United Kingdom, LS1 4ER

TABLE OF CONTENTS

1.0 INTRODUCTION....4
2.0 BACKGROUND AND SCOPE OF MY EVIDENCE....6
3.0 POLICY AND GUIDANCE....8
4.0 NETWORK CONDITIONS....11
5.0 SITE ACCESS....16
6.0 IMPACT OF THE PROPOSED DEVELOPMENT ON THE LOCAL HIGHWAY NETWORK....19
7.0 IMPACT OF THE PROPOSED DEVELOPMENT ON THE STRATEGIC ROAD NETWORK....30
8.0 SUMMARY....33

LIST OF TABLES

Table 1: Collision Data (01.01.2018 – 31.08.2023) – Local Highway Network and M69 Junction 2....14
Table 2: Collision Data (01.10.2018 – 18.10.2023) – A5 / A47 The Longshoot Junction....14
Table 3: Collision Data (01.10.2018 – 18.10.2023) – A5 / A47 The Longshoot Junction....15
Table 4: Traffic Data – Local Highway Network....21
Table 5: Development Impact – Local Junctions....21
Table 6: Capacity Assessment Results – Local Highway Network....23
Table 7: London Road / Park Road Junction Capacity Assessment Results – Mitigation Scheme....28
Table 8: Hinckley Road / Sapcote Road / B578 Junction Capacity Assessment Results – Mitigation Scheme....29
Table 9: Burbage Road / Brookside / Elm Tree Lane Junction Capacity Assessment Results – Mitigation Scheme....29
Table 10: Development Impact – Strategic Road Network....30
Table 11: Traffic Capacity Assessment Results – M69 Junction 2....31
Table 12: VISSIM Results – Journey Times along the A5 (between north of The Longshoot and south of Dodwells Roundabout)....32

APPENDICES

Appendix A: Priority Junction Access Arrangement Technical Note
Appendix B: Collision Data
Appendix C: Proposed Roundabout Access Drawing
Appendix D: Traffic Count Data
Appendix E: Growth Factors
Appendix F: Committed Development Details
Appendix G: Trip Rates and Generation
Appendix H: Trip Distribution
Appendix I: Assessment Flows
Appendix J: Approach to Traffic Modelling Technical Note
Appendix K: Capacity Assessments – Existing Junctions
Appendix L: Mitigation Scheme Drawings

Appendix M: Capacity Assessments – Mitigation Schemes
Appendix N: Sustainable Transport Approach and the Strategic Road Network Technical Note

1.0 INTRODUCTION

1.1 QUALIFICATIONS AND EXPERIENCE

1.1.1 My name is Robert Holland. I am currently employed as an Associate Director in the transport planning team at Tetra Tech based out of Leicester. I have a BA(Hons) degree in Geography, and I am a Member of the Chartered Institution of Highways and Transportation (CIHT).

1.1.2 I have over 20 years' transport planning experience which has mainly involved providing consulting advice in connection with development-related transport and highway matters for housing and commercial developments and advising local planning and highway authorities.

1.1.3 Tetra Tech is a leading provider of consulting and engineering services with 27,000 employees worldwide working alongside clients on local, national and international projects. Our work focusses around seven key sectors, many of which encompass numerous sub sectors. These are transport, residential, property, government services, energy & utilities, defence and nuclear.

1.2 INVOLVEMENT IN THE PLANNING APPLICATION

1.2.1 I have been advising on the proposed development site since June 2018. I am responsible for preparing the Transport Assessment and Travel Plan reports submitted with the planning application (22/01037/OUT). Through my work advising Jelson on their development proposal in Burbage I am familiar with local transport conditions near the site which is the subject of this appeal.

1.3 CORE DOCUMENT REFERENCES

1.3.1 I refer in this Proof of Evidence to documents that are listed in the Core Documents list, using the abbreviation CD. The following documents are referenced:

- CD1.14 - Transport Assessment, prepared by Tetra Tech (including detailed access drawings)
- CD1.16 – Travel Plan, prepared by Tetra Tech
- CD3.10 – Stage 1 Road Safety Audit of Proposed Site Access Roundabout, prepared by Road Safety Consulting Limited
- CD3.11 – Designers Response to Stage 1 Road Safety Audit of Proposed Site Access Roundabout
- CD5.2 - Hinckley and Bosworth Site Allocations and Development Management Policies DPD
- CD8.1 - Leicestershire Highway Design Guide (2022 Interim version) part 1
- CD8.2 - Leicestershire Highway Design Guide (2022 Interim version) part 3
- CD8.3 - Leicestershire Highway Design Guide (2022 Interim version) part 7c
- CD8.4 - Leicestershire Highway Design Guide (2022 Interim version) part 7i

- CD8.5 - CD116 'Geometric Design of Roundabouts' in the Design Manual for Roads and Bridges
- CD8.6 - CD123 'Geometric Design of At-Grade Priority Junctions and Signal-Controlled Junctions' in the Design Manual for Roads and Bridges
- CD8.7 – 'Travel Plans, Transport Assessments and Statements' Planning Practice Guidance
- CD8.8 – National Highways 'A5 The Long Shoot and Dodwells Junctions Modelling Protocol'
- CD8.9 – Office of Road and Rail 'Annual Assessment of National Highways' Performance April 2021 to March 2022'
- CD8.10 - Department for Transport (DfT) Circular 01/2022 'Strategic road network and the delivery of sustainable development'
- CD9.4 - Response from LCC Highways (5 December 2022)
- CD9.5 - Response from LCC Highways (2 February 2023)
- CD10.3 – National Highways Statement of Case
- CD11.1 – Main Statement of Common Ground
- CD16.1 - National Planning Policy Framework (NPPF)

2.0 BACKGROUND AND SCOPE OF MY EVIDENCE

2.1 PLANNING BACKGROUND

2.1.1 The planning application was refused by Hinckley and Bosworth Borough Council (HBBC) in their capacity as the Local Planning Authority (LPA). The decision notice includes two reasons for refusal (RfR), both relating to highway matters:

> *"1. The Applicant has failed to demonstrate that safe and suitable access for all users would be provided to the proposed development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for road users, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021).*
>
> *2. The Applicant has failed to fully demonstrate the impact of the proposed development on the local highway network, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021)."*

2.1.2 The site and surrounding area, the proposed development, the planning application process and the background to the appeal are all documented in a Main Statement of Common Ground (MSoG) (CD11.1) that has been agreed between Avison Young and HBBC. None of that is repeated by me.

2.2 NATIONAL HIGHWAYS

2.2.1 National Highways (NH) has applied for Rule 6 status and the issues they raise in their Statement of Case (CD10.3) relate to the assessment of development impact on the strategic road network, namely two junctions on the M69 and two junctions on the A5.

2.3 SCOPE OF MY EVIDENCE

2.3.1 When the planning application was submitted, it was proposed that the site be accessed by way of a new ghost island priority junction on Aston Flamville Road and a new simple priority junction on Sapcote Road. That access arrangement is perfectly acceptable in my expert opinion and I explain why in a Technical Note attached at **Appendix A**. However, Jelson has invited the Inspector to determine this appeal on the basis of an alternative access arrangement; an arrangement that Leicestershire County Council (LCC as the LHA) suggested it consider. In Section 5 of this Proof, I provide a detailed assessment of this alternative arrangement focussing on its geometry, capacity and safety. I demonstrate through my analysis that this alternative access arrangement is also acceptable. Accordingly, the appeal may be allowed on the basis of either solution.

2.3.2 In Section 6, I go on to assess the likely effects of the proposed development on the local highway network and then do the same for the strategic road network in Section 7. In doing so, I look at existing conditions, the impact that the development would have on traffic flows through key junctions and consider the need for mitigation.

2.3.3 Since the appeal was lodged, I have continued to discuss the relevant highway matters with both LCC and NH and have been sharing with them the analysis that appears later in this Proof. As a consequence, LCC and NH have both written confirming that, subject to the imposition of a number of planning conditions and Jelson entering into a S106 Agreement containing certain planning obligations, they are satisfied that the concerns raised in RfR1 and RfR2 have been addressed to their satisfaction. The parties will document this by way of a Statement of Common Ground, if necessary, before the Inquiry opens.

3.0 POLICY AND GUIDANCE

3.1 INTRODUCTION

3.1.1 The following documents and policies are referenced in the reasons for refusal:

1. CD5.2 - Hinckley and Bosworth Site Allocations and Development Management Policies DPD, Policy DM17
2. CD16.1 - National Planning Policy Framework (NPPF) paragraphs 110 and 111

3.1.2 Also relevant to the determination of the appeal are the following:

3. CD8.1, CD8.2, CD8.3, CD8.4 - Leicestershire Highway Design Guide parts 1, 3, 7c and 7i
4. CD8.7 - Travel Plans, Transport Assessments and Statements
5. CD8.5 and CD8.6 - Design Manual for Roads and Bridges CD116 and CD123
6. CD8.10 - Department for Transport (DfT) Circular 01/2022
7. CD8.8 - A5 The Long Shoot and Dodwells Junctions Modelling Protocol

3.2 HINCKLEY AND BOSWORTH SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES DPD, POLICY DM17

3.2.1 The Council's reasons for refusal state that the appeal proposal would be contrary to Policy DM17 of the Hinckley and Bosworth Site Allocations and Development Management Policies DPD (CD5.2, Chapter 14, page 209) which states:

DM17 Highways and Transportation

"Development proposals will be supported where they:

a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;
b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;
c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;
d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;
e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

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

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

3.3 NATIONAL PLANNING POLICY FRAMEWORK

3.3.1 The Council's reasons for refusal state that the appeal proposal would be contrary to paragraphs 110 and 111 of the NPPF (CD16.1, Chapter 9, pages 31-32) which state:

Paragraph 110

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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 46; 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."

Paragraph 111

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

3.4 LEICESTERSHIRE HIGHWAY DESIGN GUIDE

3.4.1 The Leicestershire Highway Design Guide (LHDG) deals with highway and transport infrastructure for new developments in areas for which Leicestershire County Council is the local highway authority. The latest version is a 2022 interim guide. The following parts of the LHDG are relevant to this appeal:

- Part 1 'Introduction' – provides an overview of LCC's role as the local highway authority and the general content of the LHDG (CD8.1).
- Part 3 'Design Guidance' – provides guidance and design standards for all road users (CD8.2).
- Part 7 Appendix C 'Assessing the Transport Impacts of Development' – sets out the process and documents required to assess the transport impact of development proposals (CD8.3).
- Part 7 Appendix I 'Our Definition of a Residential Road' – outlines the criteria for defining a residential road (CD8.4).

3.5 TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS

3.5.1 The Planning Practice Guidance (CD8.7) provides information relating to the preparation of a TA, including when they are required, the scope of the report and what information to include.

3.6 DESIGN MANUAL FOR ROADS AND BRIDGES

3.6.1 The Design Manual for Roads and Bridges (DMRB) is a suite of guidance documents prepared by National Highways. They provide both statutory requirements and guidance for the design, maintenance and assessment of motorways and all-purpose trunk roads in England, Wales, and Scotland. The following parts of the DMRB are relevant to this appeal:

- CD116 'Geometric Design of Roundabouts' (CD8.5)
- CD123 'Geometric Design of At-Grade Priority and Signal-Controlled Junctions' (CD8.6)

3.7 DFT CIRCULAR 01/2022

3.7.1 The Circular (CD8.10) sets out the way in which National Highways will engage with the development industry, public bodies and communities to assist in the delivery of sustainable development. It indicates that new development should facilitate a reduction in the need to travel by private car and focus on locations that are, or can be made sustainable.

3.8 A5 THE LONG SHOOT AND DODWELLS JUNCTIONS MODELLING PROTOCOL

3.8.1 National Highways has a 'Modelling Protocol' (CD8.8) relating to assessment of Dodwells Roundabout and the A5 Watling Street / A47 The Long Shoot junction. At the request of National Highways, I consider development impact at both junctions as part of this Proof of Evidence. The protocol has been agreed with LCC and Warwickshire County Council as the neighbouring LHAs. It indicates a requirement to assess development impact using National Highways VISSIM model with flows generated by one of two (or both) strategic traffic models, namely PRTM or the Nuneaton and Bedworth Wide Area (NBWA) model. The PRTM is managed by LCC. The NBWA model is operated by Warwickshire County Council.

3.8.2 National Highways has confirmed that they consider that the addition of one or more additional trips through the A5 junctions would have a severe adverse effect and, as such, all proposals that are likely to generate traffic that passes through this part of the network will require modelling in line with the Modelling Protocol.

3.8.3 The Modelling Protocol indicates that both junctions are already operating at their operational capacity.

4.0 NETWORK CONDITIONS

4.1 INTRODUCTION

4.1.1 A full description of existing transport and highway conditions is presented in CD1.14 'Transport Assessment (Chapter 3, page 8).

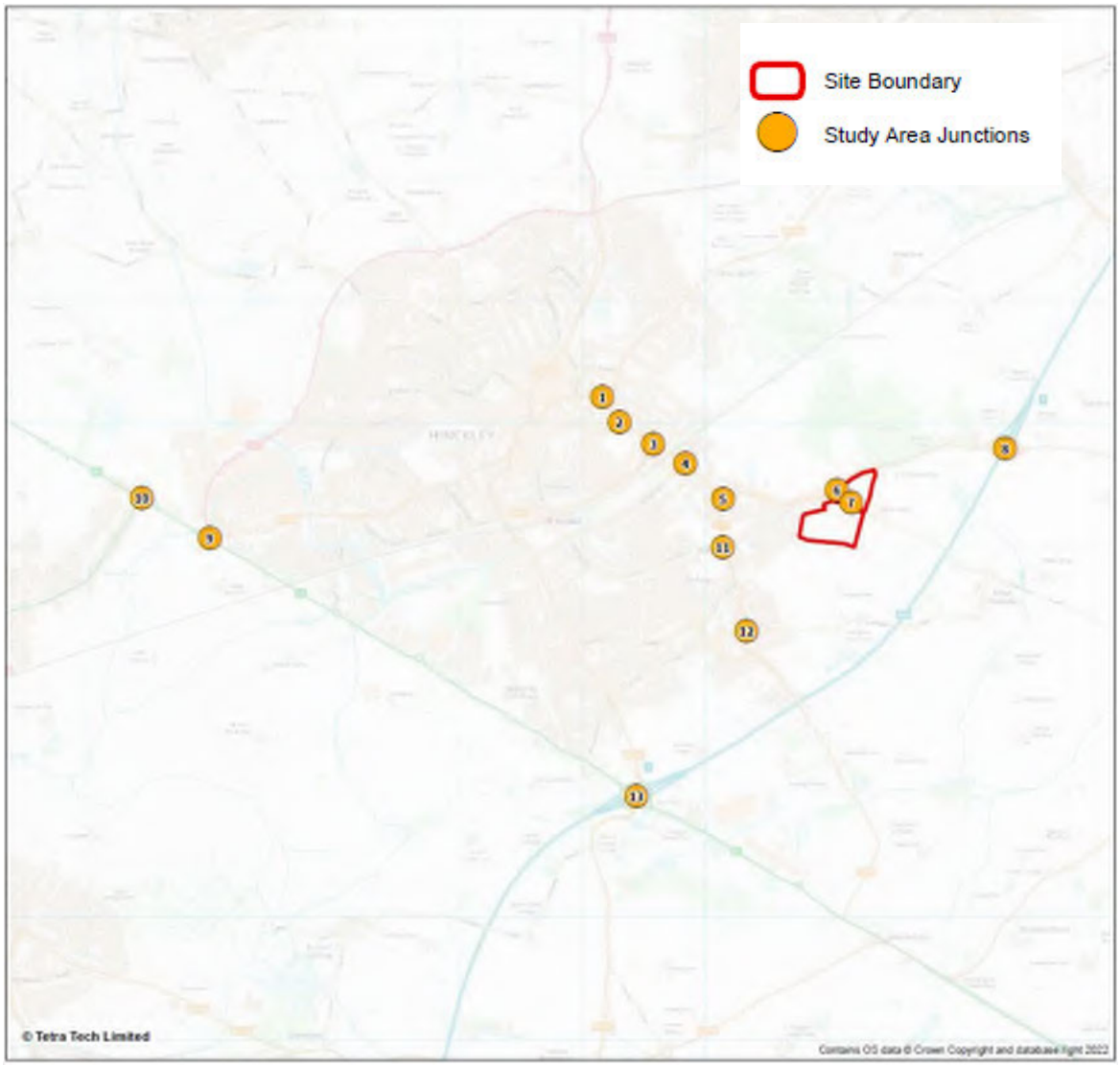
4.2 SITE LOCATION AND STUDY AREA

4.2.1 **Figure 1** shows the site boundary as well as the location of the proposed site access and off-site junctions considered in my Evidence, namely:

1. Leicester Road / Spa Lane
2. London Road / Spa Lane
3. London Road / Park Road
4. Burbage Road / Brookside / Elm Tree Lane
5. Hinckley Road / Sapcote Road / Burbage Road
6. Sapcote Road / Aston Flamville Road
7. Proposed Site Access
8. M69 Junction 2
9. A5 Watling Street / A47 Dodwells Road / B4666 Coventry Road roundabout (Dodwells Roundabout)
10. A5 Watling Street / A47 The Long Shoot
11. Hinckley Road / Forresters Road
12. Lynchgate Lane / Church Street / Windsor Street / Lutterworth Road
13. M69 Junction 1

4.2.2 Junctions numbered 8, 9, 10 and 13 are the responsibility of National Highways. All other junctions are the responsibility of LCC as the LHA.

Figure 1 – Site Location and Study Area Junctions



4.3 HIGHWAY CONDITIONS

4.3.1 The application site is located on the eastern edge of Burbage which forms part of the urban area to the south-east of Hinckley town centre. The site comprises two parcels of land that lie to the east and west of Aston Flamville Road. Sapcote Road bounds the site to the north. The site is well located relative to local services and amenities in Burbage and a wider offering in Hinckley town centre. Bus stops are located on Sapcote Road within 400 metres of the site boundary. These stops are served by bus service X6 which provides services between Leicester and Coventry (via Burbage and Hinckley), Monday to Sunday.

4.3.2 Sapcote Road is a single carriageway road aligned in an approximately east to west direction between M69 Junction 2 to the east and Burbage Road to the west. Further west, Sapcote Road becomes Burbage Road and forms a key route into Hinckley town centre. Sapcote Road is a B classified road. It is subject to a 40mph speed limit near its junction with Aston Flamville Road. The 40mph speed limit continues to the west. A short distance east of its junction with Aston Flamville

Road, the speed limit is National Speed Limit and this continues to Junction 2 of the M69. The 40mph section of Sapcote Road is lit but the National Speed Limit section is not.

4.3.3 Footways are located on both sides of Sapcote Road, west of the Aston Flamville Road / Sapcote Road junction. East of Aston Flamville Road, footways are provided to the northern side of Sapcote Road only.

4.3.4 Aston Flamville Road is C classified. It bisects the site and runs approximately northwest to southeast. To the west Aston Flamville Road joins Sapcote Road, and to the east becomes Aston Lane. The road is subject to the National Speed Limit along its length and is not lit.

4.3.5 Footway provision is provided adjacent to the eastern side of Aston Flamville Road, extending to approximately 450m south of the Sapcote Road / Aston Flamville Road junction. There is currently no footway provision on the western side of Aston Flamville Road.

4.3.6 In the wider area, continuous footway provision is provided towards Burbage and onwards to Hinckley.

4.3.7 The M69 is accessed via Sapcote Road / Hinckley Road at Junction 2. The M69 provides a route to the M1 and Leicester to the north-east. To the south-west, the M69 provides a route to the M6 and Coventry. The A5 is aligned approximately north-west to south-east to the west of Hinckley. To the south-east it provides a route to Milton Keynes and the M1. To the north-west it provides a route to areas north of Birmingham and the M6

4.3.8 There are no formal cycle facilities on Sapcote Road or Aston Flamville Road at present, meaning that cyclists are required to travel within the carriageway.

4.4 ROAD SAFETY

Local Highway Network and M69 Junction 2

4.4.1 A review of collision data covering the most recently available five-year period (01.07.2017 – 30.06.2022) was undertaken as part of CD1.14 'Transport Assessment' (Section 3.9 page 15). I have undertaken an updated review as part of this Proof of Evidence.

4.4.2 Collision data has been provided by LCC for Aston Flamville Road as well as along the corridor extending from M69 Junction 2 via the Sapcote Road / Burbage Road to the Leicester Road / Spa Lane junction in the centre of Hinckley. Data has been obtained for the most recently available five-year period (01.01.2018 – 31.08.2023) and is presented in **Appendix B**.

4.4.3 No collisions were recorded near the site on Aston Flamville Road, or at its junction with Sapcote Road during this period.

4.4.4 In total twelve collisions were recorded along the corridor. A summary of the collisions is shown in **Table 1**.

Table 1: Collision Data (01.01.2018 – 31.08.2023) – Local Highway Network and M69 Junction 2

Year	Severity			Total
	Slight	Serious	Fatal	
2018	4	-	-	4
2019	-	-	-	-
2020	1	-	-	1
2021	4	-	-	4
2022	1	2	-	3
2023	1	-	-	1

4.4.5 The corridor that has been analysed is circa 3.5km in length and includes several junctions as well as sections of urban and rural carriageway. Given this, I do not consider the number of collisions that have occurred over the five-year period to be high. The thirteen collisions identified in **Table 1** were spread along the corridor in question and in my opinion, do not indicate any particular patterns relating to location or cause.

A5 Junctions

4.4.6 Additional collision analysis has been obtained for the A5 / A47 The Longshoot and Dodwells Roundabout.

4.4.7 Collision data has been provided by Warwickshire County Council at the A5 / A47 The Longshoot junction for the most recently available five-year period between 01.10.2018 - 18.10.2023 and is presented in **Appendix B**. In total, nine collisions were recorded at the junction. A summary of the collisions is shown in **Table 2**.

Table 2: Collision Data (01.10.2018 – 18.10.2023) – A5 / A47 The Longshoot Junction

Year	Severity			Total
	Slight	Serious	Fatal	
2018	-	-	-	-
2019	1	1	-	2
2020	3	1	-	4
2021	1	-	-	1
2022	-	1	-	1
2023	1	-	-	1

4.4.8 Of the nine collisions at the junction, eight involved vehicles carrying out conflicting manoeuvres. The final collision involved a moped leaving the carriageway and colliding with street furniture. Although nine collisions have occurred at the junction during the five-year period, the junction

carries a large volume of traffic and therefore, in my opinion, a higher rate of collisions would be expected in this location.

4.4.9 Collision data has been provided by LCC at Dodwells Roundabout for the most recently available five-year period between 01.01.2018 – 13.11.2023 and is presented in **Appendix B**. In total, seven collisions were recorded at the junction. A summary of the collisions is shown in **Table 3**.

Table 3: Collision Data (01.10.2018 – 18.10.2023) – A5 / A47 The Longshoot Junction

Year	Severity			Total
	Slight	Serious	Fatal	
2018	-	-	-	-
2019	4	1	-	5
2020	-	-	-	-
2021	-	1	-	1
2022	1	-	-	1
2023	-	-	-	-

4.4.10 Although the information provided by LCC is limited on detail, it appears that of the seven collisions, three involved rear end shunts on approach to the roundabout, two involved collisions on entry / exit from the roundabout and two involved vehicles negotiating the circulatory of the roundabout. Although seven collisions have occurred at the junction during the five-year period, the junction carries a large volume of traffic and therefore, in my opinion, a higher rate of collisions would be expected in this location.

5.0 SITE ACCESS

5.1 BACKGROUND

5.1.1 The planning application was accompanied by a Transport Assessment, Travel Plan and detailed access drawings, which proposed a new ghost island priority junction on Aston Flamville Road and a new simple priority junction on Sapcote Road. LCC raised concerns about this arrangement and suggested that Jelson consider introducing a roundabout on Aston Flamville Road. It was, and still is my view that the original arrangement is perfectly acceptable in highway terms but Jelson agreed to look at the roundabout alternative. Jelson was in the process of doing that, and was still in dialogue with LCC, when HBBC took the decision to refuse planning permission.

5.1.2 Following the refusal, we continued to discuss alternative access arrangements with the LHA and have maintained a dialogue on this and our impact assessment since lodging the appeal. As a result of this further work, an alternative access arrangement via a single roundabout on Aston Flamville Road was developed. The design has been refined following completion of a Stage 1 Road Safety Audit (RSA) (CD3.10) and continued dialogue with the LHA.

5.1.3 As noted earlier, Jelson has invited the Inspector to determine the appeal on the basis of the alternative, roundabout access. I describe this arrangement and assess the merits of it below. However, I also include, at **Appendix A**, an assessment of the original access arrangement in case the Inspector concludes that he is not able to determine the appeal on the basis of the roundabout arrangement.

5.2 PROPOSED SITE ACCESS – ROUNDABOUT

5.2.1 For accesses onto roads such as Aston Flamville Road, that are not 'A' or 'B' class roads, Section IN5 of the LHDG indicates that new accesses for vehicles will be restricted on:

- Routes where there are proposals for bus priority measures;
- Routes where there is an existing problem with road safety;
- Roads where there are proposals to establish quiet lanes; and
- Other routes that are not suitable to carry additional traffic and type of traffic from the development.

5.2.2 Aston Flamville Road does not fall into any of the above categories. Section IN5 of the LHDG also indicates that access should normally be considered off a minor side road, if possible. Access off Aston Flamville Road rather than Sapcote Road meets this requirement. Accordingly, there is no LHDG based issue with the principle of the construction of an access onto Aston Flamville Road and LCC agrees.

5.2.3 The proposed roundabout is presented on drawing A109159-TTE-00-ZZ-DR-H-0004-P07 in **Appendix C**. The roundabout has been designed to accord with the standards contained within CD116 'Geometric Design of Roundabout' of the DMRB (CD8.5). As a consequence, it has the following key characteristics:

- 40m inscribed circle diameter (in accordance with Section 3.5 of DMRB CD116)
- 20m entry radii on all arms (in accordance with Section 3.19 of DMRB CD116)
- 40m exit radii on all arms (in accordance with Paragraph 3.29.2 of DMRB CD116)
- 4.5m entry width on all arms (in accordance with Section 3.14 of DMRB CD116)
- 7.0m exit width on all arms (in accordance with Section 3.28 of DMRB CD116)
- 5.4m circulator width (in accordance with Section 3.6 of DMRB CD116)

5.2.4 The site access arms of the roundabout are designed in accordance with Table DG1 of the LHDG (CD8.2). Access to the larger parcel has a carriageway width of 6.75m in accordance with standards relating to a Major Residential Access Road. Access to the smaller parcel has a carriageway width of 5.5m in accordance with standards relating to a Residential Access Road. In accordance with Table DG9 of the LHDG (CD8.2), 2.0m wide footways are to be provided on both sides of each access arm.

5.2.5 Visibility splays that accord with Table DG4 of the LHDG (CD8.2) are achievable using highway land or land under the control of the Appellant. The visibility splays that I have designed are based on recorded 85th percentile speeds across the site frontage on Aston Flamville Road.

5.2.6 As indicated in **Section 4.4** of this Proof of Evidence, no collisions were recorded near the site on Aston Flamville Road, or at its junction with Sapcote Road between 01.07.17 and 31.08.2023. Nonetheless, an independent Stage 1 Road Safety Audit (RSA) of the proposed roundabout has been carried out (CD3.10). The Stage 1 RSA has not identified any road safety issues that cannot be addressed through minor amendments at the detailed design stage. This has been agreed with LCC as part of the RSA Designers Response (CD3.11).

5.2.7 Pedestrians can access the site using the following new footways and crossing points proposed on Aston Flamville Road:

- The existing footway on the northern side of the carriageway will be widened to 2m between the site access and Sapcote Road.
- To the east of the proposed roundabout, a new footway will tie into the existing footway on the northern side of the carriageway.
- On the southern side of Aston Flamville Road, footway connections will be provided to the east to the pedestrian refuge on Aston Flamville Road. To the west a new 2m wide footway will be provided to Sapcote Road.
- Tactile paving is proposed on the Aston Flamville Road arm of the Sapcote Road/Aston Flamville Road junction.

5.2.8 Cyclists can access the site on-carriageway on Aston Flamville Road. A pedestrian / cycle only connection is also proposed onto Dorchester Road to the west of the larger development parcel. Given the location of local facilities, this is likely to be the main desire line for most local trips.

5.2.9 A traffic capacity assessment demonstrates that the proposed roundabout will have significant spare capacity at a 2031 assessment year (see **Section 6.4** of this Proof of Evidence).

5.2.10 Based on the above, I consider the proposed roundabout to be suitable for its location, safe and capable of accommodating the traffic that will need to use it. The access fully accords with the provisions of Policy DM17 of HBBC's Site Allocations and Development Management Policies DPD, relevant design guidance and paragraphs 110 and 111 of the NPPF. LCC also considers the roundabout arrangement to be appropriate and acceptable.

6.0 IMPACT OF THE PROPOSED DEVELOPMENT ON THE LOCAL HIGHWAY NETWORK

6.1 ASSESSMENT IN TRANSPORT ASSESSMENT

6.1.1 I had discussions with LCC and NH about the scope of the Transport Assessment for this development in in late 2020. It was agreed that the Assessment would utilise outputs from LCC's Pan Regional Transport Model (PRTM). PRTM is a strategic transport model covering the county of Leicestershire. In broad terms the approach taken to the assessment at the application stage was as follows:

- Agree the study area (i.e. junctions to be assessed)
- Obtain traffic count data for the study area junctions.
- Apply growth factors derived from PRTM to traffic count data to obtain future year base flows.
- Calculate development trip generation using trip rates from the TRICS database. TRICS (Trip Rate Information Computer System) allows users to obtain trip rates for different types of development using a database filtering process.
- Use the PRTM to distribute development trips.
- Using the PRTM turning movement outputs, subtract 'without' development flows from 'with' development flows to obtain development flows at each study area junction.
- Add development flows to future year base flows.
- Assess the capacity of individual junctions using junction modelling software.

6.1.2 PRTM is managed by LCC. To assess the impact of the development impact using PRTM, a number of development derived data inputs were provided to LCC's 'Network Data and Intelligence' team. These comprised dwelling numbers, anticipated dwelling delivery rates, trip rates, confirmation of the assessment years required, and details of the scenarios to be tested. The impact of the development was then modelled using PRTM by one of its framework consultants before a 'Traffic Modelling Assessment' report was issued to us dated December 2021.

6.1.3 In the TA submitted with the planning application, the outputs from PRTM were used to assess the impact of the proposed development on the local highway network. LCC's highways consultation responses dated 5th December 2022 (CD9.4) and 2nd February 2023 (CD9.5) raised concern with the PRTM modelling work undertaken and the associated outputs. PRTM is not the only means of assessing the traffic impact of the proposed development and in light of the issues we have had with it in this case, I have, for the purpose of this appeal, conducted what might be regarded as a more traditional or orthodox assessment using industry standard methods and modelling. I describe the approach that I have taken and the results of my analysis below. LCC also considers the approach to be appropriate and acceptable in the circumstances of this case.

6.2 LATEST ASSESSMENT

6.2.1 The approach that I have taken to assessing the impact of the proposed development on the local highway network is as follows:

- Re-confirm the study area with LCC (this has resulted in several junctions being included that were not assessed at the planning application stage, namely: Burbage Road / Brookside / Elm Tree Drive, Hinckley Road / Forresters Road and Church Street / Lynchgate Lane and Windsor Street);
- Obtain full classified turning counts at study area junctions. All counts were undertaken during school term times. All traffic data has been obtained within the last three years in accordance with LCC advice, with the most recent counts being obtained in November 2023. The count data that I have obtained is included in **Appendix D** and is summarised in **Table 4** below.
- Apply growth factors derived from TEMPro v8.1 to traffic count data to obtain future year base flows in accordance with the 'Travel Plans, Transport Assessments and Statements' Planning Practice Guidance (CD8.7) and paragraph 1.35, Part 7, Appendix C of the LHDG (CD8.3). The growth factors used are presented in **Appendix E**.
- Manually add traffic from committed developments to study area junctions to obtain future year base plus committed development flows. This accords with the 'Travel Plans, Transport Assessments and Statements' Planning Practice Guidance (CD8.7) and paragraph 1.34, Part 7, Appendix C of the LHDG (CD8.3). Details are presented in **Appendix F**.
- Calculate development trip generation using trip rates from the TRICS database in accordance with paragraph 1.40, Part 7, Appendix C of the LHDG (CD8.3). The trip rates were agreed with LCC at the planning application stage but agreement has been re-confirmed during the course of the appeal. The agreed rates are presented in **Appendix G**. No adjustments have been made to the vehicle trip rates to reflect modal shift away from the private car (from, for example, Travel Plan measures and sustainable transport mitigation) and as such, the vehicle trip rates are robust.
- Use Census Travel to Work data to distribute development trips in accordance with paragraph 1.46, Part 7, Appendix C of the LHDG (CD8.3). Relevant details are presented in **Appendix H**.
- Add development flows to future year base plus committed development flows. Traffic flow diagrams are presented in **Appendix I**.
- Assess the capacity of individual junctions using junction modelling software.

6.2.2 The full methodology is set out in **Appendix J** 'Approach to Traffic Modelling'. The methodology follows relevant guidelines for assessing development impact and is suitably robust for the type, scale and location of the proposed development.

Table 4: Traffic Data – Local Highway Network

Junction		Date	Times (24 hour)
1	Leicester Road Highfields Road/ Spa Lane	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
2	London Road/Spa Lane	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
3	London Road/Park Road	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
4	Burbage Road/Brookside/ Elm Tree Drive	Tuesday 28th November 2023	07:00-10:00 and 16:00-19:00
5	Burbage Road/Sapcote Road/ Hinckley Road	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
6	Sapcote Road/Aston Flamville Road	Thursday 28th September 2023	07:00-10:00 and 16:00-19:00
11	Hinckley Road/Forresters Road	Tuesday 28th November 2023	07:00-10:00 and 16:00-19:00
12	Church Street/Lynchgate Lane/ Windsor Street	Tuesday 28th November 2023	07:00-10:00 and 16:00-19:00

6.3 DEVELOPMENT IMPACT

6.3.1 Development traffic impacts at junctions within the study at the 2031 assessment year are summarised in **Table 5**.

Table 5: Development Impact – Local Junctions

Junction		2031 Base + Committed Flows		Development Flows		Percentage Impacts	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	Leicester Road Highfields Road/Spa Lane	1,878	1,802	40	43	2.1%	2.4%
2	London Road/Spa Lane	2,028	1,930	40	42	2.0%	2.2%
3	London Road/Park Road	2,304	2,213	75	79	3.3%	3.6%
4	Burbage Road/Brookside/ Elm Tree Drive	2,333	1,935	75	79	3.2%	4.1%
5	Burbage Road/Sapcote Road/Hinckley Road	2,352	2,074	137	145	5.8%	7.0%
6	Sapcote Road/Aston Flamville Road	1,276	1,188	189	201	14.8%	10.4%
11	Hinckley Road/Forresters Road	1,167	1,030	62	66	5.3%	6.4%
12	Church Street/Lynchgate Lane/Windsor Street	1,120	1,036	46	49	4.1%	4.7%

6.3.2 Traffic capacity assessments using individual junction models have been undertaken at all off-site junctions listed in **Table 5** as well as the proposed site access roundabout.

6.4 MODELLING RESULTS

6.4.1 Results of the traffic capacity assessments are included in **Appendix K**.

6.4.2 Assessments of priority junctions and signal-controlled junctions have been undertaken using the Junctions 9 and LINSig computer programmes respectively, which are the 'industry standard' traffic modelling computer software packages used for assessing the capacity of priority junctions and roundabouts (Junctions (9) and signal-controlled junctions (LINSig)).

6.4.3 In Junctions 9, a Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction operates 'within' capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays occur. An RFC value greater than 1.00 indicates that a junction operates 'above' capacity. This means queues become more frequent and longer, causing increased journey times for drivers.

6.4.4 At traffic signal-controlled junctions Practical Reserve Capacity (PRC) is used to indicate the available spare capacity at a junction. PRC calculations are influenced by traffic delay and Degree of Saturation (DoS) on all approaches to a junction. It is noted that a junction is stable when the maximum DoS is below 85% and above this level traffic delay begins to increase exponentially. Where junctions operate close to zero PRC, corresponding to approximately 90% DoS, small reductions in capacity could result in a significant increase in delay.

6.4.5 **Table 6** below provides a summary of the results. In addition to the outputs summarised above, I have also summarised the mean maximum queue (MMQ). MMQ is the average of all the maximum queue lengths across the period modelled, expressed in Passenger Car Units (PCUs). PCUs are a means of inputting traffic data into capacity assessments. For this assessment a light vehicle is treated as one PCU and a heavy vehicle is treated as two PCUs.

Table 6: Capacity Assessment Results – Local Highway Network

Ref	Approach Arm	Base - Surveyed Flows				2026 Base + Committed				2026 Base + Committed + Development				2031 Base + Committed				2031 Base + Committed + Development			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ
1	Highfields Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Leicester Road (E)	75.1%	8.3	71.5%	5.7	77.4%	8.9	73.5%	6.2	79.2%	9.1	73.8%	6.3	82.2%	10.4	78.5%	7.2	84.3%	10.8	79.0%	7.4
	Spa Lane	74.2%	13.1	71.0%	13.4	76.7%	13.9	73.1%	14.0	77.3%	14.3	74.0%	14.5	81.2%	15.4	77.8%	15.8	82.9%	16.5	79.1%	16.4
	Leicester Road (W)	54.6%	6.7	61.7%	7.3	56.4%	7.1	63.7%	7.8	58.2%	7.6	65.8%	8.4	59.8%	8.1	67.6%	8.9	62.0%	8.4	70.6%	9.7
	PRC	19.9%		25.8%		16.3%		22.5%		13.6%		21.6%		9.5%		14.6%		6.7%		13.8%	
2a	London Road (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Spa Lane (W)	0.14	0.2	0.22	0.3	0.15	0.2	0.23	0.3	0.15	0.2	0.23	0.3	0.16	0.2	0.25	0.3	0.16	0.2	0.25	0.3
	Spa Lane (N)	0.28	0.4	0.25	0.3	0.29	0.4	0.26	0.3	0.29	0.4	0.26	0.3	0.31	0.4	0.28	0.4	0.31	0.5	0.28	0.4
2b	London Road (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	London Road (W)	1.17	33.1	0.77	3.0	1.24	43.0	0.82	3.8	1.27	46.4	0.83	4.2	1.39	64.6	0.92	6.9	1.44	70.1	0.95	8.2
	Spa Lane (N)	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0
2c	London Road (W)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Spa Lane	0.33	0.5	0.28	0.4	0.34	0.5	0.29	0.4	0.34	0.5	0.29	0.4	0.37	0.6	0.31	0.5	0.37	0.6	0.31	0.5
	London Road (E)	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0
3	London Road (E)	77.4%	16.8	77.4%	16.7	79.8%	18.3	79.9%	18.0	82.8%	19.9	82.9%	19.4	86.0%	22.1	84.9%	20.9	89.1%	25.0	88.7%	23.4
	Park Road	78.6%	9.1	78.3%	10.6	81.0%	9.6	80.6%	11.2	82.5%	10.0	81.0%	11.7	82.2%	10.2	85.7%	12.7	88.0%	11.7	87.4%	13.8
	London Road (W)	68.3%	14.2	67.3%	13.6	70.5%	15.2	69.4%	14.5	71.0%	15.3	72.6%	15.5	76.0%	17.7	73.7%	16.1	75.5%	17.3	77.9%	18.0
	PRC	14.5%		15.0%		11.2%		11.6%		8.7%		8.6%		4.6%		5.1%		1.0%		1.4%	
4	Burbage Road (E)	76.5%	20.0	75.9%	18.7	78.4%	20.8	77.8%	19.5	81.2%	22.6	78.3%	20.1	83.1%	23.1	82.6%	21.7	88.0%	26.7	83.9%	22.7
	Brookside	76.4%	11.4	74.5%	12.3	78.3%	12.0	76.3%	12.7	80.7%	12.4	78.4%	13.1	83.0%	13.5	81.0%	14.2	85.5%	14.0	83.4%	14.7
	Burbage Road (W)	87.1%	31.3	61.6%	14.1	89.2%	33.7	63.2%	14.8	90.2%	35.1	66.0%	16.4	94.6%	42.0	67.2%	16.7	96.0%	45.3	71.5%	19.4
	Elm Tree Drive	2.6%	0.1	8.7%	0.4	2.6%	0.1	8.7%	0.4	2.6%	0.1	8.7%	0.4	2.6%	0.1	8.7%	0.4	2.6%	0.1	8.7%	0.4
	PRC	3.4%		18.5%		0.9%		15.6%		-0.2%		14.7%		-5.1%		9.0%		-6.7%		7.3%	
5	Sapcote Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Hinckley Road	1.26	46.2	0.93	8.6	1.76	126.0	1.12	31.9	2.03	161.8	1.31	63.7	2.21	184.1	1.28	58.5	2.95	244.7	1.63	115.7
	Burbage Road	0.79	3.4	0.57	1.3	0.86	5.1	0.67	1.9	0.89	6.5	0.68	2.0	0.93	8.7	0.72	2.4	0.99	14.1	0.74	2.6
6	Sapcote Road (E)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Aston Flamville Road	0.19	0.2	0.19	0.2	0.32	0.5	0.22	0.3	0.57	1.3	0.34	0.5	0.34	0.5	0.24	0.3	0.73	2.6	0.43	0.7
	Sapcote Road (W)	0.14	0.3	0.15	0.4	0.16	0.4	0.20	0.5	0.23	0.6	0.39	1.1	0.18	0.5	0.22	0.6	0.28	0.8	0.52	1.8
7	Aston Flamville Road (S)	-	-	-	-	-	-	-	-	0.08	0.1	0.09	0.1	-	-	-	-	0.09	0.1	0.09	0.1
	Site Access (W)	-	-	-	-	-	-	-	-	0.07	0.1	0.03	0.0	-	-	-	-	0.10	0.1	0.04	0.1

Ref	Approach Arm	Base - Surveyed Flows				2026 Base + Committed				2026 Base + Committed + Development				2031 Base + Committed				2031 Base + Committed + Development			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ	RFC/DoS	MMQ
	Aston Flamville Road (N)	-	-	-	-	-	-	-	-	0.10	0.1	0.15	0.2	-	-	-	-	0.11	0.1	0.20	0.3
	Site Access (E)	-	-	-	-	-	-	-	-	0.03	0.0	0.01	0.0	-	-	-	-	0.05	0.1	0.02	0.0
11	Hinckley Road (S)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Forresters Road	0.34	0.5	0.21	0.3	0.35	0.5	0.21	0.3	0.36	0.6	0.23	0.3	0.38	0.6	0.23	0.3	0.40	0.7	0.27	0.4
	Hinckley Road (N)	0.29	0.7	0.35	0.8	0.30	0.8	0.37	0.9	0.33	0.9	0.38	0.9	0.33	0.9	0.40	1.0	0.38	1.1	0.43	1.1
12	Lychgate Lane	0.27	0.4	0.27	0.4	0.28	0.4	0.28	0.4	0.29	0.4	0.29	0.4	0.31	0.4	0.31	0.4	0.32	0.5	0.32	0.5
	Church Street	0.46	1.3	0.24	0.4	0.49	1.5	0.26	0.5	0.53	1.8	0.27	0.5	0.53	1.8	0.28	0.5	0.59	2.3	0.30	0.6
	Windsor Street	0.22	0.3	0.36	0.6	0.25	0.3	0.40	0.7	0.26	0.3	0.42	0.7	0.27	0.4	0.42	0.7	0.28	0.4	0.46	0.8
	Lutterworth Road	0.05	0.1	0.13	0.2	0.05	0.1	0.13	0.3	0.05	0.1	0.14	0.3	0.06	0.1	0.15	0.3	0.06	0.1	0.15	0.3

6.4.6 I have reviewed the modelling results at each of the above locations against the second part of the test as set out in paragraph 111 of the NPPF to determine whether the unmitigated impact of the development would be severe (i.e. to determine if mitigation is required): *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".* There is no definition in the NPPF of what constitutes a severe residual cumulative impact. An exercise of professional judgement has therefore been applied.

Leicester Road / Highfields Road / Spa Lane

6.4.7 The addition of development trips has minimal impact on junction performance and queue lengths. In 2031 following completion of the development, an increase in queue lengths of between zero and one PCU is shown on all arms. The junction is shown to operate within capacity in all scenarios. In my opinion, the unmitigated impact of the development at this location is not severe.

London Road / Spa Lane

6.4.8 The London Road / B590 Spa Lane / B590 London Road junction is shown to be operating over capacity without the appeal proposals. The junction is made up of three priority junctions in a triangular arrangement. The priority junction to the south-east of the triangle is the part of the junction shown to be over-capacity with traffic struggling to exit the minor road. At 2031, prior to the introduction of development traffic RFC values of 1.39 and 0.92 are shown in the AM and PM peak hours respectively. Corresponding queue lengths of 64.6 and 6.9 PCUs are shown in the AM and PM peak hours respectively. In the 'with development' scenario at 2031, RFC values increase by 0.05 and 0.03 respectively. Corresponding queue lengths increase by 5.5 and 1.3 PCUs. The increase in RFC values and queue lengths is minimal and given the performance of the junction in the 'without development' scenario, such small increases in queue lengths are such that the unmitigated impact of the development at this junction is in my opinion, not severe.

London Road / Park Road

6.4.9 Whilst the proposed development is shown to result in a slight worsening of overall junction performance and the junction is shown to operate close to capacity, it is nevertheless, shown to operate within capacity in all scenarios following completion of the development. In my opinion mitigation is not required and therefore, the unmitigated impact of the development at this location is not severe.

Burbage Road / Brookside / Elm Tree Lane

6.4.10 The proposed development is shown to result in a slight worsening of overall junction performance. In 2031 during the AM peak hour, overall PRC values are -5.1% and -6.7% in the 'without' and 'with' development scenarios respectively. This means the junction has become over-saturated (but not over-capacity) and there may be periods during the peak hour when queues develop and delays occur. All arms of the junction except Burbage Road (west) are shown to have a Degree of Saturation below 90% which means they operate within capacity. In 2031 the Burbage Road (west) arm has DoS values slightly greater than 90% in both the 'without' and 'with' development scenarios. An increase in MMQ length of three PCUs is shown in 2031 on this arm as

a result of the development. In my opinion, the unmitigated impact of the development at this location is not severe.

Hinckley Road / Sapcote Road / Burbage Road

6.4.11 The Hinckley Road / Sapcote Road / Burbage Road junction is shown to be operating above capacity without the appeal proposals. RFC values are well in excess of 0.85 on the Hinckley Road arm (minor arm) of the junction. At 2031, RFC values on Hinckley Road are shown to increase by 0.74 and 0.35 in the AM and PM peak hours respectively. Also at 2031, MMQ lengths are shown to increase by 60.6 and 57.2 PCUs in the AM and PM peak hours respectively. Such results should be treated with an element of caution because when RFC values exceed 1.00, models can become unstable and excessive queue lengths are forecast. Further caution should be given when reviewing results of this nature because in reality, drivers are likely to seek to choose alternative times to travel, alternative modes of travel and / or alternative routes to travel rather than joining the back of a long queue.

6.4.12 By 2031, as well as the Hinckley Road arm of the junction, the Burbage Road arm (northern arm) of the junction is also shown to have RFC values in excess of 0.85. RFC values do however remain below 1.00 and corresponding queue lengths are considerably shorter than those on the Hinckley Road arm.

6.4.13 In my opinion, mitigation is required to address development impact at this location.

Sapcote Road / Aston Flamville Road

6.4.14 This is the off-site junction where the development has the largest increase in trips (189 AM Peak Hour, 201 PM Peak Hour). However, in all scenarios, the junction has significant spare capacity prior to the addition of development trips. Whilst there is a notable increase in RFC values because of the development, the junction will continue to operate well within capacity. The addition of development trips has minimal impact on queue lengths. The largest increase in queue length is on the Aston Flamville Road arm of the junction where in the 2031 AM peak hour, MMQs are shown to increase from 0.5 to 2.6 PCUs. Given that the junction is shown to operate well within capacity, such an increase in queue lengths will not result in severe delay. In my opinion, mitigation is not required and therefore, the impact of the development at this location is not severe.

Proposed Site Access Roundabout

6.4.15 The site access roundabout is shown to operate with significant spare capacity in both the 2026 and 2031 assessment years. The largest RFC value on any arm is 0.2 and the largest MMQ is 0.3 PCUs.

Hinckley Road / Forresters Road

6.4.16 The Hinckley Road / Forresters Road junction is shown to operate with significant spare capacity in all scenarios. The addition of development trips has minimal impact on junction performance and MMQs. In my opinion, the unmitigated impact of the development at this location is not severe.

Lynchgate Lane / Church Street / Windsor Street / Lutterworth Road

6.4.17 The Lynchgate Lane / Church Street / Windsor Street / Lutterworth Road junction is shown to operate with significant spare capacity in all scenarios. The addition of development trips has minimal impact on junction performance and MMQs. In my opinion, the unmitigated impact of the development at this location is not severe.

6.5 MITIGATION

6.5.1 A package of mitigation measures has been agreed with LCC to mitigate the highway impact of the development. The mitigation package also improves bus service provision near the site. In addition, to encourage active travel, a package of pedestrian infrastructure improvements is proposed along part the main corridor between the site and Hinckley. Improvements to bus services and pedestrian infrastructure will encourage modal shift from journeys by car and will therefore contribute towards offsetting any increase in vehicle trips as a result of the proposed development.

Active Travel

6.5.2 As shown on drawing A109159-TTE-00-ZZ-DR-H-0031-P01 in **Appendix L**, it is proposed that the existing footway adjacent to the western side of Burbage Road is widened from circa 1.2m to 2.0m over a length of circa 400m between its junctions with Hinckley Road and Brookside. This will provide a better standard of infrastructure for pedestrians and will increase the attractiveness of walking for existing and future trips in the direction of Hinckley town centre and the train station.

6.5.3 As shown on drawing A109159-TTE-00-ZZ-DR-H-0034-P01 in **Appendix L**, it is proposed that a central refuge and staggered pedestrian crossing is provided on the Park Road arm of the London Road / Park Road signal-controlled junction. This will provide a better form of crossing for pedestrians and in addition to the above, will also increase the attractiveness of walking for existing and future trips in the direction of Hinckley town centre and the train station.

6.5.4 Any modal shift from car to walking will reduce the number of vehicle trips along the corridor towards Hinckley.

6.5.5 Capacity assessment results associated with the London Road / Park Road mitigation scheme are presented in **Appendix M**. **Table 7** summarises the results. To introduce the pedestrian crossing, the lane width on the Park Road approach to the junction is decreased. This results in a slight worsening of junction capacity but the junction is still shown to operate within capacity. On balance, I consider that the improved pedestrian crossing provides an overall betterment.

Table 7: London Road / Park Road Junction Capacity Assessment Results – Mitigation Scheme

2031 'with' Development					
Arm		AM (08:00 to 09:00)		PM (16:00 to 17:00)	
		DoS	Max Queue	DoS	Max Queue
London Road (e)	All	90.6%	26.2	88.7%	23.4
London Road (w)	All	76.8%	17.9	77.9%	18.0
Park Road	All	87.0%	11.7	90.1%	15.1
Practical Reserve Capacity		-0.7%		-0.1%	

Bus Services

6.5.6 It is proposed that improved bus services are secured by way of a Public Transport Strategy. This will confirm the precise nature and extent of the service to be provided but, as a minimum, it will provide a service running between the appeal site and key local destinations. The Strategy and the implementation of it will be secured by way of a planning obligation. Any modal shift away from the private car, achieved as a consequence of improved bus links, will reduce the number of car trips making that particular journey. Any improved connectivity with Hinckley train station for example, also has the potential to reduce car trips on the wider highway network e.g. for trips to / from Nuneaton.

Highway Capacity

6.5.7 As shown on drawing A109159-TTE-XX-XX-DR-H-014-P01 in **Appendix L**, a mitigation scheme is proposed at the Sapcote Road / Burbage Road / Hinckley Road junction. The mitigation scheme involves the introduction of traffic-signals and improved pedestrian crossing facilities. The mitigation scheme delivers capacity improvements in excess of those required to mitigate the impact of the development. Capacity assessment results of the mitigation scheme are presented in **Appendix M** and summarised in **Table 8**.

Table 8: Hinckley Road / Sapcote Road / B578 Junction Capacity Assessment Results – Mitigation Scheme

2031 'with' Development					
Arm		AM (08:00 to 09:00)		PM (16:00 to 17:00)	
		DoS	Max Queue	DoS	Max Queue
Burbage Road	All	97.6%	34.6	76.1%	17.5
Sapcote Road	All	78.8%	22.0	64.7%	10.5
Hinckley Road	All	97.1%	18.8	76.1%	8.6
Practical Reserve Capacity		-8.5%		18.2%	

6.5.8 As shown on drawing A109159-TTE-00-ZZ-DR-H-0033-P01 in **Appendix L**, a mitigation scheme as requested by LCC is proposed at the Burbage Road / Brookside / Elm Tree Lane junction. The mitigation scheme involves extending the length of the left-turn lane on Brookside to provide additional capacity at the junction. Capacity assessments results of the mitigation scheme are presented in **Appendix M** and summarised in **Table 9**.

Table 9: Burbage Road / Brookside / Elm Tree Lane Junction Capacity Assessment Results – Mitigation Scheme

2031 'with' Development					
Arm		AM (08:00 to 09:00)		PM (16:00 to 17:00)	
		DoS	Max Queue	DoS	Max Queue
Burbage Road (e)	All	88.0%	26.7	83.9%	22.7
Brookside	All	81.9%	12.3	82.8%	14.3
Burbage Road (w)	All	96.0%	45.3	71.5%	19.4
Elm Tree Drive	All	2.6%	0.1	8.7%	0.4
Practical Reserve Capacity		-6.7		7.3	

6.6 SUMMARY

6.6.1 The package of mitigation measures has been agreed with the LHA as being reasonable and proportionate to the scale of development proposed. On this basis, subject to the delivery of the mitigation package, LCC agree with my opinion that the impact of the proposed development on the local highway road network is not severe. The appeal proposal is considered to be in full accordance with paragraphs 110 and 111 of the NPPF as well as Policy DM17 of HBBC's Site Allocations and Development Management Policies DPD.

7.0 IMPACT OF THE PROPOSED DEVELOPMENT ON THE STRATEGIC ROAD NETWORK

7.1 ASSESSMENT IN TA

7.1.1 The TA took the same approach to assessing the likely impact of the development on the strategic road network as it did for the local highway network. However, it only assessed the impact of the development on M69 Junction 2.

7.2 LATEST ASSESSMENT

7.2.1 For the purposes of this appeal, I have expanded the assessment to include M69 Junction 1, the A5 Watling Street / A47 Dodwells Road / B4666 Coventry Road roundabout (Dodwells Roundabout) and the A5 Watling Street / A47 The Long Shoot junction. The approach that I have taken to calculating traffic flows for this part of my assessment is the same as the approach taken in respect of the local highway network. For the reasons already set out, this non-PRTM based assessment uses an industry standard methodology, consistent with national policy and guidance. The same is true of the modelling software used in this part of my assessment which as well as Junctions 9, uses the National Highways VISSIM model to assess the two A5 junctions. National Highways consider the approach to be appropriate and acceptable in the circumstances of this case.

7.3 DEVELOPMENT IMPACT

7.3.1 Development traffic impacts at junctions within the study area at the 2024 assessment year are summarised in **Table 10**.

Table 10: Development Impact – Strategic Road Network

Junction		2024 Base + Committed Flows		Development Flows		Percentage Impacts	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
8	M69 Junction 2	1,592	1,484	52	55	3.3%	3.7%
9	Dodwells Roundabout	3,622	3,917	13	14	0.004%	0.004%
10	A5 Watling Street / A47 The Long Shoot	2,864	2,918	13	14	0.005%	0.005%
13	M69 Junction 1	-	-	24	25	-	-

Note – traffic data not available at M69 Junction 2 – see paragraph 7.3.2.

7.3.2 National Highways' usual approach is to only require capacity assessments of junctions on the strategic road network if the proposed development is likely to add 30 or more two-way trips in a single peak hour. On this basis, National Highways has agreed that it is not necessary for me to assess the capacity of M69 Junction 1. However, it is necessary for me to assess the capacity of M69 Junction 2 and, in spite of the very low number of trips forecast in respect of the two A5 junctions, it has asked for the capacity of these to be assessed also (using VISSIM as noted above).

7.3.3 National Highways previously had a scheme of improvements identified for the A5 / A47 The Longshoot and Dodwells Roundabout under the 'Road Investment Strategy 2 (RIS2) programme. However, as set out in the Office of Road and Rail 'Annual Assessment of National Highways' Performance April 2021 to March 2022' (CD8.9) this was cancelled in July 2021 due to its poor value for money.

7.3.4 Notwithstanding my opinion that the impact associated with the increase in trips as a result of the development at these two junctions is not severe, the operation of both junctions has been assessed using National Highways VISSIM model. VISSIM is a micro-simulation multi-modal traffic model-modelling tool.

7.4 MODELLING RESULTS

M69 Junction 2

7.4.1 The results of the capacity assessment at M69 Junction 2 are presented in **Appendix K** and summarised in **Table 11**.

Table 11: Traffic Capacity Assessment Results – M69 Junction 2

Scenario	Arm	AM		PM	
		RFC	Max Queue	RFC	Max Queue
2022 Base	B4669 W	0.12	0.1	0.23	0.3
	M69 Slip Road	0.27	0.4	0.17	0.2
	B4669 E	0.27	0.4	0.22	0.3
2024 'without' Development	B4669 W	0.12	0.2	0.24	0.3
	M69 Slip Road	0.27	0.4	0.17	0.2
	B4669 E	0.28	0.4	0.22	0.3
2024 'with' Development	B4669 W	0.12	0.2	0.25	0.4
	M69 Slip Road	0.28	0.4	0.18	0.2
	B4669 E	0.29	0.5	0.23	0.3
2031 'without' Development	B4669 W	0.14	0.2	0.27	0.4
	M69 Slip Road	0.31	0.5	0.19	0.31
	B4669 E	0.32	0.5	0.25	0.33
2031 'with' Development	B4669 W	0.14	0.2	0.28	0.4
	M69 Slip Road	0.31	0.5	0.21	0.3
	B4669 E	0.33	0.5	0.25	0.4

7.4.2 M69 Junction 2 is shown to operate within capacity with the addition of proposed development trips in the 2024 and 2031 assessment years. The proposed development will, therefore, have an acceptable impact and one that does not require any form of mitigation.

A5 Junctions

7.4.3 **Table 12** summarises journey times along the A5 that have been extracted from the VISSIM model.

Table 12: VISSIM Results – Journey Times along the A5 (between north of The Longshoot and south of Dodwells Roundabout)

	2031 Base + Committed		2031 Base + Committed + Development	
	AM Peak	PM Peak	AM Peak	PM Peak
A5 Northbound	7 mins 23 secs	4 mins 57 secs	7 mins 36 secs	4 mins 56 secs
A5 Southbound	13 mins 26 secs	5 mins 29 secs	13 mins 33 secs	5 mins 29 secs

7.4.4 The results in **Table 12** show an increase in the northbound journey time of 13 seconds in the AM peak hour but a reduction of 1 second in the PM peak hour. The results show an increase in the southbound journey time of 7 seconds in the AM peak hour, but no change in the PM peak hour. The key test as set out in paragraph 111 of the NPPF is that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".* Given overall AM journey times, such a small increase as results of the development is such that the unmitigated impact of the development at this location is in my opinion, not severe.

7.4.5 Although I am of the opinion that the unmitigated impact of the proposed development is not severe at the A5 / A47 The Longshoot or Dodwells Roundabout, I have explored the wider benefits that modal shift from the proposed sustainable transport measures in **Section 6.5** could have at these locations. This is set out in the 'Sustainable Transport Approach and the Strategic Road Network' document in **Appendix N** and demonstrates the potential for Travel Plan measure and improved bus services to reduce the increase in trips at both junctions by approximately half. Any additional reductions as a result of improved pedestrian infrastructure would further reduce development impact at these locations.

7.5 SUMMARY

7.5.1 The analysis presented above and appended to this Proof of Evidence demonstrates that the appeal proposals are in full accordance with paragraphs 110 and 111 of the NPPF as well as Policy DM17 of HBBC's Site Allocations and Development Management Policies DPD.

8.0 SUMMARY

8.1 SUMMARY

8.1.1 My name is Robert Holland. I have over 20 years' transport planning experience which has mainly involved providing consulting advice in connection with development-related transport and highway matters for housing and commercial developments and advising local planning and highway authorities. I have been advising on the proposed development site since June 2018. I am responsible for preparing the Transport Assessment and Travel Plan reports submitted with the planning application (22/01037/OUT). Through my work advising Jelson on their development proposal in Burbage I am familiar with local transport conditions near the site which is the subject of this appeal.

8.1.2 The planning application was refused by Hinckley and Bosworth Borough Council (HBBC) in their capacity as the Local Planning Authority (LPA). The decision notice includes two reasons for refusal, both relating to highway matters:

> *"1. The Applicant has failed to demonstrate that safe and suitable access for all users would be provided to the proposed development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for road users, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021).*
>
> *2. The Applicant has failed to fully demonstrate the impact of the proposed development on the local highway network, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021)."*

8.1.3 The application site is located on the eastern edge of Burbage which forms part of the urban area to the south-east of Hinckley town centre. The site comprises two parcels of land that lie to the east and west of Aston Flamville Road. Sapcote Road bounds the site to the north. The site is well located relative to local services and amenities in Burbage and a wider offering in Hinckley town centre. Bus stops are located on Sapcote Road within 400 metres of the site boundary. These stops are served by bus service X6 which provides services between Leicester and Coventry (via Burbage and Hinckley), Monday to Sunday.

8.1.4 The planning application was accompanied by a Transport Assessment, Travel Plan and detailed access drawings, which proposed a new ghost island priority junction on Aston Flamville Road and a new simple priority junction on Sapcote Road. LCC raised concerns about this arrangement and suggested that Jelson consider introducing a roundabout on Aston Flamville Road. As a result of further work, an alternative access arrangement via a single roundabout on Aston Flamville Road was developed. The design has been refined following completion of a Stage 1 Road Safety Audit (RSA) (CD3.10) and continued dialogue with the LHA. Jelson has invited the Inspector to determine the appeal on the basis of the alternative, roundabout access.

8.1.5 I consider the proposed roundabout to be suitable for its location, safe and capable of accommodating the traffic that will need to use it. The access fully accords with the provisions of

Policy DM17 of HBBC's Site Allocations and Development Management Policies DPD, relevant design guidance and paragraphs 110 and 111 of the NPPF. LCC also consider the roundabout arrangement to be appropriate and acceptable. In the event that the Inspector concludes that he is not able to determine the appeal on the basis of the roundabout arrangement I also conclude that the priority junction access arrangement is also suitable for its location, safe and capable of accommodating the traffic that will need to use it.

8.1.6 In the TA submitted with the planning application, outputs from PRTM were used to assess the impact of the proposed development on the local highway network. LCC's highways consultation responses raised concern with the PRTM modelling work undertaken and the associated outputs. PRTM is not the only means of assessing the traffic impact of the proposed development and in light of the issues we have had with it in this case, I have, for the purpose of this appeal, conducted what might be regarded as a more traditional or orthodox assessment using industry standard methods and modelling. LCC and National Highways also consider the approach to be appropriate and acceptable.

8.1.7 The following package of off-site mitigation measures is proposed to mitigate the impact of the development and encourage sustainable travel:

- Footway widening on Burbage Road
- Introduction of traffic-signals and improved pedestrian crossings at the Burbage Road / Sapcote Road / Hinckley Road Junction
- Pedestrian crossing at London Road / Park Road Junction
- Bus Service Improvements
- Increase in length of the left-turn lane of the Brookside arm at the Burbage Road / Brookside / Elm Tree Lane

8.1.8 The package of mitigation measures has been agreed with LCC and National Highways as being reasonable and proportionate to the scale of development proposed. The appeal proposal is considered to be in full accordance with paragraphs 110 and 111 of the NPPF as well as Policy DM17 of HBBC's Site Allocations and Development Management Policies DPD.

8.1.9 Since the appeal was lodged, I have continued to discuss the relevant highway matters with both LCC and NH and have been sharing with them the analysis that appears in this Proof. As a consequence, LCC and NH have both written confirming that, subject to the imposition of a number of planning conditions and Jelson entering into a S106 Agreement containing certain planning obligations, they are satisfied that the concerns raised in RfR1 and RfR2 have been addressed to their satisfaction. The parties will document this by way of a Statement of Common Ground, if necessary, before the Inquiry opens.

8.1.10 In light of my evidence I consider that there are no justifiable objections on transport grounds and this appeal should be allowed.

APPENDIX A: PRIORITY JUNCTION ACCESS ARRANGEMENT TECHNICAL NOTE

Land South of Sapcote Road, Burbage

784-A109159

Priority Junction Access Arrangement

Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters reserved except access

Land Opposite and South of Pumping Station Aston Flamville Road Burbage Leicestershire

Planning Application Reference 22/01037/OUT

Jelson

21 December 2023

Document prepared on behalf of Tetra Tech Group Limited. Registered in England number: 6595608

TETRA TECH

Tetra Tech Leicester, 4th Floor, No1 Great Central Square Vaughan Way Leicester LE1 4JS

Tetra Tech Group Limited. Registered in England number: 6595608

Registered Office: 3 Sovereign Square, Sovereign Street, Leeds, United Kingdom, LS1 4ER

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TABLE OF CONTENTS

1.0 INTRODUCTION 4
1.1 Background 4
1.2 Guidance for Site Access Design 4
2.0 PRINCIPLE OF ACCESS 5
2.1 Introduction 5
2.2 Access onto Aston Flamville Road 5
2.3 Access onto Sapcote Road 5
2.4 Conclusion 6
3.0 GEOMETRIC DESIGN 7
3.1 Key Design Features 7
3.2 Stage 1 Road Safety Audit 8
4.0 COLLISION HISTORY 9
4.1 Introduction 9
4.2 Analysis 9
4.3 Summary 10
5.0 CAPACITY ASSESSMENT 11
5.1 Traffic Flows 11
5.2 Junction Assessment 11
6.0 SUMMARY 13

LIST OF TABLES

Table 1: Collision Data (01.01.2018 – 31.08.2023) – Local Highway Network and M69 Junction 2 9
Table 2: Aston Flamville Road Site Access Capacity Assessment Results 12
Table 3: Sapcote Road Site Access Capacity Assessment Results 12

APPENDICES

Appendix A: Drawing of Priority Junction Access Arrangement
Appendix B: Stage 1 RSA and Designers Response
Appendix C: Collision Data
Appendix D: Traffic Flows and Capacity Assessments

1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 Tetra Tech is providing ongoing transport planning support to Jelson is relation to a proposed residential development of 343 dwellings at Land South of Sapcote Road, Burbage. This Technical Note relates to planning application reference 22/01037/OUT which was refused by the Local Planning Authority on 30th March 2023. The application was refused by Officers under delegated powers for the following reasons:

1. *"1. The Applicant has failed to demonstrate that safe and suitable access for all users would be provided to the proposed development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for road users, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021).*

2. The Applicant has failed to fully demonstrate the impact of the proposed development on the local highway network, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021)."

1.1.2 Jelson has lodged an appeal against the decision to refuse the planning application and has invited the Inspector to determine the appeal on the basis of an alternative access arrangement (roundabout) to the arrangement proposed when the planning application was submitted.

1.1.3 When the planning application was submitted, it was proposed that the site be accessed by way of a new ghost island priority junction on Aston Flamville Road and a new simple priority junction on Sapcote Road. That access arrangement is perfectly acceptable in my expert opinion and I explain why in this Technical Note by focusing on its geometry, capacity and safety.

1.1.4 The priority junction access arrangement is presented on drawing PRJ01-TTE-00-ZZ-DR-O-0010-P02 in **Appendix A**.

1.2 GUIDANCE FOR SITE ACCESS DESIGN

1.2.1 The Leicestershire Highway Design Guide (LHDG) deals with highway and transport infrastructure for new developments in areas for which Leicestershire County Council (LCC) is the local highway authority. The latest version is a 2022 interim guide.

1.2.2 The Design Manual for Roads and Bridges (DMRB) is a suite of guidance documents prepared by National Highways. Where particular design elements are not covered in the LHDG, reference is made to the design standards in DMRB. Of relevance to the priority junction access arrangement is DMRB CD123 'Geometric Design of At-Grade Priority and Signal-Controlled Junctions'.

2.0 PRINCIPLE OF ACCESS

2.1 INTRODUCTION

2.1.1 Section IN5 of the LHDG indicates LCC's approach to assessing the in-principle suitability (or otherwise) of a new accesses on to different road types.

2.2 ACCESS ONTO ASTON FLAMVILLE ROAD

2.2.1 For accesses onto roads such as Aston Flamville Road, that are not 'A' or 'B' class roads, Section IN5 of the LHDG indicates that new accesses for vehicles will be restricted on:

- Routes where there are proposals for bus priority measures.
- Routes where there is an existing problem with road safety.
- Roads where there are proposals to establish quiet lanes.
- Other routes that are not suitable to carry additional traffic and type of traffic from the development.

2.2.2 Taking each point in turn:

- There are no proposals for bus priority measures on Aston Flamville Road.
- As confirmed later in this Technical Note, there are no existing road safety problems near the site.
- There are no proposals to establish quiet lanes on Aston Flamville Road.
- Aston Flamville Road is suitable for carrying additional traffic and traffic of a residential nature.

2.3 ACCESS ONTO SAPCOTE ROAD

2.3.1 Section IN5 indicates that whilst access to 'A' and 'B' class roads has been discouraged in the past, LCC now adopts a more flexible approach. For accesses onto roads such as Sapcote Road, which is a 'B' class road, Section IN5 of the LHDG indicates that LCC would normally apply restrictions on new accesses and the increased use of existing accesses on:

- roads with a speed limit above 40 mph (that is 50mph, 60mph or 70mph) or where measured vehicle speeds are in excess of 40mph.
- roads with a speed limit of 40mph or less which are essentially rural in nature.
- routes where the access would affect bus-corridor or bus-priority measures being put in place.
- roads that are at or near capacity (cannot carry more traffic).
- roads where there is an existing problem with road safety.

2.3.2 Taking each point in turn:

- Whilst the existing speed limit is above 40mph, the priority junction access arrangement would involve a reduction to the speed limit past the site frontage. A reduction to 40mph is considered appropriate.
- Although the speed limit is not less than 40mph, the general theme in terms of rural roads of the second bullet point is acknowledged. The existing road is rural in nature but if the site is developed for housing, its character will change and take on a more urban feel, comparable to existing frontage development west of Aston Flamville Road.
- There are no bus-corridor or bus-priority measures being put in place that the proposed access will affect.
- On-site observations, traffic data and traffic capacity modelling (discussed later in this Technical Note) does not indicate that Sapcote Road is at or near capacity (i.e. cannot carry any more traffic) at this location.
- As confirmed later in this Technical Note, there are no existing road safety problems near the site.

2.4 CONCLUSION

2.4.1 Whilst Sapcote Road is a 'B' class road, it is only the existing speed limit which could give rise to LCC applying restrictions on a new access in line with Section IN5 (there is no Section IN5 basis for applying restrictions on Aston Flamville Road). It is therefore my view that the Sapcote Road priority junction access arrangement merits consideration of a more flexible approach as per Section IN5, particularly given that the access arrangement would involve a reduction to the speed limit on Sapcote Road.

2.4.2 As demonstrated in the remainder of this Technical Note, the priority junction access arrangement (Aston Flamville Road and Sapcote Road) fully complies with relevant highway design standards, a Stage 1 Road Safety Audit has not raised any significant road safety issue with the design, there is no existing road safety problem near the site and the access arrangement is forecast to operate well within capacity. Taking this into consideration, in my opinion the priority junction access arrangement is in full accordance with Section IN5 of the LHDG.

3.0 GEOMETRIC DESIGN

3.1 KEY DESIGN FEATURES

3.1.1 Both site access junctions have been designed to accord with the standards contained within the LHDG and CD123 'Geometric design of at-grade priority and signal-controlled junctions' of the DMRB. As a consequence, the two junctions have the following key characteristics:

Aston Flamville Road Ghost-Island Priority Junction

- 6.75m carriageway width (in accordance with Table DG1 in part 3 of the LHDG)
- 6.0m radii (in accordance with paragraph 5.6.1 of DMRB CD123)
- 2.0m wide footways adjacent to the western side of the access (in accordance with Table DG9 in part 3 of the LHDG)
- 40.0m Ghost-Island deceleration lane (in accordance with Table 5.22 of DMRB CD123)
- 10.0m Ghost-Island turning length (in accordance with paragraph 6.4 of DMRB CD123)
- 3.0m wide through lanes alongside the Ghost-Island (in accordance with paragraph 6.8 of DMRB CD123)
- 3.5m wide (in accordance with paragraph 6.10 of DMRB CD123)

3.1.2 Visibility splays that accord with Table DG4 of the LHDG are achievable using highway land or land under the control of the Appellant.

3.1.3 Pedestrians would be able to access the site using the following new footways and crossing points on Aston Flamville Road:

- The existing footway on the northern side of the carriageway would be widened to 2.0m between the site access and Sapcote Road.
- A new 2.0m wide footway on the southern side of Aston Flamville Road to the west of the site access junction for a length of circa 60.0m.
- Pedestrian refuge on Aston Flamville Road to the west of the site access junction.

Sapcote Road Simple Priority Junction

- 5.5m carriageway width (in accordance with Table DG1 in part 3 of the LHDG)
- 6.0m radii (in accordance with paragraph 5.6.1 of DMRB CD123)
- 2.0m wide footways adjacent to both sides of the carriageway (in accordance with Table DG9 in part 3 of the LHDG)

3.1.4 Visibility splays that accord with Table DG4 of the LHDG are achievable using highway land or land under the control of the Appellant.

3.1.5 Pedestrians would be able to access the site using a new 2.0m wide footway to be provided adjacent to the southern side of Sapcote Road between the site access and Aston Flamville Road.

3.1.6 Cyclists would be able to access the site on-carriageway on Aston Flamville Road and Sapcote Road. A pedestrian / cycle only connection would also be available onto Dorchester Road to the west of the larger development parcel. Given the location of local facilities, this is likely to be the main desire line for most local trips.

3.2 STAGE 1 ROAD SAFETY AUDIT

3.2.1 An independent Stage 1 Road Safety Audit (RSA) of the priority junction access arrangement has been carried out and is presented in **Appendix B**.

3.2.2 Other than one problem, the Stage 1 RSA has not identified any road safety issues that cannot be addressed through minor amendments at the detailed design stage. The exception to this is Problem 3.2 of the RSA. This indicates that the location of the Sapcote Road access should be relocated away from the inside of the horizontal curve in Sapcote Road such that adequate side road and forward visibility splays are provided in accordance with 85th percentile vehicle speeds. This is because in order to achieve 160m splays (as shown on the drawing provided to the Audit team), drivers waiting at the give-way line of the site access junction would be required to look over their right shoulder to see approaching vehicles, which could be difficult for some drivers. The RSA team recommended relocating the access elsewhere on Sapcote Road to reduce the extent to which drivers would be required to look over their shoulder.

3.2.3 Since the RSA was undertaken, speed surveys were undertaken in October 2023 and indicated 85th percentile speeds on Sapcote Road of 43.9mph and 45.7mph in westbound and eastbound directions respectively. This means the visibility splay requirement for drivers looking to their right from the site access give-way line is 120m rather than 160m. With this in mind, drivers would not be required to look over their shoulder in the manner indicated in the RSA report. Therefore, as indicated in the Designers Response to the Stage 1 RSA (**Appendix B**), in my opinion the access location is suitable.

4.0 COLLISION HISTORY

4.1 INTRODUCTION

4.1.1 A review of collision data covering the most recently available five-year period (01.07.2017 – 30.06.2022) was undertaken as part of the Transport Assessment. An updated review has been carried out as part of this Technical Note to understand if there are any existing road safety issues that may impact on the suitability of the priority junction access strategy.

4.1.2 Collision data has been provided by LCC for Aston Flamville Road as well as along the corridor extending from M69 Junction 2 via the Sapcote Road / Burbage Road to the Leicester Road / Spa Lane junction in the centre of Hinckley. Data has been obtained for the most recently available five-year period (01.01.2018 – 31.08.2023) and is presented in **Appendix C**. This is in accordance with Section 1.9, part 7c of the LHDG which indicates a requirement to analyse collision records for the most recent five-year period. It is also in accordance with guidance in the 'Travel Plans, Transport Assessments and Statements' Planning Practice Guidance which indicates the same approach as the LHDG.

4.2 ANALYSIS

4.2.1 No collisions were recorded near the site on Aston Flamville Road or Sapcote Road during the five-year period analysed.

4.2.2 In total twelve collisions were recorded along the corridor. A summary of the collisions is shown in **Table 1**.

Table 1: Collision Data (01.01.2018 – 31.08.2023) – Local Highway Network and M69 Junction 2

Year	Severity			Total
	Slight	Serious	Fatal	
2018	4	-	-	4
2019	-	-	-	-
2020	1	-	-	1
2021	4	-	-	4
2022	1	2	-	3
2023	1	-	-	1

4.2.3 The corridor that has been analysed is circa 3.5km in length and includes several junctions as well as sections of urban and rural carriageway. Given this, I do not consider the number of collisions that have occurred over the five-year period to be high. The thirteen collisions identified in **Table 1** were spread along the corridor in question and in my opinion, do not indicate any particular patterns relating to location or cause. There is clearly no evidence of a road safety problem associated with priority junctions along the corridor.

4.3 SUMMARY

4.3.1 No collisions occurred near the site during the period analysed and that there is no evidence of a road safety problem associated with existing priority junctions. It is concluded that there are no existing road safety issues near the site which are likely to be exacerbated by the development and there is no evidence to suggest that a priority junction site access strategy would be unsafe.

5.0 CAPACITY ASSESSMENT

5.1 TRAFFIC FLOWS

5.1.1 Traffic flows to be used in the assessment of junction capacity have been generated using the following approach as per the approach to assess off-site development impact:

- Obtain traffic flows on Aston Flamville Road and Sapcote Road from the full classified turning count undertaken at the Sapcote Road / Aston Flamville Road junction in September 2023.
- Apply growth factors derived from TEMPro v8.1 to traffic count data to obtain future year base flows in accordance with the 'Travel Plans, Transport Assessments and Statements' Planning Practice Guidance and paragraph 1.35, Part 7, Appendix C of the LHDG.
- Manually add traffic from committed developments to study area junctions to obtain future year base plus committed development flows. This accords with the 'Travel Plans, Transport Assessments and Statements' Planning Practice Guidance and paragraph 1.34, Part 7, Appendix C of the LHDG.
- Calculate development trip generation using trip rates from the TRICS database in accordance with paragraph 1.40, Part 7, Appendix C of the LHDG. The trip rates were agreed with LCC at the planning application stage but agreement has been re-confirmed during the course of the appeal. No adjustments have been made to the vehicle trip rates to reflect modal shift away from the private car (from, for example, Travel Plan measures and sustainable transport mitigation) and as such, the vehicle trip rates are robust.
- Use Census Travel to Work data to distribute development trips in accordance with paragraph 1.46, Part 7, Appendix C of the LHDG.
- Add development flows to future year base plus committed development flows.

5.2 JUNCTION ASSESSMENT

5.2.1 Assessment of both priority junction site accesses has been undertaken using the Junctions 9 computer programme, which is the 'industry standard' traffic modelling computer software package used for assessing the capacity of priority junctions.

5.2.2 In Junctions 9, a Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction operates 'within' capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays occur. An RFC value greater than 1.00 indicates that a junction operates 'above' capacity. This means queues become more frequent and longer, causing increased journey times for drivers.

5.2.3 **Table 2** and **Table 3** provide a summary of the results. Full outputs and traffic flows are presented in **Appendix D**. In addition to the outputs summarised above, I have also summarised the mean maximum queue (MMQ). MMQ is the average of all the maximum queue lengths across the period modelled, expressed in Passenger Car Units (PCUs). PCUs are a means of inputting traffic data into

capacity assessments. For this assessment a light vehicle is treated as one PCU and a heavy vehicle is treated as two PCUs.

Table 2: Aston Flamville Road Site Access Capacity Assessment Results

Arm	2026 Base Plus Proposed Development				2031 Base Plus Proposed Development			
	AM		PM		AM		PM	
	RFC	Max Queue	RFC	Max Queue	RFC	Max Queue	RFC	Max Queue
Site Access	0.11	0.1	0.05	0.1	0.17	0.2	0.07	0.1
Aston Flamville Road	0.04	0.1	0.12	0.2	0.06	0.1	0.17	0.2

Table 3: Sapcote Road Site Access Capacity Assessment Results

	2026 Base Plus Proposed Development				2031 Base Plus Proposed Development			
Arm	AM		PM		AM		PM	
	RFC	Max Queue	RFC	Max Queue	RFC	Max Queue	RFC	Max Queue
Site Access	0.08	0.1	0.03	0.0	0.11	0.1	0.05	0.1
Sapcote Road	0.02	0.0	0.06	0.1	0.03	0.0	0.09	0.2

5.2.4 The results of the capacity assessments indicate that the priority junction access arrangement will operate with spare capacity in 2026 and 2031, inclusive of background traffic growth.

6.0 SUMMARY

6.1.1 Jelson has lodged an appeal against the decision to refuse the planning application for residential development at Land South of Sapcote Road, Burbage. The Inspector has been invited to determine the appeal on the basis of an alternative access arrangement (roundabout) to the arrangement proposed when the planning application was submitted.

6.1.2 When the planning application was submitted, it was proposed that the site be accessed by way of a new ghost island priority junction on Aston Flamville Road and a new simple priority junction on Sapcote Road. That access arrangement is perfectly acceptable in my expert opinion and I have explained why in this Technical Note by focusing on its geometry, capacity and safety.

6.1.3 Section IN5 of the LHDG indicates LCC's approach to assessing the in-principle suitability (or otherwise) of a new accesses on to different road types. In my opinion the priority junction access arrangement is in full accordance with Section IN5 of the LHDG.

6.1.4 The priority junction access arrangement fully complies with relevant highway design standards and a Stage 1 Road Safety Audit has not raised any significant road safety issues that I consider requiring attention.

6.1.5 No collisions occurred near the site during the period analysed and that there is no evidence of a road safety problem associated with existing priority junctions. It is concluded that there are no existing road safety issues near the site which are likely to be exacerbated by the development and there is no evidence to suggest that a priority junction site access arrangement would be unsafe.

6.1.6 The results of the capacity assessments undertaken at both site access junctions indicate that the priority junction access arrangement will operate with spare capacity in 2026 and 2031, inclusive of background traffic growth.

6.1.7 I consider the priority junction access arrangement to be suitable for its location, safe and capable of accommodating the traffic that will need to use it. The access arrangement therefore fully accords with the provisions of Policy DM17 of HBBC's Site Allocations and Development Management Policies DPD, relevant design guidance and paragraphs 110 and 111 of the NPPF.

APPENDIX A: DRAWING OF PRIORITY JUNCTION ACCESS ARRANGEMENT

(this is as an Appendix to the Priority Junction Access Arrangement Technical Note which forms Appendix A of my Proof of Evidence)

N

KEY:

- Proposed Kerb
- Adopted Highway Boundary
- Indicative Site Boundary

Issues

SAPCOTE ROAD

100.6m

100.3m

100.6m

Proposed speed limit change and associated gateway entry feature

INSET 1

2.4m x 160m visibility splay

2.4m x 160m visibility splay

Visibility splay to tangent of kerb

Existing speed limit change to be relocated

2.00

102.7m

2.4m x 160m visibility splay

Carriageway to tie back into existing

102.4m

Pedestrian refuge to provided in accorance with LCC's type N2 layout

Footway to tie back into existing

Footway to tie into carriageway

3.00

3.50

50

3.00

101.5m

Visibility splay to tangent of kerb

2.00

6.75

R6.00

INSET 2

Visibility splay to tangent of kerb

2.4m x 160m visibility splay

Manor View

100.6m

Carriageway to tie back into existing

Green Acres

INSET 1

2.00

5.50

101.2m

INSET 2

3.00

3.50

50

3.00

101.5m

2.00

6.75

R6.00

0 10 20 30 40 50 m

SCALE 1:1000

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P02	ADDITIONAL INFORMATION ADDED	16.01.2023	NJ	RJH	RJH
P01	PRELIMINARY FIRST ISSUE	17.07.2021	NJ	RJH	RJH

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Issuing Office

Tetra Tech Leicester

Executive Park, Avalon Way, Anstey, Leicester, United Kingdom, LE7 7GR

Tel: +44 (0)11 6234 8000

www.tetratecheurope.com

Client

JELSON HOMES

Project Name

LAND SOUTH OF SAPCOTE ROAD, BURBAGE

Sheet Title

PROPOSED SITE ACCESS STRATEGY

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A2	Suitability
A109159	NJ	07 'July '21	RJH	07 'July '21	RJH	07 'July '21	As Shown	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
PRJ01	- TTE	- 00	- ZZ	- DR	- O	- 0010	P02

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TTE_MT_v1

APPENDIX B: STAGE 1 RSA AND DESIGNERS RESPONSE

(this is as an Appendix to the Priority Junction Access Arrangement Technical Note which forms Appendix A of my Proof of Evidence)

Stage 1 Road Safety Audit

Sapcote Road, Aston Flamville Road, Burbage

Proposed Site Accesses (Planning Application 2022)

Date: 12/10/2023

Report requested by: Tetra Tech Ltd

On behalf of: Leicestershire County Council

Report prepared by: Elaine Bingham, Road Safety Consulting Ltd

Reference: RSC/EB/DL/23002

Document Control Sheet

Project Title	Sapcote Road, Aston Flamville Road, Burbage Proposed Site Accesses (Planning Application 2022)
Report Title	Stage 1 Road Safety Audit Road Safety Audit Reference: RSC/EB/DL/23002
Revision	-
Status	Final
Control Date	12/10/2023

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	**EB**	**05/10/23**	**DL**	**06/10/23**	**EB**	**12/10/23**

Distribution

Organisation	Contact	Copies
Tetra Tech Ltd	**Robert Holland**	ecopy

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

1. Introduction

1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed access arrangement associated with a residential development on land south of Sapcote Road, Burbage, Leicestershire. The Audit was carried out during October 2023.

1.2. This Road Safety Audit was requested by (design organisation): Tetra Tech Ltd, on behalf of (overseeing organisation): Leicestershire County Council.

1.3. The Audit Team membership was as follows:

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

Audit Team Member
Duncan Lord
IEng, FIHE
National Highways Certificate of Competence (Road Safety Audit)
Consultant working on behalf of Road Safety Consulting Ltd

1.4. The audit took place at the offices of Road Safety Consulting Ltd between 5th and 6th October 2023. The audit was undertaken in accordance with the Audit Brief received from Tetra Tech Ltd. The report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119.

1.5. The Audit Team visited the site together on the 5th October 2023 between 12.45pm and 1:30pm. Weather conditions at the time of the audit were overcast and with light rain. The road surface was dry Traffic flows on Sapcote Road were moderate and flows on Aston Flamville Road were low. No pedestrians or cyclists were observed.

1.6. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix A.

1.7. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.8. The Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

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

2. Items Considered

2.1. Scheme Proposals

2.1.1. The proposed development consists of a residential development for 343 dwellings on land south of Sapcote Road in Burbage.

2.1.2. The general highway works consist of:

- A ghost island priority junction into the site from Aston Flamville Road
- A priority junction into the site from Sapcote Road
- Footway improvements on Sapcote Road
- Footway improvements on Aston Flamville Road
- A new pedestrian refuge on Aston Flamville Road
- A speed limit change and associated gateway entry feature on Sapcote Road to the north east of the site.

2.1.3. The proposals are shown on the General Arrangement drawings PRJ01-TTE-00-ZZ-DR-O-0010 Rev P02.

2.2. Information Provided to the Audit Team

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

2.3. Departures from Standards (Design)

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

2.4. Items Raised at Previous Road Safety Audits

2.4.1. The Audit Team not aware of any previous Road Safety Audits being carried out on this proposals.

3. Items Raised by this Stage 1 Road Safety Audit

3.1. Problem

Location: Aston Flamville Road junction with Sapcote Road

Summary: Poor inter-visibility at crossing point may lead to pedestrians inadvertently stepping into the carriageway into path of vehicle being injured



Inter-visibility between a pedestrian at the crossing and approaching vehicles at the crossing on the westside is restricted by vegetation to the south of the crossing point. This may lead to a pedestrian inadvertently stepping into the carriageway into path of vehicle being hit and injured.

Recommendation:

It is recommended that the vegetation is cutback/removed to provide the appropriate pedestrian visibility splay at the crossing point

3.2. Problem

Location:	Proposed Access on Sapcote Road
Summary:	Reduced side road visibility and forward visibility, potential increase risk of vehicle to vehicle collisions

It is acknowledged that a 160m side road visibility splay is shown on the drawing. However no speed information has been provided to the Audit Team. The speed limit at the location of the access is currently National (60mph) although it is proposed to reduce the speed limit to 40mph to cover the access. It is unclear from the information provided if the proposed gateway feature will be sufficient to reduce vehicle speeds.

The visibility splay to the east, due to the horizontal curve, needs to cross over a wide section of verge, and a driver waiting at the give way line will have to look over their right shoulder to see approaching vehicles. Drivers with poor mobility or those of panel sided vehicles may have comprised visibility to the right.

If the visibility splays to and at the junction are insufficient, it may lead to pull-out type collisions for drivers emerging from the site access or sudden braking type collisions involving vehicles travelling along Sapcote Road.

Recommendation:

It is recommended that the access should be relocated away from the inside of the horizontal curve and that adequate side road and forward visibility is provided, consistent with free flow 85th percentile vehicle speed and kept clear of obstructions.

3.3. Problem

Location:	Proposed Access on Sapcote Road
Summary:	Potential hazard for the occupants of errant vehicles

On both sides of the site access road there is a drainage ditch which may be a potential hazard for drivers travelling along Sapcote Road if they take evasive action to avoid, or are involved in, a collision with a vehicle pulling out of the access. The access is likely to require a culvert with associated headwalls, and the headwall construction may increase the severity of any loss of control type involving errant vehicles leaving the carriageway.

Recommendation:

It is recommended that at detailed design stage measures are implemented to minimise the likelihood of injury to occupants of errant vehicles entering into the ditch, or striking headwalls. Measures could include piping the ditch and ensuring that ends of the culvert do not have exposed vertical concrete faces.

3.4. Problem

Location:	Proposed Access on Sapcote Road
Summary:	Unmet pedestrian desire routes may lead to pedestrian to vehicle collisions

The development and the location of Burbage Common and Woods located on the northside of Sapcote Road via Smithy Lane is likely to attract pedestrian crossing movement to the east side of the access. The lack of a suitable crossing point may lead to pedestrians crossing at unsuitable locations and this may lead to pedestrian to vehicle collisions leading to pedestrians being hit and injured.

Recommendation:

It is recommended that suitable crossing facility is provided on the likely pedestrian desire line.

3.5. Problem

Location	Sapcote Road
Summary	Increased risk of darkness related collisions

The existing street lighting provision ends approximately 100m west of the proposed access at the start of the 40mph limit, with the proposed access located on an unlit section. There may be an increased risk of collisions between all users during the hours of darkness if the junction point is not suitably lit.

Recommendation:

It is recommended that the street lighting provision is extended to cover, and suitably illuminate, the proposed junction.

3.6. Problem

Location:	Proposed Access on Aston Flamville Road
Summary:	Reduced side road visibility to the south and forward visibility to the north, potential increase risk of vehicle to vehicle collisions

It is acknowledged that a 160m side road visibility splay is shown on the drawing. However no speed information has been provided to the Audit Team. The speed limit at the location of the access is currently National (60mph).

If the visibility splays to and at the junction are insufficient for the vehicle approach speeds, to/for drivers travelling northbound, it may lead to pull-out type collisions for drivers emerging from the site access or sudden braking type collisions involving vehicles travelling along Aston Flamville Road.

Recommendation:

It is recommended that adequate side road and forward visibility is provided, consistent with free flow 85th percentile vehicle speed and kept clear of obstructions.

3.7. Problem

Location:	Proposed Access on Aston Flamville Road and pedestrian crossing point
Summary:	Increased risk of darkness related collisions

There is no street lighting provision on Aston Flamville Road . There may be an increased risk of collisions between all users during the hours of darkness at the junction and at the uncontrolled pedestrian refuge island crossing point if they are not suitably illuminated.

Recommendation:

It is recommended that the junction and crossing point is suitably illuminated.

End of Safety Comments

4. Audit Team Statement

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

Audit Team Leader

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

Signed: [redacted] …… Dated 5th October 2023

Director of Road Safety Consulting Ltd

Audit Team Member

Duncan Lord
IEng, FIHE
National Highways Certificate of Competence (Road Safety Audit)

Signed: …… [redacted] …… Dated 6th October 2023

Consultant working on behalf of Road Safety Consulting Ltd

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

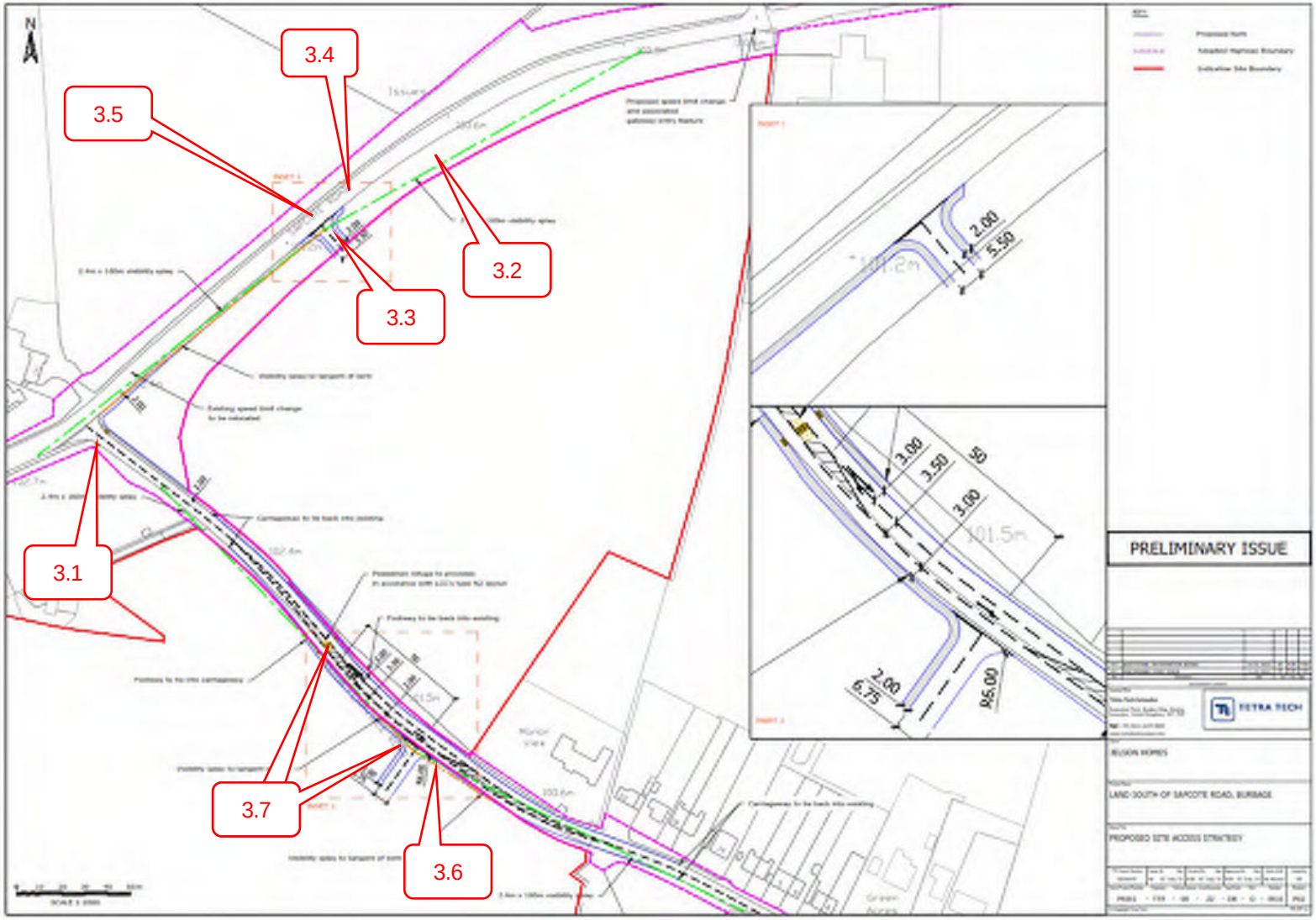
APPENDIX A: Information Provided

List of Information Provided

Drawing Reference Number	Revision	Title
PRJ01-TTE-00-ZZ-DR-O-0010	P02	Proposed Site Access Strategy
PRJ01-TTE-00-ZZ-DR-H-00012	P02	Proposed Site Access Swept Path Analysis

Document Reference Number	Revision	Title
		Stage 1 RSA Report dated 17.08.23
	3	Transport Assessment dated 15.09.22

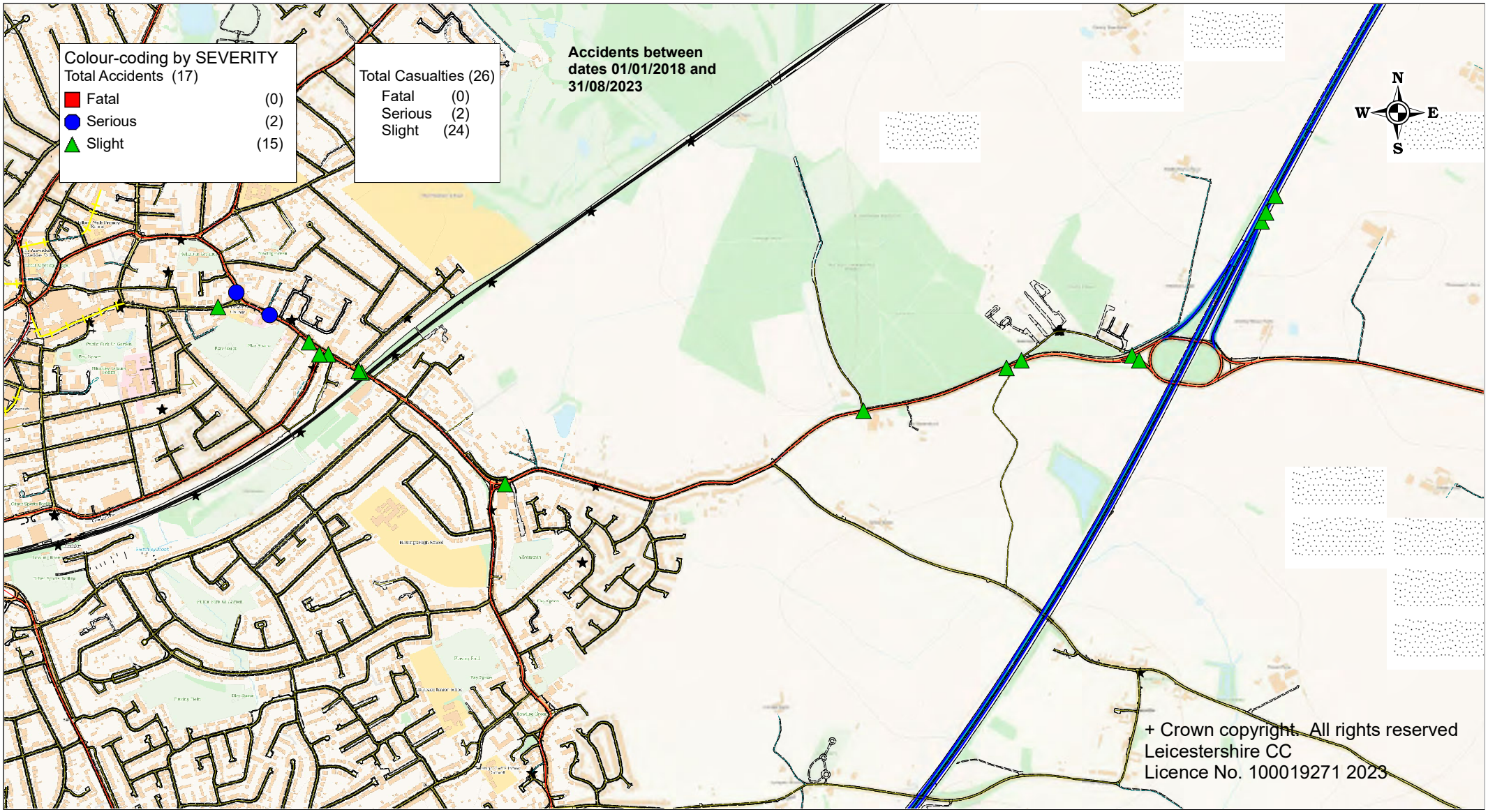
APPENDIX B: Drawing Showing Proposed Scheme and Problem Locations



Burbage (proposed roundabout) - Road Safety Audit Decision Log					
RSA problem		RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Problem 3.1	Inter-visibility between a pedestrian at the crossing and approaching vehicles at the crossing on the westside is restricted by vegetation to the south of the crossing point. This may lead to a pedestrian inadvertently stepping into the carriageway into path of vehicle being hit and injured.	It is recommended that the vegetation is cutback/removed to provide the appropriate pedestrian visibility splay at the crossing point.	It is agreed that vegetation will be cut-back / removed to increase visibility for pedestrians. Problem accepted? Yes	LCC accept the Design Organisations response.	Vegetation will be cut back / removed to increase visibility for pedestrians
Problem 3.2	It is acknowledged that a 160m side road visibility splay is shown on the drawing. However no speed information has been provided to the Audit Team. The speed limit at the location of the roundabout is currently National (60mph).If the visibility splays towards the roundabout is insufficient for the vehicle approach speeds for drivers travelling northbound, it may lead to failure to give way at the roundabout or sudden braking loss of control type collisions	It is recommended that adequate forward visibility is provided, consistent with free flow 85th percentile vehicle speed and kept clear of obstructions.	The recommendation of the RSA is agreed. Visibility splays will be provided in accordance with 85th percentle speed data collected in October 2023. Problem accepted? Yes	LCC accept the Design Organisations response.	Visibility splays of 160m will be provided in accordance with recorded 85th percentile speeds
Problem 3.3	There is no street lighting provision on Aston Flamville Road . There may be an increased risk of collisions between all users during the hours of darkness at the junction if it is not suitably illuminated.	It is recommended that the junction is suitably illuminated.	The recommendation of the RSA is agreed. Street lighting requirements will be addressed at the detailed design stage. Problem accepted? Yes	LCC accept the Design Organisations response.	Street lighting provision will be addressed during detailed design

APPENDIX C: COLLISION DATA

(this is as an Appendix to the Priority Junction Access Arrangement Technical Note which forms Appendix A of my Proof of Evidence)



Leicestershire County Council

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Tetra Tech Burbage

SCALE	1 : 17450
DATE	20/10/2023
DRAWING No.	
DRAWN BY	

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800999	11/09/2018	445880	293810	Raining without high winds	Wet/Damp	Daylight	Slight

Location: B4669 HINCKLEY ROAD ASTON FLAMVILLE JW SMITHY LANE.

Vehicles:

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

Casualties:

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

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801499	23/12/2018	446246	293826	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: B4669 HINCKLEY ROAD SAPCOTE APPROX 100M SOUTH WEST JW M69 JCT 2 NORTHBOUND ONSLIP

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead left bend	W	NE
Car	Not at, or within 20M of Jct	Going ahead left bend	SE	W

Casualties:

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

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802009	15/02/2018	446675	294270	Fine without high winds	Dry	Daylight	Slight

Location: M69 SOUTHBOUND SAPCOTE NR JUNCTION 2. EXACT LOCATION UNKNOWN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802077	21/12/2018	443520	293870	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: C7704 LONDON ROAD HINCKLEY OUTSIDE NUMBER 56.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802118	17/05/2018	443695	293770	Fine without high winds	Dry	Daylight	Slight

Location: C7704 LONDON ROAD/BURBAGE ROAD HINCKLEY EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000651	27/08/2020	443219	293987	Raining without high winds	Wet/Damp	Daylight	Slight

Location: C7704 LONDON ROAD HINCKLEY JW THE MIDLAND STUDIO COLLEGE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	S	E
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000689	10/09/2020	444170	293400	Fine without high winds	Dry	Daylight	Slight

Location: B4669 SAPCOTE ROAD BURBAGE JW HINCKLEY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead right bend	E	NW

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100081	18/02/2021	445357	293643	Fine without high winds	Wet/Damp	Daylight	Slight

Location: B4669 SAPCOTE ROAD BURBAGE JW SMITHY LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Waiting to turn right	E	N
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Going ahead other	E	W
Car	Jct Approach	Going ahead other	E	W
Car	Jct Approach	Going ahead other	W	E

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100283	06/05/2021	446270	293810	Other	Dry	Darkness: street lights present and lit	Slight

Location: B4669 HINCKLEY ROAD SAPCOTS AT EXIT FROM M69 ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Starting	E	W

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100757	25/09/2021	443585	293830	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: B4669 LONDON ROAD HINCKLEY OUTSIDE PETROL STATION.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead but held up	SE	NW
Car	Jct Approach	Going ahead other	SE	NW

Casualties:

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

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202101041	19/12/2021	443685	293775	Fine without high winds	Wet/Damp	Darkness: street lighting unknown	Slight

Location: B4669 LONDON ROAD HINCKLEY 20M SE FOREST ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead other	NW	SE
Car	Jct Approach	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200137	18/02/2022	445830	293785	Fine without high winds	Wet/Damp	Darkness: no street lighting	Slight

Location: B4669 BETWEEN SAPCOTE & M69.

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	SW	NE
Motorcycle over 500cc	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200176	01/03/2022	443280	294035	Fine without high winds	Dry	Darkness: street lights present and lit	Serious

Location: B590 SPA LANE HINCKLEY JW LONDON ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead right bend	E	N

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202201107	20/12/2022	443390	293960	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Serious

Location: B590 LONDON ROAD HINCKLEY OUTSIDE QUEENS PARK.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300334	06/05/2023	446690	294300	Raining without high winds	Wet/Damp	Daylight	Slight

Location: M69 SOUTHBOUND SAPCOTE NR EXIT FOR JUNCTION 2. EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	NE	SW
Car	Jct Approach	Going ahead other	NE	SW

Casualties:

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

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300397	26/05/2023	443555	293830	Fine without high winds	Dry	Daylight	Slight

Location: B590 PARK ROAD HINCKLEY JW LONDON ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 125 cc and up to 500cc	Leaving main road	Turning left	E	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300633	24/07/2023	446720	294355	Fine without high winds	Dry	Daylight	Slight

Location: M69 SOUTHBOUND SAPCOTE APPROACHING HICKLEY JUNCTION.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Changing lane to right	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: **17**

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Table 1 - Accidents by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	-	-	-	-	-	0
February	1	-	-	1	1	-	3
March	-	-	-	-	1	-	1
April	-	-	-	-	-	-	0
May	1	-	-	1	-	2	4
June	-	-	-	-	-	-	0
July	-	-	-	-	-	1	1
August	-	-	1	-	-	-	1
September	1	-	1	1	-	-	3
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	2	-	-	1	1	-	4
TOTAL	5	0	2	4	3	3	17

Table 2 - Casualties by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	-	-	-	-	-	0
February	1	-	-	1	1	-	3
March	-	-	-	-	1	-	1
April	-	-	-	-	-	-	0
May	1	-	-	2	-	4	7
June	-	-	-	-	-	-	0
July	-	-	-	-	-	1	1
August	-	-	1	-	-	-	1
September	3	-	1	3	-	-	7
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	4	-	-	1	1	-	6
TOTAL	9	0	2	7	3	5	26

Table 3 - All Accidents by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	2	0	2
Slight	5	0	2	4	1	3	15
TOTAL	5	0	2	4	3	3	17

Table 4 - Casualties by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	2	0	2
Slight	9	0	2	7	1	5	24
TOTAL	9	0	2	7	3	5	26

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
201802009	15/02/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1425	M69 SOUTHBOUND SAPCOTE NR JUNCTION 2. EXACT LOCATION UN
201802118	17/05/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1700	C7704 LONDON ROAD/BURBAGE ROAD HINCKLEY EXACT LOCATIO
201800999	11/09/2018	3	Slight	0	0	0	0	1	Light	Right	Wet/Damp	1050	B4669 HINCKLEY ROAD ASTON FLAMVILLE JW SMITHY LANE.
201802077	21/12/2018	1	Slight	0	0	1	0	1	Dark	No turn	Wet/Damp	1647	C7704 LONDON ROAD HINCKLEY OUTSIDE NUMBER 56.
201801499	23/12/2018	3	Slight	0	0	0	1	0	Dark	No turn	Wet/Damp	1725	B4669 HINCKLEY ROAD SAPCOTE APPROX 100M SOUTH WEST JW M6
202000651	27/08/2020	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	1908	C7704 LONDON ROAD HINCKLEY JW THE MIDLAND STUDIO COLLEG
202000689	10/09/2020	1	Slight	0	0	1	0	0	Light	No turn	Dry	0900	B4669 SAPCOTE ROAD BURBAGE JW HINCKLEY ROAD.
202100081	18/02/2021	1	Slight	0	0	0	1	0	Light	Right	Wet/Damp	1441	B4669 SAPCOTE ROAD BURBAGE JW SMITHY LANE.
202100283	06/05/2021	2	Slight	0	0	0	0	0	Dark	No turn	Dry	2340	B4669 HINCKLEY ROAD SAPCOTS AT EXIT FROM M69 ROUNDABOUT
202100757	25/09/2021	3	Slight	0	0	0	1	1	Dark	No turn	Dry	1912	B4669 LONDON ROAD HINCKLEY OUTSIDE PETROL STATION.
202101041	19/12/2021	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1600	B4669 LONDON ROAD HINCKLEY 20M SE FOREST ROAD.
202200137	18/02/2022	1	Slight	1	0	0	0	0	Dark	No turn	Wet/Damp	1853	B4669 BETWEEN SAPCOTE & M69.
202200176	01/03/2022	1	Serious	0	0	0	0	0	Dark	No turn	Dry	2040	B590 SPA LANE HINCKLEY JW LONDON ROAD.
202201107	20/12/2022	1	Serious	0	0	1	0	1	Dark	No turn	Wet/Damp	1620	B590 LONDON ROAD HINCKLEY OUTSIDE QUEENS PARK.
202300334	06/05/2023	3	Slight	0	0	0	1	0	Light	No turn	Wet/Damp	2000	M69 SOUTHBOUND SAPCOTE NR EXIT FOR JUNCTION 2. EXACT LOC/
202300397	26/05/2023	1	Slight	1	0	0	0	1	Light	Left	Dry	1904	B590 PARK ROAD HINCKLEY JW LONDON ROAD.
202300633	24/07/2023	1	Slight	0	0	0	0	0	Light	No turn	Dry	1820	M69 SOUTHBOUND SAPCOTE APPROACHING HICKLEY JUNCTION.
Column Totals		26		3	0	3	4	5					
No. of Accidents				3	0	3	4	5					

Total number of accidents listed: 17

APPENDIX D: TRAFFIC FLOWS AND CAPACITY ASSESSMENTS

(this is as an Appendix to the Priority Junction Access Arrangement Technical Note which forms Appendix A of my Proof of Evidence)

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Aston Flamville Road_Site Access.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Priority Junction Access Arrangement\Aston Flamville Road - Site Access
Report generation date: 20/12/2023 11:21:22

»2026 Base + Committed + Development, AM
»2026 Base + Committed + Development, PM
»2031 Base + Committed + Development, AM
»2031 Base + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base + Committed + Development									
Stream B-AC	D3	0.1	6.17	0.11	A	D4	0.1	5.77	0.05	A
Stream C-AB		0.1	5.42	0.04	A		0.2	5.91	0.12	A
	2031 Base + Committed + Development									
Stream B-AC	D5	0.2	6.59	0.17	A	D6	0.1	5.93	0.07	A
Stream C-AB		0.1	5.51	0.06	A		0.2	6.30	0.17	A

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

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

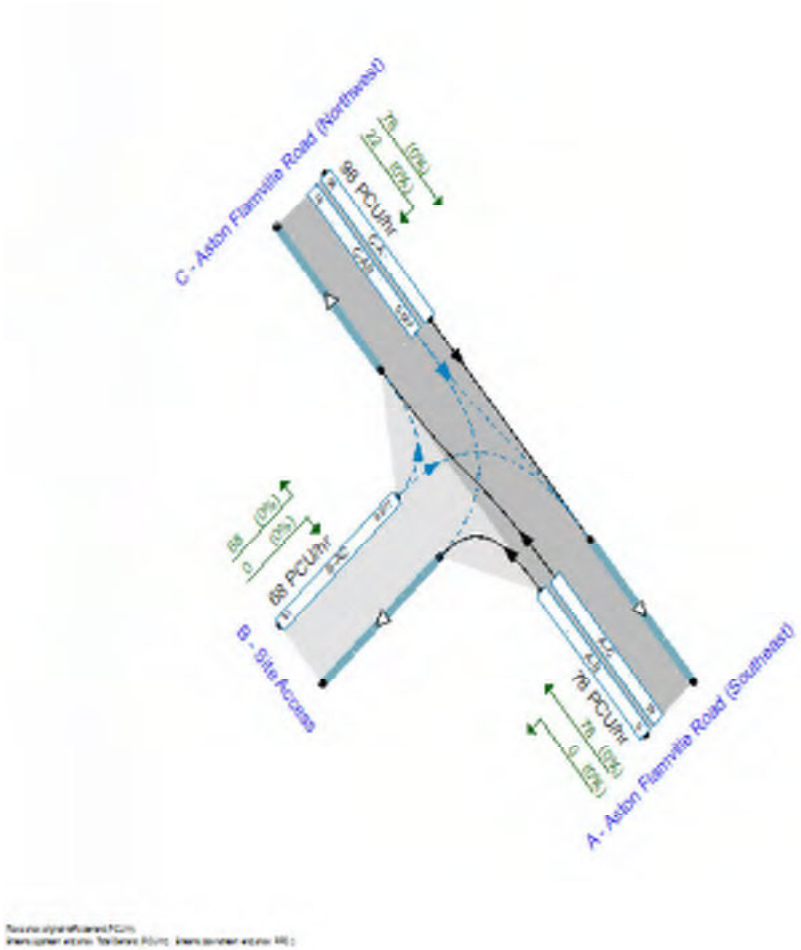
File summary

File Description

Title	Aston Flamville Road_Site Access (Option 1b)
Location	Burbage
Site number	
Date	19/02/2020
Version	
Status	Preliminary
Identifier	
Client	Jelson Homes
Jobnumber	A109159
Enumerator	WYG\nicola.siddall
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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)
D3	2026 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15
D4	2026 Base + Committed + Development	PM	ONE HOUR	16:00	17:30	15
D5	2031 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15
D6	2031 Base + Committed + Development	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Aston Flamville Road (Southeast)		Major
B	Site Access		Minor
C	Aston Flamville Road (Northwest)		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 - Aston Flamville Road (Northwest)	6.00			149.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.71	22	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	529	0.096	0.243	0.153	0.348
B-C	680	0.104	0.264	-	-
C-B	660	0.256	0.256	-	-

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)
D3	2026 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - Aston Flamville Road (Southeast)		✓	78	100.000
B - Site Access		✓	68	100.000

C - Aston Flamville Road (Northwest)		✓	98	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Aston Flamville Road (Southeast)	B - Site Access	C - Aston Flamville Road (Northwest)
From	A - Aston Flamville Road (Southeast)	0	0	78
	B - Site Access	0	0	68
	C - Aston Flamville Road (Northwest)	76	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Aston Flamville Road (Southeast)	B - Site Access	C - Aston Flamville Road (Northwest)
From	A - Aston Flamville Road (Southeast)	0	0	0
	B - Site Access	0	0	0
	C - Aston Flamville Road (Northwest)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	6.17	0.1	A
C-AB	0.04	5.42	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	665	0.077	51	0.1	5.860	A
C-AB	18	682	0.027	18	0.0	5.422	A
C-A	56			56			
A-B	0			0			
A-C	59			59			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	662	0.092	61	0.1	5.991	A
C-AB	22	686	0.032	22	0.0	5.418	A
C-A	66			66			
A-B	0			0			
A-C	70			70			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	658	0.114	75	0.1	6.175	A
C-AB	28	692	0.040	28	0.1	5.415	A
C-A	80			80			
A-B	0			0			
A-C	86			86			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	658	0.114	75	0.1	6.175	A

C-AB	28	692	0.040	28	0.1	5.415	A
C-A	80			80			
A-B	0			0			
A-C	86			86			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	662	0.092	61	0.1	5.995	A
C-AB	22	686	0.032	22	0.0	5.419	A
C-A	66			66			
A-B	0			0			
A-C	70			70			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	665	0.077	51	0.1	5.868	A
C-AB	18	682	0.027	18	0.0	5.425	A
C-A	56			56			
A-B	0			0			
A-C	59			59			

2026 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.39	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	2026 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - Aston Flamville Road (Southeast)		✓	82	100.000
B - Site Access		✓	30	100.000
C - Aston Flamville Road (Northwest)		✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Aston Flamville Road (Southeast)	B - Site Access	C - Aston Flamville Road (Northwest)
From	A - Aston Flamville Road (Southeast)	0	0	82
	B - Site Access	0	0	30
	C - Aston Flamville Road (Northwest)	75	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Aston Flamville Road (Southeast)	B - Site Access	C - Aston Flamville Road (Northwest)
From	A - Aston Flamville Road (Southeast)	0	0	0
	B - Site Access	0	0	0
	C - Aston Flamville Road (Northwest)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	5.77	0.1	A
C-AB	0.12	5.91	0.2	A
C-A				

A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	664	0.034	22	0.0	5.608	A
C-AB	53	681	0.078	53	0.1	5.733	A
C-A	52			52			
A-B	0			0			
A-C	62			62			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	661	0.041	27	0.0	5.677	A
C-AB	65	685	0.095	65	0.1	5.806	A
C-A	61			61			
A-B	0			0			
A-C	74			74			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	657	0.050	33	0.1	5.772	A
C-AB	81	691	0.118	81	0.2	5.908	A
C-A	73			73			
A-B	0			0			
A-C	90			90			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	657	0.050	33	0.1	5.772	A
C-AB	81	691	0.118	81	0.2	5.912	A
C-A	73			73			
A-B	0			0			
A-C	90			90			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	661	0.041	27	0.0	5.678	A
C-AB	65	685	0.095	65	0.1	5.809	A
C-A	61			61			
A-B	0			0			
A-C	74			74			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	664	0.034	23	0.0	5.611	A
C-AB	53	681	0.078	53	0.1	5.740	A
C-A	52			52			
A-B	0			0			
A-C	62			62			

2031 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.91	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	2031 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - Aston Flamville Road (Southeast)		✓	83	100.000
B - Site Access		✓	100	100.000
C - Aston Flamville Road (Northwest)		✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Aston Flamville Road (Southeast)	B - Site Access	C - Aston Flamville Road (Northwest)
From	A - Aston Flamville Road (Southeast)	0	0	83
	B - Site Access	0	0	100
	C - Aston Flamville Road (Northwest)	80	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Aston Flamville Road (Southeast)	B - Site Access	C - Aston Flamville Road (Northwest)
From	A - Aston Flamville Road (Southeast)	0	0	0
	B - Site Access	0	0	0
	C - Aston Flamville Road (Northwest)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	6.59	0.2	A
C-AB	0.06	5.51	0.1	A
C-A				

A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	664	0.113	75	0.1	6.105	A
C-AB	26	683	0.039	26	0.0	5.480	A
C-A	58			58			
A-B	0			0			
A-C	62			62			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	661	0.136	90	0.2	6.303	A
C-AB	32	687	0.047	32	0.1	5.492	A
C-A	69			69			
A-B	0			0			
A-C	75			75			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	656	0.168	110	0.2	6.587	A
C-AB	40	694	0.058	40	0.1	5.508	A
C-A	83			83			
A-B	0			0			
A-C	91			91			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	656	0.168	110	0.2	6.589	A
C-AB	40	694	0.058	40	0.1	5.511	A
C-A	83			83			
A-B	0			0			
A-C	91			91			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	661	0.136	90	0.2	6.309	A
C-AB	32	687	0.047	32	0.1	5.496	A
C-A	69			69			
A-B	0			0			
A-C	75			75			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	664	0.113	75	0.1	6.117	A
C-AB	26	683	0.039	26	0.0	5.484	A
C-A	58			58			
A-B	0			0			
A-C	62			62			

2031 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.07	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	2031 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - Aston Flamville Road (Southeast)		✓	87	100.000
B - Site Access		✓	44	100.000
C - Aston Flamville Road (Northwest)		✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Aston Flamville Road (Southeast)	B - Site Access	C - Aston Flamville Road (Northwest)
From	A - Aston Flamville Road (Southeast)	0	0	87
	B - Site Access	0	0	44
	C - Aston Flamville Road (Northwest)	79	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Aston Flamville Road (Southeast)	B - Site Access	C - Aston Flamville Road (Northwest)
From	A - Aston Flamville Road (Southeast)	0	0	0
	B - Site Access	0	0	0
	C - Aston Flamville Road (Northwest)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	5.93	0.1	A
C-AB	0.17	6.30	0.2	A
C-A				

A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	663	0.050	33	0.1	5.711	A
C-AB	79	682	0.116	79	0.1	5.964	A
C-A	53			53			
A-B	0			0			
A-C	65			65			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	660	0.060	40	0.1	5.803	A
C-AB	96	686	0.140	96	0.2	6.104	A
C-A	61			61			
A-B	0			0			
A-C	78			78			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	655	0.074	48	0.1	5.932	A
C-AB	121	692	0.175	121	0.2	6.300	A
C-A	72			72			
A-B	0			0			
A-C	96			96			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	655	0.074	48	0.1	5.932	A
C-AB	121	692	0.175	121	0.2	6.305	A
C-A	72			72			
A-B	0			0			
A-C	96			96			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	660	0.060	40	0.1	5.806	A
C-AB	96	686	0.140	97	0.2	6.112	A
C-A	61			61			
A-B	0			0			
A-C	78			78			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	663	0.050	33	0.1	5.716	A
C-AB	79	682	0.116	79	0.1	5.980	A
C-A	53			53			
A-B	0			0			
A-C	65			65			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Sapcote Road_Site Access.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Priority Junction Access Arrangement\Sapcote Road - Site Access
Report generation date: 20/12/2023 11:30:12

»2026 Base + Committed + Development, AM
»2026 Base + Committed + Development, PM
»2031 Base + Committed + Development, AM
»2031 Base + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base + Committed + Development									
Stream B-AC	D3	0.1	9.17	0.08	A	D4	0.0	8.57	0.03	A
Stream C-AB		0.0	4.29	0.02	A		0.1	4.37	0.06	A
	2031 Base + Committed + Development									
Stream B-AC	D5	0.1	9.88	0.11	A	D6	0.1	8.72	0.05	A
Stream C-AB		0.0	4.26	0.03	A		0.2	4.39	0.09	A

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

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

File summary

File Description

Title	Sapcote Road / Site Access (Options 1a and 1b)
Location	Burbage
Site number	
Date	19/02/2020
Version	
Status	Preliminary
Identifier	
Client	Jelson Homes
Jobnumber	A109159
Enumerator	WYG\nicola.siddall
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15
D4	2026 Base + Committed + Development	PM	ONE HOUR	16:00	17:30	15
D5	2031 Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15
D6	2031 Base + Committed + Development	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sapcote Road (East)		Major
B	Aston Flamville Road		Minor
C	Sapcote Road (West)		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 - Sapcote Road (West)	7.73			170.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Aston Flamville Road	One lane	3.21	19	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503	0.085	0.214	0.135	0.306
B-C	648	0.092	0.232	-	-
C-B	672	0.241	0.241	-	-

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)
D3	2026 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - Sapcote Road (East)		✓	539	100.000
B - Aston Flamville Road		✓	29	100.000
C - Sapcote Road (West)		✓	543	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sapcote Road (East)	B - Aston Flamville Road	C - Sapcote Road (West)
From	A - Sapcote Road (East)	0	2	537
	B - Aston Flamville Road	8	0	21
	C - Sapcote Road (West)	536	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sapcote Road (East)	B - Aston Flamville Road	C - Sapcote Road (West)
From	A - Sapcote Road (East)	0	0	0
	B - Aston Flamville Road	0	0	0
	C - Sapcote Road (West)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	9.17	0.1	A
C-AB	0.02	4.29	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	482	0.045	22	0.0	7.808	A
C-AB	10	849	0.012	10	0.0	4.288	A
C-A	399			399			
A-B	2			2			
A-C	404			404			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	459	0.057	26	0.1	8.322	A
C-AB	14	889	0.016	14	0.0	4.113	A
C-A	474			474			
A-B	2			2			
A-C	483			483			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	425	0.075	32	0.1	9.165	A
C-AB	21	946	0.022	21	0.0	3.889	A
C-A	577			577			
A-B	2			2			
A-C	591			591			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	425	0.075	32	0.1	9.169	A
C-AB	21	946	0.022	21	0.0	3.891	A
C-A	577			577			
A-B	2			2			
A-C	591			591			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	459	0.057	26	0.1	8.327	A
C-AB	14	889	0.016	14	0.0	4.115	A
C-A	474			474			
A-B	2			2			
A-C	483			483			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	482	0.045	22	0.0	7.818	A
C-AB	10	849	0.012	10	0.0	4.289	A
C-A	399			399			
A-B	2			2			
A-C	404			404			

2026 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.30	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	2026 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - Sapcote Road (East)		✓	469	100.000
B - Aston Flamville Road		✓	13	100.000
C - Sapcote Road (West)		✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sapcote Road (East)	B - Aston Flamville Road	C - Sapcote Road (West)
From	A - Sapcote Road (East)	0	8	461
	B - Aston Flamville Road	4	0	9
	C - Sapcote Road (West)	521	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sapcote Road (East)	B - Aston Flamville Road	C - Sapcote Road (West)
From	A - Sapcote Road (East)	0	0	0
	B - Aston Flamville Road	0	0	0

	C - Sapcote Road (West)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	8.57	0.0	A
C-AB	0.06	4.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	488	0.020	10	0.0	7.534	A
C-AB	28	852	0.033	28	0.0	4.370	A
C-A	379			379			
A-B	6			6			
A-C	347			347			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	466	0.025	12	0.0	7.931	A
C-AB	38	891	0.043	38	0.1	4.221	A
C-A	448			448			
A-B	7			7			
A-C	414			414			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	434	0.033	14	0.0	8.569	A
C-AB	56	947	0.059	56	0.1	4.039	A
C-A	540			540			
A-B	9			9			
A-C	508			508			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	434	0.033	14	0.0	8.569	A
C-AB	56	947	0.059	56	0.1	4.040	A
C-A	540			540			
A-B	9			9			
A-C	508			508			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	466	0.025	12	0.0	7.934	A
C-AB	38	891	0.043	38	0.1	4.223	A
C-A	448			448			

A-B	7			7			
A-C	414			414			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	487	0.020	10	0.0	7.535	A
C-AB	28	852	0.033	28	0.0	4.373	A
C-A	379			379			
A-B	6			6			
A-C	347			347			

2031 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.44	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	2031 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - Sapcote Road (East)		✓	573	100.000
B - Aston Flamville Road		✓	43	100.000
C - Sapcote Road (West)		✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sapcote Road (East)	B - Aston Flamville Road	C - Sapcote Road (West)
From	A - Sapcote Road (East)	0	4	569
	B - Aston Flamville Road	12	0	31
	C - Sapcote Road (West)	567	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sapcote Road (East)	B - Aston Flamville Road	C - Sapcote Road (West)
From	A - Sapcote Road (East)	0	0	0
	B - Aston Flamville Road	0	0	0

	C - Sapcote Road (West)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	9.88	0.1	A
C-AB	0.03	4.26	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	474	0.068	32	0.1	8.140	A
C-AB	15	861	0.017	15	0.0	4.257	A
C-A	419			419			
A-B	3			3			
A-C	428			428			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	448	0.086	39	0.1	8.783	A
C-AB	21	903	0.023	21	0.0	4.080	A
C-A	498			498			
A-B	4			4			
A-C	512			512			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	412	0.115	47	0.1	9.868	A
C-AB	31	964	0.032	31	0.0	3.858	A
C-A	604			604			
A-B	4			4			
A-C	626			626			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	412	0.115	47	0.1	9.879	A
C-AB	31	964	0.033	31	0.0	3.860	A
C-A	604			604			
A-B	4			4			
A-C	626			626			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	448	0.086	39	0.1	8.792	A
C-AB	21	903	0.023	21	0.0	4.083	A
C-A	498			498			

A-B	4			4			
A-C	512			512			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	474	0.068	32	0.1	8.153	A
C-AB	15	861	0.017	15	0.0	4.257	A
C-A	419			419			
A-B	3			3			
A-C	428			428			

2031 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.43	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	2031 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - Sapcote Road (East)		✓	500	100.000
B - Aston Flamville Road		✓	19	100.000
C - Sapcote Road (West)		✓	584	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Sapcote Road (East)	B - Aston Flamville Road	C - Sapcote Road (West)
From	A - Sapcote Road (East)	0	11	489
	B - Aston Flamville Road	5	0	14
	C - Sapcote Road (West)	554	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Sapcote Road (East)	B - Aston Flamville Road	C - Sapcote Road (West)
From	A - Sapcote Road (East)	0	0	0
	B - Aston Flamville Road	0	0	0

	C - Sapcote Road (West)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.72	0.1	A
C-AB	0.09	4.39	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	490	0.029	14	0.0	7.567	A
C-AB	44	864	0.051	43	0.1	4.386	A
C-A	396			396			
A-B	8			8			
A-C	368			368			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	467	0.037	17	0.0	8.007	A
C-AB	60	906	0.066	60	0.1	4.254	A
C-A	465			465			
A-B	10			10			
A-C	440			440			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	434	0.048	21	0.1	8.719	A
C-AB	90	967	0.093	90	0.2	4.104	A
C-A	553			553			
A-B	12			12			
A-C	538			538			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	434	0.048	21	0.1	8.722	A
C-AB	90	967	0.093	90	0.2	4.108	A
C-A	553			553			
A-B	12			12			
A-C	538			538			

17:00 - 17:15

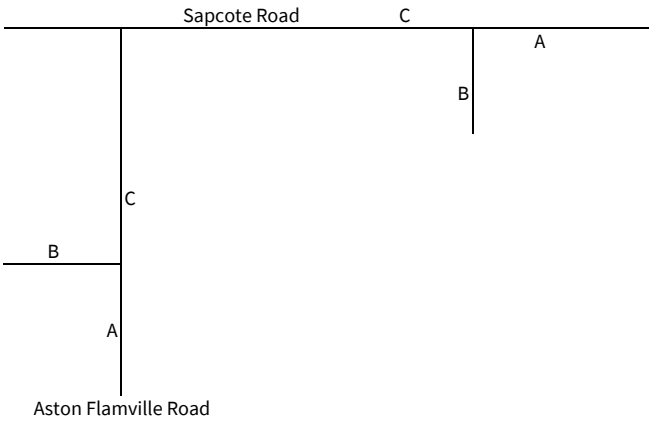
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	467	0.037	17	0.0	8.011	A
C-AB	60	906	0.066	61	0.1	4.258	A
C-A	465			465			

A-B	10			10			
A-C	440			440			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	490	0.029	14	0.0	7.575	A
C-AB	44	864	0.051	44	0.1	4.390	A
C-A	396			396			
A-B	8			8			
A-C	368			368			

Land South of Sapcote Road, Burbage
Site Access Traffic Flows - Priority Junction Access Arrangement (PCUs)



Aston Flamville Road Access

Sapcote Road Access

2026 Development Flows

AM Peak

	A	B	C
A	0	0	0
B	0	0	68
C	0	22	0

PM Peak

	A	B	C
A	0	0	0
B	0	0	30
C	0	65	0

AM Peak

	A	B	C
A		2	
B	8		21
C		7	

PM Peak

	A	B	C
A		8	
B	4		9
C		20	

2031 Development Flows

AM Peak

	A	B	C
A	0	0	0
B	0	0	100
C	0	32	0

PM Peak

	A	B	C
A	0	0	0
B	0	0	44
C	0	96	0

AM Peak

	A	B	C
A		4	
B	12		31
C		10	

PM Peak

	A	B	C
A		11	
B	5		14
C		30	

2026 Base + Committed Development Flows

AM Peak

	A	B	C
A	0	0	78
B	0	0	0
C	76	0	0

PM Peak

	A	B	C
A	0	0	82
B	0	0	0
C	75	0	0

AM Peak

	A	B	C
A			537
B			
C	536		

PM Peak

	A	B	C
A			461
B			
C	521		

2031 Base + Committed Development Flows

AM Peak

	A	B	C
A	0	0	83
B	0	0	0
C	80	0	0

PM Peak

	A	B	C
A	0	0	87
B	0	0	0
C	79	0	0

AM Peak

	A	B	C
A			569
B			
C	567		

PM Peak

	A	B	C
A			489
B			
C	554		

2026 Base + Committed Development + Development Flows

AM Peak

	A	B	C
A	0	0	78
B	0	0	68
C	76	22	0

PM Peak

	A	B	C
A	0	0	82
B	0	0	30
C	75	65	0

AM Peak

	A	B	C
A	0	2	537
B	8	0	21
C	536	7	0

PM Peak

	A	B	C
A	0	8	461
B	4	0	9
C	521	20	0

2031 Base + Committed Development + Development Flows

AM Peak

	A	B	C
A	0	0	83
B	0	0	100
C	80	32	0

PM Peak

	A	B	C
A	0	0	87
B	0	0	44
C	79	96	0

AM Peak

	A	B	C
A	0	4	569
B	12	0	31
C	567	10	0

PM Peak

	A	B	C
A	0	11	489
B	5	0	14
C	554	30	0

APPENDIX B: COLLISION DATA

Figure 4 - Collision Locations (January 2018 to August 2023)

Burbage

Jelson

Site Boundary

Severity / Road User Involved

- Serious / Vehicle Only
- Serious / Pedestrian
- Serious / Cyclist
- Slight / Cyclist
- Slight / Pedestrian
- Slight / Vehicle Only

Notes:

Drawn by: LP
Checked by: RJH
Office : Leicester

Drawing No.
Revision No.

0 200 400 600 Meters
Scale: 1:7,560 @A3

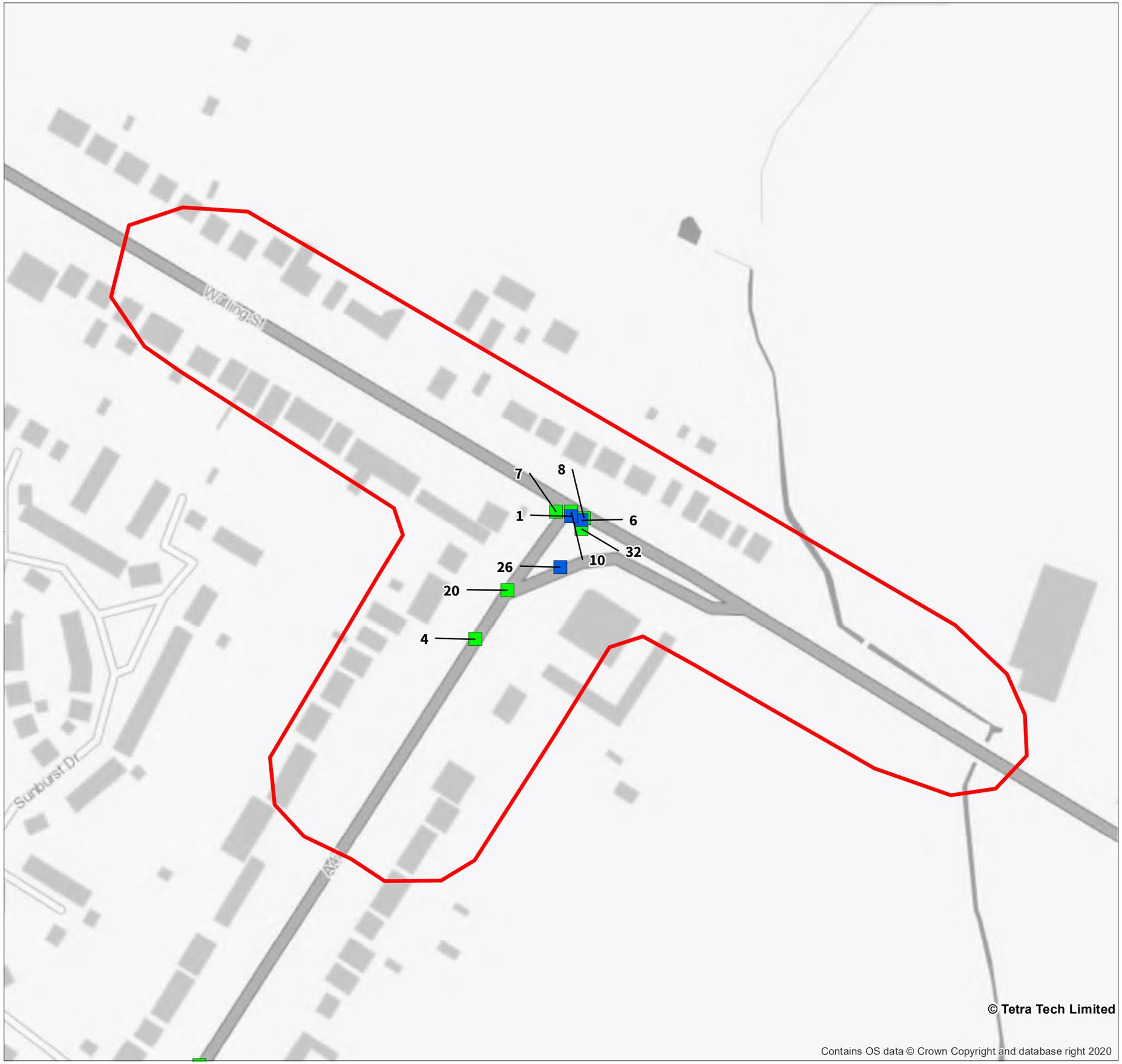
17 November 2023
NGR: 443,493 E / 293,933 N

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TETRA TECH
4th Floor
1 Great Central Street
Vaughan Way
Leicester
LE1 4JS
TEL: +44 (0)1116 234 8000
Email: leicester@tetratech.com



Collision Locations
Watling St / Long Shoot Junction
(9 May 2019 to 30 Sep 2023)

Burbage

Jelson

Collision Study Area

Severity / Road User Involved

- Serious / Vehicle Only
- Serious / Pedestrian
- Serious / Cyclist
- Slight / Cyclist
- Slight / Pedestrian
- Slight / Vehicle Only

Note: Collisions are lebelled with reference numbers from WCC

Notes:

Drawn by: JJC
Checked by: RJH
Office : Leicester

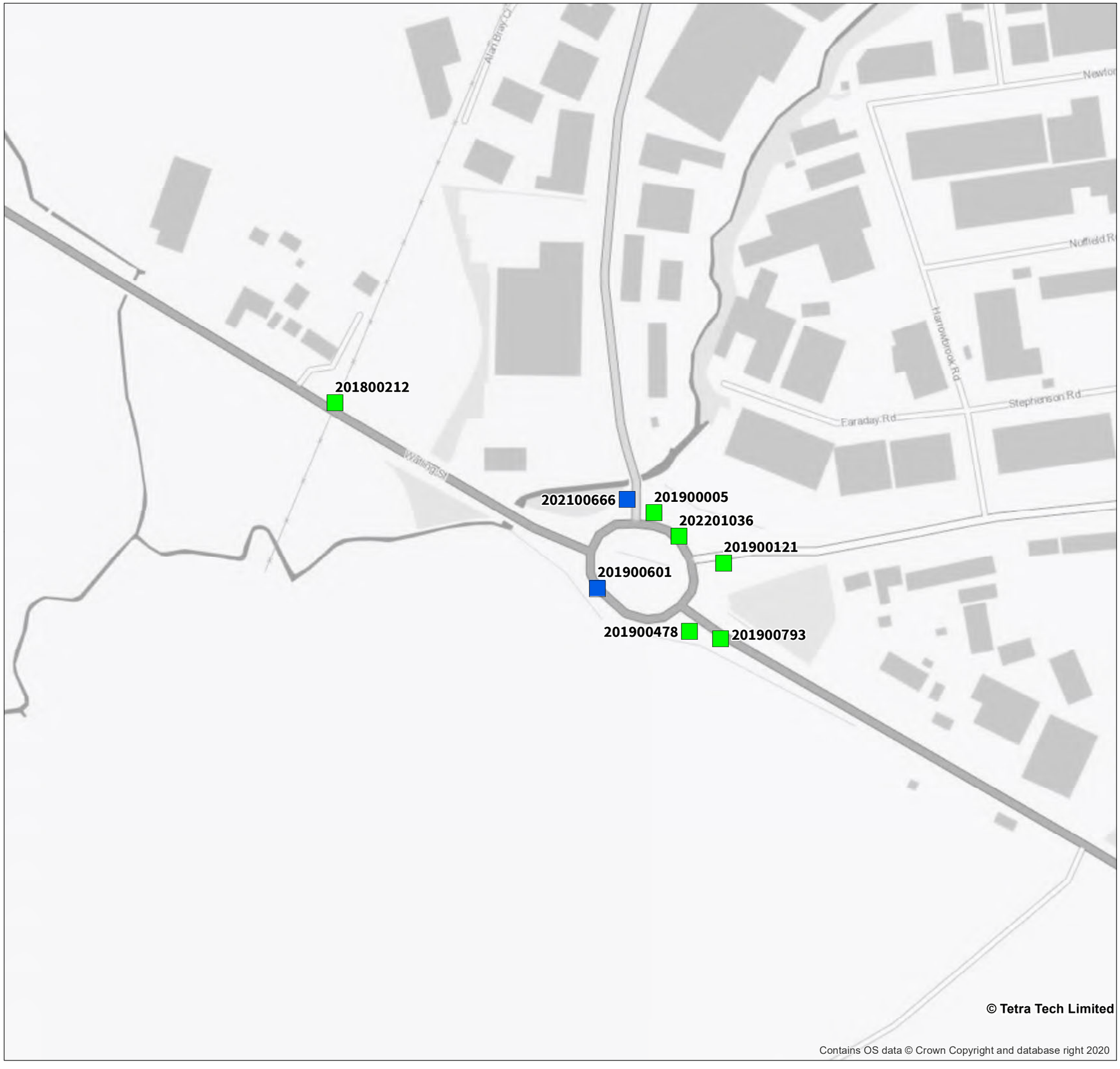
Drawing No. 031
Revision No.

0 10 20 30 40 50 Metres
Scale: 1:1,750 @A3

19 December 2023
NGR: 439,417 E / 293,382 N



TETRA TECH
4th Floor
1 Great Central Street
Vaughan Way
Leicester
LE1 4JS
TEL: +44 (0)1116 234 8000
Email: leicester@tetratech.com



Collision Locations
Dodwells Roundabout
(1 January 2018 to 13 November 2023)

Burbage

Jelson

Severity / Road User Involved

- Serious / Vehicle Only
- Serious / Pedestrian
- Serious / Cyclist
- Slight / Cyclist
- Slight / Pedestrian
- Slight / Vehicle Only

Note: Collisions are lebelled with reference numbers from LCC

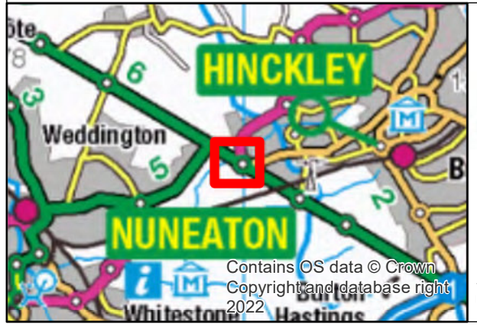
Notes:

Drawn by: JJC
Checked by: RJH
Office : Leicester

Drawing No. 032
Revision No.

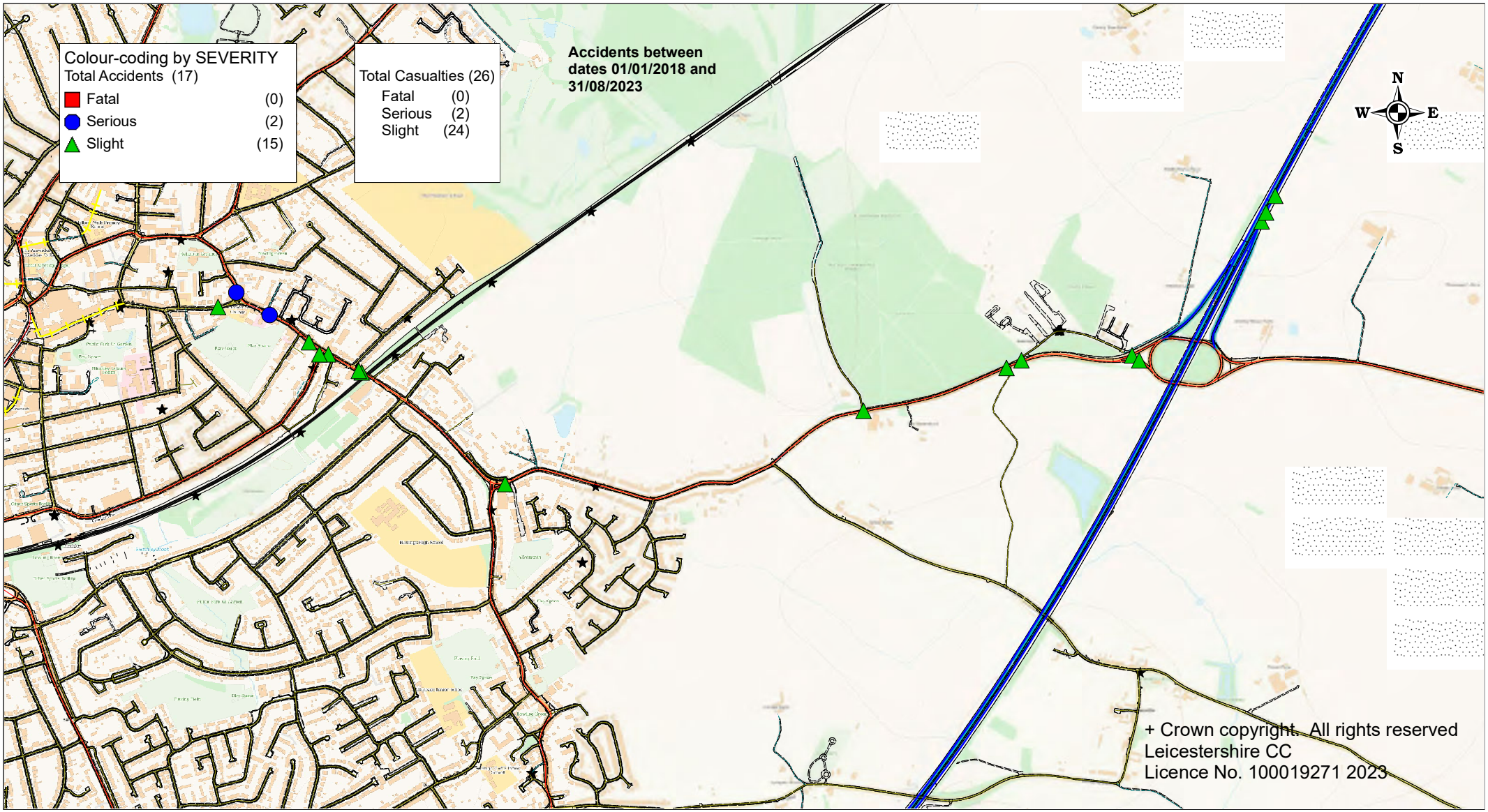
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Scale: 1:2,500 @A3

20 December 2023
NGR: 439,905 E / 293,113 N



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TETRA TECH
4th Floor
1 Great Central Street
Vaughan Way
Leicester
LE1 4JS
TEL: +44 (0)1116 234 8000
Email: leicester@tetratech.com



Leicestershire County Council

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Tetra Tech Burbage

SCALE	1 : 17450
DATE	20/10/2023
DRAWING No.	
DRAWN BY	

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800999	11/09/2018	445880	293810	Raining without high winds	Wet/Damp	Daylight	Slight

Location: B4669 HINCKLEY ROAD ASTON FLAMVILLE JW SMITHY LANE.

Vehicles:

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

Casualties:

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

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801499	23/12/2018	446246	293826	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: B4669 HINCKLEY ROAD SAPCOTE APPROX 100M SOUTH WEST JW M69 JCT 2 NORTHBOUND ONSLIP

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead left bend	W	NE
Car	Not at, or within 20M of Jct	Going ahead left bend	SE	W

Casualties:

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

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802009	15/02/2018	446675	294270	Fine without high winds	Dry	Daylight	Slight

Location: M69 SOUTHBOUND SAPCOTE NR JUNCTION 2. EXACT LOCATION UNKNOWN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802077	21/12/2018	443520	293870	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: C7704 LONDON ROAD HINCKLEY OUTSIDE NUMBER 56.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201802118	17/05/2018	443695	293770	Fine without high winds	Dry	Daylight	Slight

Location: C7704 LONDON ROAD/BURBAGE ROAD HINCKLEY EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000651	27/08/2020	443219	293987	Raining without high winds	Wet/Damp	Daylight	Slight

Location: C7704 LONDON ROAD HINCKLEY JW THE MIDLAND STUDIO COLLEGE

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	S	E
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000689	10/09/2020	444170	293400	Fine without high winds	Dry	Daylight	Slight

Location: B4669 SAPCOTE ROAD BURBAGE JW HINCKLEY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead right bend	E	NW

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100081	18/02/2021	445357	293643	Fine without high winds	Wet/Damp	Daylight	Slight

Location: B4669 SAPCOTE ROAD BURBAGE JW SMITHY LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Waiting to turn right	E	N
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Going ahead other	E	W
Car	Jct Approach	Going ahead other	E	W
Car	Jct Approach	Going ahead other	W	E

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100283	06/05/2021	446270	293810	Other	Dry	Darkness: street lights present and lit	Slight

Location: B4669 HINCKLEY ROAD SAPCOTS AT EXIT FROM M69 ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Starting	E	W

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100757	25/09/2021	443585	293830	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: B4669 LONDON ROAD HINCKLEY OUTSIDE PETROL STATION.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead but held up	SE	NW
Car	Jct Approach	Going ahead other	SE	NW

Casualties:

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

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202101041	19/12/2021	443685	293775	Fine without high winds	Wet/Damp	Darkness: street lighting unknown	Slight

Location: B4669 LONDON ROAD HINCKLEY 20M SE FOREST ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead other	NW	SE
Car	Jct Approach	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200137	18/02/2022	445830	293785	Fine without high winds	Wet/Damp	Darkness: no street lighting	Slight

Location: B4669 BETWEEN SAPCOTE & M69.

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	SW	NE
Motorcycle over 500cc	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200176	01/03/2022	443280	294035	Fine without high winds	Dry	Darkness: street lights present and lit	Serious

Location: B590 SPA LANE HINCKLEY JW LONDON ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead right bend	E	N

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202201107	20/12/2022	443390	293960	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Serious

Location: B590 LONDON ROAD HINCKLEY OUTSIDE QUEENS PARK.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300334	06/05/2023	446690	294300	Raining without high winds	Wet/Damp	Daylight	Slight

Location: M69 SOUTHBOUND SAPCOTE NR EXIT FOR JUNCTION 2. EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	NE	SW
Car	Jct Approach	Going ahead other	NE	SW

Casualties:

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

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300397	26/05/2023	443555	293830	Fine without high winds	Dry	Daylight	Slight

Location: B590 PARK ROAD HINCKLEY JW LONDON ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 125 cc and up to 500cc	Leaving main road	Turning left	E	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300633	24/07/2023	446720	294355	Fine without high winds	Dry	Daylight	Slight

Location: M69 SOUTHBOUND SAPCOTE APPROACHING HICKLEY JUNCTION.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Changing lane to right	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: **17**

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Table 1 - Accidents by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	-	-	-	-	-	0
February	1	-	-	1	1	-	3
March	-	-	-	-	1	-	1
April	-	-	-	-	-	-	0
May	1	-	-	1	-	2	4
June	-	-	-	-	-	-	0
July	-	-	-	-	-	1	1
August	-	-	1	-	-	-	1
September	1	-	1	1	-	-	3
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	2	-	-	1	1	-	4
TOTAL	5	0	2	4	3	3	17

Table 2 - Casualties by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	-	-	-	-	-	0
February	1	-	-	1	1	-	3
March	-	-	-	-	1	-	1
April	-	-	-	-	-	-	0
May	1	-	-	2	-	4	7
June	-	-	-	-	-	-	0
July	-	-	-	-	-	1	1
August	-	-	1	-	-	-	1
September	3	-	1	3	-	-	7
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	4	-	-	1	1	-	6
TOTAL	9	0	2	7	3	5	26

Table 3 - All Accidents by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	2	0	2
Slight	5	0	2	4	1	3	15
TOTAL	5	0	2	4	3	3	17

Table 4 - Casualties by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	2	0	2
Slight	9	0	2	7	1	5	24
TOTAL	9	0	2	7	3	5	26

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Burbage 20.10.2023")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
201802009	15/02/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1425	M69 SOUTHBOUND SAPCOTE NR JUNCTION 2. EXACT LOCATION UN
201802118	17/05/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1700	C7704 LONDON ROAD/BURBAGE ROAD HINCKLEY EXACT LOCATIO
201800999	11/09/2018	3	Slight	0	0	0	0	1	Light	Right	Wet/Damp	1050	B4669 HINCKLEY ROAD ASTON FLAMVILLE JW SMITHY LANE.
201802077	21/12/2018	1	Slight	0	0	1	0	1	Dark	No turn	Wet/Damp	1647	C7704 LONDON ROAD HINCKLEY OUTSIDE NUMBER 56.
201801499	23/12/2018	3	Slight	0	0	0	1	0	Dark	No turn	Wet/Damp	1725	B4669 HINCKLEY ROAD SAPCOTE APPROX 100M SOUTH WEST JW M6
202000651	27/08/2020	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	1908	C7704 LONDON ROAD HINCKLEY JW THE MIDLAND STUDIO COLLEG
202000689	10/09/2020	1	Slight	0	0	1	0	0	Light	No turn	Dry	0900	B4669 SAPCOTE ROAD BURBAGE JW HINCKLEY ROAD.
202100081	18/02/2021	1	Slight	0	0	0	1	0	Light	Right	Wet/Damp	1441	B4669 SAPCOTE ROAD BURBAGE JW SMITHY LANE.
202100283	06/05/2021	2	Slight	0	0	0	0	0	Dark	No turn	Dry	2340	B4669 HINCKLEY ROAD SAPCOTS AT EXIT FROM M69 ROUNDABOUT
202100757	25/09/2021	3	Slight	0	0	0	1	1	Dark	No turn	Dry	1912	B4669 LONDON ROAD HINCKLEY OUTSIDE PETROL STATION.
202101041	19/12/2021	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1600	B4669 LONDON ROAD HINCKLEY 20M SE FOREST ROAD.
202200137	18/02/2022	1	Slight	1	0	0	0	0	Dark	No turn	Wet/Damp	1853	B4669 BETWEEN SAPCOTE & M69.
202200176	01/03/2022	1	Serious	0	0	0	0	0	Dark	No turn	Dry	2040	B590 SPA LANE HINCKLEY JW LONDON ROAD.
202201107	20/12/2022	1	Serious	0	0	1	0	1	Dark	No turn	Wet/Damp	1620	B590 LONDON ROAD HINCKLEY OUTSIDE QUEENS PARK.
202300334	06/05/2023	3	Slight	0	0	0	1	0	Light	No turn	Wet/Damp	2000	M69 SOUTHBOUND SAPCOTE NR EXIT FOR JUNCTION 2. EXACT LOC/
202300397	26/05/2023	1	Slight	1	0	0	0	1	Light	Left	Dry	1904	B590 PARK ROAD HINCKLEY JW LONDON ROAD.
202300633	24/07/2023	1	Slight	0	0	0	0	0	Light	No turn	Dry	1820	M69 SOUTHBOUND SAPCOTE APPROACHING HICKLEY JUNCTION.
Column Totals		26		3	0	3	4	5					
No. of Accidents				3	0	3	4	5					

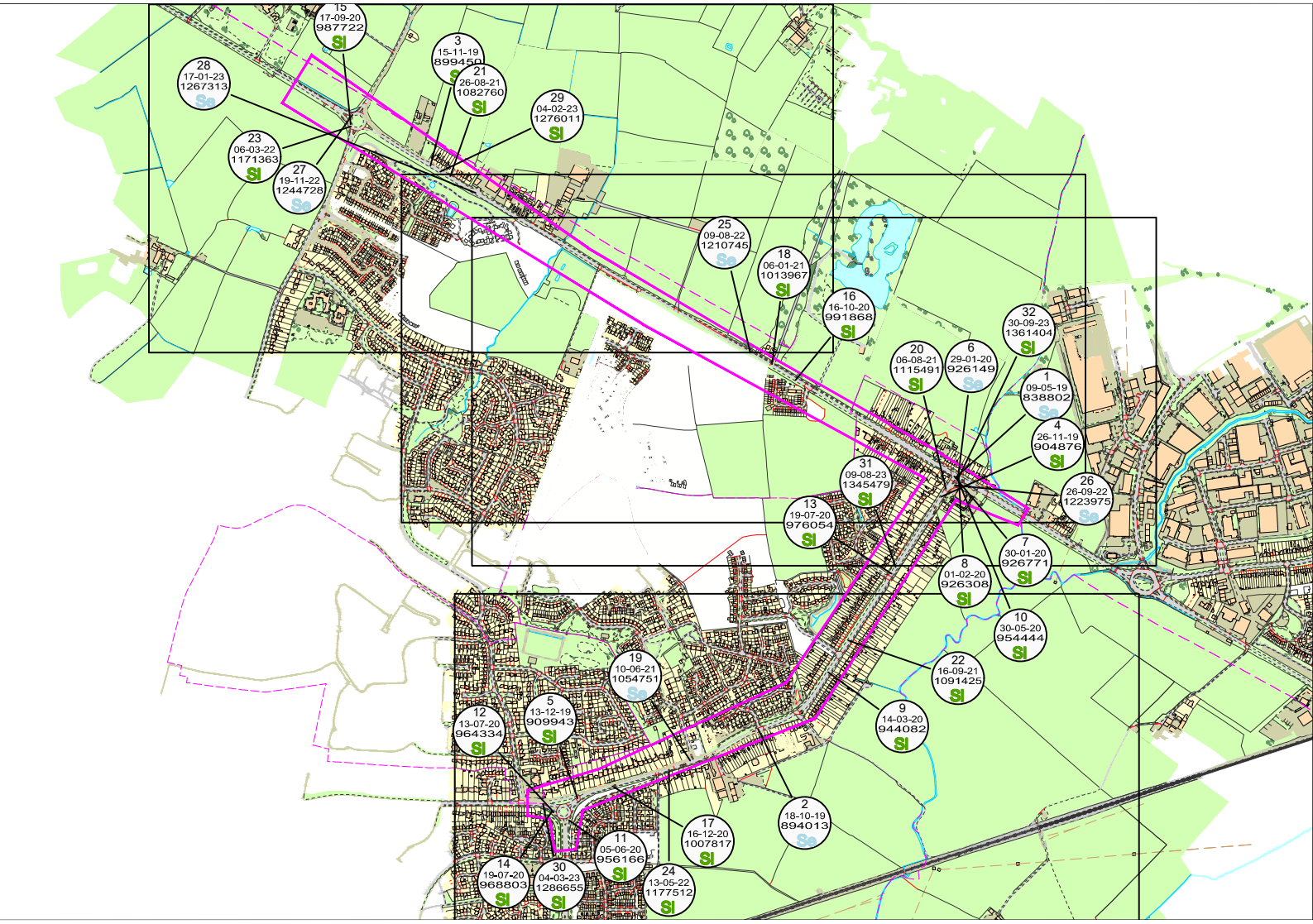
Total number of accidents listed: 17



A47 01/10/2018 - 18/10/2023
09 May 2019 to 30 Sep 2023

Report produced: 14/11/2023

Road Safety Intelligence Team
Tel: 01926 412740
Email: rsinfo@warwickshire.gov.uk


15
17-09-20
987722
SI
3
15-11-19
899450
SI
21
26-08-21
1082760
SI
28
17-01-23
1267313
Se
29
04-02-23
1276011
SI
23
06-03-22
1171363
SI
27
19-11-22
1244728
Se
25
09-08-22
1210745
Se
18
06-01-21
1013967
SI
16
16-10-20
991868
SI
32
30-09-23
1361404
SI
20
06-08-21
1115491
SI
6
29-01-20
926149
Se
1
09-05-19
838802
Se
4
26-11-19
904876
SI
31
09-08-23
1345479
SI
26
26-09-22
1223975
Se
13
19-07-20
976054
SI
7
30-01-20
926771
SI
8
01-02-20
926308
SI
10
30-05-20
954444
SI
19
10-06-21
1054751
Se
22
16-09-21
1091425
SI
5
13-12-19
909943
SI
12
13-07-20
964334
SI
9
14-03-20
944082
SI
2
18-10-19
894013
Se
17
16-12-20
1007817
SI
11
05-06-20
956166
SI
14
19-07-20
968803
SI
30
04-03-23
1286655
SI
24
13-05-22
1177512
SI

ALL ROAD USERS - ACCIDENTS

Year	Fatal	Serious	Slight	Total
2019	0	2	3	5
2020	0	1	11	12
2021	0	1	4	5
2022	0	3	2	5
2023	0	1	4	5

Month	Fatal	Serious	Slight	Total
January	0	2	2	4
February	0	0	2	2
March	0	0	3	3
April	0	0	0	0
May	0	1	2	3
June	0	1	1	2
July	0	0	3	3
August	0	1	3	4
September	0	1	3	4
October	0	1	1	2
November	0	1	2	3
December	0	0	2	2

Day	Fatal	Serious	Slight	Total
Sunday	0	0	3	3
Monday	0	1	1	2
Tuesday	0	2	1	3
Wednesday	0	1	3	4
Thursday	0	2	4	6
Friday	0	1	6	7
Saturday	0	1	6	7

Ped Crossing	Fatal	Serious	Slight	Total
Not at crossing	0	6	16	22
Zebra	0	0	0	0
Pelican	0	0	5	5
Ped Phase	0	2	3	5
Footbridge	0	0	0	0
Refuge	0	0	0	0
Unknown	0	0	0	0

Bends (Veh Totals)	Fatal	Serious	Slight	Total
Left Hand Bend	0	0	1	1
Right Hand Bend	0	0	0	0

Time	Fatal	Serious	Slight	Total
0000-0059	0	0	1	1
0100-0159	0	0	0	0
0200-0259	0	0	0	0
0300-0359	0	0	0	0
0400-0459	0	0	0	0
0500-0559	0	0	1	1
0600-0659	0	1	0	1
0700-0759	0	0	1	1
0800-0859	0	1	3	4
0900-0959	0	0	1	1
1000-1059	0	0	0	0
1100-1159	0	0	2	2
1200-1259	0	0	2	2
1300-1359	0	1	1	2
1400-1459	0	0	0	0
1500-1559	0	0	1	1
1600-1659	0	1	3	4
1700-1759	0	0	4	4
1800-1859	0	0	2	2
1900-1959	0	2	0	2
2000-2059	0	0	0	0
2100-2159	0	0	1	1
2200-2259	0	2	0	2
2300-2359	0	0	1	1

Lighting	Fatal	Serious	Slight	Total
Daylight	0	3	18	21
Darkness	0	5	6	11

Weather	Fatal	Serious	Slight	Total
Fine without high winds	0	7	18	25
Raining without high winds	0	1	5	6
Snowing without high winds	0	0	0	0
Fine with high winds	0	0	0	0
Raining with high winds	0	0	0	0
Snowing with high winds	0	0	0	0
Fog or mist - if hazard	0	0	0	0
Other	0	0	1	1
Unknown	0	0	0	0

Road Surface	Fatal	Serious	Slight	Total
Dry	0	4	15	19
Wet/Damp	0	3	9	12
Snow	0	0	0	0
Frost/Ice	0	1	0	1
Flood	0	0	0	0
Unknown	0	0	0	0

District	Fatal	Serious	Slight	Total
Nuneaton and Bedworth	0	8	24	32

Road Class	Fatal	Serious	Slight	Total
M	0	0	0	0
A(M)	0	0	0	0
A	0	8	24	32
B	0	0	0	0
Other	0	0	0	0

Speed Limit	Fatal	Serious	Slight	Total
20	0	0	0	0
30	0	2	7	9
40	0	1	7	8
50	0	5	10	15
60	0	0	0	0
70	0	0	0	0

Obstruction (Veh Totals)	Fatal	Serious	Slight	Total
Sign/Signal	0	1	2	3
Lamp Post	0	1	0	1
Pole	0	0	0	0
Tree	0	0	0	0
Bus Stop	0	0	0	0
Barrier	0	0	0	0
Other	0	0	1	1

Junction Type	Fatal	Serious	Slight	Total
Not at Junction	0	2	9	11
Roundabout	0	1	6	7
Mini R'about	0	0	0	0
T or Staggered	0	5	7	12
Slip Road	0	0	1	1
Crossroads	0	0	0	0
Multiple Junct	0	0	0	0
Private Drive	0	0	1	1
Other Junction	0	0	0	0
Unknown	0	0	0	0

ALL ROAD USERS - CASUALTIES

Year	Fatal	Serious	Slight	Total
2019	0	2	4	6
2020	0	2	16	18
2021	0	1	4	5
2022	0	3	3	6
2023	0	1	6	7

Month	Fatal	Serious	Slight	Total
January	0	3	3	6
February	0	0	4	4
March	0	0	4	4
April	0	0	0	0
May	0	1	4	5
June	0	1	1	2
July	0	0	3	3
August	0	1	5	6
September	0	1	3	4
October	0	1	1	2
November	0	1	3	4
December	0	0	2	2

Day	Fatal	Serious	Slight	Total
Sunday	0	0	3	3
Monday	0	1	1	2
Tuesday	0	2	2	4
Wednesday	0	2	6	8
Thursday	0	2	4	6
Friday	0	1	7	8
Saturday	0	1	10	11

Ped Crossing	Fatal	Serious	Slight	Total
Not at crossing	0	7	24	31
Zebra	0	0	0	0
Pelican	0	0	6	6
Ped Phase	0	2	3	5
Footbridge	0	0	0	0
Refuge	0	0	0	0
Unknown	0	0	0	0

Bends	Fatal	Serious	Slight	Total
Left Hand Bend	0	0	0	0
Right Hand Bend	0	0	0	0

Casualty Age	Fatal	Serious	Slight	Total
0 - 5	0	0	1	1
6 - 10	0	0	2	2
11 - 16	0	0	1	1
17 - 25	0	1	6	7
26 - 35	0	1	10	11
36 - 45	0	1	5	6
46 - 55	0	2	4	6
56 - 64	0	2	4	6
65+	0	2	0	2
Unknown	0	0	0	0

Time	Fatal	Serious	Slight	Total
0000-0059	0	0	1	1
0100-0159	0	0	0	0
0200-0259	0	0	0	0
0300-0359	0	0	0	0
0400-0459	0	0	0	0
0500-0559	0	0	1	1
0600-0659	0	1	0	1
0700-0759	0	0	1	1
0800-0859	0	1	3	4
0900-0959	0	0	1	1
1000-1059	0	0	0	0
1100-1159	0	0	2	2
1200-1259	0	0	3	3
1300-1359	0	1	1	2
1400-1459	0	0	0	0
1500-1559	0	0	2	2
1600-1659	0	1	5	6
1700-1759	0	0	7	7
1800-1859	0	0	3	3
1900-1959	0	3	1	4
2000-2059	0	0	0	0
2100-2159	0	0	1	1
2200-2259	0	2	0	2
2300-2359	0	0	1	1

Lighting	Fatal	Serious	Slight	Total
Daylight	0	3	25	28
Darkness	0	6	8	14

Weather	Fatal	Serious	Slight	Total
Fine without high winds	0	8	27	35
Raining without high winds	0	1	5	6
Snowing without high winds	0	0	0	0
Fine with high winds	0	0	0	0
Raining with high winds	0	0	0	0
Snowing with high winds	0	0	0	0
Fog or mist - if hazard	0	0	0	0
Other	0	0	1	1
Unknown	0	0	0	0

Road Surface	Fatal	Serious	Slight	Total
Dry	0	4	22	26
Wet/Damp	0	4	11	15
Snow	0	0	0	0
Frost/Ice	0	1	0	1
Flood	0	0	0	0
Unknown	0	0	0	0

District	Fatal	Serious	Slight	Total
Nuneaton and Bedworth	0	9	33	42

Road Class	Fatal	Serious	Slight	Total
M	0	0	0	0
A(M)	0	0	0	0
A	0	9	33	42
B	0	0	0	0
Other	0	0	0	0

Speed Limit	Fatal	Serious	Slight	Total
20	0	0	0	0
30	0	2	11	13
40	0	1	10	11
50	0	6	12	18
60	0	0	0	0
70	0	0	0	0

Obstruction	Fatal	Serious	Slight	Total
Sign/Signal	0	1	2	3
Lamp Post	0	1	0	1
Pole	0	0	0	0
Tree	0	0	0	0
Bus Stop	0	0	0	0
Barrier	0	0	0	0
Other	0	0	1	1

ALL ROAD USERS - CASUALTIES

Junction Type	Fatal	Serious	Slight	Total
Not at Junction	0	2	14	16
Roundabout	0	1	6	7
Mini R'about	0	0	0	0
T or Staggered	0	6	11	17
Slip Road	0	0	1	1
Crossroads	0	0	0	0
Multiple Junct	0	0	0	0
Private Drive	0	0	1	1
Other Junction	0	0	0	0
Unknown	0	0	0	0

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No A5** **Grid 439422E** **Section** **Ref 293389N**	SERIOUS	09/05/2019	5	22:30	Dark: lit	Dry	Fine		R.TURN	
	WATLING STREET (A5) AT JUNCTION WITH THE LONG SHOOT (A47)								Nuneaton and Bedworth		
	V001 WAS TRAVELLING ALONG THE A5 AND THOUGHT THE LONG SHOOT TURNING WAS A FILTER LANE. V002 HAS BEEN TRAVELLING IN THE OPPOSITE DIRECTION WITH V003 TRAVELLING BEHIND IT. V001 HAS CONTINUED TO TURN RIGHT AND V002 HAS STRUCK V001. V003 HAS SWEARVED TO MISS V002 AND V001 BUT HAS HIT V001 TO THE REAR BOTH V002 AND V003 WERE IN THE RIGHT AS THEIR TRAFFIC LIGHTS WERE ON GREEN. V001 TRAFFIC LIGHT WAS ON RED.						Veh1, car, NW → SW Veh2, car, SE → NW Veh3, goods unknown weight, SE → NW			Casualties 1 Vehicles 3	
2	**Road No A47** **Grid 438852E** **Section** **Ref 292665N**	SERIOUS	18/10/2019	6	08:37	Daylight	Dry	Fine		R.TURN	P/C
	THE LONG SHOOT (A47) AT JUNCTION WITH SUMMERHILL DRIVE NUNEATON								Nuneaton and Bedworth		
	VEHICLE 1 HAS TURNED RIGHT OUT OF A JUNCTION ONTO THE LONG SHOOT AND HAS NOT SEEN VEHICLE 2 (CYCLIST), WHO HAS COLLIDED WITH THE FRONT OFFSIDE.						Veh1, car, N → SW Veh2, pedal cycle, SW → NE			Casualties 1 Vehicles 2	
3	**Road No A5** **Grid 437911E** **Section** **Ref 294282N**	SLIGHT	15/11/2019	6	08:41	Daylight	Wet/Damp	Rain			M/C
	WATLING STREET (A5)								Nuneaton and Bedworth		
	CAS 1 HAS BEEN RIDING HIS MOTORCYCLE(V1) ON THE A5 AT WATLING STGREET. HE HAS BEEN PASSING SLOW-MOVING TRAFFIC AT AROUND 10-15MPH. A GREY TOYOTA AURIS (BV60 ZRT) HAS PULLED OUT OF 357 WATLING STREET ONTO THE A5 WITHOUT LOOKING AND HAS HIT THE MOTORCYCLE. THE COLLISION HAS CAUSED BRUISING AND SHOULDER PAIN TO CAS 1 AND SLIGHT DAMAGE TO BOTH VEHICLES.						Veh1, m/cycle 50 - 125cc, NW → SE Veh2, car, NE → NW			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A47 Grid 439377E** **Section Ref 293331N**	SLIGHT	26/11/2019	3	17:15	Dark: lit	Wet/Damp	Fine		R.TURN	
	THE LONG SHOOT (A47) - 25 METRES FROM JUNCTION WITH THE LONG SHOOT (A47)								Nuneaton and Bedworth		
	WHILST WAITING TO TURN RIGHT ONTO A5 A VEHICLE DROVE OFF THE ENTRANCE OF THE LONGSHOOT HOTEL/PUB AT SPEED AND T-BONED THIS EX-POLICE OFFICER AND HIS WIFE, CAUSING INJURIES TO BOTH. DRIVER DID ADMIT LIABILITY BUT WAS CLEARLY IN DRINK. NO OFFICERS ATTENDED.						Veh1, car, SE → NE Veh2, car, SW → NE			Casualties 2 Vehicles 2	
5	**Road No A47 Grid 438334E** **Section Ref 292465N**	SLIGHT	13/12/2019	6	18:30	Dark: lit	Wet/Damp	Rain			
	HINCKLEY ROAD (A47) J/W SLIP ROAD NUNEATON								Nuneaton and Bedworth		
	VEH 002 INDICATED AND SLOWED TO TURN LEFT INTO SLIP ROAD FOR HOME (250 HINCKLEY ROAD), WHEN VEH 001 HAS CRASHED INTO VEH 002 CAUSING VEH 002 TO SPIN 180 DEGREES CAUSING INJURY TO DRIVER OF VEH 002. DETAILS EXCHANGED.						Veh1, car, W → E Veh2, car, W → N			Casualties 1 Vehicles 2	
6	**Road No A5 Grid 439427E** **Section Ref 293387N**	SERIOUS	29/01/2020	4	19:40	Dark: lit	Wet/Damp	Fine		R.TURN	HGV
	WATLING STREET (A5) NUNEATON JUNCTION WITH THE LONG SHOOT (A47)								Nuneaton and Bedworth		
	V001 WAS AT THE TRAFFIC LIGHTS, WAITING TO TURN RIGHT. V002 HAS COME FROM STRAIGHT AHEAD AND V001 HAS TURNED IN FRONT OF ONCOMING V002 (LORRY) RESULTING IN A COLLISION.						Veh1, car, NW → SW Veh2, goods > 7.5t, SE → NW			Casualties 3 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	**Road No A47 Grid 439415E** **Section Ref 293391N**	SLIGHT	30/01/2020	5	05:50	Dark: lit	Dry	Fine		R.TURN	
	THE LONG SHOOT (A47) NEAR JUNCTION WITH WATLING STREET (A5)								Nuneaton and Bedworth		
	VEH01 HAS BEEN TRAVELLING FROM HINCKLEY TO ATHERSTONE ON THE A5 WATLING STREET. VEH01 HAS GONE THROUGH A RED LIGHT HITTING VEH2 THAT WAS TRAVELLING FROM NUNEATON ON THE LONG SHOOT TURNING RIGHT TOWRDS HINCKLEY ON THE OFFSIDE WITH HIS NEARSIDE CAUSING HIM TO FLIP ONTO HIS ROOF AND THEN BACK ONTO HIS WHEELS AND STOPPED ON THE PAVEMENT. VEH02 HAS CONTINUED TO DRIVE TO A STOP ONTO THE PATH						Veh1, car, SE → NW Veh2, car, SW → SE				Casualties 1 Vehicles 2
8	**Road No A5 Grid 439428E** **Section Ref 293388N**	SLIGHT	01/02/2020	7	17:17	Daylight	Dry	Fine		R.TURN	
	WATLING STREET (A5) NUNEATON JUNCTION WITH THE LONG SHOOT (A47)								Nuneaton and Bedworth		
	V001 WAS WAITING AT THE TRAFFIC LIGHTS TO TURN RIGHT ON THE A5 INTO THE A47. V002 HAS STARTED TO DRIVE OFF ON THE A5, TRAVELLING IN THE OPPOSITE DIRECTION. V001 HAS FAILED TO GIVE WAY RESULTING IN V002 CRASHING DIRECTLY INTO IT.						Veh1, car, NW → SW Veh2, car, SE → NW				Casualties 3 Vehicles 2
9	**Road No A47 Grid 439053E** **Section Ref 292828N**	SLIGHT	14/03/2020	7	12:20	Daylight	Dry	Fine			GV
	THE LONG SHOOT (A47), NUNEATON, IN THE VICINITY OF THE CARAVAN SITE								Nuneaton and Bedworth		
	VEHICLE 2 AND 3 STATIONARY ON THE LONG SHOOT AND VEHICLE 1 HAS THEN APPROACHED AND UNABLE TO STOP, BUT MADE ATTEMPTS AND HAS THEN COLLIDED INTO THE BACK OF VEHICLE 2, CAUSING THIS TO BE PUSHED INTO VEHICLE 3.						Veh1, goods < 3.5t, SW → NE Veh2, goods < 3.5t, SW → NE Veh3, car, SW → NE				Casualties 2 Vehicles 3

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	**Road No A5 Grid 439422E** **Section Ref 293391N**	SLIGHT	30/05/2020	7	18:08	Daylight	Dry	Fine			
	WATLING STREET (A5) NUNEATON JUNCTION WITH THE LONG SHOOT (A47)								Nuneaton and Bedworth		
	ABOUT 1808 HOURS ON SAT 30 MAY 2020 IT WOULD APPEAR THAT VEHICLE ONE WAS TRAVELLING ALONG THE A5 WATLING STREET IN THE DIRECTION OF ATHERSTONE. THE VEHICLE WAS PASSING THE JUNCTION WITH THE A47, THE LONG SHOOT, WHEN IT COLLIDED WITH VEHICLE TWO, WHICH WAS TURNING RIGHT OUT OF THE A47 IN THE DIRECTION OF HINCKLEY.						Veh1, car, SE → NW Veh2, car, SW → SE			Casualties 2 Vehicles 2	
11	**Road No A4254 Grid 438309E** **Section Ref 292403N**	SLIGHT	05/06/2020	6	08:32	Daylight	Wet/Damp	Rain		S.VEH	
	EASTBORO WAY (A4254) NEAR JUNCTION WITH HINCKLEY ROAD (A47)								Nuneaton and Bedworth		
	DRIVER OF VEHICLE 1 HAS COME ROUND THE ROUNDABOUT, DUE TO A WET ROAD SURFACE HER BACK END OF THE VEHICLE HAS SPUN AND LOST CONTROL. DRIVER HAS THEN TRIED TO OVER-COMPENSATE TO COUNTER SPINNING AND HAS LOST CONTROL OF THE VEHICLE, HITTING A STREET SIGN. THIS SIGN HAS THEN BOUNCED HER INTO THE HEDGEROW.						Veh1, car, E → S			Casualties 1 Vehicles 1	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
12	**Road No A47 Grid 438265E** **Section Ref 292426N**	SLIGHT	13/07/2020	2	21:04	Daylight	Wet/Damp	Rain			P/C
	HINCKLEY ROAD (A47) WB NEAR TRAFFIC ISLAND, NUNEATON								Nuneaton and Bedworth		
	VEHICLE 2 (PEDAL CYCLE) HAS BEEN CROSSING OVER HINCKLEY ROAD JUST AFTER A TRAFFIC ISLAND, AND PRIOR TO A SET OF PEDESTRIAN TRAFFIC LIGHTS. IT HAS CROSSED FROM THE NEARSIDE TO THE OFFSIDE, WHERE ITS FRONT WHEEL HAS MOUNTED THE PAVEMENT FOR THE LARGE CONCRETE RESERVE AREA, WHEN VEHICLE 1 HAS STRUCK THE REAR WHEEL CAUSING THE RIDER TO BE KNOCKED OFF THE BIKE AND HIT A LARGE TRAFFIC SIGN. VEHICLE 1 HAS DRIVEN OFF WITHOUT STOPPING IN AN UNKNOWN DIRECTION.						Veh1, car, S → NW Veh2, pedal cycle, SW → NE			Casualties 1 Vehicles 2	
13	**Road No A47 Grid 439236E** **Section Ref 293111N**	SLIGHT	19/07/2020	1	16:12	Daylight	Dry	Fine		O/TAKE	M/C
	THE LONG SHOOT (A47) NEAR JUNCTION WITH SUNBURST DRIVE, NUNEATON								Nuneaton and Bedworth		
	FEMALE IN V001 HAS ATTEMPTED TO OVERTAKE A VEHICLE, NOT REALISED THERE WAS A BOLLARD IN THE CENTRAL RESERVATION AND HAS TRIED TO SWERVE OUT OF THE WAY. HOWEVER, HAS LOST CONTROL OF HER MOTORBIKE AND HAS SKIDDED ALONG THE FLOOR AND HAS COLLIDED WITH VEHICLE 002 CAUSING MINOR DAMAGE TO VEHICLE 002 AND SLIGHT INJURY TO THE DRIVER OF VEHICLE 001.						Veh1, m/cycle 50 - 125cc, NE → SW Veh2, car, SW → NE			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
14	**Road No A47 Grid 438260E** **Section Ref 292428N**	SLIGHT	19/07/2020	1	08:07	Daylight	Dry	Fine		S.VEH	
	HINCKLEY ROAD (A47) AT ROUNDABOUT WITH EASTBORO WAY, NUNEATON								Nuneaton and Bedworth		
	THIS IS UNKNOWN BY THE INDIVIDUAL IN THE COLLISION AND THERE WERE NO WITNESSES. I BELIEVE SHE MAY HAVE BEEN SPEEDING AS SHE HAS LEFT THE ROUNDABOUT AND HAS LOST CONTROL AND HAS HIT THE RAILINGS. SHE WAS BREATHALYSED AT SCENE AND BLEW 0 SO THIS WAS NOT AN INDICATOR.						Veh1, car, NE → W			Casualties 1 Vehicles 1	
15	**Road No A5 Grid 437682E** **Section Ref 294401N**	SLIGHT	17/09/2020	5	07:33	Daylight	Dry	Fine			GV
	A5 AT JUNCTION WITH A5, NEAR HIGHAM LANE, NUNEATON								Nuneaton and Bedworth		
	VEH 001 WAS DRIVING HIS VAN DOWN HIGHAM LANE, HE APPROACHED THE A5 JUNCTION, THE SUN WAS BLOCKING HIS VISION, HE THEN DROVE INTO THE BACK OF VEH 002 IN THE BACK, VEH 002 CAR HAS THEN SPUN OFF THE ROAD INTO THE PAVEMENT.						Veh1, goods < 3.5t, SW → NE Veh2, car, E → W			Casualties 1 Vehicles 2	
16	**Road No A5 Grid 438960E** **Section Ref 293667N**	SLIGHT	16/10/2020	6	00:20	Drk: no SL	Wet/Damp	Fine		+VE	HGV
	WATLING STREET (A5), NUNEATON								Nuneaton and Bedworth		
	VEHICLE 1 HAS BEEN TRAVELLING DOWN THE A5 IN THE DIRECTION OF HINCKLEY. VEHICLE 2 HAS BEEN TRAVELLING DOWN THE A5 IN THE DIRECTION OF ATHERSTONE. VEHICLE 1 HAS THEN STARTED DRIVING ON THE WRONG SIDE OF THE ROAD. AFTER FLASHING HIS LIGHTS AND SLOWING DOWN (VEHICLE 2), VEHICLE 1 HAS CRASHED HEAD ON TO VEHICLE 2, CAUSING VEHICLE 1 TO ROLL BACKWARDS AND SUSTAIN A LOT OF FRONT END DAMAGE.						Veh1, car, NW → SE Veh2, goods > 7.5t, SE → NW			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
17	**Road No A47** **Grid 438433E** **Section** **Ref 292500N**	SLIGHT	16/12/2020	4	17:47	Dark: lit	Wet/Damp	Rain			M/C
	HINCKLEY ROAD (A47) AT JUNCTION WITH THE LONG SHOOT (A47), NUNEATON								Nuneaton and Bedworth		
	VEHICLE 1 (CAR) HAS BEEN TRAVELLING ALONG THE LONG SHOOT GOING TOWARDS HINCKLEY. VEHICLE 2 (MOPED) HAS BEEN FOLLOWING CLOSELY BEHIND. THE ROAD IS BUSY WITH RUSH HOUR TRAFFIC AND IT HAS BEEN RAINING. THE CAR HAS COME TO A STOP AND THE MOPED HAS GONE INTO THE REAR OF THE CAR, SKIDDED AND THE RIDER HAS FALLEN OFF THE BIKE						Veh1, car, NE → SW Veh2, m/cycle 50 - 125cc, NE → SW				Casualties 1 Vehicles 2
18	**Road No A5** **Grid 438892E** **Section** **Ref 293712N**	SLIGHT	06/01/2021	4	13:55	Daylight	Wet/Damp	Fine			HGV GV
	WATLING STREET (A5) AT JUNCTION WITH UNCLASSIFIED ROAD, NUNEATON								Nuneaton and Bedworth		
	V2 HAS BEEN TURNING LEFT INTO SERVICE ROAD, WHEN V1 HAS COLLIDED INTO THE REAR OF V2. POSSIBLE V1 TRAVELLING TOO CLOSE.						Veh1, goods > 7.5t, NW → SE Veh2, goods < 3.5t, NW → NE				Casualties 1 Vehicles 2
19	**Road No A47** **Grid 438657E** **Section** **Ref 292574N**	SERIOUS	10/06/2021	5	19:43	Daylight	Dry	Fine		R.TURN	P/C
	THE LONG SHOOT (A47) AT JUNCTION WITH GREENDALE ROAD, NUNEATON								Nuneaton and Bedworth		
	ON INFORMATION AVAILABLE AT THE SCENE IT APPEARS THE CYCLIST HAS BEEN TRAVELLING ALONG THE LONG SHOOT IN THE DIRECTION OF HINCKLEY, AT THE SAME TIME V1 HAS BEEN TRAVELLING IN THE OPPOSITE DIRECTION TOWARDS THE GREENDALE ROAD JUNCTION. AT SOME POINT IN THE MOUTH OF THE JUNCTION V1 HAS COLLIDED WITH CYCLIST CAUSING HIM TO BE KNOCKED FROM THE BIKE ONTO THE VEHICLE WITH HIS HELMET COLLIDING WITH THE WINDSCREEN.						Veh1, car, E → N Veh2, pedal cycle, W → E				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
20	**Road No A47 Grid 439392E** **Section Ref 293354N**	SLIGHT	06/08/2021	6	23:23	Dark: lit	Wet/Damp	Other			
	THE LONG SHOOT A47 J/W WATLING ST A5 NUNEATON								Nuneaton and Bedworth		
	BELIEVE VEHICLE 1 AND VEHICLE 2 HAVE BEEN TRAVELLING ON THE A5 LONGSHOOT IN OPPOSITE DIRECTIONS. VEHICLE 1 HAS GONE TO TURN RIGHT FOR THE FILTER LANE TO TURN ONTO THE LONGSHOOT. VEHICLE 2 HAS BEEN COMING FROM OPPOSITE DIRECTION WHERE VEHICLE 1 HAS PULLED ACROSS THINKING IT WAS CLEAR TO GO TO WHICH VEHICLE 1 AND VEHICLE 2 HAS COLLIDED HEAD ON.						Veh1, car, SE → SW Veh2, car, SW → NE			Casualties 1 Vehicles 2	
21	**Road No A5 Grid 437968E** **Section Ref 294252N**	SLIGHT	26/08/2021	5	11:35	Daylight	Dry	Fine		O/TAKE R.TURN	M/C
	WATLING STREET (A5) AT J/W DRIVEWAY TO HSE NOS 341, NUNEATON								Nuneaton and Bedworth		
	VEH 002 SLOWED TO TURN RIGHT ONTO A DRIVEWAY. VEH 001 OVERTOOK ON OFFSIDE AS VEH 002 TURNED RIGHT. COLLISION OCCURRED DURING VEH 002 TURNING.						Veh1, m/cycle > 500cc, NW → SE Veh2, car, SE → NE			Casualties 1 Vehicles 2	
22	**Road No A47 Grid 439111E** **Section Ref 292919N**	SLIGHT	16/09/2021	5	16:43	Daylight	Dry	Fine			GV
	THE LONG SHOOT (A47), NUNEATON O/S HSE NOS 174								Nuneaton and Bedworth		
	VEHICLES TWO AND THREE HAVE SLOWED THEN STOPPED IN SLOW MOVING TRAFFIC. VEHICLE ONE HAS FAILED TO STOP IN TIME, COLLIDING WITH VEHICLE TWO'S REAR END, WHICH WAS THEN SHUNTED INTO VEHICLE THREE.						Veh1, goods < 3.5t, SW → NE Veh2, car, SW → NE Veh3, car, SW → NE			Casualties 1 Vehicles 3	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
23	**Road No A5 Grid 437683E** **Section Ref 294395N**	SLIGHT	06/03/2022	1	12:05	Daylight	Dry	Fine			P/C
	A5 AT JUNCTION WITH HIGHAM LANE, NUNEATON, WARWICKSHIRE								Nuneaton and Bedworth		
	CYCLIST AND DRIVER V001 WERE ON THE ROUNDABOUT AT THE HIGHAM LANE AND HIGHAM ON THE HILL JUNCTION. V1 WAS IN THE OUTSIDE LANE AND WAS UNAWARE OF THE CYCLIST. SHE HAS THEN MOVED OVER INTO HIS LANE AND HER VEHICLE HAS COLLIDED WITH HIM, CAUSING HIM TO FALL OFF HIS BIKE INTO THE ROUNDABOUT.						Veh1, car, SW → NE Veh2, pedal cycle, SW → NE				Casualties 1 Vehicles 2
24	**Road No A47 Grid 438596E** **Section Ref 292548N**	SLIGHT	13/05/2022	6	15:29	Daylight	Dry	Fine			GV
	THE LONG SHOOT (A47) O/S HSE NOS 27, NUNEATON, WARWICKSHIRE								Nuneaton and Bedworth		
	VEHICLE 1 FAILS TO SEE THAT VEHICLE 2 AND 3 ARE BEING HELD IN TRAFFIC. VEHICLE 1 THEN COLLIDES INTO THE REAR OF VEHICLE 2 AT LOW SPEED. THIS THEN SHUNTS VEHICLE 2 INTO VEHICLE 3. MINOR DAMAGE CAUSED TO VEHICLE 2.						Veh1, goods < 3.5t, NE → SW Veh2, car, NE → SW Veh3, car, NE → SW				Casualties 2 Vehicles 3
25	**Road No A5 Grid 438829E** **Section Ref 293748N**	SERIOUS	09/08/2022	3	13:56	Daylight	Dry	Fine		S.VEH	
	WATLING STREET (A5) NEAR HSE NOS 145, NUNEATON, WARWICKSHIRE								Nuneaton and Bedworth		
	MALE WAS DRIVING VEHICLE ALONG THE A5 AT APPROXIMATELY 50MPH. MALE STARTED TO DRIFT OFF TO THE LEFT SIDE OF THE ROAD AND HIT A POLE ON THE PAVEMENT. MALE THEN PROCEEDED TO DRIVE INTO A DITCH ON THE PAVEMENT.						Veh1, car, NW → SE				Casualties 1 Vehicles 1

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
26	**Road No A5** **Grid 439417E** **Section** **Ref 293365N**	SERIOUS	26/09/2022	2	22:46	Dark: lit	Wet/Damp	Rain		S.VEH +VE	M/C
	WATLING STREET (A5) NEAR J/W THE LONG SHOOT (A47), NUNEATON WARWICKSHIRE								Nuneaton and Bedworth		
	DRIVER OF MOPED HAS BEEN TRAVELLING FROM THE DIRECTION OF DODWELLS BRIDGE ROUNDABOUT TOWARDS NUNEATON. THEY HAVE TAKEN THE LEFT HAND TURN TO JOIN THE LONGSHOOT, WHEN THEY HAVE COLLIDED WITH STREET FURNITURE ON THE RIGHT HAND SIDE OF THE ROAD. THEY HAVE SKIDDED FOR APPROXIMATELY 6 METRES BEFORE HITTING THE TRAFFIC SIGNAL AND BEING THROWN OFF THE BIKE. THEY HAVE SAID THEY HAVE BEEN LOOKING AT A SAT NAV.						Veh1, m/cycle 50 - 125cc, SE → SW			Casualties 1 Vehicles 1	
27	**Road No A5** **Grid 437687E** **Section** **Ref 294429N**	SERIOUS	19/11/2022	7	06:15	Dark: lit	Wet/Damp	Fine			P/C
	WATLING STREET (A5) NEAR JUNCTION WITH NUNEATON LANE, HIGHAM ROUNDABOUT, NUNEATON, WARWICKSHIRE								Nuneaton and Bedworth		
	V001 HAS BEEN TRAVELLING SOUTHBOUND ON A5 WATLING STREET TOWARDS HINCKLEY WHEN THEY HAVE ENTERED THE ROUNDABOUT AT THE TOP OF HIGHAM LANE AND COLLIDED WITH V002 COMING FROM THE RIGHT HAND SIDE.						Veh1, car, NW → SE Veh2, pedal cycle, SW → NE			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
28	**Road No A5** **Grid 438041E** **Section** **Ref 294204N**	SERIOUS	17/01/2023	3	16:53	Drk: SL u/k	Frost/Ice	Fine		O/TAKE R.TURN	M/C
	WATLING STREET (A5) AT JUNCTION WITH ENTRANCE TO FLUID POWER CENTRE, NUNEATON, WARWICKSHIRE								Nuneaton and Bedworth		
	FLATBED TRAILER WAS TURNING OUT OF THE FLUID POWER CENTRE AND TURNING RIGHT NORTHBOUND ON THE A5. AS IT WAS TURNING THROUGH THE TRAFFICAS THEY HAVE TURNED THE MOTORCYCLE HAS BEEN CUTTING THROUGH THE TRAFFIC AND HAS CRASHED INTO THE SIDE OF THE FLATBED TRUCK. FLATBED WAS TURNING AND NEARLY STANDSTILL WITH THE MOTORCYCLE TRAVELLING AT APPROX 20MPH						Veh1, car, NE → NW Veh2, m/cycle > 500cc, NW → SE			Casualties 1 Vehicles 2	
29	**Road No A5** **Grid 437939E** **Section** **Ref 294265N**	SLIGHT	04/02/2023	7	11:02	Daylight	Dry	Fine	SE	S.VEH	
	WATLING STREET (A5), NUNEATON, O/S HSE NOS 349 WARWICKSHIRE								Nuneaton and Bedworth		PED
	INJURED PARTY HAS BEEN WALKING ALONG THE A5 IN A GROUP OF OTHER AND WAS WALKING ALONG THE LAYBY NEAR TO THE KERB TO THE PATH, ALONGSIDE HIS FRIEND WHO WERE ON THE PAVEMENT. A BLUE JAGUAR HAS THEN PULLED OUT OF THE LAYBY TO JOIN THE A5, AND HAS STRUCK THE IPS RIGHT HAND SIDE, SPUN HIM ROUND AND THEN DRIVEN OVER HIS LEFT LEG/ANKLE CAUSING BRUISING TO THE LEFT ANKLE.						Veh1, car, NE → SW			Casualties 1 Vehicles 1	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
30	**Road No A47 Grid 438234E** **Section Ref 292450N**	SLIGHT	04/03/2023	7	17:21	Daylight	Dry	Fine		S.VEH	
	HINCKLEY ROAD (A47), NUNEATON, WARWICKSHIRE								Nuneaton and Bedworth		
	VEHICLE 1 HAS BEEN TRAVELLING ON THE HINCKLEY ROAD, TOWARDS THE LONG SHOOT, AS APPROACHING THE ROUND ABOUT, VEHICLE 1 HAS COLLIDED WITH THE PEDESTRIAN TRAFFIC LIGHT CAUSING DAMAGE TO THE FRONT DRIVER SIDE OF THE VEHICLE AND THE TRAFFIC LIGHT. DRIVER HAS LEFT SCENCE PRIOR TO POLICE ARRIVAL.						Veh1, car, W → E			Casualties 1 Vehicles 1	
31	**Road No A47 Grid 439247E** **Section Ref 293130N**	SLIGHT	09/08/2023	4	16:21	Daylight	Dry	Fine			
	THE LONG SHOOT (A47) - 37 METRES FROM JUNCTION WITH SUNBURST DRIVE, NUNEATON, WARWICKSHIRE								Nuneaton and Bedworth		
	The initial incident took place when the traffic was building up and the cars were slowing down. The third party v001 went into the back of v002 which made them hit v003. Damage to two vehicles, injuries to two parties, all parties involved were out of car. Airbags deployed in v001.						Veh1, car, SW → NE Veh2, car, SW → NE Veh3, car, SW → NE			Casualties 3 Vehicles 3	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14 November 2023
09:26:07

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
32	**Road No A5** **Grid 439427E** **Section** **Ref 293383N** WATLING STREET (A5) NEAR JUNCTION WITH THE LONG SHOOT (A47), HINCKLEY AND BOSWORTH, LEICESTERSHIRE	SLIGHT	30/09/2023	7	09:09	Daylight	Dry	Fine	Nuneaton and Bedworth	R.TURN	GV

	V01 travelling SE on A5 coming from direction of ATHERSTONE and travelling towards LONGSHOOT ROAD, NUNEATON, turning right. V02 travelling NW on A5 coming from HINCKLEY, travelling towards ATHERSTONE. V01 was in right turnng lane, which crosses over straight lane of traffic travelling NW. V01 collided, while turning right, with V02 that was carryong on in its lane. Both vehicles had green light at the traffic signal.	Veh1, car, NW → SW Veh2, goods < 3.5t, SE → NW	Casualties 1 Vehicles 2

Key

Involved

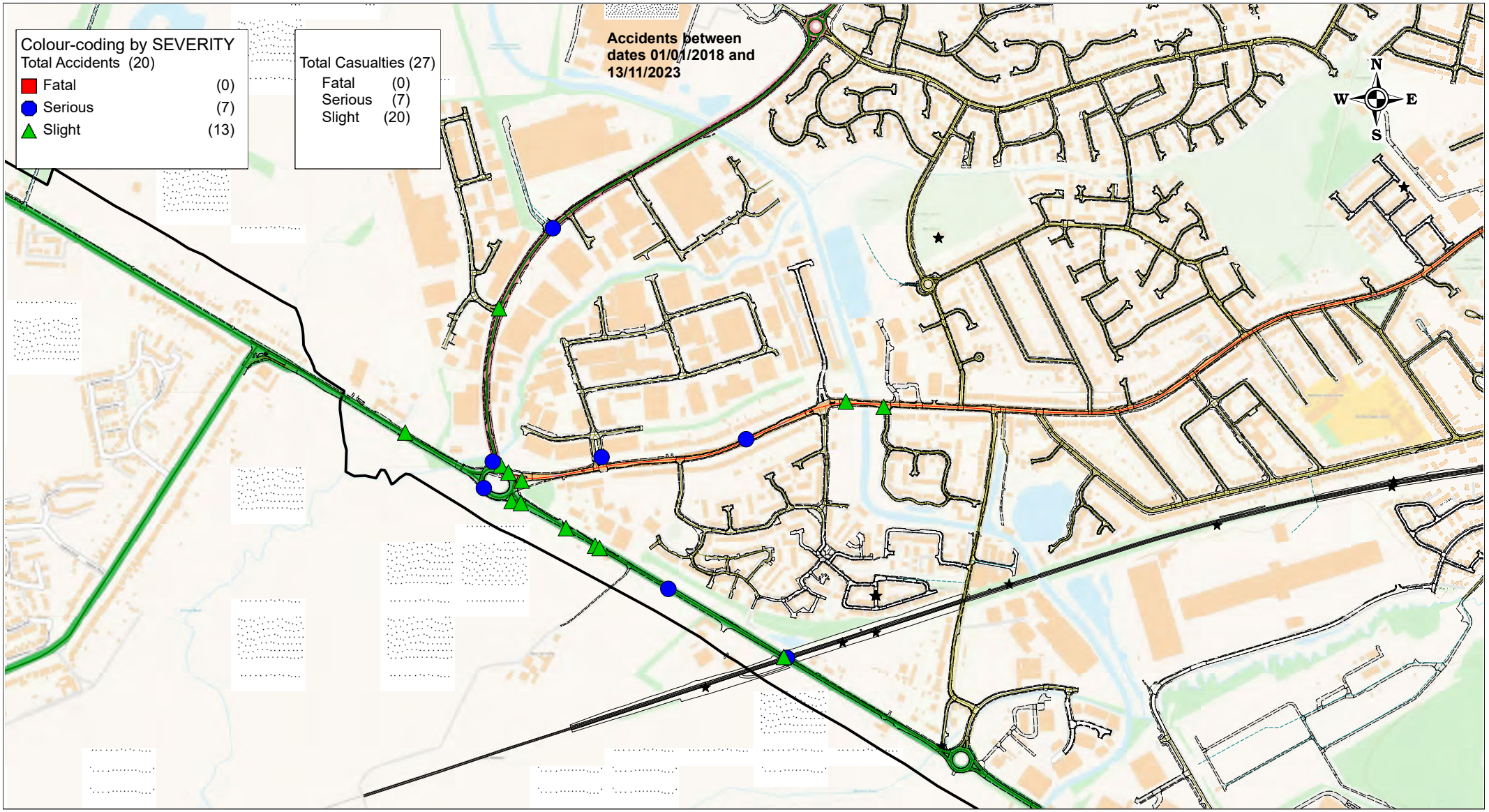
PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*



Leicestershire County Council

Tetra Tech Hinckley

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SCALE	1 : 11860
DATE	20/12/2023
DRAWING No.	
DRAWN BY	

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800212	14/03/2018	439753	293200	Fine without high winds	Dry	Daylight	Slight

Location: A5 WATLING STREET HINCKLEY. EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Changing lane to left	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900005	07/01/2019	439968	293126	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A47 DODWELLS ROAD HINCKLEY JW WATLING STREET

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Turning left	N	SE
Van / Goods 3.5 tonnes mgw and under	Entering roundabout	Turning left	N	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900121	20/02/2019	440015	293092	Fine without high winds	Dry	Daylight	Slight

Location: B4666 COVENTRY ROAD HINCKLEY ROUNDABOUT JW WATLING STREET

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Stopping	NE	SW
Car	Jct Approach	Going ahead but held up	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900478	31/05/2019	439992	293046	Fine without high winds	Dry	Daylight	Slight

Location: A5 DODWELL ISLAND HINCKLEY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	SE	NW
Car	Entering roundabout	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900601	05/07/2019	439930	293075	Fine without high winds	Dry	Daylight	Serious

Location: A5 HINCKLEY AT DODWELLS ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900787	10/09/2019	440612	292693	Fine without high winds	Dry	Darkness: no street lighting	Serious

Location: A5 WATLING STREET HINCKLEY RAILWAY BRIDGE 140 METRES SOUTH EAST OF VEOLIA RECYCLING

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900793	16/07/2019	440013	293041	Fine without high winds	Dry	Daylight	Slight

Location: A5 WATLING STREET HINCKLEY SE OF COVENTRY ROAD ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Taxi/Private hire car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901040	15/11/2019	439964	293480	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 DODWELLS ROAD HINCKLEY AT JUNCTION WITH JACKNELL ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	NW	S
Agricultural vehicle	Jct Approach	Going ahead other	S	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901533	17/03/2019	440115	292985	Fine without high winds	Dry	Darkness: street lighting unknown	Slight

Location: S5 WATLING STREET HINCKLEY OUTSIDE PAYNES FORD GARAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW
Car	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000216	28/03/2020	440745	293270	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: B4666 COVENTRY ROAD HINCKLEY 20M E LONG MEADOW DRIVE.

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000528	27/02/2020	440830	293258	Raining without high winds	Wet/Damp	Darkness: street lighting unknown	Slight

Location: B4666 COVENTRY ROAD HINCKLEY JW WHITWORTH AVENUE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle	Mid Junction - on roundabout or main road	Going ahead other	E	W
Car	Entering main road	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100666	24/08/2021	439950	293135	Fine without high winds	Dry	Darkness: street lights present and lit	Serious

Location: A47 DODWELLS ROAD HINCKLEY AT EXIT FROM A5 ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Going ahead left bend	W	N

Casualties:

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

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100785	04/10/2021	440520	293185	Fine without high winds	Dry	Daylight	Serious

Location: B4666 COVENTRY ROAD HINCKLEY NR NUMBER 433.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SW	NE
Car	Not at, or within 20M of Jct	Stopping	SW	NE
Car	Not at, or within 20M of Jct	Going ahead other	SW	NE

Casualties:

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

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200434	27/05/2022	440605	292695	Fine without high winds	Dry	Darkness: no street lighting	Slight

Location: A5 HINCKLEY AT RAILWAY BRIDGE WNS/3.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202201036	29/11/2022	439985	293110	Fine without high winds	Wet/Damp	Daylight	Slight

Location: A5 HINCKLEY ON DODWELLS ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Mid Junction - on roundabout or main road	Changing lane to right	W	S
Motor Cycle over 50 cc and up to 125cc	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
202300094	29/01/2023	440180	292945	Fine without high winds	Dry	Daylight	Slight

Location: A5 HINCKLEY NR PAYNES GARAGE,

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300749	25/08/2023	440085	293660	Fine without high winds	Dry	Daylight	Serious

Location: A47 DODWELLS ROAD HINCKLEY AT ENTRANCE TO INDUSTRIAL ESTATE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300801	22/05/2023	440195	293145	Fine without high winds	Dry	Daylight	Serious

Location: HARROWBROOK ROAD HINCKLEY OUTSIDE TRIUMPH.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300912	29/09/2023	440190	292940	Fine without high winds	Dry	Daylight	Slight

Location: A5 WATLING STREET HINCKLEY OUTSIDE PAYNES GARAGE.

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	NW	SE
Car	Not at, or within 20M of Jct	Going ahead but held up	SE	NW
Goods 7.5 tonnes mgw and over	Not at, or within 20M of Jct	Going ahead but held up	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202301056	27/10/2023	440345	292848	Fine without high winds	Dry	Daylight	Serious

Location: A5 WATLING STREET HINCKLEY APPROX 250M SE GARAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Motor Cycle over 125 cc and up to 500cc	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Number of records in selection: **20**

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Table 1 - Accidents by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	1	-	-	-	1	2
February	-	1	1	-	-	-	2
March	1	1	1	-	-	-	3
April	-	-	-	-	-	-	0
May	-	1	-	-	1	1	3
June	-	-	-	-	-	-	0
July	-	2	-	-	-	-	2
August	-	-	-	1	-	1	2
September	-	1	-	-	-	1	2
October	-	-	-	1	-	1	2
November	-	1	-	-	1	-	2
December	-	-	-	-	-	-	0
TOTAL	1	8	2	2	2	5	20

Table 2 - Casualties by Month

	2018	2019	2020	2021	2022	2023	Total
January	-	2	-	-	-	1	3
February	-	2	1	-	-	-	3
March	1	1	1	-	-	-	3
April	-	-	-	-	-	-	0
May	-	1	-	-	1	1	3
June	-	-	-	-	-	-	0
July	-	2	-	-	-	-	2
August	-	-	-	3	-	1	4
September	-	1	-	-	-	2	3
October	-	-	-	3	-	1	4
November	-	1	-	-	1	-	2
December	-	-	-	-	-	-	0
TOTAL	1	10	2	6	2	6	27

Table 3 - All Accidents by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	0	2	0	2	0	3	7
Slight	1	6	2	0	2	2	13
TOTAL	1	8	2	2	2	5	20

Table 4 - Casualties by Severity

	2018	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0	0
Serious	0	2	0	2	0	3	7
Slight	1	8	2	4	2	3	20
TOTAL	1	10	2	6	2	6	27

Accidents between dates **01/01/2018** **and** **13/11/2023** (70) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Tetra Tech Hinckley 20.12.2023")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
201800212	14/03/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1350	A5 WATLING STREET HINCKLEY. EXACT LOCATION UNKNOWN.
201900005	07/01/2019	2	Slight	0	0	0	0	1	Dark	Left	Dry	1735	A47 DODWELLS ROAD HINCKLEY JW WATLING STREET
201900121	20/02/2019	2	Slight	0	0	0	0	0	Light	No turn	Dry	0800	B4666 COVENTRY ROAD HINCKLEY ROUNDABOUT JW WATLING ST
201901533	17/03/2019	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2010	S5 WATLING STREET HINCKLEY OUTSIDE PAYNES FORD GARAGE.
201900478	31/05/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	1615	A5 DODWELL ISLAND HINCKLEY.
201900601	05/07/2019	1	Serious	0	0	0	0	0	Light	No turn	Dry	1116	A5 HINCKLEY AT DODWELLS ROUNDABOUT.
201900793	16/07/2019	1	Slight	0	0	0	0	0	Light	No turn	Dry	0831	A5 WATLING STREET HINCKLEY SE OF COVENTRY ROAD ROUNDAB
201900787	10/09/2019	1	Serious	0	0	0	0	0	Dark	No turn	Dry	0040	A5 WATLING STREET HINCKLEY RAILWAY BRIDGE 140 METRES SOU
201901040	15/11/2019	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	0300	A47 DODWELLS ROAD HINCKLEY AT JUNCTION WITH JACKNELL RO
202000528	27/02/2020	1	Slight	0	1	0	0	0	Dark	No turn	Wet/Damp	0630	B4666 COVENTRY ROAD HINCKLEY JW WHITWORTH AVENUE.
202000216	28/03/2020	1	Slight	0	0	0	0	0	Dark	No turn	Dry	2110	B4666 COVENTRY ROAD HINCKLEY 20M E LONG MEADOW DRIVE.
202100666	24/08/2021	3	Serious	0	0	0	0	0	Dark	No turn	Dry	0307	A47 DODWELLS ROAD HINCKLEY AT EXIT FROM A5 ROUNDABOUT.
202100785	04/10/2021	3	Serious	0	0	0	0	0	Light	No turn	Dry	1545	B4666 COVENTRY ROAD HINCKLEY NR NUMBER 433.
202200434	27/05/2022	1	Slight	0	0	0	0	1	Dark	No turn	Dry	2300	A5 HINCKLEY AT RAILWAY BRIDGE WNS/3.
202201036	29/11/2022	1	Slight	1	0	0	0	0	Light	No turn	Wet/Damp	0804	A5 HINCKLEY ON DODWELLS ROUNDABOUT.
202300094	29/01/2023	1	Slight	0	0	0	0	0	Light	No turn	Dry	1020	A5 HINCKLEY NR PAYNES GARAGE,
202300801	22/05/2023	1	Serious	0	1	0	0	0	Light	No turn	Dry	1600	HARROWBROOK ROAD HINCKLEY OUTSIDE TRIUMPH.
202300749	25/08/2023	1	Serious	1	0	0	0	0	Light	Right	Dry	1403	A47 DODWELLS ROAD HINCKLEY AT ENTRANCE TO INDUSTRIAL E
202300912	29/09/2023	2	Slight	0	0	0	0	0	Light	No turn	Dry	1551	A5 WATLING STREET HINCKLEY OUTSIDE PAYNES GARAGE.
202301056	27/10/2023	1	Serious	1	0	0	0	0	Light	No turn	Dry	1520	A5 WATLING STREET HINCKLEY APPROX 250M SE GARAGE.
Column Totals		27		3	2	0	0	2					
No. of Accidents				3	2	0	0	2					

Total number of accidents listed: 20

APPENDIX C: PROPOSED ROUNDABOUT ACCESS DRAWING

N

Existing kerbs to be replaced as part of works to provide tactile paving. Vegetation to be cut-back to improve visibility for pedestrians crossing

160m forward visibility on approach to roundabout

120m forward visibility on approach to roundabout

Tie into existing footway

Tie into existing carriageway and footway

Provide crossing points (on all arms)

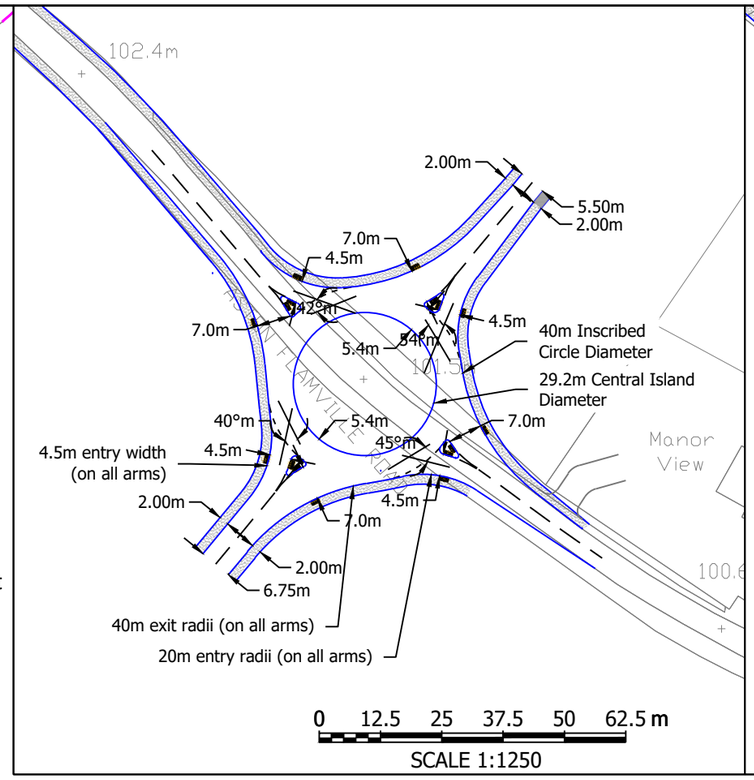
Tie into existing carriageway and footway

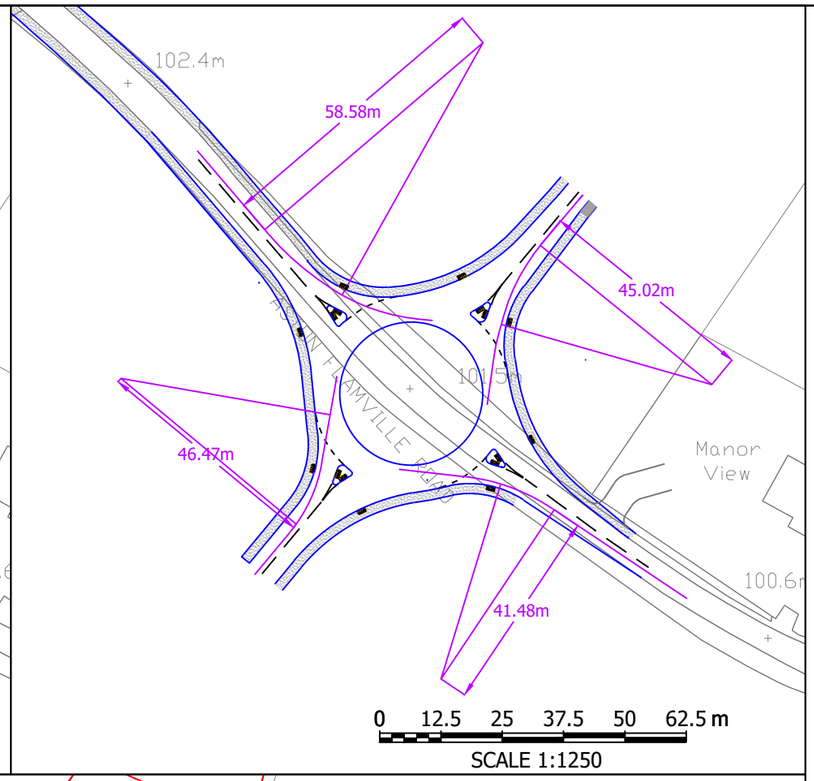
120m forward visibility on approach to roundabout

160m forward visibility on approach to roundabout

0 10 20 30 40 50 m

SCALE 1:1250





KEY

- Proposed kerb
- Site Boundary
- Proposed Highway Boundary
- Highway Boundary

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P07	AMENDED TO ADDRESS LCC COMMENTS	14.11.2023	NJ	RJH	RJH
P06	UPDATED TO ADDRESS CLIENT COMMENTS	27.10.2023	NJ	RJH	RJH
P05	UPDATED TO ADDRESS CLIENT COMMENTS	26.10.2023	NJ	RJH	RJH
P04	UPDATED TO ADDRESS CLIENT COMMENTS	26.10.2023	NJ	RJH	RJH
P03	AMENDMENTS TO ADDRESS LCC FEEDBACK	25.10.2023	NJ	RJH	RJH
P02	TACTILE AND FOOTWAY ADDED	29.06.2023	NJ	RJH	RJH
P01	PRELIMINARY FIRST ISSUE	20.07.2018	NS	RJH	RJH

Document Control

Issuing Office

Tetra Tech Leicester

4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS

Tel: +44 (0)11 6234 8000

www.tetratecheurope.com

TETRA TECH

Client

Jelson Homes

Project Name

Proposed Residential Development at Burbage

Sheet Title

Proposed Access Strategy

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-A109159	NJ	Nov '23	RJH	Nov '23	RJH	Nov '23	1:1000	S0

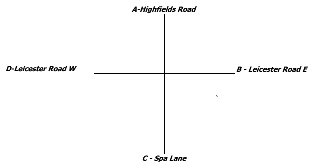
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
A109159	TTE	00	ZZ	DR	H	0004	P07

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TTE_MT_v1

APPENDIX D: TRAFFIC COUNT DATA

Leicester Road, Hinckley
Manual Classified Traffic Count
Leicester Road W / Highfields Road / Leicester Road E / Spa Lane
24 May 2022, Tuesday



AM Peak :-

To:

From :		A	B	C	D
	A	0	0	0	0
From :	B	3	0	422	180
	C	14	334	0	174
	D	11	178	281	0

PM Peak :-

To:

From :		A	B	C	D
	A	0	0	0	0
From :	B	8	0	359	140
	C	24	445	0	157
	D	11	193	265	0

SUMMARY OF MANUAL CLASSIFIED TURNING COUNT AT LLEICESTER ROAD / HIGHFIELDS ROAD / SPA LANE JUNCTION

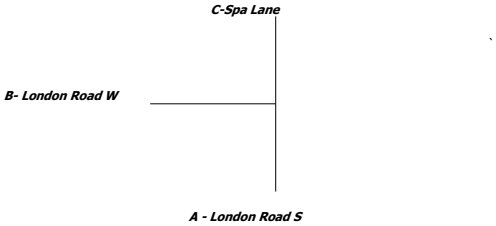
Movements

Time Period		A - A			A - B			A - C			A-D			B - A			B - B			B-C			B-D		
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU
07:00	07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	108	4	116	14	2	18
07:15	07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	4	108	20	0	20
07:30	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	3	134	27	1	29
07:45	08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	120	2	124	33	0	33
08:00	08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	6	110	37	3	43
08:15	08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	95	3	101	50	1	52
08:30	08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	75	6	87	50	1	52
08:45	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	4	87	59	1	61
09:00	09:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	93	6	105	45	0	45
09:15	09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	7	96	35	2	39
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	83	1	85	40	0	40
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	78	0	78	33	0	33
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	99	0	99	30	1	32
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	95	1	97	33	1	35
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	76	29	0	29
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	0	70	43	0	43
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	2	68	39	1	41
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	0	79	42	0	42
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	3	57	30	3	36
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	51	30	0	30

Time Period		C-A			C-B			C-C			C-D			D-A			D-B			D-C			D-D			TOTALS	VPH
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	(VPH)	
07:00	07:15	0	0	0	40	5	50	0	0	0	16	1	18	0	0	0	9	0	9	34	4	42	0	0	0	222	222
07:15	07:30	2	0	2	63	2	67	0	0	0	19	0	19	2	0	2	13	0	13	45	0	45	0	0	0	264	486
07:30	07:45	2	0	2	55	4	63	0	0	0	29	3	35	0	0	0	15	1	17	54	3	60	0	0	0	310	796
07:45	08:00	3	0	3	76	3	82	0	0	0	31	1	33	0	0	0	36	1	38	87	3	93	0	0	0	387	1183
08:00	08:15	2	0	2	89	2	93	0	0	0	38	2	42	2	0	2	41	3	47	67	0	67	0	0	0	374	1335
08:15	08:30	4	0	4	80	1	82	0	0	0	43	1	45	3	0	3	54	0	54	64	1	66	0	0	0	394	1465
08:30	08:45	3	1	5	75	1	77	0	0	0	48	3	54	6	0	6	37	1	39	53	1	55	0	0	0	348	1503
08:45	09:00	5	0	5	73	2	77	0	0	0	39	1	41	3	0	3	42	4	50	69	7	83	0	0	0	369	1485
09:00	09:15	10	0	10	61	4	69	0	0	0	37	2	41	4	1	6	24	2	28	59	4	67	0	0	0	335	1446
09:15	09:30	3	0	3	64	5	74	0	0	0	51	2	55	1	0	1	19	0	19	50	4	58	0	0	0	305	1357
16:00	16:15	3	0	3	92	9	110	0	0	0	34	1	36	5	0	5	44	0	44	71	1	73	0	0	0	374	374
16:15	16:30	10	0	10	108	2	112	0	0	0	35	2	39	3	0	3	54	0	54	55	4	63	0	0	0	379	753
16:30	16:45	2	0	2	105	1	107	0	0	0	39	2	43	1	0	1	55	0	55	60	0	60	0	0	0	392	1145
16:45	17:00	9	0	9	116	0	116	0	0	0	39	0	39	2	0	2	38	1	40	67	1	69	0	0	0	401	1546
17:00	17:15	6	0	6	92	0	92	0	0	0	37	2	41	1	0	1	53	0	53	68	0	68	0	0	0	362	1534
17:15	17:30	5	0	5	97	0	97	0	0	0	31	1	33	1	0	1	48	0	48	57	1	59	0	0	0	352	1507
17:30	17:45	6	0	6	121	2	125	0	0	0	44	1	46	4	0	4	64	0	64	48	1	50	0	0	0	390	1505
17:45	18:00	4	0	4	123	0	123	0	0	0	51	0	51	1	0	1	49	1	51	53	0	53	0	0	0	402	1506
18:00	18:15	8	0	8	111	0	111	0	0	0	48	3	54	1	0	1	39	1	41	39	0	39	0	0	0	327	1471
18:15	18:30	6	0	6	95	1	97	0	0	0	53	1	55	2	0	2	35	0	35	48	0	48	0	0	0	320	1439

AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	388	17	422	170	5	180	12	1	14	320	7	334	0	0	0	160	7	174	11	0	11	168	5	178	271	5	281	0	0	0
PM	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	355	2	359	136	2	140	24	0	24	421	12	445	0	0	0	147	5	157	11	0	11	191	1	193	253	6	265	0	0	0
	A - A			A - B			A - C			A- D			B - A			B - B			B - C			B - D			C-A			C-B			C-C			C-D			D-A			D-B			D-C			D-D		

London Road, Hinckley
Manual Classified Traffic Count
London Road W / Spa Lane / London Road S
24 May 2022, Tuesday



AM Peak :-

From : \ To:	A	B	C
A	0	163	446
B	310	0	69
C	616	120	0

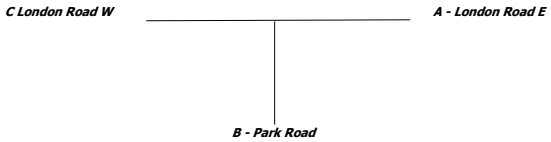
PM Peak :-

From : \ To:	A	B	C
A	0	235	532
B	212	0	109
C	517	110	0

SUMMARY OF MANUAL CLASSIFIED TURNING COUNT AT LONDON ROAD / SPA LANE JUNCTION

Time Period		Movements																											
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C			TOTALS (VPH)	VPH
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU		
07:00	07:15	0	0	0	28	1	30	55	6	67	14	0	14	0	0	0	5	0	5	132	7	146	10	0	10	0	0	0	244	244
07:15	07:30	0	0	0	31	1	33	69	2	73	30	2	34	0	0	0	11	0	11	140	5	150	20	0	20	0	0	0	301	545
07:30	07:45	0	0	0	34	0	34	72	6	84	33	1	35	0	0	0	12	2	16	158	5	168	20	0	20	0	0	0	329	874
07:45	08:00	0	0	0	39	1	41	98	3	104	74	0	74	0	0	0	21	0	21	181	5	191	32	0	32	0	0	0	445	1319
08:00	08:15	0	0	0	31	1	33	105	4	113	58	2	62	0	0	0	13	0	13	136	5	146	24	0	24	0	0	0	367	1442
08:15	08:30	0	0	0	40	2	44	112	3	118	74	5	84	0	0	0	18	0	18	150	3	156	34	1	36	0	0	0	428	1569
08:30	08:45	0	0	0	41	2	45	101	5	111	86	2	90	0	0	0	17	0	17	107	8	123	28	0	28	0	0	0	380	1620
08:45	09:00	0	0	0	37	3	43	109	3	115	94	3	100	0	0	0	16	0	16	125	10	145	28	1	30	0	0	0	409	1584
09:00	09:15	0	0	0	37	2	41	93	6	105	70	1	72	0	0	0	11	0	11	128	11	150	31	0	31	0	0	0	370	1587
09:15	09:30	0	0	0	31	1	33	97	6	109	63	0	63	0	0	0	16	1	18	111	11	133	20	1	22	0	0	0	338	1497
16:00	16:15	0	0	0	61	1	63	101	10	121	44	1	46	0	0	0	34	0	34	134	0	134	24	1	26	0	0	0	398	398
16:15	16:30	0	0	0	50	0	50	134	4	142	49	2	53	0	0	0	20	0	20	100	6	112	29	0	29	0	0	0	382	780
16:30	16:45	0	0	0	59	0	59	125	3	131	61	1	63	0	0	0	22	0	22	133	1	135	32	0	32	0	0	0	432	1212
16:45	17:00	0	0	0	63	0	63	138	0	138	46	2	50	0	0	0	33	0	33	134	1	136	23	0	23	0	0	0	437	1649
17:00	17:15	0	0	0	50	2	54	111	2	115	58	1	60	0	0	0	24	0	24	125	1	127	23	0	23	0	0	0	391	1642
17:15	17:30	0	0	0	38	0	38	103	2	107	38	1	40	0	0	0	39	0	39	109	1	111	21	0	21	0	0	0	348	1608
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17:45	18:00	0	0	0	31	2	35	140	0	140	48	2	52	0	0	0	33	0	33	100	0	100	33	0	33	0	0	0	385	1529
18:00	18:15	0	0	0	51	2	55	145	3	151	65	1	67	0	0	0	25	0	25	74	3	80	21	1	23	0	0	0	381	1519
18:15	18:30	0	0	0	34	0	34	141	2	145	66	1	68	0	0	0	12	0	12	89	0	89	9	0	9	0	0	0	351	1522
AM		0	0	0	151	6	163	416	15	446	292	9	310	0	0	0	69	0	69	574	21	616	118	1	120	0	0	0		
PM		0	0	0	233	1	235	498	17	532	200	6	212	0	0	0	109	0	109	501	8	517	108	1	110	0	0	0		
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C				

London Road, Hinckley
Manual Classified Traffic Count
London Road W / Park Road / London Road W
24 May 2022, Tuesday



AM Peak :-

From : \ To:	A	B	C
A	0	192	683
B	260	0	43
C	737	44	0

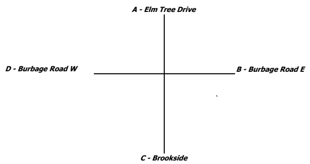
PM Peak :-

From : \ To:	A	B	C
A	0	164	674
B	319	0	74
C	691	45	0

SUMMARY OF MANUAL CLASSIFIED TURNING COUNT AT LONDON ROAD / PARK ROAD JUNCTION

Time Period		Movements																												
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C			TOTALS	VPH
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	(VPH)	
07:00	07:15	0	0	0	14	0	14	65	4	73	32	1	34	0	0	0	6	0	6	155	7	169	3	0	3	0	0	0	275	275
07:15	07:30	0	0	0	31	0	31	85	4	93	54	3	60	0	0	0	8	0	8	158	6	170	7	0	7	0	0	0	343	618
07:30	07:45	0	0	0	23	0	23	106	7	120	50	1	52	0	0	0	8	0	8	207	5	217	7	0	7	0	0	0	401	1019
07:45	08:00	0	0	0	41	0	41	145	3	151	59	0	59	0	0	0	10	0	10	185	6	197	9	0	9	0	0	0	449	1468
08:00	08:15	0	0	0	39	0	39	152	7	166	59	0	59	0	0	0	10	0	10	177	3	183	4	1	6	0	0	0	441	1634
08:15	08:30	0	0	0	47	0	47	165	7	179	67	2	71	0	0	0	11	1	13	180	5	190	12	0	12	0	0	0	482	1773
08:30	08:45	0	0	0	63	1	65	177	5	187	67	2	71	0	0	0	8	1	10	149	9	167	15	1	17	0	0	0	479	1851
08:45	09:00	0	0	0	55	0	55	175	6	187	47	2	51	0	0	0	10	0	10	137	11	159	17	1	19	0	0	0	441	1843
09:00	09:15	0	0	0	49	1	51	163	8	179	48	2	52	0	0	0	8	0	8	146	12	170	18	0	18	0	0	0	432	1834
09:15	09:30	0	0	0	47	0	47	137	5	147	50	1	52	0	0	0	9	0	9	132	10	152	14	0	14	0	0	0	389	1741
16:00	16:15	0	0	0	35	2	39	135	8	151	75	2	79	0	0	0	20	0	20	164	0	164	9	0	9	0	0	0	438	438
16:15	16:30	0	0	0	41	0	41	161	7	175	81	1	83	0	0	0	17	0	17	161	5	171	11	1	13	0	0	0	472	910
16:30	16:45	0	0	0	46	1	48	167	2	171	79	0	79	0	0	0	18	0	18	168	0	168	15	0	15	0	0	0	493	1403
16:45	17:00	0	0	0	36	0	36	173	2	177	78	0	78	0	0	0	19	0	19	186	1	188	8	0	8	0	0	0	500	1903
17:00	17:15	0	0	0	35	0	35	134	2	138	95	1	97	0	0	0	18	0	18	147	2	151	7	0	7	0	0	0	436	1901
17:15	17:30	0	0	0	36	0	36	134	3	140	105	1	107	0	0	0	23	0	23	138	0	138	5	0	5	0	0	0	441	1870
17:30	17:45	0	0	0	40	1	42	162	2	166	64	1	66	0	0	0	18	1	20	165	4	173	7	1	9	0	0	0	456	1833
17:45	18:00	0	0	0	43	2	47	175	2	179	63	1	65	0	0	0	18	1	20	107	2	111	16	0	16	0	0	0	422	1755
18:00	18:15	0	0	0	41	0	41	186	3	192	67	0	67	0	0	0	20	0	20	117	5	127	10	0	10	0	0	0	441	1760
18:15	18:30	0	0	0	35	0	35	176	2	180	45	0	45	0	0	0	20	1	22	115	0	115	13	0	13	0	0	0	404	1723
AM		0	0	0	190	1	192	639	22	683	252	4	260	0	0	0	39	2	43	691	23	737	40	2	44	0	0	0		
PM		0	0	0	158	3	164	636	19	674	313	3	319	0	0	0	74	0	74	679	6	691	43	1	45	0	0	0		
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C				

Land at Sapcote Road, Burbage
Manual Classified Traffic Count
Burbage Road / Brookside / Elm Tree Drive
28 November 2023, Tuesday



AM Peak :-

From :	To:	A	B	C	D
	A	0	0	1	2
	B	0	0	48	600
	C	0	100	0	269
	D	2	847	278	0

PM Peak :-

From :	To:	A	B	C	D
	A	0	5	3	2
	B	2	0	26	567
	C	4	33	0	338
	D	6	593	198	0

SUMMARY OF MANUAL CLASSIFIED TURNING COUNT AT LLEICESTER ROAD / HIGHFIELDS ROAD / SPA LANE JUNCTION

Movements

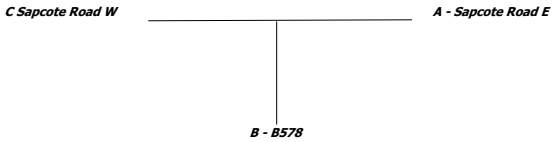
Time Period		A - A			A - B			A - C			A-D			B - A			B - B			B-C			B-D		
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU
07:00	07:15			0	0	0	0	0	0	0	1	0	1	0	0	0			0	4	0	4	58	4	66
07:15	07:30			0	0	0	0	2	0	2	0	0	0	0	0	0			0	8	2	12	96	2	100
07:30	07:45			0	0	0	0	0	0	0	0	0	0	0	0	0			0	12	1	14	125	3	131
07:45	08:00			0	0	0	0	1	0	1	1	0	1	0	0	0			0	7	1	9	134	4	142
08:00	08:15			0	0	0	0	0	0	0	1	0	1	0	0	0			0	9	2	13	151	3	157
08:15	08:30			0	0	0	0	0	0	0	0	0	0	0	0	0			0	12	0	12	164	3	170
08:30	08:45			0	2	0	2	1	0	1	2	0	2	0	0	0			0	11	1	13	156	3	162
08:45	09:00			0	1	0	1	1	0	1	2	0	2	0	0	0			0	5	0	5	151	2	155
09:00	09:15			0	0	0	0	0	0	0	3	0	3	0	0	0			0	7	0	7	148	3	154
09:15	09:30			0	2	0	2	1	1	3	1	0	1	1	0	1			0	7	0	7	142	3	148
09:30	09:45			0	1	0	1	4	1	6	3	0	3	0	0	0			0	9	0	9	118	3	124
09:45	10:00			0	0	0	0	1	0	1	0	0	0	0	0	0			0	8	1	10	141	4	149
16:00	16:15			0	3	0	3	0	0	0	0	0	0	1	0	1			0	7	0	7	146	2	150
16:15	16:30			0	1	0	1	0	0	0	1	0	1	0	0	0			0	8	0	8	138	2	142
16:30	16:45			0	0	0	0	1	0	1	0	0	0	0	0	0			0	5	0	5	138	2	142
16:45	17:00			0	0	0	0	0	0	0	0	0	0	0	0	0			0	5	0	5	123	3	129
17:00	17:15			0	2	0	2	1	0	1	1	0	1	1	0	1			0	4	0	4	128	2	132
17:15	17:30			0	0	0	0	2	0	2	1	0	1	0	0	0			0	1	0	1	140	2	144
17:30	17:45			0	3	0	3	0	0	0	0	0	0	1	0	1			0	14	1	16	154	4	162
17:45	18:00			0	0	0	0	0	0	0	0	0	0	0	0	0			0	6	0	6	133	2	137
18:00	18:15			0	1	0	1	0	0	0	0	0	0	0	0	0			0	8	0	8	125	1	127
18:15	18:30			0	2	0	2	0	0	0	1	0	1	0	0	0			0	10	0	10	144	0	144
18:30	18:45			0	0	0	0	0	0	0	1	0	1	0	0	0			0	11	0	11	138	1	140
18:45	19:00			0	0	0	0	1	0	1	1	0	1	1	0	1			0	10	0	10	124	4	132

Time Period		C-A			C-B			C-C			C-D			D-A			D-B			D-C			D-D			TOTALS	VPH
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	(VPH)	
07:00	07:15	0	0	0	10	0	10			0	20	0	20	0	0	0	165	1	167	54	0	54			0	312	
07:15	07:30	0	0	0	18	0	18			0	27	2	31	0	0	0	196	4	204	53	2	57			0	400	
07:30	07:45	0	0	0	33	2	37			0	42	2	46	0	0	0	239	9	257	44	3	50			0	495	
07:45	08:00	0	0	0	21	0	21			0	64	0	64	0	0	0	204	2	208	64	2	68			0	496	1703
08:00	08:15	0	0	0	19	0	19			0	78	1	80	1	0	1	203	6	215	77	0	77			0	539	1930
08:15	08:30	0	0	0	23	0	23			0	77	1	79	1	0	1	161	3	167	81	1	83			0	519	2049
08:30	08:45	2	0	2	14	1	16			0	64	1	66	0	0	0	138	4	146	71	1	73			0	461	2015
08:45	09:00	1	0	1	15	0	15			0	79	3	85	0	0	0	190	7	204	66	3	72			0	511	2030
09:00	09:15	0	0	0	15	0	15			0	56	3	62	2	1	4	161	4	169	67	2	71			0	459	1950
09:15	09:30	0	0	0	8	1	10			0	49	0	49	4	0	4	147	3	153	54	1	56			0	416	1847
09:30	09:45	1	0	1	12	2	16			0	41	1	43	2	0	2	138	5	148	36	1	38			0	365	1751
09:45	10:00	1	0	1	13	0	13			0	45	3	51	2	0	2	110	3	116	45	2	49			0	366	1606
16:00	16:15	0	0	0	15	1	17			0	75	3	81	0	0	0	110	6	122	26	0	26			0	383	
16:15	16:30	3	0	3	14	1	16			0	84	3	90	1	0	1	135	4	143	40	2	44			0	425	
16:30	16:45	0	0	0	9	0	9			0	75	1	77	2	0	2	133	3	139	45	2	49			0	408	
16:45	17:00	0	0	0	8	0	8			0	102	2	106	4	0	4	128	3	134	38	4	46			0	408	1624
17:00	17:15	2	0	2	8	0	8			0	81	0	81	1	0	1	154	0	154	60	0	60			0	443	1684
17:15	17:30	0	0	0	7	0	7			0	88	1	90	1	0	1	168	2	172	44	0	44			0	452	1711
17:30	17:45	2	0	2	10	0	10			0	61	0	61	0	0	0	133	0	133	48	0	48			0	426	1729
17:45	18:00	0	0	0	10	0	10			0	72	0	72	1	0	1	127	2	131	47	0	47			0	396	1717
18:00	18:15	2	0	2	3	0	3			0	70	1	72	0	0	0	114	1	116	46	2	50			0	369	1643
18:15	18:30	0	0	0	7	0	7			0	85	0	85	1	0	1	118	0	118	50	0	50			0	418	1609
18:30	18:45	1	0	1	8	0	8			0	68	0	68	0	0	0	121	0	121	36	0	36			0	384	1567
18:45	19:00	1	0	1	5	0	5			0	64	1	66	0	0	0	100	1	102	39	0	39			0	346	1517

	A - A			A - B			A - C			A- D			B - A			B - B			B - C			B - D		
AM	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0	40	4	48	574	13	600
PM	0	0	0	5	0	5	3	0	3	2	0	2	2	0	2	0	0	0	24	1	26	545	11	567

	C-A			C-B			C-C			C-D			D-A			D-B			D-C			D-D		
AM	0	0	0	96	2	100	0	0	0	261	4	269	2	0	2	807	20	847	266	6	278	0	0	0
PM	4	0	4	33	0	33	0	0	0	332	3	338	6	0	6	583	5	593	190	4	198	0	0	0

Sapcote Road, Hinckley
Manual Classified Traffic Count
Sapcote Road W / B578 / Sapcote Road W
24 May 2022, Tuesday



AM Peak :-

From : \ To:	A	B	C
A	0	208	497
B	152	0	192
C	509	348	0

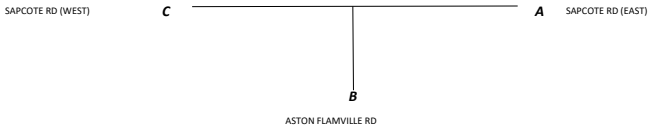
PM Peak :-

From : \ To:	A	B	C
A	0	212	397
B	146	0	220
C	510	282	0

SUMMARY OF MANUAL CLASSIFIED TURNING COUNT AT SAPCOTE ROAD / B578 JUNCTION

Time Period		Movements																											
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C			TOTALS (VPH)	VPH
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU		
07:00	07:15	0	0	0	25	0	25	48	1	50	31	0	31	0	0	0	30	1	32	88	4	96	50	3	56	0	0	0	272	272
07:15	07:30	0	0	0	26	2	30	60	1	62	46	0	46	0	0	0	21	2	25	132	3	138	56	3	62	0	0	0	341	613
07:30	07:45	0	0	0	36	1	38	82	3	88	38	2	42	0	0	0	35	0	35	151	5	161	72	3	78	0	0	0	414	1027
07:45	08:00	0	0	0	53	3	59	117	4	125	45	0	45	0	0	0	47	1	49	126	3	132	79	2	83	0	0	0	467	1494
08:00	08:15	0	0	0	42	1	44	111	8	127	38	0	38	0	0	0	48	3	54	122	0	122	89	0	89	0	0	0	450	1672
08:15	08:30	0	0	0	48	0	48	103	3	109	28	0	28	0	0	0	39	0	39	124	5	134	84	5	94	0	0	0	426	1757
08:30	08:45	0	0	0	49	4	57	124	6	136	39	1	41	0	0	0	48	1	50	109	6	121	78	2	82	0	0	0	447	1790
08:45	09:00	0	0	0	41	3	47	111	1	113	41	0	41	0	0	0	64	1	66	97	7	111	71	2	75	0	0	0	425	1748
09:00	09:15	0	0	0	31	2	35	117	2	121	18	2	22	0	0	0	46	3	52	107	8	123	63	3	69	0	0	0	382	1680
09:15	09:30	0	0	0	25	0	25	87	5	97	22	0	22	0	0	0	40	0	40	96	5	106	57	5	67	0	0	0	327	1581
16:00	16:15	0	0	0	46	0	46	94	4	102	28	0	28	0	0	0	46	3	52	125	3	131	76	2	80	0	0	0	415	415
16:15	16:30	0	0	0	54	0	54	96	1	98	36	1	38	0	0	0	55	2	59	126	4	134	72	2	76	0	0	0	439	854
16:30	16:45	0	0	0	39	1	41	107	1	109	35	1	37	0	0	0	48	1	50	111	1	113	64	1	66	0	0	0	404	1258
16:45	17:00	0	0	0	71	0	71	88	0	88	43	0	43	0	0	0	55	2	59	132	0	132	60	0	60	0	0	0	449	1707
17:00	17:15	0	0	0	43	1	45	86	2	90	24	0	24	0	0	0	41	4	49	127	2	131	85	0	85	0	0	0	406	1698
17:15	17:30	0	0	0	47	0	47	65	0	65	51	0	51	0	0	0	40	0	40	121	1	123	74	1	76	0	0	0	398	1657
17:30	17:45	0	0	0	59	1	61	77	2	81	34	0	34	0	0	0	63	1	65	91	2	95	72	3	78	0	0	0	396	1649
17:45	18:00	0	0	0	49	0	49	77	2	81	26	0	26	0	0	0	55	0	55	89	1	91	44	0	44	0	0	0	340	1540
18:00	18:15	0	0	0	41	0	41	66	2	70	33	0	33	0	0	0	60	2	64	104	2	108	48	1	50	0	0	0	352	1486
18:15	18:30	0	0	0	31	1	33	73	2	77	20	0	20	0	0	0	49	2	53	69	0	69	55	1	57	0	0	0	297	1385
AM		0	0	0	192	8	208	455	21	497	150	1	152	0	0	0	182	5	192	481	14	509	330	9	348	0	0	0		
PM		0	0	0	210	1	212	385	6	397	142	2	146	0	0	0	204	8	220	494	8	510	272	5	282	0	0	0		
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C				

Sapcote Rd/Aston Flamville Road - 28 Sep 2023



AM Peak :-

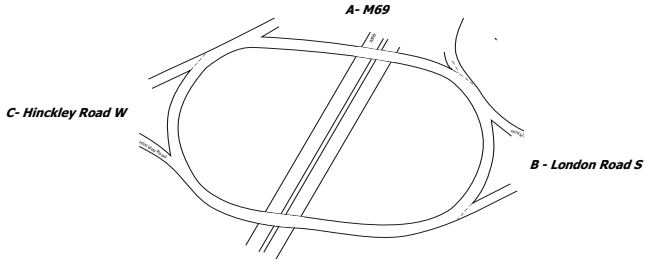
From : \ To:	A	B	C
A	0	25	496
B	22	0	54
C	484	49	0

PM Peak :-

From : \ To:	A	B	C
A	0	20	419
B	19	0	61
C	486	53	0

Time Period		Movements																																		TOTALS (VPH)	VPH
		C - C				C - B				C - A				B - C				B - B				B - A				A - C				A - B				A-A					
		LGV	HGV	PCU	VEH	LGV	HGV	PCU	VEH	LGV	HGV	PCU	VEH	LGV	HGV	PCU	VEH	LGV	HGV	PCU	VEH	LGV	HGV	PCU	VEH	LGV	HGV	PCU	VEH	LGV	HGV	PCU	VEH	LGV	HGV	PCU	VEH		
07:00	07:15					6	0	6	6	94	1	96	95	8	0	8	8					2	0	2	2	97	2	101	99	3	0	3	3					210	
07:15	07:30					12	0	12	12	91	2	95	93	13	0	13	13					6	0	6	6	90	0	90	90	5	0	5	5					217	
07:30	07:45					8	0	8	8	109	3	115	112	16	0	16	16					3	0	3	3	120	2	124	122	8	0	8	8					264	
07:45	08:00					15	0	15	15	119	2	123	121	12	0	12	12					10	0	10	10	110	1	112	111	2	0	2	2					268	959
08:00	08:15					14	0	14	14	133	0	133	133	13	0	13	13					5	0	5	5	119	1	121	120	9	0	9	9					293	1042
08:15	08:30					12	0	12	12	111	1	113	112	13	0	13	13					4	0	4	4	135	2	139	137	6	0	6	6					281	1106
08:30	08:45					6	0	6	6	109	0	109	109	11	0	11	11					3	0	3	3	115	2	119	117	8	0	8	8					252	1094
08:45	09:00					13	0	13	13	108	4	116	112	11	0	11	11					6	0	6	6	114	1	116	115	3	0	3	3					255	1081
09:00	09:15					10	0	10	10	101	2	105	103	13	0	13	13					4	0	4	4	100	2	104	102	7	1	9	8					235	1023
09:15	09:30					9	0	9	9	103	0	103	103	16	0	16	16					5	0	5	5	101	2	105	103	7	0	7	7					241	983
09:30	09:45					11	0	11	11	92	3	98	95	12	0	12	12					6	0	6	6	100	1	102	101	5	0	5	5					226	957
09:45	10:00					8	0	8	8	96	2	100	98	7	0	7	7					5	0	5	5	86	3	92	89	6	0	6	6					208	910
16:00	16:15					9	0	9	9	73	1	75	74	6	0	6	6					3	0	3	3	96	4	104	100	7	0	7	7					194	
16:15	16:30					10	0	10	10	96	4	104	100	11	0	11	11					2	1	4	3	133	0	133	133	5	0	5	5					257	
16:30	16:45					12	0	12	12	98	3	104	101	11	0	11	11					5	0	5	5	114	2	118	116	4	1	6	5					244	
16:45	17:00					12	0	12	12	123	0	123	123	17	0	17	17					8	0	8	8	102	1	104	103	4	0	4	4					266	961
17:00	17:15					12	0	12	12	109	0	109	109	17	0	17	17					6	0	6	6	92	3	98	95	4	0	4	4					240	1007
17:15	17:30					16	0	16	16	130	1	132	131	9	0	9	9					3	0	3	3	112	0	112	112	7	0	7	7					277	1027
17:30	17:45					13	0	13	13	120	1	122	121	18	0	18	18					2	0	2	2	105	0	105	105	5	0	5	5					263	1046
17:45	18:00					8	0	8	8	98	0	98	98	15	0	15	15					6	0	6	6	104	0	104	104	3	0	3	3					234	1014
18:00	18:15					6	0	6	6	112	1	114	113	9	0	9	9					6	0	6	6	91	2	95	93	4	0	4	4					228	1002
18:15	18:30					17	0	17	17	100	1	102	101	10	0	10	10					2	0	2	2	94	0	94	94	4	0	4	4					227	952
18:30	18:45					9	0	9	9	89	0	89	89	9	0	9	9					7	0	7	7	89	0	89	89	2	0	2	2					205	894
18:45	19:00					6	0	6	6	74	0	74	74	2	0	2	2					3	0	3	3	67	0	67	67	1	0	1	1					153	813
AM		0	0	0	0	49	0	49	49	472	6	484	478	54	0	54	54	0	0	0	0	22	0	22	22	484	6	496	490	25	0	25	25	0	0	0	0		
PM		0	0	0	0	46	0	53	46	426	7	486	433	56	0	61	56	0	0	0	0	21	1	19	22	441	6	419	447	17	1	20	18	0	0	0	0		

Hinckley Road, Hinckley
Manual Classified Traffic Count
Hinckley Road W / M69 / Hinckley Road E
24 May 2022, Tuesday



AM Peak :-

From : \ To:	A	B	C
A	0	57	212
B	229	1	300
C	433	224	0

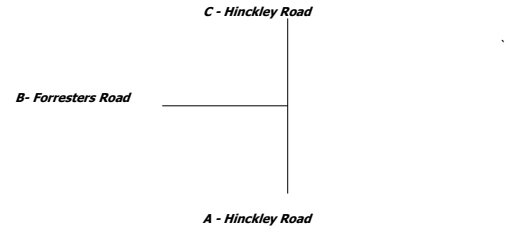
PM Peak :-

From : \ To:	A	B	C
A	2	195	318
B	68	3	252
C	204	379	0

SUMMARY OF MANUAL CLASSIFIED TURNING COUNT AT HINCKLEY ROAD / M69 ROUNDABOUT

Time Period		Movements																											
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C			TOTALS (VPH)	VPH
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU		
07:00	07:15	0	0	0	5	1	7	22	0	22	52	0	52	0	0	0	38	0	38	68	0	68	27	1	29	0	0	0	212	212
07:15	07:30	0	0	0	10	2	14	34	2	38	51	3	57	0	0	0	45	1	47	127	2	131	34	0	34	0	0	0	301	513
07:30	07:45	0	0	0	12	1	14	43	3	49	42	1	44	0	0	0	64	0	64	120	4	128	52	3	58	0	0	0	333	846
07:45	08:00	0	0	0	10	1	12	44	3	50	69	2	73	0	0	0	73	4	81	115	2	119	60	2	64	0	0	0	371	1217
08:00	08:15	0	0	0	11	1	13	58	2	62	57	2	61	0	0	0	72	3	78	102	1	104	49	1	51	0	0	0	349	1354
08:15	08:30	0	0	0	14	2	18	49	1	51	47	2	51	1	0	1	69	4	77	78	2	82	49	1	51	0	0	0	307	1360
08:30	08:45	0	0	0	12	0	12	57	3	63	32	3	38	2	0	2	67	3	73	92	5	102	54	5	64	0	0	0	316	1343
08:45	09:00	0	0	0	6	3	12	47	2	51	29	2	33	0	0	0	76	1	78	62	2	66	63	1	65	0	0	0	283	1255
09:00	09:15	0	0	0	12	2	16	51	3	57	23	3	29	0	0	0	57	0	57	56	6	68	42	4	50	0	0	0	241	1147
09:15	09:30	0	0	0	6	1	8	37	3	43	23	0	23	1	0	1	41	3	47	66	3	72	44	1	46	0	0	0	218	1058
16:00	16:15	0	0	0	29	0	29	66	0	66	16	1	18	2	0	2	60	0	60	52	2	56	71	1	73	0	0	0	296	296
16:15	16:30	0	0	0	36	3	42	64	3	70	17	0	17	1	0	1	57	0	57	44	2	48	79	0	79	0	0	0	298	594
16:30	16:45	0	1	2	38	0	38	80	2	84	15	2	19	0	0	0	63	1	65	45	2	49	84	2	88	0	0	0	325	919
16:45	17:00	0	0	0	35	0	35	81	0	81	16	0	16	0	0	0	66	1	68	60	0	60	100	1	102	0	0	0	358	1277
17:00	17:15	0	0	0	50	2	54	70	1	72	19	0	19	0	0	0	65	3	71	39	1	41	81	1	83	0	0	0	324	1305
17:15	17:30	0	0	0	66	1	68	79	1	81	14	0	14	3	0	3	48	0	48	52	1	54	106	0	106	0	0	0	368	1375
17:30	17:45	0	0	0	52	0	52	69	2	73	16	0	16	1	0	1	44	0	44	38	2	42	90	0	90	0	0	0	310	1360
17:45	18:00	0	0	0	45	2	49	69	3	75	14	0	14	1	0	1	36	0	36	38	1	40	78	0	78	0	0	0	281	1283
18:00	18:15	0	0	0	35	0	35	65	1	67	11	2	15	0	0	0	30	0	30	47	0	47	69	0	69	0	0	0	257	1216
18:15	18:30	0	0	0	24	2	28	53	0	53	9	1	11	0	0	0	29	1	31	34	0	34	49	0	49	0	0	0	198	1046
AM		0	0	0	47	5	57	194	9	212	215	7	229	1	0	1	278	11	300	415	9	433	210	7	224	0	0	0		
PM		0	1	2	189	3	195	310	4	318	64	2	68	3	0	3	242	5	252	196	4	204	371	4	379	0	0	0		
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C				

Land South of Sapcote Road, Burbage
Manual Classified Traffic Count
Hinckley Road / Forrsters Road
28 November 2023, Tuesday



AM Peak :-

From : \ To:	A	B	C
A	0	86	280
B	64	0	74
C	470	100	0

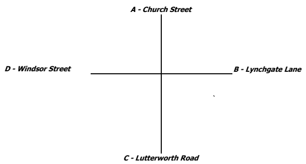
PM Peak :-

From : \ To:	A	B	C
A	0	82	354
B	43	0	36
C	293	138	0

SUMMARY OF MANUAL CLASSIFIED TURNING COUNT AT HINCKLEY ROAD / FORRESTERS ROAD JUNCTION

Time Period		Movements																												
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C			TOTALS (VPH)	VPH
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU		
07:00	07:15			0	6	0	6	47	0	47	6	0	6			0	23	1	25	76	4	84	8	1	10			0	166	
07:15	07:30			0	13	0	13	59	2	63	9	0	9			0	20	0	20	73	1	75	7	0	7			0	181	
07:30	07:45			0	11	0	11	46	2	50	9	0	9			0	19	1	21	92	1	94	6	1	8			0	183	
07:45	08:00			0	18	0	18	66	2	70	12	0	12			0	24	0	24	97	1	99	8	1	10			0	225	755
08:00	08:15			0	19	0	19	71	3	77	18	0	18			0	17	0	17	131	5	141	19	1	21			0	275	864
08:15	08:30			0	23	0	23	54	0	54	27	1	29			0	24	0	24	110	10	130	24	0	24			0	262	945
08:30	08:45			0	18	0	18	56	2	60	12	0	12			0	14	0	14	113	1	115	32	1	34			0	245	1007
08:30	08:45			0	24	1	26	85	2	89	5	0	5			0	15	2	19	78	3	84	19	1	21			0	226	1008
08:30	08:45			0	13	1	15	81	1	83	9	0	9			0	18	0	18	81	3	87	16	0	16			0	218	951
08:30	08:45			0	10	1	12	58	3	64	12	0	12			0	12	0	12	53	1	55	10	0	10			0	155	844
08:30	08:45			0	12	1	14	55	0	55	9	0	9			0	19	1	21	59	4	67	14	0	14			0	168	767
08:30	08:45			0	7	0	7	54	4	62	13	0	13			0	16	1	18	45	0	45	14	0	14			0	149	690
16:00	16:15			0	15	0	15	85	1	87	18	0	18			0	12	0	12	72	2	76	42	1	44			0	244	
16:15	16:30			0	19	0	19	81	4	89	11	0	11			0	16	0	16	68	1	70	38	0	38			0	233	
16:30	16:45			0	22	0	22	85	0	85	17	0	17			0	15	0	15	62	1	64	33	1	35			0	234	
16:45	17:00			0	15	0	15	72	1	74	17	0	17			0	17	0	17	63	0	63	36	1	38			0	220	931
17:00	17:15			0	22	0	22	92	1	94	8	0	8			0	7	0	7	63	0	63	37	0	37			0	229	916
17:15	17:30			0	30	0	30	76	1	78	11	0	11			0	4	0	4	63	1	65	34	0	34			0	218	901
17:30	17:45			0	20	0	20	93	1	95	15	0	15			0	13	0	13	77	1	79	32	0	32			0	250	917
17:45	18:00			0	10	0	10	87	0	87	9	0	9			0	12	0	12	84	1	86	35	0	35			0	237	934
18:00	18:15			0	9	0	9	70	1	72	3	0	3			0	13	0	13	70	0	70	25	0	25			0	190	895
18:15	18:30			0	12	0	12	86	0	86	11	0	11			0	10	0	10	50	0	50	26	0	26			0	195	872
18:30	18:45			0	9	0	9	63	0	63	4	0	4			0	11	0	11	54	1	56	15	0	15			0	156	778
18:45	19:00			0	12	0	12	72	0	72	7	0	7			0	11	0	11	45	0	45	28	0	28			0	175	716
AM		0	0	0	84	1	86	266	7	280	62	1	64	0	0	0	70	2	74	432	19	470	94	3	100	0	0	0		
PM		0	0	0	82	0	82	348	3	354	43	0	43	0	0	0	36	0	36	287	3	293	138	0	138	0	0	0		
		A - A			A - B			A - C			B - A			B - B			B - C			C - A			C - B			C-C				

Land at Sapcote Road, Burbage
Manual Classified Traffic Count
Church Street / Windsor Street / Lutterworth Road / Lynchgate Lane
28 November 2023, Tuesday



AM Peak :-

To:

From :		A	B	C	D
	A	0	23	385	170
	B	35	0	15	37
	C	140	18	0	34
	D	90	23	7	0

PM Peak :-

To:

From :		A	B	C	D
	A	0	49	126	100
	B	36	0	18	45
	C	249	50	0	37
	D	152	39	4	0

SUMMARY OF MANUAL CLASSIFIED TURNING COUNT AT LLEICESTER ROAD / HIGHFIELDS ROAD / SPA LANE JUNCTION

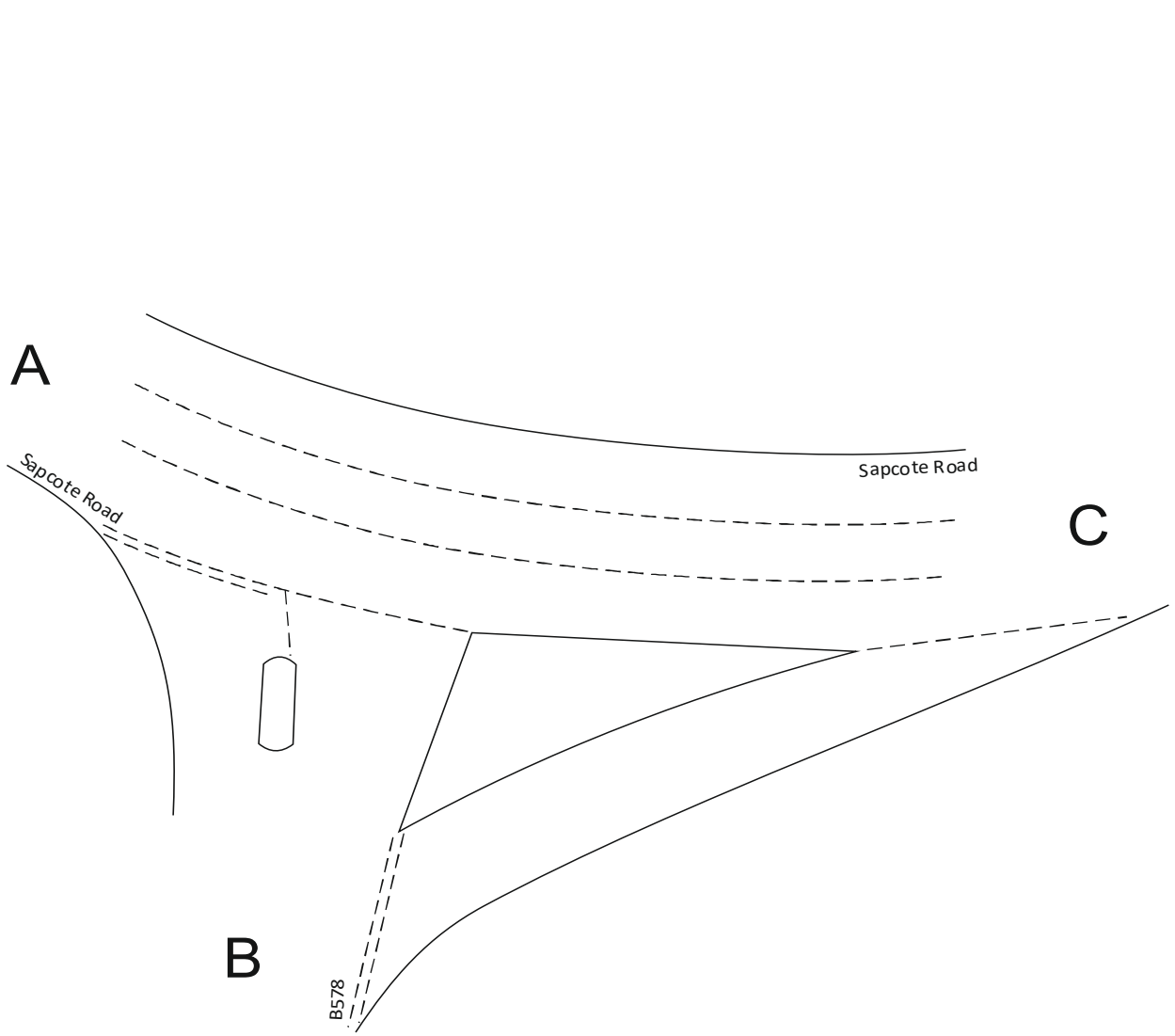
Movements

Time Period		A - A			A - B			A - C			A-D			B - A			B - B			B-C			B-D		
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU
07:00	07:15			0	1	0	1	57	1	59	27	3	33	9	0	9			0	1	0	1	5	0	5
07:15	07:30			0	2	0	2	87	1	89	31	0	31	5	0	5			0	1	0	1	7	1	9
07:30	07:45			0	1	0	1	82	1	84	39	0	39	3	0	3			0	1	0	1	6	0	6
07:45	08:00			0	5	1	7	96	2	100	33	1	35	7	0	7			0	4	0	4	9	0	9
08:00	08:15			0	7	1	9	89	2	93	40	0	40	14	0	14			0	8	0	8	11	1	13
08:15	08:30			0	6	0	6	94	7	108	46	5	56	11	0	11			0	2	0	2	9	0	9
08:30	08:45			0	7	0	7	68	0	68	39	0	39	12	0	12			0	0	0	0	8	0	8
08:45	09:00			0	11	0	11	49	0	49	29	1	31	15	0	15			0	1	0	1	5	0	5
09:00	09:15			0	4	0	4	48	2	52	39	1	41	3	0	3			0	2	0	2	10	0	10
09:15	09:30			0	2	0	2	31	0	31	21	0	21	7	0	7			0	3	0	3	6	0	6
09:30	09:45			0	5	1	7	32	3	38	22	0	22	10	0	10			0	2	1	4	6	0	6
09:45	10:00			0	1	0	1	26	0	26	20	1	22	6	0	6			0	3	0	3	5	0	5
16:00	16:15			0	11	0	11	26	1	28	32	1	34	9	0	9			0	5	0	5	10	0	10
16:15	16:30			0	8	0	8	28	0	28	21	1	23	8	0	8			0	2	0	2	8	0	8
16:30	16:45			0	12	0	12	31	0	31	19	0	19	13	0	13			0	2	0	2	11	0	11
16:45	17:00			0	10	0	10	33	0	33	16	0	16	7	0	7			0	3	0	3	4	0	4
17:00	17:15			0	12	0	12	34	0	34	23	0	23	14	0	14			0	5	0	5	8	0	8
17:15	17:30			0	11	0	11	30	0	30	26	1	28	7	0	7			0	7	0	7	11	0	11
17:30	17:45			0	16	0	16	29	0	29	33	0	33	8	0	8			0	3	0	3	22	0	22
17:45	18:00			0	8	0	8	26	2	30	33	0	33	4	0	4			0	2	0	2	4	0	4
18:00	18:15			0	13	0	13	26	0	26	29	1	31	5	0	5			0	1	0	1	9	0	9
18:15	18:30			0	8	0	8	23	0	23	26	0	26	4	0	4			0	1	0	1	7	0	7
18:30	18:45			0	5	0	5	26	0	26	25	1	27	8	0	8			0	4	0	4	11	0	11
18:45	19:00			0	7	0	7	14	0	14	23	0	23	6	0	6			0	2	0	2	4	0	4

Time Period		C-A			C-B			C-C			C-D			D-A			D-B			D-C			D-D			TOTALS	VPH
		VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	VPH	HGV	PCU	(VPH)	
07:00	07:15	18	0	18	0	0	0			0	5	0	5	10	0	10	1	0	1	0	0	0			0	134	
07:15	07:30	37	2	41	0	0	0			0	7	0	7	13	1	15	5	0	5	5	0	5			0	200	
07:30	07:45	27	1	29	6	0	6			0	3	0	3	17	4	25	6	0	6	3	0	3			0	194	
07:45	08:00	37	0	37	1	0	1			0	9	0	9	20	1	22	4	0	4	2	0	2			0	227	755
08:00	08:15	36	2	40	8	0	8			0	11	0	11	19	0	19	7	0	7	0	0	0			0	250	871
08:15	08:30	32	1	34	3	0	3			0	11	0	11	24	0	24	6	0	6	2	0	2			0	246	917
08:30	08:45	34	2	38	6	0	6			0	11	1	13	18	1	20	6	1	8	2	0	2			0	211	934
08:45	09:00	29	1	31	6	0	6			0	9	0	9	27	0	27	8	0	8	5	0	5			0	194	901
09:00	09:15	32	1	34	2	0	2			0	10	0	10	22	1	24	9	0	9	2	1	4			0	183	834
09:15	09:30	24	0	24	5	0	5			0	4	0	4	22	2	26	4	0	4	3	0	3			0	132	720
09:30	09:45	13	0	13	4	0	4			0	7	1	9	18	2	22	7	0	7	3	0	3			0	129	638
09:45	10:00	28	3	34	4	0	4			0	8	0	8	19	0	19	5	0	5	2	1	4			0	127	571
16:00	16:15	48	0	48	3	0	3			0	17	1	19	31	1	33	9	0	9	2	0	2			0	203	
16:15	16:30	67	1	69	8	0	8			0	13	0	13	32	1	34	4	0	4	5	0	5			0	204	
16:30	16:45	49	0	49	4	0	4			0	9	0	9	33	2	37	13	0	13	3	0	3			0	199	
16:45	17:00	54	0	54	15	0	15			0	7	0	7	38	1	40	9	0	9	1	0	1			0	197	803
17:00	17:15	69	1	71	13	0	13			0	8	0	8	41	1	43	10	0	10	2	0	2			0	239	839
17:15	17:30	63	0	63	14	0	14			0	9	0	9	29	0	29	15	0	15	0	0	0			0	222	857
17:30	17:45	61	0	61	8	0	8			0	13	0	13	38	1	40	5	0	5	1	0	1			0	237	895
17:45	18:00	43	0	43	5	0	5			0	10	0	10	35	1	37	8	0	8	3	0	3			0	181	879
18:00	18:15	52	1	54	1	0	1			0	7	0	7	26	2	30	11	0	11	4	0	4			0	184	824
18:15	18:30	57	0	57	6	0	6			0	5	0	5	38	0	38	5	0	5	4	0	4			0	184	786
18:30	18:45	34	0	34	4	0	4			0	4	0	4	28	0	28	2	0	2	2	0	2			0	153	702
18:45	19:00	32	1	34	1	0	1			0	7	0	7	17	0	17	7	0	7	5	0	5			0	125	646

AM	0	0	0	19	2	23	361	12	385	158	6	170	35	0	35	0	0	0	15	0	15	35	1	37
PM	0	0	0	49	0	49	126	0	126	98	1	100	36	0	36	0	0	0	18	0	18	45	0	45
	A - A			A - B			A - C			A- D			B - A			B - B			B - C			B - D		

AM	132	4	140	18	0	18	0	0	0	34	0	34	80	5	90	23	0	23	7	0	7	0	0	0
PM	247	1	249	50	0	50	0	0	0	37	0	37	146	3	152	39	0	39	4	0	4	0	0	0
	C-A			C-B			C-C			C-D			D-A			D-B			D-C			D-D		



TSL

For and on behalf of:

TETRA TECH

HINCKLEY

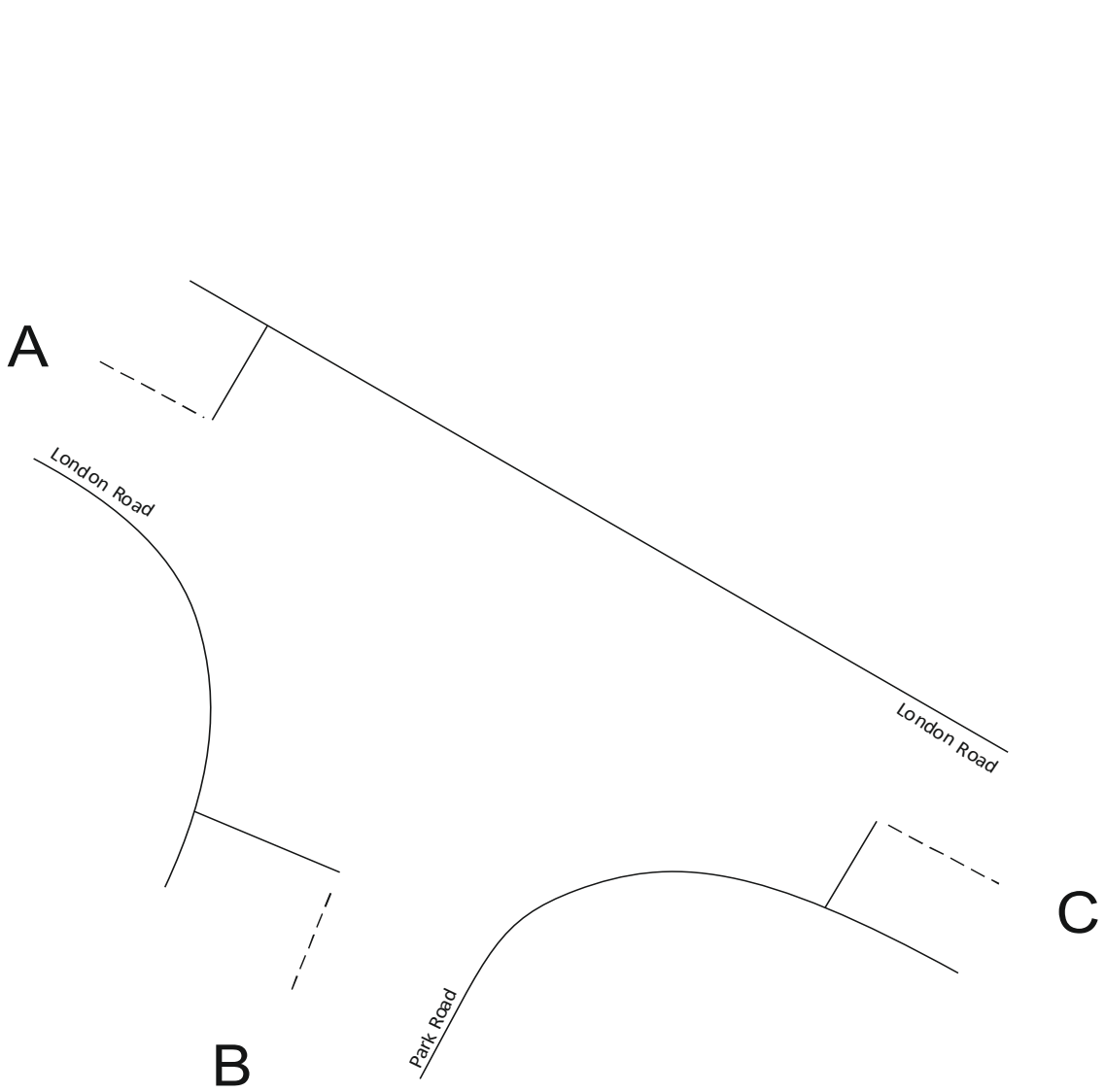
Tuesday 24 May 2022

0700-1000
1600-1900

Drawing N°: 27247 - 01

Site: 1

Location: Sapcote Road / B578



TSL

For and on behalf of:

TETRA TECH

HINCKLEY

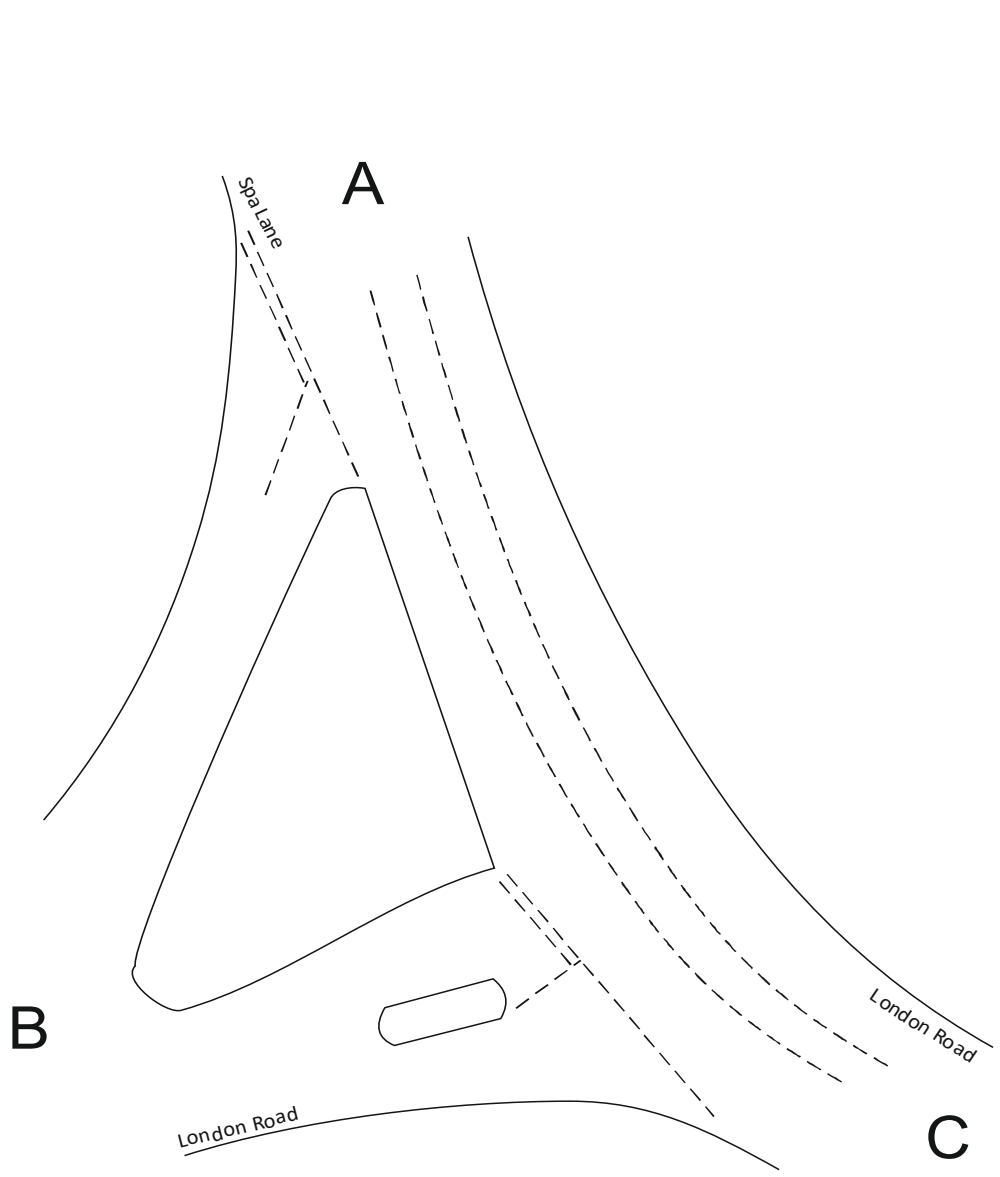
Tuesday 24 May 2022

0700-1000
1600-1900

Drawing N°: 27247 - 02

Site: 2

Location: London Road / Park Road



TSL

For and on behalf of:

TETRA TECH

HINCKLEY

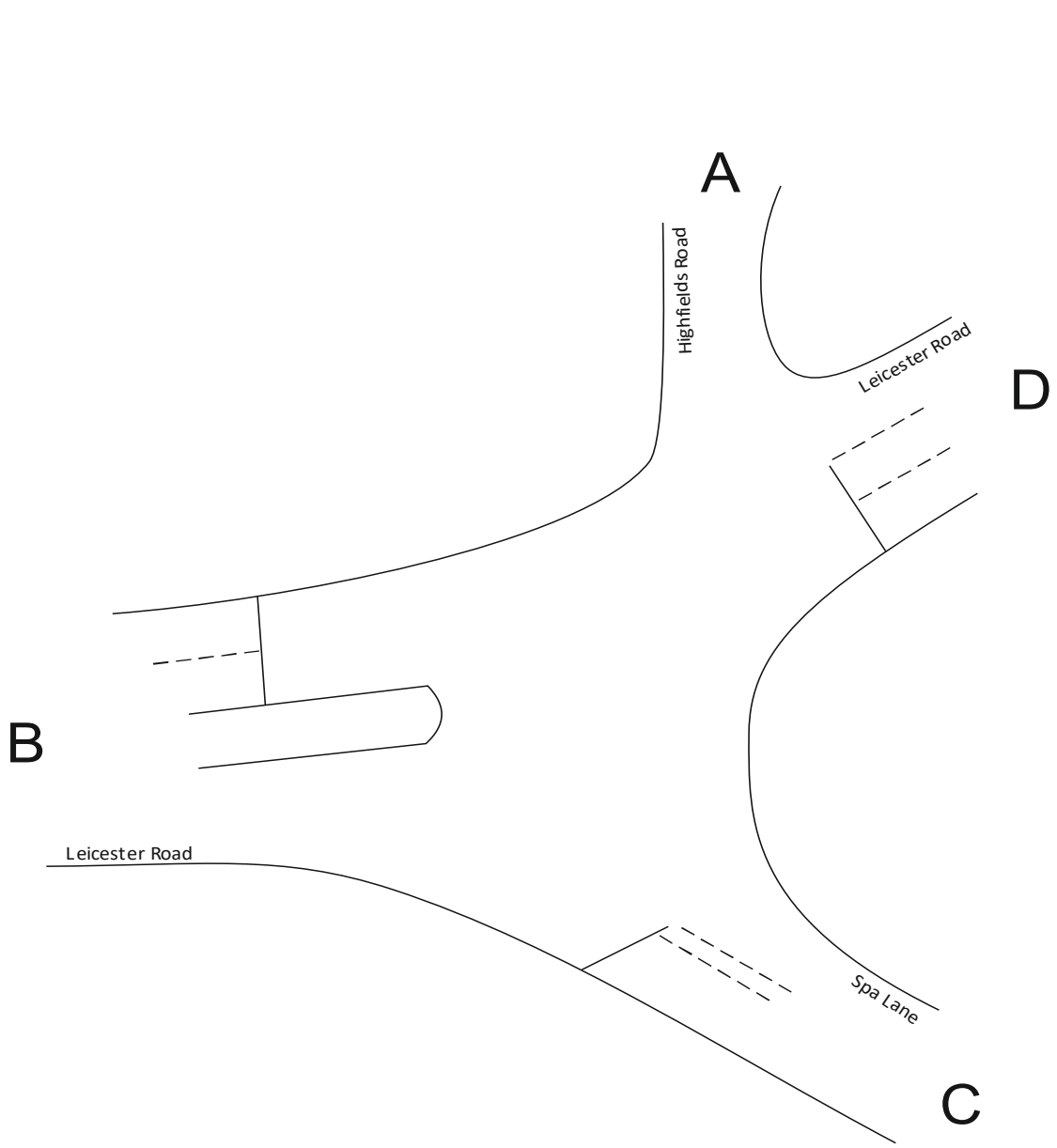
Tuesday 24 May 2022

0700-1000
1600-1900

Drawing N°: 27247 - 03

Site: 3

Location: Spa Lane / London Road



TSL

For and on behalf of:

TETRA TECH

HINCKLEY

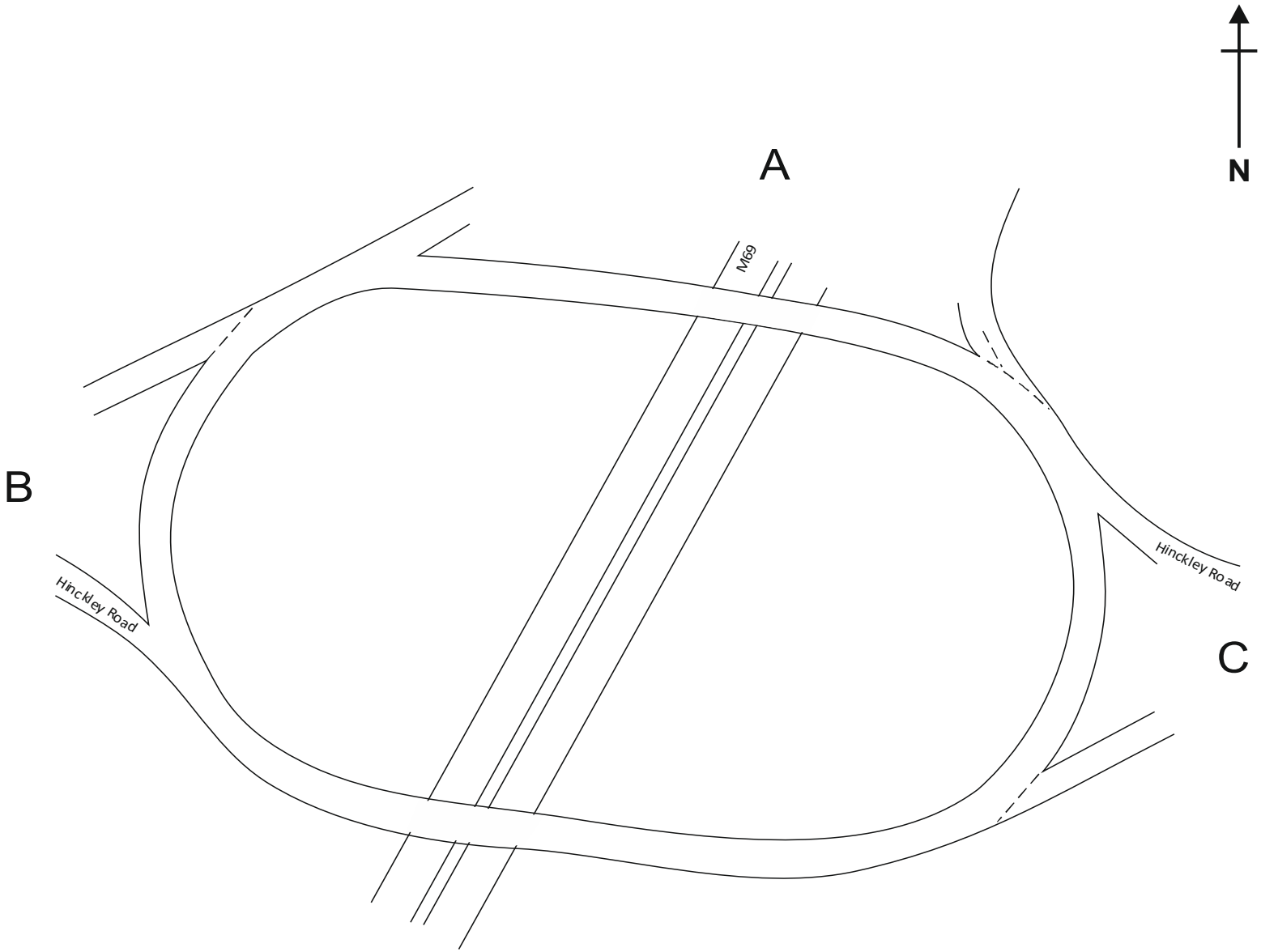
Tuesday 24 May 2022

0700-1000
1600-1900

Drawing N°: **27247 - 04**

Site: **4**

Location: **Highfields Road / Leicester Road / Spa Lane**



TSL

For and on behalf of:

TETRA TECH

HINCKLEY

Tuesday 24 May 2022

0700-1000
1600-1900

Drawing N°: 27247 - 05

Site: 5

Location: M69 / Hinckley Road

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	A - C FROM SAPCOTE ROAD (W) TO SAPCOTE ROAD (E)								A - B FROM SAPCOTE ROAD (W) TO B578							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	71	17	3	1	0	1	0	93	46	4	1	1	1	0	0	53
07:15	109	23	2	1	0	0	0	135	43	13	1	1	1	0	0	59
07:30	130	21	4	1	0	0	0	156	61	11	1	2	0	0	0	75
07:45	110	16	2	1	0	0	0	129	65	14	1	0	1	0	0	81
H/TOT	420	77	11	4	0	1	0	513	215	42	4	4	3	0	0	268
08:00	106	16	0	0	0	0	1	123	73	16	0	0	0	0	1	90
08:15	105	19	4	1	0	0	0	129	67	17	2	1	2	0	0	89
08:30	92	17	4	1	1	0	0	115	66	12	2	0	0	0	1	81
08:45	87	10	5	2	0	0	0	104	59	12	2	0	0	0	0	73
H/TOT	390	62	13	4	1	0	1	471	265	57	6	1	2	0	2	333
09:00	90	17	8	0	0	2	0	117	49	14	1	1	1	0	0	66
09:15	83	13	2	3	0	1	0	102	51	6	3	2	0	0	0	62
09:30	77	16	4	1	0	0	0	98	45	8	5	1	0	0	0	59
09:45	74	13	3	1	1	0	1	93	40	6	0	1	0	1	0	48
H/TOT	324	59	17	5	1	3	1	410	185	34	9	5	1	1	0	235
P/TOT	1134	198	41	13	2	4	2	1394	665	133	19	10	6	1	2	836

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	A - C FROM SAPCOTE ROAD (W) TO SAPCOTE ROAD (E)								A - B FROM SAPCOTE ROAD (W) TO B578							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	104	21	2	1	0	2	0	130	67	9	2	0	0	0	0	78
16:15	100	26	3	1	0	0	0	130	66	6	1	0	1	1	0	75
16:30	101	10	1	0	0	0	0	112	59	5	0	0	1	0	0	65
16:45	113	19	0	0	0	0	0	132	56	4	0	0	0	0	2	62
H/TOT	418	76	6	2	0	2	0	504	248	24	3	0	2	1	2	280
17:00	111	16	2	0	0	1	0	130	78	7	0	0	0	0	0	85
17:15	112	9	1	0	0	2	1	125	62	12	0	0	1	0	0	75
17:30	83	8	1	0	1	1	1	95	70	2	3	0	0	1	0	76
17:45	81	8	1	0	0	0	0	90	40	4	0	0	0	2	0	46
H/TOT	387	41	5	0	1	4	2	440	250	25	3	0	1	3	0	282
18:00	97	7	0	1	1	1	0	107	44	4	0	0	1	0	0	49
18:15	59	10	0	0	0	0	0	69	51	4	1	0	0	0	1	57
18:30	65	9	1	0	0	0	3	78	39	3	1	0	0	4	0	47
18:45	73	4	0	0	0	2	0	79	42	4	0	1	0	1	0	48
H/TOT	294	30	1	1	1	3	3	333	176	15	2	1	1	5	1	201
P/TOT	1099	147	12	3	2	9	5	1277	674	64	8	1	4	9	3	763

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	B - A FROM B578 TO SAPCOTE ROAD (W)								B - C FROM B578 TO SAPCOTE ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	27	3	1	0	0	0	0	31	24	7	0	0	0	0	0	31
07:15	13	8	1	0	1	0	0	23	40	6	0	0	0	1	0	47
07:30	30	5	0	0	0	0	0	35	31	7	2	0	0	0	0	40
07:45	44	3	1	0	0	0	1	49	39	6	0	0	0	0	0	45
H/TOT	114	19	3	0	1	0	1	138	134	26	2	0	0	1	0	163
08:00	42	6	0	2	1	0	0	51	31	7	0	0	0	0	0	38
08:15	35	4	0	0	0	0	0	39	24	4	0	0	0	0	0	28
08:30	45	3	0	0	1	0	0	49	32	7	1	0	0	0	0	40
08:45	60	4	1	0	0	0	1	66	36	5	0	0	0	0	0	41
H/TOT	182	17	1	2	2	0	1	205	123	23	1	0	0	0	0	147
09:00	43	3	3	0	0	0	0	49	14	4	2	0	0	1	0	21
09:15	36	4	0	0	0	0	0	40	15	7	0	0	0	0	0	22
09:30	46	8	1	1	1	0	0	57	17	1	3	0	0	0	1	22
09:45	36	7	1	2	0	0	0	46	25	5	0	0	0	0	0	30
H/TOT	161	22	5	3	1	0	0	192	71	17	5	0	0	1	1	95
P/TOT	457	58	9	5	4	0	2	535	328	66	8	0	0	2	1	405

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	B - A FROM B578 TO SAPCOTE ROAD (W)								B - C FROM B578 TO SAPCOTE ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	38	8	2	0	1	0	0	49	24	4	0	0	0	1	0	29
16:15	48	7	1	0	1	0	1	58	24	12	1	0	0	0	0	37
16:30	44	4	1	0	0	0	0	49	34	1	1	0	0	0	0	36
16:45	50	5	1	0	1	0	0	57	34	9	0	0	0	0	1	44
H/TOT	180	24	5	0	3	0	1	213	116	26	2	0	0	1	1	146
17:00	37	4	2	0	2	0	1	46	23	1	0	0	0	0	0	24
17:15	34	6	0	0	0	0	0	40	40	11	0	0	0	0	1	52
17:30	57	6	0	0	1	1	0	65	29	5	0	0	0	0	0	34
17:45	48	7	0	0	0	0	0	55	22	4	0	0	0	0	0	26
H/TOT	176	23	2	0	3	1	1	206	114	21	0	0	0	0	1	136
18:00	54	6	2	0	0	0	0	62	29	4	0	0	0	0	0	33
18:15	45	4	1	0	1	0	0	51	19	1	0	0	0	0	0	20
18:30	43	4	0	1	0	1	1	50	23	3	0	0	0	0	0	26
18:45	37	3	2	0	0	0	0	42	19	4	0	0	0	0	0	23
H/TOT	179	17	5	1	1	1	1	205	90	12	0	0	0	0	0	102
P/TOT	535	64	12	1	7	2	3	624	320	59	2	0	0	1	2	384

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	C - B FROM SAPCOTE ROAD (E) TO B578								C - A FROM SAPCOTE ROAD (E) TO SAPCOTE ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	4	0	0	0	0	1	26	40	8	0	1	0	0	0	49
07:15	20	6	2	0	0	0	0	28	41	19	1	0	0	1	1	63
07:30	30	6	0	0	1	0	0	37	62	20	2	1	0	0	0	85
07:45	48	5	1	1	1	0	0	56	103	14	3	1	0	0	0	121
H/TOT	119	21	3	1	2	0	1	147	246	61	6	3	0	1	1	318
08:00	32	10	1	0	0	0	0	43	95	16	5	2	1	1	1	121
08:15	41	7	0	0	0	0	0	48	91	12	3	0	0	0	0	106
08:30	41	8	4	0	0	0	0	53	114	10	5	0	1	1	0	131
08:45	30	11	1	1	1	0	0	44	99	12	1	0	0	1	0	113
H/TOT	144	36	6	1	1	0	0	188	399	50	14	2	2	3	1	471
09:00	27	4	2	0	0	0	0	33	103	14	1	1	0	0	0	119
09:15	17	8	0	0	0	0	0	25	71	16	3	2	0	0	0	92
09:30	22	7	0	0	0	1	0	30	103	12	4	2	1	0	0	122
09:45	20	4	0	0	0	0	0	24	92	12	5	0	0	0	0	109
H/TOT	86	23	2	0	0	1	0	112	369	54	13	5	1	0	0	442
P/TOT	349	80	11	2	3	1	1	447	1014	165	33	10	3	4	2	1231

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	C - B FROM SAPCOTE ROAD (E) TO B578								C - A FROM SAPCOTE ROAD (E) TO SAPCOTE ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	41	5	0	0	0	1	0	47	76	18	4	0	0	1	1	100
16:15	38	16	0	0	0	0	0	54	76	20	1	0	0	1	0	98
16:30	32	7	1	0	0	0	0	40	97	10	1	0	0	1	2	111
16:45	57	14	0	0	0	0	0	71	72	16	0	0	0	0	0	88
H/TOT	168	42	1	0	0	1	0	212	321	64	6	0	0	3	3	397
17:00	40	3	1	0	0	0	1	45	72	14	2	0	0	0	0	88
17:15	38	9	0	0	0	0	0	47	58	7	0	0	0	1	0	66
17:30	50	9	1	0	0	0	1	61	69	8	1	0	1	1	0	80
17:45	43	6	0	0	0	0	0	49	71	6	0	1	1	1	0	80
H/TOT	171	27	2	0	0	0	2	202	270	35	3	1	2	3	0	314
18:00	38	3	0	0	0	0	2	43	61	5	2	0	0	0	0	68
18:15	28	3	0	1	0	0	0	32	64	9	2	0	0	1	0	76
18:30	19	4	0	0	0	0	0	23	71	3	0	0	0	0	1	75
18:45	29	3	1	0	0	0	1	34	85	6	2	0	0	0	1	94
H/TOT	114	13	1	1	0	0	3	132	281	23	6	0	0	1	2	313
P/TOT	453	82	4	1	0	1	5	546	872	122	15	1	2	7	5	1024

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	TO ARM A SAPCOTE ROAD (W)								FROM ARM A SAPCOTE ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	11	1	1	0	0	0	80	117	21	4	2	1	1	0	146
07:15	54	27	2	0	1	1	1	86	152	36	3	2	1	0	0	194
07:30	92	25	2	1	0	0	0	120	191	32	5	3	0	0	0	231
07:45	147	17	4	1	0	0	1	170	175	30	3	1	1	0	0	210
H/TOT	360	80	9	3	1	1	2	456	635	119	15	8	3	1	0	781
08:00	137	22	5	4	2	1	1	172	179	32	0	0	0	0	2	213
08:15	126	16	3	0	0	0	0	145	172	36	6	2	2	0	0	218
08:30	159	13	5	0	2	1	0	180	158	29	6	1	1	0	1	196
08:45	159	16	2	0	0	1	1	179	146	22	7	2	0	0	0	177
H/TOT	581	67	15	4	4	3	2	676	655	119	19	5	3	0	3	804
09:00	146	17	4	1	0	0	0	168	139	31	9	1	1	2	0	183
09:15	107	20	3	2	0	0	0	132	134	19	5	5	0	1	0	164
09:30	149	20	5	3	2	0	0	179	122	24	9	2	0	0	0	157
09:45	128	19	6	2	0	0	0	155	114	19	3	2	1	1	1	141
H/TOT	530	76	18	8	2	0	0	634	509	93	26	10	2	4	1	645
P/TOT	1471	223	42	15	7	4	4	1766	1799	331	60	23	8	5	4	2230

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	TO ARM A SAPCOTE ROAD (W)								FROM ARM A SAPCOTE ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	114	26	6	0	1	1	1	149	171	30	4	1	0	2	0	208
16:15	124	27	2	0	1	1	1	156	166	32	4	1	1	1	0	205
16:30	141	14	2	0	0	1	2	160	160	15	1	0	1	0	0	177
16:45	122	21	1	0	1	0	0	145	169	23	0	0	0	0	2	194
H/TOT	501	88	11	0	3	3	4	610	666	100	9	2	2	3	2	784
17:00	109	18	4	0	2	0	1	134	189	23	2	0	0	1	0	215
17:15	92	13	0	0	0	1	0	106	174	21	1	0	1	2	1	200
17:30	126	14	1	0	2	2	0	145	153	10	4	0	1	2	1	171
17:45	119	13	0	1	1	1	0	135	121	12	1	0	0	2	0	136
H/TOT	446	58	5	1	5	4	1	520	637	66	8	0	2	7	2	722
18:00	115	11	4	0	0	0	0	130	141	11	0	1	2	1	0	156
18:15	109	13	3	0	1	1	0	127	110	14	1	0	0	0	1	126
18:30	114	7	0	1	0	1	2	125	104	12	2	0	0	4	3	125
18:45	122	9	4	0	0	0	1	136	115	8	0	1	0	3	0	127
H/TOT	460	40	11	1	1	2	3	518	470	45	3	2	2	8	4	534
P/TOT	1407	186	27	2	9	9	8	1648	1773	211	20	4	6	18	8	2040

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	TO ARM B B578								FROM ARM B B578							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	8	1	1	1	0	1	79	51	10	1	0	0	0	0	62
07:15	63	19	3	1	1	0	0	87	53	14	1	0	1	1	0	70
07:30	91	17	1	2	1	0	0	112	61	12	2	0	0	0	0	75
07:45	113	19	2	1	2	0	0	137	83	9	1	0	0	0	1	94
H/TOT	334	63	7	5	5	0	1	415	248	45	5	0	1	1	1	301
08:00	105	26	1	0	0	0	1	133	73	13	0	2	1	0	0	89
08:15	108	24	2	1	2	0	0	137	59	8	0	0	0	0	0	67
08:30	107	20	6	0	0	0	1	134	77	10	1	0	1	0	0	89
08:45	89	23	3	1	1	0	0	117	96	9	1	0	0	0	1	107
H/TOT	409	93	12	2	3	0	2	521	305	40	2	2	2	0	1	352
09:00	76	18	3	1	1	0	0	99	57	7	5	0	0	1	0	70
09:15	68	14	3	2	0	0	0	87	51	11	0	0	0	0	0	62
09:30	67	15	5	1	0	1	0	89	63	9	4	1	1	0	1	79
09:45	60	10	0	1	0	1	0	72	61	12	1	2	0	0	0	76
H/TOT	271	57	11	5	1	2	0	347	232	39	10	3	1	1	1	287
P/TOT	1014	213	30	12	9	2	3	1283	785	124	17	5	4	2	3	940

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	TO ARM B B578								FROM ARM B B578							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	108	14	2	0	0	1	0	125	62	12	2	0	1	1	0	78
16:15	104	22	1	0	1	1	0	129	72	19	2	0	1	0	1	95
16:30	91	12	1	0	1	0	0	105	78	5	2	0	0	0	0	85
16:45	113	18	0	0	0	0	2	133	84	14	1	0	1	0	1	101
H/TOT	416	66	4	0	2	2	2	492	296	50	7	0	3	1	2	359
17:00	118	10	1	0	0	0	1	130	60	5	2	0	2	0	1	70
17:15	100	21	0	0	1	0	0	122	74	17	0	0	0	0	1	92
17:30	120	11	4	0	0	1	1	137	86	11	0	0	1	1	0	99
17:45	83	10	0	0	0	2	0	95	70	11	0	0	0	0	0	81
H/TOT	421	52	5	0	1	3	2	484	290	44	2	0	3	1	2	342
18:00	82	7	0	0	1	0	2	92	83	10	2	0	0	0	0	95
18:15	79	7	1	1	0	0	1	89	64	5	1	0	1	0	0	71
18:30	58	7	1	0	0	4	0	70	66	7	0	1	0	1	1	76
18:45	71	7	1	1	0	1	1	82	56	7	2	0	0	0	0	65
H/TOT	290	28	3	2	1	5	4	333	269	29	5	1	1	1	1	307
P/TOT	1127	146	12	2	4	10	8	1309	855	123	14	1	7	3	5	1008

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	TO ARM C SAPCOTE ROAD (E)								FROM ARM C SAPCOTE ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	95	24	3	1	0	1	0	124	61	12	0	1	0	0	1	75
07:15	149	29	2	1	0	1	0	182	61	25	3	0	0	1	1	91
07:30	161	28	6	1	0	0	0	196	92	26	2	1	1	0	0	122
07:45	149	22	2	1	0	0	0	174	151	19	4	2	1	0	0	177
H/TOT	554	103	13	4	0	2	0	676	365	82	9	4	2	1	2	465
08:00	137	23	0	0	0	0	1	161	127	26	6	2	1	1	1	164
08:15	129	23	4	1	0	0	0	157	132	19	3	0	0	0	0	154
08:30	124	24	5	1	1	0	0	155	155	18	9	0	1	1	0	184
08:45	123	15	5	2	0	0	0	145	129	23	2	1	1	1	0	157
H/TOT	513	85	14	4	1	0	1	618	543	86	20	3	3	3	1	659
09:00	104	21	10	0	0	3	0	138	130	18	3	1	0	0	0	152
09:15	98	20	2	3	0	1	0	124	88	24	3	2	0	0	0	117
09:30	94	17	7	1	0	0	1	120	125	19	4	2	1	1	0	152
09:45	99	18	3	1	1	0	1	123	112	16	5	0	0	0	0	133
H/TOT	395	76	22	5	1	4	2	505	455	77	15	5	1	1	0	554
P/TOT	1462	264	49	13	2	6	3	1799	1363	245	44	12	6	5	3	1678

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 1 **DATE:** 24/05/2022

LOCATION: SAPCOTE ROAD / B578 **DAY:** TUESDAY

TIME	TO ARM C SAPCOTE ROAD (E)								FROM ARM C SAPCOTE ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	128	25	2	1	0	3	0	159	117	23	4	0	0	2	1	147
16:15	124	38	4	1	0	0	0	167	114	36	1	0	0	1	0	152
16:30	135	11	2	0	0	0	0	148	129	17	2	0	0	1	2	151
16:45	147	28	0	0	0	0	1	176	129	30	0	0	0	0	0	159
H/TOT	534	102	8	2	0	3	1	650	489	106	7	0	0	4	3	609
17:00	134	17	2	0	0	1	0	154	112	17	3	0	0	0	1	133
17:15	152	20	1	0	0	2	2	177	96	16	0	0	0	1	0	113
17:30	112	13	1	0	1	1	1	129	119	17	2	0	1	1	1	141
17:45	103	12	1	0	0	0	0	116	114	12	0	1	1	1	0	129
H/TOT	501	62	5	0	1	4	3	576	441	62	5	1	2	3	2	516
18:00	126	11	0	1	1	1	0	140	99	8	2	0	0	0	2	111
18:15	78	11	0	0	0	0	0	89	92	12	2	1	0	1	0	108
18:30	88	12	1	0	0	0	3	104	90	7	0	0	0	0	1	98
18:45	92	8	0	0	0	2	0	102	114	9	3	0	0	0	2	128
H/TOT	384	42	1	1	1	3	3	435	395	36	7	1	0	1	5	445
P/TOT	1419	206	14	3	2	10	7	1661	1325	204	19	2	2	8	10	1570

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	A - C FROM LONDON ROAD (W) TO LONDON ROAD (E)								A - B FROM LONDON ROAD (W) TO PARK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	131	24	4	1	2	0	0	162	2	1	0	0	0	0	0	3
07:15	127	31	3	3	0	0	0	164	4	3	0	0	0	0	0	7
07:30	175	32	3	2	0	0	0	212	7	0	0	0	0	0	0	7
07:45	156	29	2	3	1	0	0	191	8	1	0	0	0	0	0	9
H/TOT	589	116	12	9	3	0	0	729	21	5	0	0	0	0	0	26
08:00	140	37	2	0	1	0	0	180	3	1	1	0	0	0	0	5
08:15	156	24	4	1	0	0	0	185	12	0	0	0	0	0	0	12
08:30	124	25	7	2	0	0	0	158	13	2	1	0	0	0	0	16
08:45	117	20	8	3	0	1	0	149	14	3	1	0	0	0	0	18
H/TOT	537	106	21	6	1	1	0	672	42	6	3	0	0	0	0	51
09:00	118	28	10	1	1	1	0	159	15	3	0	0	0	0	0	18
09:15	107	25	4	6	0	1	0	143	12	2	0	0	0	0	0	14
09:30	102	20	6	1	0	1	0	130	6	1	0	0	0	0	0	7
09:45	111	16	4	3	0	1	0	135	7	1	0	0	0	0	0	8
H/TOT	438	89	24	11	1	4	0	567	40	7	0	0	0	0	0	47
P/TOT	1564	311	57	26	5	5	0	1968	103	18	3	0	0	0	0	124

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	A - C FROM LONDON ROAD (W) TO LONDON ROAD (E)								A - B FROM LONDON ROAD (W) TO PARK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	140	24	0	0	0	1	0	165	9	0	0	0	0	0	0	9
16:15	135	26	3	0	2	0	0	166	10	1	1	0	0	0	0	12
16:30	152	16	0	0	0	1	0	169	13	2	0	0	0	0	0	15
16:45	167	19	0	1	0	0	0	187	8	0	0	0	0	0	0	8
H/TOT	594	85	3	1	2	2	0	687	40	3	1	0	0	0	0	44
17:00	130	17	1	0	1	0	0	149	6	1	0	0	0	0	0	7
17:15	126	12	0	0	0	1	0	139	5	0	0	0	0	0	0	5
17:30	154	11	4	0	0	1	0	170	6	1	1	0	0	0	0	8
17:45	99	8	1	1	0	2	0	111	15	1	0	0	0	0	0	16
H/TOT	509	48	6	1	1	4	0	569	32	3	1	0	0	0	0	36
18:00	108	9	2	0	3	0	0	122	8	2	0	0	0	0	0	10
18:15	100	15	0	0	0	3	0	118	11	2	0	0	0	0	0	13
18:30	103	11	1	0	0	1	0	116	11	0	0	0	0	0	0	11
18:45	94	9	0	1	0	2	0	106	12	0	0	0	0	0	0	12
H/TOT	405	44	3	1	3	6	0	462	42	4	0	0	0	0	0	46
P/TOT	1508	177	12	3	6	12	0	1718	114	10	2	0	0	0	0	126

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	B - A FROM PARK ROAD TO LONDON ROAD (W)								B - C FROM PARK ROAD TO LONDON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	29	3	1	0	0	0	0	33
07:15	7	1	0	0	0	0	0	8	46	8	2	0	1	0	0	57
07:30	7	1	0	0	0	0	0	8	43	7	1	0	0	0	0	51
07:45	8	2	0	0	0	0	0	10	54	5	0	0	0	0	0	59
H/TOT	27	5	0	0	0	0	0	32	172	23	4	0	1	0	0	200
08:00	9	1	0	0	0	0	0	10	46	13	0	0	0	0	0	59
08:15	10	1	1	0	0	0	0	12	57	10	1	1	0	0	0	69
08:30	8	0	1	0	0	0	0	9	55	12	0	1	1	0	0	69
08:45	8	2	0	0	0	0	0	10	35	12	2	0	0	2	0	51
H/TOT	35	4	2	0	0	0	0	41	193	47	3	2	1	2	0	248
09:00	6	2	0	0	0	0	0	8	43	5	2	0	0	0	0	50
09:15	7	2	0	0	0	0	0	9	44	6	1	0	0	0	0	51
09:30	13	6	0	0	0	0	0	19	40	9	2	0	0	0	0	51
09:45	8	2	1	0	0	0	0	11	43	7	2	0	2	0	0	54
H/TOT	34	12	1	0	0	0	0	47	170	27	7	0	2	0	0	206
P/TOT	96	21	3	0	0	0	0	120	535	97	14	2	4	2	0	654

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	B - A FROM PARK ROAD TO LONDON ROAD (W)								B - C FROM PARK ROAD TO LONDON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	2	0	0	0	0	0	20	66	9	2	0	0	3	0	80
16:15	16	1	0	0	0	0	0	17	73	8	1	0	0	0	0	82
16:30	16	2	0	0	0	0	0	18	72	7	0	0	0	0	0	79
16:45	15	4	0	0	0	0	0	19	68	10	0	0	0	0	0	78
H/TOT	65	9	0	0	0	0	0	74	279	34	3	0	0	3	0	319
17:00	16	2	0	0	0	1	0	19	88	7	1	0	0	0	0	96
17:15	22	1	0	0	0	0	0	23	99	6	1	0	0	1	0	107
17:30	17	1	0	1	0	0	0	19	60	4	0	0	1	0	0	65
17:45	17	1	1	0	0	0	0	19	58	5	0	0	1	0	0	64
H/TOT	72	5	1	1	0	1	0	80	305	22	2	0	2	1	0	332
18:00	19	1	0	0	0	0	0	20	63	4	0	0	0	0	0	67
18:15	18	2	1	0	0	0	0	21	41	4	0	0	0	0	0	45
18:30	10	0	0	0	0	0	0	10	48	3	1	0	0	0	0	52
18:45	19	0	0	0	0	0	0	19	46	3	1	0	0	1	0	51
H/TOT	66	3	1	0	0	0	0	70	198	14	2	0	0	1	0	215
P/TOT	203	17	2	1	0	1	0	224	782	70	7	0	2	5	0	866

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	C - B FROM LONDON ROAD (E) TO PARK ROAD								C - A FROM LONDON ROAD (E) TO LONDON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	2	0	0	0	1	0	15	55	10	3	0	1	0	0	69
07:15	26	5	0	0	0	1	0	32	67	18	3	0	1	0	1	90
07:30	17	6	0	0	0	0	0	23	81	25	2	4	1	0	0	113
07:45	37	4	0	0	0	0	0	41	134	11	2	0	1	1	0	149
H/TOT	92	17	0	0	0	2	0	111	337	64	10	4	4	1	1	421
08:00	32	7	0	0	0	0	1	40	134	18	3	3	1	0	0	159
08:15	43	4	0	0	0	0	0	47	144	21	5	1	1	0	0	172
08:30	58	5	1	0	0	0	0	64	156	21	4	0	1	0	0	182
08:45	53	2	0	0	0	0	0	55	161	14	4	1	1	1	0	182
H/TOT	186	18	1	0	0	0	1	206	595	74	16	5	4	1	0	695
09:00	45	4	1	0	0	0	0	50	143	20	6	1	1	1	0	172
09:15	43	4	0	0	0	0	0	47	116	21	3	2	0	1	0	143
09:30	47	2	0	1	1	0	0	51	124	13	7	1	1	0	0	146
09:45	47	3	1	0	0	0	0	51	130	24	5	2	0	0	0	161
H/TOT	182	13	2	1	1	0	0	199	513	78	21	6	2	2	0	622
P/TOT	460	48	3	1	1	2	1	516	1445	216	47	15	10	4	1	1738

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	C - B FROM LONDON ROAD (E) TO PARK ROAD								C - A FROM LONDON ROAD (E) TO LONDON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	32	3	2	0	0	0	0	37	107	28	6	1	1	1	0	144
16:15	35	6	0	0	0	0	0	41	126	35	6	1	0	1	0	169
16:30	45	1	1	0	0	0	0	47	149	18	2	0	0	1	0	170
16:45	33	3	0	0	0	0	0	36	151	22	1	0	1	2	0	177
H/TOT	145	13	3	0	0	0	0	161	533	103	15	2	2	5	0	660
17:00	27	8	0	0	0	0	0	35	108	26	2	0	0	1	0	137
17:15	34	2	0	0	0	0	0	36	121	13	2	0	1	1	0	138
17:30	38	2	1	0	0	0	0	41	152	10	0	2	0	0	0	164
17:45	42	1	0	2	0	0	0	45	154	21	0	1	1	2	0	179
H/TOT	141	13	1	2	0	0	0	157	535	70	4	3	2	4	0	618
18:00	38	3	0	0	0	0	0	41	164	22	3	0	0	1	0	190
18:15	31	4	0	0	0	0	0	35	155	21	1	0	1	1	0	179
18:30	33	1	0	0	0	0	0	34	118	11	0	1	0	1	0	131
18:45	39	0	0	0	0	0	0	39	126	10	3	0	0	0	0	139
H/TOT	141	8	0	0	0	0	0	149	563	64	7	1	1	3	0	639
P/TOT	427	34	4	2	0	0	0	467	1631	237	26	6	5	12	0	1917

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	TO ARM A LONDON ROAD (W)								FROM ARM A LONDON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	60	11	3	0	1	0	0	75	133	25	4	1	2	0	0	165
07:15	74	19	3	0	1	0	1	98	131	34	3	3	0	0	0	171
07:30	88	26	2	4	1	0	0	121	182	32	3	2	0	0	0	219
07:45	142	13	2	0	1	1	0	159	164	30	2	3	1	0	0	200
H/TOT	364	69	10	4	4	1	1	453	610	121	12	9	3	0	0	755
08:00	143	19	3	3	1	0	0	169	143	38	3	0	1	0	0	185
08:15	154	22	6	1	1	0	0	184	168	24	4	1	0	0	0	197
08:30	164	21	5	0	1	0	0	191	137	27	8	2	0	0	0	174
08:45	169	16	4	1	1	1	0	192	131	23	9	3	0	1	0	167
H/TOT	630	78	18	5	4	1	0	736	579	112	24	6	1	1	0	723
09:00	149	22	6	1	1	1	0	180	133	31	10	1	1	1	0	177
09:15	123	23	3	2	0	1	0	152	119	27	4	6	0	1	0	157
09:30	137	19	7	1	1	0	0	165	108	21	6	1	0	1	0	137
09:45	138	26	6	2	0	0	0	172	118	17	4	3	0	1	0	143
H/TOT	547	90	22	6	2	2	0	669	478	96	24	11	1	4	0	614
P/TOT	1541	237	50	15	10	4	1	1858	1667	329	60	26	5	5	0	2092

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	TO ARM A LONDON ROAD (W)								FROM ARM A LONDON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	125	30	6	1	1	1	0	164	149	24	0	0	0	1	0	174
16:15	142	36	6	1	0	1	0	186	145	27	4	0	2	0	0	178
16:30	165	20	2	0	0	1	0	188	165	18	0	0	0	1	0	184
16:45	166	26	1	0	1	2	0	196	175	19	0	1	0	0	0	195
H/TOT	598	112	15	2	2	5	0	734	634	88	4	1	2	2	0	731
17:00	124	28	2	0	0	2	0	156	136	18	1	0	1	0	0	156
17:15	143	14	2	0	1	1	0	161	131	12	0	0	0	1	0	144
17:30	169	11	0	3	0	0	0	183	160	12	5	0	0	1	0	178
17:45	171	22	1	1	1	2	0	198	114	9	1	1	0	2	0	127
H/TOT	607	75	5	4	2	5	0	698	541	51	7	1	1	4	0	605
18:00	183	23	3	0	0	1	0	210	116	11	2	0	3	0	0	132
18:15	173	23	2	0	1	1	0	200	111	17	0	0	0	3	0	131
18:30	128	11	0	1	0	1	0	141	114	11	1	0	0	1	0	127
18:45	145	10	3	0	0	0	0	158	106	9	0	1	0	2	0	118
H/TOT	629	67	8	1	1	3	0	709	447	48	3	1	3	6	0	508
P/TOT	1834	254	28	7	5	13	0	2141	1622	187	14	3	6	12	0	1844

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	TO ARM B PARK ROAD								FROM ARM B PARK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	14	3	0	0	0	1	0	18	34	4	1	0	0	0	0	39
07:15	30	8	0	0	0	1	0	39	53	9	2	0	1	0	0	65
07:30	24	6	0	0	0	0	0	30	50	8	1	0	0	0	0	59
07:45	45	5	0	0	0	0	0	50	62	7	0	0	0	0	0	69
H/TOT	113	22	0	0	0	2	0	137	199	28	4	0	1	0	0	232
08:00	35	8	1	0	0	0	1	45	55	14	0	0	0	0	0	69
08:15	55	4	0	0	0	0	0	59	67	11	2	1	0	0	0	81
08:30	71	7	2	0	0	0	0	80	63	12	1	1	1	0	0	78
08:45	67	5	1	0	0	0	0	73	43	14	2	0	0	2	0	61
H/TOT	228	24	4	0	0	0	1	257	228	51	5	2	1	2	0	289
09:00	60	7	1	0	0	0	0	68	49	7	2	0	0	0	0	58
09:15	55	6	0	0	0	0	0	61	51	8	1	0	0	0	0	60
09:30	53	3	0	1	1	0	0	58	53	15	2	0	0	0	0	70
09:45	54	4	1	0	0	0	0	59	51	9	3	0	2	0	0	65
H/TOT	222	20	2	1	1	0	0	246	204	39	8	0	2	0	0	253
P/TOT	563	66	6	1	1	2	1	640	631	118	17	2	4	2	0	774

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	TO ARM B PARK ROAD								FROM ARM B PARK ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	41	3	2	0	0	0	0	46	84	11	2	0	0	3	0	100
16:15	45	7	1	0	0	0	0	53	89	9	1	0	0	0	0	99
16:30	58	3	1	0	0	0	0	62	88	9	0	0	0	0	0	97
16:45	41	3	0	0	0	0	0	44	83	14	0	0	0	0	0	97
H/TOT	185	16	4	0	0	0	0	205	344	43	3	0	0	3	0	393
17:00	33	9	0	0	0	0	0	42	104	9	1	0	0	1	0	115
17:15	39	2	0	0	0	0	0	41	121	7	1	0	0	1	0	130
17:30	44	3	2	0	0	0	0	49	77	5	0	1	1	0	0	84
17:45	57	2	0	2	0	0	0	61	75	6	1	0	1	0	0	83
H/TOT	173	16	2	2	0	0	0	193	377	27	3	1	2	2	0	412
18:00	46	5	0	0	0	0	0	51	82	5	0	0	0	0	0	87
18:15	42	6	0	0	0	0	0	48	59	6	1	0	0	0	0	66
18:30	44	1	0	0	0	0	0	45	58	3	1	0	0	0	0	62
18:45	51	0	0	0	0	0	0	51	65	3	1	0	0	1	0	70
H/TOT	183	12	0	0	0	0	0	195	264	17	3	0	0	1	0	285
P/TOT	541	44	6	2	0	0	0	593	985	87	9	1	2	6	0	1090

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	TO ARM C LONDON ROAD (E)								FROM ARM C LONDON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	160	27	5	1	2	0	0	195	67	12	3	0	1	1	0	84
07:15	173	39	5	3	1	0	0	221	93	23	3	0	1	1	1	122
07:30	218	39	4	2	0	0	0	263	98	31	2	4	1	0	0	136
07:45	210	34	2	3	1	0	0	250	171	15	2	0	1	1	0	190
H/TOT	761	139	16	9	4	0	0	929	429	81	10	4	4	3	1	532
08:00	186	50	2	0	1	0	0	239	166	25	3	3	1	0	1	199
08:15	213	34	5	2	0	0	0	254	187	25	5	1	1	0	0	219
08:30	179	37	7	3	1	0	0	227	214	26	5	0	1	0	0	246
08:45	152	32	10	3	0	3	0	200	214	16	4	1	1	1	0	237
H/TOT	730	153	24	8	2	3	0	920	781	92	17	5	4	1	1	901
09:00	161	33	12	1	1	1	0	209	188	24	7	1	1	1	0	222
09:15	151	31	5	6	0	1	0	194	159	25	3	2	0	1	0	190
09:30	142	29	8	1	0	1	0	181	171	15	7	2	2	0	0	197
09:45	154	23	6	3	2	1	0	189	177	27	6	2	0	0	0	212
H/TOT	608	116	31	11	3	4	0	773	695	91	23	7	3	2	0	821
P/TOT	2099	408	71	28	9	7	0	2622	1905	264	50	16	11	6	2	2254

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 2 **DATE:** 24/05/2022

LOCATION: LONDON ROAD / PARK ROAD **DAY:** TUESDAY

TIME	TO ARM C LONDON ROAD (E)								FROM ARM C LONDON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	206	33	2	0	0	4	0	245	139	31	8	1	1	1	0	181
16:15	208	34	4	0	2	0	0	248	161	41	6	1	0	1	0	210
16:30	224	23	0	0	0	1	0	248	194	19	3	0	0	1	0	217
16:45	235	29	0	1	0	0	0	265	184	25	1	0	1	2	0	213
H/TOT	873	119	6	1	2	5	0	1006	678	116	18	2	2	5	0	821
17:00	218	24	2	0	1	0	0	245	135	34	2	0	0	1	0	172
17:15	225	18	1	0	0	2	0	246	155	15	2	0	1	1	0	174
17:30	214	15	4	0	1	1	0	235	190	12	1	2	0	0	0	205
17:45	157	13	1	1	1	2	0	175	196	22	0	3	1	2	0	224
H/TOT	814	70	8	1	3	5	0	901	676	83	5	5	2	4	0	775
18:00	171	13	2	0	3	0	0	189	202	25	3	0	0	1	0	231
18:15	141	19	0	0	0	3	0	163	186	25	1	0	1	1	0	214
18:30	151	14	2	0	0	1	0	168	151	12	0	1	0	1	0	165
18:45	140	12	1	1	0	3	0	157	165	10	3	0	0	0	0	178
H/TOT	603	58	5	1	3	7	0	677	704	72	7	1	1	3	0	788
P/TOT	2290	247	19	3	8	17	0	2584	2058	271	30	8	5	12	0	2384

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	A - C FROM SPA LANE TO LONDON ROAD (S)								A - B FROM SPA LANE TO LONDON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	107	25	6	1	0	0	0	139	9	1	0	0	0	0	0	10
07:15	110	30	2	3	0	0	1	146	19	1	0	0	0	0	0	20
07:30	134	24	3	2	0	0	0	163	20	0	0	0	0	0	0	20
07:45	150	31	2	3	0	0	0	186	26	6	0	0	0	0	0	32
H/TOT	501	110	13	9	0	0	1	634	74	8	0	0	0	0	0	82
08:00	106	30	3	1	1	0	1	142	18	6	0	0	0	0	0	24
08:15	134	16	3	0	0	0	0	153	30	4	1	0	0	0	0	35
08:30	91	16	6	2	0	0	1	116	26	2	0	0	0	0	1	29
08:45	107	18	7	3	0	0	0	135	25	3	1	0	0	0	0	29
H/TOT	438	80	19	6	1	0	2	546	99	15	2	0	0	0	1	117
09:00	113	15	8	1	2	1	0	140	30	1	0	0	0	0	0	31
09:15	91	20	5	5	1	0	0	122	18	2	1	0	0	0	0	21
09:30	72	16	4	1	1	0	0	94	23	1	0	0	0	0	0	24
09:45	76	8	4	2	0	1	0	91	24	4	1	0	0	0	0	29
H/TOT	352	59	21	9	4	2	0	447	95	8	2	0	0	0	0	105
P/TOT	1291	249	53	24	5	2	3	1627	268	31	4	0	0	0	1	304

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	A - C FROM SPA LANE TO LONDON ROAD (S)								A - B FROM SPA LANE TO LONDON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	114	20	0	0	0	1	0	135	22	2	1	0	0	0	0	25
16:15	86	14	3	1	2	0	0	106	29	0	0	0	0	0	0	29
16:30	118	15	0	0	1	0	0	134	28	4	0	0	0	0	0	32
16:45	118	16	0	1	0	0	0	135	19	4	0	0	0	0	0	23
H/TOT	436	65	3	2	3	1	0	510	98	10	1	0	0	0	0	109
17:00	109	16	0	0	1	0	1	127	22	1	0	0	0	0	0	23
17:15	102	7	1	0	0	1	0	111	19	2	0	0	0	0	0	21
17:30	95	8	3	0	1	0	0	107	26	2	0	0	0	0	0	28
17:45	93	7	0	0	0	0	0	100	32	1	0	0	0	0	0	33
H/TOT	399	38	4	0	2	1	1	445	99	6	0	0	0	0	0	105
18:00	66	8	2	0	1	0	1	78	20	1	1	0	0	0	0	22
18:15	72	17	0	0	0	3	0	92	8	1	0	0	0	0	0	9
18:30	76	7	1	0	0	1	0	85	15	3	0	0	0	0	0	18
18:45	67	8	0	1	0	0	0	76	15	0	0	0	0	0	0	15
H/TOT	281	40	3	1	1	4	1	331	58	5	1	0	0	0	0	64
P/TOT	1116	143	10	3	6	6	2	1286	255	21	2	0	0	0	0	278

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	B - A FROM LONDON ROAD (W) TO SPA LANE								B - C FROM LONDON ROAD (W) TO LONDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	0	0	0	0	0	5	24	4	0	0	1	0	0	29
07:15	10	1	0	0	0	0	0	11	23	8	1	0	0	0	1	33
07:30	11	1	2	0	0	0	0	14	30	4	0	0	0	0	0	34
07:45	15	6	0	0	0	0	0	21	34	5	0	0	1	0	0	40
H/TOT	41	8	2	0	0	0	0	51	111	21	1	0	2	0	1	136
08:00	11	2	0	0	0	0	0	13	28	3	1	0	0	0	0	32
08:15	17	1	0	0	0	0	0	18	31	9	2	0	0	0	0	42
08:30	14	3	0	0	0	0	0	17	29	12	2	0	0	0	0	43
08:45	14	2	0	0	0	0	0	16	31	6	2	0	1	0	0	40
H/TOT	56	8	0	0	0	0	0	64	119	30	7	0	1	0	0	157
09:00	11	0	0	0	0	0	0	11	27	10	1	0	1	0	0	39
09:15	16	0	0	0	1	0	0	17	27	4	0	1	0	1	0	33
09:30	12	3	0	0	0	0	0	15	36	4	0	0	0	1	0	41
09:45	14	1	0	0	0	0	0	15	36	7	1	1	0	0	1	46
H/TOT	53	4	0	0	1	0	0	58	126	25	2	2	1	2	1	159
P/TOT	150	20	2	0	1	0	0	173	356	76	10	2	4	2	2	452

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	B - A FROM LONDON ROAD (W) TO SPA LANE								B - C FROM LONDON ROAD (W) TO LONDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	32	2	0	0	0	0	0	34	53	8	0	0	1	0	0	62
16:15	20	0	0	0	0	0	0	20	43	7	0	0	0	0	0	50
16:30	21	1	0	0	0	0	0	22	53	6	0	0	0	1	0	60
16:45	32	1	0	0	0	0	0	33	59	4	0	0	0	0	0	63
H/TOT	105	4	0	0	0	0	0	109	208	25	0	0	1	1	0	235
17:00	23	1	0	0	0	0	0	24	43	7	1	0	1	0	0	52
17:15	35	4	0	0	0	0	2	41	37	1	0	0	0	0	0	38
17:30	41	3	0	0	0	0	1	45	45	2	1	0	0	1	0	49
17:45	31	2	0	0	0	0	0	33	27	4	1	1	0	2	0	35
H/TOT	130	10	0	0	0	0	3	143	152	14	3	1	1	3	0	174
18:00	24	1	0	0	0	0	0	25	50	1	0	0	2	0	0	53
18:15	12	0	0	0	0	0	0	12	34	0	0	0	0	0	2	36
18:30	9	1	0	0	0	0	0	10	35	2	1	0	0	0	0	38
18:45	18	1	0	0	0	0	0	19	42	1	0	0	0	1	0	44
H/TOT	63	3	0	0	0	0	0	66	161	4	1	0	2	1	2	171
P/TOT	298	17	0	0	0	0	3	318	521	43	4	1	4	5	2	580

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	C - B FROM LONDON ROAD (S) TO LONDON ROAD (W)								C - A FROM LONDON ROAD (S) TO SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	2	0	0	0	0	0	14	45	10	4	1	1	0	0	61
07:15	23	7	1	0	1	0	1	33	54	15	2	0	0	0	1	72
07:30	27	6	1	0	0	0	0	34	56	16	1	4	1	0	0	78
07:45	72	2	0	0	0	1	0	75	85	13	2	0	1	0	1	102
H/TOT	134	17	2	0	1	1	1	156	240	54	9	5	3	0	2	313
08:00	50	8	2	0	0	0	0	60	89	16	2	1	1	0	0	109
08:15	65	9	4	0	1	0	0	79	97	15	1	2	0	0	0	115
08:30	78	8	2	0	0	0	0	88	84	17	5	0	0	0	0	106
08:45	89	5	0	0	3	1	0	98	96	13	2	1	0	0	0	112
H/TOT	282	30	8	0	4	1	0	325	366	61	10	4	1	0	0	442
09:00	66	4	0	0	1	1	0	72	78	15	5	1	0	0	0	99
09:15	56	7	0	0	0	1	0	64	79	18	4	2	0	0	0	103
09:30	54	10	1	0	0	0	0	65	83	11	5	1	0	0	0	100
09:45	54	9	1	0	1	0	0	65	75	17	6	1	1	0	0	100
H/TOT	230	30	2	0	2	2	0	266	315	61	20	5	1	0	0	402
P/TOT	646	77	12	0	7	4	1	747	921	176	39	14	5	0	2	1157

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	C - B FROM LONDON ROAD (S) TO LONDON ROAD (W)								C - A FROM LONDON ROAD (S) TO SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	38	6	1	0	0	0	0	45	81	20	6	1	3	1	0	112
16:15	37	12	2	0	0	0	0	51	109	25	3	1	0	0	0	138
16:30	55	6	1	0	0	1	0	63	110	15	3	0	0	1	1	130
16:45	42	4	1	0	1	0	1	49	113	25	0	0	0	2	0	140
H/TOT	172	28	5	0	1	1	1	208	413	85	12	2	3	4	1	520
17:00	47	11	1	0	0	0	1	60	92	19	1	0	1	1	2	116
17:15	35	3	1	0	0	1	0	40	93	10	1	0	1	1	0	106
17:30	44	6	0	0	0	0	0	50	123	10	0	3	0	0	1	137
17:45	45	3	1	0	1	1	0	51	121	19	0	0	0	1	0	141
H/TOT	171	23	3	0	1	2	1	201	429	58	2	3	2	3	3	500
18:00	53	12	1	0	0	1	0	67	125	20	2	1	0	0	0	148
18:15	62	4	0	0	1	1	0	68	124	17	2	0	0	0	0	143
18:30	34	1	0	0	0	0	0	35	89	9	0	1	0	1	0	100
18:45	50	2	1	0	0	0	0	53	103	7	2	0	0	0	1	113
H/TOT	199	19	2	0	1	2	0	223	441	53	6	2	0	1	1	504
P/TOT	542	70	10	0	3	5	2	632	1283	196	20	7	5	8	5	1524

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	TO ARM A SPA LANE								FROM ARM A SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	50	10	4	1	1	0	0	66	116	26	6	1	0	0	0	149
07:15	64	16	2	0	0	0	1	83	129	31	2	3	0	0	1	166
07:30	67	17	3	4	1	0	0	92	154	24	3	2	0	0	0	183
07:45	100	19	2	0	1	0	1	123	176	37	2	3	0	0	0	218
H/TOT	281	62	11	5	3	0	2	364	575	118	13	9	0	0	1	716
08:00	100	18	2	1	1	0	0	122	124	36	3	1	1	0	1	166
08:15	114	16	1	2	0	0	0	133	164	20	4	0	0	0	0	188
08:30	98	20	5	0	0	0	0	123	117	18	6	2	0	0	2	145
08:45	110	15	2	1	0	0	0	128	132	21	8	3	0	0	0	164
H/TOT	422	69	10	4	1	0	0	506	537	95	21	6	1	0	3	663
09:00	89	15	5	1	0	0	0	110	143	16	8	1	2	1	0	171
09:15	95	18	4	2	1	0	0	120	109	22	6	5	1	0	0	143
09:30	95	14	5	1	0	0	0	115	95	17	4	1	1	0	0	118
09:45	89	18	6	1	1	0	0	115	100	12	5	2	0	1	0	120
H/TOT	368	65	20	5	2	0	0	460	447	67	23	9	4	2	0	552
P/TOT	1071	196	41	14	6	0	2	1330	1559	280	57	24	5	2	4	1931

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	TO ARM A SPA LANE								FROM ARM A SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	113	22	6	1	3	1	0	146	136	22	1	0	0	1	0	160
16:15	129	25	3	1	0	0	0	158	115	14	3	1	2	0	0	135
16:30	131	16	3	0	0	1	1	152	146	19	0	0	1	0	0	166
16:45	145	26	0	0	0	2	0	173	137	20	0	1	0	0	0	158
H/TOT	518	89	12	2	3	4	1	629	534	75	4	2	3	1	0	619
17:00	115	20	1	0	1	1	2	140	131	17	0	0	1	0	1	150
17:15	128	14	1	0	1	1	2	147	121	9	1	0	0	1	0	132
17:30	164	13	0	3	0	0	2	182	121	10	3	0	1	0	0	135
17:45	152	21	0	0	0	1	0	174	125	8	0	0	0	0	0	133
H/TOT	559	68	2	3	2	3	6	643	498	44	4	0	2	1	1	550
18:00	149	21	2	1	0	0	0	173	86	9	3	0	1	0	1	100
18:15	136	17	2	0	0	0	0	155	80	18	0	0	0	3	0	101
18:30	98	10	0	1	0	1	0	110	91	10	1	0	0	1	0	103
18:45	121	8	2	0	0	0	1	132	82	8	0	1	0	0	0	91
H/TOT	504	56	6	2	0	1	1	570	339	45	4	1	1	4	1	395
P/TOT	1581	213	20	7	5	8	8	1842	1371	164	12	3	6	6	2	1564

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	TO ARM B LONDON ROAD (W)								FROM ARM B LONDON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	3	0	0	0	0	0	24	29	4	0	0	1	0	0	34
07:15	42	8	1	0	1	0	1	53	33	9	1	0	0	0	1	44
07:30	47	6	1	0	0	0	0	54	41	5	2	0	0	0	0	48
07:45	98	8	0	0	0	1	0	107	49	11	0	0	1	0	0	61
H/TOT	208	25	2	0	1	1	1	238	152	29	3	0	2	0	1	187
08:00	68	14	2	0	0	0	0	84	39	5	1	0	0	0	0	45
08:15	95	13	5	0	1	0	0	114	48	10	2	0	0	0	0	60
08:30	104	10	2	0	0	0	1	117	43	15	2	0	0	0	0	60
08:45	114	8	1	0	3	1	0	127	45	8	2	0	1	0	0	56
H/TOT	381	45	10	0	4	1	1	442	175	38	7	0	1	0	0	221
09:00	96	5	0	0	1	1	0	103	38	10	1	0	1	0	0	50
09:15	74	9	1	0	0	1	0	85	43	4	0	1	1	1	0	50
09:30	77	11	1	0	0	0	0	89	48	7	0	0	0	1	0	56
09:45	78	13	2	0	1	0	0	94	50	8	1	1	0	0	1	61
H/TOT	325	38	4	0	2	2	0	371	179	29	2	2	2	2	1	217
P/TOT	914	108	16	0	7	4	2	1051	506	96	12	2	5	2	2	625

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	TO ARM B LONDON ROAD (W)								FROM ARM B LONDON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	60	8	2	0	0	0	0	70	85	10	0	0	1	0	0	96
16:15	66	12	2	0	0	0	0	80	63	7	0	0	0	0	0	70
16:30	83	10	1	0	0	1	0	95	74	7	0	0	0	1	0	82
16:45	61	8	1	0	1	0	1	72	91	5	0	0	0	0	0	96
H/TOT	270	38	6	0	1	1	1	317	313	29	0	0	1	1	0	344
17:00	69	12	1	0	0	0	1	83	66	8	1	0	1	0	0	76
17:15	54	5	1	0	0	1	0	61	72	5	0	0	0	0	2	79
17:30	70	8	0	0	0	0	0	78	86	5	1	0	0	1	1	94
17:45	77	4	1	0	1	1	0	84	58	6	1	1	0	2	0	68
H/TOT	270	29	3	0	1	2	1	306	282	24	3	1	1	3	3	317
18:00	73	13	2	0	0	1	0	89	74	2	0	0	2	0	0	78
18:15	70	5	0	0	1	1	0	77	46	0	0	0	0	0	2	48
18:30	49	4	0	0	0	0	0	53	44	3	1	0	0	0	0	48
18:45	65	2	1	0	0	0	0	68	60	2	0	0	0	1	0	63
H/TOT	257	24	3	0	1	2	0	287	224	7	1	0	2	1	2	237
P/TOT	797	91	12	0	3	5	2	910	819	60	4	1	4	5	5	898

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	TO ARM C LONDON ROAD (S)								FROM ARM C LONDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	131	29	6	1	1	0	0	168	57	12	4	1	1	0	0	75
07:15	133	38	3	3	0	0	2	179	77	22	3	0	1	0	2	105
07:30	164	28	3	2	0	0	0	197	83	22	2	4	1	0	0	112
07:45	184	36	2	3	1	0	0	226	157	15	2	0	1	1	1	177
H/TOT	612	131	14	9	2	0	2	770	374	71	11	5	4	1	3	469
08:00	134	33	4	1	1	0	1	174	139	24	4	1	1	0	0	169
08:15	165	25	5	0	0	0	0	195	162	24	5	2	1	0	0	194
08:30	120	28	8	2	0	0	1	159	162	25	7	0	0	0	0	194
08:45	138	24	9	3	1	0	0	175	185	18	2	1	3	1	0	210
H/TOT	557	110	26	6	2	0	2	703	648	91	18	4	5	1	0	767
09:00	140	25	9	1	3	1	0	179	144	19	5	1	1	1	0	171
09:15	118	24	5	6	1	1	0	155	135	25	4	2	0	1	0	167
09:30	108	20	4	1	1	1	0	135	137	21	6	1	0	0	0	165
09:45	112	15	5	3	0	1	1	137	129	26	7	1	2	0	0	165
H/TOT	478	84	23	11	5	4	1	606	545	91	22	5	3	2	0	668
P/TOT	1647	325	63	26	9	4	5	2079	1567	253	51	14	12	4	3	1904

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 3 **DATE:** 24/05/2022

LOCATION: SPA LANE / LONDON ROAD **DAY:** TUESDAY

TIME	TO ARM C LONDON ROAD (S)								FROM ARM C LONDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	167	28	0	0	1	1	0	197	119	26	7	1	3	1	0	157
16:15	129	21	3	1	2	0	0	156	146	37	5	1	0	0	0	189
16:30	171	21	0	0	1	1	0	194	165	21	4	0	0	2	1	193
16:45	177	20	0	1	0	0	0	198	155	29	1	0	1	2	1	189
H/TOT	644	90	3	2	4	2	0	745	585	113	17	2	4	5	2	728
17:00	152	23	1	0	2	0	1	179	139	30	2	0	1	1	3	176
17:15	139	8	1	0	0	1	0	149	128	13	2	0	1	2	0	146
17:30	140	10	4	0	1	1	0	156	167	16	0	3	0	0	1	187
17:45	120	11	1	1	0	2	0	135	166	22	1	0	1	2	0	192
H/TOT	551	52	7	1	3	4	1	619	600	81	5	3	3	5	4	701
18:00	116	9	2	0	3	0	1	131	178	32	3	1	0	1	0	215
18:15	106	17	0	0	0	3	2	128	186	21	2	0	1	1	0	211
18:30	111	9	2	0	0	1	0	123	123	10	0	1	0	1	0	135
18:45	109	9	0	1	0	1	0	120	153	9	3	0	0	0	1	166
H/TOT	442	44	4	1	3	5	3	502	640	72	8	2	1	3	1	727
P/TOT	1637	186	14	4	10	11	4	1866	1825	266	30	7	8	13	7	2156

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	A - D FROM HIGHFIELDS ROAD TO LEICESTER ROAD (E)								A - C FROM HIGHFIELDS ROAD TO SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	A - D FROM HIGHFIELDS ROAD TO LEICESTER ROAD (E)								A - C FROM HIGHFIELDS ROAD TO SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	A - B FROM HIGHFIELDS ROAD TO LEICESTER ROAD (W)								B - A FROM LEICESTER ROAD (W) TO HIGHFIELDS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
09:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	9
P/TOT	0	0	0	0	0	0	0	0	16	8	1	0	0	0	0	25

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	A - B FROM HIGHFIELDS ROAD TO LEICESTER ROAD (W)								B - A FROM LEICESTER ROAD (W) TO HIGHFIELDS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
P/TOT	0	0	0	0	0	0	0	0	21	2	0	0	0	0	1	24

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	B - D FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								B - C FROM LEICESTER ROAD (W) TO SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	2	0	0	0	1	1	11	29	5	2	2	0	0	0	38
07:15	13	0	0	0	0	0	0	13	35	10	0	0	0	0	0	45
07:30	12	3	0	0	1	0	0	16	43	11	1	2	0	0	0	57
07:45	34	2	1	0	0	0	0	37	73	14	1	2	0	0	0	90
H/TOT	66	7	1	0	1	1	1	77	180	40	4	6	0	0	0	230
08:00	38	3	2	1	0	0	2	46	52	15	0	0	0	0	1	68
08:15	48	6	0	0	0	0	3	57	59	5	1	0	0	0	0	65
08:30	35	2	0	0	1	0	0	38	42	11	0	1	0	0	0	54
08:45	36	6	4	0	0	0	0	46	57	12	6	1	0	0	0	76
H/TOT	157	17	6	1	1	0	5	187	210	43	7	2	0	0	1	263
09:00	20	4	1	1	0	0	1	27	52	7	4	0	0	1	0	64
09:15	15	4	0	0	0	0	0	19	39	11	2	2	0	0	0	54
09:30	22	2	1	0	0	0	0	25	34	10	1	0	0	0	0	45
09:45	29	3	0	0	0	0	0	32	31	5	2	0	0	1	0	39
H/TOT	86	13	2	1	0	0	1	103	156	33	9	2	0	2	0	202
P/TOT	309	37	9	2	2	1	7	367	546	116	20	10	0	2	1	695

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	B - D FROM LEICESTER ROAD (W) TO LEICESTER ROAD (E)								B - C FROM LEICESTER ROAD (W) TO SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	39	5	0	0	0	0	0	44	62	9	1	0	0	1	0	73
16:15	48	6	0	0	0	0	0	54	49	6	3	0	1	0	0	59
16:30	47	8	0	0	0	0	0	55	54	6	0	0	0	0	0	60
16:45	30	8	0	0	1	0	0	39	61	6	1	0	0	0	0	68
H/TOT	164	27	0	0	1	0	0	192	226	27	5	0	1	1	0	260
17:00	42	11	0	0	0	1	0	54	62	6	0	0	0	0	0	68
17:15	44	4	0	0	0	0	1	49	54	3	1	0	0	1	1	60
17:30	57	7	0	0	0	0	0	64	43	5	1	0	0	0	1	50
17:45	45	4	0	0	1	1	0	51	50	3	0	0	0	0	0	53
H/TOT	188	26	0	0	1	2	1	218	209	17	2	0	0	1	2	231
18:00	36	3	1	0	0	1	0	41	32	7	0	0	0	1	0	40
18:15	32	3	0	0	0	0	0	35	41	7	0	0	0	0	0	48
18:30	38	2	0	0	0	1	1	42	42	0	0	0	0	0	0	42
18:45	24	2	0	0	0	0	0	26	25	2	0	0	0	0	0	27
H/TOT	130	10	1	0	0	2	1	144	140	16	0	0	0	1	0	157
P/TOT	482	63	1	0	2	4	2	554	575	60	7	0	1	3	2	648

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	C - B FROM SPA LANE TO LEICESTER ROAD (W)								C - A FROM SPA LANE TO HIGHFIELDS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	14	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0
07:15	13	6	0	0	0	0	0	19	2	0	0	0	0	0	0	2
07:30	24	5	2	0	1	0	1	33	2	0	0	0	0	0	0	2
07:45	28	3	0	0	1	0	1	33	1	2	0	0	0	0	0	3
H/TOT	79	16	3	0	2	0	2	102	5	2	0	0	0	0	0	7
08:00	36	2	0	1	1	0	0	40	1	1	0	0	0	0	0	2
08:15	37	6	0	1	0	0	0	44	4	0	0	0	0	0	0	4
08:30	42	6	3	0	0	0	0	51	2	1	1	0	0	0	0	4
08:45	37	2	1	0	0	0	0	40	5	0	0	0	0	0	0	5
H/TOT	152	16	4	2	1	0	0	175	12	2	1	0	0	0	0	15
09:00	31	6	2	0	0	0	0	39	8	2	0	0	0	0	0	10
09:15	43	8	1	1	0	0	0	53	0	3	0	0	0	0	0	3
09:30	37	5	1	1	0	0	0	44	4	0	0	0	0	0	0	4
09:45	35	6	4	0	0	0	0	45	4	1	0	0	0	0	0	5
H/TOT	146	25	8	2	0	0	0	181	16	6	0	0	0	0	0	22
P/TOT	377	57	15	4	3	0	2	458	33	10	1	0	0	0	0	44

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	C - B FROM SPA LANE TO LEICESTER ROAD (W)								C - A FROM SPA LANE TO HIGHFIELDS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	27	7	1	0	0	1	0	36	2	1	0	0	0	0	0	3
16:15	29	6	2	0	0	0	0	37	9	1	0	0	0	0	0	10
16:30	33	6	2	0	0	1	0	42	2	0	0	0	0	0	0	2
16:45	37	2	0	0	0	1	0	40	6	3	0	0	0	0	0	9
H/TOT	126	21	5	0	0	3	0	155	19	5	0	0	0	0	0	24
17:00	30	7	1	0	1	1	0	40	5	1	0	0	0	0	0	6
17:15	26	5	0	0	1	0	0	32	3	2	0	0	0	0	0	5
17:30	41	3	0	1	0	0	0	45	6	0	0	0	0	0	0	6
17:45	43	8	0	0	0	0	0	51	4	0	0	0	0	0	0	4
H/TOT	140	23	1	1	2	1	0	168	18	3	0	0	0	0	0	21
18:00	42	6	2	1	0	0	0	51	6	2	0	0	0	0	0	8
18:15	49	4	1	0	0	0	0	54	4	2	0	0	0	0	0	6
18:30	36	7	0	0	0	1	0	44	6	0	0	0	0	0	0	6
18:45	41	3	1	0	0	1	1	47	5	1	0	0	0	0	0	6
H/TOT	168	20	4	1	0	2	1	196	21	5	0	0	0	0	0	26
P/TOT	434	64	10	2	2	6	1	519	58	13	0	0	0	0	0	71

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	C - D FROM SPA LANE TO LEICESTER ROAD (E)								D - C FROM LEICESTER ROAD (E) TO SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	8	3	1	1	0	0	45	90	18	4	0	0	0	0	112
07:15	52	11	2	0	0	0	0	65	83	17	2	2	0	0	1	105
07:30	44	11	2	2	0	0	0	59	112	16	3	0	0	0	0	131
07:45	63	13	2	1	0	0	0	79	96	24	0	2	0	0	0	122
H/TOT	191	43	9	4	1	0	0	248	381	75	9	4	0	0	1	470
08:00	74	15	1	1	0	0	0	91	76	22	4	1	1	0	0	104
08:15	72	8	1	0	0	0	0	81	86	9	3	0	0	0	0	98
08:30	64	11	1	0	0	0	0	76	68	7	5	1	0	0	0	81
08:45	59	14	1	1	0	0	0	75	69	10	2	2	0	0	0	83
H/TOT	269	48	4	2	0	0	0	323	299	48	14	4	1	0	0	366
09:00	56	5	3	1	0	0	0	65	84	9	5	1	0	0	0	99
09:15	58	6	3	1	1	0	0	69	71	11	3	4	0	0	0	89
09:30	55	10	5	0	0	0	0	70	59	7	5	1	0	0	0	72
09:45	58	12	3	1	0	0	0	74	66	6	4	1	0	0	0	77
H/TOT	227	33	14	3	1	0	0	278	280	33	17	7	0	0	0	337
P/TOT	687	124	27	9	2	0	0	849	960	156	40	15	1	0	1	1173

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	C - D FROM SPA LANE TO LEICESTER ROAD (E)								D - C FROM LEICESTER ROAD (E) TO SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	78	14	7	1	1	0	1	102	72	11	0	1	0	0	0	84
16:15	88	20	1	1	0	0	0	110	69	9	0	0	0	0	0	78
16:30	95	10	1	0	0	0	0	106	84	15	0	0	0	0	0	99
16:45	98	18	0	0	0	1	0	117	85	10	0	1	0	0	0	96
H/TOT	359	62	9	2	1	1	1	435	310	45	0	2	0	0	0	357
17:00	79	13	0	0	0	0	0	92	66	10	0	0	0	0	0	76
17:15	88	9	0	0	0	1	2	100	65	5	0	0	0	0	0	70
17:30	113	8	0	2	0	0	2	125	59	5	2	0	0	0	0	66
17:45	114	9	0	0	0	1	0	124	75	4	0	0	0	0	0	79
H/TOT	394	39	0	2	0	2	4	441	265	24	2	0	0	0	0	291
18:00	99	12	0	0	0	0	0	111	49	2	3	0	0	0	0	54
18:15	83	12	1	0	0	0	0	96	43	8	0	0	0	3	1	55
18:30	53	4	0	1	0	0	0	58	45	10	1	0	0	1	0	57
18:45	78	3	1	0	0	0	0	82	54	7	0	1	0	0	0	62
H/TOT	313	31	2	1	0	0	0	347	191	27	4	1	0	4	1	228
P/TOT	1066	132	11	5	1	3	5	1223	766	96	6	3	0	4	1	876

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	D - B FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								D - A FROM LEICESTER ROAD (E) TO HIGHFIELDS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	1	1	0	1	0	0	16	1	0	0	0	0	0	0	1
07:15	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
07:30	22	5	1	0	0	0	0	28	0	0	0	0	0	0	0	0
07:45	33	0	0	0	0	0	0	33	1	0	0	0	0	0	0	1
H/TOT	86	8	2	0	1	0	0	97	2	0	0	0	0	0	0	2
08:00	34	3	1	1	1	0	0	40	0	0	0	0	0	0	0	0
08:15	45	5	1	0	0	0	0	51	1	0	0	0	0	0	0	1
08:30	46	4	1	0	0	0	0	51	1	0	0	0	0	0	0	1
08:45	57	2	0	1	0	0	0	60	0	0	0	0	0	0	0	0
H/TOT	182	14	3	2	1	0	0	202	2	0	0	0	0	0	0	2
09:00	40	5	0	0	0	0	0	45	1	1	0	0	0	0	0	2
09:15	28	7	1	0	1	1	0	38	0	0	0	0	0	0	0	0
09:30	27	1	0	0	0	0	2	30	0	0	0	0	0	0	0	0
09:45	40	5	0	0	0	0	0	45	0	0	0	0	0	0	0	0
H/TOT	135	18	1	0	1	1	2	158	1	1	0	0	0	0	0	2
P/TOT	403	40	6	2	3	1	2	457	5	1	0	0	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	D - B FROM LEICESTER ROAD (E) TO LEICESTER ROAD (W)								D - A FROM LEICESTER ROAD (E) TO HIGHFIELDS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	37	3	0	0	0	0	0	40	2	0	0	0	0	0	0	2
16:15	30	3	0	0	0	0	1	34	2	1	0	0	0	0	0	3
16:30	27	3	0	0	1	0	0	31	1	0	0	0	0	0	0	1
16:45	29	4	1	0	0	0	0	34	1	1	0	0	0	0	0	2
H/TOT	123	13	1	0	1	0	1	139	6	2	0	0	0	0	0	8
17:00	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
17:15	40	3	0	0	0	0	0	43	0	0	0	0	0	0	0	0
17:30	36	3	0	0	1	1	0	41	0	0	0	0	0	0	0	0
17:45	39	3	0	0	0	0	0	42	0	0	0	0	0	0	0	0
H/TOT	143	10	0	0	1	1	0	155	0	0	0	0	0	0	0	0
18:00	26	4	3	0	0	0	0	33	0	0	0	0	0	0	0	0
18:15	27	3	0	0	0	0	0	30	0	0	0	0	0	0	0	0
18:30	29	2	0	0	1	0	0	32	1	0	0	0	0	0	0	1
18:45	32	1	0	0	0	1	0	34	1	1	0	0	0	0	0	2
H/TOT	114	10	3	0	1	1	0	129	2	1	0	0	0	0	0	3
P/TOT	380	33	4	0	3	2	1	423	8	3	0	0	0	0	0	11

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	TO ARM A HIGHFIELDS ROAD								FROM ARM A HIGHFIELDS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	7	4	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	8	2	1	0	0	0	0	11	0	0	0	0	0	0	0	0
08:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	26	4	1	0	0	0	0	31	0	0	0	0	0	0	0	0
09:00	11	5	1	0	0	0	0	17	0	0	0	0	0	0	0	0
09:15	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	21	11	1	0	0	0	0	33	0	0	0	0	0	0	0	0
P/TOT	54	19	2	0	0	0	0	75	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	TO ARM A HIGHFIELDS ROAD								FROM ARM A HIGHFIELDS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:15	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
16:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:45	9	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	35	8	0	0	0	0	0	43	0	0	0	0	0	0	0	0
17:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0
18:00	7	2	0	0	0	0	1	10	0	0	0	0	0	0	0	0
18:15	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
18:45	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	28	6	0	0	0	0	1	35	0	0	0	0	0	0	0	0
P/TOT	87	18	0	0	0	0	1	106	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	TO ARM B LEICESTER ROAD (W)								FROM ARM B LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	27	3	2	0	1	0	0	33	36	7	2	2	0	1	1	49
07:15	31	8	0	0	0	0	0	39	48	12	0	0	0	0	0	60
07:30	46	10	3	0	1	0	1	61	55	14	1	2	1	0	0	73
07:45	61	3	0	0	1	0	1	66	107	16	2	2	0	0	0	127
H/TOT	165	24	5	0	3	0	2	199	246	49	5	6	1	1	1	309
08:00	70	5	1	2	2	0	0	80	92	18	2	1	0	0	3	116
08:15	82	11	1	1	0	0	0	95	109	12	1	0	0	0	3	125
08:30	88	10	4	0	0	0	0	102	82	14	0	1	1	0	0	98
08:45	94	4	1	1	0	0	0	100	96	18	10	1	0	0	0	125
H/TOT	334	30	7	4	2	0	0	377	379	62	13	3	1	0	6	464
09:00	71	11	2	0	0	0	0	84	74	13	6	1	0	1	1	96
09:15	71	15	2	1	1	1	0	91	54	16	2	2	0	0	0	74
09:30	64	6	1	1	0	0	2	74	57	13	2	0	0	0	0	72
09:45	75	11	4	0	0	0	0	90	61	8	2	0	0	1	0	72
H/TOT	281	43	9	2	1	1	2	339	246	50	12	3	0	2	1	314
P/TOT	780	97	21	6	6	1	4	915	871	161	30	12	2	3	8	1087

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	TO ARM B LEICESTER ROAD (W)								FROM ARM B LEICESTER ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	64	10	1	0	0	1	0	76	106	14	1	0	0	1	0	122
16:15	59	9	2	0	0	0	1	71	100	12	3	0	1	0	0	116
16:30	60	9	2	0	1	1	0	73	101	15	0	0	0	0	0	116
16:45	66	6	1	0	0	1	0	74	93	14	1	0	1	0	0	109
H/TOT	249	34	6	0	1	3	1	294	400	55	5	0	2	1	0	463
17:00	58	8	1	0	1	1	0	69	105	17	0	0	0	1	0	123
17:15	66	8	0	0	1	0	0	75	99	7	1	0	0	1	2	110
17:30	77	6	0	1	1	1	0	86	103	13	1	0	0	0	1	118
17:45	82	11	0	0	0	0	0	93	96	7	0	0	1	1	0	105
H/TOT	283	33	1	1	3	2	0	323	403	44	2	0	1	3	3	456
18:00	68	10	5	1	0	0	0	84	69	10	1	0	0	2	1	83
18:15	76	7	1	0	0	0	0	84	75	10	0	0	0	0	0	85
18:30	65	9	0	0	1	1	0	76	81	2	0	0	0	1	1	85
18:45	73	4	1	0	0	2	1	81	50	4	0	0	0	0	0	54
H/TOT	282	30	7	1	1	3	1	325	275	26	1	0	0	3	2	307
P/TOT	814	97	14	2	5	8	2	942	1078	125	8	0	3	7	5	1226

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	TO ARM C SPA LANE								FROM ARM C SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	119	23	6	2	0	0	0	150	46	10	4	1	1	0	0	62
07:15	118	27	2	2	0	0	1	150	67	17	2	0	0	0	0	86
07:30	155	27	4	2	0	0	0	188	70	16	4	2	1	0	1	94
07:45	169	38	1	4	0	0	0	212	92	18	2	1	1	0	1	115
H/TOT	561	115	13	10	0	0	1	700	275	61	12	4	3	0	2	357
08:00	128	37	4	1	1	0	1	172	111	18	1	2	1	0	0	133
08:15	145	14	4	0	0	0	0	163	113	14	1	1	0	0	0	129
08:30	110	18	5	2	0	0	0	135	108	18	5	0	0	0	0	131
08:45	126	22	8	3	0	0	0	159	101	16	2	1	0	0	0	120
H/TOT	509	91	21	6	1	0	1	629	433	66	9	4	1	0	0	513
09:00	136	16	9	1	0	1	0	163	95	13	5	1	0	0	0	114
09:15	110	22	5	6	0	0	0	143	101	17	4	2	1	0	0	125
09:30	93	17	6	1	0	0	0	117	96	15	6	1	0	0	0	118
09:45	97	11	6	1	0	1	0	116	97	19	7	1	0	0	0	124
H/TOT	436	66	26	9	0	2	0	539	389	64	22	5	1	0	0	481
P/TOT	1506	272	60	25	1	2	2	1868	1097	191	43	13	5	0	2	1351

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	TO ARM C SPA LANE								FROM ARM C SPA LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	134	20	1	1	0	1	0	157	107	22	8	1	1	1	1	141
16:15	118	15	3	0	1	0	0	137	126	27	3	1	0	0	0	157
16:30	138	21	0	0	0	0	0	159	130	16	3	0	0	1	0	150
16:45	146	16	1	1	0	0	0	164	141	23	0	0	0	2	0	166
H/TOT	536	72	5	2	1	1	0	617	504	88	14	2	1	4	1	614
17:00	128	16	0	0	0	0	0	144	114	21	1	0	1	1	0	138
17:15	119	8	1	0	0	1	1	130	117	16	0	0	1	1	2	137
17:30	102	10	3	0	0	0	1	116	160	11	0	3	0	0	2	176
17:45	125	7	0	0	0	0	0	132	161	17	0	0	0	1	0	179
H/TOT	474	41	4	0	0	1	2	522	552	65	1	3	2	3	4	630
18:00	81	9	3	0	0	1	0	94	147	20	2	1	0	0	0	170
18:15	84	15	0	0	0	3	1	103	136	18	2	0	0	0	0	156
18:30	87	10	1	0	0	1	0	99	95	11	0	1	0	1	0	108
18:45	79	9	0	1	0	0	0	89	124	7	2	0	0	1	1	135
H/TOT	331	43	4	1	0	5	1	385	502	56	6	2	0	2	1	569
P/TOT	1341	156	13	3	1	7	3	1524	1558	209	21	7	3	9	6	1813

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	TO ARM D LEICESTER ROAD (E)								FROM ARM D LEICESTER ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	10	3	1	1	1	1	56	104	19	5	0	1	0	0	129
07:15	65	11	2	0	0	0	0	78	101	19	2	2	0	0	1	125
07:30	56	14	2	2	1	0	0	75	134	21	4	0	0	0	0	159
07:45	97	15	3	1	0	0	0	116	130	24	0	2	0	0	0	156
H/TOT	257	50	10	4	2	1	1	325	469	83	11	4	1	0	1	569
08:00	112	18	3	2	0	0	2	137	110	25	5	2	2	0	0	144
08:15	120	14	1	0	0	0	3	138	132	14	4	0	0	0	0	150
08:30	99	13	1	0	1	0	0	114	115	11	6	1	0	0	0	133
08:45	95	20	5	1	0	0	0	121	126	12	2	3	0	0	0	143
H/TOT	426	65	10	3	1	0	5	510	483	62	17	6	2	0	0	570
09:00	76	9	4	2	0	0	1	92	125	15	5	1	0	0	0	146
09:15	73	10	3	1	1	0	0	88	99	18	4	4	1	1	0	127
09:30	77	12	6	0	0	0	0	95	86	8	5	1	0	0	2	102
09:45	87	15	3	1	0	0	0	106	106	11	4	1	0	0	0	122
H/TOT	313	46	16	4	1	0	1	381	416	52	18	7	1	1	2	497
P/TOT	996	161	36	11	4	1	7	1216	1368	197	46	17	4	1	3	1636

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 4 **DATE:** 24/05/2022

LOCATION: HIGHFIELDS ROAD / LEICESTER ROAD / SPA LANE **DAY:** TUESDAY

TIME	TO ARM D LEICESTER ROAD (E)								FROM ARM D LEICESTER ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	117	19	7	1	1	0	1	146	111	14	0	1	0	0	0	126
16:15	136	26	1	1	0	0	0	164	101	13	0	0	0	0	1	115
16:30	142	18	1	0	0	0	0	161	112	18	0	0	1	0	0	131
16:45	128	26	0	0	1	1	0	156	115	15	1	1	0	0	0	132
H/TOT	523	89	9	2	2	1	1	627	439	60	1	2	1	0	1	504
17:00	121	24	0	0	0	1	0	146	94	11	0	0	0	0	0	105
17:15	132	13	0	0	0	1	3	149	105	8	0	0	0	0	0	113
17:30	170	15	0	2	0	0	2	189	95	8	2	0	1	1	0	107
17:45	159	13	0	0	1	2	0	175	114	7	0	0	0	0	0	121
H/TOT	582	65	0	2	1	4	5	659	408	34	2	0	1	1	0	446
18:00	135	15	1	0	0	1	0	152	75	6	6	0	0	0	0	87
18:15	115	15	1	0	0	0	0	131	70	11	0	0	0	3	1	85
18:30	91	6	0	1	0	1	1	100	75	12	1	0	1	1	0	90
18:45	102	5	1	0	0	0	0	108	87	9	0	1	0	1	0	98
H/TOT	443	41	3	1	0	2	1	491	307	38	7	1	1	5	1	360
P/TOT	1548	195	12	5	3	7	7	1777	1154	132	10	3	3	6	2	1310

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	A - C FROM M69 TO HINCKLEY ROAD (E)								A - B FROM M69 TO HINCKLEY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	3	1	0	0	0	0	6	18	4	0	0	0	0	0	22
07:15	7	3	1	1	0	0	0	12	21	13	2	0	0	0	0	36
07:30	10	2	1	0	0	0	0	13	35	8	1	1	1	0	0	46
07:45	8	2	1	0	0	0	0	11	32	12	3	0	0	0	0	47
H/TOT	27	10	4	1	0	0	0	42	106	37	6	1	1	0	0	151
08:00	9	2	1	0	0	0	0	12	49	9	2	0	0	0	0	60
08:15	11	3	2	0	0	0	0	16	38	11	1	0	0	0	0	50
08:30	8	4	0	0	0	0	0	12	50	7	3	0	0	0	0	60
08:45	5	1	2	1	0	0	0	9	43	4	1	1	0	1	0	50
H/TOT	33	10	5	1	0	0	0	49	180	31	7	1	0	1	0	220
09:00	10	2	0	2	0	0	0	14	41	10	3	0	0	0	0	54
09:15	2	4	1	0	0	0	0	7	23	14	0	3	0	0	0	40
09:30	8	0	1	1	0	0	0	10	31	6	1	0	1	0	0	39
09:45	7	3	0	0	0	0	0	10	33	6	2	0	0	0	0	41
H/TOT	27	9	2	3	0	0	0	41	128	36	6	3	1	0	0	174
P/TOT	87	29	11	5	0	0	0	132	414	104	19	5	2	1	0	545

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	A - C FROM M69 TO HINCKLEY ROAD (E)								A - B FROM M69 TO HINCKLEY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	6	0	0	0	0	0	29	55	11	0	0	0	0	0	66
16:15	29	7	3	0	0	0	0	39	50	14	2	1	0	0	0	67
16:30	31	7	0	0	0	0	0	38	70	10	2	0	0	0	0	82
16:45	28	7	0	0	0	0	0	35	68	13	0	0	0	0	0	81
H/TOT	111	27	3	0	0	0	0	141	243	48	4	1	0	0	0	296
17:00	44	6	1	1	0	0	0	52	57	13	1	0	0	1	0	72
17:15	59	7	0	1	0	1	0	68	71	8	1	0	0	0	0	80
17:30	50	2	0	0	0	0	0	52	62	7	1	0	1	0	0	71
17:45	41	4	2	0	0	0	0	47	60	9	1	2	0	0	0	72
H/TOT	194	19	3	2	0	1	0	219	250	37	4	2	1	1	0	295
18:00	33	2	0	0	0	0	0	35	61	4	1	0	0	0	0	66
18:15	21	3	1	1	0	0	0	26	47	6	0	0	0	0	0	53
18:30	22	2	0	0	0	0	0	24	48	2	1	0	0	0	0	51
18:45	15	1	1	1	0	0	0	18	33	5	1	0	0	0	0	39
H/TOT	91	8	2	2	0	0	0	103	189	17	3	0	0	0	0	209
P/TOT	396	54	8	4	0	1	0	463	682	102	11	3	1	1	0	800

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	A - A FROM M69 TO M69								B - A FROM HINCKLEY ROAD (W) TO M69							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	53	15	0	0	0	0	0	68
07:15	0	0	0	0	0	0	0	0	109	18	1	1	0	0	0	129
07:30	0	0	0	0	0	0	0	0	106	14	3	1	0	0	0	124
07:45	0	0	0	0	0	0	0	0	101	14	1	1	0	0	0	117
H/TOT	0	0	0	0	0	0	0	0	369	61	5	3	0	0	0	438
08:00	0	0	0	0	0	0	0	0	89	13	1	0	0	0	0	103
08:15	0	0	0	0	0	0	0	0	71	7	2	0	0	0	0	80
08:30	0	0	0	0	0	0	0	0	80	12	4	1	0	1	0	98
08:45	0	0	0	0	0	0	0	0	55	7	2	0	0	0	0	64
H/TOT	0	0	0	0	0	0	0	0	295	39	9	1	0	1	0	345
09:00	0	0	0	0	0	0	0	0	52	4	6	0	0	0	0	62
09:15	0	0	0	0	0	0	0	0	59	7	1	2	0	1	0	70
09:30	0	0	0	0	0	0	0	0	40	4	2	2	0	0	0	48
09:45	0	0	0	0	0	0	0	0	44	5	2	1	1	0	0	53
H/TOT	0	0	0	0	0	0	0	0	195	20	11	5	1	1	0	233
P/TOT	0	0	0	0	0	0	0	0	859	120	25	9	1	2	0	1016

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	A - A FROM M69 TO M69								B - A FROM HINCKLEY ROAD (W) TO M69							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	40	12	2	0	0	1	0	55
16:15	0	0	0	0	0	0	0	0	31	13	1	1	0	0	0	46
16:30	0	0	0	1	0	0	0	1	39	6	1	1	0	0	0	47
16:45	0	0	0	0	0	0	0	0	45	15	0	0	0	0	0	60
H/TOT	0	0	0	1	0	0	0	1	155	46	4	2	0	1	0	208
17:00	0	0	0	0	0	0	0	0	34	5	1	0	0	0	0	40
17:15	0	0	0	0	0	0	0	0	45	7	1	0	0	1	0	54
17:30	0	0	0	0	0	0	0	0	31	7	1	1	0	0	0	40
17:45	0	0	0	0	0	0	0	0	36	2	0	0	1	0	0	39
H/TOT	0	0	0	0	0	0	0	0	146	21	3	1	1	1	0	173
18:00	0	0	0	0	0	0	0	0	46	1	0	0	0	0	0	47
18:15	0	0	0	0	0	0	0	0	27	7	0	0	0	0	0	34
18:30	0	0	0	0	0	0	0	0	27	7	1	0	0	0	0	35
18:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	122	16	1	0	0	0	0	139
P/TOT	0	0	0	1	0	0	0	1	423	83	8	3	1	2	0	520

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	B - C FROM HINCKLEY ROAD (W) TO HINCKLEY ROAD (E)								B - B FROM HINCKLEY ROAD (W) TO HINCKLEY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	23	4	0	1	0	0	0	28	0	0	0	0	0	0	0	0
07:15	27	7	0	0	0	0	0	34	0	0	0	0	0	0	0	0
07:30	43	9	3	0	0	0	0	55	0	0	0	0	0	0	0	0
07:45	48	12	2	0	0	0	0	62	0	0	0	0	0	0	0	0
H/TOT	141	32	5	1	0	0	0	179	0	0	0	0	0	0	0	0
08:00	39	10	0	0	1	0	0	50	0	0	0	0	0	0	0	0
08:15	47	2	1	0	0	0	0	50	1	0	0	0	0	0	0	1
08:30	44	10	3	1	1	0	0	59	1	1	0	0	0	0	0	2
08:45	53	10	0	1	0	0	0	64	0	0	0	0	0	0	0	0
H/TOT	183	32	4	2	2	0	0	223	2	1	0	0	0	0	0	3
09:00	36	6	3	1	0	2	0	48	0	0	0	0	0	0	0	0
09:15	28	16	1	0	0	0	0	45	1	0	0	0	0	0	0	1
09:30	43	13	1	1	0	0	0	58	1	0	1	0	0	0	0	2
09:45	42	11	0	0	0	0	0	53	1	0	0	0	0	0	0	1
H/TOT	149	46	5	2	0	2	0	204	3	0	1	0	0	0	0	4
P/TOT	473	110	14	5	2	2	0	606	5	1	1	0	0	0	0	7

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	B - C FROM HINCKLEY ROAD (W) TO HINCKLEY ROAD (E)								B - B FROM HINCKLEY ROAD (W) TO HINCKLEY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	62	9	1	0	0	2	0	74	2	0	0	0	0	0	0	2
16:15	65	14	0	0	0	1	0	80	1	0	0	0	0	0	0	1
16:30	76	8	2	0	0	0	0	86	0	0	0	0	0	0	0	0
16:45	85	15	1	0	0	0	1	102	0	0	0	0	0	0	0	0
H/TOT	288	46	4	0	0	3	1	342	3	0	0	0	0	0	0	3
17:00	73	8	1	0	0	1	0	83	0	0	0	0	0	0	0	0
17:15	95	11	0	0	0	0	1	107	2	1	0	0	0	0	0	3
17:30	83	7	0	0	0	2	2	94	1	0	0	0	0	0	0	1
17:45	68	10	0	0	0	0	1	79	0	1	0	0	0	0	0	1
H/TOT	319	36	1	0	0	3	4	363	3	2	0	0	0	0	0	5
18:00	60	9	0	0	0	0	0	69	0	0	0	0	0	0	0	0
18:15	45	4	0	0	0	0	0	49	0	0	0	0	0	0	0	0
18:30	47	4	0	0	0	0	2	53	0	0	0	0	0	0	0	0
18:45	45	4	0	0	0	2	1	52	0	0	0	0	0	0	0	0
H/TOT	197	21	0	0	0	2	3	223	0	0	0	0	0	0	0	0
P/TOT	804	103	5	0	0	8	8	928	6	2	0	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	C - B FROM HINCKLEY ROAD (E) TO HINCKLEY ROAD (W)								C - A FROM HINCKLEY ROAD (E) TO M69							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	8	0	0	0	0	1	39	41	11	0	0	0	0	0	52
07:15	34	11	1	0	0	1	1	48	42	9	3	0	0	0	0	54
07:30	55	9	0	0	0	0	0	64	38	4	0	1	0	0	0	43
07:45	67	6	1	2	1	0	0	77	56	13	2	0	0	0	0	71
H/TOT	186	34	2	2	1	1	2	228	177	37	5	1	0	0	0	220
08:00	60	12	3	0	0	1	1	77	51	6	1	1	0	0	0	59
08:15	59	10	4	0	0	0	0	73	42	5	2	0	0	0	0	49
08:30	63	4	2	0	1	1	0	71	28	4	2	1	0	0	0	35
08:45	63	13	1	0	0	0	0	77	23	6	2	0	0	0	0	31
H/TOT	245	39	10	0	1	2	1	298	144	21	7	2	0	0	0	174
09:00	54	3	0	0	0	0	0	57	20	3	3	0	0	0	0	26
09:15	36	5	2	1	0	1	2	47	20	3	0	0	0	0	0	23
09:30	67	8	1	1	0	1	0	78	15	3	0	1	0	1	0	20
09:45	45	6	0	0	1	0	0	52	20	2	1	1	0	0	0	24
H/TOT	202	22	3	2	1	2	2	234	75	11	4	2	0	1	0	93
P/TOT	633	95	15	4	3	5	5	760	396	69	16	5	0	1	0	487

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	C - B FROM HINCKLEY ROAD (E) TO HINCKLEY ROAD (W)								C - A FROM HINCKLEY ROAD (E) TO M69							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	53	7	0	0	0	0	1	61	13	3	0	1	0	0	0	17
16:15	45	12	0	0	0	1	0	58	15	2	0	0	0	0	0	17
16:30	51	12	1	0	0	1	1	66	14	1	0	2	0	0	0	17
16:45	55	11	1	0	0	0	0	67	16	0	0	0	0	0	0	16
H/TOT	204	42	2	0	0	2	2	252	58	6	0	3	0	0	0	67
17:00	60	5	3	0	0	0	0	68	16	3	0	0	0	0	0	19
17:15	41	7	0	0	0	1	0	49	13	1	0	0	0	0	0	14
17:30	37	7	0	0	0	1	0	45	11	5	0	0	0	0	0	16
17:45	33	3	0	0	0	0	1	37	10	4	0	0	0	0	0	14
H/TOT	171	22	3	0	0	2	1	199	50	13	0	0	0	0	0	63
18:00	28	2	0	0	0	0	1	31	10	1	1	1	0	0	0	13
18:15	25	4	1	0	0	1	0	31	9	0	0	1	0	0	0	10
18:30	37	5	0	0	0	0	1	43	13	1	0	2	0	0	0	16
18:45	46	1	2	0	0	0	2	51	5	1	0	0	0	0	0	6
H/TOT	136	12	3	0	0	1	4	156	37	3	1	4	0	0	0	45
P/TOT	511	76	8	0	0	5	7	607	145	22	1	7	0	0	0	175

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

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

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

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

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	TO ARM A M69								FROM ARM A M69							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	94	26	0	0	0	0	0	120	20	7	1	0	0	0	0	28
07:15	151	27	4	1	0	0	0	183	28	16	3	1	0	0	0	48
07:30	144	18	3	2	0	0	0	167	45	10	2	1	1	0	0	59
07:45	157	27	3	1	0	0	0	188	40	14	4	0	0	0	0	58
H/TOT	546	98	10	4	0	0	0	658	133	47	10	2	1	0	0	193
08:00	140	19	2	1	0	0	0	162	58	11	3	0	0	0	0	72
08:15	113	12	4	0	0	0	0	129	49	14	3	0	0	0	0	66
08:30	108	16	6	2	0	1	0	133	58	11	3	0	0	0	0	72
08:45	78	13	4	0	0	0	0	95	48	5	3	2	0	1	0	59
H/TOT	439	60	16	3	0	1	0	519	213	41	12	2	0	1	0	269
09:00	72	7	9	0	0	0	0	88	51	12	3	2	0	0	0	68
09:15	79	10	1	2	0	1	0	93	25	18	1	3	0	0	0	47
09:30	55	7	2	3	0	1	0	68	39	6	2	1	1	0	0	49
09:45	64	7	3	2	1	0	0	77	40	9	2	0	0	0	0	51
H/TOT	270	31	15	7	1	2	0	326	155	45	8	6	1	0	0	215
P/TOT	1255	189	41	14	1	3	0	1503	501	133	30	10	2	1	0	677

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	TO ARM A M69								FROM ARM A M69							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	53	15	2	1	0	1	0	72	78	17	0	0	0	0	0	95
16:15	46	15	1	1	0	0	0	63	79	21	5	1	0	0	0	106
16:30	53	7	1	4	0	0	0	65	101	17	2	1	0	0	0	121
16:45	61	15	0	0	0	0	0	76	96	20	0	0	0	0	0	116
H/TOT	213	52	4	6	0	1	0	276	354	75	7	2	0	0	0	438
17:00	50	8	1	0	0	0	0	59	101	19	2	1	0	1	0	124
17:15	58	8	1	0	0	1	0	68	130	15	1	1	0	1	0	148
17:30	42	12	1	1	0	0	0	56	112	9	1	0	1	0	0	123
17:45	46	6	0	0	1	0	0	53	101	13	3	2	0	0	0	119
H/TOT	196	34	3	1	1	1	0	236	444	56	7	4	1	2	0	514
18:00	56	2	1	1	0	0	0	60	94	6	1	0	0	0	0	101
18:15	36	7	0	1	0	0	0	44	68	9	1	1	0	0	0	79
18:30	40	8	1	2	0	0	0	51	70	4	1	0	0	0	0	75
18:45	27	2	0	0	0	0	0	29	48	6	2	1	0	0	0	57
H/TOT	159	19	2	4	0	0	0	184	280	25	5	2	0	0	0	312
P/TOT	568	105	9	11	1	2	0	696	1078	156	19	8	1	2	0	1264

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	TO ARM B HINCKLEY ROAD (W)								FROM ARM B HINCKLEY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	12	0	0	0	0	1	61	76	19	0	1	0	0	0	96
07:15	55	24	3	0	0	1	1	84	136	25	1	1	0	0	0	163
07:30	90	17	1	1	1	0	0	110	149	23	6	1	0	0	0	179
07:45	99	18	4	2	1	0	0	124	149	26	3	1	0	0	0	179
H/TOT	292	71	8	3	2	1	2	379	510	93	10	4	0	0	0	617
08:00	109	21	5	0	0	1	1	137	128	23	1	0	1	0	0	153
08:15	98	21	5	0	0	0	0	124	119	9	3	0	0	0	0	131
08:30	114	12	5	0	1	1	0	133	125	23	7	2	1	1	0	159
08:45	106	17	2	1	0	1	0	127	108	17	2	1	0	0	0	128
H/TOT	427	71	17	1	1	3	1	521	480	72	13	3	2	1	0	571
09:00	95	13	3	0	0	0	0	111	88	10	9	1	0	2	0	110
09:15	60	19	2	4	0	1	2	88	88	23	2	2	0	1	0	116
09:30	99	14	3	1	1	1	0	119	84	17	4	3	0	0	0	108
09:45	79	12	2	0	1	0	0	94	87	16	2	1	1	0	0	107
H/TOT	333	58	10	5	2	2	2	412	347	66	17	7	1	3	0	441
P/TOT	1052	200	35	9	5	6	5	1312	1337	231	40	14	3	4	0	1629

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	TO ARM B HINCKLEY ROAD (W)								FROM ARM B HINCKLEY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	110	18	0	0	0	0	1	129	104	21	3	0	0	3	0	131
16:15	96	26	2	1	0	1	0	126	97	27	1	1	0	1	0	127
16:30	121	22	3	0	0	1	1	148	115	14	3	1	0	0	0	133
16:45	123	24	1	0	0	0	0	148	130	30	1	0	0	0	1	162
H/TOT	450	90	6	1	0	2	2	551	446	92	8	2	0	4	1	553
17:00	117	18	4	0	0	1	0	140	107	13	2	0	0	1	0	123
17:15	114	16	1	0	0	1	0	132	142	19	1	0	0	1	1	164
17:30	100	14	1	0	1	1	0	117	115	14	1	1	0	2	2	135
17:45	93	13	1	2	0	0	1	110	104	13	0	0	1	0	1	119
H/TOT	424	61	7	2	1	3	1	499	468	59	4	1	1	4	4	541
18:00	89	6	1	0	0	0	1	97	106	10	0	0	0	0	0	116
18:15	72	10	1	0	0	1	0	84	72	11	0	0	0	0	0	83
18:30	85	7	1	0	0	0	1	94	74	11	1	0	0	0	2	88
18:45	79	6	3	0	0	0	2	90	67	5	0	0	0	2	1	75
H/TOT	325	29	6	0	0	1	4	365	319	37	1	0	0	2	3	362
P/TOT	1199	180	19	3	1	6	7	1415	1233	188	13	3	1	10	8	1456

MANUAL CLASSIFIED COUNTS

JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5

DATE: 24/05/2022

LOCATION: M69 / HINCKLEY ROAD

DAY: TUESDAY

TIME	TO ARM C HINCKLEY ROAD (E)								FROM ARM C HINCKLEY ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	7	1	1	0	0	0	34	71	19	0	0	0	0	1	91
07:15	34	10	1	1	0	0	0	46	76	20	4	0	0	1	1	102
07:30	53	11	4	0	0	0	0	68	93	13	0	1	0	0	0	107
07:45	56	14	3	0	0	0	0	73	123	19	3	2	1	0	0	148
H/TOT	168	42	9	2	0	0	0	221	363	71	7	3	1	1	2	448
08:00	48	12	1	0	1	0	0	62	111	18	4	1	0	1	1	136
08:15	58	5	3	0	0	0	0	66	101	15	6	0	0	0	0	122
08:30	52	14	3	1	1	0	0	71	91	8	4	1	1	1	0	106
08:45	58	11	2	2	0	0	0	73	86	19	3	0	0	0	0	108
H/TOT	216	42	9	3	2	0	0	272	389	60	17	2	1	2	1	472
09:00	46	8	3	3	0	2	0	62	74	6	3	0	0	0	0	83
09:15	30	20	2	0	0	0	0	52	56	8	2	1	0	1	2	70
09:30	51	13	2	2	0	0	0	68	82	11	1	2	0	2	0	98
09:45	49	14	0	0	0	0	0	63	65	8	1	1	1	0	0	76
H/TOT	176	55	7	5	0	2	0	245	277	33	7	4	1	3	2	327
P/TOT	560	139	25	10	2	2	0	738	1029	164	31	9	3	6	5	1247

MANUAL CLASSIFIED COUNTS

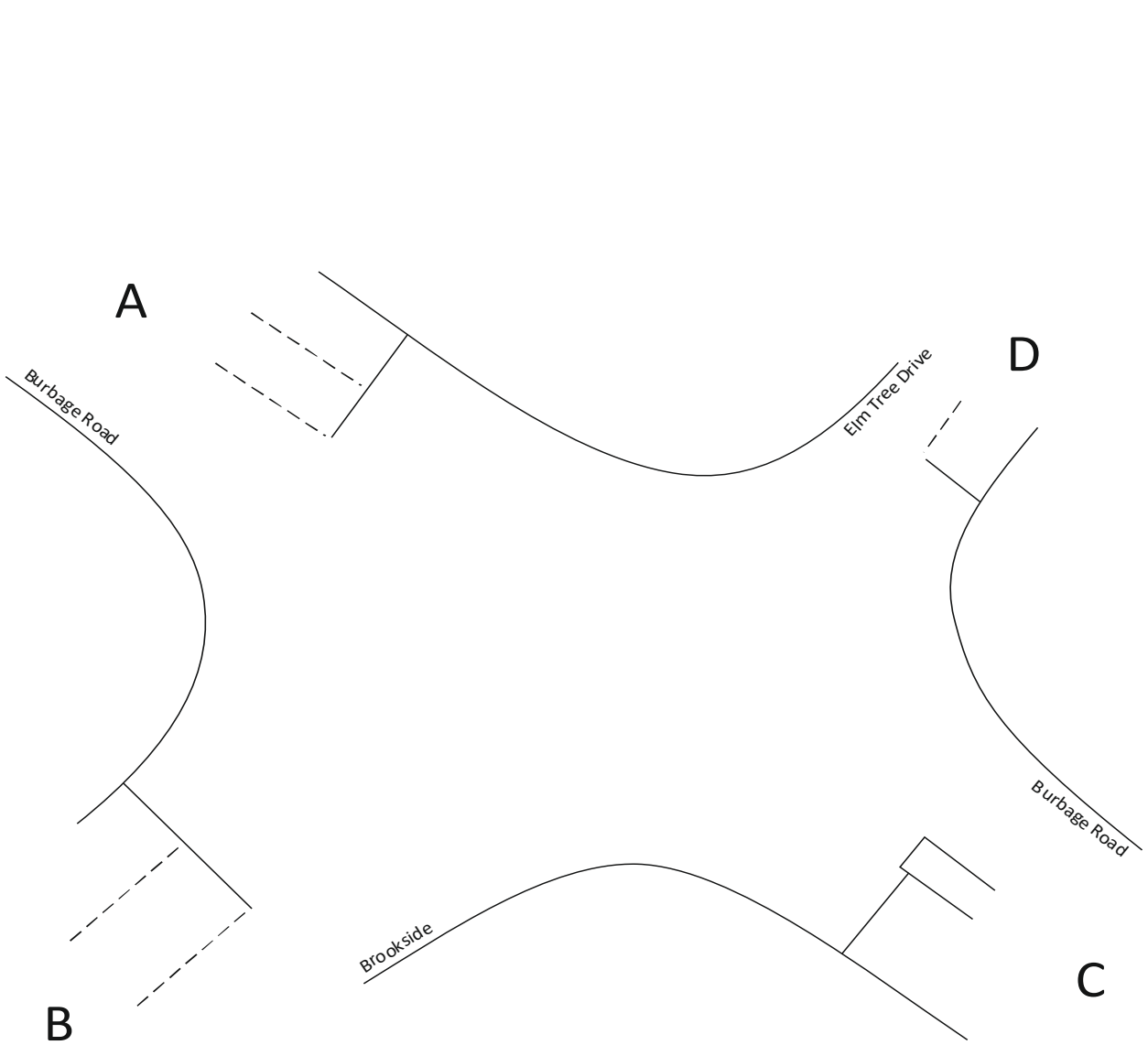
JOB REF: 27247

JOB NAME: HINCKLEY

SITE: 5 **DATE:** 24/05/2022

LOCATION: M69 / HINCKLEY ROAD **DAY:** TUESDAY

TIME	TO ARM C HINCKLEY ROAD (E)								FROM ARM C HINCKLEY ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	85	15	1	0	0	2	0	103	66	10	0	1	0	0	1	78
16:15	94	21	3	0	0	1	0	119	60	14	0	0	0	1	0	75
16:30	107	15	2	0	0	0	0	124	65	13	1	2	0	1	1	83
16:45	113	22	1	0	0	0	1	137	71	11	1	0	0	0	0	83
H/TOT	399	73	7	0	0	3	1	483	262	48	2	3	0	2	2	319
17:00	117	14	2	1	0	1	0	135	76	8	3	0	0	0	0	87
17:15	154	18	0	1	0	1	1	175	54	8	0	0	0	1	0	63
17:30	133	9	0	0	0	2	2	146	48	12	0	0	0	1	0	61
17:45	109	14	2	0	0	0	1	126	43	7	0	0	0	0	1	51
H/TOT	513	55	4	2	0	4	4	582	221	35	3	0	0	2	1	262
18:00	93	11	0	0	0	0	0	104	38	3	1	1	0	0	1	44
18:15	66	7	1	1	0	0	0	75	34	4	1	1	0	1	0	41
18:30	69	6	0	0	0	0	2	77	50	6	0	2	0	0	1	59
18:45	60	5	1	1	0	2	1	70	51	2	2	0	0	0	2	57
H/TOT	288	29	2	2	0	2	3	326	173	15	4	4	0	1	4	201
P/TOT	1200	157	13	4	0	9	8	1391	656	98	9	7	0	5	7	782



TSL

For and on behalf of:

TETRA TECH

BURBAGE

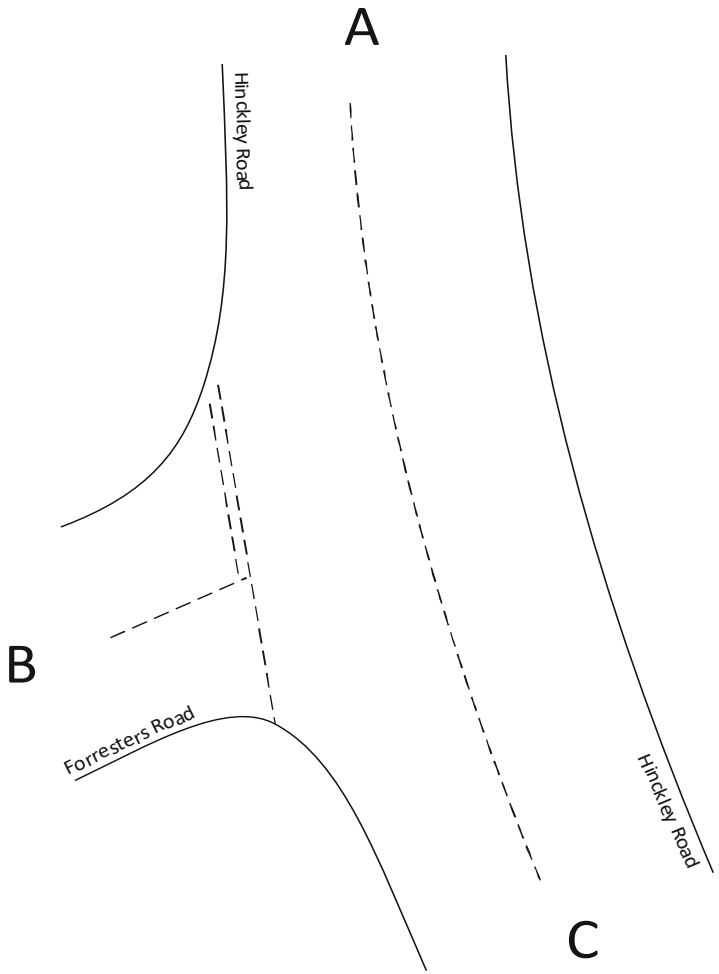
Tuesday 28 November 2023

0700-1000
1600-1900

Drawing N°: **27590 - 01**

Site: **1**

Location: **Burbage Road / Brookside / Elm Tree Drive**



N

TSL

For and on behalf of:

TETRA TECH

BURBAGE

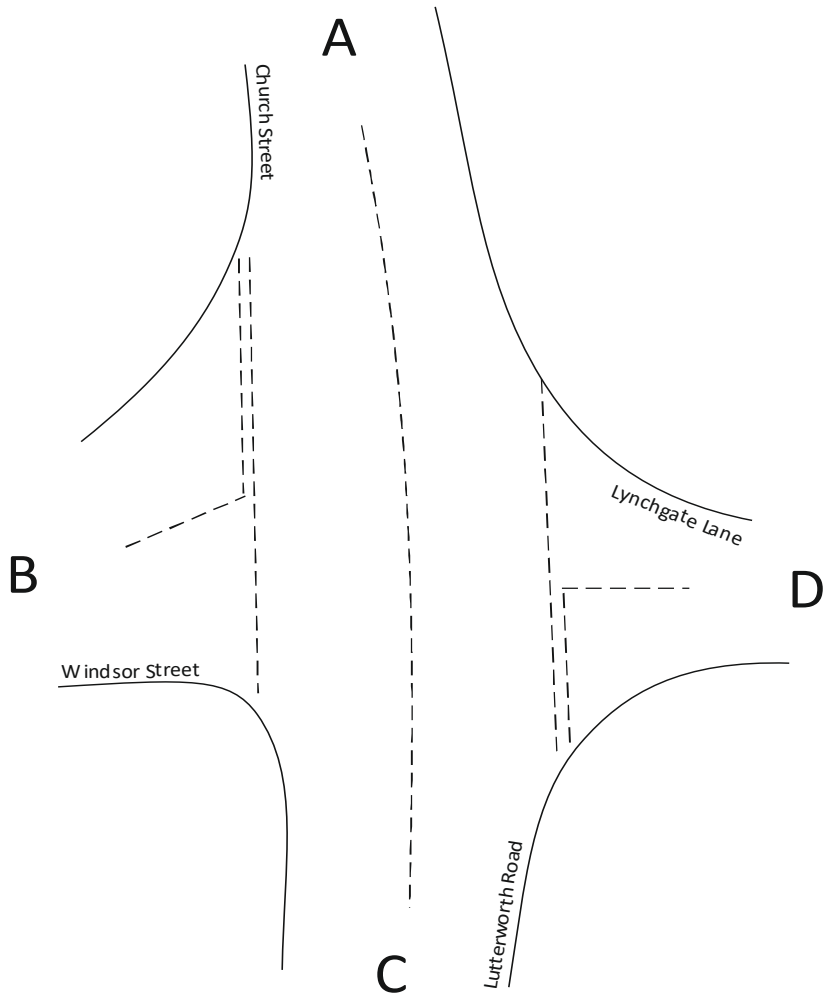
Tuesday 28 November 2023

0700-1000
1600-1900

Drawing N°: **27590 - 02**

Site: **2**

Location: **Hinckley Road / Forresters Road**



TSL

For and on behalf of:

TETRA TECH

BURBAGE

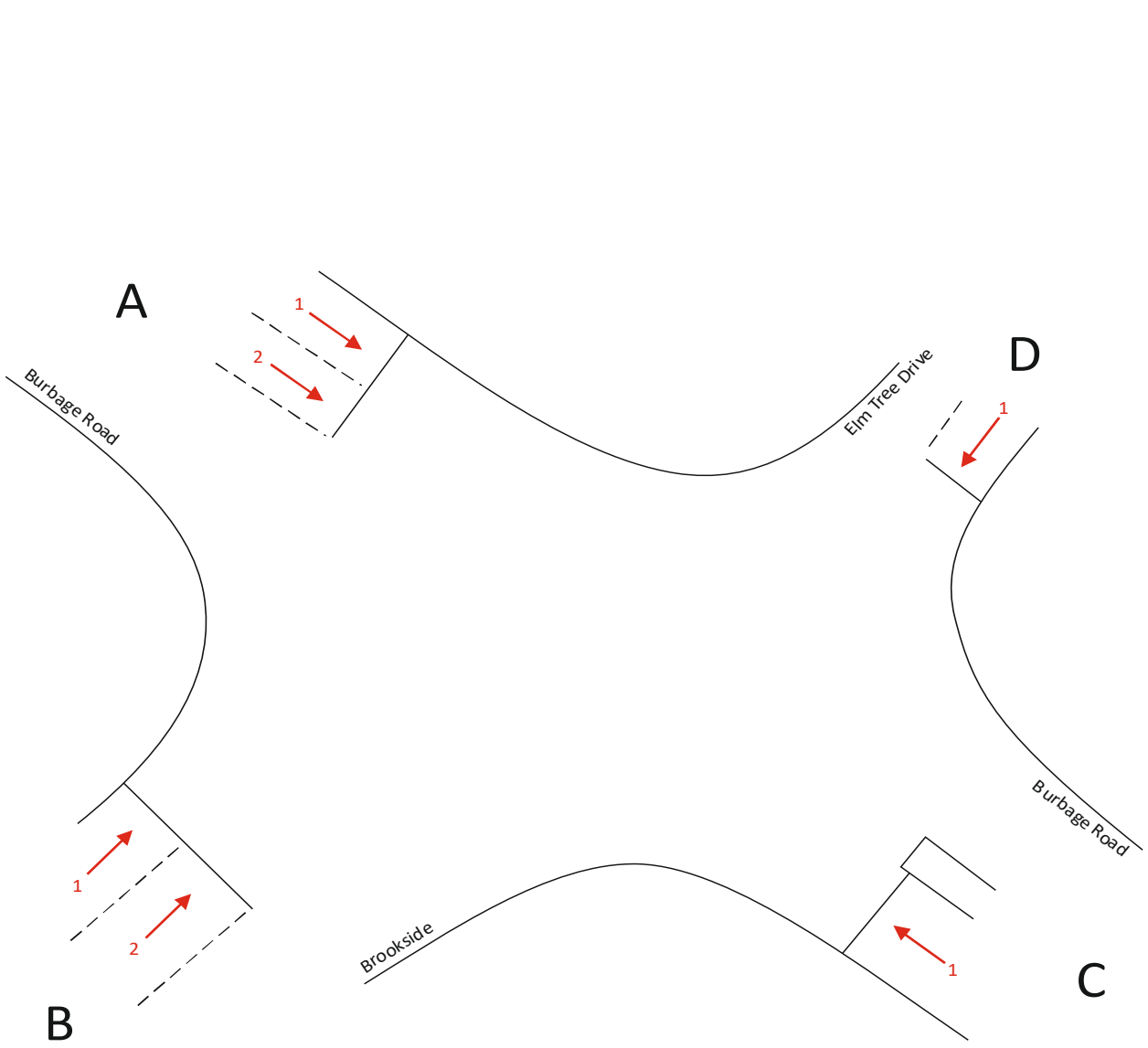
Tuesday 28 November 2023

0700-1000
1600-1900

Drawing N°: **27590 - 03**

Site: **3**

Location: **Church Street / Windsor Street / Lutterworth Road / Lynchgate Lane**



TSL

For and on behalf of:

TETRA TECH

BURBAGE

Tuesday 28 November 2023

0700-1000
1600-1900

Drawing N°: **27590 - 01**

Site: **1 - QUEUE LENGTHS**

Location: **Burbage Road / Brookside / Elm Tree Drive**

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	A - D FROM BURBAGE ROAD (NW) TO ELM TREE DRIVE								A - C FROM BURBAGE ROAD (NW) TO BURBAGE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	162	2	0	0	1	0	0	165
07:15	0	0	0	0	0	0	0	0	171	21	3	0	1	0	0	196
07:30	0	0	0	0	0	0	0	0	204	26	8	0	1	0	0	239
07:45	0	0	0	0	0	0	0	0	172	29	0	2	0	1	0	204
H/TOT	0	0	0	0	0	0	0	0	709	78	11	2	3	1	0	804
08:00	1	0	0	0	0	0	0	1	179	17	5	0	1	1	0	203
08:15	1	0	0	0	0	0	0	1	149	9	1	2	0	0	0	161
08:30	0	0	0	0	0	0	0	0	122	12	2	2	0	0	0	138
08:45	0	0	0	0	0	0	0	0	163	19	6	1	0	1	0	190
H/TOT	2	0	0	0	0	0	0	2	613	57	14	5	1	2	0	692
09:00	0	1	1	0	0	0	0	2	143	14	3	0	1	0	0	161
09:15	3	1	0	0	0	0	0	4	124	20	3	0	0	0	0	147
09:30	1	1	0	0	0	0	0	2	108	23	4	0	1	2	0	138
09:45	2	0	0	0	0	0	0	2	99	8	2	1	0	0	0	110
H/TOT	6	3	1	0	0	0	0	10	474	65	12	1	2	2	0	556
P/TOT	8	3	1	0	0	0	0	12	1796	200	37	8	6	5	0	2052

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	A - D FROM BURBAGE ROAD (NW) TO ELM TREE DRIVE								A - C FROM BURBAGE ROAD (NW) TO BURBAGE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	87	16	5	0	1	1	0	110
16:15	1	0	0	0	0	0	0	1	112	19	3	1	0	0	0	135
16:30	2	0	0	0	0	0	0	2	119	11	3	0	0	0	1	134
16:45	3	1	0	0	0	0	0	4	113	11	3	0	0	1	0	128
H/TOT	6	1	0	0	0	0	0	7	431	57	14	1	1	2	1	507
17:00	1	0	0	0	0	0	0	1	148	6	0	0	0	0	0	154
17:15	1	0	0	0	0	0	0	1	158	8	1	0	1	0	0	168
17:30	0	0	0	0	0	0	0	0	128	5	0	0	0	0	0	133
17:45	1	0	0	0	0	0	0	1	116	8	1	0	1	1	0	127
H/TOT	3	0	0	0	0	0	0	3	550	27	2	0	2	1	0	582
18:00	0	0	0	0	0	0	0	0	107	6	0	0	1	0	0	114
18:15	1	0	0	0	0	0	0	1	108	10	0	0	0	0	0	118
18:30	0	0	0	0	0	0	0	0	112	9	0	0	0	0	0	121
18:45	0	0	0	0	0	0	0	0	92	6	1	0	0	1	0	100
H/TOT	1	0	0	0	0	0	0	1	419	31	1	0	1	1	0	453
P/TOT	10	1	0	0	0	0	0	11	1400	115	17	1	4	4	1	1542

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	A - B FROM BURBAGE ROAD (NW) TO BROOKSIDE								B - A FROM BROOKSIDE TO BURBAGE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	52	2	0	0	0	0	0	54	18	2	0	0	0	0	0	20
07:15	46	5	2	0	0	0	0	53	22	3	0	1	1	0	0	27
07:30	35	6	1	2	0	0	0	44	34	6	1	0	1	0	0	42
07:45	56	6	1	0	1	0	0	64	57	7	0	0	0	0	0	64
H/TOT	189	19	4	2	1	0	0	215	131	18	1	1	2	0	0	153
08:00	64	13	0	0	0	0	1	78	66	9	1	0	0	2	0	78
08:15	72	8	1	0	0	0	0	81	65	10	1	0	0	1	0	77
08:30	64	6	0	1	0	0	0	71	55	8	1	0	0	0	0	64
08:45	61	2	3	0	0	0	0	66	67	9	3	0	0	0	0	79
H/TOT	261	29	4	1	0	0	1	296	253	36	6	0	0	3	0	298
09:00	55	10	2	0	0	0	0	67	47	6	3	0	0	0	0	56
09:15	50	3	1	0	0	0	0	54	38	11	0	0	0	0	0	49
09:30	33	2	1	0	0	0	0	36	32	8	0	0	1	0	0	41
09:45	36	7	2	0	0	0	0	45	35	7	1	2	0	0	0	45
H/TOT	174	22	6	0	0	0	0	202	152	32	4	2	1	0	0	191
P/TOT	624	70	14	3	1	0	1	713	536	86	11	3	3	3	0	642

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	A - B FROM BURBAGE ROAD (NW) TO BROOKSIDE								B - A FROM BROOKSIDE TO BURBAGE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	26	0	0	0	0	0	0	26	63	9	1	1	1	0	0	75
16:15	34	4	1	1	0	0	0	40	67	14	1	0	2	0	0	84
16:30	33	10	2	0	0	0	0	45	66	8	1	0	0	0	0	75
16:45	32	2	3	1	0	0	0	38	92	8	2	0	0	0	0	102
H/TOT	125	16	6	2	0	0	0	149	288	39	5	1	3	0	0	336
17:00	56	3	0	0	0	1	0	60	72	9	0	0	0	0	0	81
17:15	38	6	0	0	0	0	0	44	74	13	1	0	0	0	0	88
17:30	46	2	0	0	0	0	0	48	57	4	0	0	0	0	0	61
17:45	43	4	0	0	0	0	0	47	68	4	0	0	0	0	0	72
H/TOT	183	15	0	0	0	1	0	199	271	30	1	0	0	0	0	302
18:00	41	3	1	0	1	0	0	46	62	7	0	1	0	0	0	70
18:15	45	5	0	0	0	0	0	50	76	8	0	0	0	1	0	85
18:30	30	6	0	0	0	0	0	36	61	6	0	0	0	1	0	68
18:45	37	2	0	0	0	0	0	39	57	6	0	1	0	0	0	64
H/TOT	153	16	1	0	1	0	0	171	256	27	0	2	0	2	0	287
P/TOT	461	47	7	2	1	1	0	519	815	96	6	3	3	2	0	925

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	B - D FROM BROOKSIDE TO ELM TREE DRIVE								B - C FROM BROOKSIDE TO BURBAGE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
07:15	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
07:30	0	0	0	0	0	0	0	0	29	2	2	0	0	0	0	33
07:45	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	72	8	2	0	0	0	0	82
08:00	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	19
08:15	0	0	0	0	0	0	0	0	18	5	0	0	0	0	0	23
08:30	2	0	0	0	0	0	0	2	11	2	0	1	0	0	0	14
08:45	0	1	0	0	0	0	0	1	13	2	0	0	0	0	0	15
H/TOT	2	1	0	0	0	0	0	3	57	13	0	1	0	0	0	71
09:00	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	15
09:15	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
09:30	0	1	0	0	0	0	0	1	9	1	1	0	1	0	0	12
09:45	1	0	0	0	0	0	0	1	11	2	0	0	0	0	0	13
H/TOT	1	1	0	0	0	0	0	2	36	9	2	0	1	0	0	48
P/TOT	3	2	0	0	0	0	0	5	165	30	4	1	1	0	0	201

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	B - D FROM BROOKSIDE TO ELM TREE DRIVE								B - C FROM BROOKSIDE TO BURBAGE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	11	3	1	0	0	0	0	15
16:15	2	1	0	0	0	0	0	3	11	2	1	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
16:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	2	1	0	0	0	0	0	3	37	7	2	0	0	0	0	46
17:00	2	0	0	0	0	0	0	2	5	3	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
17:30	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
17:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	4	0	0	0	0	0	0	4	32	3	0	0	0	0	0	35
18:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:30	0	1	0	0	0	0	0	1	8	0	0	0	0	0	0	8
18:45	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
H/TOT	3	1	0	0	0	0	0	4	23	0	0	0	0	0	0	23
P/TOT	9	2	0	0	0	0	0	11	92	10	2	0	0	0	0	104

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	C - B FROM BURBAGE ROAD (SE) TO BROOKSIDE								C - A FROM BURBAGE ROAD (SE) TO BURBAGE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	51	2	3	1	0	1	0	58
07:15	3	3	1	1	0	0	0	8	85	9	0	1	1	0	0	96
07:30	9	2	0	0	1	0	0	12	108	14	1	0	2	0	0	125
07:45	4	2	0	1	0	0	0	7	110	19	1	2	1	1	0	134
H/TOT	20	7	1	2	1	0	0	31	354	44	5	4	4	2	0	413
08:00	7	0	0	1	1	0	0	9	128	20	1	1	1	0	0	151
08:15	9	3	0	0	0	0	0	12	144	17	1	2	0	0	1	165
08:30	10	0	1	0	0	0	0	11	141	12	1	1	1	0	0	156
08:45	3	2	0	0	0	0	0	5	121	27	0	0	2	1	0	151
H/TOT	29	5	1	1	1	0	0	37	534	76	3	4	4	1	1	623
09:00	5	2	0	0	0	0	0	7	135	10	0	3	0	0	0	148
09:15	4	3	0	0	0	0	0	7	122	17	3	0	0	0	0	142
09:30	7	2	0	0	0	0	0	9	104	11	1	1	1	0	0	118
09:45	4	3	0	1	0	0	0	8	117	20	3	0	1	0	0	141
H/TOT	20	10	0	1	0	0	0	31	478	58	7	4	2	0	0	549
P/TOT	69	22	2	4	2	0	0	99	1366	178	15	12	10	3	1	1585

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	C - B FROM BURBAGE ROAD (SE) TO BROOKSIDE								C - A FROM BURBAGE ROAD (SE) TO BURBAGE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	0	0	0	0	0	0	7	122	21	2	0	0	1	0	146
16:15	8	0	0	0	0	0	0	8	117	19	1	0	1	0	0	138
16:30	5	0	0	0	0	0	0	5	115	20	2	0	0	1	0	138
16:45	5	0	0	0	0	0	0	5	104	15	0	0	3	1	0	123
H/TOT	25	0	0	0	0	0	0	25	458	75	5	0	4	3	0	545
17:00	2	2	0	0	0	0	0	4	108	18	2	0	0	0	0	128
17:15	1	0	0	0	0	0	0	1	121	17	2	0	0	0	0	140
17:30	12	1	1	0	0	0	0	14	137	13	1	0	3	0	0	154
17:45	6	0	0	0	0	0	0	6	122	9	2	0	0	0	0	133
H/TOT	21	3	1	0	0	0	0	25	488	57	7	0	3	0	0	555
18:00	8	0	0	0	0	0	0	8	119	4	0	0	1	1	0	125
18:15	9	1	0	0	0	0	0	10	138	6	0	0	0	0	0	144
18:30	10	1	0	0	0	0	0	11	132	5	1	0	0	0	0	138
18:45	10	0	0	0	0	0	0	10	111	9	2	1	1	0	0	124
H/TOT	37	2	0	0	0	0	0	39	500	24	3	1	2	1	0	531
P/TOT	83	5	1	0	0	0	0	89	1446	156	15	1	9	4	0	1631

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	C - D FROM BURBAGE ROAD (SE) TO ELM TREE DRIVE								D - C FROM ELM TREE DRIVE TO BURBAGE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
P/TOT	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	C - D FROM BURBAGE ROAD (SE) TO ELM TREE DRIVE								D - C FROM ELM TREE DRIVE TO BURBAGE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
17:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
P/TOT	3	1	0	0	0	0	0	4	12	0	0	0	0	0	0	12

MANUAL CLASSIFIED COUNTS



JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	D - B FROM ELM TREE DRIVE TO BROOKSIDE								D - A FROM ELM TREE DRIVE TO BURBAGE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
08:45	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	1	1	0	0	0	0	0	2	5	0	0	0	0	0	0	5
09:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
09:30	3	0	1	0	0	0	0	4	2	1	0	0	0	0	0	3
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	0	2	0	0	0	0	6	5	2	0	0	0	0	0	7
P/TOT	8	1	2	0	0	0	0	11	12	2	0	0	0	0	0	14

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	D - B FROM ELM TREE DRIVE TO BROOKSIDE								D - A FROM ELM TREE DRIVE TO BURBAGE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
17:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
P/TOT	5	0	0	0	0	0	0	5	4	2	0	0	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	TO ARM A BURBAGE ROAD (NW)								FROM ARM A BURBAGE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	70	4	3	1	0	1	0	79	214	4	0	0	1	0	0	219
07:15	107	12	0	2	2	0	0	123	217	26	5	0	1	0	0	249
07:30	142	20	2	0	3	0	0	167	239	32	9	2	1	0	0	283
07:45	168	26	1	2	1	1	0	199	228	35	1	2	1	1	0	268
H/TOT	487	62	6	5	6	2	0	568	898	97	15	4	4	1	0	1019
08:00	195	29	2	1	1	2	0	230	244	30	5	0	1	1	1	282
08:15	209	27	2	2	0	1	1	242	222	17	2	2	0	0	0	243
08:30	198	20	2	1	1	0	0	222	186	18	2	3	0	0	0	209
08:45	190	36	3	0	2	1	0	232	224	21	9	1	0	1	0	256
H/TOT	792	112	9	4	4	4	1	926	876	86	18	6	1	2	1	990
09:00	184	17	3	3	0	0	0	207	198	25	6	0	1	0	0	230
09:15	161	28	3	0	0	0	0	192	177	24	4	0	0	0	0	205
09:30	138	20	1	1	2	0	0	162	142	26	5	0	1	2	0	176
09:45	152	27	4	2	1	0	0	186	137	15	4	1	0	0	0	157
H/TOT	635	92	11	6	3	0	0	747	654	90	19	1	2	2	0	768
P/TOT	1914	266	26	15	13	6	1	2241	2428	273	52	11	7	5	1	2777

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	TO ARM A BURBAGE ROAD (NW)								FROM ARM A BURBAGE ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	185	30	3	1	1	1	0	221	113	16	5	0	1	1	0	136
16:15	185	33	2	0	3	0	0	223	147	23	4	2	0	0	0	176
16:30	181	28	3	0	0	1	0	213	154	21	5	0	0	0	1	181
16:45	196	23	2	0	3	1	0	225	148	14	6	1	0	1	0	170
H/TOT	747	114	10	1	7	3	0	882	562	74	20	3	1	2	1	663
17:00	180	28	2	0	0	0	0	210	205	9	0	0	0	1	0	215
17:15	196	30	3	0	0	0	0	229	197	14	1	0	1	0	0	213
17:30	194	17	1	0	3	0	0	215	174	7	0	0	0	0	0	181
17:45	190	13	2	0	0	0	0	205	160	12	1	0	1	1	0	175
H/TOT	760	88	8	0	3	0	0	859	736	42	2	0	2	2	0	784
18:00	181	11	0	1	1	1	0	195	148	9	1	0	2	0	0	160
18:15	215	14	0	0	0	1	0	230	154	15	0	0	0	0	0	169
18:30	194	11	1	0	0	1	0	207	142	15	0	0	0	0	0	157
18:45	168	16	2	2	1	0	0	189	129	8	1	0	0	1	0	139
H/TOT	758	52	3	3	2	3	0	821	573	47	2	0	2	1	0	625
P/TOT	2265	254	21	4	12	6	0	2562	1871	163	24	3	5	5	1	2072

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	TO ARM B BROOKSIDE								FROM ARM B BROOKSIDE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	2	0	0	0	0	0	58	28	2	0	0	0	0	0	30
07:15	51	8	3	1	0	0	0	63	38	5	0	1	1	0	0	45
07:30	44	8	1	2	1	0	0	56	63	8	3	0	1	0	0	75
07:45	61	8	1	1	1	0	0	72	74	11	0	0	0	0	0	85
H/TOT	212	26	5	4	2	0	0	249	203	26	3	1	2	0	0	235
08:00	71	13	0	1	1	0	1	87	81	13	1	0	0	2	0	97
08:15	81	11	1	0	0	0	0	93	83	15	1	0	0	1	0	100
08:30	75	6	1	1	0	0	0	83	68	10	1	1	0	0	0	80
08:45	64	5	3	0	0	0	0	72	80	12	3	0	0	0	0	95
H/TOT	291	35	5	2	1	0	1	335	312	50	6	1	0	3	0	372
09:00	60	12	2	0	0	0	0	74	58	10	3	0	0	0	0	71
09:15	54	6	2	0	0	0	0	62	43	13	1	0	0	0	0	57
09:30	43	4	2	0	0	0	0	49	41	10	1	0	2	0	0	54
09:45	41	10	2	1	0	0	0	54	47	9	1	2	0	0	0	59
H/TOT	198	32	8	1	0	0	0	239	189	42	6	2	2	0	0	241
P/TOT	701	93	18	7	3	0	1	823	704	118	15	4	4	3	0	848

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	TO ARM B BROOKSIDE								FROM ARM B BROOKSIDE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	33	0	0	0	0	0	0	33	74	12	2	1	1	0	0	90
16:15	42	4	1	1	0	0	0	48	80	17	2	0	2	0	0	101
16:30	39	10	2	0	0	0	0	51	73	10	1	0	0	0	0	84
16:45	37	2	3	1	0	0	0	43	100	8	2	0	0	0	0	110
H/TOT	151	16	6	2	0	0	0	175	327	47	7	1	3	0	0	385
17:00	59	5	0	0	0	1	0	65	79	12	0	0	0	0	0	91
17:15	41	6	0	0	0	0	0	47	81	13	1	0	0	0	0	95
17:30	58	3	1	0	0	0	0	62	69	4	0	0	0	0	0	73
17:45	49	4	0	0	0	0	0	53	78	4	0	0	0	0	0	82
H/TOT	207	18	1	0	0	1	0	227	307	33	1	0	0	0	0	341
18:00	49	3	1	0	1	0	0	54	67	7	0	1	0	0	0	75
18:15	54	6	0	0	0	0	0	60	83	8	0	0	0	1	0	92
18:30	40	7	0	0	0	0	0	47	69	7	0	0	0	1	0	77
18:45	48	2	0	0	0	0	0	50	63	6	0	1	0	0	0	70
H/TOT	191	18	1	0	1	0	0	211	282	28	0	2	0	2	0	314
P/TOT	549	52	8	2	1	1	0	613	916	108	8	3	3	2	0	1040

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	TO ARM C BURBAGE ROAD (SE)								FROM ARM C BURBAGE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	172	2	0	0	1	0	0	175	55	2	3	1	0	1	0	62
07:15	187	23	3	0	1	0	0	214	88	12	1	2	1	0	0	104
07:30	233	28	10	0	1	0	0	272	117	16	1	0	3	0	0	137
07:45	189	33	0	2	0	1	0	225	114	21	1	3	1	1	0	141
H/TOT	781	86	13	2	3	1	0	886	374	51	6	6	5	2	0	444
08:00	194	21	5	0	1	1	0	222	135	20	1	2	2	0	0	160
08:15	167	14	1	2	0	0	0	184	153	20	1	2	0	0	1	177
08:30	135	14	2	3	0	0	0	154	151	12	2	1	1	0	0	167
08:45	177	21	6	1	0	1	0	206	124	29	0	0	2	1	0	156
H/TOT	673	70	14	6	1	2	0	766	563	81	4	5	5	1	1	660
09:00	154	18	3	0	1	0	0	176	140	12	0	3	0	0	0	155
09:15	131	22	4	0	0	0	0	157	127	20	3	0	0	0	0	150
09:30	117	25	5	0	2	2	0	151	111	13	1	1	1	0	0	127
09:45	110	10	2	1	0	0	0	123	121	23	3	1	1	0	0	149
H/TOT	512	75	14	1	3	2	0	607	499	68	7	5	2	0	0	581
P/TOT	1966	231	41	9	7	5	0	2259	1436	200	17	16	12	3	1	1685

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	TO ARM C BURBAGE ROAD (SE)								FROM ARM C BURBAGE ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	101	19	6	0	1	1	0	128	130	21	2	0	0	1	0	154
16:15	124	21	4	1	0	0	0	150	125	19	1	0	1	0	0	146
16:30	126	13	3	0	0	0	1	143	120	20	2	0	0	1	0	143
16:45	121	11	3	0	0	1	0	136	109	15	0	0	3	1	0	128
H/TOT	472	64	16	1	1	2	1	557	484	75	5	0	4	3	0	571
17:00	155	9	0	0	0	0	0	164	111	20	2	0	0	0	0	133
17:15	165	8	1	0	1	0	0	175	122	17	2	0	0	0	0	141
17:30	141	5	0	0	0	0	0	146	150	14	2	0	3	0	0	169
17:45	126	8	1	0	1	1	0	137	128	9	2	0	0	0	0	139
H/TOT	587	30	2	0	2	1	0	622	511	60	8	0	3	0	0	582
18:00	111	6	0	0	1	0	0	118	127	4	0	0	1	1	0	133
18:15	117	10	0	0	0	0	0	127	147	7	0	0	0	0	0	154
18:30	120	9	0	0	0	0	0	129	142	6	1	0	0	0	0	149
18:45	97	6	1	0	0	1	0	105	121	10	2	1	1	0	0	135
H/TOT	445	31	1	0	1	1	0	479	537	27	3	1	2	1	0	571
P/TOT	1504	125	19	1	4	4	1	1658	1532	162	16	1	9	4	0	1724

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	TO ARM D ELM TREE DRIVE								FROM ARM D ELM TREE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
08:45	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
H/TOT	4	1	0	0	0	0	0	5	9	1	0	0	0	0	0	10
09:00	0	1	1	0	0	0	0	2	2	1	0	0	0	0	0	3
09:15	4	1	0	0	0	0	0	5	3	0	1	0	0	0	0	4
09:30	1	2	0	0	0	0	0	3	5	2	1	0	0	0	0	8
09:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	8	4	1	0	0	0	0	13	11	3	2	0	0	0	0	16
P/TOT	12	5	1	0	0	0	0	18	25	4	2	0	0	0	0	31

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 1 **DATE:** 28/11/2023

LOCATION: BURBAGE ROAD / BROOKSIDE / ELM TREE DRIVE **DAY:** TUESDAY

TIME	TO ARM D ELM TREE DRIVE								FROM ARM D ELM TREE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:15	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	9	2	0	0	0	0	0	11	6	0	0	0	0	0	0	6
17:00	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
17:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	9	0	0	0	0	0	0	9	9	1	0	0	0	0	0	10
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:45	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
H/TOT	4	2	0	0	0	0	0	6	6	1	0	0	0	0	0	7
P/TOT	22	4	0	0	0	0	0	26	21	2	0	0	0	0	0	23

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	A - C FROM HINCKLEY ROAD (N) TO HINCKLEY ROAD (S)								A - B FROM HINCKLEY ROAD (N) TO FORRESTERS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	71	1	3	0	1	0	0	76	7	0	1	0	0	0	0	8
07:15	64	7	0	0	1	1	0	73	6	1	0	0	0	0	0	7
07:30	86	5	1	0	0	0	0	92	5	0	1	0	0	0	0	6
07:45	89	6	1	0	0	1	0	97	7	0	0	0	1	0	0	8
H/TOT	310	19	5	0	2	2	0	338	25	1	2	0	1	0	0	29
08:00	102	24	2	2	1	0	1	132	15	3	1	0	0	0	0	19
08:15	88	11	8	1	1	1	1	111	19	5	0	0	0	0	0	24
08:30	102	10	1	0	0	0	0	113	27	4	1	0	0	0	0	32
08:45	64	10	2	0	1	1	0	78	13	5	1	0	0	0	0	19
H/TOT	356	55	13	3	3	2	2	434	74	17	3	0	0	0	0	94
09:00	61	17	2	0	1	0	1	82	14	2	0	0	0	0	0	16
09:15	46	6	1	0	0	0	0	53	10	0	0	0	0	0	0	10
09:30	48	7	4	0	0	0	0	59	7	7	0	0	0	0	0	14
09:45	34	11	0	0	0	0	0	45	10	4	0	0	0	0	0	14
H/TOT	189	41	7	0	1	0	1	239	41	13	0	0	0	0	0	54
P/TOT	855	115	25	3	6	4	3	1011	140	31	5	0	1	0	0	177

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	A - C FROM HINCKLEY ROAD (N) TO HINCKLEY ROAD (S)								A - B FROM HINCKLEY ROAD (N) TO FORRESTERS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	61	9	1	0	1	0	0	72	37	4	1	0	0	0	0	42
16:15	67	0	0	0	1	0	0	68	36	2	0	0	0	0	0	38
16:30	54	7	0	0	1	0	0	62	27	5	1	0	0	0	0	33
16:45	61	1	0	0	0	1	0	63	33	1	1	0	0	1	0	36
H/TOT	243	17	1	0	3	1	0	265	133	12	3	0	0	1	0	149
17:00	62	1	0	0	0	0	0	63	34	3	0	0	0	0	0	37
17:15	60	2	0	0	1	0	0	63	33	1	0	0	0	0	0	34
17:30	74	2	1	0	0	0	0	77	30	2	0	0	0	0	0	32
17:45	82	1	0	1	0	0	0	84	35	0	0	0	0	0	0	35
H/TOT	278	6	1	1	1	0	0	287	132	6	0	0	0	0	0	138
18:00	70	0	0	0	0	0	0	70	25	0	0	0	0	0	0	25
18:15	49	1	0	0	0	0	0	50	25	1	0	0	0	0	0	26
18:30	53	0	1	0	0	0	0	54	15	0	0	0	0	0	0	15
18:45	43	2	0	0	0	0	0	45	28	0	0	0	0	0	0	28
H/TOT	215	3	1	0	0	0	0	219	93	1	0	0	0	0	0	94
P/TOT	736	26	3	1	4	1	0	771	358	19	3	0	0	1	0	381

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	B - A FROM FORRESTERS ROAD TO HINCKLEY ROAD (N)								B - C FROM FORRESTERS ROAD TO HINCKLEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	0	1	0	0	0	0	23	6	0	0	0	0	0	0	6
07:15	18	2	0	0	0	0	0	20	8	1	0	0	0	0	0	9
07:30	15	3	1	0	0	0	0	19	7	2	0	0	0	0	0	9
07:45	19	5	0	0	0	0	0	24	10	2	0	0	0	0	0	12
H/TOT	74	10	2	0	0	0	0	86	31	5	0	0	0	0	0	36
08:00	16	1	0	0	0	0	0	17	17	1	0	0	0	0	0	18
08:15	21	3	0	0	0	0	0	24	24	2	0	0	1	0	0	27
08:30	12	2	0	0	0	0	0	14	9	3	0	0	0	0	0	12
08:45	11	2	2	0	0	0	0	15	3	2	0	0	0	0	0	5
H/TOT	60	8	2	0	0	0	0	70	53	8	0	0	1	0	0	62
09:00	17	1	0	0	0	0	0	18	9	0	0	0	0	0	0	9
09:15	10	2	0	0	0	0	0	12	10	2	0	0	0	0	0	12
09:30	17	1	1	0	0	0	0	19	6	3	0	0	0	0	0	9
09:45	12	3	1	0	0	0	0	16	10	3	0	0	0	0	0	13
H/TOT	56	7	2	0	0	0	0	65	35	8	0	0	0	0	0	43
P/TOT	190	25	6	0	0	0	0	221	119	21	0	0	1	0	0	141

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	B - A FROM FORRESTERS ROAD TO HINCKLEY ROAD (N)								B - C FROM FORRESTERS ROAD TO HINCKLEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	1	0	0	0	0	0	12	16	2	0	0	0	0	0	18
16:15	13	3	0	0	0	0	0	16	10	1	0	0	0	0	0	11
16:30	12	3	0	0	0	0	0	15	15	2	0	0	0	0	0	17
16:45	17	0	0	0	0	0	0	17	15	2	0	0	0	0	0	17
H/TOT	53	7	0	0	0	0	0	60	56	7	0	0	0	0	0	63
17:00	5	2	0	0	0	0	0	7	8	0	0	0	0	0	0	8
17:15	4	0	0	0	0	0	0	4	11	0	0	0	0	0	0	11
17:30	13	0	0	0	0	0	0	13	15	0	0	0	0	0	0	15
17:45	12	0	0	0	0	0	0	12	9	0	0	0	0	0	0	9
H/TOT	34	2	0	0	0	0	0	36	43	0	0	0	0	0	0	43
18:00	13	0	0	0	0	0	0	13	3	0	0	0	0	0	0	3
18:15	10	0	0	0	0	0	0	10	11	0	0	0	0	0	0	11
18:30	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4
18:45	11	0	0	0	0	0	0	11	7	0	0	0	0	0	0	7
H/TOT	44	1	0	0	0	0	0	45	25	0	0	0	0	0	0	25
P/TOT	131	10	0	0	0	0	0	141	124	7	0	0	0	0	0	131

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	C - B FROM HINCKLEY ROAD (S) TO FORRESTERS ROAD								C - A FROM HINCKLEY ROAD (S) TO HINCKLEY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	43	4	0	0	0	0	0	47
07:15	12	1	0	0	0	0	0	13	53	4	1	1	0	0	0	59
07:30	9	2	0	0	0	0	0	11	34	10	0	0	2	0	0	46
07:45	18	0	0	0	0	0	0	18	52	12	1	0	1	0	0	66
H/TOT	44	4	0	0	0	0	0	48	182	30	2	1	3	0	0	218
08:00	18	1	0	0	0	0	0	19	63	5	2	1	0	0	0	71
08:15	22	1	0	0	0	0	0	23	43	11	0	0	0	0	0	54
08:30	17	1	0	0	0	0	0	18	46	8	1	1	0	0	0	56
08:45	22	1	0	0	1	0	0	24	74	9	1	0	1	0	0	85
H/TOT	79	4	0	0	1	0	0	84	226	33	4	2	1	0	0	266
09:00	10	2	0	1	0	0	0	13	70	10	1	0	0	0	1	82
09:15	8	1	0	0	1	0	0	10	47	8	1	1	1	0	0	58
09:30	10	1	0	0	1	0	0	12	51	4	0	0	0	0	2	57
09:45	7	0	0	0	0	0	0	7	41	9	3	0	1	0	0	54
H/TOT	35	4	0	1	2	0	0	42	209	31	5	1	2	0	3	251
P/TOT	158	12	0	1	3	0	0	174	617	94	11	4	6	0	3	735

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	C - B FROM HINCKLEY ROAD (S) TO FORRESTERS ROAD								C - A FROM HINCKLEY ROAD (S) TO HINCKLEY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	15	0	0	0	0	0	0	15	70	14	1	0	0	0	0	85
16:15	15	4	0	0	0	0	0	19	66	10	3	0	1	1	0	81
16:30	21	1	0	0	0	0	0	22	78	6	0	0	0	1	0	85
16:45	15	0	0	0	0	0	0	15	71	0	0	0	1	0	0	72
H/TOT	66	5	0	0	0	0	0	71	285	30	4	0	2	2	0	323
17:00	21	1	0	0	0	0	0	22	89	2	1	0	0	0	0	92
17:15	30	0	0	0	0	0	0	30	73	2	0	0	1	0	0	76
17:30	19	1	0	0	0	0	0	20	91	1	0	0	1	0	0	93
17:45	10	0	0	0	0	0	0	10	87	0	0	0	0	0	0	87
H/TOT	80	2	0	0	0	0	0	82	340	5	1	0	2	0	0	348
18:00	9	0	0	0	0	0	0	9	69	0	0	0	1	0	0	70
18:15	12	0	0	0	0	0	0	12	86	0	0	0	0	0	0	86
18:30	9	0	0	0	0	0	0	9	60	3	0	0	0	0	0	63
18:45	11	1	0	0	0	0	0	12	68	3	0	0	0	1	0	72
H/TOT	41	1	0	0	0	0	0	42	283	6	0	0	1	1	0	291
P/TOT	187	8	0	0	0	0	0	195	908	41	5	0	5	3	0	962

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	TO ARM A HINCKLEY ROAD (N)								FROM ARM A HINCKLEY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	65	4	1	0	0	0	0	70	78	1	4	0	1	0	0	84
07:15	71	6	1	1	0	0	0	79	70	8	0	0	1	1	0	80
07:30	49	13	1	0	2	0	0	65	91	5	2	0	0	0	0	98
07:45	71	17	1	0	1	0	0	90	96	6	1	0	1	1	0	105
H/TOT	256	40	4	1	3	0	0	304	335	20	7	0	3	2	0	367
08:00	79	6	2	1	0	0	0	88	117	27	3	2	1	0	1	151
08:15	64	14	0	0	0	0	0	78	107	16	8	1	1	1	1	135
08:30	58	10	1	1	0	0	0	70	129	14	2	0	0	0	0	145
08:45	85	11	3	0	1	0	0	100	77	15	3	0	1	1	0	97
H/TOT	286	41	6	2	1	0	0	336	430	72	16	3	3	2	2	528
09:00	87	11	1	0	0	0	1	100	75	19	2	0	1	0	1	98
09:15	57	10	1	1	1	0	0	70	56	6	1	0	0	0	0	63
09:30	68	5	1	0	0	0	2	76	55	14	4	0	0	0	0	73
09:45	53	12	4	0	1	0	0	70	44	15	0	0	0	0	0	59
H/TOT	265	38	7	1	2	0	3	316	230	54	7	0	1	0	1	293
P/TOT	807	119	17	4	6	0	3	956	995	146	30	3	7	4	3	1188

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	TO ARM A HINCKLEY ROAD (N)								FROM ARM A HINCKLEY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	81	15	1	0	0	0	0	97	98	13	2	0	1	0	0	114
16:15	79	13	3	0	1	1	0	97	103	2	0	0	1	0	0	106
16:30	90	9	0	0	0	1	0	100	81	12	1	0	1	0	0	95
16:45	88	0	0	0	1	0	0	89	94	2	1	0	0	2	0	99
H/TOT	338	37	4	0	2	2	0	383	376	29	4	0	3	2	0	414
17:00	94	4	1	0	0	0	0	99	96	4	0	0	0	0	0	100
17:15	77	2	0	0	1	0	0	80	93	3	0	0	1	0	0	97
17:30	104	1	0	0	1	0	0	106	104	4	1	0	0	0	0	109
17:45	99	0	0	0	0	0	0	99	117	1	0	1	0	0	0	119
H/TOT	374	7	1	0	2	0	0	384	410	12	1	1	1	0	0	425
18:00	82	0	0	0	1	0	0	83	95	0	0	0	0	0	0	95
18:15	96	0	0	0	0	0	0	96	74	2	0	0	0	0	0	76
18:30	70	4	0	0	0	0	0	74	68	0	1	0	0	0	0	69
18:45	79	3	0	0	0	1	0	83	71	2	0	0	0	0	0	73
H/TOT	327	7	0	0	1	1	0	336	308	4	1	0	0	0	0	313
P/TOT	1039	51	5	0	5	3	0	1103	1094	45	6	1	4	2	0	1152

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	TO ARM B FORRESTERS ROAD								FROM ARM B FORRESTERS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	1	1	0	0	0	0	14	28	0	1	0	0	0	0	29
07:15	18	2	0	0	0	0	0	20	26	3	0	0	0	0	0	29
07:30	14	2	1	0	0	0	0	17	22	5	1	0	0	0	0	28
07:45	25	0	0	0	1	0	0	26	29	7	0	0	0	0	0	36
H/TOT	69	5	2	0	1	0	0	77	105	15	2	0	0	0	0	122
08:00	33	4	1	0	0	0	0	38	33	2	0	0	0	0	0	35
08:15	41	6	0	0	0	0	0	47	45	5	0	0	1	0	0	51
08:30	44	5	1	0	0	0	0	50	21	5	0	0	0	0	0	26
08:45	35	6	1	0	1	0	0	43	14	4	2	0	0	0	0	20
H/TOT	153	21	3	0	1	0	0	178	113	16	2	0	1	0	0	132
09:00	24	4	0	1	0	0	0	29	26	1	0	0	0	0	0	27
09:15	18	1	0	0	1	0	0	20	20	4	0	0	0	0	0	24
09:30	17	8	0	0	1	0	0	26	23	4	1	0	0	0	0	28
09:45	17	4	0	0	0	0	0	21	22	6	1	0	0	0	0	29
H/TOT	76	17	0	1	2	0	0	96	91	15	2	0	0	0	0	108
P/TOT	298	43	5	1	4	0	0	351	309	46	6	0	1	0	0	362

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	TO ARM B FORRESTERS ROAD								FROM ARM B FORRESTERS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	52	4	1	0	0	0	0	57	27	3	0	0	0	0	0	30
16:15	51	6	0	0	0	0	0	57	23	4	0	0	0	0	0	27
16:30	48	6	1	0	0	0	0	55	27	5	0	0	0	0	0	32
16:45	48	1	1	0	0	1	0	51	32	2	0	0	0	0	0	34
H/TOT	199	17	3	0	0	1	0	220	109	14	0	0	0	0	0	123
17:00	55	4	0	0	0	0	0	59	13	2	0	0	0	0	0	15
17:15	63	1	0	0	0	0	0	64	15	0	0	0	0	0	0	15
17:30	49	3	0	0	0	0	0	52	28	0	0	0	0	0	0	28
17:45	45	0	0	0	0	0	0	45	21	0	0	0	0	0	0	21
H/TOT	212	8	0	0	0	0	0	220	77	2	0	0	0	0	0	79
18:00	34	0	0	0	0	0	0	34	16	0	0	0	0	0	0	16
18:15	37	1	0	0	0	0	0	38	21	0	0	0	0	0	0	21
18:30	24	0	0	0	0	0	0	24	14	1	0	0	0	0	0	15
18:45	39	1	0	0	0	0	0	40	18	0	0	0	0	0	0	18
H/TOT	134	2	0	0	0	0	0	136	69	1	0	0	0	0	0	70
P/TOT	545	27	3	0	0	1	0	576	255	17	0	0	0	0	0	272

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	TO ARM C HINCKLEY ROAD (S)								FROM ARM C HINCKLEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	77	1	3	0	1	0	0	82	48	5	0	0	0	0	0	53
07:15	72	8	0	0	1	1	0	82	65	5	1	1	0	0	0	72
07:30	93	7	1	0	0	0	0	101	43	12	0	0	2	0	0	57
07:45	99	8	1	0	0	1	0	109	70	12	1	0	1	0	0	84
H/TOT	341	24	5	0	2	2	0	374	226	34	2	1	3	0	0	266
08:00	119	25	2	2	1	0	1	150	81	6	2	1	0	0	0	90
08:15	112	13	8	1	2	1	1	138	65	12	0	0	0	0	0	77
08:30	111	13	1	0	0	0	0	125	63	9	1	1	0	0	0	74
08:45	67	12	2	0	1	1	0	83	96	10	1	0	2	0	0	109
H/TOT	409	63	13	3	4	2	2	496	305	37	4	2	2	0	0	350
09:00	70	17	2	0	1	0	1	91	80	12	1	1	0	0	1	95
09:15	56	8	1	0	0	0	0	65	55	9	1	1	2	0	0	68
09:30	54	10	4	0	0	0	0	68	61	5	0	0	1	0	2	69
09:45	44	14	0	0	0	0	0	58	48	9	3	0	1	0	0	61
H/TOT	224	49	7	0	1	0	1	282	244	35	5	2	4	0	3	293
P/TOT	974	136	25	3	7	4	3	1152	775	106	11	5	9	0	3	909

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 2 **DATE:** 28/11/2023

LOCATION: HINCKLEY ROAD / FORRESTERS ROAD **DAY:** TUESDAY

TIME	TO ARM C HINCKLEY ROAD (S)								FROM ARM C HINCKLEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	77	11	1	0	1	0	0	90	85	14	1	0	0	0	0	100
16:15	77	1	0	0	1	0	0	79	81	14	3	0	1	1	0	100
16:30	69	9	0	0	1	0	0	79	99	7	0	0	0	1	0	107
16:45	76	3	0	0	0	1	0	80	86	0	0	0	1	0	0	87
H/TOT	299	24	1	0	3	1	0	328	351	35	4	0	2	2	0	394
17:00	70	1	0	0	0	0	0	71	110	3	1	0	0	0	0	114
17:15	71	2	0	0	1	0	0	74	103	2	0	0	1	0	0	106
17:30	89	2	1	0	0	0	0	92	110	2	0	0	1	0	0	113
17:45	91	1	0	1	0	0	0	93	97	0	0	0	0	0	0	97
H/TOT	321	6	1	1	1	0	0	330	420	7	1	0	2	0	0	430
18:00	73	0	0	0	0	0	0	73	78	0	0	0	1	0	0	79
18:15	60	1	0	0	0	0	0	61	98	0	0	0	0	0	0	98
18:30	57	0	1	0	0	0	0	58	69	3	0	0	0	0	0	72
18:45	50	2	0	0	0	0	0	52	79	4	0	0	0	1	0	84
H/TOT	240	3	1	0	0	0	0	244	324	7	0	0	1	1	0	333
P/TOT	860	33	3	1	4	1	0	902	1095	49	5	0	5	3	0	1157

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	A - D FROM CHURCH STREET TO LYNCHGATE LANE								A - C FROM CHURCH STREET TO LUTTERWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	54	2	1	0	0	0	0	57
07:15	1	0	0	0	0	1	0	2	76	10	1	0	0	0	0	87
07:30	0	1	0	0	0	0	1	2	71	9	1	0	0	1	0	82
07:45	3	1	1	0	0	0	0	5	80	14	1	1	0	0	1	97
H/TOT	5	2	1	0	0	1	1	10	281	35	4	1	0	1	1	323
08:00	4	2	0	1	0	0	0	7	74	13	0	2	0	0	0	89
08:15	5	1	0	0	0	0	0	6	76	11	3	3	1	0	0	94
08:30	7	0	0	0	0	0	0	7	56	12	0	0	0	0	0	68
08:45	10	1	0	0	0	0	0	11	42	6	0	0	0	1	0	49
H/TOT	26	4	0	1	0	0	0	31	248	42	3	5	1	1	0	300
09:00	3	1	0	0	0	0	0	4	38	8	2	0	0	0	0	48
09:15	2	0	0	0	0	0	0	2	25	6	0	0	0	0	0	31
09:30	3	1	1	0	0	0	0	5	27	2	2	1	0	0	0	32
09:45	0	1	0	0	0	0	1	2	18	8	0	0	0	0	0	26
H/TOT	8	3	1	0	0	0	1	13	108	24	4	1	0	0	0	137
P/TOT	39	9	2	1	0	1	2	54	637	101	11	7	1	2	1	760

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	A - D FROM CHURCH STREET TO LYNCHGATE LANE								A - C FROM CHURCH STREET TO LUTTERWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	0	0	0	0	0	0	11	24	1	1	0	0	0	0	26
16:15	8	0	0	0	0	0	0	8	26	2	0	0	0	0	0	28
16:30	12	0	0	0	0	0	0	12	29	2	0	0	0	0	0	31
16:45	9	1	0	0	0	0	0	10	30	3	0	0	0	0	0	33
H/TOT	40	1	0	0	0	0	0	41	109	8	1	0	0	0	0	118
17:00	11	1	0	0	0	0	0	12	30	4	0	0	0	0	0	34
17:15	9	2	0	0	0	0	0	11	29	1	0	0	0	0	0	30
17:30	15	1	0	0	0	0	0	16	26	2	0	0	0	1	0	29
17:45	7	1	0	0	0	0	0	8	24	0	2	0	0	0	0	26
H/TOT	42	5	0	0	0	0	0	47	109	7	2	0	0	1	0	119
18:00	13	0	0	0	0	0	0	13	24	2	0	0	0	0	0	26
18:15	7	1	0	0	0	0	0	8	22	1	0	0	0	0	0	23
18:30	4	1	0	0	0	0	0	5	23	3	0	0	0	0	0	26
18:45	6	1	0	0	0	0	0	7	13	1	0	0	0	0	0	14
H/TOT	30	3	0	0	0	0	0	33	82	7	0	0	0	0	0	89
P/TOT	112	9	0	0	0	0	0	121	300	22	3	0	0	1	0	326

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	A - B FROM CHURCH STREET TO WINDSOR STREET								B - A FROM WINDSOR STREET TO CHURCH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	3	1	0	2	0	0	27	8	2	0	0	0	0	0	10
07:15	29	2	0	0	0	0	0	31	10	2	1	0	0	0	0	13
07:30	36	3	0	0	0	0	0	39	11	2	1	0	3	0	0	17
07:45	27	5	0	0	1	0	0	33	19	0	1	0	0	0	0	20
H/TOT	113	13	1	0	3	0	0	130	48	6	3	0	3	0	0	60
08:00	33	6	0	0	0	1	0	40	14	5	0	0	0	0	0	19
08:15	38	3	3	0	2	0	0	46	22	2	0	0	0	0	0	24
08:30	35	4	0	0	0	0	0	39	15	2	0	0	1	0	0	18
08:45	23	5	1	0	0	0	0	29	24	3	0	0	0	0	0	27
H/TOT	129	18	4	0	2	1	0	154	75	12	0	0	1	0	0	88
09:00	31	7	0	0	1	0	0	39	14	7	0	0	1	0	0	22
09:15	19	2	0	0	0	0	0	21	18	2	2	0	0	0	0	22
09:30	22	0	0	0	0	0	0	22	14	2	0	0	2	0	0	18
09:45	18	1	1	0	0	0	0	20	15	4	0	0	0	0	0	19
H/TOT	90	10	1	0	1	0	0	102	61	15	2	0	3	0	0	81
P/TOT	332	41	6	0	6	1	0	386	184	33	5	0	7	0	0	229

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	A - B FROM CHURCH STREET TO WINDSOR STREET								B - A FROM WINDSOR STREET TO CHURCH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	9	0	0	1	0	0	32	24	6	1	0	0	0	0	31
16:15	20	0	0	0	1	0	0	21	23	7	0	0	1	1	0	32
16:30	19	0	0	0	0	0	0	19	27	4	0	0	2	0	0	33
16:45	14	1	0	0	0	1	0	16	37	0	0	0	1	0	0	38
H/TOT	75	10	0	0	2	1	0	88	111	17	1	0	4	1	0	134
17:00	21	2	0	0	0	0	0	23	35	5	0	0	1	0	0	41
17:15	24	1	0	0	1	0	0	26	25	4	0	0	0	0	0	29
17:30	33	0	0	0	0	0	0	33	32	5	0	0	1	0	0	38
17:45	30	3	0	0	0	0	0	33	34	0	0	0	1	0	0	35
H/TOT	108	6	0	0	1	0	0	115	126	14	0	0	3	0	0	143
18:00	28	0	0	0	1	0	0	29	24	0	1	0	1	0	0	26
18:15	25	1	0	0	0	0	0	26	36	2	0	0	0	0	0	38
18:30	22	2	1	0	0	0	0	25	26	2	0	0	0	0	0	28
18:45	22	1	0	0	0	0	0	23	17	0	0	0	0	0	0	17
H/TOT	97	4	1	0	1	0	0	103	103	4	1	0	1	0	0	109
P/TOT	280	20	1	0	4	1	0	306	340	35	2	0	8	1	0	386

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	B - D FROM WINDSOR STREET TO LYNCHGATE LANE								B - C FROM WINDSOR STREET TO LUTTERWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	4	1	0	0	0	0	0	5	3	2	0	0	0	0	0	5
07:30	4	2	0	0	0	0	0	6	1	1	0	0	0	1	0	3
07:45	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	12	4	0	0	0	0	0	16	6	3	0	0	0	1	0	10
08:00	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:15	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2
08:30	4	1	1	0	0	0	0	6	2	0	0	0	0	0	0	2
08:45	8	0	0	0	0	0	0	8	2	3	0	0	0	0	0	5
H/TOT	20	6	1	0	0	0	0	27	6	3	0	0	0	0	0	9
09:00	8	1	0	0	0	0	0	9	1	0	0	1	0	0	0	2
09:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:30	5	2	0	0	0	0	0	7	1	2	0	0	0	0	0	3
09:45	3	2	0	0	0	0	0	5	0	1	0	1	0	0	0	2
H/TOT	20	5	0	0	0	0	0	25	5	3	0	2	0	0	0	10
P/TOT	52	15	1	0	0	0	0	68	17	9	0	2	0	1	0	29

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	B - D FROM WINDSOR STREET TO LYNCHGATE LANE								B - C FROM WINDSOR STREET TO LUTTERWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	3	0	0	0	0	0	9	2	0	0	0	0	0	0	2
16:15	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
16:30	11	2	0	0	0	0	0	13	3	0	0	0	0	0	0	3
16:45	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
H/TOT	30	5	0	0	0	0	0	35	10	1	0	0	0	0	0	11
17:00	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	2
17:15	15	0	0	0	0	0	1	16	0	0	0	0	0	0	0	0
17:30	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
17:45	8	0	0	0	0	0	0	8	2	1	0	0	0	0	0	3
H/TOT	36	2	0	0	0	0	1	39	5	1	0	0	0	0	0	6
18:00	11	0	0	0	0	0	0	11	3	1	0	0	0	0	0	4
18:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
18:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:45	7	0	0	0	0	0	0	7	3	1	0	0	0	1	0	5
H/TOT	25	0	0	0	0	0	0	25	12	2	0	0	0	1	0	15
P/TOT	91	7	0	0	0	0	1	99	27	4	0	0	0	1	0	32

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	C - B FROM LUTTERWORTH ROAD TO WINDSOR STREET								C - A FROM LUTTERWORTH ROAD TO CHURCH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	0	0	0	0	0	5	17	1	0	0	0	0	0	18
07:15	4	3	0	0	0	0	0	7	28	7	0	2	0	0	0	37
07:30	3	0	0	0	0	0	0	3	22	4	1	0	0	0	0	27
07:45	8	1	0	0	0	0	0	9	32	5	0	0	0	0	0	37
H/TOT	20	4	0	0	0	0	0	24	99	17	1	2	0	0	0	119
08:00	11	0	0	0	0	0	1	12	33	1	0	2	0	0	0	36
08:15	10	1	0	0	0	0	0	11	26	5	0	0	1	0	0	32
08:30	8	2	1	0	0	0	0	11	26	6	1	1	0	0	0	34
08:45	7	2	0	0	0	0	0	9	25	3	0	1	0	0	0	29
H/TOT	36	5	1	0	0	0	1	43	110	15	1	4	1	0	0	131
09:00	8	2	0	0	0	0	0	10	26	5	1	0	0	0	1	33
09:15	4	0	0	0	0	0	0	4	21	3	0	0	0	0	1	25
09:30	5	1	0	1	0	0	0	7	12	1	0	0	0	0	0	13
09:45	6	2	0	0	0	0	0	8	20	5	3	0	0	0	0	28
H/TOT	23	5	0	1	0	0	0	29	79	14	4	0	0	0	2	99
P/TOT	79	14	1	1	0	0	1	96	288	46	6	6	1	0	2	349

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	C - B FROM LUTTERWORTH ROAD TO WINDSOR STREET								C - A FROM LUTTERWORTH ROAD TO CHURCH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	3	0	1	0	0	0	17	44	4	0	0	0	0	0	48
16:15	11	2	0	0	0	0	0	13	56	9	1	0	0	1	0	67
16:30	9	0	0	0	0	0	0	9	47	2	0	0	0	0	0	49
16:45	6	0	0	0	0	1	0	7	48	5	0	0	0	1	1	55
H/TOT	39	5	0	1	0	1	0	46	195	20	1	0	0	2	1	219
17:00	8	0	0	0	0	0	0	8	62	6	1	0	0	0	0	69
17:15	9	0	0	0	0	0	0	9	57	6	0	0	0	0	0	63
17:30	12	1	0	0	0	0	0	13	56	5	0	0	0	0	0	61
17:45	10	0	0	0	0	0	0	10	39	4	0	0	0	0	1	44
H/TOT	39	1	0	0	0	0	0	40	214	21	1	0	0	0	1	237
18:00	6	1	0	0	0	0	0	7	48	3	1	0	0	0	0	52
18:15	5	0	0	0	0	0	0	5	55	2	0	0	0	0	0	57
18:30	3	1	0	0	0	0	0	4	32	2	0	0	0	0	0	34
18:45	7	0	0	0	0	0	0	7	29	1	1	0	0	1	0	32
H/TOT	21	2	0	0	0	0	0	23	164	8	2	0	0	1	0	175
P/TOT	99	8	0	1	0	1	0	109	573	49	4	0	0	3	2	631

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	C - D FROM LUTTERWORTH ROAD TO LYNCHGATE LANE								D - C FROM LYNCHGATE LANE TO LUTTERWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	1	2	2	0	0	0	0	1	5
H/TOT	7	0	0	0	0	0	0	7	5	2	0	0	0	0	1	8
08:00	8	0	0	0	0	0	0	8	7	1	0	0	0	0	0	8
08:15	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
08:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:45	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1
H/TOT	19	4	0	0	0	0	0	23	9	2	0	0	0	0	0	11
09:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:15	3	2	0	0	0	0	0	5	3	0	0	0	0	0	0	3
09:30	4	0	0	0	0	0	0	4	1	0	1	0	0	0	0	2
09:45	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	3
H/TOT	12	3	0	0	0	0	0	15	8	1	1	0	0	0	0	10
P/TOT	38	7	0	0	0	0	0	45	22	5	1	0	0	0	1	29

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	C - D FROM LUTTERWORTH ROAD TO LYNCHGATE LANE								D - C FROM LYNCHGATE LANE TO LUTTERWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
16:15	6	2	0	0	0	0	0	8	1	1	0	0	0	0	0	2
16:30	3	1	0	0	0	0	0	4	1	1	0	0	0	0	1	3
16:45	13	2	0	0	0	0	0	15	2	1	0	0	0	0	0	3
H/TOT	25	5	0	0	0	0	0	30	9	3	0	0	0	0	1	13
17:00	13	0	0	0	0	0	0	13	5	0	0	0	0	0	0	5
17:15	14	0	0	0	0	0	0	14	6	1	0	0	0	0	0	7
17:30	7	1	0	0	0	0	0	8	3	0	0	0	0	0	0	3
17:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	39	1	0	0	0	0	0	40	16	1	0	0	0	0	0	17
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
18:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
18:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8
P/TOT	76	6	0	0	0	0	0	82	33	4	0	0	0	0	1	38

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	D - B FROM LYNCHGATE LANE TO WINDSOR STREET								D - A FROM LYNCHGATE LANE TO CHURCH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9
07:15	5	1	1	0	0	0	0	7	5	0	0	0	0	0	0	5
07:30	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3
07:45	8	1	0	0	0	0	0	9	7	0	0	0	0	0	0	7
H/TOT	24	2	1	0	0	0	0	27	23	1	0	0	0	0	0	24
08:00	8	2	1	0	0	0	0	11	13	1	0	0	0	0	0	14
08:15	6	3	0	0	0	0	0	9	11	0	0	0	0	0	0	11
08:30	8	0	0	0	0	0	0	8	12	0	0	0	0	0	0	12
08:45	4	1	0	0	0	0	0	5	15	0	0	0	0	0	0	15
H/TOT	26	6	1	0	0	0	0	33	51	1	0	0	0	0	0	52
09:00	8	2	0	0	0	0	0	10	3	0	0	0	0	0	0	3
09:15	5	1	0	0	0	0	0	6	6	1	0	0	0	0	0	7
09:30	6	0	0	0	0	0	0	6	8	2	0	0	0	0	0	10
09:45	3	2	0	0	0	0	0	5	4	2	0	0	0	0	0	6
H/TOT	22	5	0	0	0	0	0	27	21	5	0	0	0	0	0	26
P/TOT	72	13	2	0	0	0	0	87	95	7	0	0	0	0	0	102

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	D - B FROM LYNCHGATE LANE TO WINDSOR STREET								D - A FROM LYNCHGATE LANE TO CHURCH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	2	0	0	0	0	0	10	9	0	0	0	0	0	0	9
16:15	5	3	0	0	0	0	0	8	7	1	0	0	0	0	0	8
16:30	9	2	0	0	0	0	0	11	9	4	0	0	0	0	0	13
16:45	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
H/TOT	26	7	0	0	0	0	0	33	32	5	0	0	0	0	0	37
17:00	7	1	0	0	0	0	0	8	10	4	0	0	0	0	0	14
17:15	11	0	0	0	0	0	0	11	7	0	0	0	0	0	1	8
17:30	22	0	0	0	0	0	0	22	8	0	0	0	0	0	0	8
17:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
H/TOT	44	1	0	0	0	0	0	45	29	4	0	0	0	0	1	34
18:00	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5
18:15	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
18:30	11	0	0	0	0	0	0	11	8	0	0	0	0	0	0	8
18:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	31	0	0	0	0	0	0	31	23	0	0	0	0	0	0	23
P/TOT	101	8	0	0	0	0	0	109	84	9	0	0	0	0	1	94

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	TO ARM A CHURCH STREET								FROM ARM A CHURCH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	3	0	0	0	0	0	37	76	5	2	0	2	0	0	85
07:15	43	9	1	2	0	0	0	55	106	12	1	0	0	1	0	120
07:30	35	7	2	0	3	0	0	47	107	13	1	0	0	1	1	123
07:45	58	5	1	0	0	0	0	64	110	20	2	1	1	0	1	135
H/TOT	170	24	4	2	3	0	0	203	399	50	6	1	3	2	2	463
08:00	60	7	0	2	0	0	0	69	111	21	0	3	0	1	0	136
08:15	59	7	0	0	1	0	0	67	119	15	6	3	3	0	0	146
08:30	53	8	1	1	1	0	0	64	98	16	0	0	0	0	0	114
08:45	64	6	0	1	0	0	0	71	75	12	1	0	0	1	0	89
H/TOT	236	28	1	4	2	0	0	271	403	64	7	6	3	2	0	485
09:00	43	12	1	0	1	0	1	58	72	16	2	0	1	0	0	91
09:15	45	6	2	0	0	0	1	54	46	8	0	0	0	0	0	54
09:30	34	5	0	0	2	0	0	41	52	3	3	1	0	0	0	59
09:45	39	11	3	0	0	0	0	53	36	10	1	0	0	0	1	48
H/TOT	161	34	6	0	3	0	2	206	206	37	6	1	1	0	1	252
P/TOT	567	86	11	6	8	0	2	680	1008	151	19	8	7	4	3	1200

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	TO ARM A CHURCH STREET								FROM ARM A CHURCH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	77	10	1	0	0	0	0	88	57	10	1	0	1	0	0	69
16:15	86	17	1	0	1	2	0	107	54	2	0	0	1	0	0	57
16:30	83	10	0	0	2	0	0	95	60	2	0	0	0	0	0	62
16:45	92	5	0	0	1	1	1	100	53	5	0	0	0	1	0	59
H/TOT	338	42	2	0	4	3	1	390	224	19	1	0	2	1	0	247
17:00	107	15	1	0	1	0	0	124	62	7	0	0	0	0	0	69
17:15	89	10	0	0	0	0	1	100	62	4	0	0	1	0	0	67
17:30	96	10	0	0	1	0	0	107	74	3	0	0	0	1	0	78
17:45	77	4	0	0	1	0	1	83	61	4	2	0	0	0	0	67
H/TOT	369	39	1	0	3	0	2	414	259	18	2	0	1	1	0	281
18:00	77	3	2	0	1	0	0	83	65	2	0	0	1	0	0	68
18:15	95	4	0	0	0	0	0	99	54	3	0	0	0	0	0	57
18:30	66	4	0	0	0	0	0	70	49	6	1	0	0	0	0	56
18:45	52	1	1	0	0	1	0	55	41	3	0	0	0	0	0	44
H/TOT	290	12	3	0	1	1	0	307	209	14	1	0	1	0	0	225
P/TOT	997	93	6	0	8	4	3	1111	692	51	4	0	4	2	0	753

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	TO ARM B WINDSOR STREET								FROM ARM B WINDSOR STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	31	3	1	0	2	0	0	37	9	2	0	0	0	0	0	11
07:15	38	6	1	0	0	0	0	45	17	5	1	0	0	0	0	23
07:30	45	3	0	0	0	0	0	48	16	5	1	0	3	1	0	26
07:45	43	7	0	0	1	0	0	51	24	1	1	0	0	0	0	26
H/TOT	157	19	2	0	3	0	0	181	66	13	3	0	3	1	0	86
08:00	52	8	1	0	0	1	1	63	18	8	0	0	0	0	0	26
08:15	54	7	3	0	2	0	0	66	28	4	0	0	0	0	0	32
08:30	51	6	1	0	0	0	0	58	21	3	1	0	1	0	0	26
08:45	34	8	1	0	0	0	0	43	34	6	0	0	0	0	0	40
H/TOT	191	29	6	0	2	1	1	230	101	21	1	0	1	0	0	124
09:00	47	11	0	0	1	0	0	59	23	8	0	1	1	0	0	33
09:15	28	3	0	0	0	0	0	31	25	2	2	0	0	0	0	29
09:30	33	1	0	1	0	0	0	35	20	6	0	0	2	0	0	28
09:45	27	5	1	0	0	0	0	33	18	7	0	1	0	0	0	26
H/TOT	135	20	1	1	1	0	0	158	86	23	2	2	3	0	0	116
P/TOT	483	68	9	1	6	1	1	569	253	57	6	2	7	1	0	326

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	TO ARM B WINDSOR STREET								FROM ARM B WINDSOR STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	43	14	0	1	1	0	0	59	32	9	1	0	0	0	0	42
16:15	36	5	0	0	1	0	0	42	31	8	0	0	1	1	0	41
16:30	37	2	0	0	0	0	0	39	41	6	0	0	2	0	0	49
16:45	24	1	0	0	0	2	0	27	47	0	0	0	1	0	0	48
H/TOT	140	22	0	1	2	2	0	167	151	23	1	0	4	1	0	180
17:00	36	3	0	0	0	0	0	39	46	6	0	0	1	0	0	53
17:15	44	1	0	0	1	0	0	46	40	4	0	0	0	0	1	45
17:30	67	1	0	0	0	0	0	68	37	6	0	0	1	0	0	44
17:45	44	3	0	0	0	0	0	47	44	1	0	0	1	0	0	46
H/TOT	191	8	0	0	1	0	0	200	167	17	0	0	3	0	1	188
18:00	43	1	0	0	1	0	0	45	38	1	1	0	1	0	0	41
18:15	37	1	0	0	0	0	0	38	45	2	0	0	0	0	0	47
18:30	36	3	1	0	0	0	0	40	30	2	0	0	0	0	0	32
18:45	33	1	0	0	0	0	0	34	27	1	0	0	0	1	0	29
H/TOT	149	6	1	0	1	0	0	157	140	6	1	0	1	1	0	149
P/TOT	480	36	1	1	4	2	0	524	458	46	2	0	8	2	1	517

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	TO ARM C LUTTERWORTH ROAD								FROM ARM C LUTTERWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	55	2	1	0	0	0	0	58	22	1	0	0	0	0	0	23
07:15	80	12	1	0	0	0	0	93	32	10	0	2	0	0	0	44
07:30	73	10	1	0	0	2	0	86	31	4	1	0	0	0	0	36
07:45	84	16	1	1	0	0	2	104	41	6	0	0	0	0	0	47
H/TOT	292	40	4	1	0	2	2	341	126	21	1	2	0	0	0	150
08:00	81	14	0	2	0	0	0	97	52	1	0	2	0	0	1	56
08:15	79	12	3	3	1	0	0	98	38	7	0	0	1	0	0	46
08:30	58	12	0	0	0	0	0	70	39	9	2	1	0	0	0	51
08:45	45	9	0	0	0	1	0	55	36	7	0	1	0	0	0	44
H/TOT	263	47	3	5	1	1	0	320	165	24	2	4	1	0	1	197
09:00	41	8	2	1	0	0	0	52	36	7	1	0	0	0	1	45
09:15	31	6	0	0	0	0	0	37	28	5	0	0	0	0	1	34
09:30	29	4	3	1	0	0	0	37	21	2	0	1	0	0	0	24
09:45	20	10	0	1	0	0	0	31	29	8	3	0	0	0	0	40
H/TOT	121	28	5	3	0	0	0	157	114	22	4	1	0	0	2	143
P/TOT	676	115	12	9	1	3	2	818	405	67	7	7	1	0	3	490

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	TO ARM C LUTTERWORTH ROAD								FROM ARM C LUTTERWORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	31	1	1	0	0	0	0	33	60	7	0	1	0	0	0	68
16:15	31	4	0	0	0	0	0	35	73	13	1	0	0	1	0	88
16:30	33	3	0	0	0	0	1	37	59	3	0	0	0	0	0	62
16:45	33	4	0	0	0	0	0	37	67	7	0	0	0	2	1	77
H/TOT	128	12	1	0	0	0	1	142	259	30	1	1	0	3	1	295
17:00	37	4	0	0	0	0	0	41	83	6	1	0	0	0	0	90
17:15	35	2	0	0	0	0	0	37	80	6	0	0	0	0	0	86
17:30	30	2	0	0	0	1	0	33	75	7	0	0	0	0	0	82
17:45	28	1	2	0	0	0	0	31	54	4	0	0	0	0	1	59
H/TOT	130	9	2	0	0	1	0	142	292	23	1	0	0	0	1	317
18:00	28	3	0	0	0	0	0	31	55	4	1	0	0	0	0	60
18:15	27	1	0	0	0	0	0	28	66	2	0	0	0	0	0	68
18:30	29	3	0	0	0	0	0	32	39	3	0	0	0	0	0	42
18:45	18	2	0	0	0	1	0	21	37	1	1	0	0	1	0	40
H/TOT	102	9	0	0	0	1	0	112	197	10	2	0	0	1	0	210
P/TOT	360	30	3	0	0	2	1	396	748	63	4	1	0	4	2	822

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	TO ARM D LYNCHGATE LANE								FROM ARM D LYNCHGATE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	15	0	0	0	0	0	0	15
07:15	5	1	0	0	0	1	0	7	11	1	1	0	0	0	0	13
07:30	10	3	0	0	0	0	1	14	9	1	0	0	0	0	0	10
07:45	7	2	1	0	0	0	0	10	17	3	0	0	0	0	1	21
H/TOT	24	6	1	0	0	1	1	33	52	5	1	0	0	0	1	59
08:00	16	5	0	1	0	0	0	22	28	4	1	0	0	0	0	33
08:15	11	4	0	0	0	0	0	15	18	4	0	0	0	0	0	22
08:30	16	2	1	0	0	0	0	19	20	0	0	0	0	0	0	20
08:45	22	3	0	0	0	0	0	25	20	1	0	0	0	0	0	21
H/TOT	65	14	1	1	0	0	0	81	86	9	1	0	0	0	0	96
09:00	13	2	0	0	0	0	0	15	13	2	0	0	0	0	0	15
09:15	9	2	0	0	0	0	0	11	14	2	0	0	0	0	0	16
09:30	12	3	1	0	0	0	0	16	15	2	1	0	0	0	0	18
09:45	6	4	0	0	0	0	1	11	9	5	0	0	0	0	0	14
H/TOT	40	11	1	0	0	0	1	53	51	11	1	0	0	0	0	63
P/TOT	129	31	3	1	0	1	2	167	189	25	3	0	0	0	1	218

MANUAL CLASSIFIED COUNTS

JOB REF: 27590

JOB NAME: BURBAGE

SITE: 3 **DATE:** 28/11/2023

LOCATION: CHURCH STREET / WINDSOR STREET / LUTTERWORTH ROAD / LYNCHGATE LANE **DAY:** TUESDAY

TIME	TO ARM D LYNCHGATE LANE								FROM ARM D LYNCHGATE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	3	0	0	0	0	0	23	22	2	0	0	0	0	0	24
16:15	18	2	0	0	0	0	0	20	13	5	0	0	0	0	0	18
16:30	26	3	0	0	0	0	0	29	19	7	0	0	0	0	1	27
16:45	31	3	0	0	0	0	0	34	13	1	0	0	0	0	0	14
H/TOT	95	11	0	0	0	0	0	106	67	15	0	0	0	0	1	83
17:00	33	2	0	0	0	0	0	35	22	5	0	0	0	0	0	27
17:15	38	2	0	0	0	0	1	41	24	1	0	0	0	0	1	26
17:30	26	3	0	0	0	0	0	29	33	0	0	0	0	0	0	33
17:45	20	1	0	0	0	0	0	21	10	0	0	0	0	0	0	10
H/TOT	117	8	0	0	0	0	1	126	89	6	0	0	0	0	1	96
18:00	25	0	0	0	0	0	0	25	15	0	0	0	0	0	0	15
18:15	18	1	0	0	0	0	0	19	12	0	0	0	0	0	0	12
18:30	10	1	0	0	0	0	0	11	23	0	0	0	0	0	0	23
18:45	14	1	0	0	0	0	0	15	12	0	0	0	0	0	0	12
H/TOT	67	3	0	0	0	0	0	70	62	0	0	0	0	0	0	62
P/TOT	279	22	0	0	0	0	1	302	218	21	0	0	0	0	2	241

Manual Classified Turning Counts, Burbage

DATE: THURSDAY 28th SEPTEMBER 2023

LOCATION: SAPCOTE ROAD / ASTON FLAMVILLE ROAD

ARM: SAPCOTE ROAD EAST

TIME / CLASS	LEFT TO ASTON FLAMVILLE ROAD								STRAIGHT TO SAPCOTE ROAD WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	3	0	0	0	0	3	0	0	78	19	2	0	0	99	102
7:15 - 7:30	0	0	3	2	0	0	0	5	0	1	74	16	0	0	0	91	96
7:30 - 7:45	0	0	7	1	0	0	0	8	0	0	99	21	1	0	1	122	130
7:45 - 8:00	0	0	2	0	0	0	0	2	0	0	94	16	0	0	1	111	113
HOURLY TOTAL	0	0	15	3	0	0	0	18	0	1	345	72	3	0	2	423	441
8:00 - 8:15	0	0	8	1	0	0	0	9	0	2	104	15	1	0	0	122	131
8:15 - 8:30	0	0	4	2	0	0	0	6	0	2	115	20	1	0	1	139	145
8:30 - 8:45	0	0	7	1	0	0	0	8	0	0	93	22	0	1	1	117	125
8:45 - 9:00	0	0	3	0	0	0	0	3	0	0	97	17	1	0	0	115	118
HOURLY TOTAL	0	0	22	4	0	0	0	26	0	4	409	74	3	1	2	493	519
9:00 - 9:15	0	0	6	1	1	0	0	8	0	1	87	13	2	0	0	103	111
9:15 - 9:30	0	0	6	1	0	0	0	7	0	0	83	18	1	1	0	103	110
9:30 - 9:45	0	0	3	2	0	0	0	5	0	1	89	11	0	0	1	102	107
9:45 - 10:00	0	0	5	1	0	0	0	6	0	0	74	12	3	0	0	89	95
HOURLY TOTAL	0	0	20	5	1	0	0	26	0	2	333	54	6	1	1	397	423
PERIOD TOTAL	0	0	57	12	1	0	0	70	0	7	1087	200	12	2	5	1313	1383
16:00 - 16:15	0	0	6	1	0	0	0	7	0	1	78	18	3	0	1	101	108
16:15 - 16:30	0	0	5	0	0	0	0	5	0	0	113	20	0	0	0	133	138
16:30 - 16:45	0	0	4	0	1	0	0	5	0	1	96	18	2	0	0	117	122
16:45 - 17:00	0	0	3	1	0	0	0	4	2	1	90	12	1	0	0	106	110
HOURLY TOTAL	0	0	18	2	1	0	0	21	2	3	377	68	6	0	1	457	478
17:00 - 17:15	0	0	4	0	0	0	0	4	0	0	77	15	1	0	2	95	99
17:15 - 17:30	0	0	7	0	0	0	0	7	0	1	99	13	0	0	0	113	120
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	96	9	0	0	0	105	110
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	91	13	0	0	0	104	107
HOURLY TOTAL	0	0	19	0	0	0	0	19	0	1	363	50	1	0	2	417	436
18:00 - 18:15	0	0	2	2	0	0	0	4	1	0	83	8	2	0	0	94	98
18:15 - 18:30	0	0	2	2	0	0	0	4	1	0	80	14	0	0	0	95	99
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	80	9	0	0	0	89	91
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	63	4	0	0	0	67	68
HOURLY TOTAL	0	0	7	4	0	0	0	11	2	0	306	35	2	0	0	345	356
PERIOD TOTAL	0	0	44	6	1	0	0	51	4	4	1046	153	9	0	3	1219	1270

Manual Classified Turning Counts, Burbage

DATE: THURSDAY 28th SEPTEMBER 2023

LOCATION: SAPCOTE ROAD / ASTON FLAMVILLE ROAD

ARM: ASTON FLAMVILLE ROAD

TIME / CLASS	LEFT TO SAPCOTE ROAD WEST								RIGHT TO SAPCOTE ROAD EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2	10
7:15 - 7:30	0	0	11	2	0	0	0	13	0	0	5	1	0	0	0	6	19
7:30 - 7:45	0	0	15	1	0	0	0	16	0	0	3	0	0	0	0	3	19
7:45 - 8:00	0	0	10	2	0	0	0	12	0	0	8	2	0	0	0	10	22
HOURLY TOTAL	0	0	44	5	0	0	0	49	0	0	18	3	0	0	0	21	70
8:00 - 8:15	0	0	9	4	0	0	0	13	0	0	3	2	0	0	0	5	18
8:15 - 8:30	0	0	12	1	0	0	0	13	0	0	3	1	0	0	0	4	17
8:30 - 8:45	0	0	11	0	0	0	0	11	0	0	2	1	0	0	0	3	14
8:45 - 9:00	0	0	8	3	0	0	0	11	0	0	6	0	0	0	0	6	17
HOURLY TOTAL	0	0	40	8	0	0	0	48	0	0	14	4	0	0	0	18	66
9:00 - 9:15	0	0	12	1	0	0	0	13	0	0	3	1	0	0	0	4	17
9:15 - 9:30	0	1	15	1	0	0	0	17	0	0	5	0	0	0	0	5	22
9:30 - 9:45	0	0	11	1	0	0	0	12	0	0	5	1	0	0	0	6	18
9:45 - 10:00	0	0	5	2	0	0	0	7	0	0	4	1	0	0	0	5	12
HOURLY TOTAL	0	1	43	5	0	0	0	49	0	0	17	3	0	0	0	20	69
PERIOD TOTAL	0	1	127	18	0	0	0	146	0	0	49	10	0	0	0	59	205
16:00 - 16:15	0	0	5	1	0	0	0	6	0	0	2	1	0	0	0	3	9
16:15 - 16:30	0	0	7	4	0	0	0	11	0	0	1	1	0	1	0	3	14
16:30 - 16:45	0	0	7	4	0	0	0	11	0	0	4	1	0	0	0	5	16
16:45 - 17:00	0	0	15	2	0	0	0	17	0	0	6	2	0	0	0	8	25
HOURLY TOTAL	0	0	34	11	0	0	0	45	0	0	13	5	0	1	0	19	64
17:00 - 17:15	0	0	16	1	0	0	0	17	0	0	5	1	0	0	0	6	23
17:15 - 17:30	1	0	8	1	0	0	0	10	0	0	2	1	0	0	0	3	13
17:30 - 17:45	0	0	17	1	0	0	0	18	0	0	1	1	0	0	0	2	20
17:45 - 18:00	0	0	14	1	0	0	0	15	0	0	5	1	0	0	0	6	21
HOURLY TOTAL	1	0	55	4	0	0	0	60	0	0	13	4	0	0	0	17	77
18:00 - 18:15	0	0	7	2	0	0	0	9	0	0	5	1	0	0	0	6	15
18:15 - 18:30	0	0	9	1	0	0	0	10	0	0	1	1	0	0	0	2	12
18:30 - 18:45	0	0	7	2	0	0	0	9	0	0	7	0	0	0	0	7	16
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	2	1	0	0	0	3	5
HOURLY TOTAL	0	0	25	5	0	0	0	30	0	0	15	3	0	0	0	18	48
PERIOD TOTAL	1	0	114	20	0	0	0	135	0	0	41	12	0	1	0	54	189

Manual Classified Turning Counts, Burbage

DATE: THURSDAY 28th SEPTEMBER 2023

LOCATION: SAPCOTE ROAD / ASTON FLAMVILLE ROAD

ARM: SAPCOTE ROAD WEST

TIME / CLASS	STRAIGHT TO SAPCOTE ROAD EAST								RIGHT TO ASTON FLAMVILLE ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	77	17	1	0	0	95	0	0	4	2	0	0	0	6	101
7:15 - 7:30	0	1	79	12	2	0	0	94	0	0	11	1	0	0	0	12	106
7:30 - 7:45	0	0	93	16	2	0	1	112	0	0	7	1	0	0	0	8	120
7:45 - 8:00	0	0	105	14	1	1	0	121	0	0	15	0	0	0	0	15	136
HOURLY TOTAL	0	1	354	59	6	1	1	422	0	0	37	4	0	0	0	41	463
8:00 - 8:15	0	0	112	21	0	0	0	133	0	0	12	2	0	0	0	14	147
8:15 - 8:30	0	1	93	18	1	0	0	113	0	0	12	0	0	0	0	12	125
8:30 - 8:45	0	0	96	13	0	0	0	109	0	0	3	3	0	0	0	6	115
8:45 - 9:00	0	2	93	15	3	0	1	114	0	1	11	2	0	0	0	14	128
HOURLY TOTAL	0	3	394	67	4	0	1	469	0	1	38	7	0	0	0	46	515
9:00 - 9:15	0	1	89	12	1	0	1	104	0	0	10	0	0	0	0	10	114
9:15 - 9:30	0	1	91	12	0	0	0	104	0	1	8	1	0	0	0	10	114
9:30 - 9:45	0	0	74	18	2	1	0	95	0	0	9	2	0	0	0	11	106
9:45 - 10:00	0	2	80	16	2	0	0	100	0	0	7	1	0	0	0	8	108
HOURLY TOTAL	0	4	334	58	5	1	1	403	0	1	34	4	0	0	0	39	442
PERIOD TOTAL	0	8	1082	184	15	2	3	1294	0	2	109	15	0	0	0	126	1420
16:00 - 16:15	0	0	58	15	1	0	0	74	0	0	8	1	0	0	0	9	83
16:15 - 16:30	0	0	68	28	2	1	1	100	0	0	6	4	0	0	0	10	110
16:30 - 16:45	0	1	87	11	3	0	0	102	0	0	9	3	0	0	0	12	114
16:45 - 17:00	0	1	105	18	0	0	0	124	0	1	11	1	0	0	0	13	137
HOURLY TOTAL	0	2	318	72	6	1	1	400	0	1	34	9	0	0	0	44	444
17:00 - 17:15	0	1	99	10	0	0	0	110	0	0	10	2	0	0	0	12	122
17:15 - 17:30	0	0	109	21	1	0	0	131	0	0	14	2	0	0	0	16	147
17:30 - 17:45	0	1	108	12	1	0	0	122	0	0	12	1	0	0	0	13	135
17:45 - 18:00	0	1	88	10	0	0	0	99	0	0	6	2	0	0	0	8	107
HOURLY TOTAL	0	3	404	53	2	0	0	462	0	0	42	7	0	0	0	49	511
18:00 - 18:15	2	0	98	14	1	0	0	115	0	0	6	0	0	0	0	6	121
18:15 - 18:30	0	0	97	3	0	0	1	101	0	0	17	0	0	0	0	17	118
18:30 - 18:45	0	0	84	5	0	0	0	89	0	0	9	0	0	0	0	9	98
18:45 - 19:00	0	0	69	5	0	0	0	74	0	0	6	0	0	0	0	6	80
HOURLY TOTAL	2	0	348	27	1	0	1	379	0	0	38	0	0	0	0	38	417
PERIOD TOTAL	2	5	1070	152	9	1	2	1241	0	1	114	16	0	0	0	131	1372

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Wednesday 27/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	6	2	0	0	0	0	0	0	0	0	0	0	0	8
7	17	1	0	0	0	0	0	2	0	0	0	0	0	20
8	56	3	0	0	0	0	0	0	0	0	0	2	0	61
9	57	2	0	0	0	0	0	0	1	0	0	0	0	60
10	60	1	0	0	0	0	0	0	0	0	0	0	0	61
11	38	2	1	0	0	0	0	0	0	0	1	1	0	43
12	39	2	1	0	0	0	0	0	0	0	0	1	0	43
13	40	2	1	0	0	0	0	0	0	0	0	0	0	43
14	42	2	1	0	0	0	0	0	0	0	0	1	0	46
15	45	1	0	0	0	0	0	0	0	0	0	1	0	47
16	56	2	0	0	0	0	0	1	0	0	1	1	0	61
17	59	3	0	0	0	0	0	0	0	0	1	0	0	63
18	68	1	0	0	0	0	0	0	0	0	1	0	0	70
19	33	2	0	0	0	0	0	0	0	0	0	0	0	35
20	26	1	0	0	0	0	0	0	0	0	0	0	0	27
21	18	0	0	0	0	0	0	0	0	0	0	0	0	18
22	15	1	0	0	0	0	0	0	0	0	0	0	0	16
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	593	23	4	0	0	0	0	1	1	0	4	7	0	633
6-22	669	26	4	0	0	0	0	3	1	0	4	7	0	714
6-24	680	26	4	0	0	0	0	3	1	0	4	7	0	725
0-24	693	28	4	0	0	0	0	3	1	0	4	7	0	740

Direction : NORTHBOUND

Wednesday 27/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	14	2	0	0	0	0	0	0	0	0	0	0	0	16
8	61	4	0	0	0	0	0	0	0	0	1	1	0	67
9	63	1	0	0	0	0	0	0	0	0	0	0	0	64
10	65	2	0	0	0	0	0	0	0	0	0	0	0	67
11	56	3	0	0	0	0	0	0	0	0	0	1	0	60
12	41	2	1	0	0	0	0	0	0	0	0	1	0	45
13	47	3	0	0	0	0	0	0	2	0	0	0	0	52
14	47	1	0	0	0	0	0	0	0	0	0	2	0	50
15	59	1	0	0	1	0	0	0	0	0	0	2	0	63
16	53	1	0	0	0	0	0	0	0	0	0	1	0	55
17	65	2	0	0	0	0	0	0	0	0	0	1	0	68
18	62	2	0	0	0	0	0	0	0	0	0	0	0	64
19	40	1	0	0	0	0	0	0	0	0	0	0	0	41
20	31	0	0	0	0	0	0	0	0	0	0	0	0	31
21	13	0	0	0	0	0	0	0	0	0	0	0	0	13
22	20	1	0	0	0	0	0	0	0	0	0	0	0	21
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	659	23	1	0	1	0	0	0	2	0	1	9	0	696
6-22	737	26	1	0	1	0	0	0	2	0	1	9	0	777
6-24	747	26	1	0	1	0	0	0	2	0	1	9	0	787
0-24	754	26	1	0	1	0	0	0	2	0	1	9	0	794

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Wednesday 27/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	1	1	0	0	0	0	0	3
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	2	0	0	0	0	0	0	2
6	0	0	1	1	3	2	0	1	0	0	0	0	8
7	0	1	1	4	7	3	2	2	0	0	0	0	20
8	0	0	3	9	25	16	5	2	1	0	0	0	61
9	0	0	3	13	26	13	4	1	0	0	0	0	60
10	0	2	5	19	22	11	2	0	0	0	0	0	61
11	0	1	3	15	16	7	1	0	0	0	0	0	43
12	0	0	5	16	8	8	5	1	0	0	0	0	43
13	0	0	2	11	20	7	3	0	0	0	0	0	43
14	0	2	1	12	18	7	4	1	1	0	0	0	46
15	0	0	2	14	15	11	5	0	0	0	0	0	47
16	0	1	6	13	26	8	6	1	0	0	0	0	61
17	0	0	6	6	24	17	6	3	1	0	0	0	63
18	0	1	6	15	24	14	7	3	0	0	0	0	70
19	0	0	3	4	15	13	0	0	0	0	0	0	35
20	0	1	3	3	11	8	1	0	0	0	0	0	27
21	0	0	3	7	5	2	1	0	0	0	0	0	18
22	0	0	0	1	8	3	3	1	0	0	0	0	16
23	0	0	0	1	4	1	1	1	0	0	0	0	8
24	0	0	0	2	1	0	0	0	0	0	0	0	3
7-19	0	7	45	147	239	132	48	12	3	0	0	0	633
6-22	0	9	52	162	270	148	55	15	3	0	0	0	714
6-24	0	9	52	165	275	149	56	16	3	0	0	0	725
0-24	0	9	53	168	279	154	57	17	3	0	0	0	740

Direction : NORTHBOUND

Wednesday 27/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	1	0	0	0	0	0	0	2
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	1	2	1	0	0	0	0	0	4
7	0	0	2	5	1	6	2	0	0	0	0	0	16
8	0	0	2	8	23	22	6	1	4	1	0	0	67
9	0	1	1	16	22	14	8	2	0	0	0	0	64
10	0	1	4	20	23	15	3	0	0	1	0	0	67
11	0	0	4	21	23	7	2	3	0	0	0	0	60
12	0	1	4	11	12	14	3	0	0	0	0	0	45
13	0	0	7	7	20	13	4	1	0	0	0	0	52
14	0	0	3	11	19	11	5	1	0	0	0	0	50
15	0	1	3	17	30	11	1	0	0	0	0	0	63
16	0	1	5	21	14	7	7	0	0	0	0	0	55
17	0	0	4	14	22	20	6	1	1	0	0	0	68
18	1	1	5	16	13	18	6	4	0	0	0	0	64
19	0	3	7	5	9	13	2	2	0	0	0	0	41
20	0	1	2	5	9	9	3	2	0	0	0	0	31
21	0	1	0	1	4	6	0	1	0	0	0	0	13
22	0	2	2	1	7	7	2	0	0	0	0	0	21
23	0	0	0	1	1	1	0	0	1	0	0	0	4
24	0	0	0	1	3	1	0	1	0	0	0	0	6
7-19	1	9	49	167	230	165	53	15	5	2	0	0	696
6-22	1	13	55	179	251	193	60	18	5	2	0	0	777
6-24	1	13	55	181	255	195	60	19	6	2	0	0	787
0-24	1	13	55	182	257	198	61	19	6	2	0	0	794

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Thursday 28/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	7	0	0	0	0	0	0	1	0	0	0	0	0	8
7	11	1	0	0	0	0	0	0	0	0	0	0	0	12
8	52	2	0	1	1	0	0	0	1	0	0	0	0	57
9	66	3	0	0	0	0	0	0	0	0	0	0	0	69
10	59	2	0	0	0	0	0	0	0	0	0	1	0	62
11	39	1	1	0	0	0	0	0	0	0	0	0	0	41
12	29	2	0	0	0	0	0	0	0	0	0	0	0	31
13	43	1	1	0	0	0	0	0	0	0	1	0	0	46
14	42	1	0	0	0	0	0	0	0	0	1	1	0	45
15	56	2	0	0	1	0	0	0	1	0	0	0	0	60
16	54	1	0	0	0	0	0	1	0	0	0	1	0	57
17	61	2	0	1	0	0	0	0	0	0	0	0	0	64
18	65	3	0	0	0	0	0	0	0	0	0	0	0	68
19	45	1	0	0	0	0	0	0	0	0	0	0	0	46
20	30	1	0	0	0	0	0	0	0	0	0	0	0	31
21	16	1	0	0	0	0	0	0	0	0	0	0	0	17
22	8	0	0	0	0	0	0	0	0	0	0	0	0	8
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3

7-19	611	21	2	2	2	0	0	1	2	0	2	3	0	646
6-22	676	24	2	2	2	0	0	1	2	0	2	3	0	714
6-24	685	24	2	2	2	0	0	1	2	0	2	3	0	723
0-24	697	24	2	2	2	0	0	2	2	0	2	3	0	736

Direction : NORTHBOUND

Thursday 28/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	5	0	0	0	1	0	0	0	0	0	1	0	0	7
7	10	1	0	0	0	0	0	0	0	0	0	0	0	11
8	67	1	0	0	0	0	0	0	0	0	0	1	0	69
9	62	3	0	0	0	0	0	0	0	0	0	1	0	66
10	65	2	0	0	0	0	0	0	0	0	0	0	0	67
11	50	2	0	0	1	0	0	0	1	0	0	0	0	54
12	51	1	0	0	0	0	0	0	0	0	1	0	0	53
13	48	1	0	0	0	0	0	0	0	0	1	1	0	51
14	46	1	0	0	0	0	0	0	0	0	0	2	0	49
15	51	2	0	0	0	0	0	0	0	0	1	0	0	54
16	57	2	0	0	0	0	0	0	0	0	1	0	0	60
17	57	4	0	0	0	0	0	0	0	0	0	0	0	61
18	72	2	0	0	0	0	0	2	0	0	0	0	0	76
19	44	1	0	0	0	0	0	0	0	0	0	0	0	45
20	32	2	0	0	0	0	0	0	0	0	0	0	0	34
21	14	1	0	0	0	0	0	0	0	0	0	0	0	15
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	670	22	0	0	1	0	0	2	1	0	4	5	0	705
6-22	736	26	0	0	1	0	0	2	1	0	4	5	0	775
6-24	746	26	0	0	1	0	0	2	1	0	4	5	0	785
0-24	752	26	0	0	2	0	0	2	1	0	5	5	0	793

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Thursday 28/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	0	1	2	0	0	0	0	0	0	3
6	0	0	1	2	2	2	1	0	0	0	0	0	8
7	0	1	0	3	2	2	2	1	0	1	0	0	12
8	0	0	2	12	22	14	3	2	2	0	0	0	57
9	0	1	2	18	26	9	13	0	0	0	0	0	69
10	0	1	5	12	12	22	9	0	1	0	0	0	62
11	0	1	4	9	16	9	1	1	0	0	0	0	41
12	0	1	2	9	11	6	2	0	0	0	0	0	31
13	0	0	5	8	19	6	6	2	0	0	0	0	46
14	0	0	2	13	13	10	6	1	0	0	0	0	45
15	0	3	5	18	18	10	5	0	0	1	0	0	60
16	0	1	3	13	16	19	4	1	0	0	0	0	57
17	0	0	2	12	20	19	9	1	0	0	1	0	64
18	0	0	4	12	29	17	6	0	0	0	0	0	68
19	0	0	4	3	18	15	2	4	0	0	0	0	46
20	0	1	4	8	10	6	2	0	0	0	0	0	31
21	0	0	0	2	4	3	7	1	0	0	0	0	17
22	0	0	0	2	2	3	1	0	0	0	0	0	8
23	0	0	1	3	1	1	0	0	0	0	0	0	6
24	0	0	0	2	1	0	0	0	0	0	0	0	3

7-19	0	8	40	139	220	156	66	12	3	1	1	0	646
6-22	0	10	44	154	238	170	78	14	3	2	1	0	714
6-24	0	10	45	159	240	171	78	14	3	2	1	0	723
0-24	0	10	46	161	244	176	79	14	3	2	1	0	736

Direction : NORTHBOUND

Thursday 28/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	1	3	1	0	0	0	0	0	0	7
7	0	0	1	2	2	2	4	0	0	0	0	0	11
8	0	0	2	17	20	17	8	5	0	0	0	0	69
9	0	0	3	12	26	11	10	4	0	0	0	0	66
10	0	2	5	21	25	7	5	1	1	0	0	0	67
11	0	2	4	12	17	17	1	0	1	0	0	0	54
12	0	0	6	15	18	13	1	0	0	0	0	0	53
13	0	1	3	16	14	9	8	0	0	0	0	0	51
14	0	2	1	7	20	12	5	2	0	0	0	0	49
15	0	0	7	13	20	9	5	0	0	0	0	0	54
16	0	2	6	15	24	11	1	1	0	0	0	0	60
17	0	1	0	11	23	15	10	1	0	0	0	0	61
18	0	0	3	29	19	17	6	2	0	0	0	0	76
19	0	1	1	9	18	10	4	2	0	0	0	0	45
20	0	1	3	8	11	11	0	0	0	0	0	0	34
21	0	0	1	4	5	4	1	0	0	0	0	0	15
22	0	0	2	2	2	2	2	0	0	0	0	0	10
23	0	0	0	2	1	2	3	0	0	0	0	0	8
24	0	0	0	0	1	1	0	0	0	0	0	0	2

7-19	0	11	41	177	244	148	64	18	2	0	0	0	705
6-22	0	12	48	193	264	167	71	18	2	0	0	0	775
6-24	0	12	48	195	266	170	74	18	2	0	0	0	785
0-24	0	12	51	196	269	171	74	18	2	0	0	0	793

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Friday 29/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	6	0	0	0	0	0	0	1	0	0	0	0	0	7
7	10	1	0	0	0	0	0	0	0	0	0	0	0	11
8	52	3	0	0	1	0	0	0	0	0	0	0	0	56
9	66	3	0	0	0	0	0	0	0	0	0	0	0	69
10	57	2	0	0	0	0	0	0	1	0	1	0	0	61
11	26	2	0	0	0	0	0	0	1	0	0	1	0	30
12	45	2	1	0	0	0	0	0	0	0	0	1	0	49
13	49	3	0	0	0	0	0	0	0	0	0	0	0	52
14	53	2	0	0	0	0	0	0	0	0	0	0	0	55
15	69	1	0	0	0	0	0	0	0	0	0	0	0	70
16	71	3	0	0	1	0	0	0	0	0	0	2	0	77
17	62	2	0	0	0	0	0	0	0	0	1	0	0	65
18	62	1	0	0	0	0	0	0	1	0	1	0	0	65
19	35	1	0	0	0	0	0	0	0	0	0	0	0	36
20	35	3	0	0	0	0	0	0	0	0	0	0	0	38
21	15	0	0	0	0	0	0	0	0	0	0	0	0	15
22	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	647	25	1	0	2	0	0	0	3	0	3	4	0	685
6-22	718	29	1	0	2	0	0	0	3	0	3	4	0	760
6-24	731	29	1	0	2	0	0	0	3	0	3	4	0	773
0-24	745	29	1	0	2	0	0	1	3	0	3	4	0	788

Direction : NORTHBOUND

Friday 29/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6	1	0	0	0	0	0	0	0	1	0	0	0	0	2
7	16	1	1	0	0	0	0	0	0	0	0	0	0	18
8	66	4	0	0	0	0	0	0	0	0	0	0	0	70
9	58	3	0	0	0	0	0	0	0	0	0	0	0	61
10	45	1	0	0	0	0	0	0	0	0	0	0	0	46
11	46	2	0	0	0	0	0	0	0	0	1	1	0	50
12	59	2	0	0	0	0	0	0	0	0	0	4	0	65
13	57	2	0	0	0	0	0	0	1	0	0	0	0	60
14	49	3	0	0	1	0	0	0	0	0	0	0	0	53
15	57	3	0	0	0	0	0	0	0	0	0	0	0	60
16	69	1	0	0	0	0	0	0	0	0	0	0	0	70
17	65	2	0	0	0	0	0	0	0	0	0	1	0	68
18	73	1	0	0	0	0	0	0	0	0	0	0	0	74
19	72	1	0	0	0	0	0	0	0	0	0	0	0	73
20	23	1	0	0	0	0	0	0	0	0	0	0	0	24
21	19	0	0	0	0	0	0	0	0	0	0	0	0	19
22	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23	13	0	0	0	0	0	0	0	0	0	0	0	0	13
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	716	25	0	0	1	0	0	0	1	0	1	6	0	750
6-22	781	27	1	0	1	0	0	0	1	0	1	6	0	818
6-24	798	27	1	0	1	0	0	0	1	0	1	6	0	835
0-24	800	27	1	0	1	0	0	0	2	0	1	7	0	839

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Friday 29/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	2	1	0	0	0	0	0	0	4
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	2	0	0	0	0	1	0	0	0	3
6	0	0	1	2	2	1	1	0	0	0	0	0	7
7	0	0	0	3	4	4	0	0	0	0	0	0	11
8	0	1	1	6	22	22	3	1	0	0	0	0	56
9	0	1	2	13	31	18	3	1	0	0	0	0	69
10	0	2	2	20	26	10	1	0	0	0	0	0	61
11	0	0	3	5	14	7	0	1	0	0	0	0	30
12	0	2	4	17	18	4	4	0	0	0	0	0	49
13	0	0	6	10	21	10	3	1	0	1	0	0	52
14	0	0	5	11	14	18	5	2	0	0	0	0	55
15	0	0	3	20	23	16	8	0	0	0	0	0	70
16	0	1	4	19	23	20	6	3	1	0	0	0	77
17	0	3	3	13	23	13	8	1	1	0	0	0	65
18	0	0	2	15	19	19	7	3	0	0	0	0	65
19	0	1	2	6	10	11	6	0	0	0	0	0	36
20	0	0	5	8	15	4	4	1	0	1	0	0	38
21	1	0	0	1	3	1	5	3	1	0	0	0	15
22	0	0	1	3	3	2	2	0	0	0	0	0	11
23	0	0	1	2	1	3	1	1	0	0	0	0	9
24	0	0	0	1	1	2	0	0	0	0	0	0	4

7-19	0	11	37	155	244	168	54	13	2	1	0	0	685
6-22	1	11	43	170	269	179	65	17	3	2	0	0	760
6-24	1	11	44	173	271	184	66	18	3	2	0	0	773
0-24	1	11	45	178	276	186	67	18	4	2	0	0	788

Direction : NORTHBOUND

Friday 29/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	0	2	0	6	8	2	0	0	0	0	0	18
8	0	1	5	12	25	21	5	1	0	0	0	0	70
9	0	0	5	11	16	19	8	1	1	0	0	0	61
10	0	0	4	8	13	15	4	2	0	0	0	0	46
11	0	2	5	9	13	14	6	1	0	0	0	0	50
12	0	0	2	17	24	14	6	1	0	1	0	0	65
13	0	2	2	23	18	7	6	2	0	0	0	0	60
14	0	0	6	17	12	9	6	2	0	1	0	0	53
15	0	1	4	15	21	13	5	1	0	0	0	0	60
16	0	3	5	15	27	13	4	3	0	0	0	0	70
17	0	1	3	12	22	22	5	2	0	1	0	0	68
18	0	0	4	12	25	23	8	0	1	1	0	0	74
19	0	1	2	17	25	18	8	1	1	0	0	0	73
20	0	0	4	6	6	4	1	2	1	0	0	0	24
21	0	0	1	4	6	5	3	0	0	0	0	0	19
22	0	0	1	2	1	2	1	0	0	0	0	0	7
23	0	0	0	4	5	3	0	1	0	0	0	0	13
24	0	0	0	2	1	1	0	0	0	0	0	0	4

7-19	0	11	47	168	241	188	71	17	3	4	0	0	750
6-22	0	11	55	180	260	207	78	19	4	4	0	0	818
6-24	0	11	55	186	266	211	78	20	4	4	0	0	835
0-24	0	11	57	187	267	211	78	20	4	4	0	0	839

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Saturday 30/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	12	0	0	0	0	0	0	0	0	0	0	0	0	12
9	23	1	0	0	0	0	0	0	0	0	0	0	0	24
10	38	2	0	0	0	0	0	0	0	0	0	0	0	40
11	53	2	0	0	0	0	0	0	0	0	0	0	0	55
12	63	1	0	0	0	0	0	0	0	0	0	0	0	64
13	58	2	0	0	0	0	0	0	0	0	0	0	0	60
14	56	1	0	0	0	0	0	0	0	0	0	0	0	57
15	34	1	0	0	0	0	0	0	0	0	0	0	0	35
16	43	2	0	0	0	0	0	0	0	0	0	0	0	45
17	50	2	0	0	0	0	0	0	0	0	0	0	0	52
18	37	1	0	0	0	0	0	0	0	0	0	0	0	38
19	30	1	0	0	0	0	0	0	0	0	0	0	0	31
20	35	1	0	0	0	0	0	0	0	0	0	0	0	36
21	17	0	0	0	0	0	0	0	0	0	0	0	0	17
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	7	1	0	0	0	0	0	0	0	0	0	0	0	8
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	497	16	0	0	0	0	0	0	0	0	0	0	0	513
6-22	564	18	0	0	0	0	0	0	0	0	0	0	0	582
6-24	574	19	0	0	0	0	0	0	0	0	0	0	0	593
0-24	584	19	0	0	0	0	0	0	0	0	0	0	0	603

Direction : NORTHBOUND

Saturday 30/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	9	0	0	0	0	0	0	0	0	0	0	0	0	9
9	44	1	0	0	0	0	0	0	0	2	0	0	0	47
10	50	1	0	0	0	0	0	0	0	0	0	0	0	51
11	57	1	0	0	0	0	0	0	0	0	0	0	0	58
12	69	1	0	0	0	0	0	0	0	0	0	0	0	70
13	55	1	0	0	0	0	0	0	0	0	0	0	0	56
14	47	1	0	0	0	0	0	0	0	0	0	0	0	48
15	63	2	0	0	0	0	0	0	0	0	0	1	0	66
16	58	2	0	0	0	0	0	0	0	0	0	0	0	60
17	33	1	0	0	0	0	0	0	1	0	0	0	0	35
18	44	1	0	0	0	0	0	0	0	0	0	0	0	45
19	29	1	0	0	0	0	0	0	0	0	0	0	0	30
20	35	1	0	0	0	0	0	0	0	0	0	0	0	36
21	16	0	0	0	0	0	0	0	0	0	0	0	0	16
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	18	0	0	0	0	0	0	0	0	0	0	0	0	18
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7-19	558	13	0	0	0	0	0	0	1	2	0	1	0	575
6-22	619	15	0	0	0	0	0	0	1	2	0	1	0	638
6-24	644	15	0	0	0	0	0	0	1	2	0	1	0	663
0-24	652	16	0	0	0	0	0	0	1	2	0	1	0	672

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Saturday 30/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	0	0	0	0	0	0	0	1
2	0	0	0	2	0	0	1	0	0	0	0	0	3
3	0	0	1	1	1	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	1	0	1	0	0	0	0	0	3
7	0	1	1	0	2	2	0	0	0	0	0	0	6
8	0	3	0	3	4	2	0	0	0	0	0	0	12
9	0	0	3	3	12	5	0	1	0	0	0	0	24
10	1	1	8	5	13	8	4	0	0	0	0	0	40
11	0	0	1	13	17	14	8	1	1	0	0	0	55
12	0	3	5	10	26	15	5	0	0	0	0	0	64
13	0	0	2	14	21	15	6	2	0	0	0	0	60
14	0	1	1	11	25	13	4	2	0	0	0	0	57
15	0	0	0	7	15	8	3	2	0	0	0	0	35
16	0	0	1	7	19	13	5	0	0	0	0	0	45
17	0	0	2	11	27	9	3	0	0	0	0	0	52
18	0	0	2	9	15	9	2	1	0	0	0	0	38
19	0	0	1	9	11	6	3	1	0	0	0	0	31
20	0	0	9	16	8	2	1	0	0	0	0	0	36
21	0	0	1	3	6	5	2	0	0	0	0	0	17
22	0	0	1	2	5	1	0	1	0	0	0	0	10
23	0	0	0	2	2	1	2	0	1	0	0	0	8
24	0	0	0	1	2	0	0	0	0	0	0	0	3

7-19	1	8	26	102	205	117	43	10	1	0	0	0	513
6-22	1	9	38	123	226	127	46	11	1	0	0	0	582
6-24	1	9	38	126	230	128	48	11	2	0	0	0	593
0-24	1	9	39	130	233	128	50	11	2	0	0	0	603

Direction : NORTHBOUND

Saturday 30/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	2	0	0	0	0	0	0	0	0	2
2	0	0	0	0	1	1	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	1	3	1	0	0	0	0	0	5
7	0	1	0	2	2	1	0	0	0	0	0	0	6
8	0	0	0	0	0	4	3	2	0	0	0	0	9
9	0	2	7	5	13	10	9	1	0	0	0	0	47
10	0	1	2	10	14	13	8	2	0	1	0	0	51
11	0	4	6	8	14	15	10	1	0	0	0	0	58
12	2	4	7	17	17	19	4	0	0	0	0	0	70
13	0	1	4	9	11	21	6	4	0	0	0	0	56
14	0	2	2	12	16	8	4	3	1	0	0	0	48
15	0	0	7	16	17	17	7	2	0	0	0	0	66
16	0	0	1	14	19	22	2	2	0	0	0	0	60
17	0	0	2	9	10	9	3	1	1	0	0	0	35
18	0	0	2	12	15	8	7	1	0	0	0	0	45
19	0	1	0	3	16	4	5	1	0	0	0	0	30
20	0	0	1	15	14	5	1	0	0	0	0	0	36
21	0	0	0	6	3	5	1	0	1	0	0	0	16
22	0	0	0	0	2	2	1	0	0	0	0	0	5
23	0	2	5	2	3	5	0	1	0	0	0	0	18
24	0	0	1	2	2	0	0	2	0	0	0	0	7

7-19	2	15	40	115	162	150	68	20	2	1	0	0	575
6-22	2	16	41	138	183	163	71	20	3	1	0	0	638
6-24	2	18	47	142	188	168	71	23	3	1	0	0	663
0-24	2	18	47	144	190	172	72	23	3	1	0	0	672

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Sunday 01/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	1	0	0	0	0	2
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	9	0	0	0	0	0	0	0	0	0	0	0	0	9
9	17	1	0	0	0	0	0	0	0	0	0	0	0	18
10	20	1	0	0	0	0	0	0	0	0	0	0	0	21
11	36	2	0	0	0	0	0	0	0	0	0	0	0	38
12	60	1	0	0	0	0	0	0	0	0	0	0	0	61
13	53	1	0	0	0	0	0	0	0	0	0	0	0	54
14	39	2	0	0	0	0	0	0	0	0	0	0	0	41
15	53	2	0	0	0	0	0	0	0	0	0	0	0	55
16	45	0	0	0	0	0	0	0	0	0	0	0	0	45
17	50	0	0	0	0	0	0	0	0	0	0	0	0	50
18	34	1	0	0	0	0	0	0	0	0	0	0	0	35
19	24	1	0	0	0	0	0	0	0	0	0	0	0	25
20	17	0	0	0	0	0	0	0	0	0	0	0	0	17
21	13	0	0	0	0	0	0	0	0	0	0	0	0	13
22	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	440	12	0	0	0	0	0	0	0	0	0	0	0	452
6-22	478	12	0	0	0	0	0	0	0	0	0	0	0	490
6-24	482	12	0	0	0	0	0	0	0	0	0	0	0	494
0-24	490	12	0	0	0	0	0	0	1	0	0	0	0	503

Direction : NORTHBOUND

Sunday 01/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	7	0	0	0	0	0	0	0	0	0	0	0	0	7
9	18	1	0	0	0	0	0	0	0	0	0	0	0	19
10	30	2	0	0	0	0	0	0	0	0	0	0	0	32
11	48	1	0	0	0	0	0	0	0	0	0	0	0	49
12	39	1	0	0	0	0	0	0	0	0	0	0	0	40
13	59	2	0	0	0	0	0	0	0	0	0	0	0	61
14	43	1	0	0	0	0	0	0	0	0	0	0	0	44
15	49	1	0	0	0	0	0	0	0	0	0	0	0	50
16	46	2	0	0	0	0	0	0	0	0	0	0	0	48
17	48	0	0	0	0	0	0	0	0	0	0	0	0	48
18	30	0	0	0	0	0	0	0	0	0	0	0	0	30
19	29	0	0	0	0	0	0	0	0	0	0	0	0	29
20	21	1	0	0	0	0	0	0	0	0	0	0	0	22
21	15	1	0	0	0	0	0	0	0	0	0	0	0	16
22	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3

7-19	446	11	0	0	0	0	0	0	0	0	0	0	0	457
6-22	490	13	0	0	0	0	0	0	0	0	0	0	0	503
6-24	495	13	0	0	0	0	0	0	0	0	0	0	0	508
0-24	503	13	0	0	0	0	0	0	0	0	0	0	0	516

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Sunday 01/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	1	0	0	0	0	0	0	0	2
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	3	0	0	0	0	0	0	0	3
7	0	0	0	1	1	0	0	0	0	0	0	0	2
8	0	1	0	1	5	2	0	0	0	0	0	0	9
9	0	1	2	2	9	4	0	0	0	0	0	0	18
10	0	0	3	6	9	2	1	0	0	0	0	0	21
11	0	2	3	12	11	8	1	1	0	0	0	0	38
12	0	1	4	11	33	6	3	2	1	0	0	0	61
13	0	2	0	8	20	19	5	0	0	0	0	0	54
14	0	0	2	10	12	10	3	2	0	2	0	0	41
15	1	1	2	5	27	18	1	0	0	0	0	0	55
16	0	2	2	9	15	14	3	0	0	0	0	0	45
17	0	3	3	13	20	9	1	1	0	0	0	0	50
18	0	0	4	6	14	8	2	1	0	0	0	0	35
19	0	0	2	5	11	6	1	0	0	0	0	0	25
20	0	0	0	3	7	7	0	0	0	0	0	0	17
21	0	0	0	3	5	5	0	0	0	0	0	0	13
22	0	0	0	1	1	4	0	0	0	0	0	0	6
23	0	0	0	0	1	1	1	1	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1	13	27	88	186	106	21	7	1	2	0	0	452
6-22	1	13	27	96	200	122	21	7	1	2	0	0	490
6-24	1	13	27	96	201	123	22	8	1	2	0	0	494
0-24	1	13	28	100	205	123	22	8	1	2	0	0	503

Direction : NORTHBOUND

Sunday 01/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	2	2	0	0	0	0	0	0	4
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	2	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	1	0	0	0	0	0	0	0	1
7	0	0	0	1	0	2	1	0	0	0	0	0	4
8	0	0	1	2	2	1	1	0	0	0	0	0	7
9	0	2	2	5	6	3	1	0	0	0	0	0	19
10	0	0	0	8	8	10	4	2	0	0	0	0	32
11	1	0	1	22	14	7	3	1	0	0	0	0	49
12	0	1	5	9	14	9	1	1	0	0	0	0	40
13	0	0	1	14	30	15	1	0	0	0	0	0	61
14	0	0	1	18	17	7	1	0	0	0	0	0	44
15	0	4	2	15	13	13	2	1	0	0	0	0	50
16	0	0	1	11	16	15	3	2	0	0	0	0	48
17	0	2	3	16	14	5	8	0	0	0	0	0	48
18	1	0	3	6	13	3	3	0	1	0	0	0	30
19	0	1	2	8	14	1	2	1	0	0	0	0	29
20	0	1	1	7	8	3	2	0	0	0	0	0	22
21	0	0	1	2	6	6	1	0	0	0	0	0	16
22	0	0	0	2	1	1	0	0	0	0	0	0	4
23	0	0	0	1	0	0	1	0	0	0	0	0	2
24	0	0	1	0	0	1	0	1	0	0	0	0	3
7-19	2	10	22	134	161	89	30	8	1	0	0	0	457
6-22	2	11	24	146	176	101	34	8	1	0	0	0	503
6-24	2	11	25	147	176	102	35	9	1	0	0	0	508
0-24	2	11	25	147	182	104	35	9	1	0	0	0	516

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Monday 02/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	4	1	0	0	0	0	0	0	0	0	0	0	0	5
6	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7	13	1	0	0	0	0	0	0	0	0	0	0	0	14
8	48	4	0	0	0	0	0	0	0	0	0	0	0	52
9	63	1	0	0	0	0	0	0	0	0	0	0	0	64
10	33	4	1	0	0	0	0	0	0	0	0	0	0	38
11	35	2	0	0	0	0	0	0	0	0	0	0	0	37
12	45	2	0	0	0	0	0	0	0	0	0	0	0	47
13	36	2	1	0	0	0	0	0	0	0	0	0	0	39
14	41	1	0	0	0	0	0	0	0	0	0	0	0	42
15	42	1	0	0	0	0	0	0	0	0	1	0	0	44
16	48	1	0	0	0	0	0	0	0	0	0	2	0	51
17	57	1	1	0	0	0	0	0	0	0	0	0	0	59
18	69	2	0	0	0	0	0	0	0	0	0	0	0	71
19	45	1	0	0	0	0	0	0	0	0	0	0	0	46
20	24	1	0	0	0	0	0	0	0	0	0	0	0	25
21	16	0	0	0	0	0	0	0	0	0	0	0	0	16
22	53	2	0	0	0	0	0	0	0	0	0	0	0	55
23	70	3	0	0	0	0	0	0	0	0	0	0	0	73
24	23	0	0	0	0	0	0	0	0	0	0	0	0	23
7-19	562	22	3	0	0	0	0	0	0	0	1	2	0	590
6-22	668	26	3	0	0	0	0	0	0	0	1	2	0	700
6-24	761	29	3	0	0	0	0	0	0	0	1	2	0	796
0-24	776	30	3	0	0	0	0	0	0	0	1	2	0	812

Direction : NORTHBOUND

Monday 02/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	7	0	0	0	0	0	0	0	1	0	0	0	0	8
7	9	1	0	0	0	0	0	0	0	0	0	0	0	10
8	63	1	0	0	0	0	0	0	0	0	0	1	0	65
9	63	3	0	0	1	0	0	0	0	0	0	0	0	67
10	54	2	0	0	0	0	0	0	0	0	0	1	0	57
11	37	3	0	0	0	0	0	0	0	0	0	1	0	41
12	45	2	0	0	0	0	0	0	0	0	0	0	0	47
13	48	1	0	0	0	0	0	0	1	0	0	3	0	53
14	47	1	0	0	0	0	0	0	0	0	0	0	0	48
15	39	3	0	0	0	0	0	0	0	0	0	0	0	42
16	45	2	0	0	0	0	0	0	0	0	0	0	0	47
17	62	1	0	0	0	0	0	0	0	0	0	0	0	63
18	77	0	0	0	0	0	0	0	0	0	1	0	0	78
19	40	1	0	0	0	0	0	0	0	0	0	0	0	41
20	25	1	0	0	0	0	0	0	0	0	0	0	0	26
21	12	0	0	0	0	0	0	0	0	0	0	0	0	12
22	25	0	0	0	0	0	0	0	0	0	0	0	0	25
23	20	0	0	0	0	0	0	0	0	0	0	0	0	20
24	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7-19	620	20	0	0	1	0	0	0	1	0	1	6	0	649
6-22	691	22	0	0	1	0	0	0	1	0	1	6	0	722
6-24	722	22	0	0	1	0	0	0	1	0	1	6	0	753
0-24	734	22	0	0	1	0	0	0	2	0	1	6	0	766

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Monday 02/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	2	1	0	0	0	0	0	0	3
5	0	0	0	1	2	2	0	0	0	0	0	0	5
6	0	0	1	0	4	0	3	0	0	0	0	0	8
7	0	0	2	2	9	1	0	0	0	0	0	0	14
8	0	0	1	5	24	17	4	1	0	0	0	0	52
9	0	0	6	11	25	13	7	1	1	0	0	0	64
10	0	0	3	11	18	6	0	0	0	0	0	0	38
11	0	0	7	12	8	4	5	1	0	0	0	0	37
12	0	0	6	15	14	9	3	0	0	0	0	0	47
13	0	1	4	7	15	7	4	1	0	0	0	0	39
14	0	1	3	14	13	8	1	2	0	0	0	0	42
15	0	0	2	10	18	11	3	0	0	0	0	0	44
16	0	0	3	12	19	12	5	0	0	0	0	0	51
17	0	0	2	16	23	13	4	1	0	0	0	0	59
18	0	0	7	12	25	16	10	0	1	0	0	0	71
19	0	0	4	13	16	10	3	0	0	0	0	0	46
20	0	0	3	10	6	5	1	0	0	0	0	0	25
21	0	0	2	3	2	8	1	0	0	0	0	0	16
22	0	0	6	16	25	5	2	1	0	0	0	0	55
23	0	0	11	25	28	8	1	0	0	0	0	0	73
24	0	1	2	7	9	4	0	0	0	0	0	0	23
7-19	0	2	48	138	218	126	49	7	2	0	0	0	590
6-22	0	2	61	169	260	145	53	8	2	0	0	0	700
6-24	0	3	74	201	297	157	54	8	2	0	0	0	796
0-24	0	3	75	202	305	160	57	8	2	0	0	0	812

Direction : NORTHBOUND

Monday 02/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	1	0	0	0	0	0	0	2
2	0	0	0	0	0	0	1	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	1	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	1	1	3	2	0	0	0	0	0	8
7	0	0	0	3	2	3	2	0	0	0	0	0	10
8	0	0	4	18	10	22	10	1	0	0	0	0	65
9	0	0	3	16	22	18	5	1	2	0	0	0	67
10	0	0	8	16	16	9	4	2	2	0	0	0	57
11	0	3	4	10	17	3	3	0	0	1	0	0	41
12	1	0	5	10	19	8	3	0	0	1	0	0	47
13	0	4	7	13	20	9	0	0	0	0	0	0	53
14	0	0	3	10	18	12	5	0	0	0	0	0	48
15	0	0	4	9	19	7	2	0	0	1	0	0	42
16	0	1	0	6	21	14	5	0	0	0	0	0	47
17	0	0	3	13	29	11	5	2	0	0	0	0	63
18	0	0	8	25	22	17	3	3	0	0	0	0	78
19	0	1	3	10	13	7	5	1	1	0	0	0	41
20	0	2	3	9	3	7	1	1	0	0	0	0	26
21	0	1	1	3	3	3	1	0	0	0	0	0	12
22	0	1	3	11	6	3	1	0	0	0	0	0	25
23	0	1	1	9	6	3	0	0	0	0	0	0	20
24	0	0	3	5	3	0	0	0	0	0	0	0	11
7-19	1	9	52	156	226	137	50	10	5	3	0	0	649
6-22	1	13	59	182	240	153	55	11	5	3	0	0	722
6-24	1	14	63	196	249	156	55	11	5	3	0	0	753
0-24	1	14	65	197	251	161	58	11	5	3	0	0	766

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Tuesday 03/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7	13	2	0	0	0	0	0	0	0	0	0	0	0	15
8	55	3	0	0	0	0	0	0	0	0	0	0	0	58
9	74	3	0	0	0	0	0	0	0	0	0	1	0	78
10	51	2	1	1	0	0	0	0	0	0	0	0	0	55
11	38	3	0	0	0	0	0	0	0	0	0	0	0	41
12	36	2	0	0	0	0	0	0	0	0	0	1	0	39
13	41	1	0	0	0	0	0	0	0	0	1	0	0	43
14	34	2	0	0	0	0	0	0	0	0	0	0	0	36
15	52	1	0	0	0	0	0	0	0	0	1	0	0	54
16	49	3	0	0	0	0	0	0	0	0	0	1	0	53
17	66	1	0	0	0	0	0	0	0	0	0	0	0	67
18	84	4	0	0	0	0	0	0	0	0	0	0	0	88
19	46	1	0	0	0	0	0	0	0	0	1	0	0	48
20	34	2	0	0	0	0	0	0	0	0	0	0	0	36
21	20	1	0	0	0	0	0	0	0	0	0	0	0	21
22	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	626	26	1	1	0	0	0	0	0	0	3	3	0	660
6-22	705	32	1	1	0	0	0	0	0	0	3	3	0	745
6-24	718	32	1	1	0	0	0	0	0	0	3	3	0	758
0-24	733	32	1	1	0	0	0	0	0	0	3	3	0	773

Direction : NORTHBOUND

Tuesday 03/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7	13	1	0	0	0	0	0	0	0	0	1	0	0	15
8	62	2	0	0	0	0	0	0	0	0	1	0	0	65
9	76	3	1	0	0	0	0	0	0	0	0	1	0	81
10	55	1	0	0	0	0	0	0	0	0	0	1	0	57
11	42	2	0	1	0	0	0	0	0	0	0	1	0	46
12	50	2	0	0	0	0	0	0	0	0	0	1	0	53
13	48	1	0	0	1	0	0	0	0	0	0	4	0	54
14	50	3	0	0	0	0	0	1	0	0	1	0	0	55
15	56	3	0	0	0	0	0	0	0	0	0	0	0	59
16	60	3	0	0	0	0	0	0	0	0	0	0	0	63
17	81	1	0	0	0	0	0	0	0	0	0	0	0	82
18	79	1	0	0	0	0	0	0	0	0	0	0	0	80
19	41	1	0	0	0	0	0	0	0	0	0	0	0	42
20	32	1	0	0	0	0	0	0	0	0	0	0	0	33
21	21	0	0	0	0	0	0	0	0	0	0	0	0	21
22	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7-19	700	23	1	1	1	0	0	1	0	0	2	8	0	737
6-22	777	25	1	1	1	0	0	1	0	0	3	8	0	817
6-24	787	25	1	1	1	0	0	1	0	0	3	8	0	827
0-24	798	25	1	1	1	0	0	1	0	0	3	8	0	838

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

Tuesday 03/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	1	2	2	0	0	0	0	0	0	7
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	1	4	0	0	0	0	0	0	0	6
7	0	1	1	4	5	3	0	1	0	0	0	0	15
8	0	0	6	8	21	13	4	4	2	0	0	0	58
9	0	0	6	15	37	17	3	0	0	0	0	0	78
10	0	1	8	14	19	9	4	0	0	0	0	0	55
11	0	2	3	15	13	5	2	1	0	0	0	0	41
12	0	0	7	10	12	7	3	0	0	0	0	0	39
13	0	0	4	13	18	7	1	0	0	0	0	0	43
14	0	0	3	10	14	4	4	1	0	0	0	0	36
15	0	0	5	14	24	7	4	0	0	0	0	0	54
16	0	1	5	13	20	8	2	3	0	1	0	0	53
17	1	4	4	11	24	19	4	0	0	0	0	0	67
18	0	3	5	13	38	20	8	1	0	0	0	0	88
19	0	0	3	8	13	17	4	1	2	0	0	0	48
20	0	1	3	9	14	5	3	0	0	1	0	0	36
21	0	0	2	4	5	9	1	0	0	0	0	0	21
22	0	0	1	4	3	2	1	2	0	0	0	0	13
23	0	0	0	3	4	2	2	0	0	0	0	0	11
24	0	0	0	1	0	1	0	0	0	0	0	0	2
7-19	1	11	59	144	253	133	43	11	4	1	0	0	660
6-22	1	13	66	165	280	152	48	14	4	2	0	0	745
6-24	1	13	66	169	284	155	50	14	4	2	0	0	758
0-24	1	13	69	172	291	157	50	14	4	2	0	0	773

Direction : NORTHBOUND

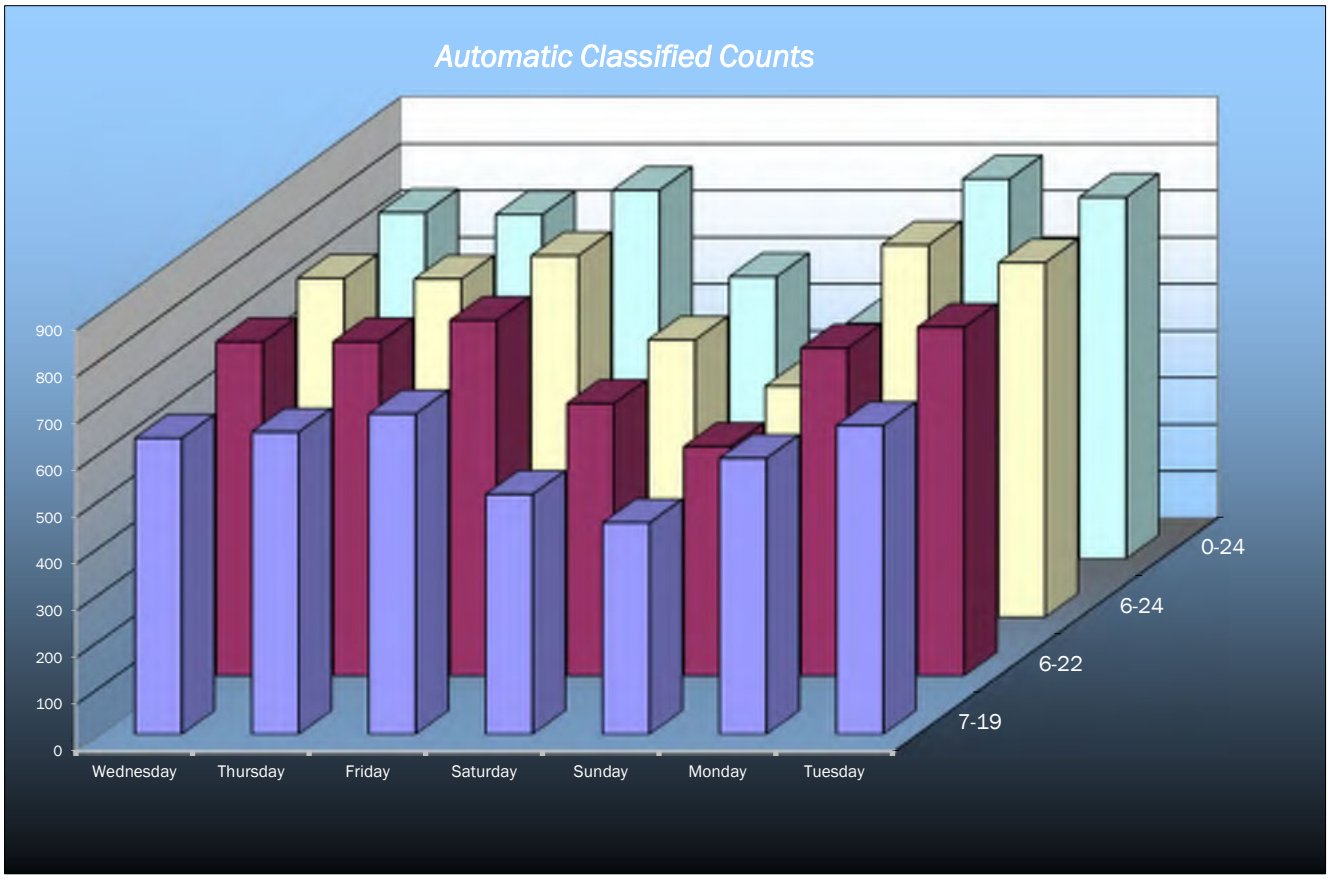
Tuesday 03/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	2	1	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	1	0	0	0	0	0	0	2
6	0	0	0	0	1	1	3	0	0	0	0	0	5
7	0	0	2	4	4	2	3	0	0	0	0	0	15
8	0	1	1	12	22	21	5	2	1	0	0	0	65
9	0	2	8	21	25	18	2	5	0	0	0	0	81
10	0	0	3	16	21	10	6	1	0	0	0	0	57
11	0	3	4	16	11	9	2	0	1	0	0	0	46
12	0	2	5	16	24	5	0	1	0	0	0	0	53
13	0	0	10	11	18	9	4	1	1	0	0	0	54
14	0	1	6	16	16	12	2	2	0	0	0	0	55
15	0	1	6	15	18	17	1	1	0	0	0	0	59
16	0	0	7	11	23	15	5	1	1	0	0	0	63
17	0	4	2	16	29	21	7	3	0	0	0	0	82
18	0	3	1	15	40	13	3	4	1	0	0	0	80
19	1	2	5	6	16	8	2	2	0	0	0	0	42
20	0	1	3	6	11	8	2	2	0	0	0	0	33
21	0	0	3	3	8	3	4	0	0	0	0	0	21
22	0	1	0	1	2	3	1	2	0	1	0	0	11
23	0	0	0	1	1	1	0	2	0	0	0	0	5
24	0	0	0	2	0	0	1	1	1	0	0	0	5
7-19	1	19	58	171	263	158	39	23	5	0	0	0	737
6-22	1	21	66	185	288	174	49	27	5	1	0	0	817
6-24	1	21	66	188	289	175	50	30	6	1	0	0	827
0-24	1	21	66	189	293	178	53	30	6	1	0	0	838

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

VEHICLE FLOWS									
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23	WEEKDAY AVERAGE	WEEK AVERAGE
1	3	0	4	1	2	0	7	3	2
2	1	1	1	3	2	0	1	1	1
3	0	0	0	3	1	0	0	0	1
4	1	1	0	0	1	3	1	1	1
5	2	3	3	0	0	5	0	3	2
6	8	8	7	3	3	8	6	7	6
7	20	12	11	6	2	14	15	14	11
8	61	57	56	12	9	52	58	57	44
9	60	69	69	24	18	64	78	68	55
10	61	62	61	40	21	38	55	55	48
11	43	41	30	55	38	37	41	38	41
12	43	31	49	64	61	47	39	42	48
13	43	46	52	60	54	39	43	45	48
14	46	45	55	57	41	42	36	45	46
15	47	60	70	35	55	44	54	55	52
16	61	57	77	45	45	51	53	60	56
17	63	64	65	52	50	59	67	64	60
18	70	68	65	38	35	71	88	72	62
19	35	46	36	31	25	46	48	42	38
20	27	31	38	36	17	25	36	31	30
21	18	17	15	17	13	16	21	17	17
22	16	8	11	10	6	55	13	21	17
23	8	6	9	8	4	73	11	21	17
24	3	3	4	3	0	23	2	7	5
7-19	633	646	685	513	452	590	660	643	597
6-22	714	714	760	582	490	700	745	727	672
6-24	725	723	773	593	494	796	758	755	695
0-24	740	736	788	603	503	812	773	770	708

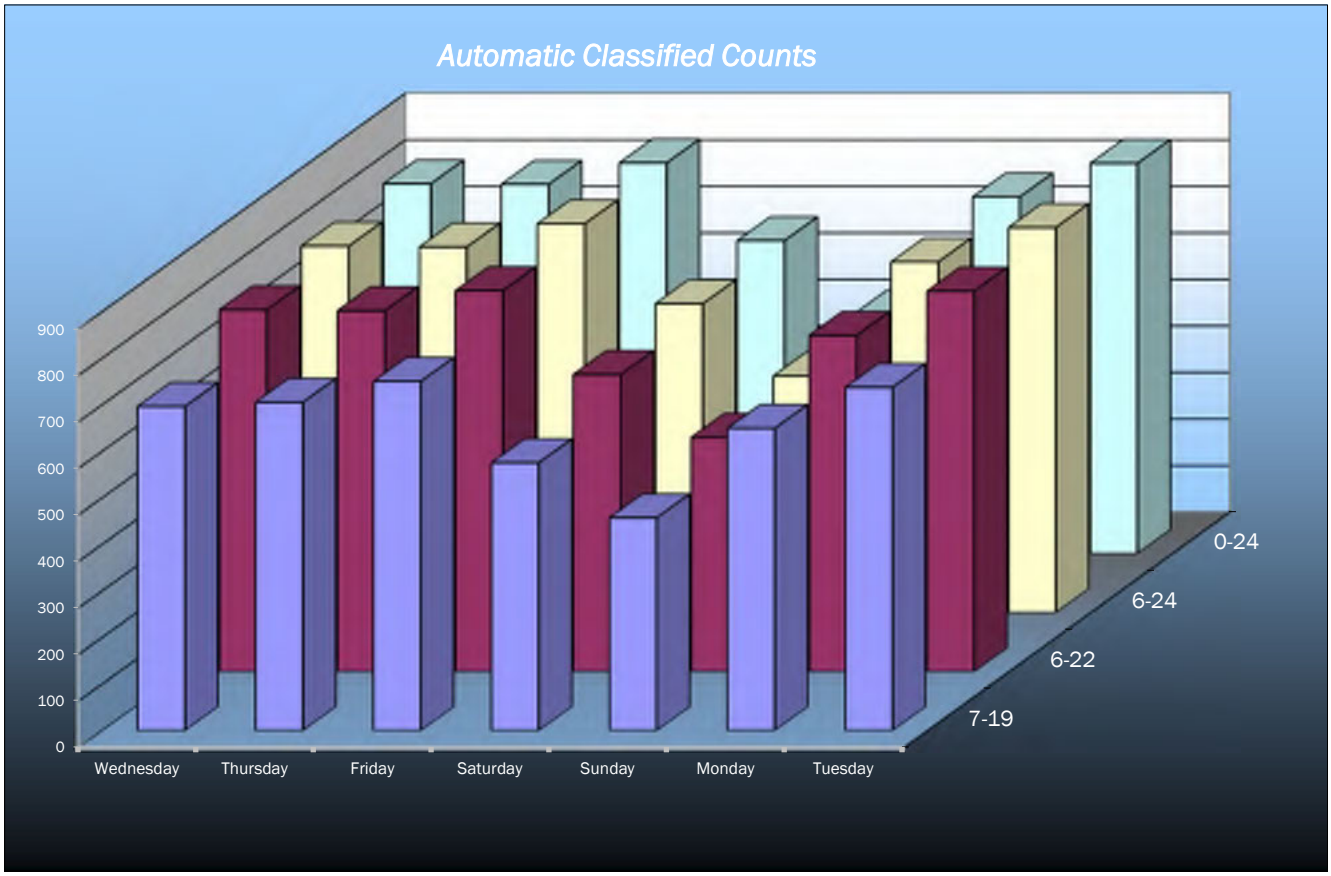


Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : NORTHBOUND

NORTHBOUND									
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23	WEEKDAY AVERAGE	WEEK AVERAGE
1	2	1	0	2	4	2	4	2	2
2	1	0	1	2	1	1	0	1	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	2	2	0	0	1
5	0	0	1	0	0	0	2	1	0
6	4	7	2	5	1	8	5	5	5
7	16	11	18	6	4	10	15	14	11
8	67	69	70	9	7	65	65	67	50
9	64	66	61	47	19	67	81	68	58
10	67	67	46	51	32	57	57	59	54
11	60	54	50	58	49	41	46	50	51
12	45	53	65	70	40	47	53	53	53
13	52	51	60	56	61	53	54	54	55
14	50	49	53	48	44	48	55	51	50
15	63	54	60	66	50	42	59	56	56
16	55	60	70	60	48	47	63	59	58
17	68	61	68	35	48	63	82	68	61
18	64	76	74	45	30	78	80	74	64
19	41	45	73	30	29	41	42	48	43
20	31	34	24	36	22	26	33	30	29
21	13	15	19	16	16	12	21	16	16
22	21	10	7	5	4	25	11	15	12
23	4	8	13	18	2	20	5	10	10
24	6	2	4	7	3	11	5	6	5
7-19	696	705	750	575	457	649	737	707	653
6-22	777	775	818	638	503	722	817	782	721
6-24	787	785	835	663	508	753	827	797	737
0-24	794	793	839	672	516	766	838	806	745



Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
1	43.0	-	38.0	38.0	35.5	-	35.1
2	33.0	43.0	38.0	38.0	29.3	-	33.0
3	-	-	-	32.2	33.0	-	-
4	33.0	38.0	-	-	33.0	39.7	38.0
5	43.0	41.3	41.3	-	-	39.0	-
6	38.9	37.7	36.9	39.7	38.0	40.2	35.1
7	38.5	40.9	38.5	33.8	35.5	35.9	36.3
8	39.6	39.5	39.6	32.0	36.1	40.0	39.6
9	38.3	38.5	38.3	37.5	35.9	38.6	37.6
10	35.9	39.2	36.2	35.5	35.7	36.4	36.0
11	35.9	36.8	37.6	40.0	36.0	36.3	35.6
12	37.1	36.6	35.6	37.1	37.7	36.4	36.1
13	37.7	38.4	38.0	39.2	39.1	37.6	36.4
14	37.8	38.8	39.0	38.8	40.2	36.8	37.7
15	38.2	36.5	38.3	39.9	37.9	38.2	36.9
16	37.2	38.4	38.7	39.5	37.7	38.2	37.7
17	39.7	40.4	38.2	37.9	36.0	38.3	36.6
18	38.2	38.5	39.7	38.3	37.9	38.7	38.0
19	38.2	40.0	39.0	38.6	37.6	37.2	40.1
20	37.1	36.0	38.0	33.2	39.2	35.9	37.4
21	35.1	43.3	43.5	39.0	38.8	38.6	38.5
22	41.4	39.9	38.2	37.8	40.5	36.3	39.3
23	41.1	34.3	39.9	42.4	45.5	35.1	39.4
24	34.7	34.7	39.3	36.3	-	35.3	38.0

10-12	36.5	36.7	36.6	38.5	36.8	36.4	35.9
14-16	37.7	37.4	38.5	39.7	37.8	38.2	37.3
0-24	37.9	38.7	38.6	37.5	37.1	37.6	37.2

85TH PERCENTILE							
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
1	48.0	-	42.1	-	39.0	-	42.6
2	-	-	-	46.7	34.6	-	-
3	-	-	-	38.5	-	-	-
4	-	-	-	-	-	42.6	-
5	43.0	44.2	55.8	-	-	43.2	-
6	46.9	44.8	44.3	47.3	38.0	47.9	40.2
7	47.3	53.4	42.6	44.9	39.0	40.8	44.9
8	45.8	46.0	45.2	42.4	44.3	44.7	47.3
9	43.7	44.9	43.9	43.7	43.2	45.3	42.7
10	42.3	46.6	41.9	44.7	41.5	41.0	42.9
11	41.8	43.6	43.4	46.1	43.6	44.0	43.0
12	44.2	43.3	42.4	44.5	44.4	42.5	42.8
13	42.7	45.3	45.3	45.0	45.4	45.0	41.5
14	45.5	45.0	45.6	44.9	48.7	43.8	44.1
15	43.8	44.8	43.9	45.3	44.8	43.4	42.5
16	44.0	45.0	45.8	44.4	44.7	43.8	45.8
17	46.6	47.6	46.1	42.6	43.4	43.6	45.1
18	45.3	43.9	45.8	43.9	44.3	45.5	44.9
19	43.3	46.6	46.2	44.5	42.9	43.0	47.1
20	44.2	43.2	46.2	38.9	42.9	41.8	45.6
21	41.2	49.3	56.1	44.8	42.8	45.4	44.5
22	46.8	45.2	45.2	44.9	44.7	41.9	47.7
23	47.6	40.1	48.4	51.0	52.0	40.4	44.9
24	37.6	37.6	44.0	39.2	-	41.8	45.1

10-12	43.0	43.5	42.9	45.3	44.0	43.2	42.9
14-16	43.9	44.9	44.8	44.8	44.8	43.6	44.2
0-24	44.4	45.0	45.7	44.2	43.2	43.4	44.3

7 DAY AVERAGE SPEED	37.8
7 DAY AVERAGE 85th PERCENTILE	44.3

5 DAY OFF PEAK AVERAGE SPEED	37.1
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	43.7

Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
1	38.0	25.5	-	33.0	40.5	34.3	38.0
2	38.0	-	38.0	40.5	38.0	48.0	-
3	-	-	-	-	-	-	-
4	-	-	-	-	38.0	40.5	-
5	-	-	25.5	-	-	-	40.5
6	43.0	34.4	29.3	43.0	38.0	40.2	45.0
7	38.0	40.5	39.9	33.4	41.8	40.0	37.7
8	41.4	39.9	38.4	46.9	36.9	39.3	39.7
9	39.0	39.8	39.5	37.9	34.3	39.2	37.2
10	37.4	36.6	39.2	40.1	40.5	37.6	38.1
11	37.1	37.3	37.9	37.7	36.5	35.7	35.6
12	37.4	36.6	39.0	35.3	36.5	37.0	35.2
13	38.0	37.7	37.0	39.9	38.0	34.3	36.9
14	38.6	39.0	38.0	38.3	36.7	38.5	36.8
15	36.7	36.9	37.7	38.3	36.2	37.7	36.9
16	36.5	36.1	37.2	39.3	39.4	39.4	38.3
17	39.1	39.8	39.4	39.1	36.8	38.5	38.3
18	38.2	37.9	39.8	38.9	36.8	37.2	38.3
19	36.4	38.9	39.0	39.6	36.4	38.2	36.1
20	39.0	36.7	38.0	36.5	36.4	35.4	38.0
21	39.3	37.8	39.2	39.6	39.1	35.9	38.1
22	37.0	37.5	37.6	42.0	36.8	34.4	43.0
23	43.0	41.8	38.8	33.7	40.5	34.8	44.0
24	40.5	40.5	36.8	39.1	40.5	32.3	45.0
10-12	37.2	36.9	38.4	36.5	36.5	36.3	35.4
14-16	36.6	36.5	37.5	38.8	37.8	38.6	37.6
0-24	38.6	37.6	37.4	38.7	37.9	37.6	38.9

85TH PERCENTILE							
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
1	45.1	-	-	33.0	43.4	46.6	42.1
2	-	-	-	44.0	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	38.0	44.0	-
5	-	-	-	-	-	-	44.0
6	47.1	41.2	34.6	46.5	-	47.9	49.5
7	45.2	48.2	46.1	43.0	48.0	45.9	45.0
8	48.6	46.3	44.8	51.1	44.3	45.8	46.1
9	45.4	46.3	46.4	46.8	43.0	45.6	44.7
10	44.2	43.9	45.8	48.0	46.5	45.5	44.0
11	43.1	44.6	45.9	46.9	43.5	44.8	43.8
12	44.2	42.2	45.3	44.6	43.6	45.5	41.6
13	44.5	44.6	44.2	47.5	42.1	41.8	44.4
14	44.5	46.3	46.1	46.7	41.0	44.1	43.9
15	41.9	43.2	44.3	45.1	44.4	44.6	43.5
16	43.3	42.9	44.9	44.5	45.0	45.0	45.1
17	45.4	45.9	46.5	46.1	44.4	44.2	45.9
18	46.8	43.9	46.4	45.1	45.9	43.6	45.3
19	45.9	45.5	45.5	46.4	43.4	46.2	45.6
20	47.0	43.2	46.9	40.9	43.5	44.4	45.9
21	47.9	43.5	45.2	46.6	44.5	44.8	45.3
22	46.3	45.7	45.3	46.2	41.5	41.2	55.8
23	53.8	48.2	44.5	44.2	51.1	41.0	52.9
24	47.4	44.0	41.5	49.5	54.4	37.2	56.5
10-12	43.7	43.4	45.6	45.7	43.5	45.1	42.7
14-16	42.6	43.0	44.6	44.8	44.7	44.8	44.3
0-24	45.9	44.7	44.8	45.4	44.6	44.3	46.2

7 DAY AVERAGE SPEED	38.1
7 DAY AVERAGE 85th PERCENTILE	45.1

5 DAY OFF PEAK AVERAGE SPEED	37.1
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	44.0

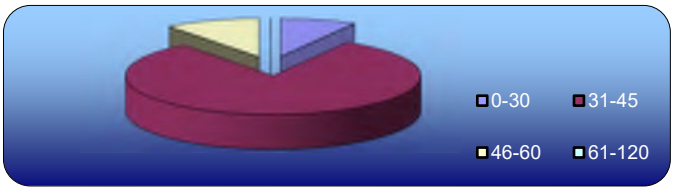
Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

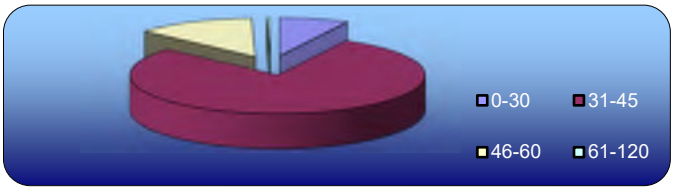
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
0-30	62	56	57	49	42	78	83
31-45	601	581	640	491	428	667	620
46-60	77	96	89	63	31	67	68
61-120	0	3	2	0	2	0	2
TOTAL	740	736	788	603	503	812	773

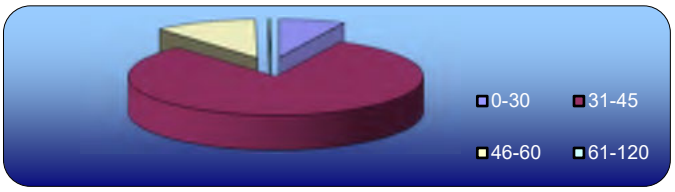
Wednesday 27-Sep-23



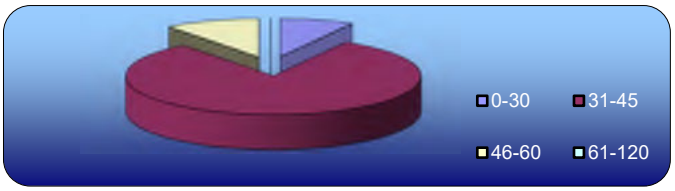
Thursday 28-Sep-23



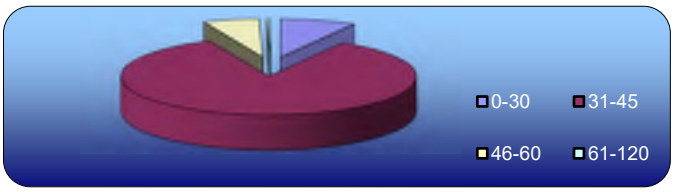
Friday 29-Sep-23



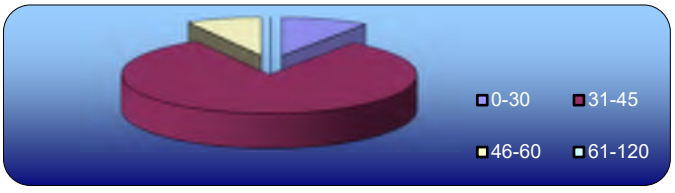
Saturday 30-Sep-23



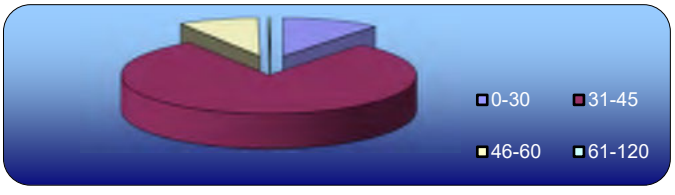
Sunday 1-Oct-23



Monday 2-Oct-23



Tuesday 3-Oct-23



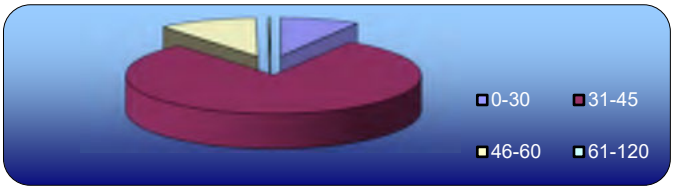
Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

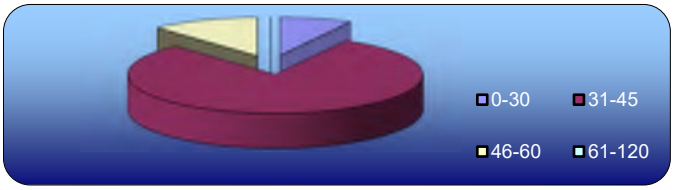
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
0-30	69	63	68	67	38	80	88
31-45	637	636	665	506	433	609	660
46-60	86	94	102	98	45	74	89
61-120	2	0	4	1	0	3	1
TOTAL	794	793	839	672	516	766	838

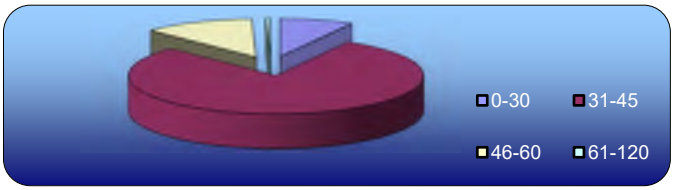
Wednesday
27-Sep-23



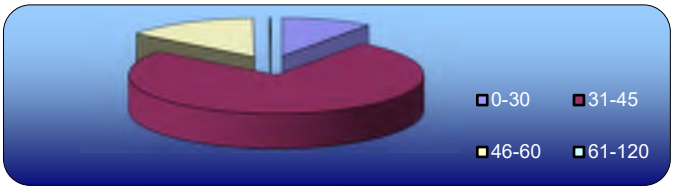
Thursday
28-Sep-23



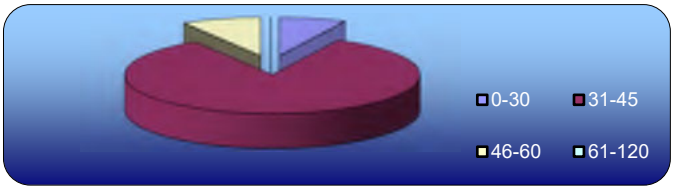
Friday
29-Sep-23



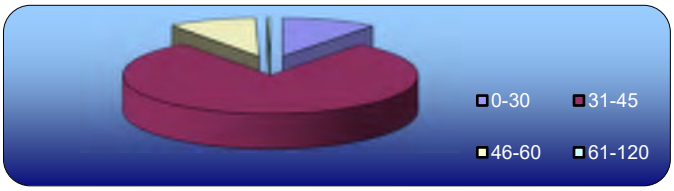
Saturday
30-Sep-23



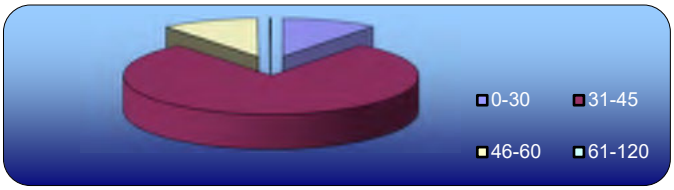
Sunday
1-Oct-23



Monday
2-Oct-23



Tuesday
3-Oct-23

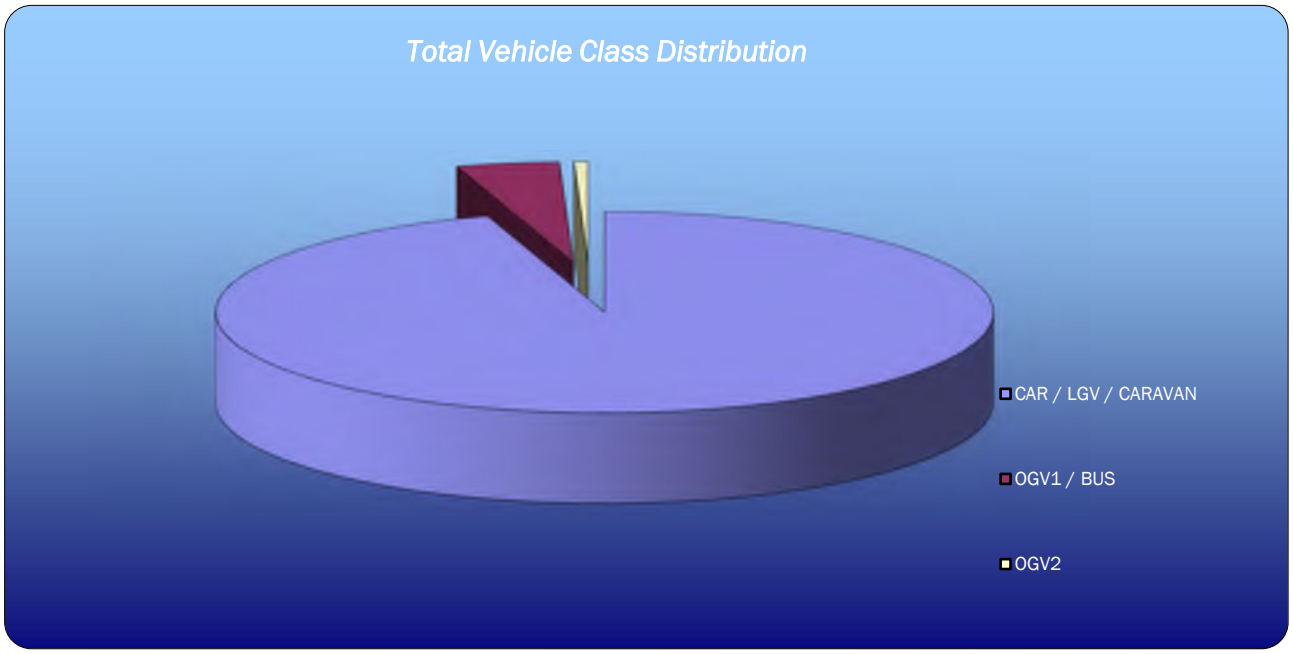


Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
27-Sep-23				
7-19	593	34	6	633
6-22	669	37	8	714
6-24	680	37	8	725
0-24	693	39	8	740
28-Sep-23				
7-19	611	28	7	646
6-22	676	31	7	714
6-24	685	31	7	723
0-24	697	31	8	736
29-Sep-23				
7-19	647	32	6	685
6-22	718	36	6	760
6-24	731	36	6	773
0-24	745	36	7	788
30-Sep-23				
7-19	497	16	0	513
6-22	564	18	0	582
6-24	574	19	0	593
0-24	584	19	0	603
1-Oct-23				
7-19	440	12	0	452
6-22	478	12	0	490
6-24	482	12	0	494
0-24	490	12	1	503
2-Oct-23				
7-19	562	27	1	590
6-22	668	31	1	700
6-24	761	34	1	796
0-24	776	35	1	812
3-Oct-23				
7-19	626	30	4	660
6-22	705	36	4	745
6-24	718	36	4	758
0-24	733	36	4	773
AVERAGE				
7-19	568	26	3	597
6-22	640	29	4	672
6-24	662	29	4	695
0-24	674	30	4	708

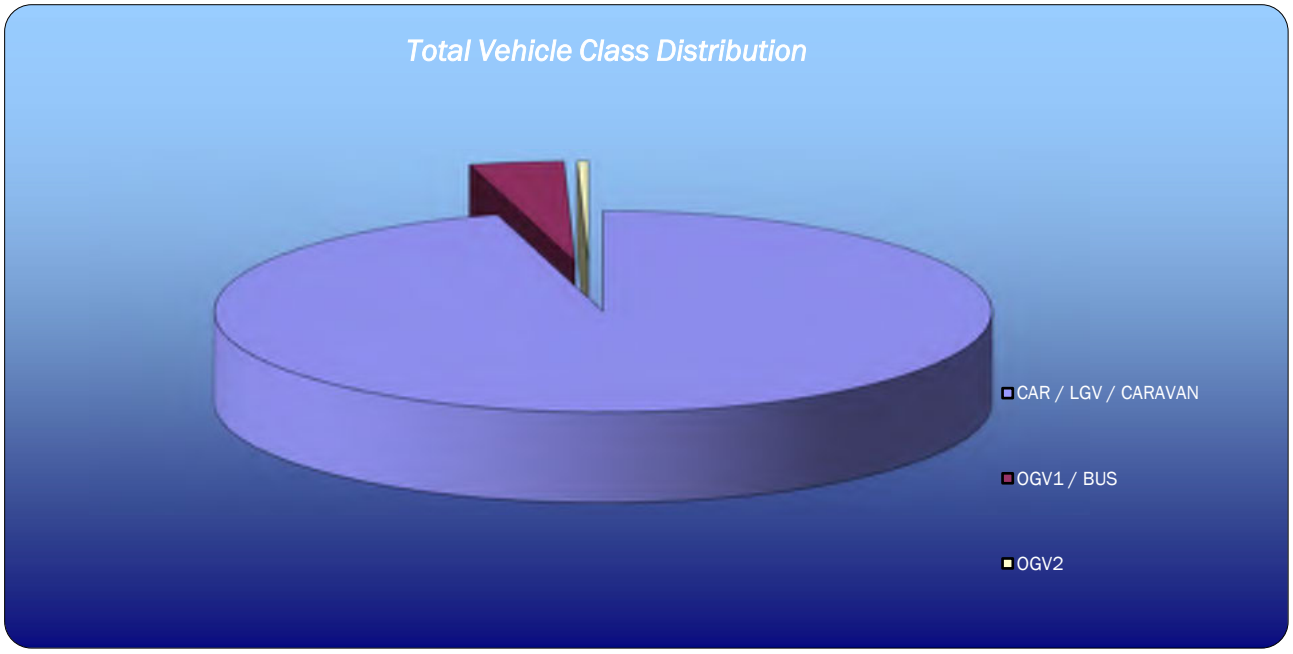


Automatic Classified Counts, Burbage

LOCATION: ASTON FLAMVILLE ROAD

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
27-Sep-23				
7-19	659	34	3	696
6-22	737	37	3	777
6-24	747	37	3	787
0-24	754	37	3	794
28-Sep-23				
7-19	670	28	7	705
6-22	736	32	7	775
6-24	746	32	7	785
0-24	752	33	8	793
29-Sep-23				
7-19	716	32	2	750
6-22	781	35	2	818
6-24	798	35	2	835
0-24	800	36	3	839
30-Sep-23				
7-19	558	14	3	575
6-22	619	16	3	638
6-24	644	16	3	663
0-24	652	17	3	672
1-Oct-23				
7-19	446	11	0	457
6-22	490	13	0	503
6-24	495	13	0	508
0-24	503	13	0	516
2-Oct-23				
7-19	620	27	2	649
6-22	691	29	2	722
6-24	722	29	2	753
0-24	734	29	3	766
3-Oct-23				
7-19	700	33	4	737
6-22	777	35	5	817
6-24	787	35	5	827
0-24	798	35	5	838
AVERAGE				
7-19	624	26	3	653
6-22	690	28	3	721
6-24	706	28	3	737
0-24	713	29	4	745



Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Wednesday 27/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	0	0	0	0	0	0	0	0	0	1	1	0	18
2	11	0	0	0	0	0	0	0	0	0	0	0	0	11
3	13	0	0	0	0	0	0	0	0	0	0	1	0	14
4	12	0	0	0	0	0	0	0	0	0	0	0	0	12
5	13	0	0	0	0	0	0	0	0	0	0	1	0	14
6	60	2	0	0	0	0	0	0	0	0	0	0	0	62
7	158	4	0	0	0	0	0	1	1	0	1	0	0	165
8	402	13	0	1	0	0	0	1	0	0	0	6	0	423
9	517	7	0	0	0	0	0	0	1	0	1	1	0	527
10	397	7	0	0	0	0	0	1	1	0	1	1	0	408
11	360	6	0	0	0	0	0	0	0	0	0	4	0	370
12	414	9	0	0	0	0	0	0	1	0	0	3	0	427
13	389	10	0	0	0	0	0	0	1	0	0	6	0	406
14	401	8	0	0	0	0	0	0	0	0	0	3	0	412
15	405	8	1	0	0	0	0	0	1	0	0	3	0	418
16	462	7	0	1	0	0	0	1	1	1	0	0	0	473
17	487	8	0	1	0	0	0	1	0	0	0	1	0	498
18	446	4	0	0	0	0	0	0	0	0	0	1	0	451
19	346	3	0	0	0	0	0	1	0	0	0	0	0	350
20	249	3	0	0	0	0	0	1	0	0	0	2	0	255
21	232	3	0	0	0	0	0	0	0	0	0	0	0	235
22	145	2	0	0	0	0	0	1	0	0	0	0	0	148
23	83	2	0	0	0	0	0	0	0	0	0	0	0	85
24	33	0	0	0	0	0	0	0	0	0	1	0	0	34

7-19	5026	90	1	3	0	0	0	5	6	1	2	29	0	5163
6-22	5810	102	1	3	0	0	0	8	7	1	3	31	0	5966
6-24	5926	104	1	3	0	0	0	8	7	1	4	31	0	6085
0-24	6051	106	1	3	0	0	0	8	7	1	5	34	0	6216

Direction : EASTBOUND

Wednesday 27/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	23	0	0	0	0	0	0	0	0	0	0	0	0	23
2	10	0	0	0	0	0	0	0	1	0	0	0	0	11
3	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4	9	0	0	0	0	0	0	0	0	0	0	0	0	9
5	22	2	0	0	0	0	0	0	0	0	0	0	0	24
6	66	3	0	0	0	0	0	0	0	0	0	2	0	71
7	232	7	0	0	0	0	0	1	0	0	0	2	0	242
8	469	8	0	1	0	0	0	0	0	0	0	2	0	480
9	499	11	0	0	0	0	0	0	0	0	1	0	0	511
10	382	9	0	0	0	0	0	0	0	0	3	3	0	397
11	347	11	0	0	0	0	0	0	0	0	1	0	0	359
12	432	10	0	0	0	0	0	0	0	0	1	0	0	443
13	397	11	0	0	0	0	0	0	3	0	0	3	0	414
14	368	8	0	0	1	0	0	0	0	0	0	7	0	384
15	412	10	0	0	1	0	0	1	0	0	0	4	0	428
16	417	11	0	0	0	0	0	0	0	0	0	1	0	429
17	396	10	0	0	0	0	0	0	0	0	0	3	0	409
18	465	7	0	0	0	0	0	0	0	0	0	3	0	475
19	365	7	0	0	0	0	0	0	0	0	0	0	0	372
20	247	3	0	0	0	0	0	0	0	0	0	0	0	250
21	206	4	0	0	0	0	0	0	0	0	1	0	0	211
22	104	2	0	0	0	0	0	0	0	0	0	1	0	107
23	82	3	0	0	0	0	0	0	0	0	0	0	0	85
24	38	0	0	0	0	0	0	0	0	0	0	0	0	38

7-19	4949	113	0	1	2	0	0	1	3	0	6	26	0	5101
6-22	5738	129	0	1	2	0	0	2	3	0	7	29	0	5911
6-24	5858	132	0	1	2	0	0	2	3	0	7	29	0	6034
0-24	6000	137	0	1	2	0	0	2	4	0	7	31	0	6184

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Wednesday 27/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	1	11	3	1	0	0	0	0	0	18
2	0	0	0	0	7	3	1	0	0	0	0	0	11
3	0	0	0	3	3	7	1	0	0	0	0	0	14
4	0	0	0	1	1	4	4	2	0	0	0	0	12
5	0	0	1	2	5	2	3	0	1	0	0	0	14
6	0	1	3	3	15	21	17	2	0	0	0	0	62
7	0	0	9	24	74	38	17	3	0	0	0	0	165
8	0	2	34	104	176	91	9	7	0	0	0	0	423
9	0	1	34	134	246	94	17	1	0	0	0	0	527
10	0	0	34	102	188	69	14	1	0	0	0	0	408
11	0	1	27	134	150	50	6	2	0	0	0	0	370
12	1	10	26	128	186	64	10	2	0	0	0	0	427
13	0	11	11	106	192	73	10	3	0	0	0	0	406
14	0	3	19	100	185	84	17	3	1	0	0	0	412
15	2	0	23	112	196	70	15	0	0	0	0	0	418
16	0	12	53	124	192	80	12	0	0	0	0	0	473
17	0	4	32	105	227	106	24	0	0	0	0	0	498
18	0	4	19	70	169	137	49	2	1	0	0	0	451
19	0	2	14	65	130	102	35	2	0	0	0	0	350
20	0	0	13	55	119	60	6	2	0	0	0	0	255
21	0	5	16	57	95	49	11	2	0	0	0	0	235
22	0	0	1	20	68	45	13	0	1	0	0	0	148
23	0	1	5	14	21	25	11	8	0	0	0	0	85
24	0	0	1	6	11	9	6	1	0	0	0	0	34

7-19	3	50	326	1284	2237	1020	218	23	2	0	0	0	5163
6-22	3	55	365	1440	2593	1212	265	30	3	0	0	0	5966
6-24	3	56	371	1460	2625	1246	282	39	3	0	0	0	6085
0-24	3	58	376	1470	2667	1286	309	43	4	0	0	0	6216

Direction : EASTBOUND

Wednesday 27/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	4	4	7	3	4	0	0	0	0	23
2	0	0	0	1	2	2	4	2	0	0	0	0	11
3	0	0	2	1	6	2	1	0	0	0	0	0	12
4	0	0	0	1	5	2	1	0	0	0	0	0	9
5	0	0	1	2	6	7	5	3	0	0	0	0	24
6	0	3	1	3	11	29	18	3	3	0	0	0	71
7	1	9	10	15	51	94	50	11	1	0	0	0	242
8	0	1	26	78	164	168	39	4	0	0	0	0	480
9	0	0	19	76	181	184	47	4	0	0	0	0	511
10	0	0	20	84	171	101	19	2	0	0	0	0	397
11	0	0	27	88	150	70	22	2	0	0	0	0	359
12	0	3	23	104	180	114	14	5	0	0	0	0	443
13	0	0	21	79	178	111	18	6	1	0	0	0	414
14	0	5	14	78	160	96	30	1	0	0	0	0	384
15	0	1	29	54	198	113	29	4	0	0	0	0	428
16	0	0	40	107	150	109	20	3	0	0	0	0	429
17	0	1	40	77	168	105	15	3	0	0	0	0	409
18	0	2	28	83	151	154	48	8	1	0	0	0	475
19	0	0	16	27	145	129	45	9	1	0	0	0	372
20	0	0	8	29	111	78	23	1	0	0	0	0	250
21	0	0	6	36	68	78	23	0	0	0	0	0	211
22	0	0	2	12	46	33	8	5	1	0	0	0	107
23	0	1	1	3	21	27	23	7	0	2	0	0	85
24	0	0	2	5	9	15	7	0	0	0	0	0	38

7-19	0	13	303	935	1996	1454	346	51	3	0	0	0	5101
6-22	1	22	329	1027	2272	1737	450	68	5	0	0	0	5911
6-24	1	23	332	1035	2302	1779	480	75	5	2	0	0	6034
0-24	1	26	337	1047	2336	1828	512	87	8	2	0	0	6184

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Thursday 28/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2	15	0	0	0	0	0	0	0	1	0	0	0	0	16
3	10	0	0	0	0	0	0	0	1	0	0	0	0	11
4	7	0	0	0	0	0	0	0	0	0	0	0	0	7
5	13	2	0	0	0	0	0	0	0	0	0	0	0	15
6	45	2	0	0	0	0	0	1	0	0	0	0	0	48
7	140	4	0	0	0	0	0	1	0	0	0	0	0	145
8	415	11	0	0	0	0	0	1	3	0	1	2	0	433
9	497	8	0	0	0	0	0	1	0	0	0	2	0	508
10	404	9	0	0	0	0	0	0	3	0	0	1	0	417
11	359	7	1	0	0	0	0	0	0	0	0	2	0	369
12	384	8	0	1	0	0	0	0	0	0	0	3	0	396
13	427	8	1	0	0	0	0	2	1	0	0	2	0	441
14	419	6	0	0	0	0	0	0	0	0	0	2	0	427
15	425	7	0	0	0	0	0	0	0	0	0	3	0	435
16	443	8	0	0	0	0	0	1	0	0	0	0	0	452
17	461	6	0	0	0	0	0	2	1	0	0	0	0	470
18	426	5	0	0	0	0	0	0	0	0	0	0	0	431
19	348	3	0	0	0	0	0	0	0	0	0	0	0	351
20	246	2	0	0	0	0	0	1	0	0	0	2	0	251
21	246	2	0	0	0	0	0	0	0	0	0	0	0	248
22	155	1	0	0	0	0	0	0	0	0	0	0	0	156
23	85	1	0	0	0	0	0	0	0	0	1	0	0	87
24	40	0	0	0	0	0	0	0	0	0	0	0	0	40
7-19	5008	86	2	1	0	0	0	7	8	0	1	17	0	5130
6-22	5795	95	2	1	0	0	0	9	8	0	1	19	0	5930
6-24	5920	96	2	1	0	0	0	9	8	0	2	19	0	6057
0-24	6027	100	2	1	0	0	0	10	10	0	2	19	0	6171

Direction : EASTBOUND

Thursday 28/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	10	0	0	0	0	0	0	0	0	0	0	1	0	11
3	7	2	0	0	0	0	0	0	0	0	0	0	0	9
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	21	0	0	0	0	0	0	0	0	0	0	0	0	21
6	71	2	0	0	1	0	0	0	2	0	1	1	0	78
7	235	7	0	0	0	0	0	0	0	0	0	1	0	243
8	427	10	0	1	0	0	0	0	0	0	0	2	0	440
9	466	11	0	0	0	0	0	0	0	0	2	2	0	481
10	395	10	0	0	0	0	0	1	1	0	2	2	0	411
11	388	9	0	0	1	0	0	0	1	0	1	3	0	403
12	400	11	0	0	0	0	0	0	0	0	1	2	0	414
13	378	10	0	0	0	0	0	0	0	0	1	3	0	392
14	376	9	0	0	0	0	0	0	0	0	0	3	0	388
15	388	10	0	1	0	0	0	0	0	0	2	2	0	403
16	377	9	0	1	0	0	0	0	0	0	0	1	0	388
17	405	10	0	0	0	0	0	0	0	0	0	1	0	416
18	463	7	0	0	0	0	0	0	0	0	1	1	0	472
19	381	4	0	0	0	0	0	0	0	0	2	1	0	388
20	283	4	0	0	0	0	0	0	0	0	2	0	0	289
21	189	3	0	0	0	0	0	0	0	0	1	1	0	194
22	146	2	0	0	0	0	0	0	0	0	0	0	0	148
23	99	2	0	0	0	0	0	0	0	0	0	0	0	101
24	39	0	0	0	0	0	0	0	0	0	0	0	0	39
7-19	4844	110	0	3	1	0	0	1	2	0	12	23	0	4996
6-22	5697	126	0	3	1	0	0	1	2	0	15	25	0	5870
6-24	5835	128	0	3	1	0	0	1	2	0	15	25	0	6010
0-24	5954	132	0	3	2	0	0	1	4	0	16	27	0	6139

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Thursday 28/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	2	5	7	2	0	0	0	1	0	17
2	0	0	1	2	9	2	1	1	0	0	0	0	16
3	0	0	1	4	2	2	1	1	0	0	0	0	11
4	0	0	0	1	1	1	3	1	0	0	0	0	7
5	0	0	1	2	3	8	1	0	0	0	0	0	15
6	0	1	5	6	10	8	13	5	0	0	0	0	48
7	1	0	10	19	66	33	11	3	2	0	0	0	145
8	3	21	29	92	170	97	20	1	0	0	0	0	433
9	0	0	24	148	239	82	14	1	0	0	0	0	508
10	0	0	16	111	201	78	11	0	0	0	0	0	417
11	0	1	28	120	157	57	5	0	1	0	0	0	369
12	0	1	17	112	188	68	10	0	0	0	0	0	396
13	0	0	22	124	182	95	17	1	0	0	0	0	441
14	0	1	47	109	169	84	14	3	0	0	0	0	427
15	0	14	34	113	184	77	13	0	0	0	0	0	435
16	5	1	27	117	215	76	10	1	0	0	0	0	452
17	0	5	31	102	215	99	17	1	0	0	0	0	470
18	1	2	35	74	164	122	31	2	0	0	0	0	431
19	0	6	25	63	153	92	10	2	0	0	0	0	351
20	0	4	23	54	121	41	6	2	0	0	0	0	251
21	0	0	22	41	101	63	14	6	1	0	0	0	248
22	1	0	8	52	60	25	9	1	0	0	0	0	156
23	0	2	0	14	39	25	7	0	0	0	0	0	87
24	0	0	2	11	18	7	1	1	0	0	0	0	40
7-19	9	52	335	1285	2237	1027	172	12	1	0	0	0	5130
6-22	11	56	398	1451	2585	1189	212	24	4	0	0	0	5930
6-24	11	58	400	1476	2642	1221	220	25	4	0	0	0	6057
0-24	11	59	408	1493	2672	1249	241	33	4	0	1	0	6171

Direction : EASTBOUND

Thursday 28/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	1	2	5	0	0	0	0	0	9
2	0	0	0	2	2	2	5	0	0	0	0	0	11
3	0	0	0	1	3	2	1	2	0	0	0	0	9
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	1	8	1	7	3	1	0	0	0	21
6	0	3	3	2	14	25	19	10	2	0	0	0	78
7	0	2	3	19	37	123	47	11	1	0	0	0	243
8	0	1	22	72	148	153	38	5	1	0	0	0	440
9	0	1	23	87	210	131	23	6	0	0	0	0	481
10	0	1	17	72	173	122	25	1	0	0	0	0	411
11	0	0	25	87	182	89	16	3	1	0	0	0	403
12	0	3	23	72	173	105	33	3	2	0	0	0	414
13	0	0	18	64	175	115	19	1	0	0	0	0	392
14	0	1	22	63	158	113	29	2	0	0	0	0	388
15	0	3	39	65	139	113	32	10	1	0	0	1	403
16	0	0	21	87	148	104	23	4	1	0	0	0	388
17	0	0	21	81	144	136	31	3	0	0	0	0	416
18	0	2	47	73	140	150	52	7	1	0	0	0	472
19	0	0	13	43	131	149	42	8	2	0	0	0	388
20	0	0	9	44	102	103	26	5	0	0	0	0	289
21	0	0	3	21	80	62	24	3	1	0	0	0	194
22	0	0	7	22	46	48	18	5	2	0	0	0	148
23	0	1	7	9	31	42	9	2	0	0	0	0	101
24	0	0	1	6	12	10	9	1	0	0	0	0	39
7-19	0	12	291	866	1921	1480	363	53	9	0	0	1	4996
6-22	0	14	313	972	2186	1816	478	77	13	0	0	1	5870
6-24	0	15	321	987	2229	1868	496	80	13	0	0	1	6010
0-24	0	18	324	995	2257	1900	533	95	16	0	0	1	6139

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Friday 29/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2	14	1	0	0	0	0	0	0	0	0	0	0	0	15
3	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4	10	0	0	0	0	0	0	0	0	0	0	0	0	10
5	14	0	0	0	0	0	0	0	0	0	1	0	0	15
6	52	2	0	0	0	0	0	1	0	0	0	0	0	55
7	133	4	0	0	0	0	0	0	0	0	1	1	0	139
8	411	13	0	0	0	0	0	0	0	0	1	5	0	430
9	489	8	0	0	0	0	0	0	0	0	1	3	0	501
10	409	9	0	0	0	0	0	1	4	0	1	0	0	424
11	396	7	0	0	0	0	0	1	0	0	0	4	0	408
12	415	4	0	1	0	0	0	0	2	0	1	3	0	426
13	460	6	0	0	0	0	0	1	1	0	0	4	0	472
14	469	7	0	0	0	0	0	1	0	0	0	1	0	478
15	473	6	0	0	0	0	0	1	0	0	0	2	0	482
16	495	7	0	0	0	0	0	0	0	1	0	1	0	504
17	467	6	0	0	0	0	0	2	0	0	0	1	0	476
18	405	4	0	0	0	0	0	0	0	0	0	1	0	410
19	357	2	0	0	0	0	0	0	0	0	0	0	0	359
20	280	2	0	0	0	0	0	0	0	0	1	2	0	285
21	230	2	0	0	0	0	0	0	0	0	0	1	0	233
22	138	2	0	0	0	0	0	0	0	0	0	0	0	140
23	95	1	0	0	0	0	0	0	0	0	0	0	0	96
24	71	0	0	0	0	0	0	0	0	0	0	0	0	71
7-19	5246	79	0	1	0	0	0	7	7	1	4	25	0	5370
6-22	6027	89	0	1	0	0	0	7	7	1	6	29	0	6167
6-24	6193	90	0	1	0	0	0	7	7	1	6	29	0	6334
0-24	6312	93	0	1	0	0	0	8	7	1	7	29	0	6458

Direction : EASTBOUND

Friday 29/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	15	0	0	0	0	0	0	0	0	0	0	0	0	15
2	9	0	0	0	0	0	0	0	0	0	0	0	0	9
3	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5	22	0	0	0	0	0	0	0	0	0	0	0	0	22
6	71	1	0	0	0	0	0	0	0	0	0	1	0	73
7	213	6	0	0	0	0	0	0	0	0	0	2	0	221
8	388	9	0	1	0	0	0	0	0	1	1	0	0	400
9	418	9	0	0	0	0	0	1	0	0	0	2	0	430
10	411	10	0	0	0	0	0	0	0	0	1	4	0	426
11	392	10	0	1	0	0	0	0	2	0	1	0	0	406
12	440	8	0	0	0	0	0	2	0	0	1	2	0	453
13	462	7	0	0	0	0	0	1	1	0	1	3	0	475
14	440	8	0	0	0	0	0	0	1	0	0	2	0	451
15	427	11	0	0	0	0	0	0	0	0	1	2	0	441
16	428	9	0	0	0	0	0	0	0	0	0	2	0	439
17	403	8	0	0	0	0	0	1	1	0	1	1	0	415
18	499	7	0	0	0	0	0	0	0	0	0	1	0	507
19	446	5	0	0	0	0	0	0	0	0	0	1	0	452
20	293	3	0	0	0	0	0	0	0	0	1	0	0	297
21	179	4	0	0	0	0	0	0	0	0	0	0	0	183
22	130	1	0	0	0	0	0	0	0	0	0	1	0	132
23	107	1	0	0	0	0	0	0	0	0	0	0	0	108
24	80	0	0	0	0	0	0	0	0	0	0	0	0	80
7-19	5154	101	0	2	0	0	0	5	5	1	7	20	0	5295
6-22	5969	115	0	2	0	0	0	5	5	1	8	23	0	6128
6-24	6156	116	0	2	0	0	0	5	5	1	8	23	0	6316
0-24	6291	117	0	2	0	0	0	5	5	1	8	24	0	6453

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Friday 29/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	2	10	2	0	1	0	0	0	0	17
2	0	0	1	2	7	2	2	1	0	0	0	0	15
3	0	0	1	4	4	3	0	0	0	0	0	0	12
4	0	0	0	2	1	6	0	1	0	0	0	0	10
5	0	0	2	3	2	6	2	0	0	0	0	0	15
6	0	0	3	2	25	10	14	1	0	0	0	0	55
7	0	3	14	21	38	47	13	3	0	0	0	0	139
8	0	2	38	117	178	73	17	3	2	0	0	0	430
9	0	0	18	103	268	101	11	0	0	0	0	0	501
10	1	11	34	87	199	78	13	1	0	0	0	0	424
11	0	5	40	92	178	74	19	0	0	0	0	0	408
12	1	2	34	72	211	92	11	3	0	0	0	0	426
13	0	2	16	63	220	143	25	3	0	0	0	0	472
14	0	1	30	94	225	100	28	0	0	0	0	0	478
15	1	0	29	122	215	98	15	2	0	0	0	0	482
16	2	12	44	115	233	78	18	2	0	0	0	0	504
17	1	8	41	109	185	106	21	5	0	0	0	0	476
18	1	7	17	65	163	128	28	1	0	0	0	0	410
19	1	6	13	45	168	95	25	5	0	1	0	0	359
20	0	0	23	68	120	60	13	0	1	0	0	0	285
21	0	0	6	69	96	39	21	2	0	0	0	0	233
22	0	0	3	36	55	32	8	6	0	0	0	0	140
23	0	2	5	17	30	24	11	7	0	0	0	0	96
24	0	0	2	8	29	17	10	2	2	1	0	0	71
7-19	8	56	354	1084	2443	1166	231	25	2	1	0	0	5370
6-22	8	59	400	1278	2752	1344	286	36	3	1	0	0	6167
6-24	8	61	407	1303	2811	1385	307	45	5	2	0	0	6334
0-24	8	61	416	1318	2860	1414	325	49	5	2	0	0	6458

Direction : EASTBOUND

Friday 29/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	3	3	7	1	0	0	1	0	0	15
2	0	0	1	3	1	2	2	0	0	0	0	0	9
3	0	0	2	1	2	5	1	1	0	0	0	0	12
4	0	0	0	2	1	1	1	1	0	0	0	0	6
5	0	2	0	1	3	11	3	2	0	0	0	0	22
6	0	5	0	5	9	30	18	6	0	0	0	0	73
7	0	2	8	18	69	75	37	11	1	0	0	0	221
8	0	2	22	59	125	139	50	3	0	0	0	0	400
9	0	1	22	60	119	177	48	3	0	0	0	0	430
10	0	0	15	64	191	124	26	5	1	0	0	0	426
11	0	1	18	40	175	129	40	3	0	0	0	0	406
12	1	2	35	95	174	120	25	1	0	0	0	0	453
13	0	1	37	87	136	163	45	6	0	0	0	0	475
14	0	3	32	73	178	124	31	8	1	1	0	0	451
15	0	1	15	62	163	153	37	6	2	1	1	0	441
16	0	0	32	83	152	125	41	3	2	1	0	0	439
17	0	6	25	65	145	125	42	5	2	0	0	0	415
18	0	1	39	67	159	170	61	10	0	0	0	0	507
19	0	1	23	31	149	183	55	7	3	0	0	0	452
20	0	0	14	38	130	84	23	7	1	0	0	0	297
21	0	1	6	13	81	54	16	7	3	1	0	1	183
22	0	0	2	20	57	32	14	7	0	0	0	0	132
23	0	0	3	13	53	21	14	4	0	0	0	0	108
24	0	0	2	3	26	36	10	3	0	0	0	0	80
7-19	1	19	315	786	1866	1732	501	60	11	3	1	0	5295
6-22	1	22	345	875	2203	1977	591	92	16	4	1	1	6128
6-24	1	22	350	891	2282	2034	615	99	16	4	1	1	6316
0-24	1	29	353	906	2301	2090	641	109	16	5	1	1	6453

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Saturday 30/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	55	0	0	0	0	0	0	1	0	0	0	0	0	56
2	28	0	0	0	0	0	0	0	0	0	0	0	0	28
3	18	0	0	0	0	0	0	0	0	0	0	0	0	18
4	12	0	0	0	0	0	0	0	0	0	0	0	0	12
5	12	0	0	0	0	0	0	0	0	0	0	0	0	12
6	21	0	0	0	0	0	0	0	0	0	0	0	0	21
7	58	2	0	0	0	0	0	0	0	0	0	1	0	61
8	159	3	0	0	0	0	0	0	0	0	1	0	0	163
9	344	3	0	0	0	0	0	0	0	0	1	2	0	350
10	386	3	0	0	0	0	0	0	0	0	0	1	0	390
11	477	3	0	0	0	0	0	1	0	0	0	1	0	482
12	542	4	0	1	0	0	0	0	0	0	0	0	0	547
13	561	4	0	0	0	0	0	0	1	0	0	1	0	567
14	632	4	0	0	0	0	0	1	0	0	0	0	0	637
15	552	3	0	0	0	0	0	0	0	0	0	1	0	556
16	523	3	0	0	0	0	0	0	0	0	0	2	0	528
17	524	5	0	0	0	0	0	0	1	0	0	1	0	531
18	522	4	0	0	0	0	0	0	0	0	0	0	0	526
19	426	3	0	0	0	0	0	0	0	0	0	0	0	429
20	262	2	0	0	0	0	0	1	0	0	0	1	0	266
21	215	2	0	0	0	0	0	0	0	0	0	0	0	217
22	122	1	0	0	0	0	0	0	0	0	0	0	0	123
23	131	1	0	0	0	0	0	0	0	0	0	0	0	132
24	98	0	0	0	0	0	0	0	0	0	0	0	0	98
7-19	5648	42	0	1	0	0	0	2	2	0	2	9	0	5706
6-22	6305	49	0	1	0	0	0	3	2	0	2	11	0	6373
6-24	6534	50	0	1	0	0	0	3	2	0	2	11	0	6603
0-24	6680	50	0	1	0	0	0	4	2	0	2	11	0	6750

Direction : EASTBOUND

Saturday 30/09/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	47	0	0	0	0	0	0	0	0	0	0	0	0	47
2	24	0	0	0	0	0	0	0	0	0	0	0	0	24
3	18	0	0	0	0	0	0	0	0	0	0	0	0	18
4	15	0	0	0	0	0	0	0	0	0	0	0	0	15
5	21	0	0	0	0	0	0	0	0	0	0	0	0	21
6	31	1	0	0	0	0	0	0	0	0	0	0	0	32
7	68	2	0	0	0	0	0	0	1	0	0	0	0	71
8	176	3	0	1	0	0	0	0	0	0	0	1	0	181
9	325	5	0	0	0	0	0	0	0	0	0	0	0	330
10	460	5	0	0	0	0	0	0	0	0	0	2	0	467
11	558	6	0	0	0	0	0	0	0	0	0	1	0	565
12	614	6	0	0	0	0	0	0	0	0	1	3	0	624
13	621	6	0	0	0	0	0	0	0	0	0	0	0	627
14	544	7	0	0	0	0	0	0	0	0	0	1	0	552
15	496	6	0	0	0	0	0	0	0	0	0	2	0	504
16	414	6	0	0	0	0	0	0	0	0	0	1	0	421
17	428	4	0	0	0	0	0	0	0	0	0	1	0	433
18	416	4	0	0	0	0	0	0	0	0	0	1	0	421
19	309	4	0	0	0	0	0	0	0	0	0	1	0	314
20	217	3	0	0	0	0	0	0	0	0	0	0	0	220
21	143	2	0	0	0	0	0	0	0	0	0	0	0	145
22	124	1	0	0	0	0	0	0	0	0	0	0	0	125
23	112	1	0	0	0	0	0	0	0	0	0	0	0	113
24	99	1	0	0	0	0	0	0	0	0	0	0	0	100
7-19	5361	62	0	1	0	0	0	0	0	0	1	14	0	5439
6-22	5913	70	0	1	0	0	0	0	1	0	1	14	0	6000
6-24	6124	72	0	1	0	0	0	0	1	0	1	14	0	6213
0-24	6280	73	0	1	0	0	0	0	1	0	1	14	0	6370

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Saturday 30/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	15	17	13	9	0	0	0	0	0	56
2	0	0	1	5	12	5	3	2	0	0	0	0	28
3	0	0	0	2	8	7	1	0	0	0	0	0	18
4	0	0	2	1	2	6	1	0	0	0	0	0	12
5	0	0	0	5	2	1	4	0	0	0	0	0	12
6	0	0	1	2	10	6	2	0	0	0	0	0	21
7	0	0	3	7	15	24	10	0	2	0	0	0	61
8	0	0	2	22	70	46	15	8	0	0	0	0	163
9	0	2	8	61	156	100	20	3	0	0	0	0	350
10	0	1	24	77	187	83	14	4	0	0	0	0	390
11	0	6	33	116	236	80	10	1	0	0	0	0	482
12	0	36	38	111	250	95	17	0	0	0	0	0	547
13	0	2	39	165	260	93	8	0	0	0	0	0	567
14	0	0	44	182	244	149	18	0	0	0	0	0	637
15	0	0	15	121	290	103	24	2	1	0	0	0	556
16	0	2	25	104	259	126	11	1	0	0	0	0	528
17	0	0	36	103	247	119	25	1	0	0	0	0	531
18	0	1	40	113	236	110	24	2	0	0	0	0	526
19	0	0	10	117	168	108	25	1	0	0	0	0	429
20	0	1	19	79	109	47	9	2	0	0	0	0	266
21	0	0	14	51	93	42	16	0	0	1	0	0	217
22	0	0	11	30	51	21	6	3	1	0	0	0	123
23	0	0	7	28	62	25	9	1	0	0	0	0	132
24	0	0	0	29	32	29	7	1	0	0	0	0	98
7-19	0	50	314	1292	2603	1212	211	23	1	0	0	0	5706
6-22	0	51	361	1459	2871	1346	252	28	4	1	0	0	6373
6-24	0	51	368	1516	2965	1400	268	30	4	1	0	0	6603
0-24	0	51	374	1546	3016	1438	288	32	4	1	0	0	6750

Direction : EASTBOUND

Saturday 30/09/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	6	1	14	17	6	2	1	0	0	0	47
2	0	0	5	3	7	5	2	2	0	0	0	0	24
3	0	0	2	4	1	7	1	3	0	0	0	0	18
4	0	0	1	1	5	5	3	0	0	0	0	0	15
5	0	0	0	2	3	8	6	2	0	0	0	0	21
6	0	1	2	2	7	7	10	3	0	0	0	0	32
7	0	0	2	3	17	21	18	8	2	0	0	0	71
8	0	1	2	13	49	77	32	5	2	0	0	0	181
9	0	1	15	40	111	118	32	11	1	1	0	0	330
10	0	2	29	68	161	168	30	9	0	0	0	0	467
11	0	2	31	69	264	150	45	3	1	0	0	0	565
12	30	17	55	133	239	125	21	4	0	0	0	0	624
13	0	0	40	133	267	146	34	6	1	0	0	0	627
14	0	1	31	96	241	147	30	6	0	0	0	0	552
15	0	2	14	65	230	148	40	5	0	0	0	0	504
16	0	0	24	59	179	115	40	3	1	0	0	0	421
17	0	0	21	59	154	148	39	11	1	0	0	0	433
18	0	1	14	64	157	143	31	10	0	1	0	0	421
19	0	0	9	34	121	118	29	3	0	0	0	0	314
20	0	0	11	47	62	79	21	0	0	0	0	0	220
21	0	0	7	33	50	45	8	2	0	0	0	0	145
22	0	1	5	15	54	37	8	5	0	0	0	0	125
23	0	0	9	18	40	31	12	1	2	0	0	0	113
24	0	0	3	16	41	26	8	5	1	0	0	0	100
7-19	30	27	285	833	2173	1603	403	76	7	2	0	0	5439
6-22	30	28	310	931	2356	1785	458	91	9	2	0	0	6000
6-24	30	28	322	965	2437	1842	478	97	12	2	0	0	6213
0-24	30	29	338	978	2474	1891	506	109	13	2	0	0	6370

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Sunday 01/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	70	0	0	0	0	0	0	0	1	0	0	0	0	71
2	31	0	0	0	0	0	0	0	0	0	0	0	0	31
3	29	0	0	0	0	0	0	0	0	0	0	0	0	29
4	18	0	0	0	0	0	0	0	0	0	0	0	0	18
5	14	0	0	0	0	0	0	0	0	0	0	0	0	14
6	23	0	0	0	0	0	0	0	0	0	0	0	0	23
7	44	0	0	0	0	0	0	0	0	0	0	0	0	44
8	78	1	0	0	0	0	0	0	0	0	0	0	0	79
9	152	3	0	0	0	0	0	0	0	0	0	1	0	156
10	309	2	0	0	0	0	0	0	0	0	0	1	0	312
11	369	3	0	0	0	0	0	0	1	0	0	0	0	373
12	484	3	0	0	0	0	0	0	0	0	0	0	0	487
13	581	5	0	0	0	0	0	1	0	0	0	0	0	587
14	511	4	0	0	0	0	0	0	0	0	0	0	0	515
15	501	3	0	0	0	0	0	0	0	0	0	1	0	505
16	436	3	0	0	0	0	0	0	0	0	0	0	0	439
17	455	3	0	0	0	0	0	1	0	0	0	1	0	460
18	353	3	0	0	0	0	0	0	0	0	0	0	0	356
19	228	2	0	0	0	0	0	0	0	0	0	1	0	231
20	222	2	0	0	0	0	0	0	0	0	0	1	0	225
21	140	1	0	0	0	0	0	0	0	0	0	1	0	142
22	91	1	0	0	0	0	0	0	0	0	0	0	0	92
23	55	1	0	0	0	0	0	0	0	0	0	0	0	56
24	31	0	0	0	0	0	0	0	0	0	0	0	0	31
7-19	4457	35	0	0	0	0	0	2	1	0	0	5	0	4500
6-22	4954	39	0	0	0	0	0	2	1	0	0	7	0	5003
6-24	5040	40	0	0	0	0	0	2	1	0	0	7	0	5090
0-24	5225	40	0	0	0	0	0	2	2	0	0	7	0	5276

Direction : EASTBOUND

Sunday 01/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	34	1	0	0	0	0	0	0	0	0	0	0	0	35
2	22	0	0	0	0	0	0	0	0	0	0	0	0	22
3	17	0	0	0	0	0	0	0	0	0	0	0	0	17
4	16	0	0	0	0	0	0	0	1	0	0	0	0	17
5	16	0	0	0	0	0	0	0	0	0	0	0	0	16
6	31	1	0	0	0	0	0	0	0	0	0	0	0	32
7	74	1	0	0	0	0	0	0	0	0	0	0	0	75
8	129	2	0	0	0	0	0	0	0	0	0	0	0	131
9	196	2	0	0	0	0	0	0	0	0	0	1	0	199
10	358	5	0	0	0	0	0	0	0	0	0	1	0	364
11	415	6	0	0	0	0	0	0	0	0	0	0	0	421
12	512	6	0	0	0	0	0	0	0	0	0	1	0	519
13	524	5	0	0	0	0	0	0	0	0	0	1	0	530
14	466	4	0	0	0	0	0	1	0	0	0	0	0	471
15	465	4	0	0	0	0	0	0	0	0	0	0	0	469
16	365	3	0	0	0	0	0	0	0	0	1	0	0	369
17	323	4	0	0	0	0	0	0	0	0	0	0	0	327
18	240	3	0	0	0	0	0	0	1	0	0	0	0	244
19	214	2	0	0	0	0	0	0	0	0	1	0	0	217
20	169	3	0	0	0	0	0	0	0	0	0	1	0	173
21	121	1	0	0	0	0	0	0	0	0	0	0	0	122
22	77	1	0	0	0	0	0	0	0	0	0	0	0	78
23	49	1	0	0	0	0	0	0	0	0	0	0	0	50
24	25	0	0	0	0	0	0	0	0	0	0	0	0	25
7-19	4207	46	0	0	0	0	0	1	1	0	2	4	0	4261
6-22	4648	52	0	0	0	0	0	1	1	0	2	5	0	4709
6-24	4722	53	0	0	0	0	0	1	1	0	2	5	0	4784
0-24	4858	55	0	0	0	0	0	1	2	0	2	5	0	4923

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Sunday 01/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	14	21	24	8	2	0	0	0	0	71
2	0	0	3	2	9	14	2	1	0	0	0	0	31
3	0	0	0	6	10	8	2	2	1	0	0	0	29
4	0	0	3	4	7	3	1	0	0	0	0	0	18
5	0	0	0	3	2	6	3	0	0	0	0	0	14
6	0	0	2	5	6	5	5	0	0	0	0	0	23
7	0	0	1	10	20	8	2	3	0	0	0	0	44
8	0	0	2	9	39	19	8	0	2	0	0	0	79
9	0	1	5	21	68	44	14	3	0	0	0	0	156
10	0	2	5	67	156	64	16	2	0	0	0	0	312
11	0	2	22	100	160	73	14	2	0	0	0	0	373
12	0	10	64	133	198	71	11	0	0	0	0	0	487
13	0	1	37	139	246	150	13	1	0	0	0	0	587
14	0	1	26	101	233	117	37	0	0	0	0	0	515
15	0	7	30	117	212	118	18	2	1	0	0	0	505
16	0	0	25	87	188	103	29	6	1	0	0	0	439
17	0	3	24	56	220	128	26	2	0	1	0	0	460
18	0	0	14	53	139	113	33	3	0	1	0	0	356
19	0	0	9	21	85	80	22	9	5	0	0	0	231
20	0	0	9	47	93	51	18	7	0	0	0	0	225
21	0	0	6	35	47	35	18	1	0	0	0	0	142
22	0	0	5	9	35	32	9	2	0	0	0	0	92
23	0	0	3	6	26	16	3	2	0	0	0	0	56
24	0	0	0	2	7	19	2	1	0	0	0	0	31

7-19	0	27	263	904	1944	1080	241	30	9	2	0	0	4500
6-22	0	27	284	1005	2139	1206	288	43	9	2	0	0	5003
6-24	0	27	287	1013	2172	1241	293	46	9	2	0	0	5090
0-24	0	27	297	1047	2227	1301	314	51	10	2	0	0	5276

Direction : EASTBOUND

Sunday 01/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	6	9	14	4	0	0	0	0	0	35
2	0	0	0	5	6	3	6	1	0	1	0	0	22
3	0	0	0	2	5	6	1	2	1	0	0	0	17
4	0	0	2	2	7	5	1	0	0	0	0	0	17
5	0	0	2	3	5	6	0	0	0	0	0	0	16
6	0	0	0	1	18	7	3	3	0	0	0	0	32
7	0	0	2	7	24	28	9	5	0	0	0	0	75
8	0	0	5	5	46	49	20	6	0	0	0	0	131
9	0	3	9	16	48	75	36	12	0	0	0	0	199
10	0	3	13	41	124	135	40	7	1	0	0	0	364
11	17	6	18	49	155	143	30	3	0	0	0	0	421
12	0	0	31	113	203	147	25	0	0	0	0	0	519
13	0	1	30	99	180	172	42	5	0	1	0	0	530
14	0	0	13	75	231	124	24	3	1	0	0	0	471
15	0	5	32	92	192	116	24	8	0	0	0	0	469
16	0	0	21	49	125	127	40	5	0	2	0	0	369
17	0	0	20	48	129	99	28	2	1	0	0	0	327
18	0	0	9	22	71	104	30	7	1	0	0	0	244
19	0	0	8	20	78	75	31	5	0	0	0	0	217
20	0	0	3	13	69	56	21	10	1	0	0	0	173
21	0	0	6	13	35	45	15	8	0	0	0	0	122
22	0	0	2	8	23	31	10	3	0	1	0	0	78
23	0	0	1	2	18	13	9	3	3	1	0	0	50
24	0	0	1	1	11	6	6	0	0	0	0	0	25

7-19	17	18	209	629	1582	1366	370	63	4	3	0	0	4261
6-22	17	18	222	670	1733	1526	425	89	5	4	0	0	4709
6-24	17	18	224	673	1762	1545	440	92	8	5	0	0	4784
0-24	17	18	230	692	1812	1586	455	98	9	6	0	0	4923

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Monday 02/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	10	0	0	0	0	0	0	0	0	0	0	0	0	10
5	20	0	0	0	0	0	0	0	0	0	0	0	0	20
6	53	1	0	0	0	0	0	0	0	0	0	0	0	54
7	128	3	0	0	0	0	0	0	0	0	1	0	0	132
8	412	10	0	0	0	0	0	0	1	0	0	2	0	425
9	502	7	0	3	0	0	0	0	0	0	0	3	0	515
10	407	6	0	0	0	0	0	0	0	0	1	1	0	415
11	354	6	0	3	0	0	0	0	0	0	0	1	0	364
12	397	8	0	0	0	0	0	1	3	0	0	5	0	414
13	391	7	0	2	0	0	0	0	1	0	0	2	0	403
14	406	5	0	1	0	0	0	0	0	0	1	2	0	415
15	401	6	0	1	0	0	0	0	0	0	0	5	0	413
16	484	7	0	0	0	0	0	0	0	0	0	1	0	492
17	494	6	0	0	0	0	0	2	0	0	0	1	0	503
18	389	6	0	0	0	0	0	1	0	0	0	0	0	396
19	333	3	0	0	0	0	0	1	0	0	0	0	0	337
20	204	2	0	0	0	0	0	0	0	0	0	2	0	208
21	191	1	0	0	0	0	0	0	0	0	0	0	0	192
22	66	0	0	0	0	0	0	0	0	0	0	0	0	66
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	4970	77	0	10	0	0	0	5	5	0	2	23	0	5092
6-22	5559	83	0	10	0	0	0	5	5	0	3	25	0	5690
6-24	5562	83	0	10	0	0	0	5	5	0	3	25	0	5693
0-24	5674	84	0	10	0	0	0	5	5	0	3	25	0	5806

Direction : EASTBOUND

Monday 02/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	18	0	0	0	0	0	0	0	0	0	0	0	0	18
2	8	1	0	0	0	0	0	0	0	0	0	0	0	9
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	13	0	0	0	0	0	0	0	0	0	0	0	0	13
5	24	1	0	0	0	0	0	0	0	0	0	0	0	25
6	91	2	0	0	0	0	0	1	1	0	0	0	0	95
7	244	6	0	0	0	0	0	1	0	0	1	2	0	254
8	425	7	0	0	0	0	0	0	0	0	1	1	0	434
9	469	9	0	0	0	0	0	0	0	0	0	1	0	479
10	374	8	0	2	0	0	0	1	1	0	1	2	0	389
11	374	8	0	3	0	0	0	0	0	0	0	2	0	387
12	369	6	0	0	0	0	0	0	0	0	0	2	0	377
13	381	8	0	0	0	0	0	0	0	0	1	2	0	392
14	386	7	0	3	0	0	0	0	0	0	1	6	0	403
15	356	8	0	1	0	0	0	0	1	0	0	2	0	368
16	399	9	0	0	0	0	0	0	0	0	0	2	0	410
17	400	10	0	0	0	0	0	0	0	0	0	1	0	411
18	448	7	0	0	0	0	0	0	1	0	0	3	0	459
19	342	6	0	0	0	0	0	1	0	0	0	0	0	349
20	235	4	0	0	0	0	0	0	0	0	1	1	0	241
21	176	1	0	0	0	0	0	0	0	0	0	0	0	177
22	72	1	0	0	0	0	0	0	0	0	0	1	0	74
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	2	0	0	0	0	0	0	0	0	0	0	2	0	4
7-19	4723	93	0	9	0	0	0	2	3	0	4	24	0	4858
6-22	5450	105	0	9	0	0	0	3	3	0	6	28	0	5604
6-24	5452	105	0	9	0	0	0	3	3	0	6	30	0	5608
0-24	5613	109	0	9	0	0	0	4	4	0	6	30	0	5775

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Monday 02/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	3	3	6	5	0	0	0	0	0	17
2	0	0	0	0	3	1	1	0	0	0	0	0	5
3	0	0	0	4	2	0	1	0	0	0	0	0	7
4	0	0	0	0	2	5	0	3	0	0	0	0	10
5	0	0	1	1	6	8	4	0	0	0	0	0	20
6	0	0	5	7	13	17	9	3	0	0	0	0	54
7	1	8	5	25	47	31	13	2	0	0	0	0	132
8	0	0	22	94	186	99	24	0	0	0	0	0	425
9	0	1	17	100	267	104	25	1	0	0	0	0	515
10	0	0	38	109	195	56	16	1	0	0	0	0	415
11	1	5	26	82	165	72	13	0	0	0	0	0	364
12	0	9	19	99	193	87	7	0	0	0	0	0	414
13	0	0	16	96	210	64	15	2	0	0	0	0	403
14	0	7	17	113	185	76	17	0	0	0	0	0	415
15	1	2	20	71	214	85	19	1	0	0	0	0	413
16	0	6	27	160	200	93	6	0	0	0	0	0	492
17	0	5	25	103	253	104	13	0	0	0	0	0	503
18	0	2	20	91	163	108	12	0	0	0	0	0	396
19	0	1	23	69	163	69	11	1	0	0	0	0	337
20	0	1	5	63	90	43	5	1	0	0	0	0	208
21	0	0	20	36	80	41	13	2	0	0	0	0	192
22	0	10	26	3	17	7	3	0	0	0	0	0	66
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	1	2	0	0	0	0	0	0	0	0	0	0	3
7-19	2	38	270	1187	2394	1017	178	6	0	0	0	0	5092
6-22	3	57	326	1314	2628	1139	212	11	0	0	0	0	5690
6-24	4	59	326	1314	2628	1139	212	11	0	0	0	0	5693
0-24	4	59	332	1329	2657	1176	232	17	0	0	0	0	5806

Direction : EASTBOUND

Monday 02/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	9	7	0	0	1	0	0	0	18
2	0	0	0	2	4	1	1	0	1	0	0	0	9
3	0	0	0	3	2	2	0	0	0	0	0	0	7
4	0	0	1	1	4	5	2	0	0	0	0	0	13
5	0	0	1	0	10	2	6	5	1	0	0	0	25
6	0	3	1	0	26	37	22	3	3	0	0	0	95
7	0	1	7	8	79	98	49	10	2	0	0	0	254
8	0	0	15	49	144	182	41	3	0	0	0	0	434
9	0	2	17	102	160	153	39	4	2	0	0	0	479
10	0	0	25	57	165	116	25	1	0	0	0	0	389
11	0	3	22	66	184	96	16	0	0	0	0	0	387
12	0	0	15	61	163	112	22	4	0	0	0	0	377
13	0	2	17	71	135	130	28	9	0	0	0	0	392
14	0	6	18	83	175	103	15	3	0	0	0	0	403
15	0	1	18	67	141	121	18	2	0	0	0	0	368
16	1	0	21	82	164	118	23	1	0	0	0	0	410
17	0	0	54	82	159	89	20	6	1	0	0	0	411
18	0	1	26	82	173	138	33	5	1	0	0	0	459
19	0	1	7	49	171	93	23	5	0	0	0	0	349
20	0	0	13	49	107	57	13	2	0	0	0	0	241
21	0	0	13	28	84	38	8	5	1	0	0	0	177
22	0	13	9	13	20	15	4	0	0	0	0	0	74
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	3	1	0	0	0	0	0	0	0	0	0	4
7-19	1	16	255	851	1934	1451	303	43	4	0	0	0	4858
6-22	1	30	297	949	2224	1659	377	60	7	0	0	0	5604
6-24	1	33	298	949	2224	1659	377	60	7	0	0	0	5608
0-24	1	36	302	955	2279	1713	408	68	13	0	0	0	5775

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Tuesday 03/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	15	0	0	0	0	0	0	0	0	0	0	0	0	15
3	13	0	0	0	0	0	0	0	0	0	0	0	0	13
4	10	0	0	0	0	0	0	0	0	0	0	0	0	10
5	12	0	0	0	0	0	0	0	0	0	0	0	0	12
6	70	1	0	0	0	0	0	0	0	0	0	0	0	71
7	135	2	0	0	0	0	0	0	1	0	1	1	0	140
8	416	10	0	0	0	0	0	1	0	0	1	1	0	429
9	483	7	0	0	0	0	0	0	0	0	1	3	0	494
10	427	6	0	1	0	0	0	0	0	0	0	2	0	436
11	362	8	0	3	0	0	0	0	3	0	3	2	0	381
12	358	6	0	2	0	0	0	0	0	0	1	0	0	367
13	353	9	0	3	0	0	0	0	1	0	1	6	0	373
14	414	7	0	2	0	0	0	0	0	0	0	2	0	425
15	413	8	0	2	0	0	0	2	0	0	0	2	0	427
16	491	6	0	0	0	0	0	1	0	0	0	1	0	499
17	478	3	0	0	0	0	0	0	1	0	0	0	0	482
18	461	4	0	0	0	0	0	1	1	0	0	0	0	467
19	347	3	0	0	0	0	0	0	0	0	0	0	0	350
20	276	2	0	0	0	0	0	1	0	0	0	2	0	281
21	170	1	0	0	0	0	0	0	0	0	0	0	0	171
22	86	1	0	0	0	0	0	0	0	0	1	2	0	90
23	51	0	0	0	0	0	0	0	0	0	0	0	0	51
24	21	0	0	0	0	0	0	0	0	0	0	0	0	21
7-19	5003	77	0	13	0	0	0	5	6	0	7	19	0	5130
6-22	5670	83	0	13	0	0	0	6	7	0	9	24	0	5812
6-24	5742	83	0	13	0	0	0	6	7	0	9	24	0	5884
0-24	5865	85	0	13	0	0	0	6	7	0	9	24	0	6009

Direction : EASTBOUND

Tuesday 03/10/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	9	0	0	0	0	0	0	0	0	0	0	0	0	9
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
5	29	0	0	0	0	0	0	0	0	0	0	0	0	29
6	85	2	0	0	0	0	0	0	0	0	0	2	0	89
7	246	6	0	0	0	0	0	1	2	0	1	1	0	257
8	474	7	0	0	0	0	0	0	0	0	1	0	0	482
9	508	11	0	0	0	0	0	0	1	0	0	1	0	521
10	383	8	0	3	0	0	0	0	1	0	1	2	0	398
11	354	9	0	2	0	0	0	0	2	0	2	5	0	374
12	351	8	0	3	0	0	0	1	2	0	0	2	0	367
13	440	8	0	1	0	0	0	0	0	0	1	4	0	454
14	368	8	0	2	0	0	0	0	0	0	1	2	0	381
15	386	8	0	1	0	0	0	1	0	0	0	1	0	397
16	384	8	0	0	0	0	0	0	0	0	0	2	0	394
17	441	7	0	0	0	0	0	0	0	1	0	1	0	450
18	444	7	0	0	0	0	0	0	1	0	0	0	0	452
19	390	4	0	0	0	0	0	0	0	0	0	0	0	394
20	256	3	0	0	0	0	0	0	0	0	0	0	0	259
21	183	2	0	0	0	0	0	0	0	0	1	0	0	186
22	146	2	0	0	0	0	0	0	0	0	0	2	0	150
23	99	1	0	0	0	0	0	0	0	0	0	0	0	100
24	23	1	0	0	0	0	0	0	0	0	0	0	0	24
7-19	4923	93	0	12	0	0	0	2	7	1	6	20	0	5064
6-22	5754	106	0	12	0	0	0	3	9	1	8	23	0	5916
6-24	5876	108	0	12	0	0	0	3	9	1	8	23	0	6040
0-24	6022	110	0	12	0	0	0	3	9	1	8	25	0	6190

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

Tuesday 03/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	1	1	0	1	1	0	0	0	0	0	0	0	4
2	0	0	0	2	6	7	0	0	0	0	0	0	15
3	0	0	2	1	6	4	0	0	0	0	0	0	13
4	0	0	0	2	1	2	4	1	0	0	0	0	10
5	0	0	0	2	7	2	0	1	0	0	0	0	12
6	0	0	5	13	13	23	14	3	0	0	0	0	71
7	0	1	16	20	54	36	11	2	0	0	0	0	140
8	0	0	25	103	193	97	11	0	0	0	0	0	429
9	0	12	75	139	191	68	8	1	0	0	0	0	494
10	0	6	26	149	179	63	13	0	0	0	0	0	436
11	0	0	13	94	195	67	12	0	0	0	0	0	381
12	0	11	15	88	173	73	6	1	0	0	0	0	367
13	0	1	22	90	165	90	3	2	0	0	0	0	373
14	0	3	19	93	206	95	7	2	0	0	0	0	425
15	0	4	49	98	184	77	15	0	0	0	0	0	427
16	1	2	41	116	216	100	23	0	0	0	0	0	499
17	0	0	13	86	199	152	31	1	0	0	0	0	482
18	0	1	26	75	193	151	21	0	0	0	0	0	467
19	0	7	24	62	153	78	24	2	0	0	0	0	350
20	0	4	31	67	116	60	2	1	0	0	0	0	281
21	0	0	8	46	67	34	14	1	1	0	0	0	171
22	0	1	8	17	36	16	7	5	0	0	0	0	90
23	0	2	1	13	19	9	7	0	0	0	0	0	51
24	0	0	0	6	9	5	1	0	0	0	0	0	21

7-19	1	47	348	1193	2247	1111	174	9	0	0	0	0	5130
6-22	1	53	411	1343	2520	1257	208	18	1	0	0	0	5812
6-24	1	55	412	1362	2548	1271	216	18	1	0	0	0	5884
0-24	2	56	419	1383	2582	1309	234	23	1	0	0	0	6009

Direction : EASTBOUND

Tuesday 03/10/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	2	1	1	1	0	1	1	1	0	0	0	0	8
2	0	0	1	4	2	2	0	0	0	0	0	0	9
3	0	0	0	4	0	2	1	0	0	0	0	0	7
4	0	0	1	1	3	1	1	1	0	0	0	0	8
5	0	0	1	3	7	7	9	2	0	0	0	0	29
6	0	5	0	7	19	30	19	9	0	0	0	0	89
7	0	1	15	23	80	103	29	5	1	0	0	0	257
8	0	2	26	86	172	156	35	4	0	1	0	0	482
9	1	2	53	105	218	118	20	4	0	0	0	0	521
10	0	0	27	101	158	93	15	3	1	0	0	0	398
11	0	3	15	65	159	100	23	8	1	0	0	0	374
12	0	1	15	71	162	103	15	0	0	0	0	0	367
13	0	2	29	94	172	118	33	2	4	0	0	0	454
14	0	3	11	65	158	121	21	2	0	0	0	0	381
15	0	0	23	68	176	94	29	5	2	0	0	0	397
16	0	0	36	65	159	90	32	10	2	0	0	0	394
17	0	0	33	108	166	102	34	6	1	0	0	0	450
18	0	1	28	96	150	125	44	7	1	0	0	0	452
19	0	3	19	38	153	130	43	7	1	0	0	0	394
20	0	0	14	26	96	88	26	8	1	0	0	0	259
21	0	0	7	28	57	66	25	3	0	0	0	0	186
22	0	0	2	8	65	50	19	6	0	0	0	0	150
23	0	0	5	10	41	23	14	7	0	0	0	0	100
24	0	0	3	2	9	5	3	2	0	0	0	0	24

7-19	1	17	315	962	2003	1350	344	58	13	1	0	0	5064
6-22	1	18	353	1047	2301	1657	443	80	15	1	0	0	5916
6-24	1	18	361	1059	2351	1685	460	89	15	1	0	0	6040
0-24	3	24	365	1079	2382	1728	491	102	15	1	0	0	6190

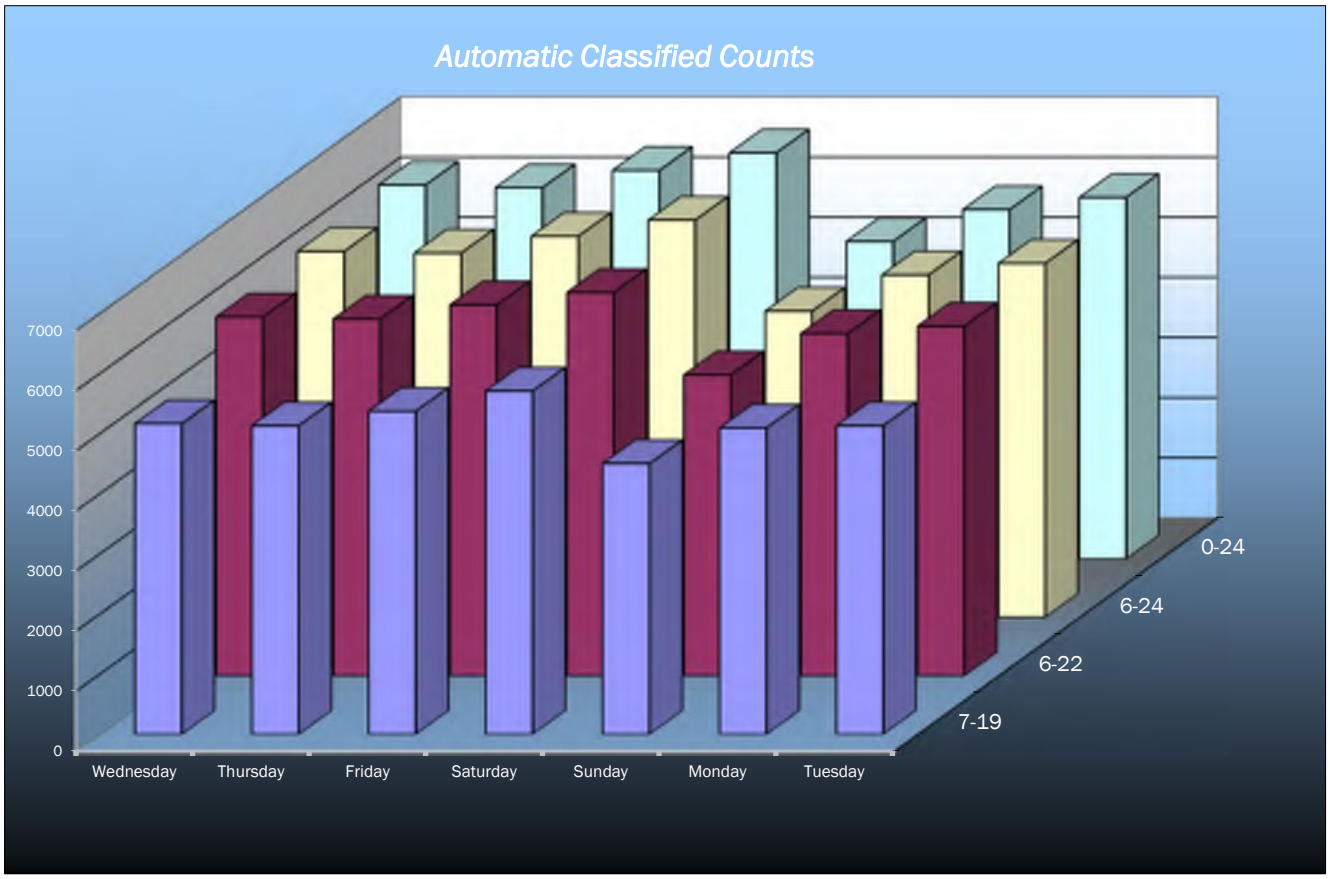
Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

VEHICLE FLOWS									
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23	WEEKDAY AVERAGE	WEEK AVERAGE
1	18	17	17	56	71	17	4	15	29
2	11	16	15	28	31	5	15	12	17
3	14	11	12	18	29	7	13	11	15
4	12	7	10	12	18	10	10	10	11
5	14	15	15	12	14	20	12	15	15
6	62	48	55	21	23	54	71	58	48
7	165	145	139	61	44	132	140	144	118
8	423	433	430	163	79	425	429	428	340
9	527	508	501	350	156	515	494	509	436
10	408	417	424	390	312	415	436	420	400
11	370	369	408	482	373	364	381	378	392
12	427	396	426	547	487	414	367	406	438
13	406	441	472	567	587	403	373	419	464
14	412	427	478	637	515	415	425	431	473
15	418	435	482	556	505	413	427	435	462
16	473	452	504	528	439	492	499	484	484
17	498	470	476	531	460	503	482	486	489
18	451	431	410	526	356	396	467	431	434
19	350	351	359	429	231	337	350	349	344
20	255	251	285	266	225	208	281	256	253
21	235	248	233	217	142	192	171	216	205
22	148	156	140	123	92	66	90	120	116
23	85	87	96	132	56	0	51	64	72
24	34	40	71	98	31	3	21	34	43

7-19	5163	5130	5370	5706	4500	5092	5130	5177	5156
6-22	5966	5930	6167	6373	5003	5690	5812	5913	5849
6-24	6085	6057	6334	6603	5090	5693	5884	6011	5964
0-24	6216	6171	6458	6750	5276	5806	6009	6132	6098



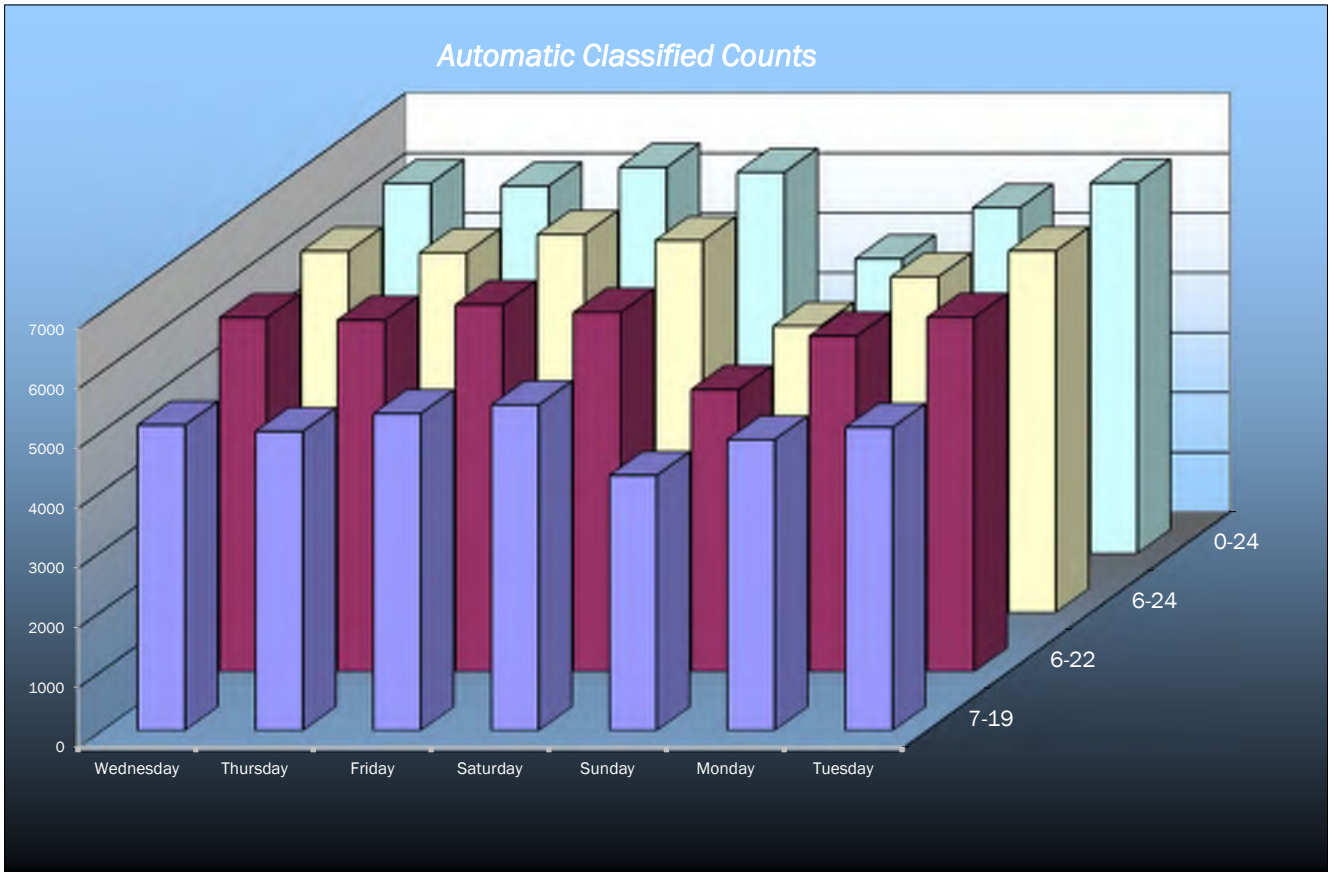
Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : EASTBOUND

EASTBOUND									
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23	WEEKDAY AVERAGE	WEEK AVERAGE
1	23	9	15	47	35	18	8	15	22
2	11	11	9	24	22	9	9	10	14
3	12	9	12	18	17	7	7	9	12
4	9	1	6	15	17	13	8	7	10
5	24	21	22	21	16	25	29	24	23
6	71	78	73	32	32	95	89	81	67
7	242	243	221	71	75	254	257	243	195
8	480	440	400	181	131	434	482	447	364
9	511	481	430	330	199	479	521	484	422
10	397	411	426	467	364	389	398	404	407
11	359	403	406	565	421	387	374	386	416
12	443	414	453	624	519	377	367	411	457
13	414	392	475	627	530	392	454	425	469
14	384	388	451	552	471	403	381	401	433
15	428	403	441	504	469	368	397	407	430
16	429	388	439	421	369	410	394	412	407
17	409	416	415	433	327	411	450	420	409
18	475	472	507	421	244	459	452	473	433
19	372	388	452	314	217	349	394	391	355
20	250	289	297	220	173	241	259	267	247
21	211	194	183	145	122	177	186	190	174
22	107	148	132	125	78	74	150	122	116
23	85	101	108	113	50	0	100	79	80
24	38	39	80	100	25	4	24	37	44

7-19	5101	4996	5295	5439	4261	4858	5064	5063	5002
6-22	5911	5870	6128	6000	4709	5604	5916	5886	5734
6-24	6034	6010	6316	6213	4784	5608	6040	6002	5858
0-24	6184	6139	6453	6370	4923	5775	6190	6148	6005



Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
1	37.2	42.9	37.4	39.0	39.9	41.8	23.0
2	40.3	38.8	39.5	39.7	39.9	41.0	39.7
3	40.1	38.2	36.5	39.9	40.8	36.6	37.2
4	45.1	44.4	41.5	38.8	36.2	45.0	43.5
5	40.7	39.8	38.7	39.7	41.2	41.1	39.3
6	41.7	40.7	40.9	39.3	39.1	40.3	40.4
7	39.0	38.7	38.4	41.1	39.0	37.4	38.0
8	37.2	36.4	36.9	40.2	39.8	38.0	37.5
9	37.1	37.1	37.8	38.8	39.4	38.1	35.0
10	36.9	37.4	36.6	37.8	38.2	36.6	36.3
11	36.1	36.3	36.7	36.7	37.2	36.9	37.5
12	36.2	37.1	37.4	35.8	35.5	37.0	36.8
13	37.0	37.5	39.0	36.6	37.5	37.6	37.4
14	37.6	36.7	37.8	37.2	38.2	37.1	37.5
15	37.0	36.2	37.3	38.0	37.4	37.9	36.5
16	35.8	36.6	36.3	37.8	38.4	36.5	37.1
17	37.5	37.3	37.0	37.8	38.7	37.4	39.0
18	39.2	38.2	38.5	37.5	39.5	37.8	38.5
19	39.0	37.5	38.8	38.2	40.8	37.5	37.7
20	37.8	36.6	37.4	36.9	38.9	37.4	36.3
21	37.1	38.3	38.1	37.9	38.8	37.7	38.1
22	39.8	37.0	38.8	37.5	39.9	30.4	38.2
23	40.4	38.9	39.5	38.0	39.3	-	37.9
24	40.3	37.5	41.1	38.9	41.9	12.2	38.2

10-12	36.2	36.7	37.1	36.3	36.4	36.9	37.2
14-16	36.4	36.4	36.8	37.9	37.9	37.2	36.8
0-24	38.6	38.2	38.2	38.3	39.0	36.9	37.4

85TH PERCENTILE							
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
1	44.2	52.3	43.7	44.8	45.6	47.3	38.1
2	43.7	45.0	46.3	46.0	46.1	45.5	43.3
3	44.8	46.2	41.8	43.8	47.2	42.1	43.2
4	50.9	51.3	47.3	46.1	42.5	50.9	50.4
5	48.8	45.5	45.9	46.5	46.6	46.7	44.5
6	48.6	49.6	46.9	44.4	45.9	47.4	47.3
7	44.6	45.4	45.7	47.5	44.8	45.6	44.5
8	42.8	43.9	42.7	45.5	45.3	43.0	42.3
9	42.1	41.7	42.0	43.8	44.9	42.7	41.3
10	42.1	41.8	42.9	43.0	43.0	41.8	41.6
11	41.1	41.3	42.6	42.0	42.5	42.8	41.9
12	42.1	41.7	43.0	43.0	41.6	42.4	42.6
13	42.7	42.4	43.9	41.4	42.6	42.1	42.3
14	43.0	42.5	43.0	42.3	43.4	42.5	42.5
15	42.2	42.4	42.5	42.5	43.1	43.1	42.3
16	42.1	42.5	42.7	42.5	43.9	41.6	42.7
17	42.9	42.8	43.5	42.9	44.1	42.5	43.8
18	45.0	44.2	44.6	42.8	44.9	42.9	43.6
19	44.6	43.4	45.0	43.0	46.8	42.6	43.9
20	42.7	42.4	42.8	42.2	44.5	42.1	42.2
21	43.3	44.4	43.2	43.5	44.6	43.6	43.7
22	44.3	42.7	44.3	43.7	45.5	39.9	45.2
23	47.8	44.4	46.9	43.2	44.8	-	44.8
24	46.3	42.8	47.9	43.7	45.9	17.9	42.6

10-12	41.6	41.5	42.8	42.5	42.1	42.6	42.2
14-16	42.1	42.5	42.6	42.5	43.5	42.4	42.5
0-24	44.3	44.3	44.2	43.8	44.6	42.6	43.4

7 DAY AVERAGE SPEED	38.1
7 DAY AVERAGE 85th PERCENTILE	43.9

5 DAY OFF PEAK AVERAGE SPEED	36.8
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	42.3

Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
1	42.0	44.1	41.8	40.4	39.6	40.4	28.6
2	44.8	42.5	38.3	37.9	42.2	40.8	35.5
3	37.2	43.0	39.7	40.5	42.7	37.3	38.0
4	39.7	33.0	41.3	40.5	38.0	40.1	39.6
5	42.5	44.4	41.0	43.7	37.4	44.1	42.4
6	42.7	43.0	41.9	41.8	41.3	42.5	41.7
7	41.0	42.5	41.1	43.7	41.3	42.0	40.2
8	39.2	39.3	39.6	41.9	41.4	40.1	38.9
9	39.6	38.5	39.9	40.2	41.3	39.0	37.2
10	38.1	38.7	39.1	39.1	40.1	38.6	37.6
11	37.5	37.8	39.6	38.9	37.8	37.9	38.8
12	37.8	38.5	37.7	35.1	38.1	38.9	38.3
13	38.5	38.6	38.9	38.0	38.9	39.2	38.3
14	38.3	38.7	38.6	38.4	38.8	37.8	38.8
15	38.6	38.6	39.8	39.3	37.9	38.6	38.6
16	37.4	38.3	38.8	39.1	39.8	38.3	38.5
17	37.5	38.9	38.9	39.7	39.0	37.2	38.0
18	39.2	38.8	39.5	39.6	41.0	38.8	38.7
19	40.5	40.4	40.6	40.0	40.6	39.2	39.8
20	39.6	39.8	39.4	39.1	41.2	38.2	40.1
21	39.7	40.4	40.9	38.6	40.9	38.4	40.1
22	40.4	40.3	40.1	39.4	41.4	33.2	41.1
23	43.6	39.7	39.9	39.1	43.3	-	40.5
24	40.5	40.9	41.6	39.9	40.9	18.0	39.6

10-12	37.7	38.2	38.7	37.0	37.9	38.4	38.5
14-16	38.0	38.5	39.3	39.2	38.9	38.5	38.5
0-24	39.8	40.0	39.9	39.8	40.2	38.2	38.7

85TH PERCENTILE							
Hr Ending	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
1	49.6	49.6	49.8	47.9	45.3	46.5	47.3
2	51.2	48.7	46.0	46.3	50.3	48.7	41.1
3	43.8	50.1	47.9	49.1	49.7	41.8	44.5
4	44.0	-	49.5	46.6	44.1	46.2	48.1
5	49.3	51.3	50.4	49.3	43.3	51.7	48.9
6	50.8	51.6	50.6	50.3	46.5	49.6	50.1
7	49.0	48.1	47.5	50.3	47.0	47.7	46.2
8	44.7	45.0	45.5	47.4	46.9	45.2	44.6
9	44.8	43.7	45.6	46.2	48.2	44.6	43.2
10	43.2	43.8	44.1	45.0	45.9	43.9	43.0
11	43.0	43.0	44.8	44.3	46.5	43.2	44.5
12	43.2	44.4	43.6	44.3	43.2	43.9	43.1
13	43.7	43.5	45.1	43.4	44.7	44.9	44.3
14	44.0	44.2	44.8	43.8	43.5	43.5	44.0
15	44.1	45.9	45.6	44.4	43.9	43.9	44.2
16	43.2	43.8	44.9	44.6	45.8	43.7	44.8
17	43.3	44.3	45.4	45.4	44.6	43.5	43.9
18	45.3	45.5	45.8	45.2	46.5	44.4	44.8
19	45.9	45.8	46.3	44.9	46.0	44.0	45.7
20	44.4	45.0	44.9	44.6	46.7	43.3	45.9
21	44.8	45.5	48.5	44.0	47.1	44.2	45.7
22	45.8	46.6	45.6	45.3	47.4	43.3	46.0
23	50.6	46.0	45.4	45.6	50.7	-	46.8
24	46.4	46.9	46.5	45.8	46.4	23.0	47.2

10-12	43.1	43.7	44.2	44.3	44.9	43.5	43.8
14-16	43.6	44.9	45.2	44.5	44.9	43.8	44.5
0-24	45.8	46.2	46.4	46.0	46.3	44.1	45.3

7 DAY AVERAGE SPEED	39.5
7 DAY AVERAGE 85th PERCENTILE	45.7

5 DAY OFF PEAK AVERAGE SPEED	38.4
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	44.0

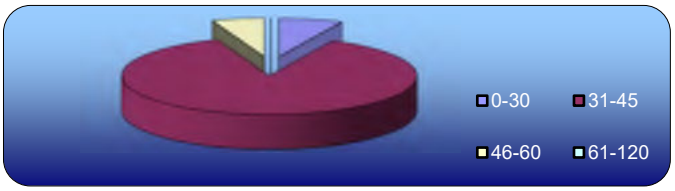
Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
0-30	437	478	485	425	324	395	477
31-45	5423	5414	5592	6000	4575	5162	5274
46-60	356	278	379	324	375	249	258
61-120	0	1	2	1	2	0	0
TOTAL	6216	6171	6458	6750	5276	5806	6009

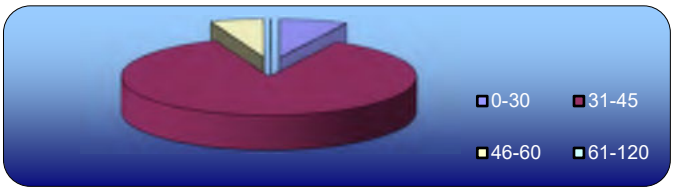
Wednesday 27-Sep-23



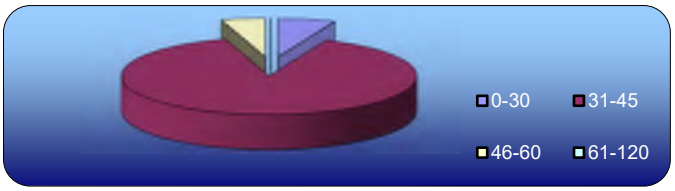
Thursday 28-Sep-23



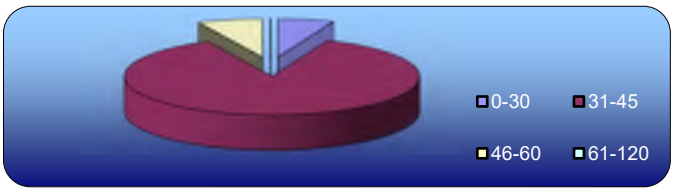
Friday 29-Sep-23



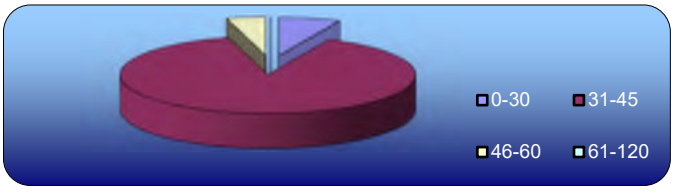
Saturday 30-Sep-23



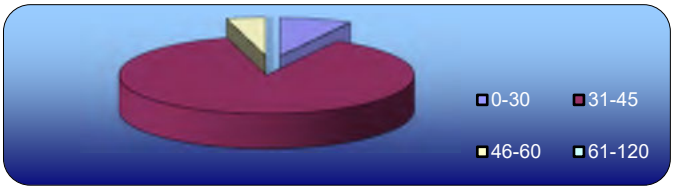
Sunday 1-Oct-23



Monday 2-Oct-23



Tuesday 3-Oct-23



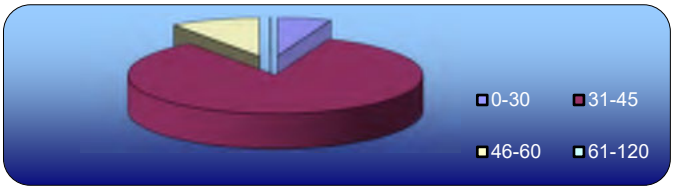
Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

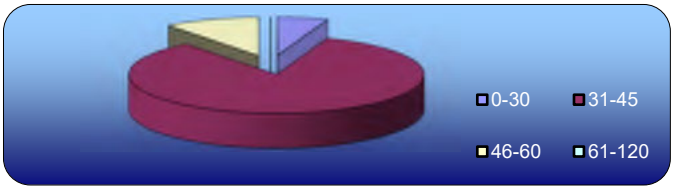
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 27-Sep-23	Thursday 28-Sep-23	Friday 29-Sep-23	Saturday 30-Sep-23	Sunday 1-Oct-23	Monday 2-Oct-23	Tuesday 3-Oct-23
0-30	364	342	383	397	265	339	392
31-45	5211	5152	5297	5343	4090	4947	5189
46-60	607	644	766	628	562	489	608
61-120	2	1	7	2	6	0	1
TOTAL	6184	6139	6453	6370	4923	5775	6190

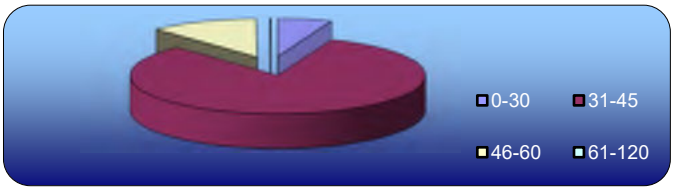
Wednesday
27-Sep-23



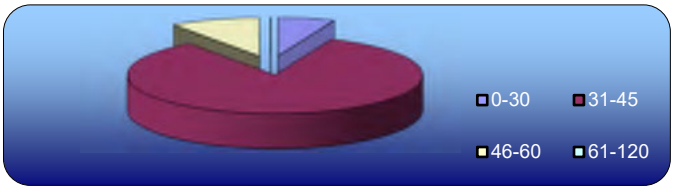
Thursday
28-Sep-23



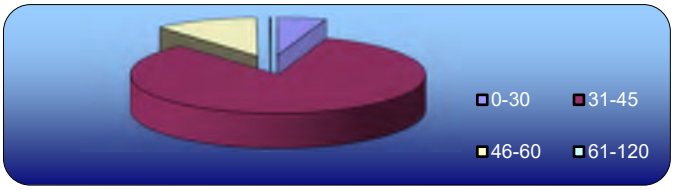
Friday
29-Sep-23



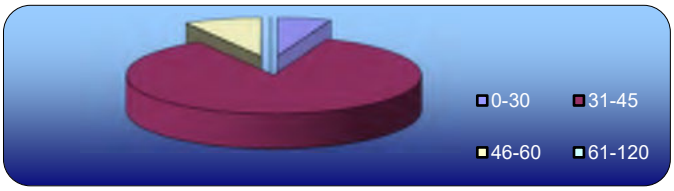
Saturday
30-Sep-23



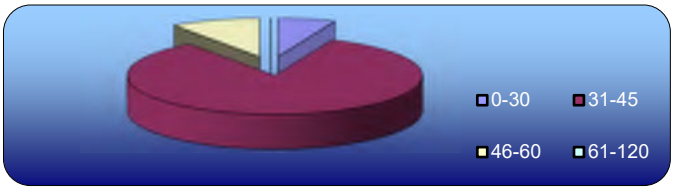
Sunday
1-Oct-23



Monday
2-Oct-23



Tuesday
3-Oct-23

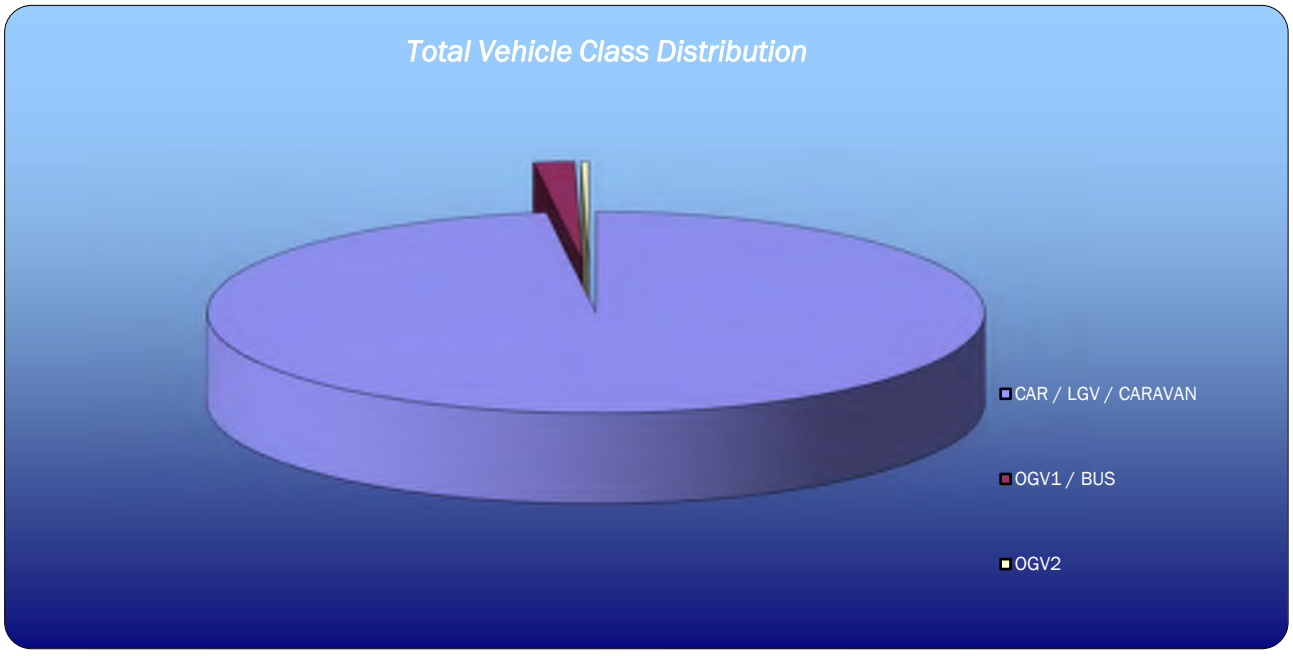


Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
27-Sep-23				
7-19	5026	120	17	5163
6-22	5810	134	22	5966
6-24	5926	136	23	6085
0-24	6051	141	24	6216
28-Sep-23				
7-19	5008	105	17	5130
6-22	5795	116	19	5930
6-24	5920	117	20	6057
0-24	6027	121	23	6171
29-Sep-23				
7-19	5246	104	20	5370
6-22	6027	118	22	6167
6-24	6193	119	22	6334
0-24	6312	122	24	6458
30-Sep-23				
7-19	5648	51	7	5706
6-22	6305	60	8	6373
6-24	6534	61	8	6603
0-24	6680	61	9	6750
1-Oct-23				
7-19	4457	40	3	4500
6-22	4954	46	3	5003
6-24	5040	47	3	5090
0-24	5225	47	4	5276
2-Oct-23				
7-19	4970	100	22	5092
6-22	5559	108	23	5690
6-24	5562	108	23	5693
0-24	5674	109	23	5806
3-Oct-23				
7-19	5003	96	31	5130
6-22	5670	107	35	5812
6-24	5742	107	35	5884
0-24	5865	109	35	6009
AVERAGE				
7-19	5051	88	17	5156
6-22	5731	98	19	5849
6-24	5845	99	19	5964
0-24	5976	101	20	6098

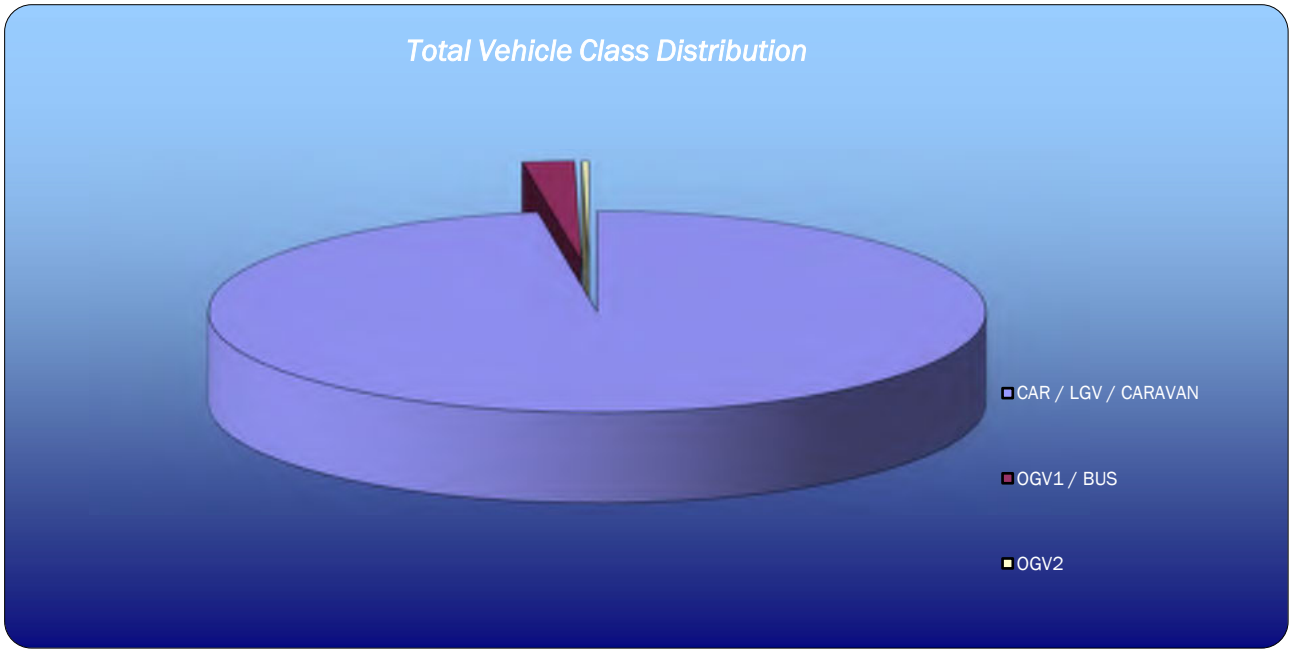


Automatic Classified Counts, Burbage

LOCATION: SAPCOTE ROAD

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
27-Sep-23				
7-19	4949	141	11	5101
6-22	5738	160	13	5911
6-24	5858	163	13	6034
0-24	6000	170	14	6184
28-Sep-23				
7-19	4844	134	18	4996
6-22	5697	152	21	5870
6-24	5835	154	21	6010
0-24	5954	161	24	6139
29-Sep-23				
7-19	5154	121	20	5295
6-22	5969	138	21	6128
6-24	6156	139	21	6316
0-24	6291	141	21	6453
30-Sep-23				
7-19	5361	76	2	5439
6-22	5913	84	3	6000
6-24	6124	86	3	6213
0-24	6280	87	3	6370
1-Oct-23				
7-19	4207	50	4	4261
6-22	4648	57	4	4709
6-24	4722	58	4	4784
0-24	4858	60	5	4923
2-Oct-23				
7-19	4723	117	18	4858
6-22	5450	133	21	5604
6-24	5452	135	21	5608
0-24	5613	139	23	5775
3-Oct-23				
7-19	4923	113	28	5064
6-22	5754	129	33	5916
6-24	5876	131	33	6040
0-24	6022	135	33	6190
AVERAGE				
7-19	4880	107	14	5002
6-22	5596	122	17	5734
6-24	5718	124	17	5858
0-24	5860	128	18	6005



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

	Week 115				
	Mon	Tue	Wed	Thu	Fri
	23/05/2022	24/05/2022	25/05/2022	26/05/2022	27/05/2022
00:00:00	98%	87%	96%	100%	100%
01:00:00	100%	100%	100%	100%	100%
02:00:00	100%	100%	100%	100%	100%
03:00:00	100%	94%	100%	100%	100%
04:00:00	100%	99%	100%	100%	100%
05:00:00	100%	98%	98%	94%	95%
06:00:00	87%	95%	94%	91%	87%
07:00:00	90%	93%	93%	93%	85%
08:00:00	94%	98%	98%	96%	89%
09:00:00	92%	92%	96%	96%	99%
10:00:00	93%	95%	96%	96%	100%
11:00:00	92%	93%	96%	100%	100%
12:00:00	91%	93%	93%	98%	100%
13:00:00	91%	97%	95%	100%	100%
14:00:00	93%	95%	98%	98%	100%
15:00:00	93%	94%	98%	100%	100%
16:00:00	93%	97%	100%	96%	95%
17:00:00	90%	95%	92%	93%	87%
18:00:00	90%	96%	97%	99%	99%
19:00:00	86%	95%	100%	100%	100%
20:00:00	92%	100%	100%	100%	100%
21:00:00	82%	100%	100%	100%	100%
22:00:00	70%	83%	100%	100%	100%
23:00:00	93%	100%	100%	100%	100%

93% am factor

97% pm factor

APPENDIX E: GROWTH FACTORS

TemPRO Growth Factors TEMPRO 8.1 (Dataset v80 - Core Scenario - NTM Adjusted NRTP 2022 Core)

2022 - 2023 All

MSOA11CD	E02005389	AM	1.0063
MSOA11NM	Hinckley and Bosworth 013	PM	1.0062
MSOA11CD	E02005344	AM	1.0049
MSOA11NM	Blaby 012	PM	1.0049
	E02006477	AM	1.0049
	Nuneaton and Bedworth 003	PM	1.0047
Combined		**AM**	**1.0056**
		PM	**1.00555**

2022 - 2023 Motorway

MSOA11CD	E02005389	AM	1.0099
MSOA11NM	Hinckley and Bosworth 013	PM	1.0098
MSOA11CD	E02005344	AM	1.0084
MSOA11NM	Blaby 012	PM	1.0085
Combined		**AM**	**1.00915**
		PM	**1.00915**

2022 - 2024

MSOA11CD	E02005389	AM	1.0127
MSOA11NM	Hinckley and Bosworth 013	PM	1.0125
MSOA11CD	E02005344	AM	1.0099
MSOA11NM	Blaby 012	PM	1.0099
	E02006477	AM	1.0099
	Nuneaton and Bedworth 003	PM	1.0093
Combined		**AM**	**1.0113**
		PM	**1.0112**

2022 - 2024

MSOA11CD	E02005389	AM	1.0197
MSOA11NM	Hinckley and Bosworth 013	PM	1.0196
MSOA11CD	E02005344	AM	1.0169
MSOA11NM	Blaby 012	PM	1.017
Combined		**AM**	**1.0183**
		PM	**1.0183**

2022 - 2026

MSOA11CD	E02005389	AM	1.0314
MSOA11NM	Hinckley and Bosworth 013	PM	1.0311
MSOA11CD	E02005344	AM	1.0258
MSOA11NM	Blaby 012	PM	1.0258
Combined		**AM**	**1.0286**
		PM	**1.02845**

2022 - 2026

MSOA11CD	E02005389	AM	1.0489
MSOA11NM	Hinckley and Bosworth 013	PM	1.0486
MSOA11CD	E02005344	AM	1.0433
MSOA11NM	Blaby 012	PM	1.0433
Combined		**AM**	**1.0461**
		PM	**1.04595**

2022 - 2031

MSOA11CD	E02005389	AM	1.0936
MSOA11NM	Hinckley and Bosworth 013	PM	1.0955
MSOA11CD	E02005344	AM	1.087
MSOA11NM	Blaby 012	PM	1.0897
	E02006477	AM	1.078
	Nuneaton and Bedworth 003	PM	1.0777
Combined		**AM**	**1.0903**
		PM	**1.0926**

2022 - 2031

MSOA11CD	E02005389	AM	1.1452
MSOA11NM	Hinckley and Bosworth 013	PM	1.1472
MSOA11CD	E02005344	AM	1.1383
MSOA11NM	Blaby 012	PM	1.1411
Combined		**AM**	**1.14175**
		PM	**1.14415**

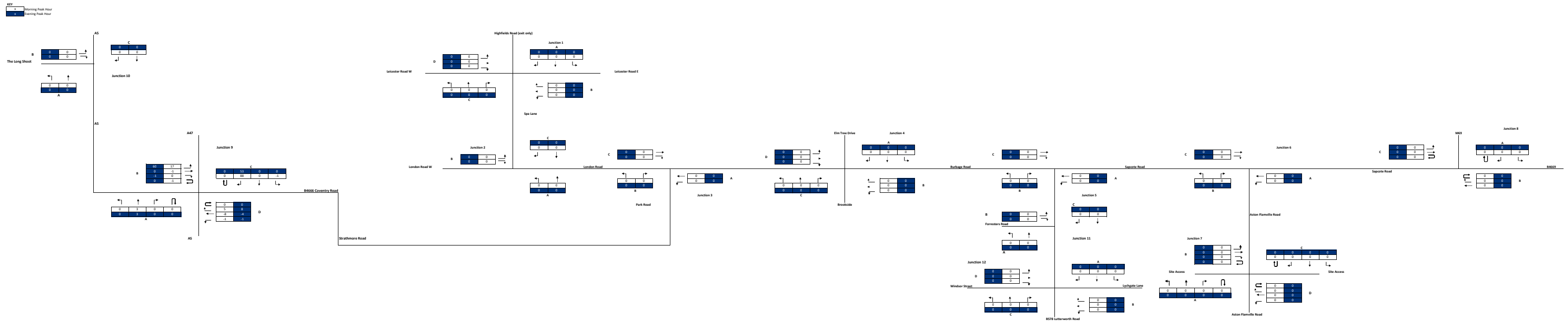
2022 - 2032

MSOA11CD	E02005389	AM	1.1045
MSOA11NM	Hinckley and Bosworth 013	PM	1.1067
MSOA11CD	E02005344	AM	1.0981
MSOA11NM	Blaby 012	PM	1.101
Combined		**AM**	**1.1013**
		PM	**1.10385**

2022 - 2032

MSOA11CD	E02005389	AM	1.1625
MSOA11NM	Hinckley and Bosworth 013	PM	1.1647
MSOA11CD	E02005344	AM	1.1557
MSOA11NM	Blaby 012	PM	1.1588
Combined		**AM**	**1.1591**
		PM	**1.16175**

APPENDIX F: COMMITTED DEVELOPMENT DETAILS



Junction 1 - AM

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

Junction 1 - PM

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

Junction 2 - AM

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

Junction 2 - PM

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

Junction 3 - AM

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

Junction 3 - PM

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

Junction 4 - AM

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

Junction 4 - PM

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

Junction 5 - AM

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

Junction 5 - PM

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

Junction 6 - AM

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

Junction 6 - PM

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

Junction 7 - AM

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

Junction 7 - PM

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

Junction 8 - AM

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

Circulatory Flow
0

Junction 8 - PM

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

Circulatory Flow
0

Junction 9 - AM

	A	B	C	D
A	0	0	3	0
B	0	-1	17	-1
C	0	88	0	-1
D	-1	-8	5	0

Junction 9 - PM

	A	B	C	D
A	0	0	3	0
B	-1	0	60	0
C	0	53	0	0
D	-1	-4	8	0

Junction 10 - AM

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

Junction 10 - PM

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

Junction 11 - AM

	A	B	C
A			
B			
C			

Junction 11 - PM

	A	B	C
A			
B			
C			

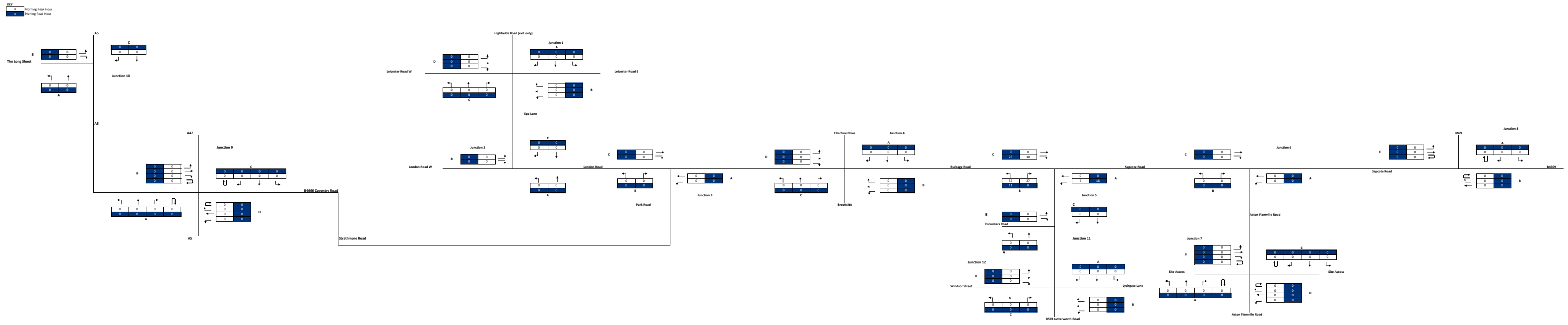
Junction 12 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 12 - PM

	A	B	C	D
A				
B				
C				
D				

15_00188_OUT - TA Figure B5.1 (2026 Peak Hour Difference Plots - 850 dwellings)
AM and PM Peak Hours



Junction 1 - AM

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

Junction 1 - PM

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

Junction 2 - AM

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

Junction 2 - PM

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

Junction 3 - AM

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

Junction 3 - PM

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

Junction 4 - AM

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

Junction 4 - PM

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

Junction 5 - AM

	A	B	C
A	0	7	0
B	27	0	37
C	0	10	0

Junction 5 - PM

	A	B	C
A	0	18	0
B	8	0	11
C	0	25	0

Junction 6 - AM

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

Junction 6 - PM

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

Junction 7 - AM

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

Junction 7 - PM

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

Junction 8 - AM

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

Circulatory Flow
0

Junction 8 - PM

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

Circulatory Flow
0

Junction 9 - AM

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

Junction 9 - PM

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

Junction 10 - AM

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

Junction 10 - PM

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

Junction 11 - AM

	A	B	C
A			
B			
C			

Junction 11 - PM

	A	B	C
A			
B			
C			

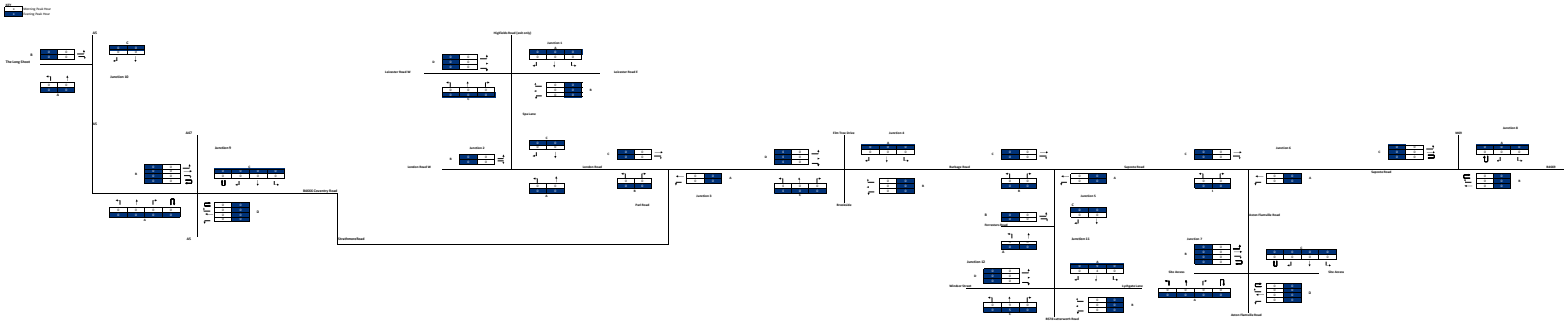
Junction 12 - AM

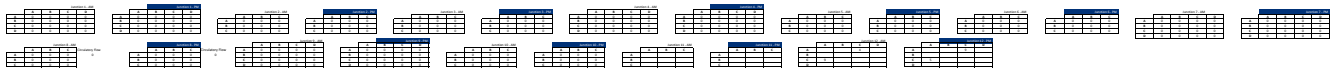
	A	B	C	D
A				
B				
C				
D				

Junction 12 - PM

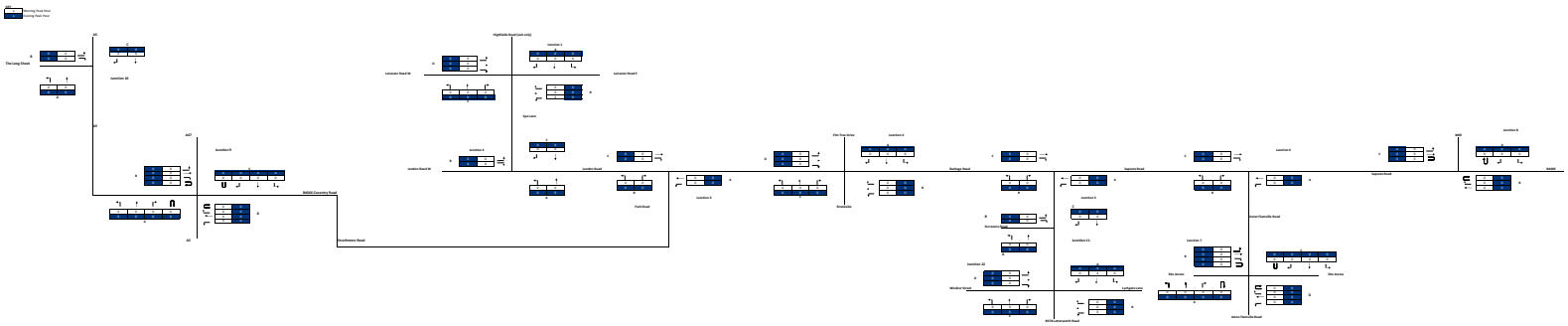
	A	B	C	D
A				
B				
C				
D				

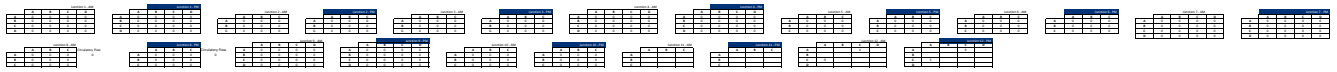
19_01405_OUT - Assigned Development Flows TA Diagram 4 and 5
AM and PM Peak Hours



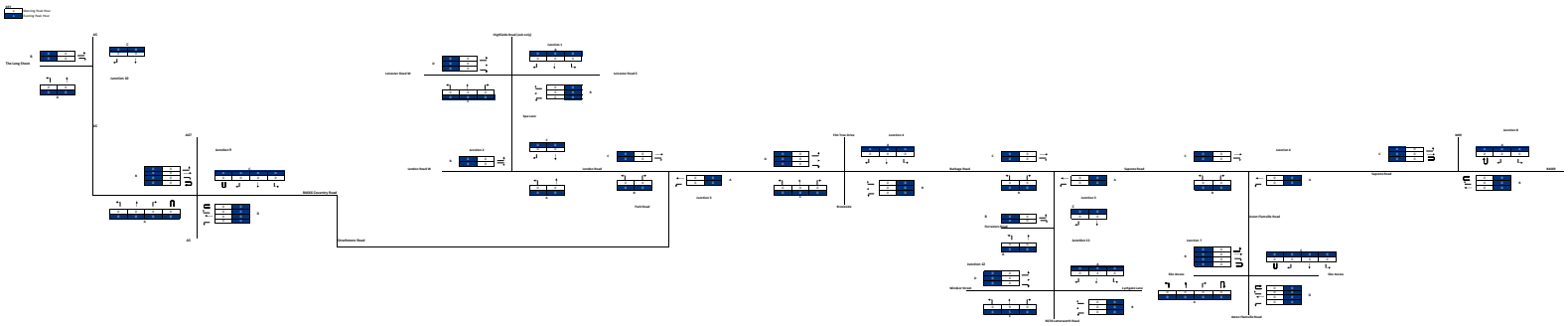


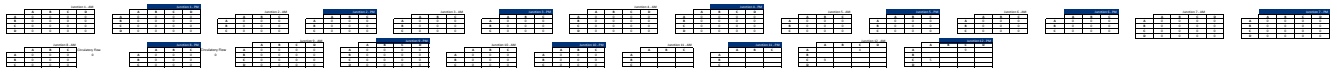
A5_A6002_AM - the triple-arm the assessed network AM and PM Peak Hours



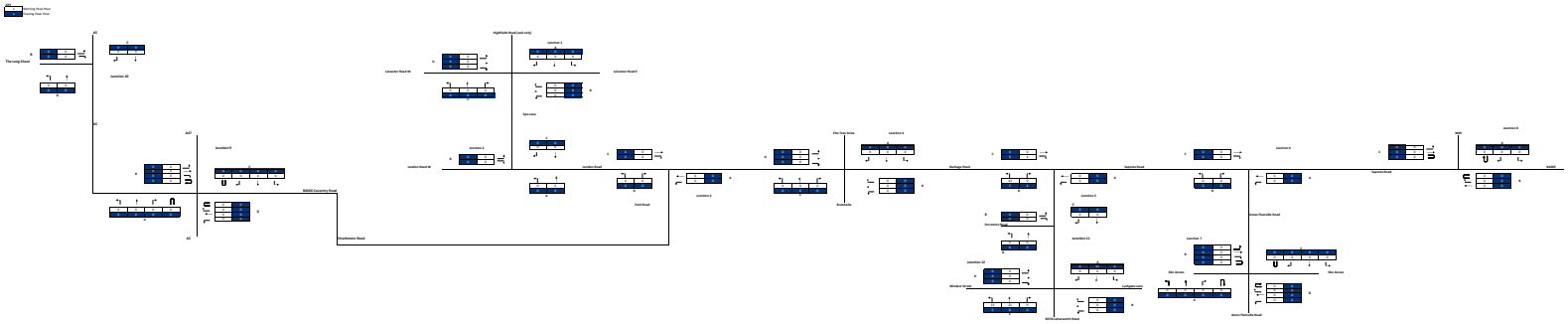


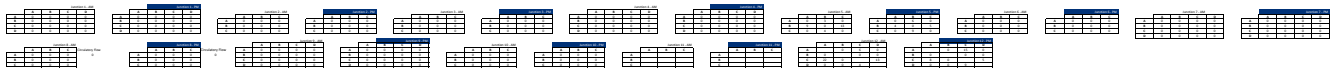
A1/M1/A14 - the trips on the assessed network
AM and PM Peak Hours



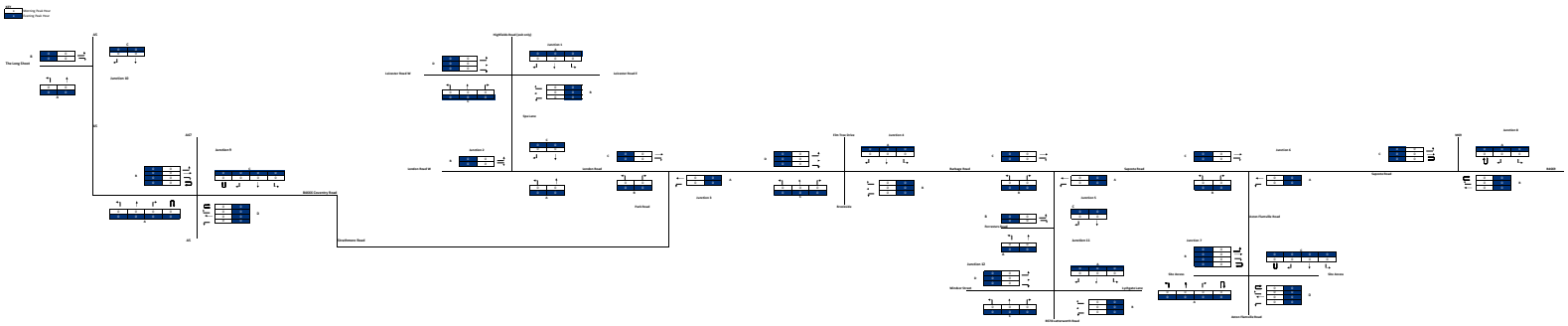


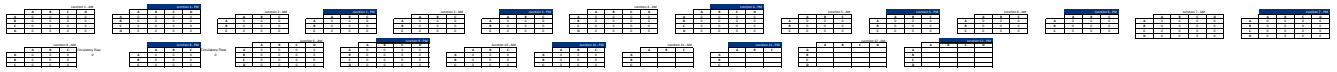
A5/A5 EXTRA - the trips on the assessed network AM and PM Peak Hours



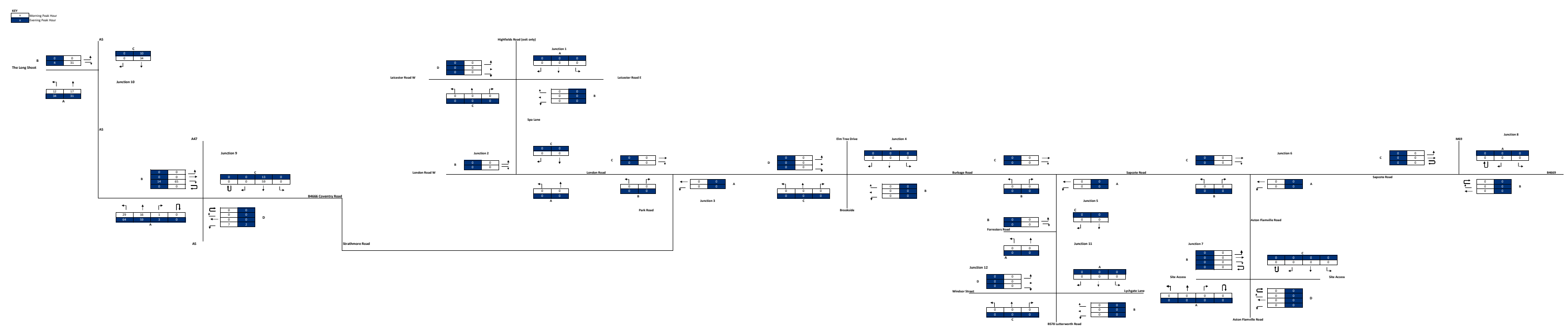


23/00402/OUT - 76 pm3 AM - PM AM Recharge Point Farm Distribution AM and PM Peak Hours





24_05-00__01-P...
AM and PM Peak Hours



Junction 1 - AM

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

Junction 1 - PM

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

Junction 2 - AM

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

Junction 2 - PM

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

Junction 3 - AM

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

Junction 3 - PM

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

Junction 4 - AM

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

Junction 4 - PM

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

Junction 5 - AM

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

Junction 5 - PM

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

Junction 6 - AM

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

Junction 6 - PM

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

Junction 7 - AM

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

Junction 7 - PM

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

Junction 8 - AM

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

Circulatory Flow
0

Junction 8 - PM

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

Circulatory
0 A
B
C

Junction 9 - AM

	A	B	C	D
A		29	16	1
B	65		0	0
C	59	0		0
D	7	0	0	

D A B C

Junction 9 - PM

	A	B	C	D
A		64	59	3
B	14		0	0
C	13	0		0
D	2	0	0	

D A B C

Junction 10 - AM

	A	B	C
A		12	17
B	31		0
C	34	0	

Junction 10 - PM

	A	B	C
A		34	31
B	4		0
C	10	0	

Junction 11 - AM

	A	B	C
A			
B			
C			

Junction 11 - PM

	A	B	C
A			
B			
C			

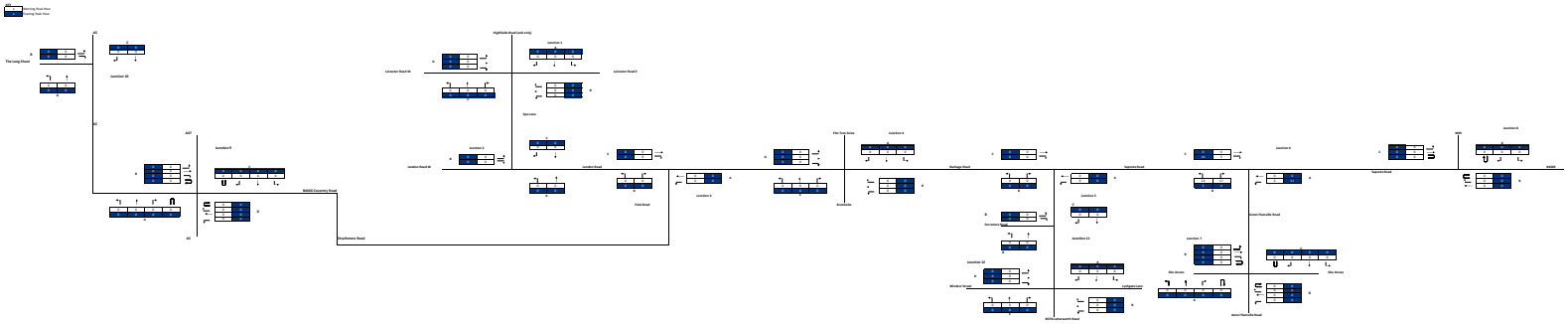
Junction 12 - AM

	A	B	C	D
A				
B				
C				
D				

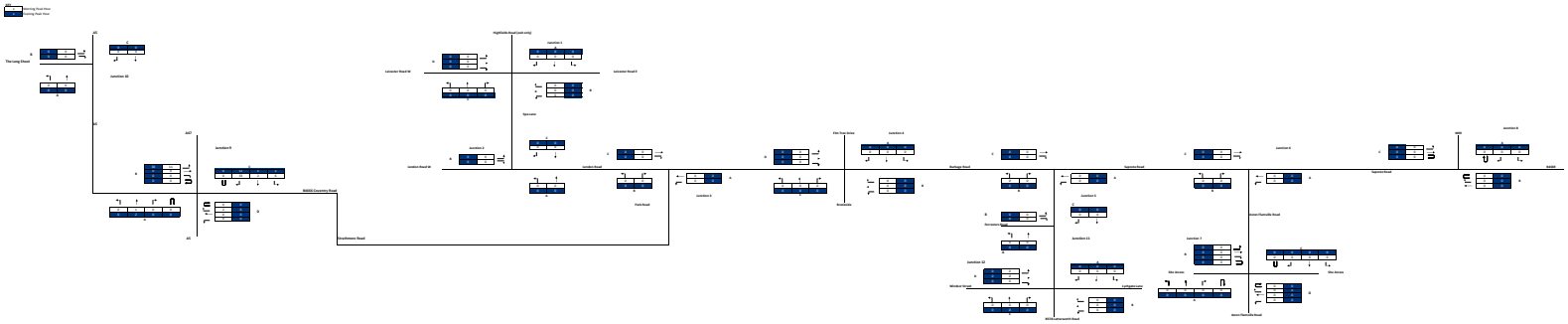
Junction 12 - PM

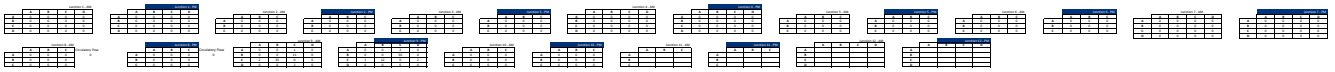
	A	B	C	D
A				
B				
C				
D				

21 01191 HYB - Diagram 1 and 2
AM and PM Peak Hours

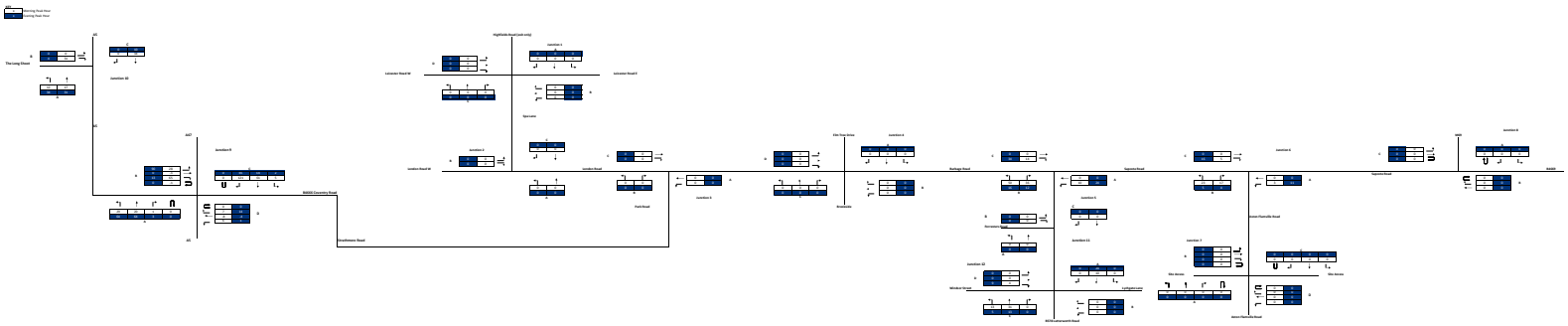


A1_A6400_2027 - Diagram 4.B.5
AM and PM Peak Hours





15_MAN_DUT - Figure 5.3.A-4
AM and PM Peak Hours





Committed Developments Combined
AM and PM Peak Hours

APPENDIX G: TRIP RATES AND GENERATION

Trip Generation A109159 (250 Dwellings)

Houses Privately Owned Trip Rates

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.123	0.387	0.510	0.371	0.171	0.542
Taxis	0.004	0.003	0.007	0.003	0.002	0.005
OGVs	0.003	0.002	0.005	0.001	0.001	0.002
PSVs	0.002	0.002	0.004	0.001	0.001	0.002
Cyclists	0.006	0.014	0.020	0.010	0.005	0.015
Vehicle Occupants	0.156	0.657	0.813	0.581	0.253	0.834
Pedestrians	0.033	0.079	0.112	0.048	0.024	0.072
Public Transport Users	0.001	0.034	0.035	0.017	0.003	0.020
Total People	0.195	0.784	0.979	0.655	0.286	0.941
Cars	0.084	0.296	0.380	0.270	0.116	0.286
LGVs	0.016	0.021	0.037	0.029	0.016	0.045

Number of dwellings **250**

Residential Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	31	97	128	93	43	136
Taxis	1	1	2	1	1	1
OGVs	1	1	1	0	0	1
PSVs	1	1	1	0	0	1
Cyclists	2	4	5	3	1	4
Vehicle Occupants	39	164	203	145	63	209
Pedestrians	8	20	28	12	6	18
Public Transport Users	0	9	9	4	1	5
Total People	49	196	245	164	72	235
Cars	21	74	95	68	29	72
LGVs	4	5	9	7	4	11

Trip Generation A109159 (370 Dwellings)

Houses Privately Owned Trip Rates

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.123	0.387	0.510	0.371	0.171	0.542
Taxis	0.004	0.003	0.007	0.003	0.002	0.005
OGVs	0.003	0.002	0.005	0.001	0.001	0.002
PSVs	0.002	0.002	0.004	0.001	0.001	0.002
Cyclists	0.006	0.014	0.020	0.010	0.005	0.015
Vehicle Occupants	0.156	0.657	0.813	0.581	0.253	0.834
Pedestrians	0.033	0.079	0.112	0.048	0.024	0.072
Public Transport Users	0.001	0.034	0.035	0.017	0.003	0.020
Total People	0.195	0.784	0.979	0.655	0.286	0.941
Cars	0.084	0.296	0.380	0.270	0.116	0.286
LGVs	0.016	0.021	0.037	0.029	0.016	0.045

Number of dwellings **370**

Residential Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	46	143	189	137	63	201
Taxis	1	1	3	1	1	2
OGVs	1	1	2	0	0	1
PSVs	1	1	1	0	0	1
Cyclists	2	5	7	4	2	6
Vehicle Occupants	58	243	301	215	94	309
Pedestrians	12	29	41	18	9	27
Public Transport Users	0	13	13	6	1	7
Total People	72	290	362	242	106	348
Cars	31	110	141	100	43	106
LGVs	6	8	14	11	6	17

Calculation Reference: AUDIT-705102-210701-0740

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	5 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	2 days
11	**SCOTLAND**		
	FA	FALKIRK	1 days
12	**CONNAUGHT**		
	CS	SLIGO	1 days
	LT	LEITRIM	1 days
13	**MUNSTER**		
	WA	WATERFORD	1 days
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	3 days
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 days
	DO	DOWN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 50 to 371 (units:)
Range Selected by User: 50 to 600 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 1 to 4 Actual: 0.23 to 8.75

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 31/01/20

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	10 days
Thursday	8 days
Friday	6 days

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

Selected survey types:

Manual count	37 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	23
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	34
Village	3

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

Secondary Filtering selection:

Use Class:

C3	37 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	5 days
5,001 to 10,000	9 days
10,001 to 15,000	13 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	8 days
25,001 to 50,000	6 days
50,001 to 75,000	3 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	28 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	9 days
No	28 days

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

PTAL Rating:

No PTAL Present	37 days

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

LIST OF SITES relevant to selection parameters

1 **AN-03-A-08** **HOUSES & FLATS** **ANTRIM**
BALLINDERRY ROAD
LISBURN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 204
Survey date: TUESDAY *29/10/13* *Survey Type: MANUAL*

2 **CS-03-A-04** **DETACHED & SEMI-DETACHED** **SLIGO**
R292
STRANDHILL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 63
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

3 **DH-03-A-01** **SEMI DETACHED** **DURHAM**
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

4 **DH-03-A-03** **SEMI-DETACHED & TERRACED** **DURHAM**
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

5 **DL-03-A-10** **SEMI DETACHED & DETACHED** **DUBLIN**
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

6 **DN-03-A-03** **DETACHED/SEMI-DETACHED** **DONEGAL**
THE GRANGE
LETTERKENNY
GLENCAR IRISH
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY *01/09/14* *Survey Type: MANUAL*

7 **DN-03-A-04** **SEMI-DETACHED** **DONEGAL**
GORTLEE ROAD
LETTERKENNY
GORTLEE
Edge of Town
Residential Zone
Total No of Dwellings: 83
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

8 **DN-03-A-05** **DETACHED/SEMI-DETACHED** **DONEGAL**
GORTLEE ROAD
LETTERKENNY
GORTLEE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 146
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **DO-03-A-03** **DETACHED/SEMI DETACHED** **DOWN**
OLD MILL HEIGHTS
BELFAST
DUNDONALD
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *23/10/13* *Survey Type: MANUAL*

10 **DS-03-A-02** **MIXED HOUSES** **DERBYSHIRE**
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

11 **DV-03-A-02** **HOUSES & BUNGALOWS** **DEVON**
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

12 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

13 **ES-03-A-03** **MIXED HOUSES & FLATS** **EAST SUSSEX**
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

14 **ES-03-A-04** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

15 **ES-03-A-05** **MIXED HOUSES & FLATS** **EAST SUSSEX**
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

16 **FA-03-A-02** **MIXED HOUSES** **FALKIRK**
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 **HC-03-A-23** **HOUSES & FLATS** **HAMPSHIRE**
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

18 **HF-03-A-03** **MIXED HOUSES** **HERTFORDSHIRE**
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

19 **KC-03-A-03** **MIXED HOUSES & FLATS** **KENT**
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

20 **KC-03-A-04** **SEMI-DETACHED & TERRACED** **KENT**
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

21 **KC-03-A-06** **MIXED HOUSES & FLATS** **KENT**
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

22 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

23 **KC-03-A-08** **MIXED HOUSES** **KENT**
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

24 **LT-03-A-01** **SEMI-DETACHED & DETACHED** **LEITRIM**
ARD NA SI
CARRICK-ON-SHANNON
ATTIRORY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 90
Survey date: FRIDAY *24/04/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 **NF-03-A-04** **MIXED HOUSES** **NORFOLK**
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

26 **NF-03-A-06** **MIXED HOUSES** **NORFOLK**
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

27 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

28 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

29 **SC-03-A-05** **MIXED HOUSES** **SURREY**
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

30 **SH-03-A-05** **SEMI-DETACHED/TERRACED** **SHROPSHIRE**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

31 **ST-03-A-07** **DETACHED & SEMI-DETACHED** **STAFFORDSHIRE**
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

32 **WA-03-A-04** **DETACHED** **WATERFORD**
MAYPARK LANE
WATERFORD

Edge of Town
Residential Zone
Total No of Dwellings: 280
Survey date: TUESDAY *24/06/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

33 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

34 **WS-03-A-07** **BUNGALOWS** **WEST SUSSEX**
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

35 **WS-03-A-08** **MIXED HOUSES** **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

36 **WS-03-A-09** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

37 **WS-03-A-10** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.068	37	140	0.287	37	140	0.355
08:00 - 09:00	37	140	0.123	**37**	**140**	**0.387**	37	140	0.510
09:00 - 10:00	37	140	0.154	37	140	0.189	37	140	0.343
10:00 - 11:00	37	140	0.128	37	140	0.162	37	140	0.290
11:00 - 12:00	37	140	0.136	37	140	0.159	37	140	0.295
12:00 - 13:00	37	140	0.178	37	140	0.167	37	140	0.345
13:00 - 14:00	37	140	0.178	37	140	0.170	37	140	0.348
14:00 - 15:00	37	140	0.187	37	140	0.200	37	140	0.387
15:00 - 16:00	37	140	0.269	37	140	0.175	37	140	0.444
16:00 - 17:00	37	140	0.286	37	140	0.173	37	140	0.459
17:00 - 18:00	**37**	**140**	**0.371**	37	140	0.171	**37**	**140**	**0.542**
18:00 - 19:00	37	140	0.305	37	140	0.183	37	140	0.488
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.383			2.423			4.806

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

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

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Parameter summary

Trip rate parameter range selected:	50 - 371 (units:)
Survey date date range:	01/01/13 - 31/01/20
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.002	37	140	0.002	37	140	0.004
08:00 - 09:00	37	140	0.004	37	140	0.003	37	140	0.007
09:00 - 10:00	37	140	0.004	37	140	0.003	37	140	0.007
10:00 - 11:00	37	140	0.003	37	140	0.003	37	140	0.006
11:00 - 12:00	37	140	0.003	37	140	0.003	37	140	0.006
12:00 - 13:00	37	140	0.003	37	140	0.003	37	140	0.006
13:00 - 14:00	37	140	0.003	37	140	0.002	37	140	0.005
14:00 - 15:00	37	140	0.003	37	140	0.003	37	140	0.006
15:00 - 16:00	**37**	**140**	**0.005**	**37**	**140**	**0.005**	**37**	**140**	**0.010**
16:00 - 17:00	37	140	0.005	37	140	0.005	37	140	0.010
17:00 - 18:00	37	140	0.003	37	140	0.002	37	140	0.005
18:00 - 19:00	37	140	0.003	37	140	0.003	37	140	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.037			0.078

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.002	37	140	0.001	37	140	0.003
08:00 - 09:00	37	140	0.003	37	140	0.002	37	140	0.005
09:00 - 10:00	**37**	**140**	**0.004**	37	140	0.003	37	140	0.007
10:00 - 11:00	37	140	0.004	**37**	**140**	**0.004**	**37**	**140**	**0.008**
11:00 - 12:00	37	140	0.002	37	140	0.002	37	140	0.004
12:00 - 13:00	37	140	0.002	37	140	0.003	37	140	0.005
13:00 - 14:00	37	140	0.002	37	140	0.001	37	140	0.003
14:00 - 15:00	37	140	0.002	37	140	0.003	37	140	0.005
15:00 - 16:00	37	140	0.003	37	140	0.003	37	140	0.006
16:00 - 17:00	37	140	0.002	37	140	0.002	37	140	0.004
17:00 - 18:00	37	140	0.001	37	140	0.001	37	140	0.002
18:00 - 19:00	37	140	0.001	37	140	0.001	37	140	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.026			0.054

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

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.001	37	140	0.001	37	140	0.002
08:00 - 09:00	**37**	**140**	**0.002**	**37**	**140**	**0.002**	**37**	**140**	**0.004**
09:00 - 10:00	37	140	0.001	37	140	0.001	37	140	0.002
10:00 - 11:00	37	140	0.001	37	140	0.001	37	140	0.002
11:00 - 12:00	37	140	0.001	37	140	0.001	37	140	0.002
12:00 - 13:00	37	140	0.000	37	140	0.000	37	140	0.000
13:00 - 14:00	37	140	0.001	37	140	0.001	37	140	0.002
14:00 - 15:00	37	140	0.001	37	140	0.001	37	140	0.002
15:00 - 16:00	37	140	0.002	37	140	0.002	37	140	0.004
16:00 - 17:00	37	140	0.001	37	140	0.001	37	140	0.002
17:00 - 18:00	37	140	0.001	37	140	0.001	37	140	0.002
18:00 - 19:00	37	140	0.000	37	140	0.000	37	140	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.004	37	140	0.006	37	140	0.010
08:00 - 09:00	37	140	0.006	**37**	**140**	**0.014**	**37**	**140**	**0.020**
09:00 - 10:00	37	140	0.001	37	140	0.003	37	140	0.004
10:00 - 11:00	37	140	0.003	37	140	0.003	37	140	0.006
11:00 - 12:00	37	140	0.003	37	140	0.004	37	140	0.007
12:00 - 13:00	37	140	0.003	37	140	0.004	37	140	0.007
13:00 - 14:00	37	140	0.002	37	140	0.001	37	140	0.003
14:00 - 15:00	37	140	0.003	37	140	0.003	37	140	0.006
15:00 - 16:00	37	140	0.006	37	140	0.004	37	140	0.010
16:00 - 17:00	**37**	**140**	**0.010**	37	140	0.007	37	140	0.017
17:00 - 18:00	37	140	0.010	37	140	0.005	37	140	0.015
18:00 - 19:00	37	140	0.007	37	140	0.007	37	140	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.061			0.119

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.083	37	140	0.425	37	140	0.508
08:00 - 09:00	37	140	0.156	**37**	**140**	**0.657**	37	140	0.813
09:00 - 10:00	37	140	0.196	37	140	0.280	37	140	0.476
10:00 - 11:00	37	140	0.164	37	140	0.231	37	140	0.395
11:00 - 12:00	37	140	0.183	37	140	0.227	37	140	0.410
12:00 - 13:00	37	140	0.241	37	140	0.229	37	140	0.470
13:00 - 14:00	37	140	0.250	37	140	0.240	37	140	0.490
14:00 - 15:00	37	140	0.265	37	140	0.278	37	140	0.543
15:00 - 16:00	37	140	0.455	37	140	0.257	37	140	0.712
16:00 - 17:00	37	140	0.474	37	140	0.259	37	140	0.733
17:00 - 18:00	**37**	**140**	**0.581**	37	140	0.253	**37**	**140**	**0.834**
18:00 - 19:00	37	140	0.475	37	140	0.277	37	140	0.752
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.523			3.613			7.136

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.012	37	140	0.031	37	140	0.043
08:00 - 09:00	37	140	0.033	**37**	**140**	**0.079**	37	140	0.112
09:00 - 10:00	37	140	0.034	37	140	0.040	37	140	0.074
10:00 - 11:00	37	140	0.031	37	140	0.040	37	140	0.071
11:00 - 12:00	37	140	0.029	37	140	0.029	37	140	0.058
12:00 - 13:00	37	140	0.033	37	140	0.026	37	140	0.059
13:00 - 14:00	37	140	0.034	37	140	0.033	37	140	0.067
14:00 - 15:00	37	140	0.034	37	140	0.034	37	140	0.068
15:00 - 16:00	**37**	**140**	**0.072**	37	140	0.047	**37**	**140**	**0.119**
16:00 - 17:00	37	140	0.059	37	140	0.036	37	140	0.095
17:00 - 18:00	37	140	0.048	37	140	0.024	37	140	0.072
18:00 - 19:00	37	140	0.036	37	140	0.041	37	140	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.455			0.460			0.915

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.000	37	140	0.012	37	140	0.012
08:00 - 09:00	37	140	0.001	**37**	**140**	**0.024**	37	140	0.025
09:00 - 10:00	37	140	0.002	37	140	0.010	37	140	0.012
10:00 - 11:00	37	140	0.005	37	140	0.004	37	140	0.009
11:00 - 12:00	37	140	0.003	37	140	0.004	37	140	0.007
12:00 - 13:00	37	140	0.004	37	140	0.005	37	140	0.009
13:00 - 14:00	37	140	0.002	37	140	0.004	37	140	0.006
14:00 - 15:00	37	140	0.004	37	140	0.003	37	140	0.007
15:00 - 16:00	**37**	**140**	**0.019**	37	140	0.007	**37**	**140**	**0.026**
16:00 - 17:00	37	140	0.013	37	140	0.004	37	140	0.017
17:00 - 18:00	37	140	0.009	37	140	0.002	37	140	0.011
18:00 - 19:00	37	140	0.012	37	140	0.003	37	140	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.082			0.156

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.001	37	140	0.009	**37**	**140**	**0.010**
08:00 - 09:00	37	140	0.000	**37**	**140**	**0.009**	37	140	0.009
09:00 - 10:00	37	140	0.000	37	140	0.003	37	140	0.003
10:00 - 11:00	37	140	0.000	37	140	0.002	37	140	0.002
11:00 - 12:00	37	140	0.000	37	140	0.001	37	140	0.001
12:00 - 13:00	37	140	0.001	37	140	0.001	37	140	0.002
13:00 - 14:00	37	140	0.001	37	140	0.000	37	140	0.001
14:00 - 15:00	37	140	0.001	37	140	0.000	37	140	0.001
15:00 - 16:00	37	140	0.003	37	140	0.001	37	140	0.004
16:00 - 17:00	37	140	0.004	37	140	0.000	37	140	0.004
17:00 - 18:00	**37**	**140**	**0.008**	37	140	0.001	37	140	0.009
18:00 - 19:00	37	140	0.007	37	140	0.001	37	140	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.028			0.054

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.000	37	140	0.000	37	140	0.000
08:00 - 09:00	37	140	0.000	**37**	**140**	**0.002**	**37**	**140**	**0.002**
09:00 - 10:00	37	140	0.000	37	140	0.000	37	140	0.000
10:00 - 11:00	37	140	0.000	37	140	0.000	37	140	0.000
11:00 - 12:00	37	140	0.000	37	140	0.000	37	140	0.000
12:00 - 13:00	37	140	0.000	37	140	0.000	37	140	0.000
13:00 - 14:00	37	140	0.000	37	140	0.000	37	140	0.000
14:00 - 15:00	37	140	0.001	37	140	0.000	37	140	0.001
15:00 - 16:00	**37**	**140**	**0.001**	37	140	0.000	37	140	0.001
16:00 - 17:00	37	140	0.000	37	140	0.000	37	140	0.000
17:00 - 18:00	37	140	0.000	37	140	0.000	37	140	0.000
18:00 - 19:00	37	140	0.000	37	140	0.000	37	140	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.001	37	140	0.021	37	140	0.022
08:00 - 09:00	37	140	0.001	**37**	**140**	**0.034**	**37**	**140**	**0.035**
09:00 - 10:00	37	140	0.002	37	140	0.013	37	140	0.015
10:00 - 11:00	37	140	0.005	37	140	0.006	37	140	0.011
11:00 - 12:00	37	140	0.004	37	140	0.005	37	140	0.009
12:00 - 13:00	37	140	0.005	37	140	0.007	37	140	0.012
13:00 - 14:00	37	140	0.003	37	140	0.004	37	140	0.007
14:00 - 15:00	37	140	0.006	37	140	0.004	37	140	0.010
15:00 - 16:00	**37**	**140**	**0.022**	37	140	0.007	37	140	0.029
16:00 - 17:00	37	140	0.017	37	140	0.004	37	140	0.021
17:00 - 18:00	37	140	0.017	37	140	0.003	37	140	0.020
18:00 - 19:00	37	140	0.019	37	140	0.004	37	140	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.112			0.214

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.100	37	140	0.483	37	140	0.583
08:00 - 09:00	37	140	0.195	**37**	**140**	**0.784**	**37**	**140**	**0.979**
09:00 - 10:00	37	140	0.232	37	140	0.337	37	140	0.569
10:00 - 11:00	37	140	0.204	37	140	0.282	37	140	0.486
11:00 - 12:00	37	140	0.219	37	140	0.265	37	140	0.484
12:00 - 13:00	37	140	0.282	37	140	0.266	37	140	0.548
13:00 - 14:00	37	140	0.290	37	140	0.278	37	140	0.568
14:00 - 15:00	37	140	0.308	37	140	0.319	37	140	0.627
15:00 - 16:00	37	140	0.556	37	140	0.314	37	140	0.870
16:00 - 17:00	37	140	0.559	37	140	0.306	37	140	0.865
17:00 - 18:00	**37**	**140**	**0.655**	37	140	0.286	37	140	0.941
18:00 - 19:00	37	140	0.538	37	140	0.330	37	140	0.868
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.138			4.250			8.388

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.045	37	140	0.225	37	140	0.270
08:00 - 09:00	37	140	0.084	**37**	**140**	**0.296**	37	140	0.380
09:00 - 10:00	37	140	0.106	37	140	0.131	37	140	0.237
10:00 - 11:00	37	140	0.085	37	140	0.113	37	140	0.198
11:00 - 12:00	37	140	0.096	37	140	0.106	37	140	0.202
12:00 - 13:00	37	140	0.118	37	140	0.116	37	140	0.234
13:00 - 14:00	37	140	0.121	37	140	0.111	37	140	0.232
14:00 - 15:00	37	140	0.129	37	140	0.141	37	140	0.270
15:00 - 16:00	37	140	0.196	37	140	0.121	37	140	0.317
16:00 - 17:00	37	140	0.211	37	140	0.119	37	140	0.330
17:00 - 18:00	**37**	**140**	**0.270**	37	140	0.116	**37**	**140**	**0.386**
18:00 - 19:00	37	140	0.244	37	140	0.135	37	140	0.379
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.705			1.730			3.435

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.014	**37**	**140**	**0.025**	37	140	0.039
08:00 - 09:00	37	140	0.016	37	140	0.021	37	140	0.037
09:00 - 10:00	37	140	0.021	37	140	0.019	37	140	0.040
10:00 - 11:00	37	140	0.021	37	140	0.021	37	140	0.042
11:00 - 12:00	37	140	0.015	37	140	0.020	37	140	0.035
12:00 - 13:00	37	140	0.022	37	140	0.018	37	140	0.040
13:00 - 14:00	37	140	0.023	37	140	0.023	**37**	**140**	**0.046**
14:00 - 15:00	37	140	0.018	37	140	0.019	37	140	0.037
15:00 - 16:00	37	140	0.020	37	140	0.019	37	140	0.039
16:00 - 17:00	37	140	0.022	37	140	0.021	37	140	0.043
17:00 - 18:00	**37**	**140**	**0.029**	37	140	0.016	37	140	0.045
18:00 - 19:00	37	140	0.015	37	140	0.013	37	140	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.236			0.235			0.471

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	140	0.000	37	140	0.002	37	140	0.002
08:00 - 09:00	37	140	0.000	**37**	**140**	**0.002**	37	140	0.002
09:00 - 10:00	37	140	0.001	37	140	0.001	37	140	0.002
10:00 - 11:00	37	140	0.001	37	140	0.000	37	140	0.001
11:00 - 12:00	37	140	0.001	37	140	0.001	37	140	0.002
12:00 - 13:00	37	140	0.000	37	140	0.001	37	140	0.001
13:00 - 14:00	37	140	0.001	37	140	0.001	37	140	0.002
14:00 - 15:00	37	140	0.001	37	140	0.002	37	140	0.003
15:00 - 16:00	37	140	0.001	37	140	0.001	37	140	0.002
16:00 - 17:00	**37**	**140**	**0.003**	37	140	0.002	**37**	**140**	**0.005**
17:00 - 18:00	37	140	0.002	37	140	0.001	37	140	0.003
18:00 - 19:00	37	140	0.001	37	140	0.001	37	140	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.015			0.027

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

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

APPENDIX H: TRIP DISTRIBUTION

MSOA_Name	Local Authority District	County	MSOA_Code	Outward Trips	Route Assignment
Bromley 028	Bromley	Greater London	E02000154	1	D
Hillingdon 003	Hillingdon	Greater London	E02000496	1	D
Hounslow 006	Hounslow	Greater London	E02000531	1	D
Richmond upon Thames 011	Richmond upon Thames	Greater London	E02000794	1	D
Manchester 053	Manchester	Greater Manchester	E02001097	2	A
Wigan 008	Wigan	Greater Manchester	E02001294	1	A
Sheffield 022	Sheffield	South Yorkshire	E02001632	1	A
Birmingham 028	Birmingham	West Midlands	E02001854	1	M
Birmingham 029	Birmingham	West Midlands	E02001855	1	M
Birmingham 030	Birmingham	West Midlands	E02001856	1	M
Birmingham 043	Birmingham	West Midlands	E02001869	2	M
Birmingham 069	Birmingham	West Midlands	E02001895	1	M
Birmingham 081	Birmingham	West Midlands	E02001907	1	M
Birmingham 108	Birmingham	West Midlands	E02001934	1	M
Coventry 001	Coventry	West Midlands	E02001958	4	D/M
Coventry 002	Coventry	West Midlands	E02001959	6	M
Coventry 004	Coventry	West Midlands	E02001961	2	D/M
Coventry 005	Coventry	West Midlands	E02001962	2	D/M
Coventry 007	Coventry	West Midlands	E02001964	3	D/M
Coventry 008	Coventry	West Midlands	E02001965	6	D/M
Coventry 009	Coventry	West Midlands	E02001966	5	D/M
Coventry 010	Coventry	West Midlands	E02001967	1	M
Coventry 011	Coventry	West Midlands	E02001968	2	D/M
Coventry 015	Coventry	West Midlands	E02001972	2	D/M
Coventry 017	Coventry	West Midlands	E02001974	2	M
Coventry 018	Coventry	West Midlands	E02001975	1	D/M
Coventry 019	Coventry	West Midlands	E02001976	22	D/M
Coventry 024	Coventry	West Midlands	E02001981	4	D/M
Coventry 028	Coventry	West Midlands	E02001985	3	M
Coventry 029	Coventry	West Midlands	E02001986	1	M
Coventry 031	Coventry	West Midlands	E02001988	11	M
Coventry 032	Coventry	West Midlands	E02001989	1	M
Coventry 033	Coventry	West Midlands	E02001990	2	D/M
Coventry 034	Coventry	West Midlands	E02001991	3	M
Coventry 035	Coventry	West Midlands	E02001992	8	M
Coventry 036	Coventry	West Midlands	E02001993	10	M
Coventry 037	Coventry	West Midlands	E02001994	1	M
Coventry 038	Coventry	West Midlands	E02001995	7	M
Coventry 039	Coventry	West Midlands	E02001996	3	M
Coventry 042	Coventry	West Midlands	E02001999	3	M
Dudley 035	Dudley	West Midlands	E02002034	3	M
Sandwell 016	Sandwell	West Midlands	E02002058	1	M
Solihull 009	Solihull	West Midlands	E02002089	3	M
Solihull 015	Solihull	West Midlands	E02002095	1	M
Solihull 018	Solihull	West Midlands	E02002098	1	M
Solihull 019	Solihull	West Midlands	E02002099	4	M
Walsall 025	Walsall	West Midlands	E02002134	1	H/M
Walsall 033	Walsall	West Midlands	E02002142	1	H/M
Walsall 038	Walsall	West Midlands	E02002147	1	H/M
Bradford 030	Bradford	West Yorkshire	E02002212	1	A
Leeds 041	Leeds	West Yorkshire	E02002370	1	A
Wakefield 013	Wakefield	West Yorkshire	E02002450	2	A
Wakefield 027	Wakefield	West Yorkshire	E02002464	1	A
Derby 017	Derby	Derby	E02002812	1	A
Derby 021	Derby	Derby	E02002816	1	A
Derby 029	Derby	Derby	E02002824	1	A
Leicester 001	Leicester	Leicester	E02002827	3	A
Leicester 002	Leicester	Leicester	E02002828	4	A
Leicester 003	Leicester	Leicester	E02002829	2	A
Leicester 004	Leicester	Leicester	E02002830	10	A
Leicester 006	Leicester	Leicester	E02002832	2	A
Leicester 008	Leicester	Leicester	E02002834	3	A
Leicester 010	Leicester	Leicester	E02002836	1	A
Leicester 012	Leicester	Leicester	E02002838	1	A
Leicester 017	Leicester	Leicester	E02002843	2	A
Leicester 018	Leicester	Leicester	E02002844	6	A
Leicester 019	Leicester	Leicester	E02002845	6	A
Leicester 020	Leicester	Leicester	E02002846	2	A
Leicester 021	Leicester	Leicester	E02002847	2	A
Leicester 022	Leicester	Leicester	E02002848	1	A
Leicester 023	Leicester	Leicester	E02002849	3	A
Leicester 025	Leicester	Leicester	E02002851	1	A
Leicester 026	Leicester	Leicester	E02002852	2	A
Leicester 027	Leicester	Leicester	E02002853	2	A
Leicester 028	Leicester	Leicester	E02002854	4	A
Leicester 030	Leicester	Leicester	E02002856	10	A
Leicester 031	Leicester	Leicester	E02002857	3	A
Leicester 032	Leicester	Leicester	E02002858	1	A
Leicester 034	Leicester	Leicester	E02002860	3	A
Nottingham 022	Nottingham	Nottingham	E02002889	1	A
Nottingham 029	Nottingham	Nottingham	E02002896	1	A
Telford and Wrekin 009	Telford and Wrekin	Telford and Wrekin	E02002936	1	H/M
Telford and Wrekin 016	Telford and Wrekin	Telford and Wrekin	E02002943	1	H/M
Thurrock 002	Thurrock	Thurrock	E02003297	1	D
West Berkshire 019	West Berkshire	West Berkshire	E02003385	1	M

Reading 011	Reading	Reading	E02003399	2	M
Milton Keynes 005	Milton Keynes	Milton Keynes	E02003463	1	D
Milton Keynes 014	Milton Keynes	Milton Keynes	E02003472	1	D
Milton Keynes 023	Milton Keynes	Milton Keynes	E02003481	1	D
Central Bedfordshire 004	Central Bedfordshire	Central Bedfordshire	E02003602	1	D
East Cambridgeshire 007	East Cambridgeshire	Cambridgeshire	E02003738	2	D
Erewash 006	Erewash	Derbyshire	E02004083	1	A
Erewash 012	Erewash	Derbyshire	E02004089	1	A
South Derbyshire 006	South Derbyshire	Derbyshire	E02004123	1	A
East Devon 006	East Devon	Devon	E02004134	2	M
Teignbridge 015	Teignbridge	Devon	E02004215	2	M
Colchester 002	Colchester	Essex	E02004507	1	D
Cotswold 009	Cotswold	Gloucestershire	E02004623	1	M
Gloucester 007	Gloucester	Gloucestershire	E02004642	1	M
New Forest 019	New Forest	Hampshire	E02004797	1	M
Rushmoor 008	Rushmoor	Hampshire	E02004809	1	D
St Albans 017	St Albans	Hertfordshire	E02004940	1	D
Watford 009	Watford	Hertfordshire	E02004976	1	D
Welwyn Hatfield 011	Welwyn Hatfield	Hertfordshire	E02004990	1	D
Blaby 003	Blaby	Leicestershire	E02005335	2	A
Blaby 004	Blaby	Leicestershire	E02005336	16	A
Blaby 005	Blaby	Leicestershire	E02005337	2	A
Blaby 006	Blaby	Leicestershire	E02005338	40	B
Blaby 007	Blaby	Leicestershire	E02005339	12	B
Blaby 008	Blaby	Leicestershire	E02005340	2	B
Blaby 009	Blaby	Leicestershire	E02005341	4	B
Blaby 010	Blaby	Leicestershire	E02005342	10	B
Blaby 012	Blaby	Leicestershire	E02005344	24	B
Charnwood 002	Charnwood	Leicestershire	E02005346	1	A
Charnwood 003	Charnwood	Leicestershire	E02005347	2	A
Charnwood 007	Charnwood	Leicestershire	E02005351	1	A
Charnwood 008	Charnwood	Leicestershire	E02005352	4	A
Charnwood 009	Charnwood	Leicestershire	E02005353	1	A
Charnwood 010	Charnwood	Leicestershire	E02005354	1	A
Charnwood 012	Charnwood	Leicestershire	E02005356	1	A
Charnwood 015	Charnwood	Leicestershire	E02005359	1	A
Charnwood 017	Charnwood	Leicestershire	E02005361	3	A
Charnwood 021	Charnwood	Leicestershire	E02005365	1	A
Charnwood 022	Charnwood	Leicestershire	E02005366	2	A
Harborough 003	Harborough	Leicestershire	E02005369	1	B
Harborough 004	Harborough	Leicestershire	E02005370	9	B
Harborough 005	Harborough	Leicestershire	E02005371	4	B
Harborough 006	Harborough	Leicestershire	E02005372	60	B
Harborough 007	Harborough	Leicestershire	E02005373	1	B
Harborough 008	Harborough	Leicestershire	E02005374	3	B
Harborough 009	Harborough	Leicestershire	E02005375	4	B
Harborough 010	Harborough	Leicestershire	E02005376	23	D
Hinckley and Bosworth 001	Hinckley and Bosworth	Leicestershire	E02005377	5	A
Hinckley and Bosworth 003	Hinckley and Bosworth	Leicestershire	E02005379	2	A
Hinckley and Bosworth 004	Hinckley and Bosworth	Leicestershire	E02005380	22	J
Hinckley and Bosworth 005	Hinckley and Bosworth	Leicestershire	E02005381	12	K
Hinckley and Bosworth 006	Hinckley and Bosworth	Leicestershire	E02005382	20	K
Hinckley and Bosworth 007	Hinckley and Bosworth	Leicestershire	E02005383	31	K
Hinckley and Bosworth 008	Hinckley and Bosworth	Leicestershire	E02005384	24	J
Hinckley and Bosworth 009	Hinckley and Bosworth	Leicestershire	E02005385	53	K
Hinckley and Bosworth 010	Hinckley and Bosworth	Leicestershire	E02005386	156	J
Hinckley and Bosworth 011	Hinckley and Bosworth	Leicestershire	E02005387	115	I
Hinckley and Bosworth 012	Hinckley and Bosworth	Leicestershire	E02005388	61	I
Hinckley and Bosworth 013	Hinckley and Bosworth	Leicestershire	E02005389	46	N
Hinckley and Bosworth 014	Hinckley and Bosworth	Leicestershire	E02005390	88	N
Melton 004	Melton	Leicestershire	E02005394	1	A
Melton 005	Melton	Leicestershire	E02005395	1	A
North West Leicestershire 001	North West Leicestershire	Leicestershire	E02005397	1	A
North West Leicestershire 002	North West Leicestershire	Leicestershire	E02005398	1	A
North West Leicestershire 003	North West Leicestershire	Leicestershire	E02005399	5	A
North West Leicestershire 005	North West Leicestershire	Leicestershire	E02005401	1	A
North West Leicestershire 010	North West Leicestershire	Leicestershire	E02005406	10	A
North West Leicestershire 011	North West Leicestershire	Leicestershire	E02005407	2	A
North West Leicestershire 012	North West Leicestershire	Leicestershire	E02005408	3	J
North West Leicestershire 013	North West Leicestershire	Leicestershire	E02005409	14	J
Oadby and Wigston 003	Oadby and Wigston	Leicestershire	E02005412	4	A
Oadby and Wigston 005	Oadby and Wigston	Leicestershire	E02005414	4	B
Oadby and Wigston 006	Oadby and Wigston	Leicestershire	E02005415	5	B
Lincoln 004	Lincoln	Lincolnshire	E02005445	2	A
South Holland 009	South Holland	Lincolnshire	E02005473	1	A
Corby 003	Corby	Northamptonshire	E02005614	2	B
Daventry 001	Daventry	Northamptonshire	E02005619	2	D
Daventry 002	Daventry	Northamptonshire	E02005620	3	D
Daventry 003	Daventry	Northamptonshire	E02005621	9	D
Daventry 006	Daventry	Northamptonshire	E02005624	2	D
Daventry 008	Daventry	Northamptonshire	E02005626	1	D
Kettering 001	Kettering	Northamptonshire	E02005639	2	B
Kettering 007	Kettering	Northamptonshire	E02005645	1	D
Kettering 009	Kettering	Northamptonshire	E02005647	1	D
Northampton 002	Northampton	Northamptonshire	E02005651	3	D
Northampton 015	Northampton	Northamptonshire	E02005664	1	D
Northampton 017	Northampton	Northamptonshire	E02005666	2	D

Northampton 018	Northampton	Northamptonshire	E02005667	1	D
Northampton 024	Northampton	Northamptonshire	E02005673	1	D
Northampton 025	Northampton	Northamptonshire	E02005674	2	D
Northampton 028	Northampton	Northamptonshire	E02005677	2	D
Wellingborough 002	Wellingborough	Northamptonshire	E02005693	1	D
Wellingborough 008	Wellingborough	Northamptonshire	E02005699	1	D
Harrogate 003	Harrogate	North Yorkshire	E02005763	1	A
Selby 010	Selby	North Yorkshire	E02005818	1	A
Ashfield 013	Ashfield	Nottinghamshire	E02005831	1	A
Bassetlaw 009	Bassetlaw	Nottinghamshire	E02005843	1	A
Broxtowe 013	Broxtowe	Nottinghamshire	E02005862	1	A
Newark and Sherwood 007	Newark and Sherwood	Nottinghamshire	E02005899	1	A
Cherwell 003	Cherwell	Oxfordshire	E02005923	1	D
Cherwell 004	Cherwell	Oxfordshire	E02005924	1	D
Oxford 006	Oxford	Oxfordshire	E02005945	1	M
West Oxfordshire 002	West Oxfordshire	Oxfordshire	E02005994	1	M
West Oxfordshire 004	West Oxfordshire	Oxfordshire	E02005996	1	M
Shropshire 015	Shropshire	Shropshire	E02006029	2	H/M
South Somerset 006	South Somerset	Somerset	E02006080	1	M
Cannock Chase 011	Cannock Chase	Staffordshire	E02006128	1	H
East Staffordshire 011	East Staffordshire	Staffordshire	E02006141	2	A
Lichfield 002	Lichfield	Staffordshire	E02006147	1	H
Lichfield 012	Lichfield	Staffordshire	E02006157	1	H
Stafford 004	Stafford	Staffordshire	E02006191	1	H
Tamworth 002	Tamworth	Staffordshire	E02006218	1	H
Tamworth 003	Tamworth	Staffordshire	E02006219	1	H
Tamworth 005	Tamworth	Staffordshire	E02006221	1	H
St Edmundsbury 006	St Edmundsbury	Suffolk	E02006278	1	D
Runnymede 005	Runnymede	Surrey	E02006397	1	D
Runnymede 006	Runnymede	Surrey	E02006398	1	D
North Warwickshire 001	North Warwickshire	Warwickshire	E02006468	2	H
North Warwickshire 002	North Warwickshire	Warwickshire	E02006469	2	H
North Warwickshire 003	North Warwickshire	Warwickshire	E02006470	8	H
North Warwickshire 004	North Warwickshire	Warwickshire	E02006471	1	H
North Warwickshire 005	North Warwickshire	Warwickshire	E02006472	6	H
North Warwickshire 006	North Warwickshire	Warwickshire	E02006473	3	M
Nuneaton and Bedworth 001	Nuneaton and Bedworth	Warwickshire	E02006475	2	G
Nuneaton and Bedworth 003	Nuneaton and Bedworth	Warwickshire	E02006477	12	G
Nuneaton and Bedworth 005	Nuneaton and Bedworth	Warwickshire	E02006479	16	G
Nuneaton and Bedworth 006	Nuneaton and Bedworth	Warwickshire	E02006480	1	G
Nuneaton and Bedworth 007	Nuneaton and Bedworth	Warwickshire	E02006481	2	G
Nuneaton and Bedworth 008	Nuneaton and Bedworth	Warwickshire	E02006482	27	G
Nuneaton and Bedworth 009	Nuneaton and Bedworth	Warwickshire	E02006483	4	G
Nuneaton and Bedworth 010	Nuneaton and Bedworth	Warwickshire	E02006484	3	G
Nuneaton and Bedworth 011	Nuneaton and Bedworth	Warwickshire	E02006485	14	G
Nuneaton and Bedworth 013	Nuneaton and Bedworth	Warwickshire	E02006487	7	D/M
Nuneaton and Bedworth 014	Nuneaton and Bedworth	Warwickshire	E02006488	3	D
Nuneaton and Bedworth 015	Nuneaton and Bedworth	Warwickshire	E02006489	9	D/M
Nuneaton and Bedworth 016	Nuneaton and Bedworth	Warwickshire	E02006490	1	D/M
Rugby 001	Rugby	Warwickshire	E02006492	49	D
Rugby 002	Rugby	Warwickshire	E02006493	4	D
Rugby 003	Rugby	Warwickshire	E02006494	6	D
Rugby 004	Rugby	Warwickshire	E02006495	4	D/M
Rugby 005	Rugby	Warwickshire	E02006496	3	D
Rugby 006	Rugby	Warwickshire	E02006497	1	D
Rugby 007	Rugby	Warwickshire	E02006498	1	D
Rugby 009	Rugby	Warwickshire	E02006500	5	D
Rugby 010	Rugby	Warwickshire	E02006501	1	D
Rugby 012	Rugby	Warwickshire	E02006503	2	D
Stratford-on-Avon 003	Stratford-on-Avon	Warwickshire	E02006506	1	M
Stratford-on-Avon 006	Stratford-on-Avon	Warwickshire	E02006509	1	M
Stratford-on-Avon 008	Stratford-on-Avon	Warwickshire	E02006511	1	M
Stratford-on-Avon 009	Stratford-on-Avon	Warwickshire	E02006512	1	M
Stratford-on-Avon 011	Stratford-on-Avon	Warwickshire	E02006514	1	M
Stratford-on-Avon 013	Stratford-on-Avon	Warwickshire	E02006516	4	M
Warwick 001	Warwick	Warwickshire	E02006519	1	M
Warwick 002	Warwick	Warwickshire	E02006520	1	M
Warwick 003	Warwick	Warwickshire	E02006521	1	M
Warwick 005	Warwick	Warwickshire	E02006523	8	M
Warwick 007	Warwick	Warwickshire	E02006525	1	M
Warwick 008	Warwick	Warwickshire	E02006526	3	M
Warwick 009	Warwick	Warwickshire	E02006527	1	M
Warwick 010	Warwick	Warwickshire	E02006528	3	M
Warwick 011	Warwick	Warwickshire	E02006529	5	M
Warwick 012	Warwick	Warwickshire	E02006530	20	M
Leicester 038	Leicester	Leicester	E02006817	1	A
Leicester 039	Leicester	Leicester	E02006819	4	A
Blaby 013	Blaby	Leicestershire	E02006820	7	A
Leicester 040	Leicester	Leicester	E02006850	27	A
Leicester 041	Leicester	Leicester	E02006851	30	A
Birmingham 136	Birmingham	West Midlands	E02006897	1	M
Birmingham 138	Birmingham	West Midlands	E02006899	2	M
Oadby and Wigston 009	Oadby and Wigston	Leicestershire	E02006911	3	A
Rhondda Cynon Taf 031	Rhondda Cynon Taf	Wales	W02000282	1	M
Newport 009	Newport	Wales	W02000355	1	M

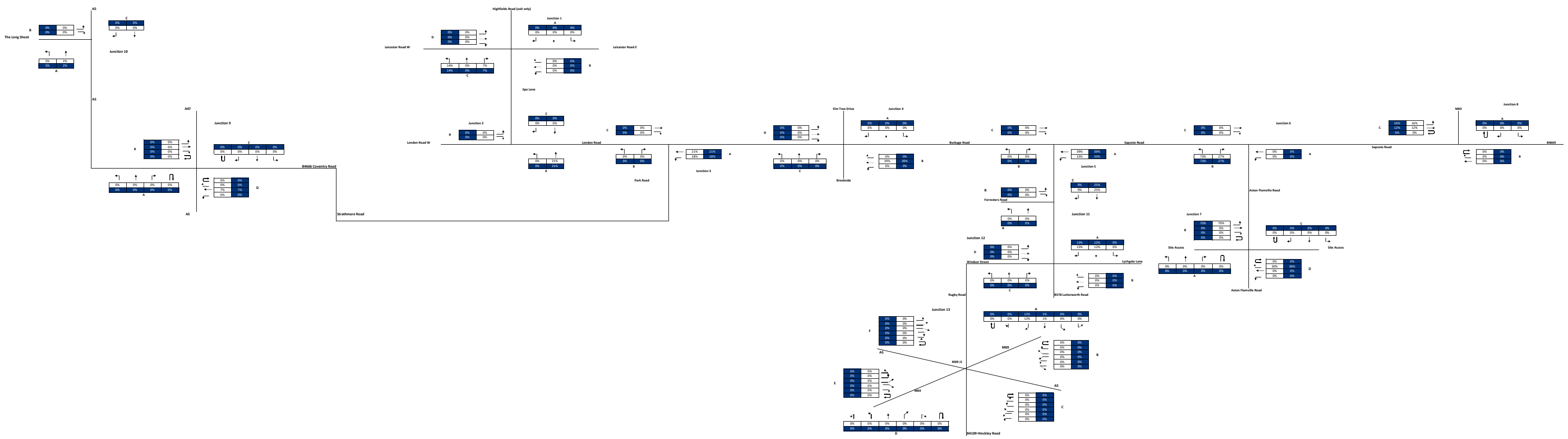
Route	Description	Total	%
A	M69 J2 North	245	16%
B	B4669 Hinckley Road	187	12%
C	Aston Lane	0	0%
D	B578 Hinckley Road	189	12%
E	Rugby Road	0	0%
F	A5 East	0	0%
G	Long Shoot	81	5%
H	A5 Watling Street	30	2%
I	Westfield Road	176	11%
J	B590 Leicester Road	219	14%
K	B4668 Leicester Road	116	7%
L	Lychgate Lane	0	0%
M	Windsor Street	198	13%
N	Forresters Road	134	9%
		1574	100%

Windsor Street Breakdown:

M1	M69 J1 South	190	12%
M2	B4109 Hinckley Road	8	1%

KEY

x	Morning Peak Hour
x	Evening Peak Hour



Junction 1 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	7%	0%	14%
D	0%	0%	0%	0%

Junction 1 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	7%	0%	14%
D	0%	0%	0%	0%

Junction 2 - AM

	A	B	C
A	0%	0%	21%
B	0%	0%	0%
C	0%	0%	0%

Junction 2 - PM

	A	B	C
A	0%	0%	21%
B	0%	0%	0%
C	0%	0%	0%

Junction 3 - AM

	A	B	C
A	0%	18%	21%
B	0%	0%	0%
C	0%	0%	0%

Junction 3 - PM

	A	B	C
A	0%	18%	21%
B	0%	0%	0%
C	0%	0%	0%

Junction 4 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	39%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 4 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	39%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 5 - AM

	A	B	C
A	0%	33%	39%
B	0%	0%	0%
C	0%	0%	0%

Junction 5 - PM

	A	B	C
A	0%	33%	39%
B	0%	0%	0%
C	0%	0%	0%

Junction 6 - AM

	A	B	C
A	0%	0%	0%
B	27%	0%	73%
C	0%	0%	0%

Junction 6 - PM

	A	B	C
A	0%	0%	0%
B	27%	0%	73%
C	0%	0%	0%

Junction 7 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	70%	0%
C	0%	0%	0%	0%
D	0%	0%	30%	0%

Junction 7 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	70%	0%
C	0%	0%	0%	0%
D	0%	0%	30%	0%

Junction 8 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	16%	12%	0%

Circulatory Flow
12%

Junction 8 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	16%	12%	0%

Circulatory Flow
12%

Junction 9 - AM

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

Junction 9 - PM

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

Junction 10 - AM

	A	B	C
A	0%	5%	2%
B	0%	0%	0%
C	0%	0%	0%

Junction 10 - PM

	A	B	C
A	0%	5%	2%
B	0%	0%	0%
C	0%	0%	0%

Junction 11 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	25%	9%	0%

Junction 11 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	25%	9%	0%

Junction 12 - AM

	A	B	C	D
A	0%	0%	12%	13%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 12 - PM

	A	B	C	D
A	0%	0%	12%	13%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	0%	0%	0%

Junction 13 - AM

	A	B	C	D	E	F
A	0%	0%	0%	1%	12%	0%
B	0%	0%	0%	0%	0%	0%
C	0%	0%	0%	0%	0%	0%
D	0%	0%	0%	0%	0%	0%
E	0%	0%	0%	0%	0%	0%
F	0%	0%	0%	0%	0%	0%

Junction 13 - PM

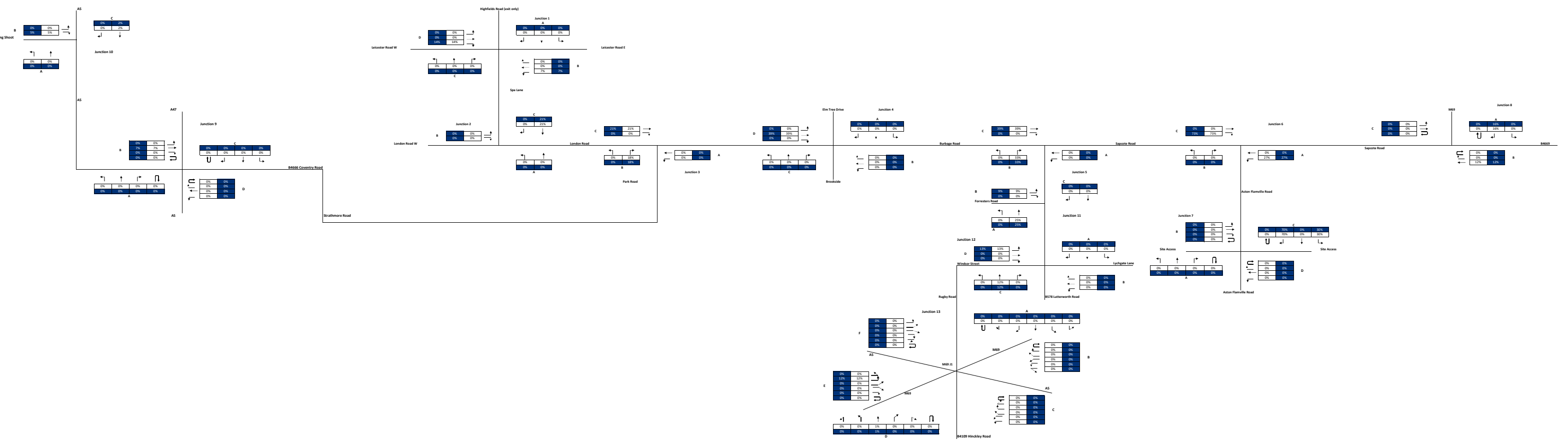
	A	B	C	D	E	F
A	0%	0%	0%	1%	12%	0%
B	0%	0%	0%	0%	0%	0%
C	0%	0%	0%	0%	0%	0%
D	0%	0%	0%	0%	0%	0%
E	0%	0%	0%	0%	0%	0%
F	0%	0%	0%	0%	0%	0%

Trip Distribution (Departures)
AM and PM Peak Hours

KEY

x Morning Peak Hour

x Evening Peak Hour



Junction 1 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	7%	0%
C	0%	0%	0%	0%
D	0%	0%	14%	0%

Junction 1 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	7%	0%
C	0%	0%	0%	0%
D	0%	0%	14%	0%

Junction 2 - AM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	21%	0%	0%

Junction 2 - PM

	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	21%	0%	0%

Junction 3 - AM

	A	B	C
A	0%	0%	0%
B	18%	0%	0%
C	21%	0%	0%

Junction 3 - PM

	A	B	C
A	0%	0%	0%
B	18%	0%	0%
C	21%	0%	0%

Junction 4 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	39%	0%	0%

Junction 4 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	0%	0%	0%
D	0%	39%	0%	0%

Junction 5 - AM

	A	B	C
A	0%	0%	0%
B	33%	0%	0%
C	39%	0%	0%

Junction 5 - PM

	A	B	C
A	0%	0%	0%
B	33%	0%	0%
C	39%	0%	0%

Junction 6 - AM

	A	B	C
A	0%	27%	0%
B	0%	0%	0%
C	0%	73%	0%

Junction 6 - PM

	A	B	C
A	0%	27%	0%
B	0%	0%	0%
C	0%	73%	0%

Junction 7 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	70%	0%	30%
D	0%	0%	0%	0%

Junction 7 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	0%	70%	0%	30%
D	0%	0%	0%	0%

Junction 8 - AM

	A	B	C
A	0%	0%	16%
B	0%	0%	12%
C	0%	0%	0%

Circulatory Flow
0%

Junction 8 - PM

	A	B	C
A	0%	0%	16%
B	0%	0%	12%
C	0%	0%	0%

Circulatory Flow
0%

Junction 9 - AM

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

Junction 9 - PM

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

Junction 10 - AM

	A	B	C
A	0%	0%	0%
B	5%	0%	0%
C	2%	0%	0%

Junction 10 - PM

	A	B	C
A	0%	0%	0%
B	5%	0%	0%
C	2%	0%	0%

Junction 11 - AM

	A	B	C
A	0%	0%	25%
B	0%	0%	9%
C	0%	0%	0%

Junction 11 - PM

	A	B	C
A	0%	0%	25%
B	0%	0%	9%
C	0%	0%	0%

Junction 12 - AM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	12%	0%	0%	0%
D	13%	0%	0%	0%

Junction 12 - PM

	A	B	C	D
A	0%	0%	0%	0%
B	0%	0%	0%	0%
C	12%	0%	0%	0%
D	13%	0%	0%	0%

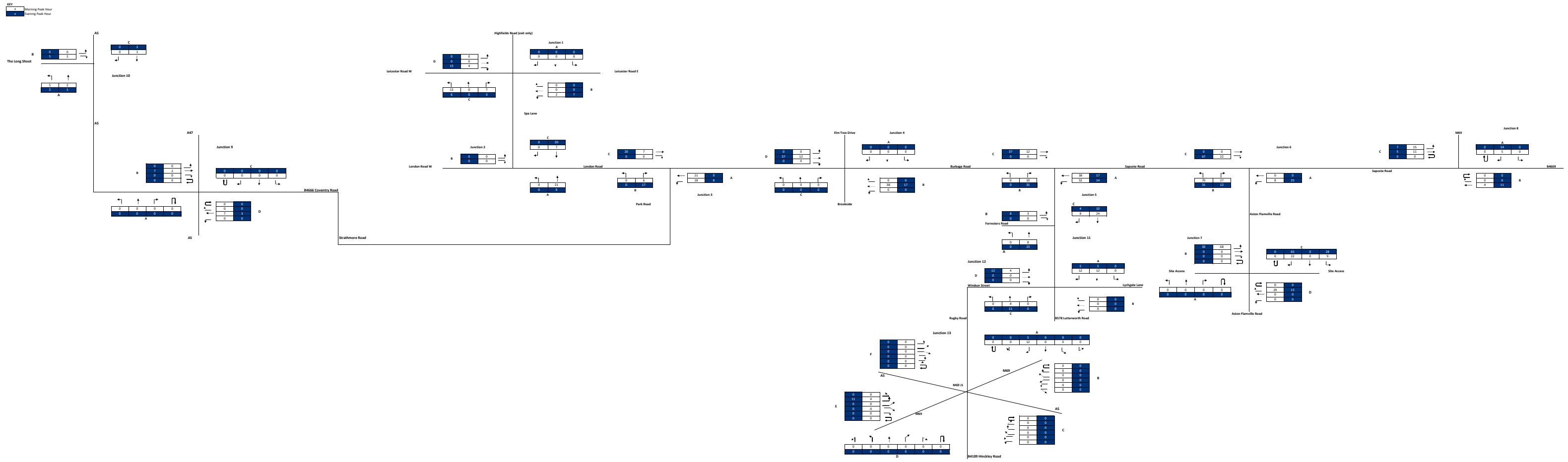
Junction 13 - AM

	A	B	C	D	E	F
A	0%	0%	0%	0%	0%	0%
B	0%	0%	0%	0%	0%	0%
C	0%	0%	0%	0%	0%	0%
D	1%	0%	0%	0%	0%	0%
E	12%	0%	0%	0%	0%	0%
F	0%	0%	0%	0%	0%	0%

Junction 13 - PM

	A	B	C	D	E	F
A	0%	0%	0%	0%	0%	0%
B	0%	0%	0%	0%	0%	0%
C	0%	0%	0%	0%	0%	0%
D	1%	0%	0%	0%	0%	0%
E	12%	0%	0%	0%	0%	0%
F	0%	0%	0%	0%	0%	0%

Trip Distribution (Arrivals)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	2	0
C	0	7	0	13
D	0	0	4	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	7	0
C	0	3	0	6
D	0	0	13	0

Junction 2 - AM

	A	B	C
A	0	0	21
B	0	0	0
C	7	0	0

Junction 2 - PM

	A	B	C
A	0	0	9
B	0	0	0
C	20	0	0

Junction 3 - AM

	A	B	C
A	0	18	21
B	6	0	0
C	7	0	0

Junction 3 - PM

	A	B	C
A	0	8	9
B	17	0	0
C	20	0	0

Junction 4 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	38
C	0	0	0	0
D	0	12	0	0

Junction 4 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	17
C	0	0	0	0
D	0	37	0	0

Junction 5 - AM

	A	B	C
A	0	32	38
B	10	0	0
C	12	0	0

Junction 5 - PM

	A	B	C
A	0	14	17
B	31	0	0
C	37	0	0

Junction 6 - AM

	A	B	C
A	0	8	0
B	27	0	70
C	0	22	0

Junction 6 - PM

	A	B	C
A	0	25	0
B	12	0	31
C	0	67	0

Junction 7 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	68	0
C	0	22	0	9
D	0	0	29	0

Junction 7 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	30	0
C	0	65	0	28
D	0	0	13	0

Junction 8 - AM

	A	B	C
A	0	0	5
B	0	0	4
C	15	11	0

Circulatory Flow 11

Junction 8 - PM

	A	B	C
A	0	0	14
B	0	0	11
C	7	5	0

Circulatory Flow 5

Junction 9 - AM

	A	B	C	D
A	0	0	0	0
B	0	0	0	2
C	0	0	0	0
D	0	7	0	0

Junction 9 - PM

	A	B	C	D
A	0	0	0	0
B	0	0	0	7
C	0	0	0	0
D	0	3	0	0

Junction 10 - AM

	A	B	C
A	0	5	2
B	2	0	0
C	1	0	0

Junction 10 - PM

	A	B	C
A	0	2	1
B	5	0	0
C	2	0	0

Junction 11 - AM

	A	B	C
A	0	0	8
B	0	0	3
C	24	8	0

Junction 11 - PM

	A	B	C
A	0	0	23
B	0	0	8
C	10	4	0

Junction 12 - AM

	A	B	C	D
A	0	0	12	12
B	0	0	0	0
C	4	0	0	0
D	4	0	0	0

Junction 12 - PM

	A	B	C	D
A	0	0	5	5
B	0	0	0	0
C	11	0	0	0
D	12	0	0	0

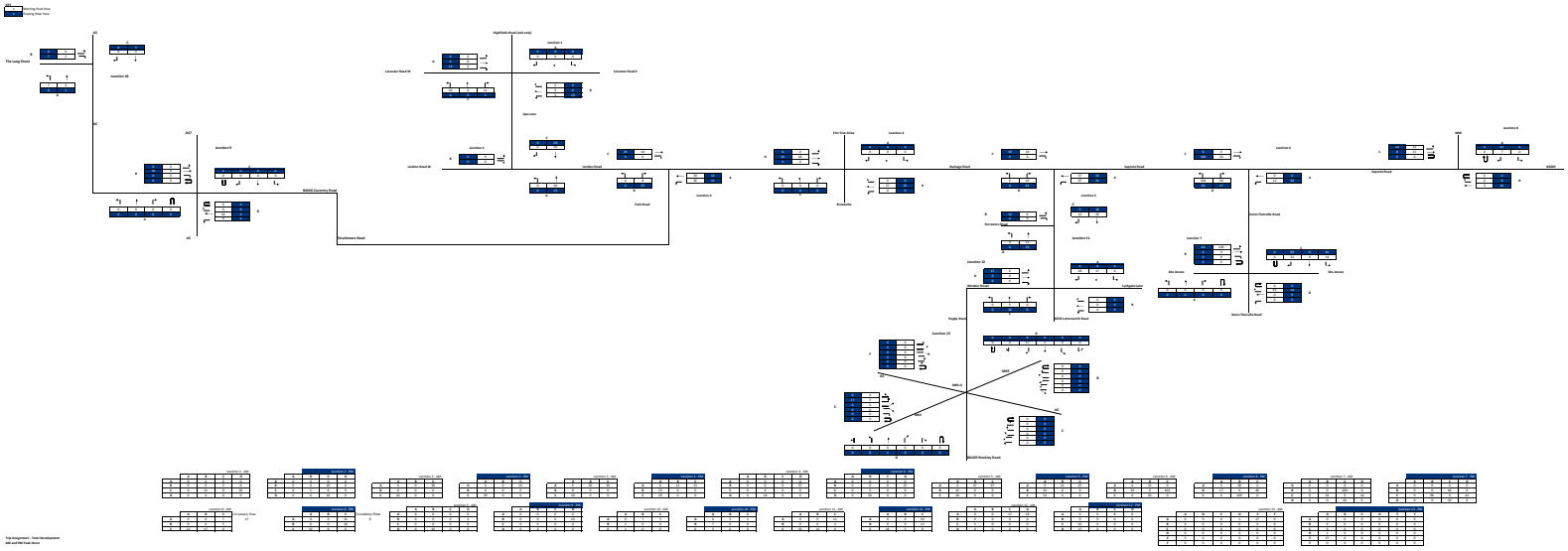
Junction 13 - AM

	A	B	C	D	E	F
A	0	0	0	0	12	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	0	0	0	0	0	0
E	4	0	0	0	0	0
F	0	0	0	0	0	0

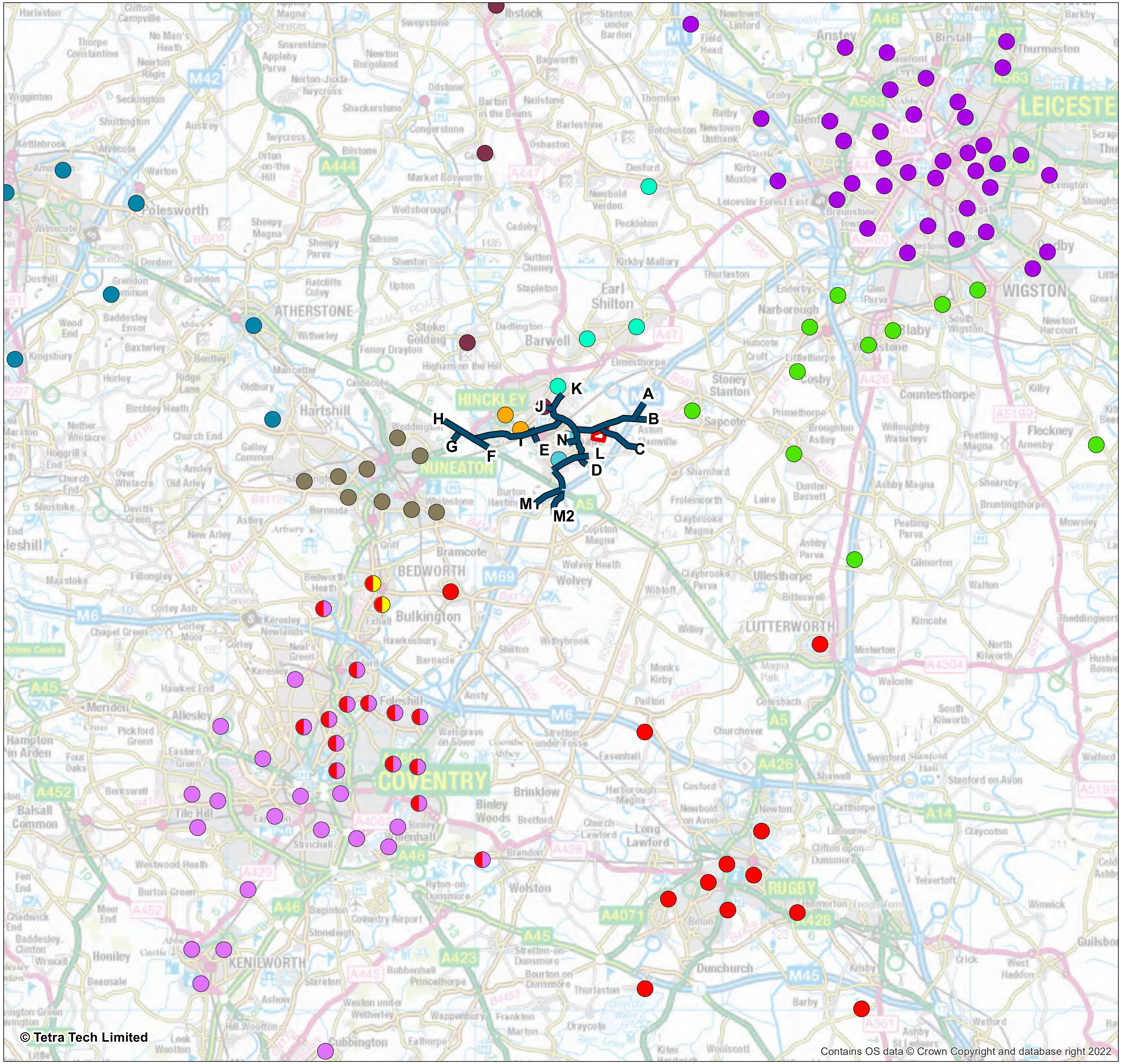
Junction 13 - PM

	A	B	C	D	E	F
A	0	0	0	0	5	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	0	0	0	0	0	0
E	11	0	0	0	0	0
F	0	0	0	0	0	0

Trip Assignment - 250 Dwellings
AM and PM Peak Hours



Trip Assignment - Total Development
AM and PM Peak Hours



Distribution MSOAs with Route Assignment - Local Area

Burbage

Jelson

▢ Site Boundary

MSOA Centroid - Network Exit

- ● A - M69 North (J2)
- ● B - B4669 Hinckley Rd
- ● C - Aston Ln
- ● D - B578 Hinckley Rd
- ● E - Rugby Rd
- ● F - A5 (East)
- ● G - Long Shoot
- ● H - A5 Watling St
- ● I - Westfield Rd
- ● J - B590 Leicester Rd
- ● K - B4668 Leicester Rd
- ● L - Lychgate Ln
- ● M1 - M69 South (J1)
- ● M2 - B4109 Hinckley Road
- ● N - Forresters Rd

Notes:

Drawn by: LP
Checked by:RJH
Office: Leicester

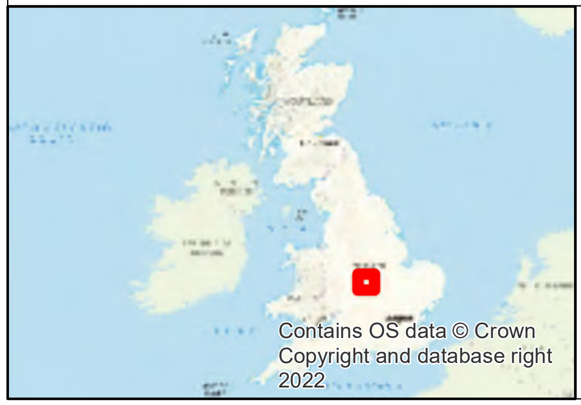
Drawing No. 029
Revision No. -

0 2 4 6 Km
Scale: 1:60,000 @A3

30 November 2023

NGR: 443,480 E / 289,321 N

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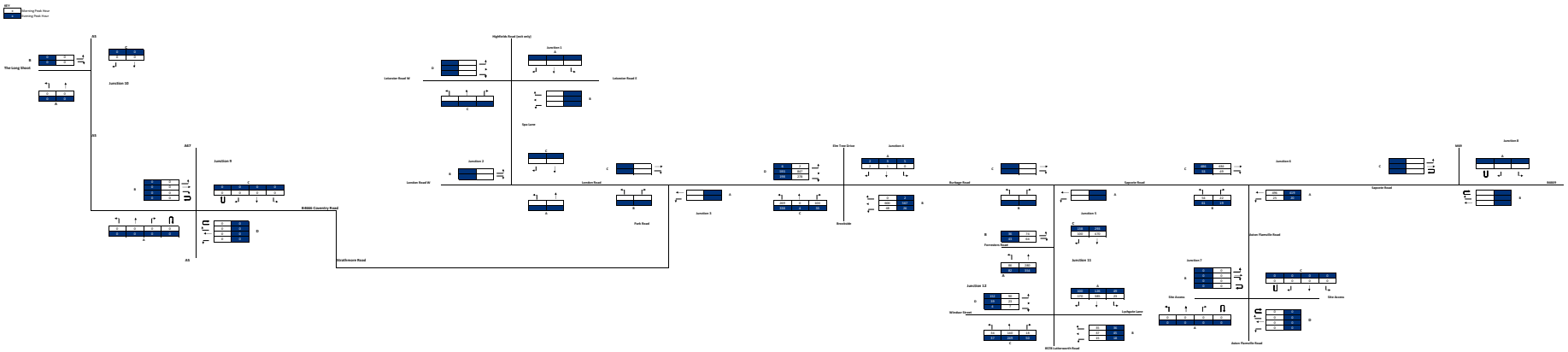
TETRA TECH

4th Floor
1 Great Central Street
Vaughan Way
Leicester
LE1 4JS

TEL: +44 (0)116 234 8000
Email: leicester@tetratech.com

\\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\acad\GIS\A109159-35-18-029_MSOA_DistributionAllocationsLocal_M69_J1.mxd

APPENDIX I: ASSESSMENT FLOWS



Junction 1 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 1 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 2 - AM

	A	B	C
A			
B			
C			

Junction 2 - PM

	A	B	C
A			
B			
C			

Junction 3 - AM

	A	B	C
A			
B			
C			

Junction 3 - PM

	A	B	C
A			
B			
C			

Junction 4 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 4 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 5 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 5 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 6 - AM

	A	B	C
A			
B			
C			

Junction 6 - PM

	A	B	C
A			
B			
C			

Junction 7 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 7 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 8 - AM

	A	B	C
A			
B			
C			

Junction 8 - PM

	A	B	C
A			
B			
C			

Junction 9 - AM

	A	B	C	D
A				
B				
C				
D				

Junction 9 - PM

	A	B	C	D
A				
B				
C				
D				

Junction 10 - AM

	A	B	C
A			
B			
C			

Junction 10 - PM

	A	B	C
A			
B			
C			

Junction 11 - AM

	A	B	C
A			
B			
C			

Junction 11 - PM

	A	B	C
A			
B			
C			

Junction 12 - AM

	A	B	C	D
A				
B				
C				
D				

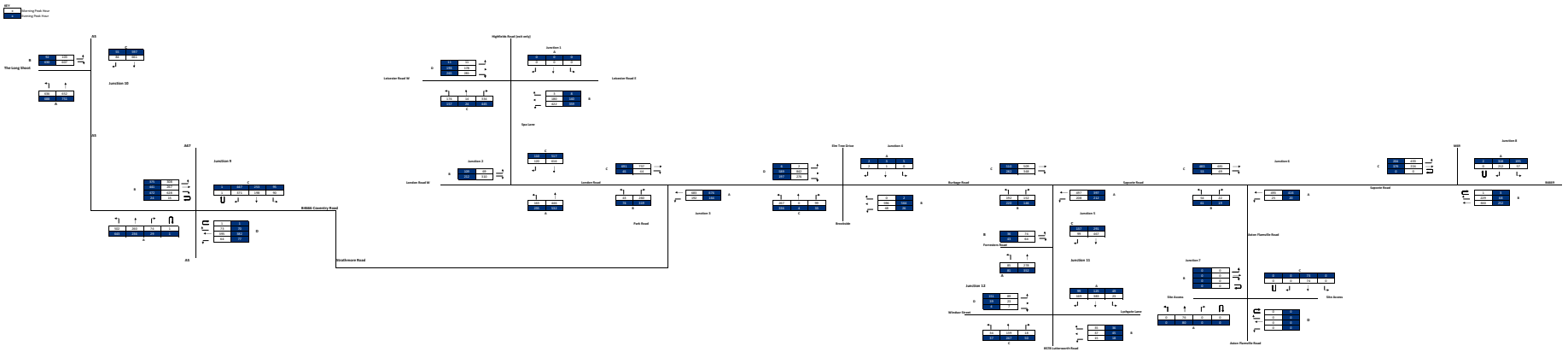
Junction 12 - PM

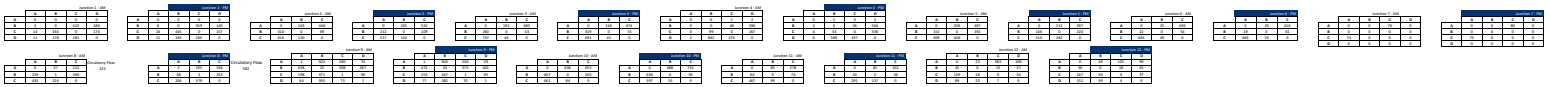
	A	B	C	D
A				
B				
C				
D				

Circulatory Flow

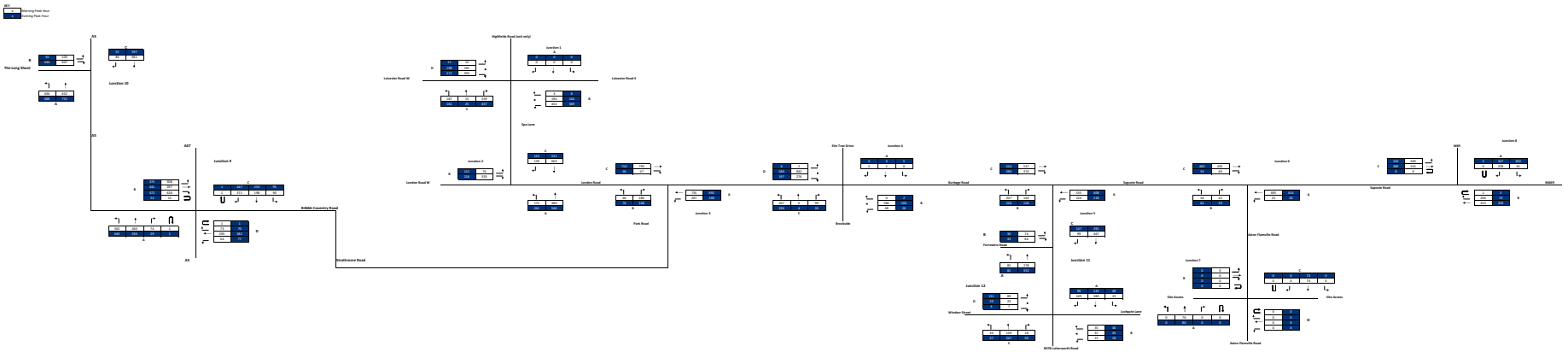
Circulatory Flow

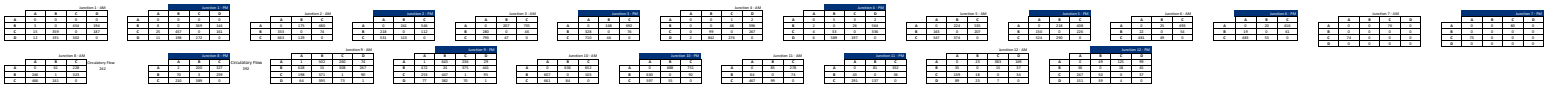
2023 Base
AM and PM Peak Hours



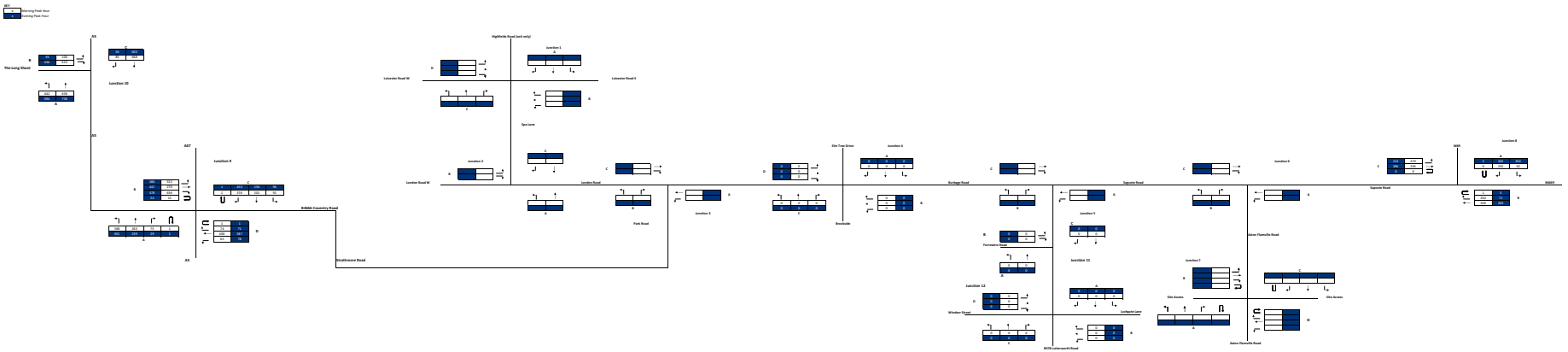


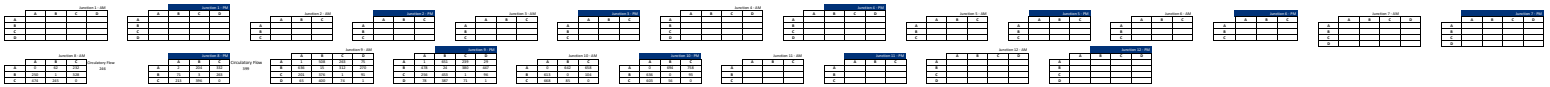
2023 Base
AM and PM Peak Hours



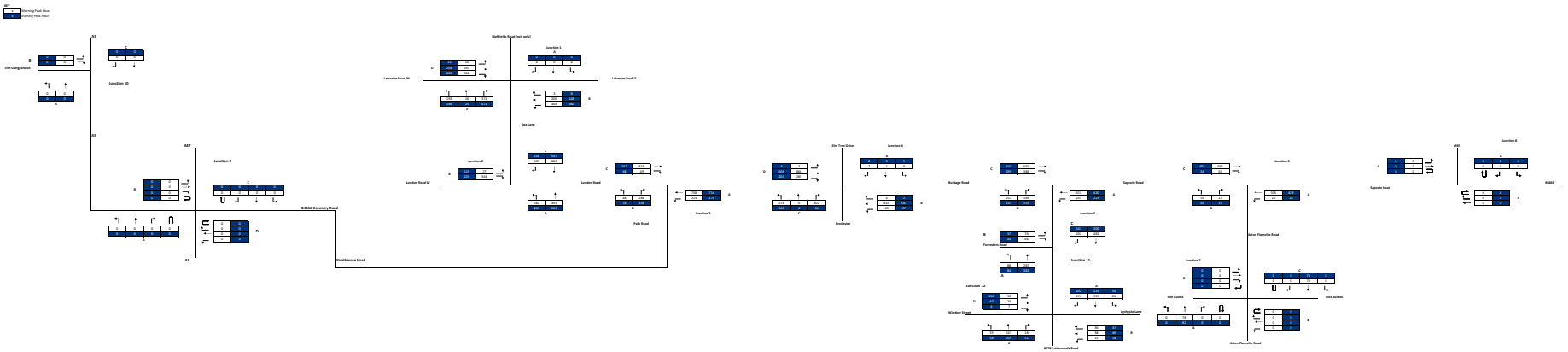


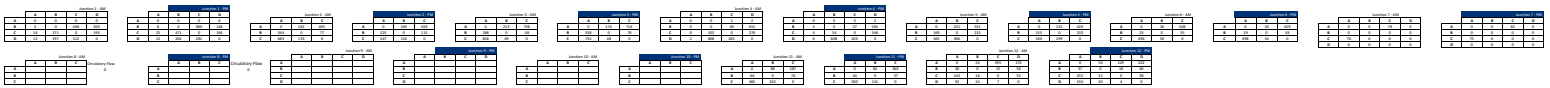
2023 Base (Comb Factor Adjusted)
AM and PM Peak Hours





2024 Base (Flows at Junctions 8, 9 & 10 only)
AM and PM Peak Hours



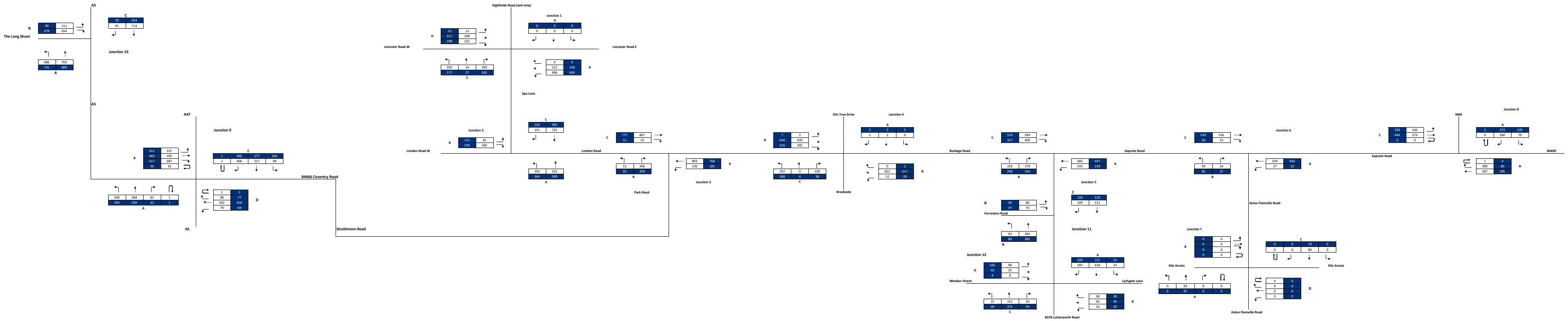


2026 Base (no flows at Junctions 8, 9 or 12)
AM and PM Peak Hours

KEY

x Morning Peak Hour

x Evening Peak Hour



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	4	0	496	212
C	16	393	0	205
D	13	209	331	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	9	0	404	158
C	27	501	0	177
D	12	217	298	0

Junction 2 - AM

	A	B	C
A	0	192	525
B	365	0	81
C	725	141	0

Junction 2 - PM

	A	B	C
A	0	264	599
B	239	0	123
C	582	124	0

Junction 3 - AM

	A	B	C
A	0	226	803
B	306	0	51
C	867	52	0

Junction 3 - PM

	A	B	C
A	0	185	758
B	359	0	83
C	777	51	0

Junction 4 - AM

	A	B	C	D
A	0	0	1	2
B	0	0	52	652
C	0	109	0	292
D	2	920	302	0

Junction 4 - PM

	A	B	C	D
A	0	5	3	2
B	2	0	28	617
C	4	36	0	368
D	7	646	216	0

Junction 5 - AM

	A	B	C
A	0	245	585
B	179	0	226
C	599	409	0

Junction 5 - PM

	A	B	C
A	0	239	447
B	164	0	248
C	574	317	0

Junction 6 - AM

	A	B	C
A	0	27	539
B	24	0	59
C	526	53	0

Junction 6 - PM

	A	B	C
A	0	22	456
B	21	0	66
C	529	58	0

Junction 7 - AM

	A	B	C	D
A	0	0	83	0
B	0	0	0	0
C	80	0	0	0
D	0	0	0	0

Junction 7 - PM

	A	B	C	D
A	0	0	87	0
B	0	0	0	0
C	79	0	0	0
D	0	0	0	0

Junction 8 - AM

	A	B	C
A	0	70	260
B	280	1	367
C	530	274	0

Circulatory Flow
275

Junction 8 - PM

	A	B	C
A	2	229	373
B	80	4	295
C	239	444	0

Circulatory Flow
448

Junction 9 - AM

	A	B	C	D
A	1	549	284	81
B	687	16	337	292
C	217	406	1	98
D	70	432	80	1

Junction 9 - PM

	A	B	C	D
A	1	704	259	32
B	517	26	411	483
C	277	490	1	104
D	84	418	77	1

Junction 10 - AM

	A	B	C
A	0	686	703
B	654	0	111
C	713	91	0

Junction 10 - PM

	A	B	C
A	0	741	809
B	679	0	99
C	643	59	0

Junction 11 - AM

	A	B	C
A	0	93	304
B	70	0	80
C	511	109	0

Junction 11 - PM

	A	B	C
A	0	89	385
B	47	0	39
C	319	150	0

Junction 12 - AM

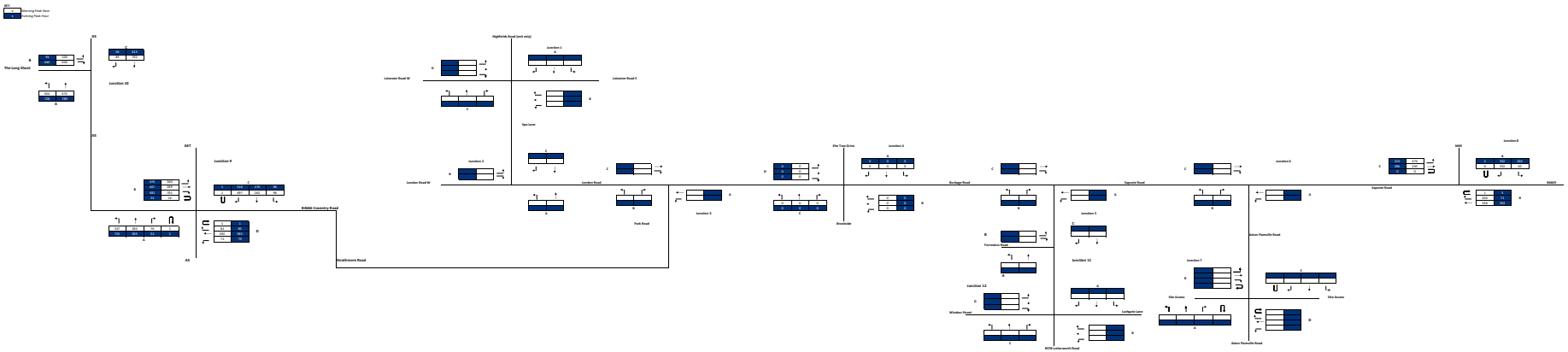
	A	B	C	D
A	0	25	418	185
B	38	0	16	40
C	152	20	0	37
D	98	25	8	0

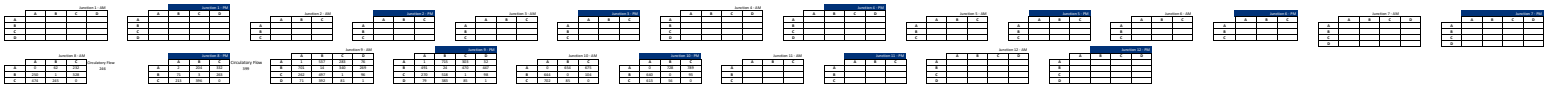
Junction 12 - PM

	A	B	C	D
A	0	53	137	109
B	39	0	20	49
C	271	54	0	40
D	165	42	4	0

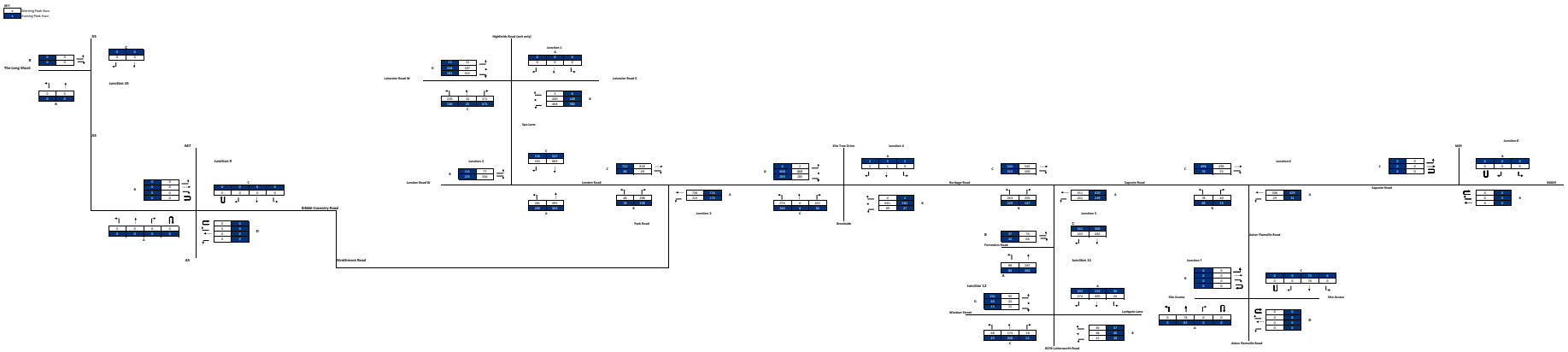
2031 Base

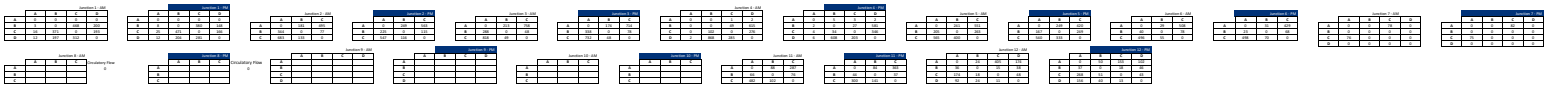
AM and PM Peak Hours



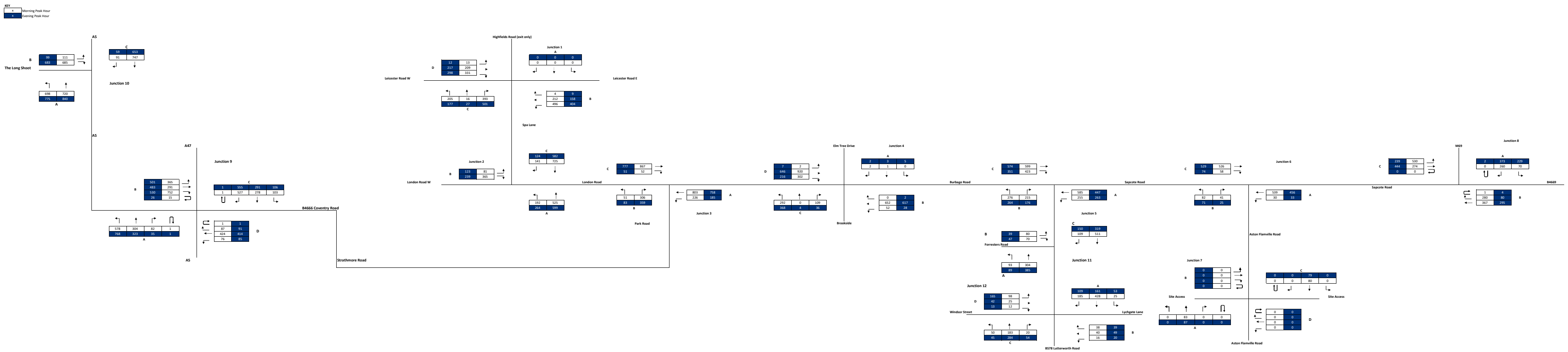


2024 Base + Committed Development (Flows at Junctions 8, 9 and 10 only)
AM and PM Peak Hours





2031 Base + Committed Development Flows (no flows at Junctions 8, 9 or 10)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	4	0	496	212
C	16	393	0	205
D	13	209	331	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	9	0	404	158
C	27	501	0	177
D	12	217	298	0

Junction 2 - AM

	A	B	C
A	0	192	525
B	365	0	81
C	725	141	0

Junction 2 - PM

	A	B	C
A	0	264	599
B	239	0	123
C	582	124	0

Junction 3 - AM

	A	B	C
A	0	226	803
B	306	0	51
C	867	52	0

Junction 3 - PM

	A	B	C
A	0	185	758
B	359	0	83
C	777	51	0

Junction 4 - AM

	A	B	C	D
A	0	0	1	2
B	0	0	52	652
C	0	109	0	292
D	2	920	302	0

Junction 4 - PM

	A	B	C	D
A	0	5	3	2
B	2	0	28	617
C	4	36	0	368
D	7	646	216	0

Junction 5 - AM

	A	B	C
A	0	255	585
B	215	0	276
C	599	423	0

Junction 5 - PM

	A	B	C
A	0	263	447
B	176	0	264
C	574	351	0

Junction 6 - AM

	A	B	C
A	0	30	539
B	41	0	82
C	526	58	0

Junction 6 - PM

	A	B	C
A	0	33	456
B	25	0	71
C	529	74	0

Junction 7 - AM

	A	B	C	D
A	0	0	83	0
B	0	0	0	0
C	80	0	0	0
D	0	0	0	0

Junction 7 - PM

	A	B	C	D
A	0	0	87	0
B	0	0	0	0
C	79	0	0	0
D	0	0	0	0

Junction 8 - AM

	A	B	C
A	0	70	260
B	280	1	367
C	530	274	0

Circulatory Flow
275

Junction 8 - PM

	A	B	C
A	2	229	373
B	80	4	295
C	239	444	0

Circulatory Flow
448

Junction 9 - AM

	A	B	C	D
A	1	578	304	82
B	752	15	365	291
C	278	527	1	103
D	76	424	87	1

Junction 9 - PM

	A	B	C	D
A	1	768	323	35
B	530	26	501	483
C	291	555	1	106
D	85	414	91	1

Junction 10 - AM

	A	B	C
A	0	698	720
B	685	0	111
C	747	91	0

Junction 10 - PM

	A	B	C
A	0	775	840
B	683	0	99
C	653	59	0

Junction 11 - AM

	A	B	C
A	0	93	304
B	70	0	80
C	511	109	0

Junction 11 - PM

	A	B	C
A	0	89	385
B	47	0	39
C	319	150	0

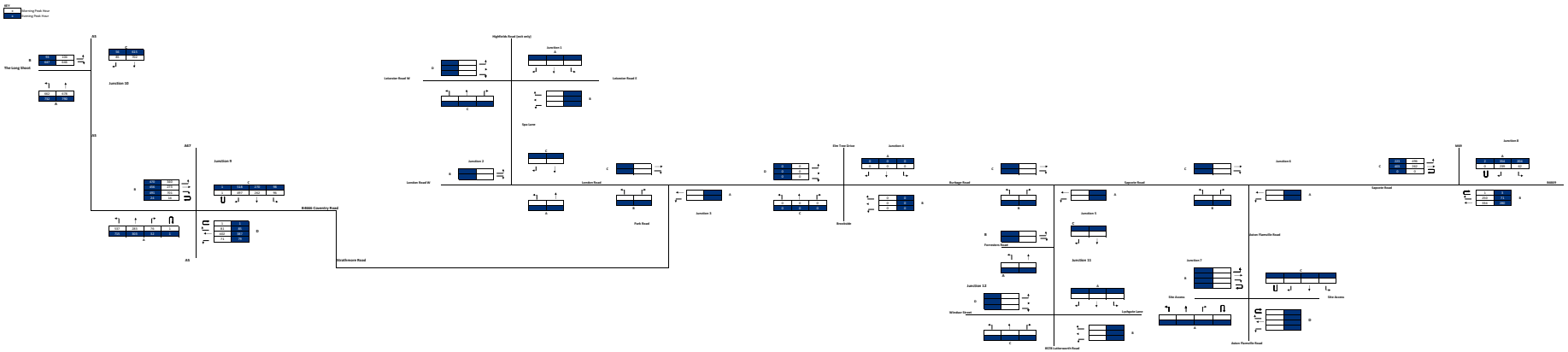
Junction 12 - AM

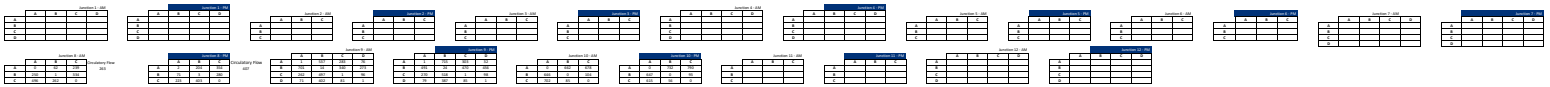
	A	B	C	D
A	0	25	428	185
B	38	0	16	40
C	183	20	0	50
D	98	25	12	0

Junction 12 - PM

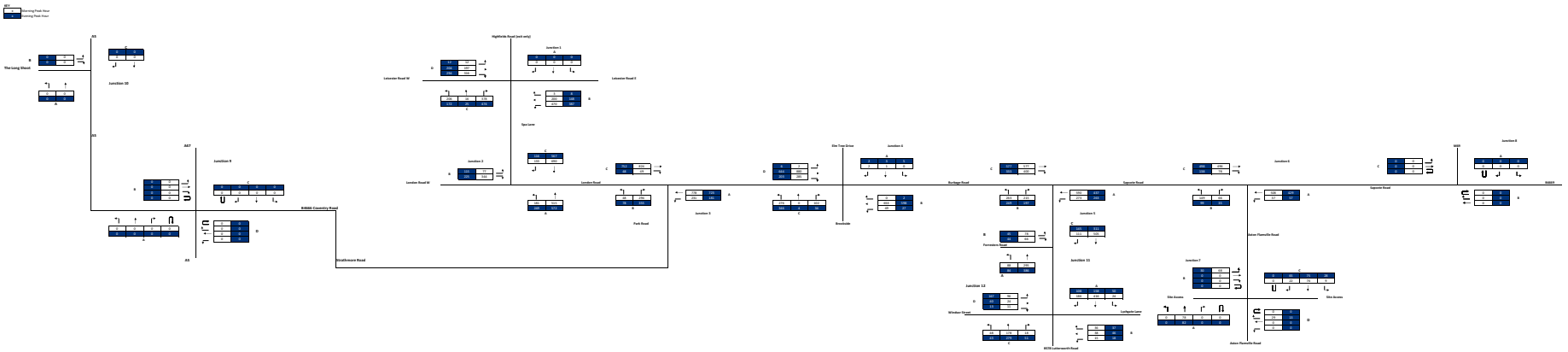
	A	B	C	D
A	0	53	161	109
B	39	0	20	49
C	284	54	0	45
D	165	42	13	0

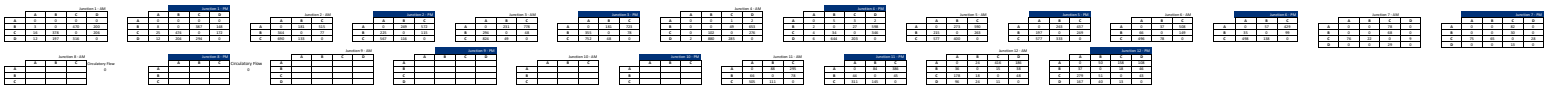
2031 Base + Committed Development Flows
AM and PM Peak Hours



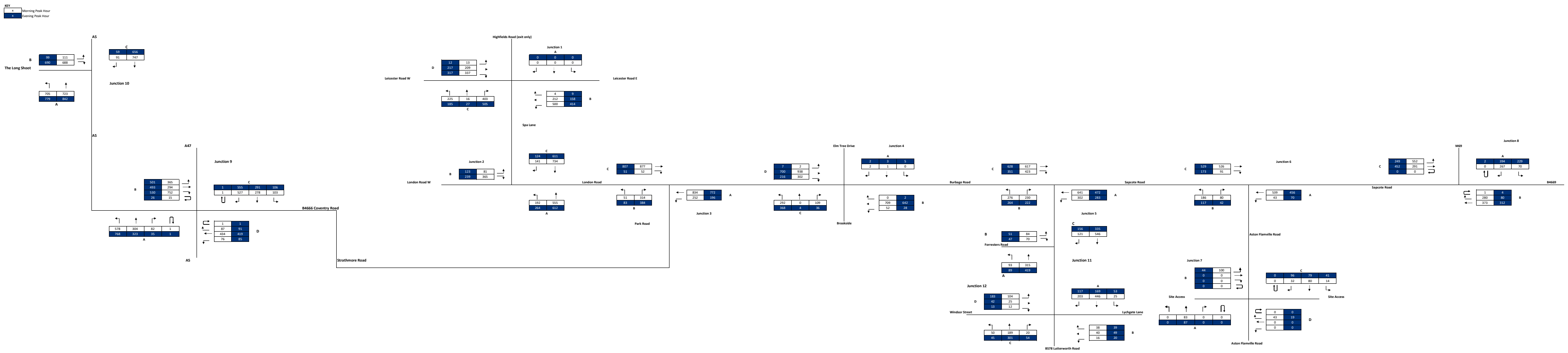


2024 Base + Committed + 2031 Development Flows (flows at Junctions 9, 9 and 10 only)
AM and PM Peak Hours





2024 Base + Committed + 2026 Development Flows (no flows at Junctions 8, 9 or 10)
AM and PM Peak Hours



Junction 1 - AM

	A	B	C	D
A	0	0	0	0
B	4	0	500	212
C	16	403	0	225
D	13	209	337	0

Junction 1 - PM

	A	B	C	D
A	0	0	0	0
B	9	0	414	158
C	27	505	0	185
D	12	217	317	0

Junction 2 - AM

	A	B	C
A	0	192	555
B	365	0	81
C	734	141	0

Junction 2 - PM

	A	B	C
A	0	264	612
B	239	0	123
C	611	124	0

Junction 3 - AM

	A	B	C
A	0	252	834
B	314	0	51
C	877	52	0

Junction 3 - PM

	A	B	C
A	0	196	772
B	384	0	83
C	807	51	0

Junction 4 - AM

	A	B	C	D
A	0	0	1	2
B	0	0	52	709
C	0	109	0	292
D	2	938	302	0

Junction 4 - PM

	A	B	C	D
A	0	5	3	2
B	2	0	28	642
C	4	36	0	368
D	7	700	216	0

Junction 5 - AM

	A	B	C
A	0	302	641
B	230	0	276
C	617	423	0

Junction 5 - PM

	A	B	C
A	0	283	472
B	222	0	264
C	628	351	0

Junction 6 - AM

	A	B	C
A	0	43	539
B	80	0	186
C	526	91	0

Junction 6 - PM

	A	B	C
A	0	70	456
B	42	0	117
C	529	173	0

Junction 7 - AM

	A	B	C	D
A	0	0	83	0
B	0	0	100	0
C	80	32	0	14
D	0	0	43	0

Junction 7 - PM

	A	B	C	D
A	0	0	87	0
B	0	0	44	0
C	79	96	0	41
D	0	0	19	0

Junction 8 - AM

	A	B	C
A	0	70	267
B	280	1	373
C	552	291	0

Circulatory Flow
292

Junction 8 - PM

	A	B	C
A	2	229	394
B	80	4	312
C	249	452	0

Circulatory Flow
455

Junction 9 - AM

	A	B	C	D
A	1	578	304	82
B	752	15	365	294
C	278	527	1	103
D	76	434	87	1

Junction 9 - PM

	A	B	C	D
A	1	768	323	35
B	530	26	501	493
C	291	555	1	106
D	85	419	91	1

Junction 10 - AM

	A	B	C
A	0	705	723
B	688	0	111
C	747	91	0

Junction 10 - PM

	A	B	C
A	0	779	842
B	690	0	99
C	656	59	0

Junction 11 - AM

	A	B	C
A	0	93	315
B	70	0	84
C	546	121	0

Junction 11 - PM

	A	B	C
A	0	89	419
B	47	0	51
C	335	156	0

Junction 12 - AM

	A	B	C	D
A	0	25	446	203
B	38	0	16	40
C	189	20	0	50
D	104	25	12	0

Junction 12 - PM

	A	B	C	D
A	0	53	169	117
B	39	0	20	49
C	301	54	0	45
D	183	42	13	0

2031 Base + Committed + 2031 Development Flows
AM and PM Peak Hours

APPENDIX J: APPROACH TO TRAFFIC MODELLING TECHNICAL NOTE

Land South of Sapcote Road, Burbage

784-A109159

Approach to Traffic Modelling

Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters reserved except access

Land Opposite and South of Pumping Station Aston Flamville Road Burbage Leicestershire

Planning Application Reference 22/01037/OUT

Jelson

22 December 2023

Document prepared on behalf of Tetra Tech Group Limited. Registered in England number: 6595608

TETRA TECH

Tetra Tech Leicester, 4th Floor, No1 Great Central Square Vaughan Way Leicester LE1 4JS

Tetra Tech Group Limited. Registered in England number: 6595608

Registered Office: 3 Sovereign Square, Sovereign Street, Leeds, United Kingdom, LS1 4ER

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TABLE OF CONTENTS

1.0 INTRODUCTION 4

1.1 Background 4

2.0 MODELLING APPROACH 5

2.1 Study Area 5

2.2 Traffic data 5

2.3 Assessment Years and Growth Factors 6

2.4 Committed Developments 6

2.5 Trip Generation 8

2.6 Trip Distribution 8

2.7 Development Impact 9

2.8 Assessment Year Traffic Flows 10

2.9 Capacity Assessments 11

LIST OF TABLES

Table 1 – Traffic Data 6
Table 2 – Vehicle Trip Rates and Vehicle Trip Generation 8
Table 3 – Trip Distribution 9
Table 4 – Development Impact 10

1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 Tetra Tech is providing ongoing transport planning support to Jelson is relation to a proposed residential development of 343 dwellings at Land South of Sapcote Road, Burbage. This Technical Note relates to planning application reference 22/01037/OUT which was refused by the Local Planning Authority on 30th March 2023. The application was refused by Officers under delegated powers for the following reasons:

1. *"1. The Applicant has failed to demonstrate that safe and suitable access for all users would be provided to the proposed development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for road users, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021).*

2. The Applicant has failed to fully demonstrate the impact of the proposed development on the local highway network, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021)."

1.1.2 Jelson has lodged an appeal against the decision to refuse the planning application.

1.1.3 This Technical Note sets out the modelling approach Tetra Tech has taken to assess the impact of the proposed development on the local and strategic road network.

2.0 MODELLING APPROACH

2.1 STUDY AREA

2.1.1 The study area includes the following off-site junctions:

1. Leicester Road / Spa Lane
2. London Road / Spa Lane
3. London Road / Park Road
4. Burbage Road / Brookside / Elm Tree Lane
5. Hinckley Road / Sapcote Road / Burbage Road
6. Sapcote Road / Aston Flamville Road
7. Proposed Site Access
8. M69 Junction 2
9. A5 Watling Street / A47 Dodwells Road / B4666 Coventry Road roundabout (Dodwells Roundabout)
10. A5 Watling Street / A47 The Long Shoot
11. Hinckley Road / Forresters Road
12. Lynchgate Lane / Church Street / Windsor Street / Lutterworth Road
13. M69 Junction 1

2.1.2 Junctions numbered 8, 9, 10 and 13 are the responsibility of National Highways. All other junctions are the responsibility of LCC as the local highway authority.

2.2 TRAFFIC DATA

2.2.1 Full classified turning counts as set out in **Table 1** have been undertaken at all study area junctions (except M69 Junction 1) and will be used in the modelling work. As explained later in this report a capacity assessment will not be undertaken at M69 Junction 1 and as such, traffic data has not been obtained at this location.

Table 1 – Traffic Data

Junction		Date	Times (24 hour)
1	Leicester Road Highfields Road/ Spa Lane	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
2	London Road/Spa Lane	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
3	London Road/Park Road	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
4	Burbage Road/Brookside/ Elm Tree Drive	Tuesday 28th November 2023	07:00-10:00 and 16:00-19:00
5	Burbage Road/Sapcote Road/ Hinckley Road	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
6	Sapcote Road/Aston Flamville Road	Thursday 28th September 2023	07:00-10:00 and 16:00-19:00
8	M69 Junction 2	Tuesday 24th May 2022	07:00-10:00 and 16:00-19:00
9	Dodwells Roundabout	Thursday 8th June 2022	07:00-19:00
10	A5 Watling Street / A47 The Long Shoot	Thursday 8th June 2022	07:00-19:00
11	Hinckley Road/Forresters Road	Tuesday 28th November 2023	07:00-10:00 and 16:00-19:00
12	Church Street/Lynchgate Lane/ Windsor Street	Tuesday 28th November 2023	07:00-10:00 and 16:00-19:00

2.2.2 As per the approach in the TA, traffic count data obtained in 2022 at junctions on the local highway network has been adjusted using Covid-19 adjustment factors that have been provided by LCC. The factors apply an uplift to the traffic count data to reflect the lower flows recorded in the traffic counts when compared to the same time pre-Covid.

2.3 ASSESSMENT YEARS AND GROWTH FACTORS

2.3.1 As per the approach in the TA, assessment years of 2024, 2026 and 2031 have been used.

2.3.2 NTM adjusted growth factors have been obtained from TEMRPro version 8.1 and applied to the traffic count data to calculate future year background traffic flows. Factors have been obtained for the 'Hinckley and Bosworth 013' Middle Super Output Area (MSOA) and have been applied to local highway network junctions. Factors have also been obtained for the 'Blaby 012' MSOA and have been applied to M69J2. Factors for the 'Nuneaton and Bedworth 013' MSOA have been obtained and have been applied to junctions on the A5.

2.4 COMMITTED DEVELOPMENTS

2.4.1 The following planning applications have been treated as committed developments:

1. 15/00188/OUT - Land North East Of Triumph Motorcycles Ltd Normandy Way Hinckley Leicestershire LE10 3BZ. Erection of up to 850 dwellings, 500m2 of retail units, a primary school, community facilities including sports pitches, parkland, children's play areas, allotments, sustainable urban drainage systems, a new access and associated infrastructure (outline - access only)
2. 19/01405/OUT - Land North Of Deepdale Farm Lutterworth Road Burbage Leicestershire. Residential development of up to 135 dwellings (Outline- access only)
3. 20/01012/OUT - Land West Of Workhouse Lane Burbage Leicestershire. Residential development up to 40 dwellings, public open space and associated Infrastructure (Outline - access only)
4. 21/01131/OUT - Land Off Sketchley Lane Burbage Leicestershire. Demolition of existing poultry and cattle buildings and residential development of up to 150 dwellings with vehicular access from Sketchley Lane (outline - vehicular access only)
5. 23/00148/OUT - Outline planning application for the erection of up to 80 residential dwellings (Use Class C3), open space provision and associated infrastructure, with all matters reserved except access | Land To The South West Of Lutterworth Road Burbage
6. 22/00192/OUT – Land Opposite Spring Acre Lychgate Lane Burbage Leicestershire. Proposed residential development of up to 85 dwellings alongside associated site infrastructure and open space (Outline Application - all matters reserved except for the means of access).
7. 21/00225/FUL - Residential Development of 40 dwellings and associated infrastructure | Land Off Brookfield Road Burbage LE10 2LL (note this is however a brownfield site).
8. 18/01237/FUL - Erection of 66 apartments within two apartment blocks and 7 houses, including the provision of access, open space and associated infrastructure | Land Adjacent Hinckley Leisure Centre Coventry Road Hinckley Leicestershire.
9. 22/00318/OUT - Land North Of A47 Normandy Way And East Of Stoke Road Hinckley Leicestershire. Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), drainage, landscaping and associated infrastructure.
10. 21/01191/HYB - Hybrid planning application comprising: Full Application for a 29,563 sq m storage and distribution facility (Use Class B8), including ancillary offices, salt barn, tyre and vehicle storage unit, vehicle maintenance unit, canteen and security office, service yard with HGV parking, car parking, landscaping, and other associated development, a 49,470 sq m industrial / storage and distribution unit (Use Class B1c/B2/B8) including ancillary offices, service yard and HGV parking, car parking, landscaping, and other associated development, creation of a new access from the A5, internal spine road and associated infrastructure including earthworks, a new substation and substation access from the A5, and temporary construction access from the A5;

Outline application with all matters reserved except for access, for up to 42,000 sq m of Use Class B1c, B2 and B8 floorspace, including ancillary offices, service yards and HGV parking, car parking, landscaping, and other associated development.

2.4.2 The TA's and Transport Statements for the above committed developments have been reviewed and the committed development traffic flows have been obtained. Where the study areas for the committed developments include the same junctions as the study area for this assessment, these flows have been added to background traffic flows at each assessment year. Where the study areas for the committed developments do not include the same junctions as the study area for this assessment, the distribution of committed development traffic is unknown and as such, it is assumed that growth in traffic from the committed development will be accounted for in the general background traffic growth factors identified in **Section 2.3**.

2.4.3 The TA submitted as part of the planning application for the Hinckley National Rail Freight Interchange (HNRFI) has been reviewed. This shows a reduction in traffic flows in the study area used in this assessment following completion of the HNRFI. To provide a robust assessment, the HNRFI will not be treated as a committed development.

2.5 TRIP GENERATION

2.5.1 Trip generation has been calculated using the vehicle trip rates agreed with LCC and National Highways during pre-app discussions. Trip rates and the resultant trip generation are summarised in **Table 2**.

Table 2 – Vehicle Trip Rates and Vehicle Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.123	0.387	0.510	0.371	0.171	0.542
Trip Gen	46	143	189	137	63	201

2.6 TRIP DISTRIBUTION

2.6.1 Development generated vehicular traffic has been distributed within the study area using Travel to Work data from the 2011 census. Data has been obtained for the 'Hinckley and Bosworth 013' MSOA. The route choices assigned to the development trips are based on the quickest journey times between the site and the destination. The resultant trip distribution is presented in **Table 3**.

Table 3 – Trip Distribution

Route	Description	Percentage Distribution (%)
A	M69 (north)	16%
B	B4669 Hinckley Road	12%
C	Aston Lane	0%
D	B578 Hinckley Road	12%
E	Rugby Road	0%
F	A5 (east)	0%
G	The Long Shoot	5%
H	A5 (west)	2%
I	Westfield Road	11%
J	B590 Leicester Road	14%
K	B4668 Leicester Road	7%
L	Lynchgate Lane	0%
M1	M69 (south)	12%
M2	B4109 Hinckley Road	1%
N	Forresters Road	9%

2.7 DEVELOPMENT IMPACT

2.7.1 The trip distribution calculations indicate the increase in vehicle trips at study area junctions shown in **Table 4**.

Table 4 – Development Impact

Junction		Development Flows	
		AM Peak	PM Peak
1	Leicester Road / Highfields Road / Spa Lane	40	43
2	London Road / Spa Lane	40	42
3	London Road / Park Road	75	79
4	Burbage Road / Brookside / Elm Tree Drive	75	79
5	Burbage Road / Sapcote Road / Hinckley Road	137	145
6	Sapcote Road / Aston Flamville Road	189	201
8	M69 Junction 2	52	55
9	Dodwells Roundabout	13	14
10	A5 Watling Street / A47 The Long Shoot	13	14
11	Hinckley Road / Forresters Road	62	66
12	Church Street / Lynchgate Lane / Windsor Street	46	49
13	M69 Junction 1	24	25

2.8 ASSESSMENT YEAR TRAFFIC FLOWS

2.8.1 The following assessments have been undertaken:

- Traffic survey data factored to 2024 plus committed development trips. This represents a 'without' development assessment and has been undertaken at M69J2 only.
- Manually distributed development flows for the full development added to traffic survey data factored to 2024. Committed development trips added in. This represents a 'with' development assessment and has been undertaken at M69J2 only.
- Traffic survey data factored to 2026 plus committed development trips. This represents a 'without' development assessment and has been undertaken at local highway network junctions only.
- Manually distributed development flows for 250 dwellings added to traffic survey data factored to 2026. Committed development trips added in. This represents a 'with' development assessment and has been undertaken at local highway network junctions only.
- Traffic survey data factored to 2031 plus committed development trips. This represents a 'without' development assessment and has been undertaken at all study area junctions.
- Manually distributed development flows for the full development added to traffic survey data factored to 2031. Committed development trips added in. This represents a 'with' development assessment and has been undertaken at all study area junctions.

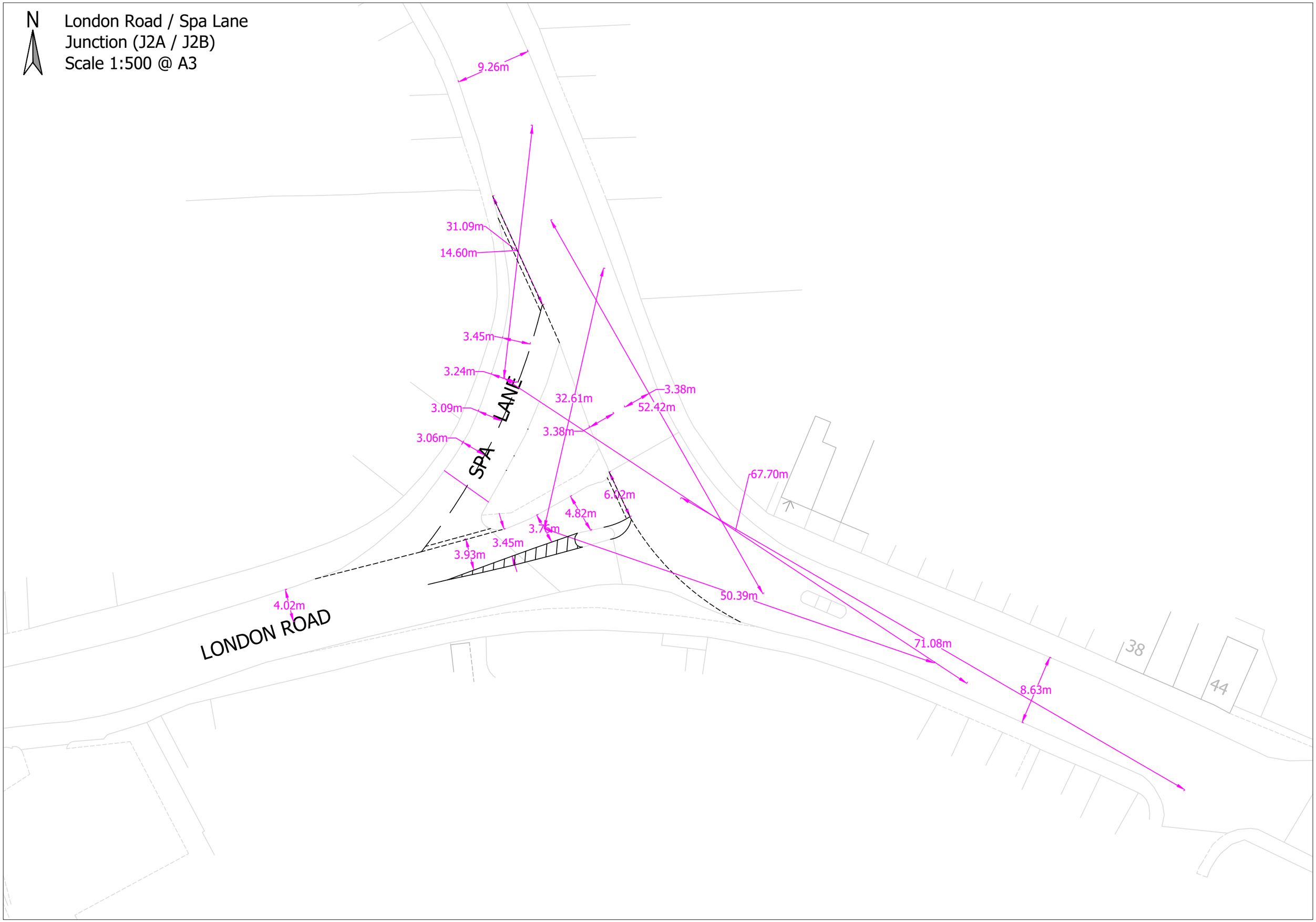
2.9 CAPACITY ASSESSMENTS

2.9.1 Based on the development impacts shown in **Table 4** capacity assessments have been undertaken at all study area junctions except location 13. Priority junctions and roundabouts have been assessed using Junctions 9. Signal-controlled junctions have been assessed using LINSig. The exceptions are locations 9 and 10 which have been assessed using a VISSIM model provided by National Highways.

APPENDIX K: CAPACITY ASSESSMENTS – EXISTING JUNCTIONS

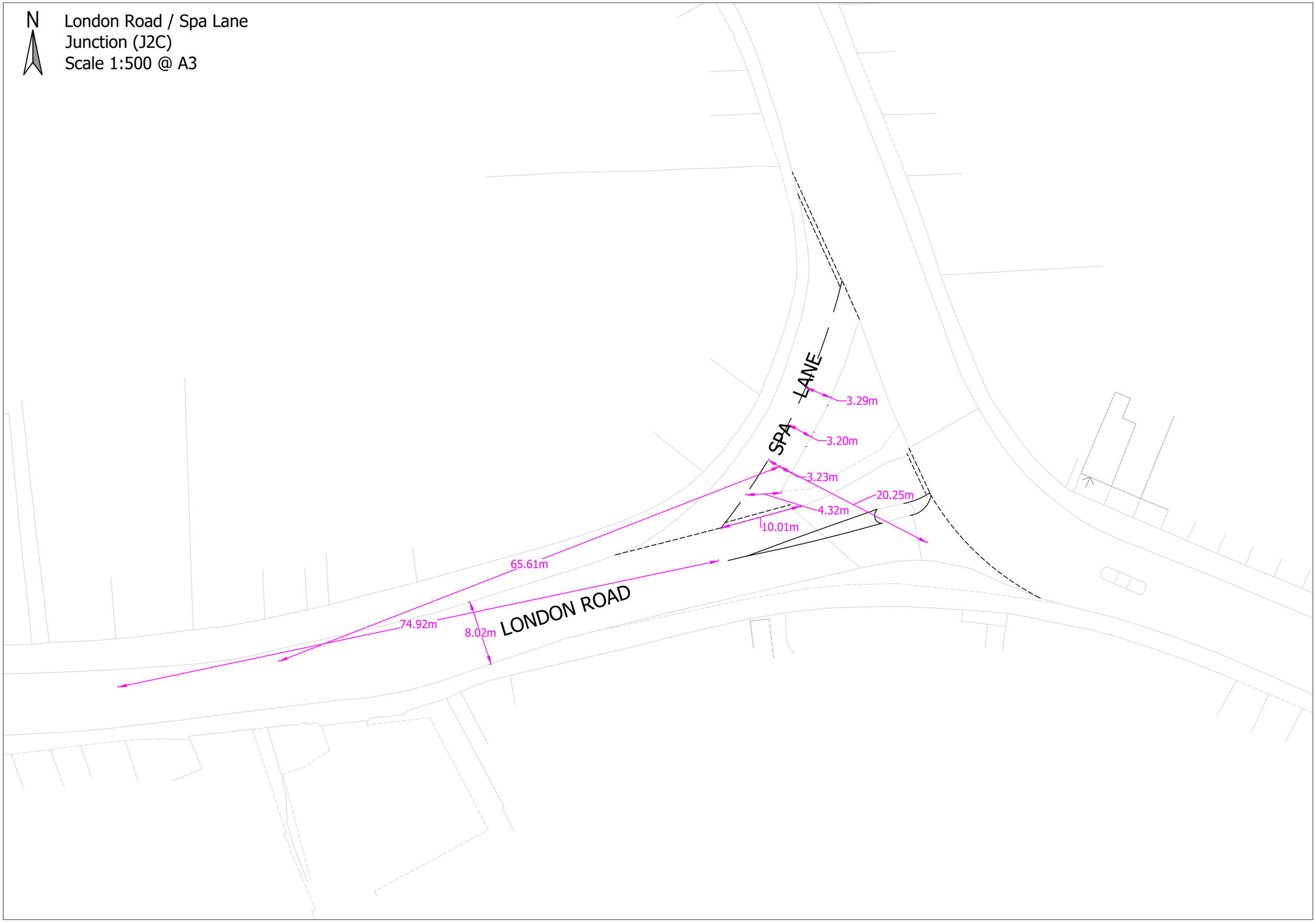
N

London Road / Spa Lane
Junction (J2A / J2B)
Scale 1:500 @ A3



N

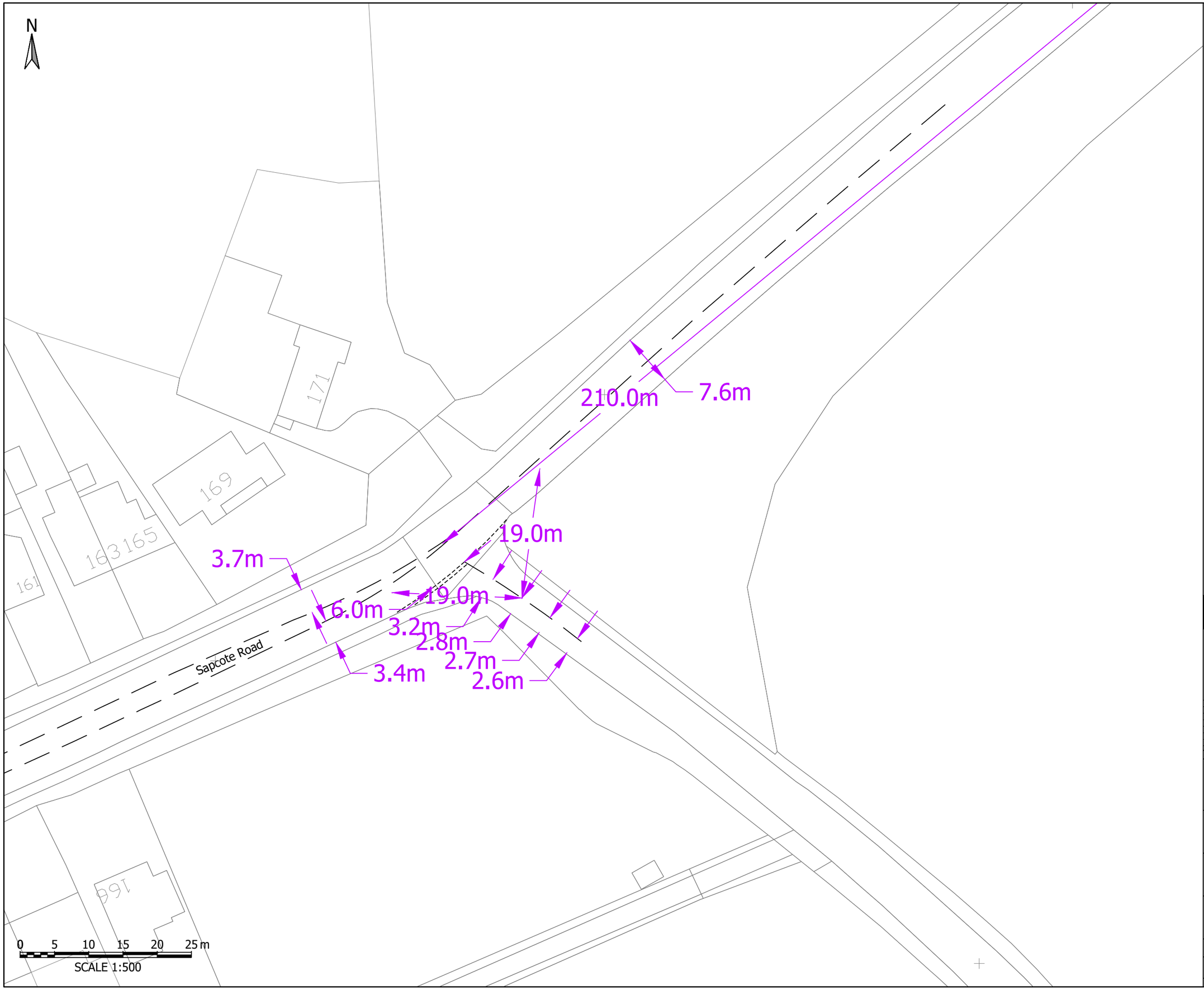
London Road / Spa Lane
Junction (J2C)
Scale 1:500 @ A3



N

Sapcote Road / Hinckley Road
Junction
Scale 1:2500 @ A3





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Issuing Office

Tetra Tech Leicester

4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS

Tel: +44 (0)11 6234 8000

www.tetratecheurope.com

Client

Jelson Homes

Project Name

Proposed Residential Development at Burbage

Sheet Title

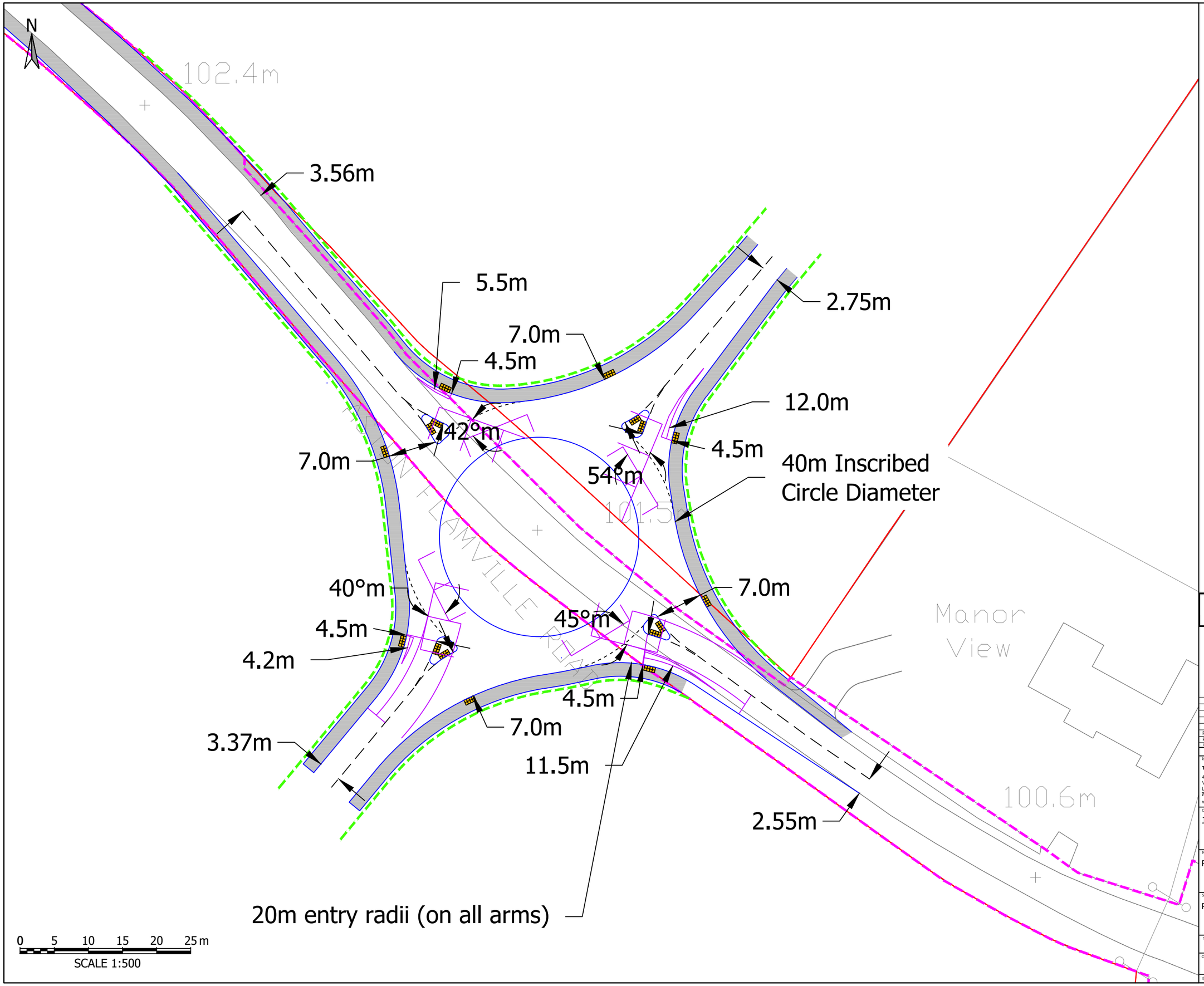
Sapcote Road-Aston Flamville Road-
Geometry Plan

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Issuing Office
Tetra Tech Leicester
4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS
Tel: +44 (0)11 6234 8000
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Client
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Project Name
Proposed Residential Development at Burbage

Sheet Title
Proposed Access Strategy - Geometry Plan

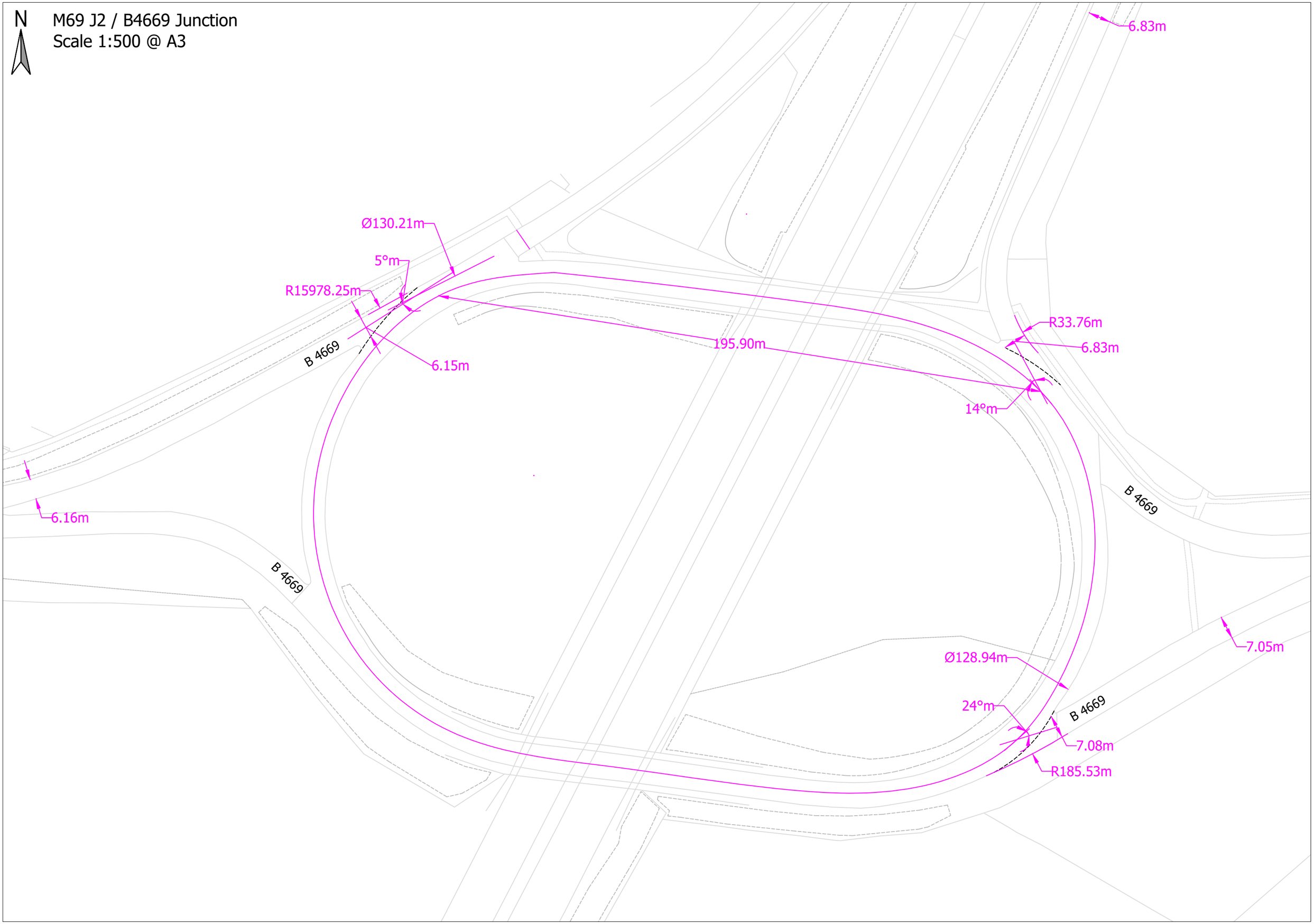
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784-A109159	NJ	Nov '23	RJH	Nov '23	RJH	Nov '23	1:500	S0

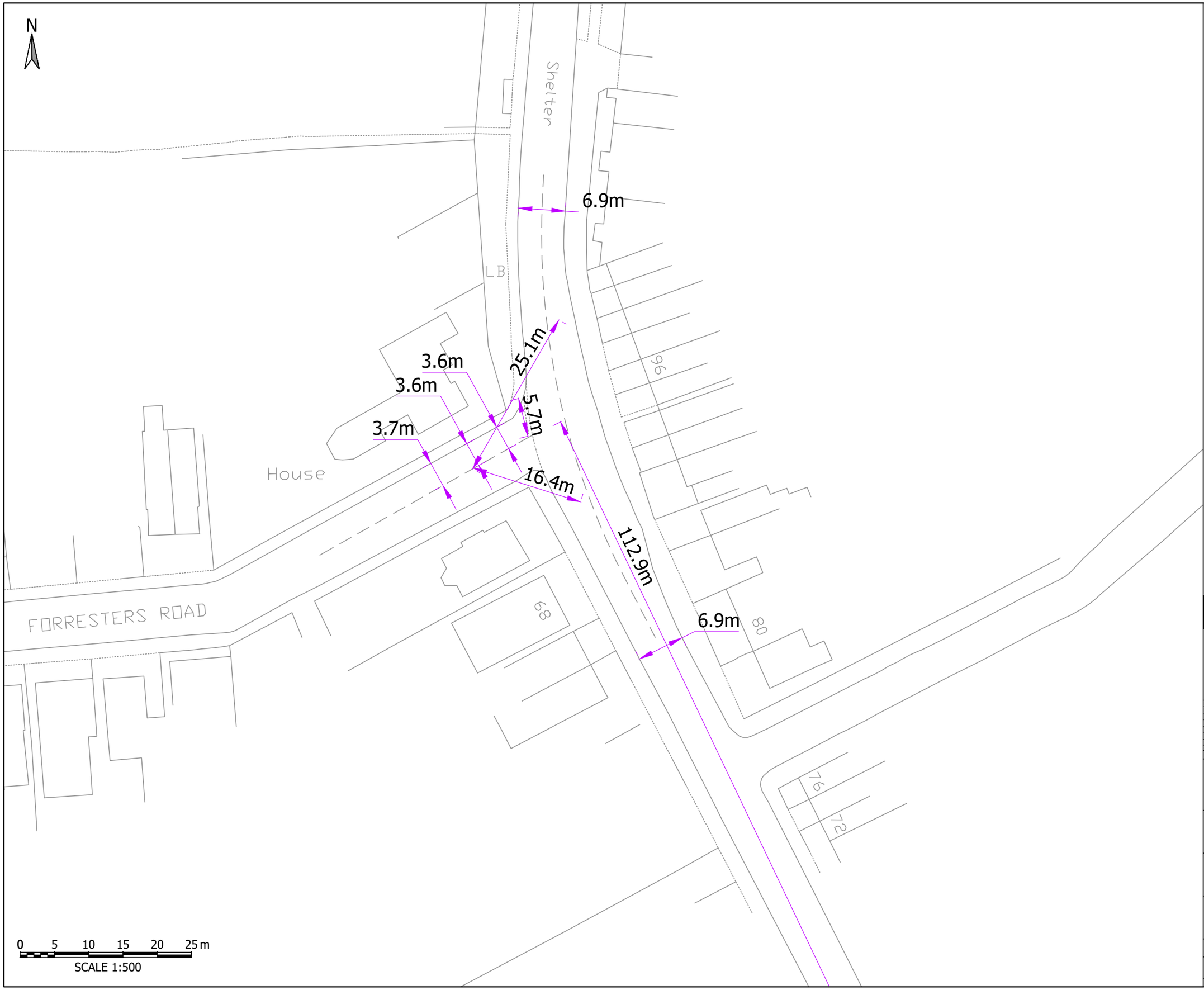
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A109159	TTE	00	ZZ	DR	H	0028	P02

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N

M69 J2 / B4669 Junction
Scale 1:500 @ A3





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Issuing Office
Tetra Tech Leicester
4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS
Tel: +44 (0)11 6234 8000
www.tetratecheurope.com

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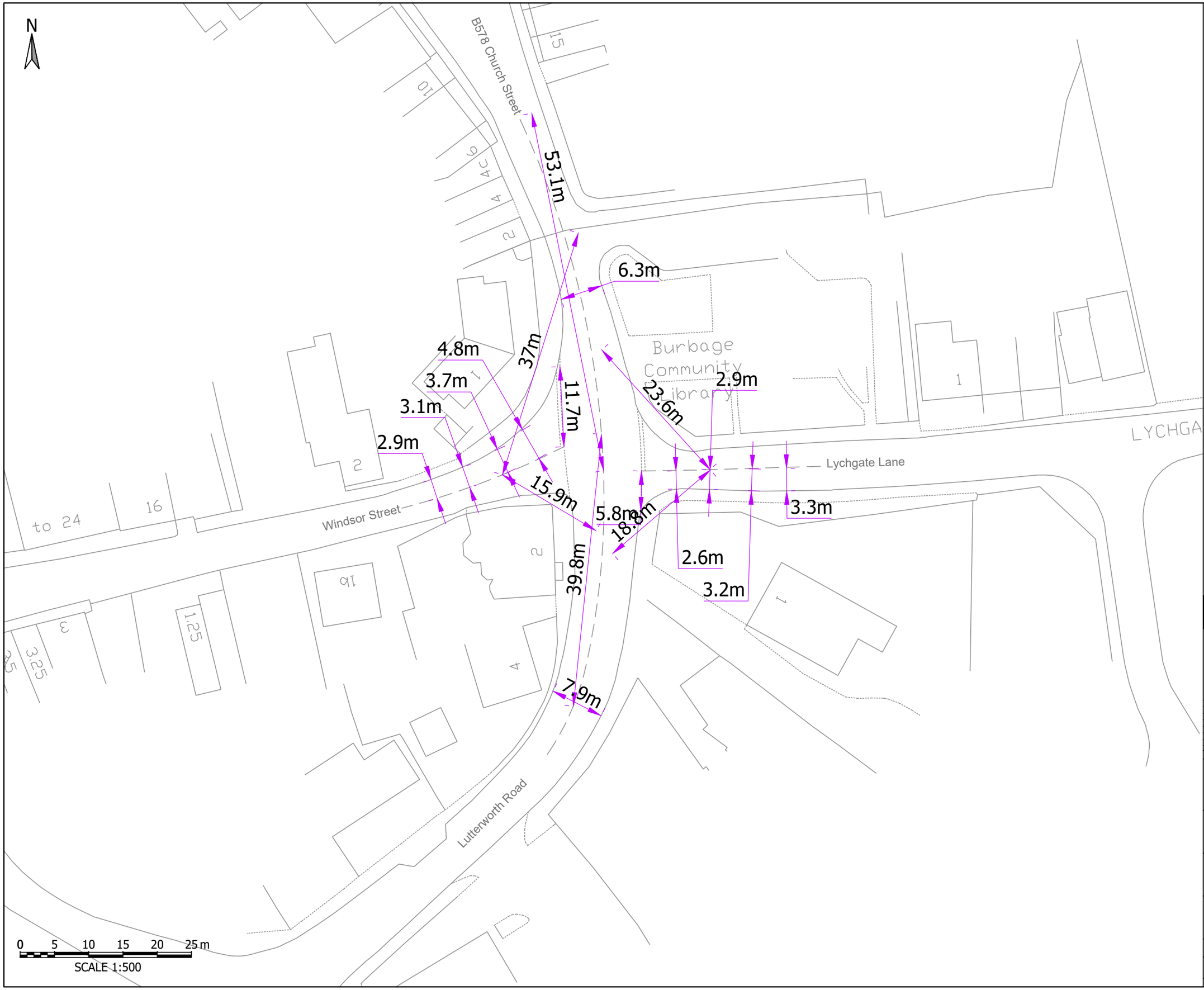
Project Name
Proposed Residential Development at Burbage

Sheet Title
Hinckley Road/Forresters Road - Geometry Plan

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
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Issuing Office

Tetra Tech Leicester

4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS

Tel: +44 (0)11 6234 8000

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Project Name

Proposed Residential Development at Burbage

Sheet Title

Lychgate Lane/Windsor Street/B578
Lutterworth Road - Geometry Plan

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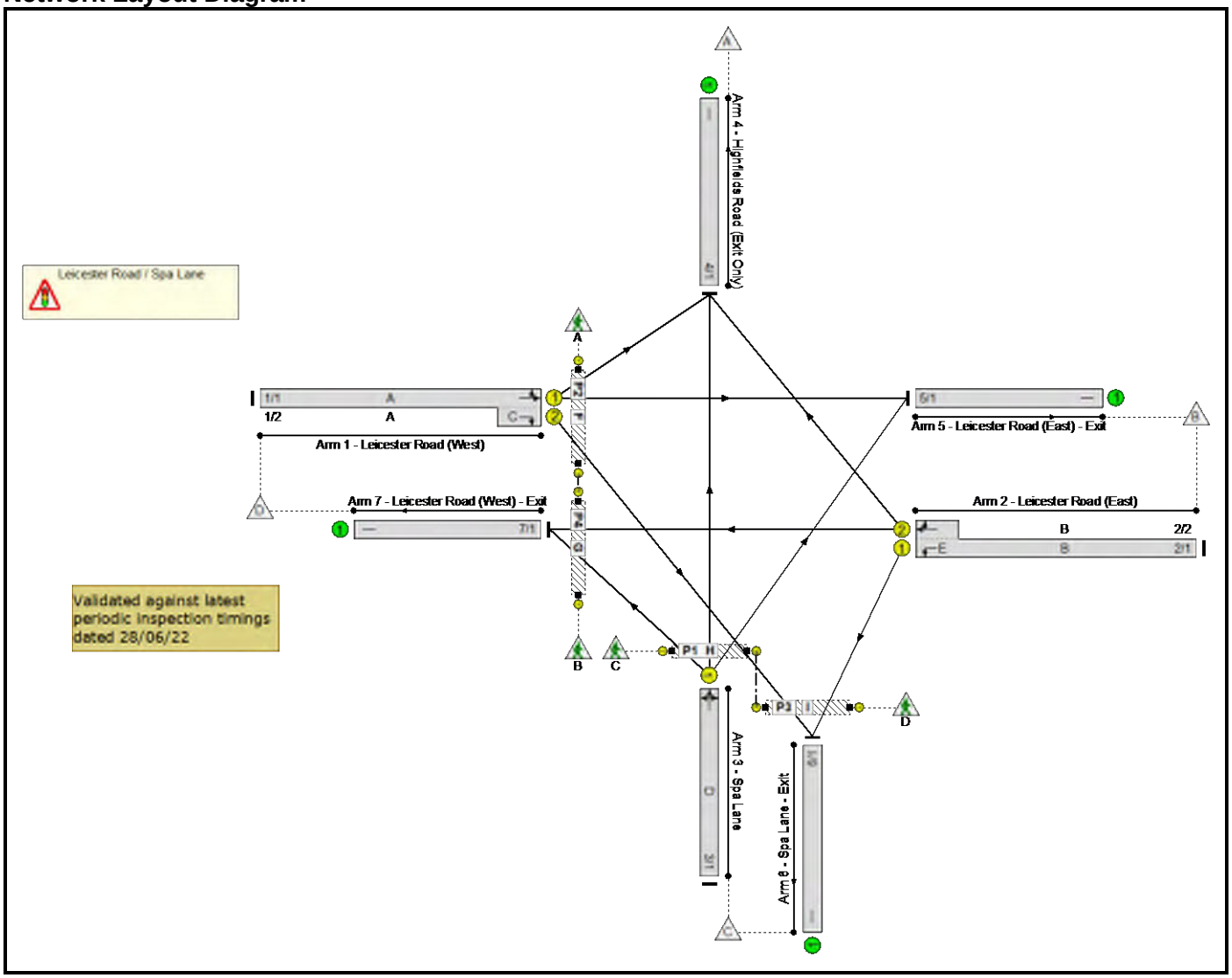
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Full Input Data And Results

User and Project Details

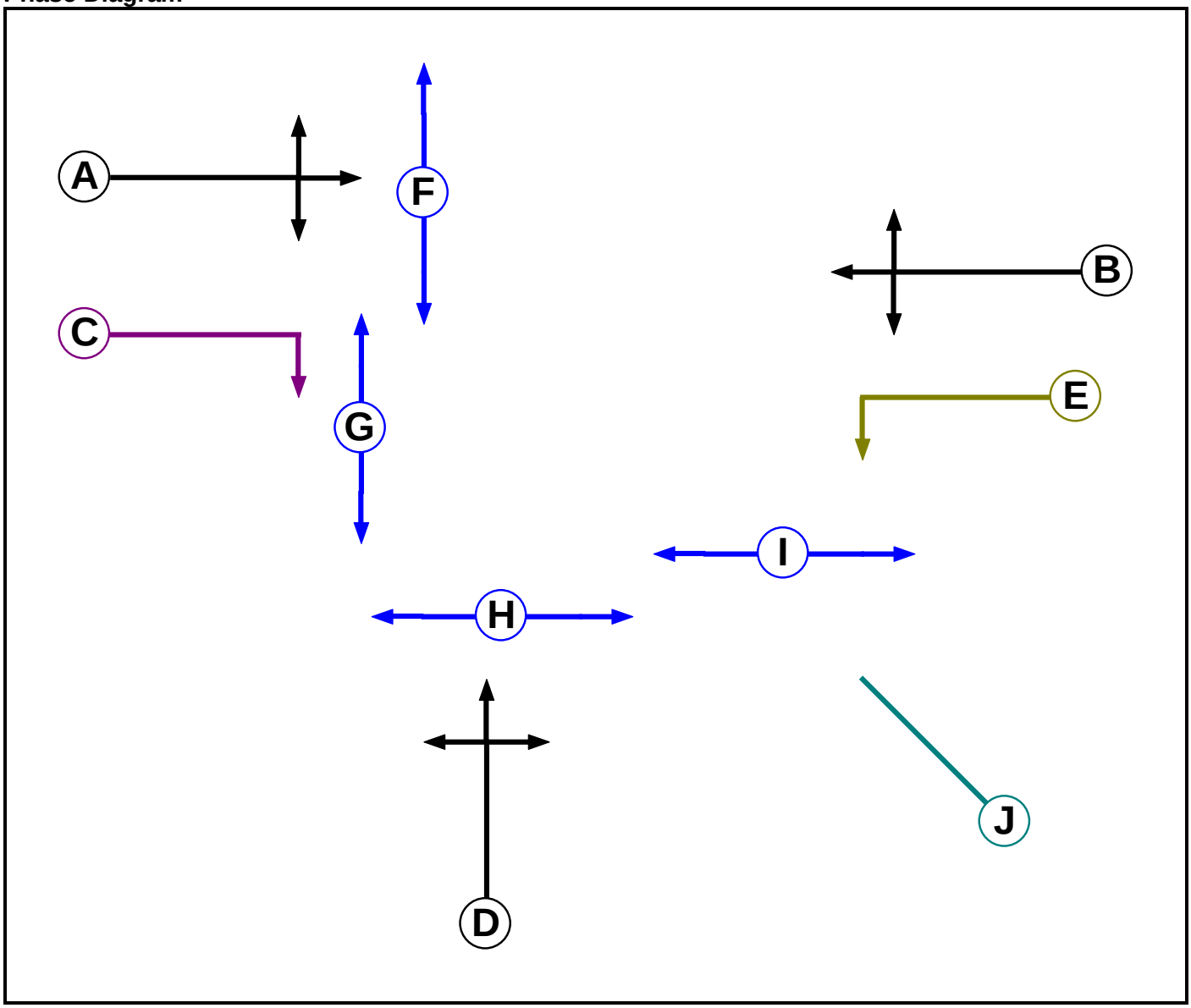
Project:	
Title:	
Location:	Leicester Road/ Spa lane
Additional detail:	
File name:	Leicester Road_Spa Lane Junction LCC Model.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	A	4	4
D	Traffic		7	7
E	Filter	B	1	0
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Dummy		4	4

Full Input Data And Results

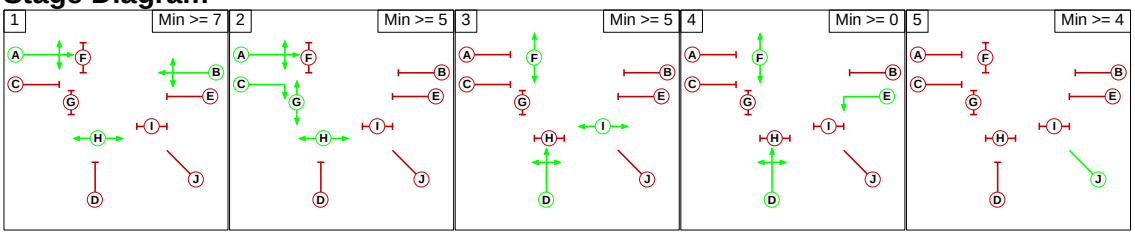
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	5	-	5	-	-	9	3
B	-		5	6	-	-	8	-	7	3
C	-	5		5	6	5	-	-	9	3
D	7	7	7		-	-	7	6	-	3
E	-	-	5	-		-	-	-	7	3
F	6	-	6	-	-		-	-	-	3
G	-	6	-	6	-	-		-	-	3
H	-	-	-	6	-	-	-		-	3
I	6	6	6	-	6	-	-	-		3
J	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B H
2	A C G H
3	D F I
4	D E F
5	J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	E	Gaining absolute	6	6
2	3	A	Losing	1	1
2	4	A	Losing	1	1
3	1	D	Losing	1	1
4	1	D	Losing	1	1

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		8	9	6	3
	2	X		10	7	3
	3	8	X		6	3
	4	8	X	X		X
	5	X	X	2	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Leicester Road / Spa Lane
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Leicester Road / Spa Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Leicester Road (West))	U	A	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 4 Left	11.00
											Arm 5 Ahead	Inf
1/2 (Leicester Road (West))	U	A C	2	3	3.5	Geom	-	2.80	0.00	Y	Arm 6 Right	17.00
2/1 (Leicester Road (East))	U	B E	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 6 Left	13.00
2/2 (Leicester Road (East))	U	B	2	3	3.5	Geom	-	2.80	0.00	Y	Arm 4 Right	9.00
											Arm 7 Ahead	Inf
											Arm 4 Ahead	14.00
3/1 (Spa Lane)	U	D	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Right	11.00
											Arm 7 Left	27.00
4/1 (Highfields Road (Exit Only))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Leicester Road (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Spa Lane - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Leicester Road (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Surveyed Flows - AM Peak'	08:00	09:00	01:00	
2: 'Surveyed Flows - PM Peak'	17:00	18:00	01:00	
3: '2026 Base + Committed - AM Peak'	08:00	09:00	01:00	
4: '2026 Base + Committed - PM Peak'	17:00	18:00	01:00	
5: '2026 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
6: '2026 Base + Committed +Development - PM Peak'	17:00	18:00	01:00	
7: '2031 Base + Committed - AM Peak'	08:00	09:00	01:00	
8: '2031 Base + Committed - PM Peak'	17:00	18:00	01:00	
9: '2031 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
10: '2031 Base + Committed +Development - PM Peak'	17:00	18:00	01:00	

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	454	194	651
	C	15	359	0	187	561
	D	12	191	302	0	505
	Tot.	30	550	756	381	1717

Traffic Lane Flows

Lane	Scenario 1: AM Base
Junction: Leicester Road / Spa Lane	
1/1 (with short)	505(In) 203(Out)
1/2 (short)	302
2/1 (with short)	651(In) 454(Out)
2/2 (short)	197
3/1	561
4/1	30
5/1	550
6/1	756
7/1	381

Full Input Data And Results

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.9 %	1880	1880
				Arm 5 Ahead	Inf	94.1 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	1.5 %	1890	1890
				Arm 7 Ahead	Inf	98.5 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.7 %	1745	1745
				Arm 5 Right	11.00	64.0 %		
				Arm 7 Left	27.00	33.3 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	369	144	521
	C	25	457	0	161	643
	D	11	198	272	0	481
	Tot.	44	655	641	305	1645

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base
Junction: Leicester Road / Spa Lane	
1/1 (with short)	481(In) 209(Out)
1/2 (short)	272
2/1 (with short)	521(In) 369(Out)
2/2 (short)	152
3/1	643
4/1	44
5/1	655
6/1	641
7/1	305

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.3 %	1881	1881
				Arm 5 Ahead	Inf	94.7 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.3 %	1879	1879
				Arm 7 Ahead	Inf	94.7 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.9 %	1735	1735
				Arm 5 Right	11.00	71.1 %		
				Arm 7 Left	27.00	25.0 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	3	0	468	200	671
	C	16	371	0	193	580
	D	12	197	312	0	521
	Tot.	31	568	780	393	1772

Traffic Lane Flows

Lane	Scenario 3: 2026 AM Baseline
Junction: Leicester Road / Spa Lane	
1/1 (with short)	521(In) 209(Out)
1/2 (short)	312
2/1 (with short)	671(In) 468(Out)
2/2 (short)	203
3/1	580
4/1	31
5/1	568
6/1	780
7/1	393

Full Input Data And Results

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.7 %	1880	1880
				Arm 5 Ahead	Inf	94.3 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	1.5 %	1890	1890
				Arm 7 Ahead	Inf	98.5 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.8 %	1745	1745
				Arm 5 Right	11.00	64.0 %		
				Arm 7 Left	27.00	33.3 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	380	148	536
	C	25	471	0	166	662
	D	12	204	281	0	497
	Tot.	45	675	661	314	1695

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 PM Baseline
Junction: Leicester Road / Spa Lane	
1/1 (with short)	497(In) 216(Out)
1/2 (short)	281
2/1 (with short)	536(In) 380(Out)
2/2 (short)	156
3/1	662
4/1	45
5/1	675
6/1	661
7/1	314

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.6 %	1881	1881
				Arm 5 Ahead	Inf	94.4 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.1 %	1879	1879
				Arm 7 Ahead	Inf	94.9 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.8 %	1735	1735
				Arm 5 Right	11.00	71.1 %		
				Arm 7 Left	27.00	25.1 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	3	0	470	200	673
	C	16	378	0	206	600
	D	12	197	316	0	525
	Tot.	31	575	786	406	1798

Traffic Lane Flows

Lane	Scenario 5: 2026 AM Forecast
Junction: Leicester Road / Spa Lane	
1/1 (with short)	525(In) 209(Out)
1/2 (short)	316
2/1 (with short)	673(In) 470(Out)
2/2 (short)	203
3/1	600
4/1	31
5/1	575
6/1	786
7/1	406

Full Input Data And Results

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.7 %	1880	1880
				Arm 5 Ahead	Inf	94.3 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	1.5 %	1890	1890
				Arm 7 Ahead	Inf	98.5 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.7 %	1747	1747
				Arm 5 Right	11.00	63.0 %		
				Arm 7 Left	27.00	34.3 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed +Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	8	0	387	148	543
	C	25	474	0	172	671
	D	12	204	294	0	510
	Tot.	45	678	681	320	1724

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 PM Forecast
Junction: Leicester Road / Spa Lane	
1/1 (with short)	510(In) 216(Out)
1/2 (short)	294
2/1 (with short)	543(In) 387(Out)
2/2 (short)	156
3/1	671
4/1	45
5/1	678
6/1	681
7/1	320

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.6 %	1881	1881
				Arm 5 Ahead	Inf	94.4 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.1 %	1879	1879
				Arm 7 Ahead	Inf	94.9 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.7 %	1736	1736
				Arm 5 Right	11.00	70.6 %		
				Arm 7 Left	27.00	25.6 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	4	0	496	212	712
	C	16	393	0	205	614
	D	13	209	331	0	553
	Tot.	33	602	827	417	1879

Traffic Lane Flows

Lane	Scenario 7: 2031 AM Baseline
Junction: Leicester Road / Spa Lane	
1/1 (with short)	553(In) 222(Out)
1/2 (short)	331
2/1 (with short)	712(In) 496(Out)
2/2 (short)	216
3/1	614
4/1	33
5/1	602
6/1	827
7/1	417

Full Input Data And Results

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.9 %	1880	1880
				Arm 5 Ahead	Inf	94.1 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	1.9 %	1889	1889
				Arm 7 Ahead	Inf	98.1 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.6 %	1745	1745
				Arm 5 Right	11.00	64.0 %		
				Arm 7 Left	27.00	33.4 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	9	0	404	158	571
	C	27	501	0	177	705
	D	12	217	298	0	527
	Tot.	48	718	702	335	1803

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2031 PM Baseline
Junction: Leicester Road / Spa Lane	
1/1 (with short)	527(In) 229(Out)
1/2 (short)	298
2/1 (with short)	571(In) 404(Out)
2/2 (short)	167
3/1	705
4/1	48
5/1	718
6/1	702
7/1	335

Lane Saturation Flows

Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.2 %	1882	1882
				Arm 5 Ahead	Inf	94.8 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.4 %	1878	1878
				Arm 7 Ahead	Inf	94.6 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.8 %	1735	1735
				Arm 5 Right	11.00	71.1 %		
				Arm 7 Left	27.00	25.1 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	4	0	500	212	716
	C	16	403	0	225	644
	D	13	209	337	0	559
	Tot.	33	612	837	437	1919

Traffic Lane Flows

Lane	Scenario 9: 2031 AM Forecast
Junction: Leicester Road / Spa Lane	
1/1 (with short)	559(In) 222(Out)
1/2 (short)	337
2/1 (with short)	716(In) 500(Out)
2/2 (short)	216
3/1	644
4/1	33
5/1	612
6/1	837
7/1	437

Full Input Data And Results

Lane Saturation Flows

Junction: Leicester Road / Spa Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.9 %	1880	1880
				Arm 5 Ahead	Inf	94.1 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	1.9 %	1889	1889
				Arm 7 Ahead	Inf	98.1 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	2.5 %	1747	1747
				Arm 5 Right	11.00	62.6 %		
				Arm 7 Left	27.00	34.9 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed +Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	9	0	414	158	581
	C	27	505	0	185	717
	D	12	217	317	0	546
	Tot.	48	722	731	343	1844

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2031 PM Forecast
Junction: Leicester Road / Spa Lane	
1/1 (with short)	546(In) 229(Out)
1/2 (short)	317
2/1 (with short)	581(In) 414(Out)
2/2 (short)	167
3/1	717
4/1	48
5/1	722
6/1	731
7/1	343

Lane Saturation Flows

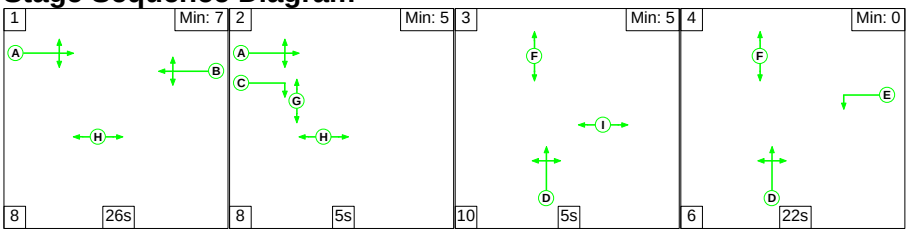
Junction: Leicester Road / Spa Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Leicester Road (West))	2.80	0.00	Y	Arm 4 Left	11.00	5.2 %	1882	1882
				Arm 5 Ahead	Inf	94.8 %		
1/2 (Leicester Road (West))	2.80	0.00	Y	Arm 6 Right	17.00	100.0 %	1741	1741
2/1 (Leicester Road (East))	2.80	0.00	Y	Arm 6 Left	13.00	100.0 %	1699	1699
2/2 (Leicester Road (East))	2.80	0.00	Y	Arm 4 Right	9.00	5.4 %	1878	1878
				Arm 7 Ahead	Inf	94.6 %		
3/1 (Spa Lane)	3.20	0.00	Y	Arm 4 Ahead	14.00	3.8 %	1736	1736
				Arm 5 Right	11.00	70.4 %		
				Arm 7 Left	27.00	25.8 %		
4/1 (Highfields Road (Exit Only) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Leicester Road (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Spa Lane - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Leicester Road (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

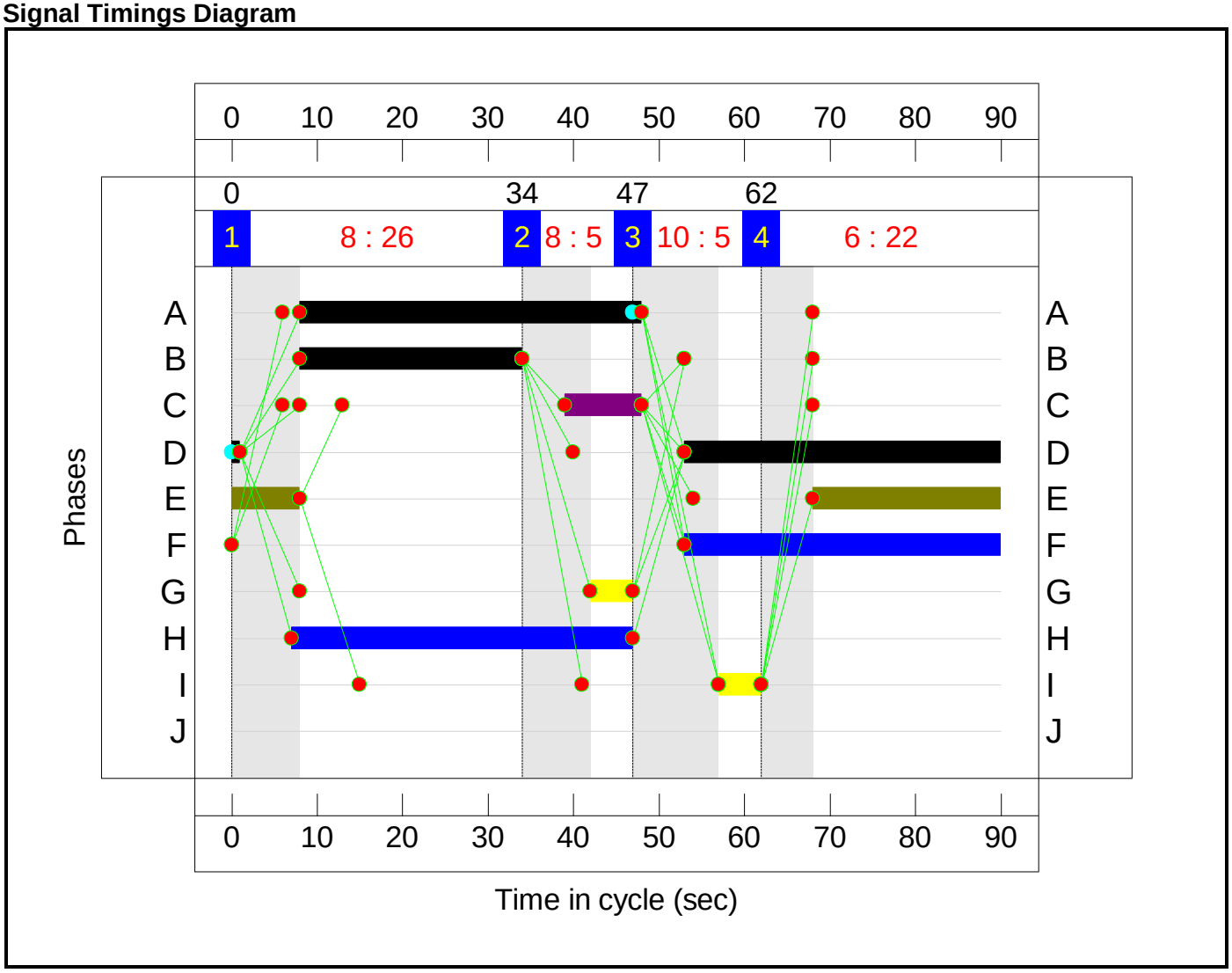
Stage Sequence Diagram



Stage Timings

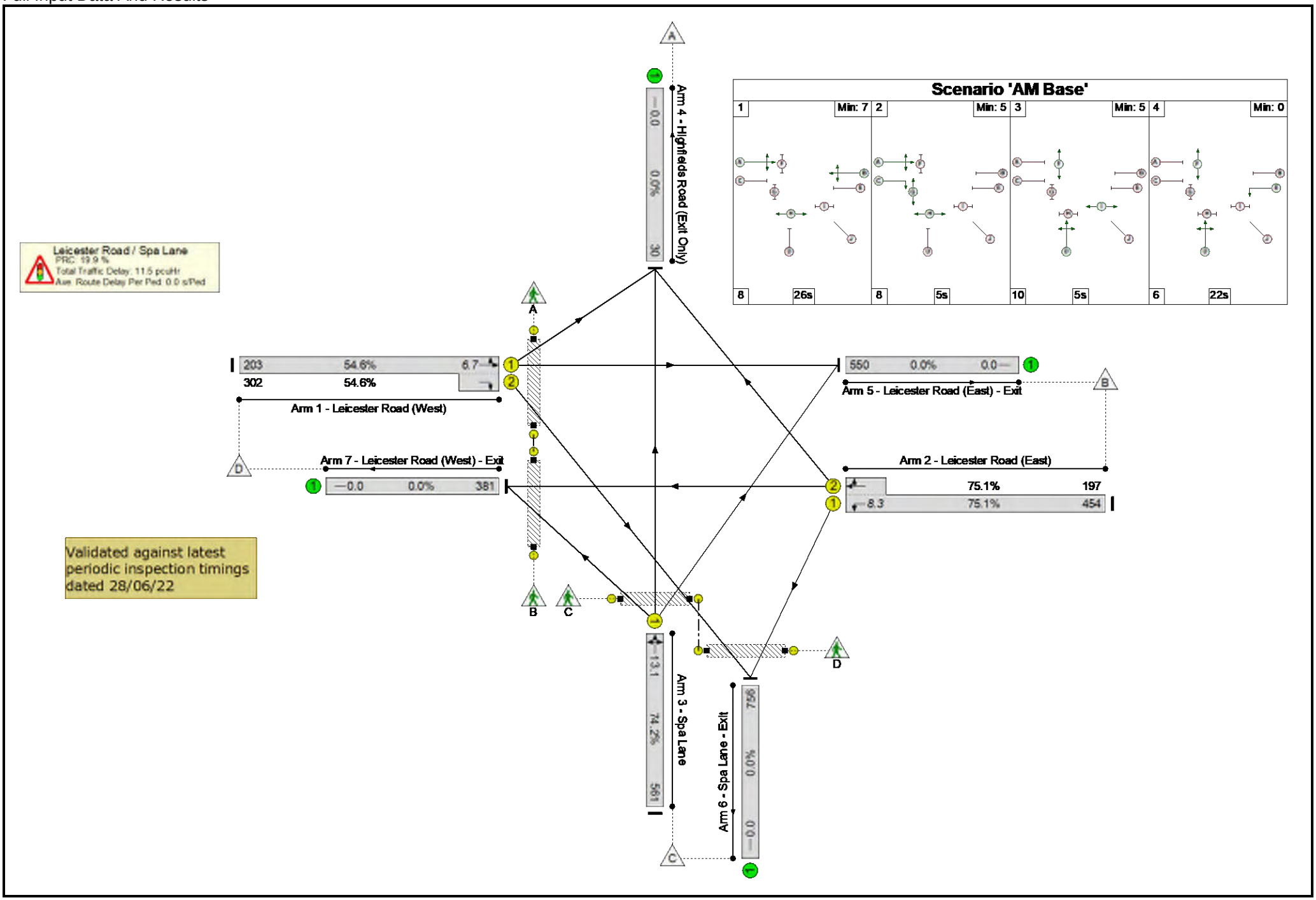
Stage	1	2	3	4
Duration	26	5	5	22
Change Point	0	34	47	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 19.9 %
Total Traffic Delay: 11.5 pcuHr
Ave Route Delay Per Ped: 0.0 s/Ped
Scenario 'AM Base'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 26s
8 5s
10 5s
6 22s
Arm 4 - Highfields Road (Exit Only)
0.0
0.0%
30
203 54.6% 6.7
302 54.6%
Arm 1 - Leicester Road (West)
550 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 381
Arm 2 - Leicester Road (East)
75.1% 197
8.3 75.1% 454
Validated against latest periodic inspection timings dated 28/06/22
13.1 74.2% 561
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
756 0.0% 0.0
A
B
C
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.1%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	505	1880:1741	372+553	54.6 : 54.6%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:26	30	651	1699:1890	605+262	75.1 : 75.1%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	561	1745	756	74.2%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.0**	**3.5**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.0**	**3.5**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/1+1/2	505	505	-	-	-	2.2	0.6	-	2.8	20.2	6.1	0.6	6.7
2/1+2/2	651	651	-	-	-	2.4	1.5	-	3.9	21.6	6.8	1.5	8.3
3/1	561	561	-	-	-	3.3	1.4	-	4.7	30.4	11.7	1.4	13.1
4/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

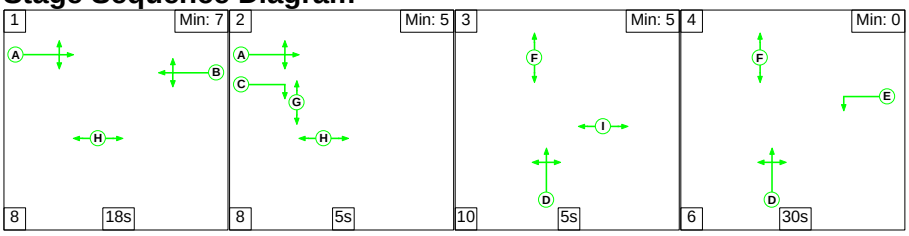
C1 PRC for Signalled Lanes (%): 19.9 Total Delay for Signalled Lanes (pcuHr): 11.48 Cycle Time (s): 90

PRC Over All Lanes (%): 19.9 Total Delay Over All Lanes(pcuHr): 11.48

Full Input Data And Results

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

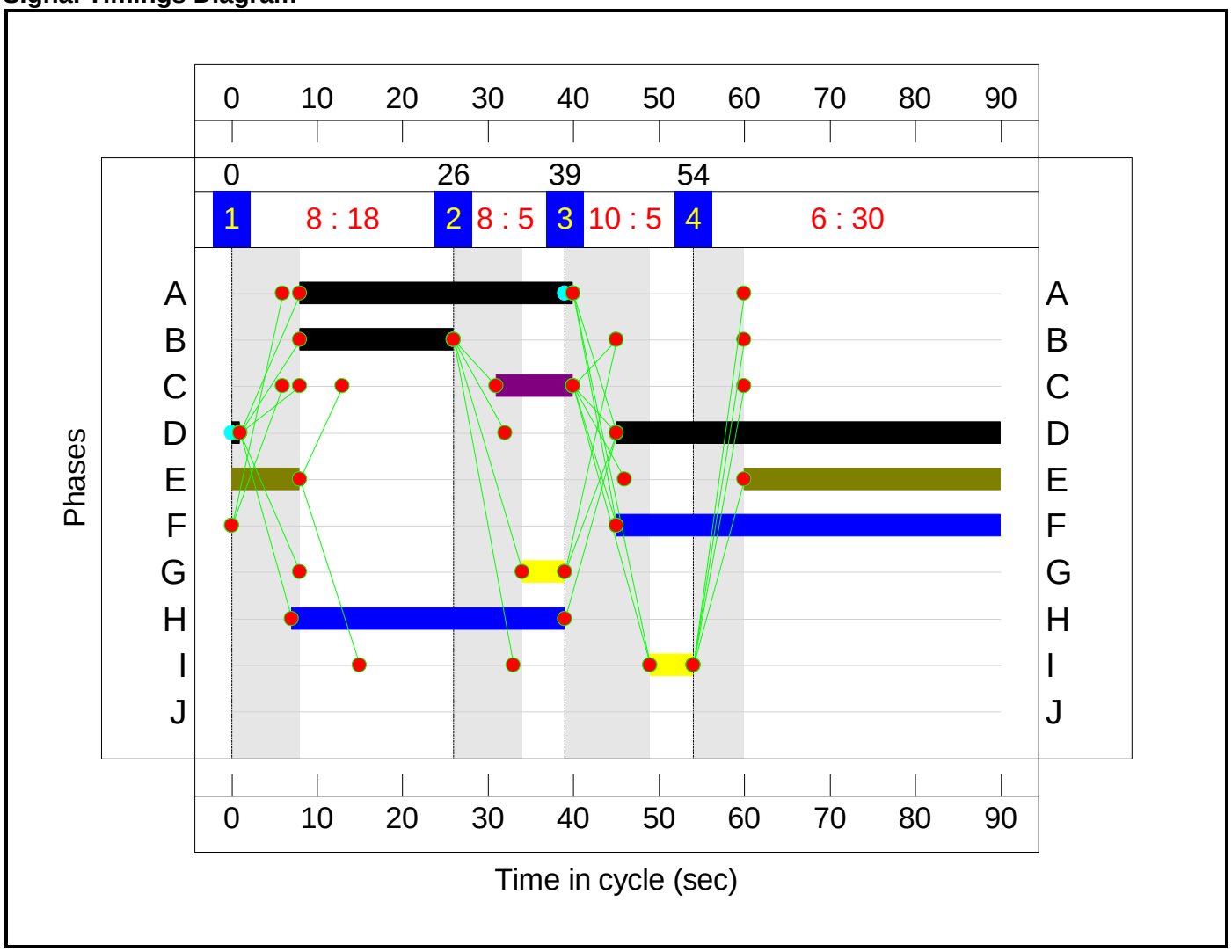
Stage Sequence Diagram



Stage Timings

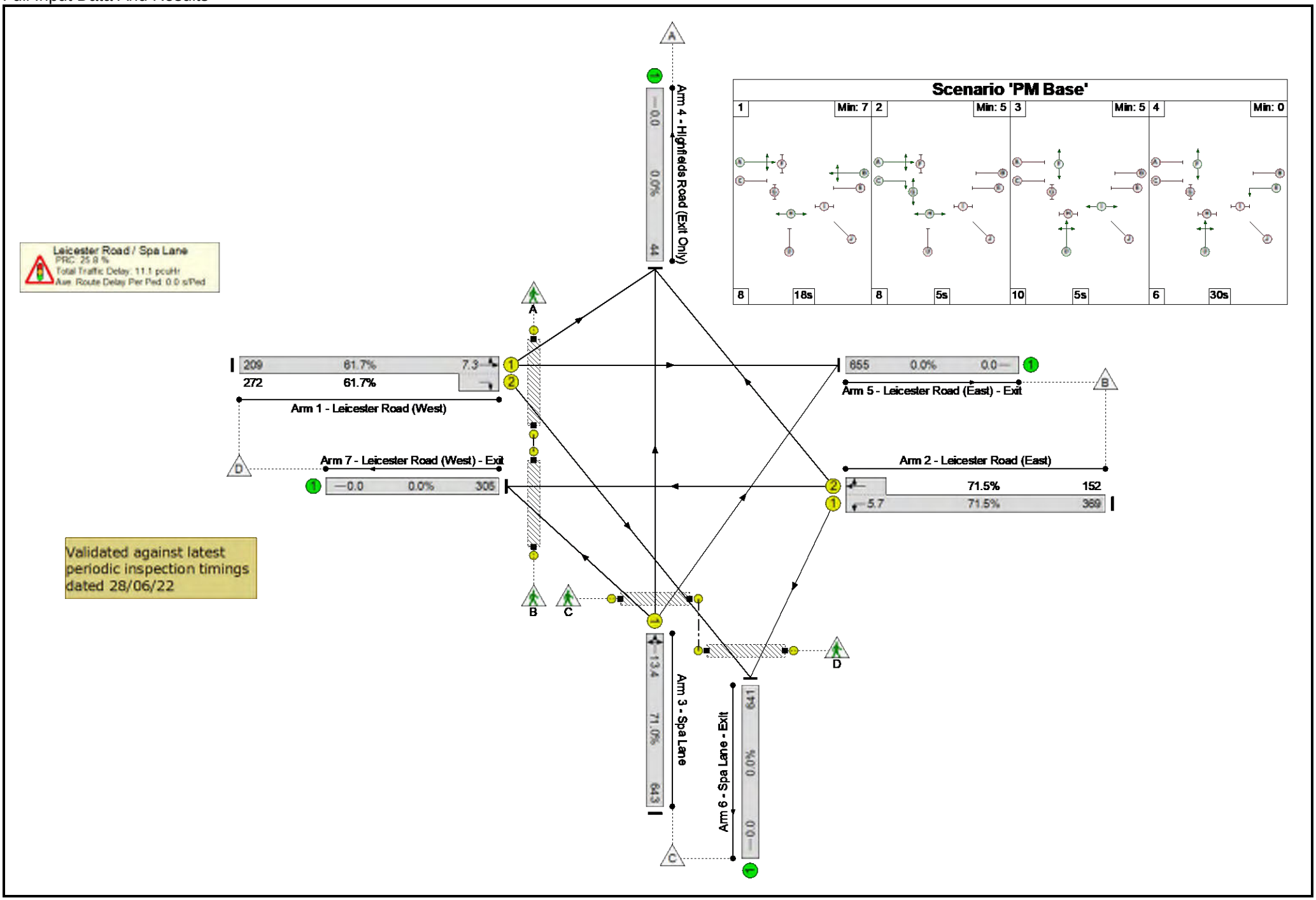
Stage	1	2	3	4
Duration	18	5	5	30
Change Point	0	26	39	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 25.9 %
Total Traffic Delay: 11.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Scenario 'PM Base'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 18s
8 5s
10 5s
6 30s
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 44
209 61.7% 7.3
272 61.7%
Arm 1 - Leicester Road (West)
655 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 305
Arm 2 - Leicester Road (East)
71.5% 152
5.7 71.5% 389
Validated against latest periodic inspection timings dated 28/06/22
13.4 71.0% 643
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
641 0.0% 0.0
A
B
C
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.5%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.5%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	481	1881:1741	339+441	61.7 : 61.7%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:18	38	521	1699:1879	516+212	71.5 : 71.5%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	643	1735	906	71.0%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.8**	**3.3**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**7.8**	**3.3**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
1/1+1/2	481	481	-	-	-	2.8	0.8	-	3.6	27.3	6.5	0.8	7.3
2/1+2/2	521	521	-	-	-	2.1	1.2	-	3.3	23.0	4.5	1.2	5.7
3/1	643	643	-	-	-	2.9	1.2	-	4.1	23.1	12.1	1.2	13.4
4/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

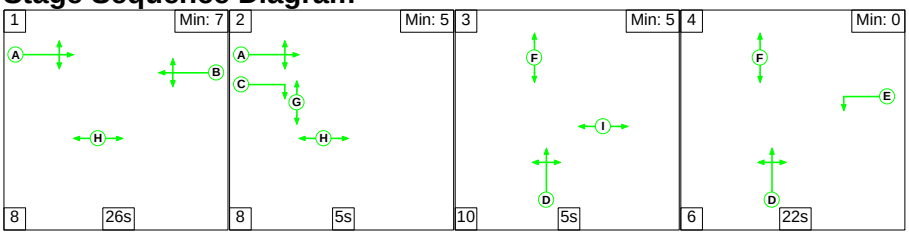
C1 PRC for Signalled Lanes (%): 25.8 Total Delay for Signalled Lanes (pcuHr): 11.09 Cycle Time (s): 90

PRC Over All Lanes (%): 25.8 Total Delay Over All Lanes(pcuHr): 11.09

Full Input Data And Results

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

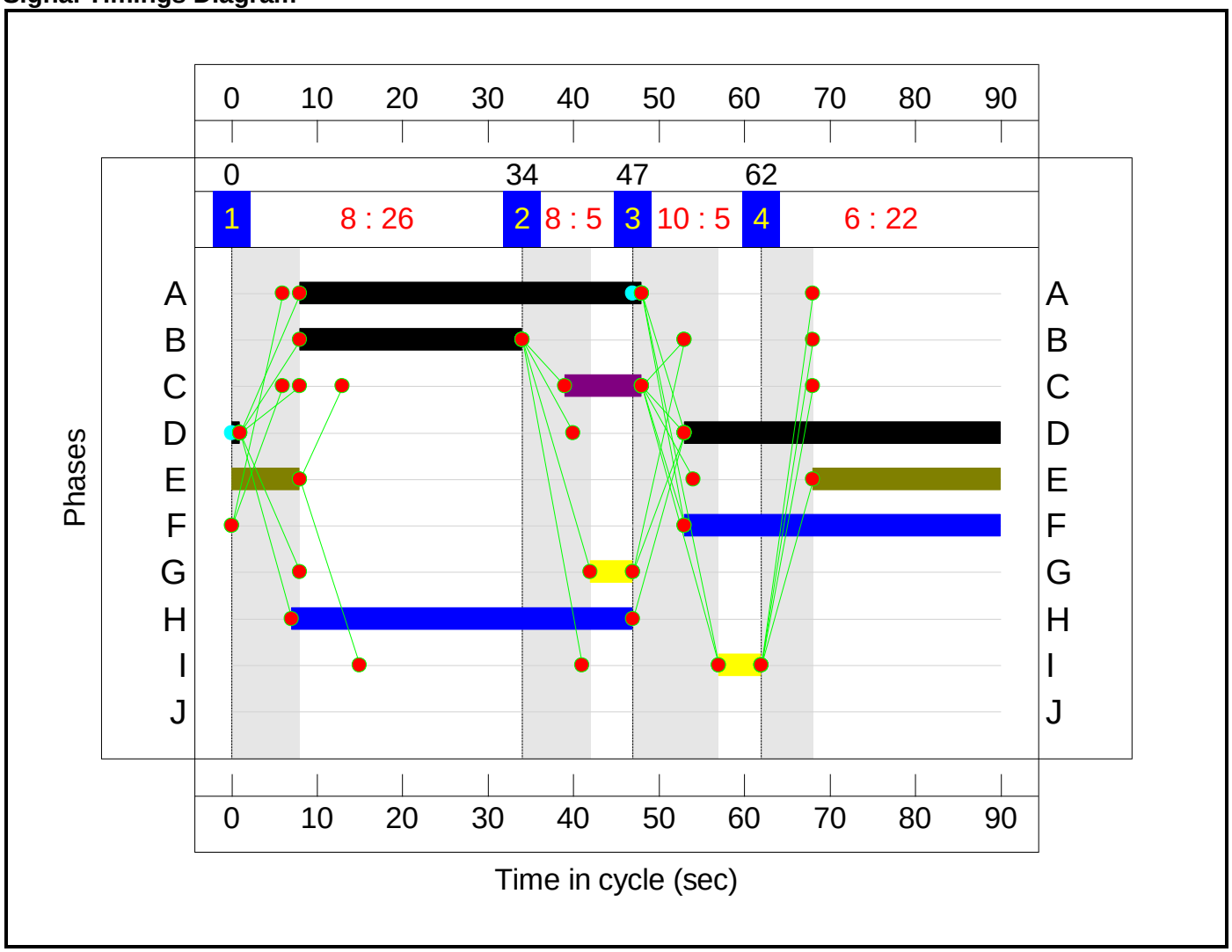
Stage Sequence Diagram



Stage Timings

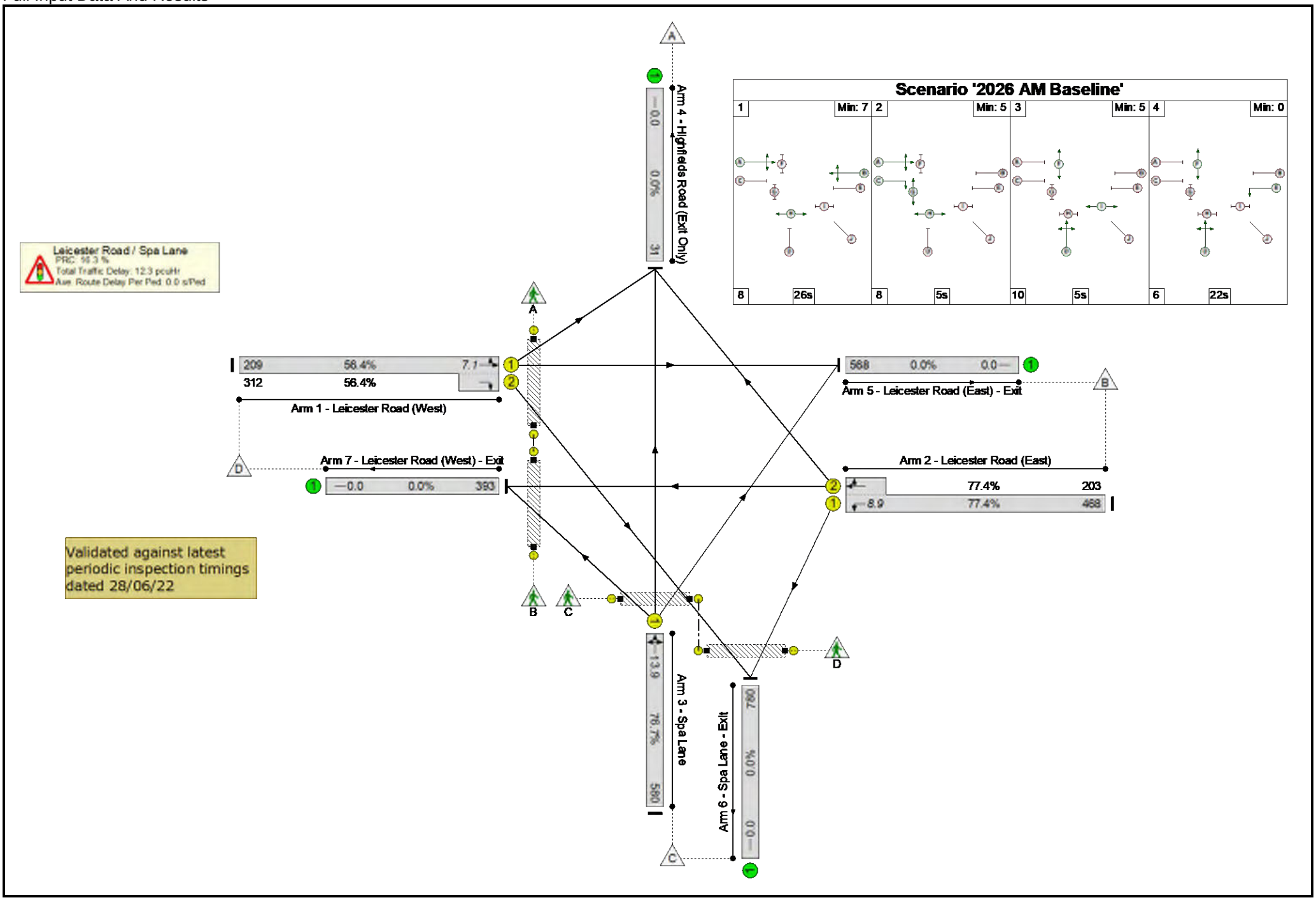
Stage	1	2	3	4
Duration	26	5	5	22
Change Point	0	34	47	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 96.3 %
Total Traffic Delay: 12.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Scenario '2026 AM Baseline'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 26s
8 5s
10 5s
6 22s
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 31
209 56.4% 7.1
312 56.4%
Arm 1 - Leicester Road (West)
568 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 393
Arm 2 - Leicester Road (East)
77.4% 203
8.9 77.4% 488
Validated against latest periodic inspection timings dated 28/06/22
13.9 78.7% 580
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
780 0.0% 0.0
A
B
C
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.4%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.4%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	521	1880:1741	371+553	56.4 : 56.4%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:26	30	671	1699:1890	605+262	77.4 : 77.4%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	580	1745	756	76.7%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.4**	**3.9**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.4**	**3.9**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
1/1+1/2	521	521	-	-	-	2.3	0.6	-	3.0	20.5	6.5	0.6	7.1
2/1+2/2	671	671	-	-	-	2.6	1.7	-	4.2	22.7	7.2	1.7	8.9
3/1	580	580	-	-	-	3.5	1.6	-	5.1	31.7	12.2	1.6	13.9
4/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

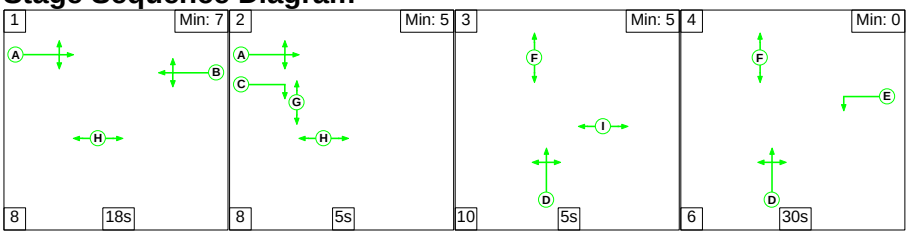
C1 PRC for Signalled Lanes (%): 16.3 Total Delay for Signalled Lanes (pcuHr): 12.31 Cycle Time (s): 90

PRC Over All Lanes (%): 16.3 Total Delay Over All Lanes(pcuHr): 12.31

Full Input Data And Results

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

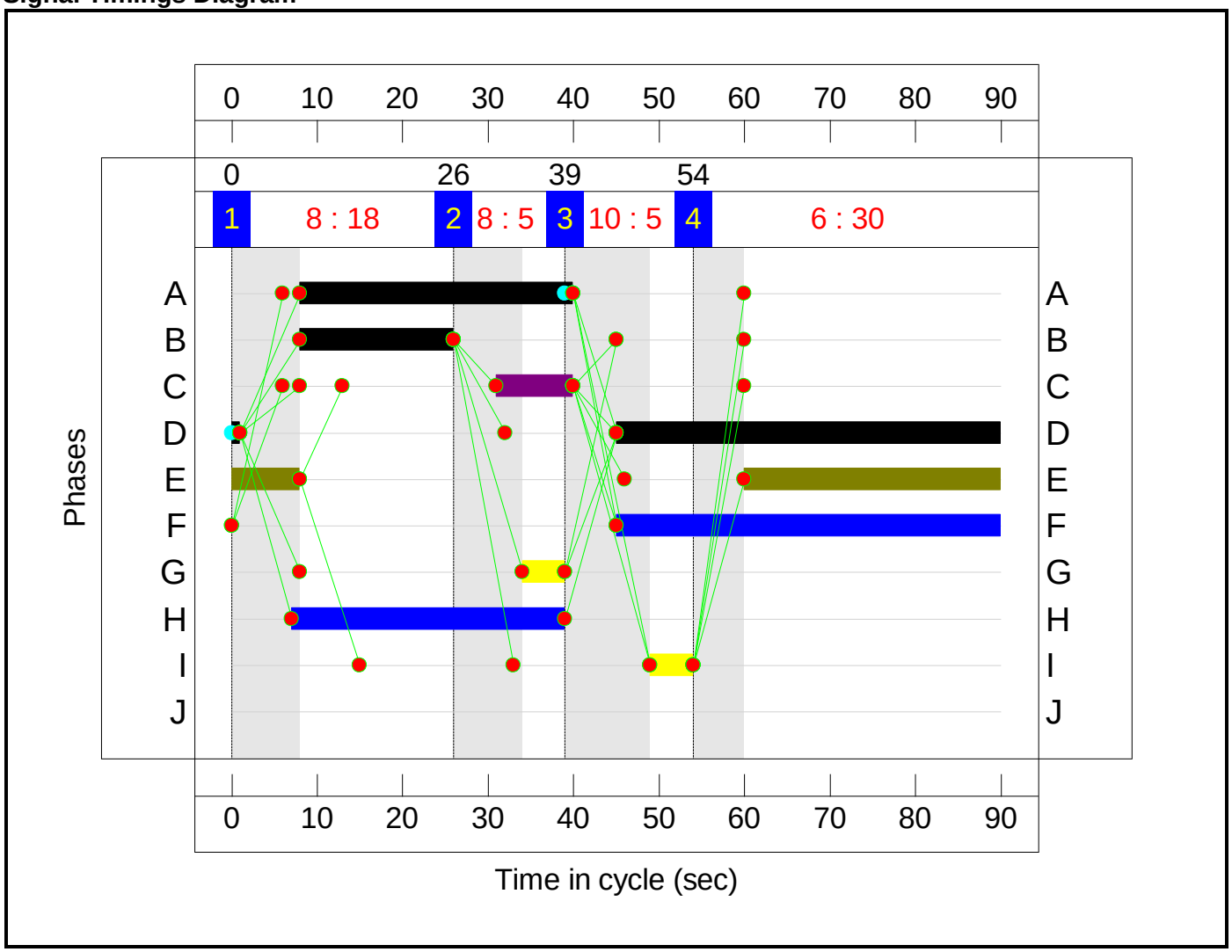
Stage Sequence Diagram



Stage Timings

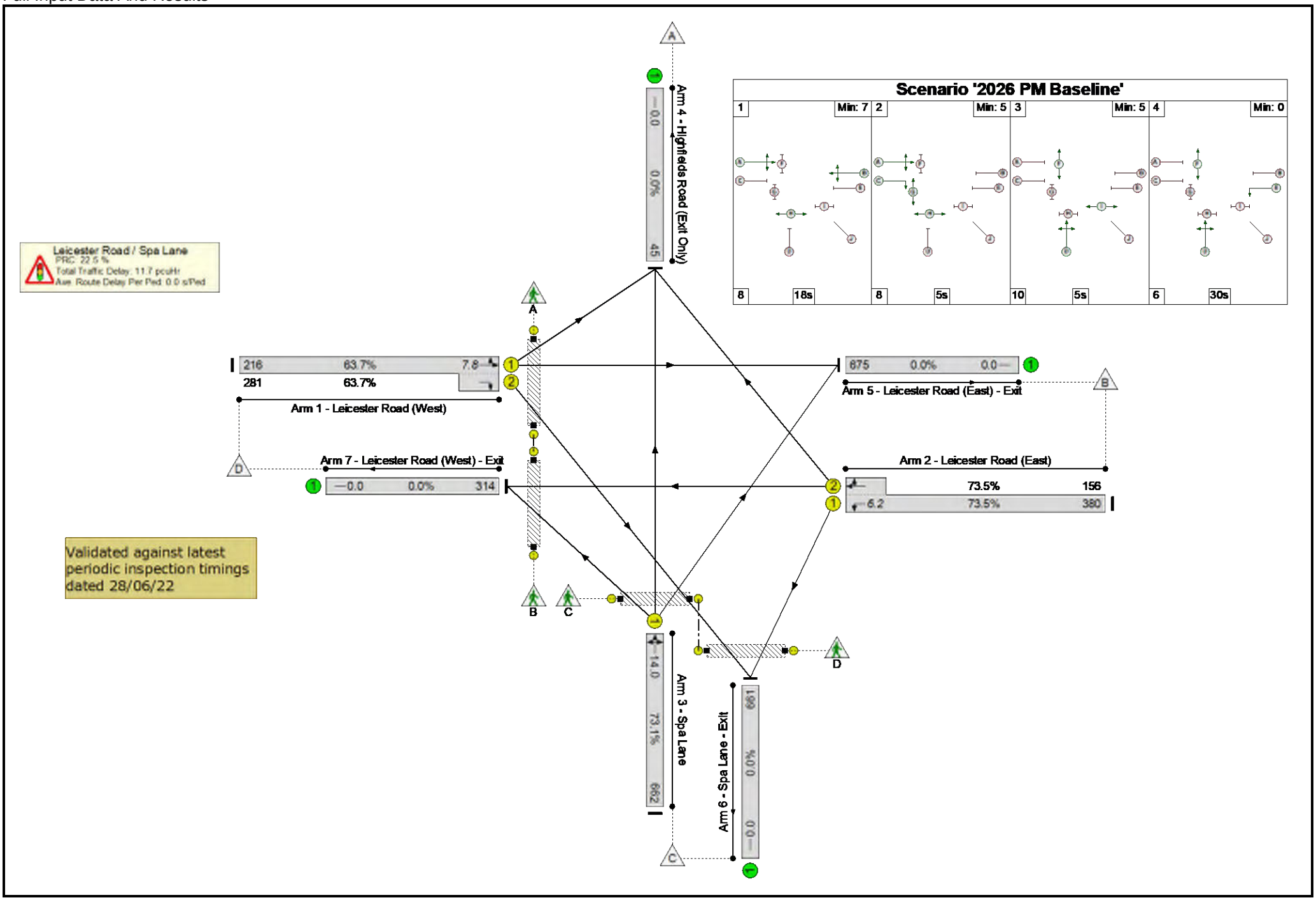
Stage	1	2	3	4
Duration	18	5	5	30
Change Point	0	26	39	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 22.5 %
Total Traffic Delay: 11.7 pcuHr
Ave Route Delay Per Ped: 0.0 s/Ped
Scenario '2026 PM Baseline'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 18s
8 5s
10 5s
6 30s
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 45
216 63.7% 7.8
281 63.7%
Arm 1 - Leicester Road (West)
675 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 314
Arm 2 - Leicester Road (East)
73.5% 156
6.2 73.5% 380
Validated against latest periodic inspection timings dated 28/06/22
14.0 73.1% 692
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
661 0.0% 0.0
A
B
C
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.5%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.5%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	497	1881:1741	339+441	63.7 : 63.7%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:18	38	536	1699:1879	517+212	73.5 : 73.5%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	662	1735	906	73.1%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.2**	**3.6**	**0.0**	**11.7**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.2**	**3.6**	**0.0**	**11.7**	**-**	**-**	**-**	**-**
1/1+1/2	497	497	-	-	-	3.0	0.9	-	3.8	27.8	7.0	0.9	7.8
2/1+2/2	536	536	-	-	-	2.1	1.4	-	3.5	23.6	4.8	1.4	6.2
3/1	662	662	-	-	-	3.1	1.3	-	4.4	23.9	12.7	1.3	14.0
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

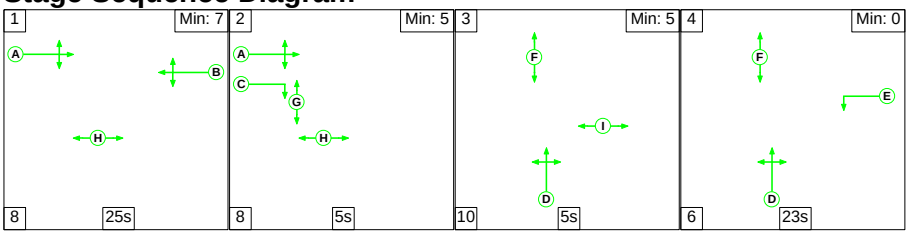
C1 PRC for Signalled Lanes (%): 22.5 Total Delay for Signalled Lanes (pcuHr): 11.75 Cycle Time (s): 90

PRC Over All Lanes (%): 22.5 Total Delay Over All Lanes(pcuHr): 11.75

Full Input Data And Results

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

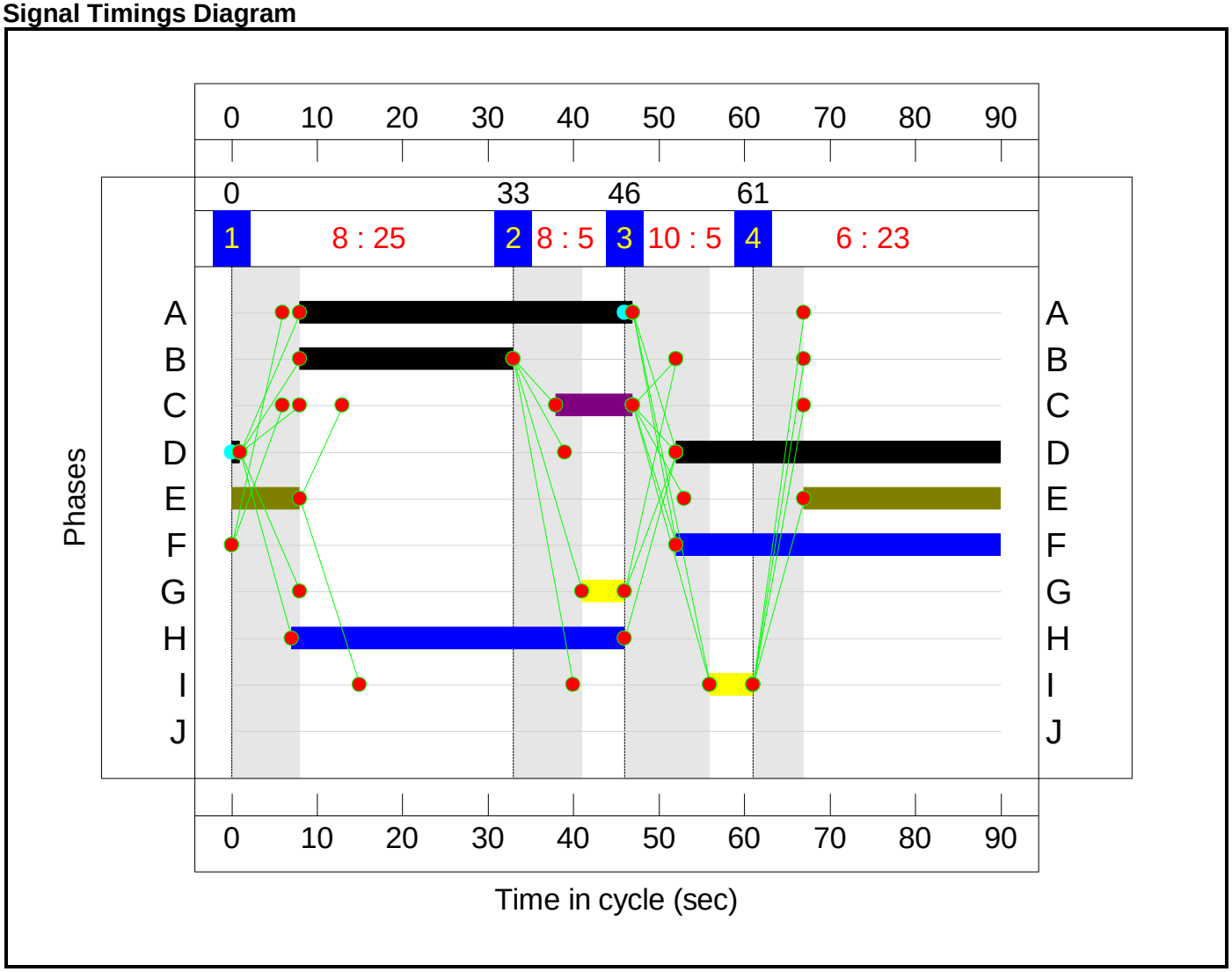
Stage Sequence Diagram



Stage Timings

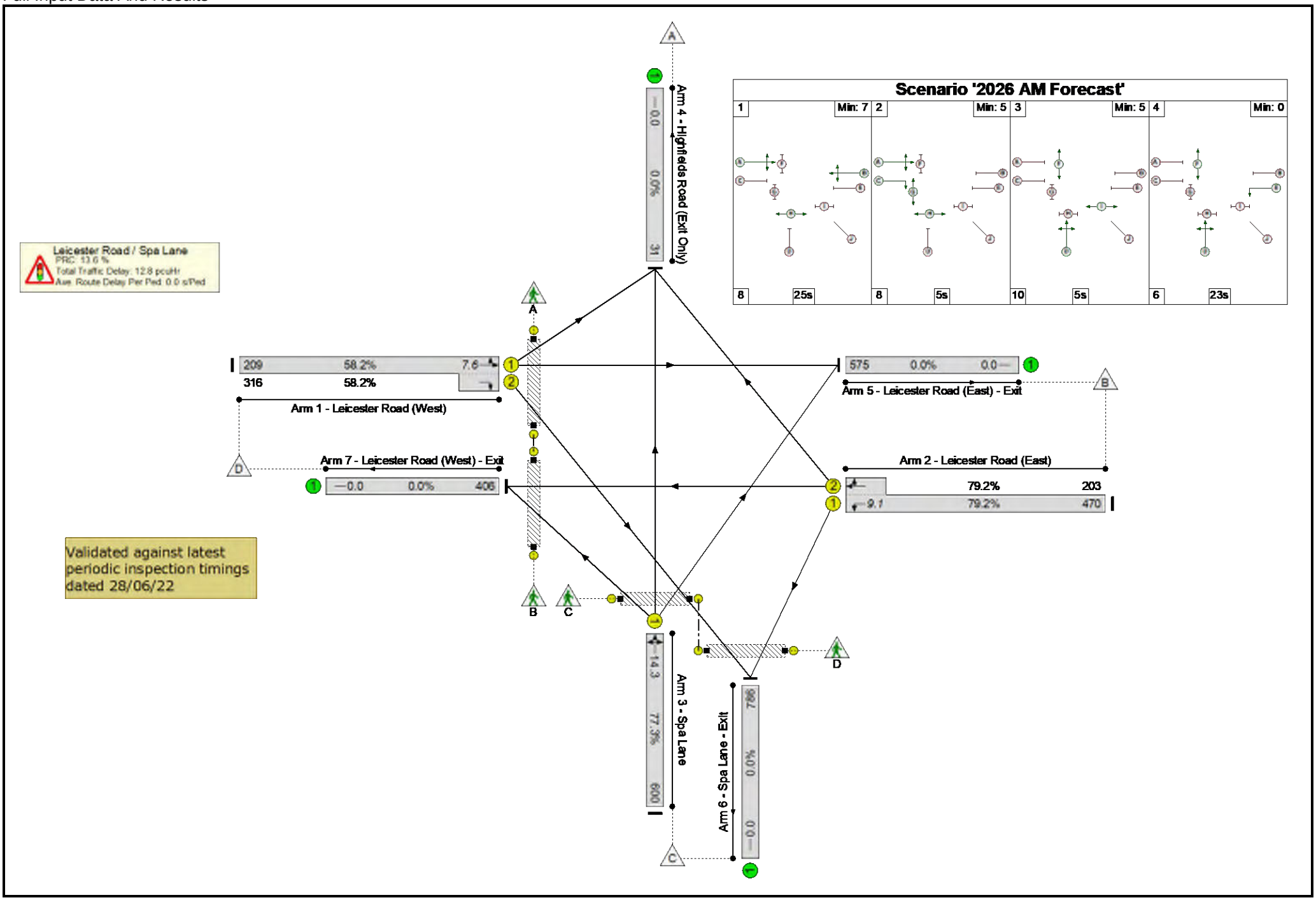
Stage	1	2	3	4
Duration	25	5	5	23
Change Point	0	33	46	61

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Scenario '2026 AM Forecast'
1 Min: 7 8 25s
2 Min: 5 8 5s
3 Min: 5 10 5s
4 Min: 0 6 23s
Leicester Road / Spa Lane
PRC: 13.6 %
Total Traffic Delay: 12.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 31
209 58.2% 7.6
316 58.2%
Arm 1 - Leicester Road (West)
575 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 406
Arm 2 - Leicester Road (East)
79.2% 203
9.1 79.2% 470
Validated against latest periodic inspection timings dated 28/06/22
14.3 77.3% 609
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
0.0 0.0% 786
A
B
C
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.2%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.2%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	39	9	525	1880:1741	359+543	58.2 : 58.2%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:25	31	673	1699:1890	593+256	79.2 : 79.2%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	39	-	600	1747	776	77.3%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	39	-	0	-	31200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	38	-	0	-	30400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.6**	**4.2**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.6**	**4.2**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/1+1/2	525	525	-	-	-	2.5	0.7	-	3.1	21.6	6.9	0.7	7.6
2/1+2/2	673	673	-	-	-	2.6	1.9	-	4.5	24.0	7.3	1.9	9.1
3/1	600	600	-	-	-	3.5	1.7	-	5.2	31.2	12.7	1.7	14.3
4/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

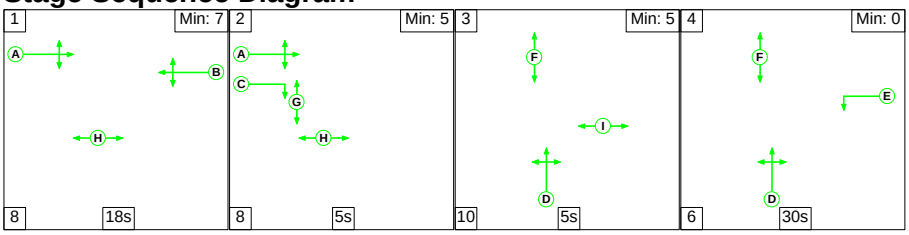
C1 PRC for Signalled Lanes (%): 13.6 Total Delay for Signalled Lanes (pcuHr): 12.84 Cycle Time (s): 90

PRC Over All Lanes (%): 13.6 Total Delay Over All Lanes(pcuHr): 12.84

Full Input Data And Results

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed +Development - PM Peak', Plan 1: 'Network Control Plan 1')

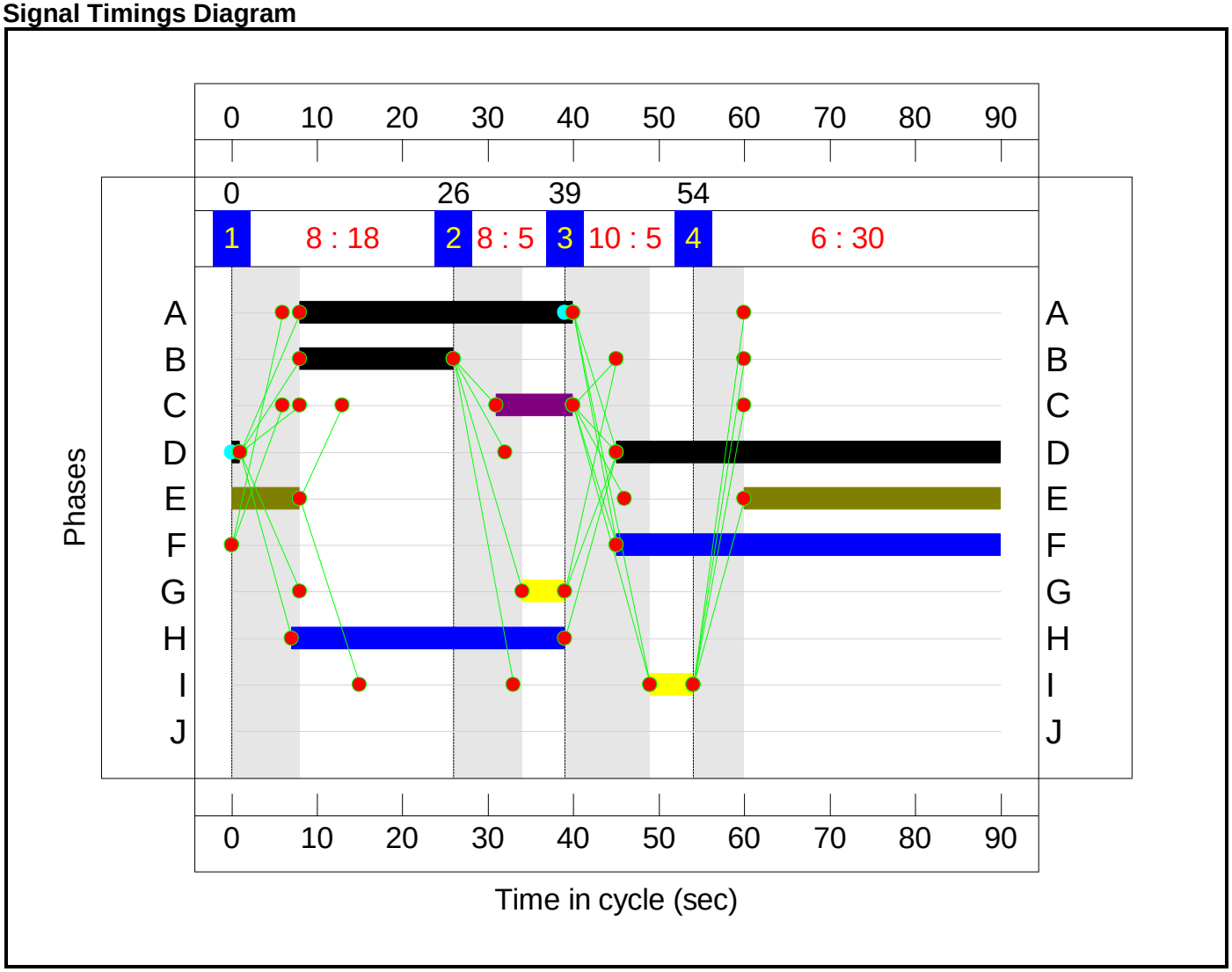
Stage Sequence Diagram



Stage Timings

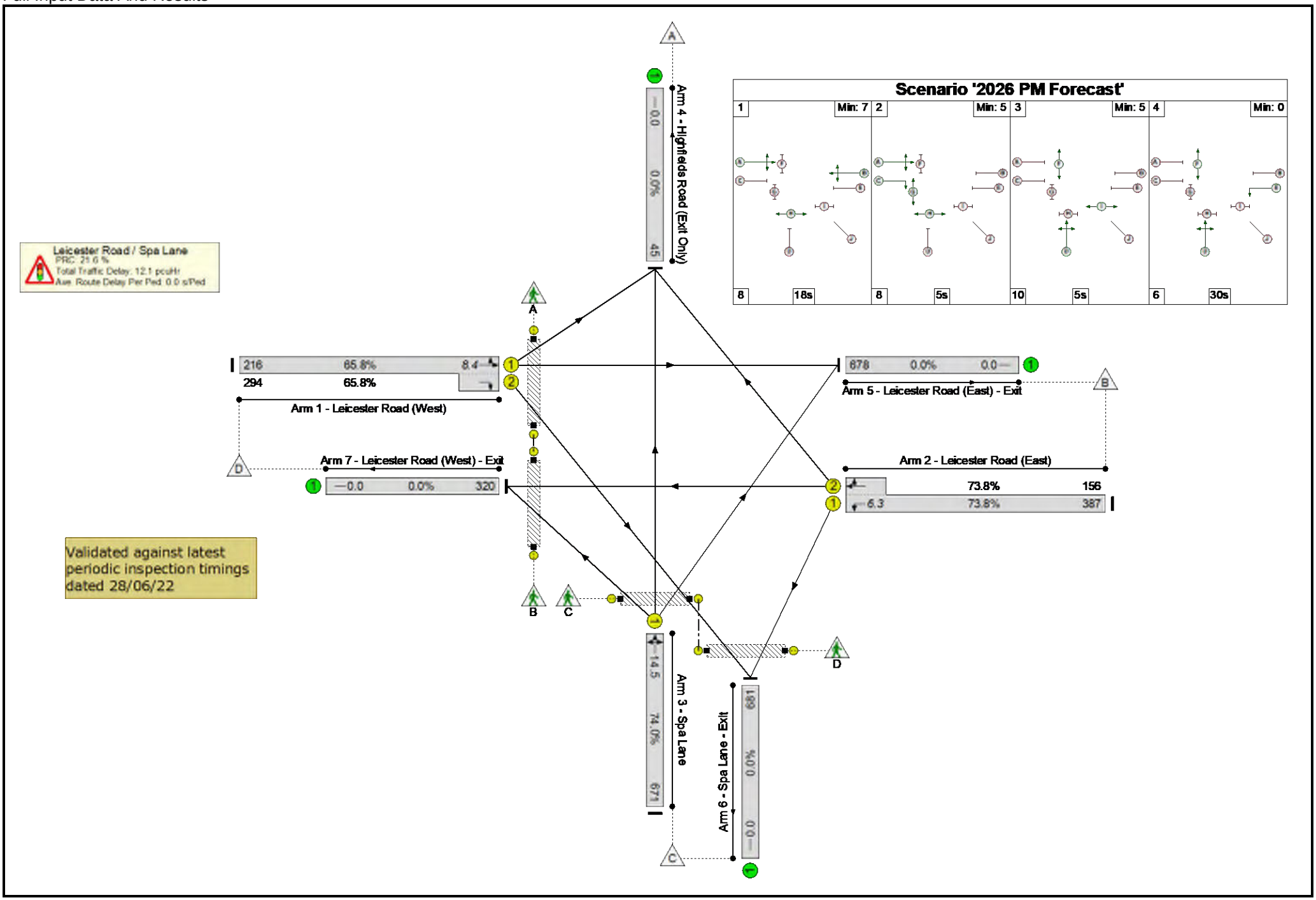
Stage	1	2	3	4
Duration	18	5	5	30
Change Point	0	26	39	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 21.6 %
Total Traffic Delay: 12.1 pcuHr
Ave Route Delay Per Ped: 0.0 s/Ped
Scenario '2026 PM Forecast'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 18s
8 5s
10 5s
6 30s
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 45
216 65.8% 8.4
294 65.8%
Arm 1 - Leicester Road (West)
678 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 320
Arm 2 - Leicester Road (East)
73.8% 156
6.3 73.8% 387
Validated against latest periodic inspection timings dated 28/06/22
14.5 74.0% 671
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
681
0.0% 0.0
A
B
C
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	510	1881:1741	328+447	65.8 : 65.8%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:18	38	543	1699:1879	524+211	73.8 : 73.8%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	671	1736	907	74.0%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.4**	**3.8**	**0.0**	**12.1**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.4**	**3.8**	**0.0**	**12.1**	**-**	**-**	**-**	**-**
1/1+1/2	510	510	-	-	-	3.1	1.0	-	4.0	28.5	7.5	1.0	8.4
2/1+2/2	543	543	-	-	-	2.2	1.4	-	3.6	23.6	4.9	1.4	6.3
3/1	671	671	-	-	-	3.1	1.4	-	4.5	24.3	13.0	1.4	14.5
4/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

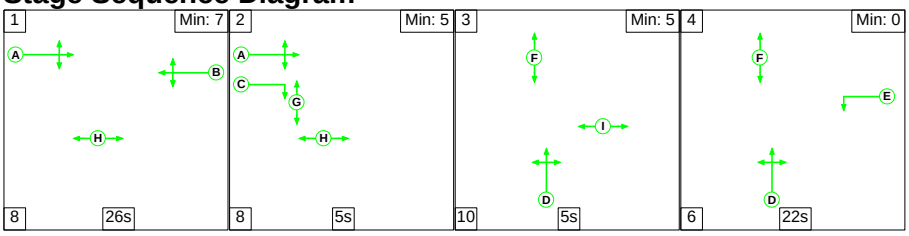
C1 PRC for Signalled Lanes (%): 21.6 Total Delay for Signalled Lanes (pcuHr): 12.12 Cycle Time (s): 90

PRC Over All Lanes (%): 21.6 Total Delay Over All Lanes(pcuHr): 12.12

Full Input Data And Results

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

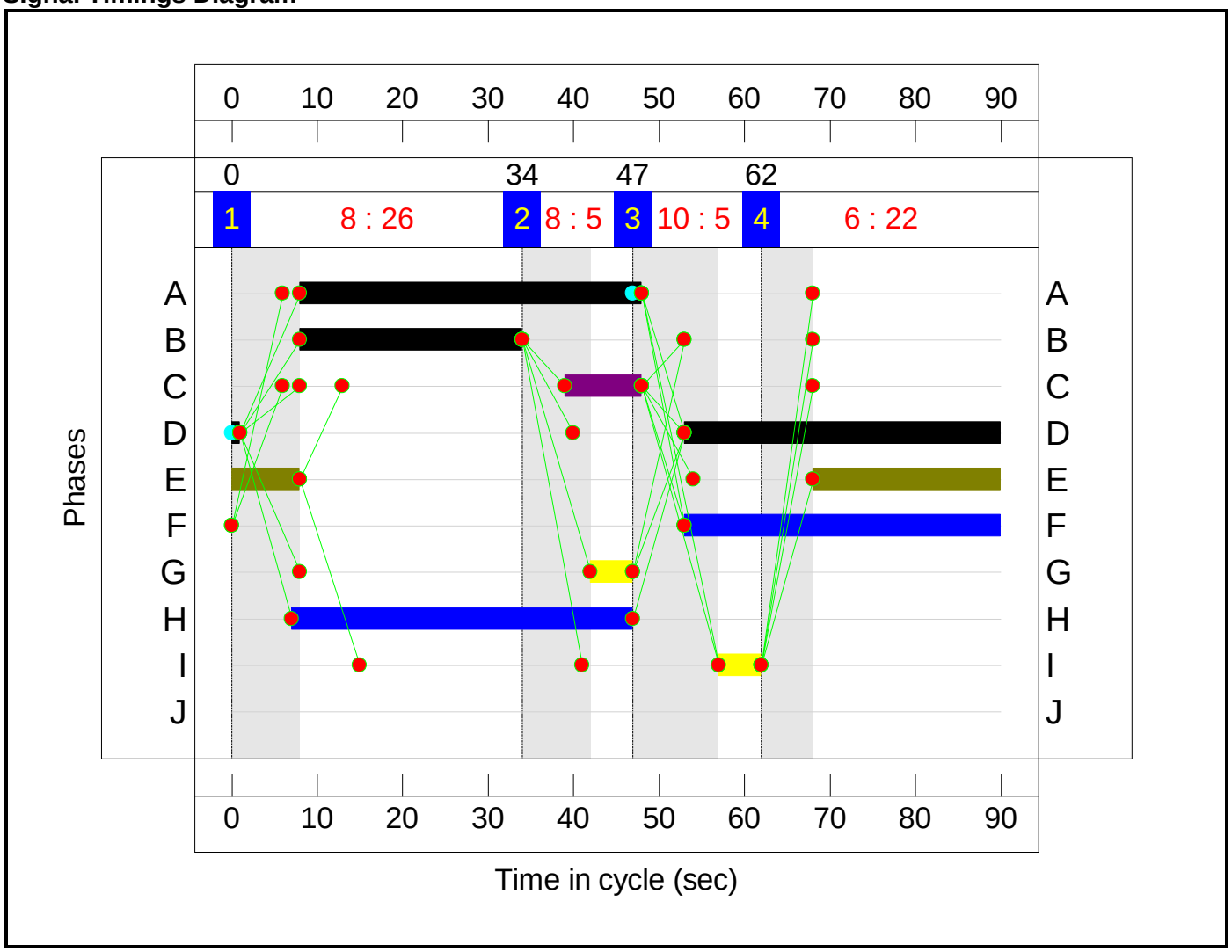
Stage Sequence Diagram



Stage Timings

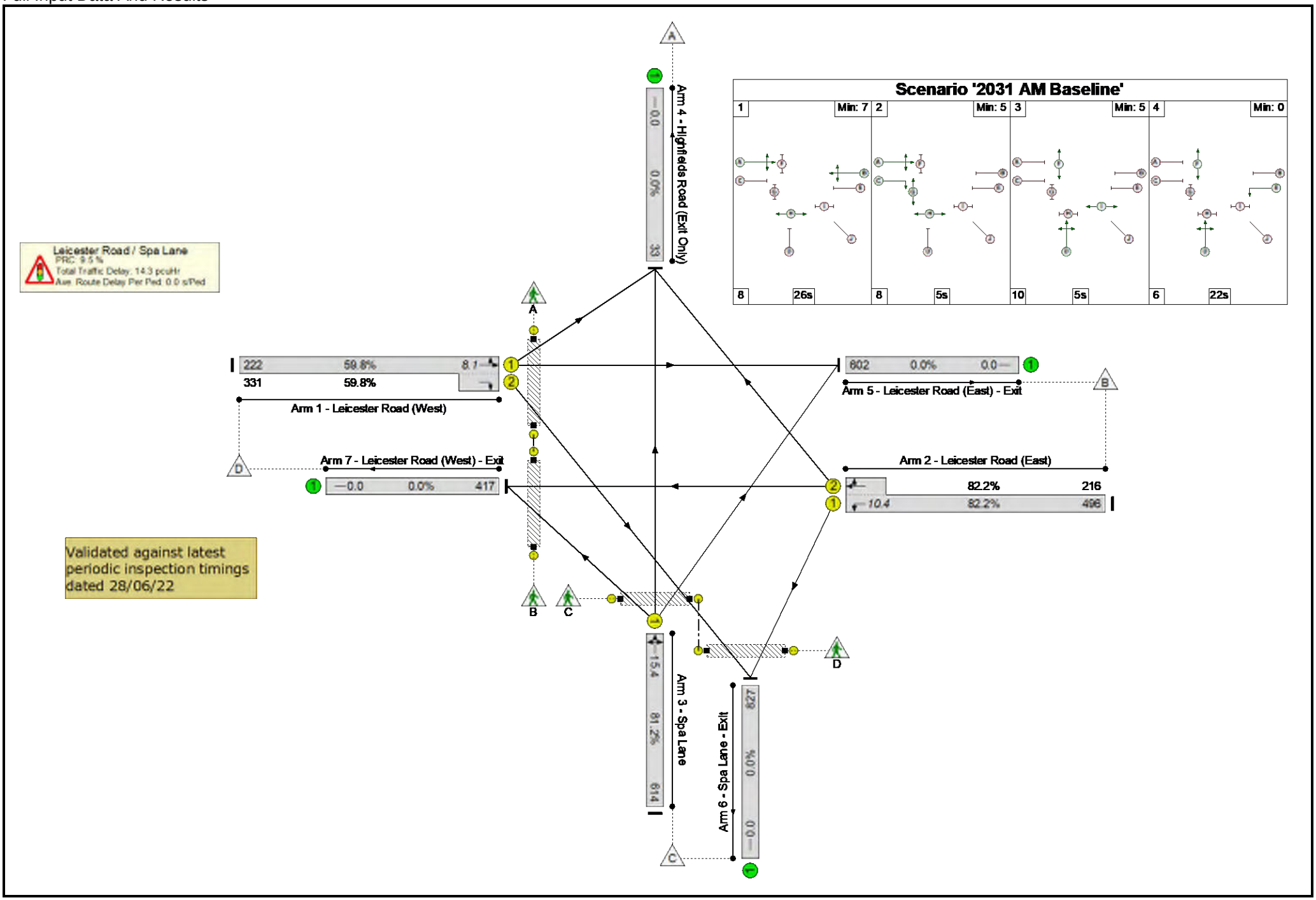
Stage	1	2	3	4
Duration	26	5	5	22
Change Point	0	34	47	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 9.5 %
Total Traffic Delay: 14.3 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Scenario '2031 AM Baseline'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 26s
8 5s
10 5s
6 22s
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 33
222 59.8% 8.1
331 59.8%
Arm 1 - Leicester Road (West)
602 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 417
Arm 2 - Leicester Road (East)
82.2% 216
10.4 82.2% 496
Validated against latest periodic inspection timings dated 28/06/22
15.4 81.2% 614
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
827 0.0% 0.0
A
B
C
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	40	9	553	1880:1741	371+553	59.8 : 59.8%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:26	30	712	1699:1889	603+263	82.2 : 82.2%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	38	-	614	1745	756	81.2%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	40	-	0	-	32000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	37	-	0	-	29600	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.2**	**5.1**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.2**	**5.1**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
1/1+1/2	553	553	-	-	-	2.5	0.7	-	3.3	21.2	7.3	0.7	8.1
2/1+2/2	712	712	-	-	-	2.9	2.2	-	5.1	25.8	8.2	2.2	10.4
3/1	614	614	-	-	-	3.8	2.1	-	5.9	34.6	13.3	2.1	15.4
4/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

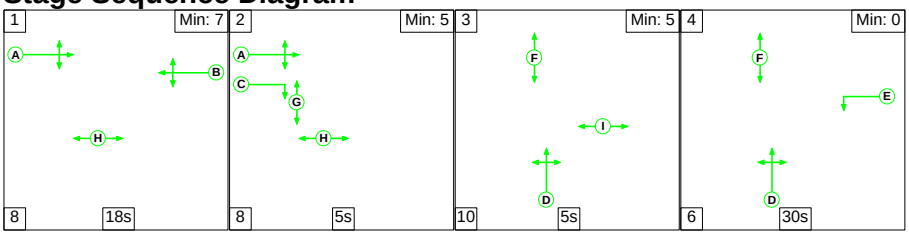
C1 PRC for Signalled Lanes (%): 9.5 Total Delay for Signalled Lanes (pcuHr): 14.27 Cycle Time (s): 90

PRC Over All Lanes (%): 9.5 Total Delay Over All Lanes(pcuHr): 14.27

Full Input Data And Results

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

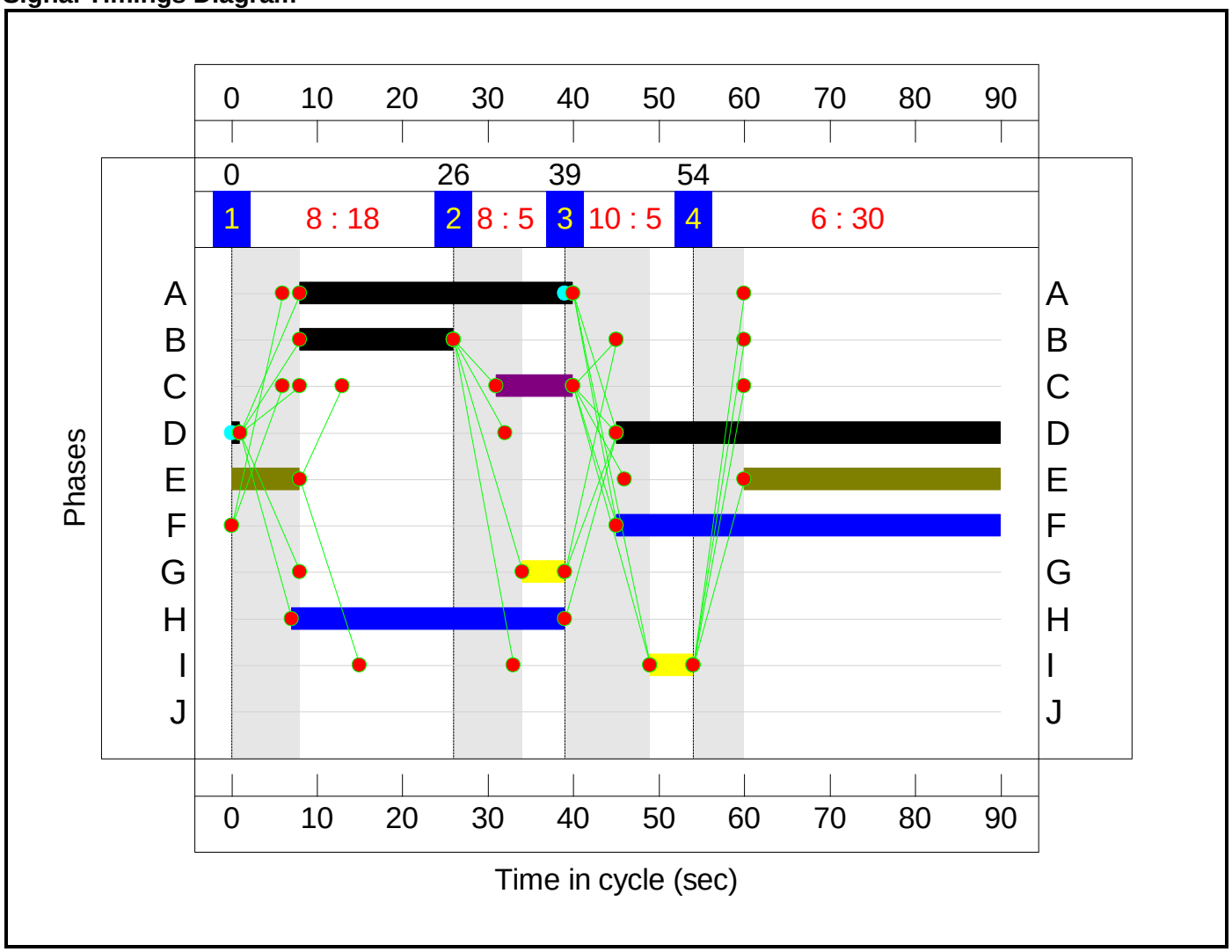
Stage Sequence Diagram



Stage Timings

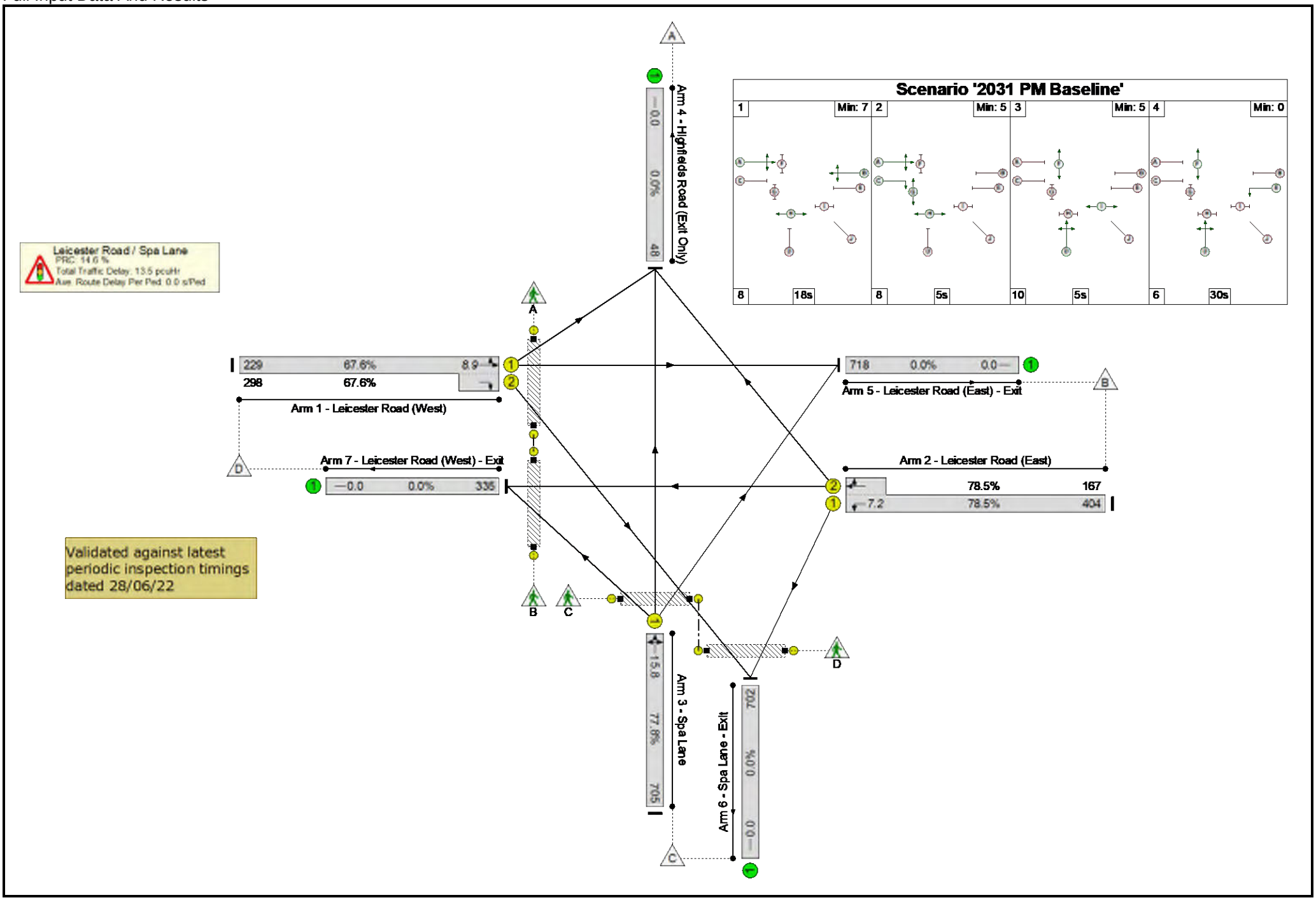
Stage	1	2	3	4
Duration	18	5	5	30
Change Point	0	26	39	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 14.6 %
Total Traffic Delay: 13.5 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Scenario '2031 PM Baseline'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 18s
8 5s
10 5s
6 30s
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 48
Arm 1 - Leicester Road (West)
229 67.6% 8.9
298 67.6%
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 335
Arm 5 - Leicester Road (East) - Exit
718 0.0% 0.0
Arm 2 - Leicester Road (East)
78.5% 167
7.2 78.5% 404
Arm 3 - Spa Lane
15.8 77.8% 705
Arm 6 - Spa Lane - Exit
702 0.0% 0.0
Validated against latest periodic inspection timings dated 28/06/22

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.5%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.5%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	527	1882:1741	339+441	67.6 : 67.6%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:18	38	571	1699:1878	514+213	78.5 : 78.5%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	705	1735	906	77.8%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.9**	**4.5**	**0.0**	**13.5**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**8.9**	**4.5**	**0.0**	**13.5**	**-**	**-**	**-**	**-**
1/1+1/2	527	527	-	-	-	3.2	1.0	-	4.2	28.9	7.9	1.0	8.9
2/1+2/2	571	571	-	-	-	2.3	1.8	-	4.1	25.9	5.4	1.8	7.2
3/1	705	705	-	-	-	3.4	1.7	-	5.1	26.1	14.1	1.7	15.8
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

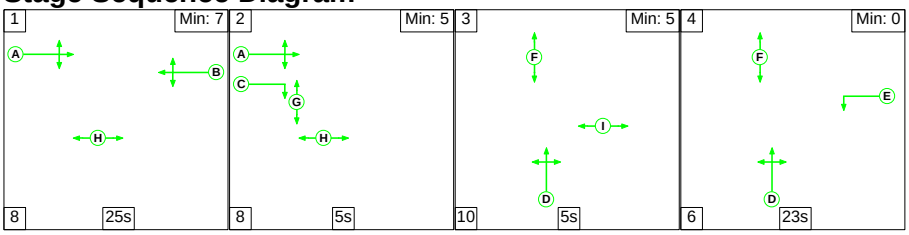
C1 PRC for Signalled Lanes (%): 14.6 Total Delay for Signalled Lanes (pcuHr): 13.45 Cycle Time (s): 90

PRC Over All Lanes (%): 14.6 Total Delay Over All Lanes(pcuHr): 13.45

Full Input Data And Results

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

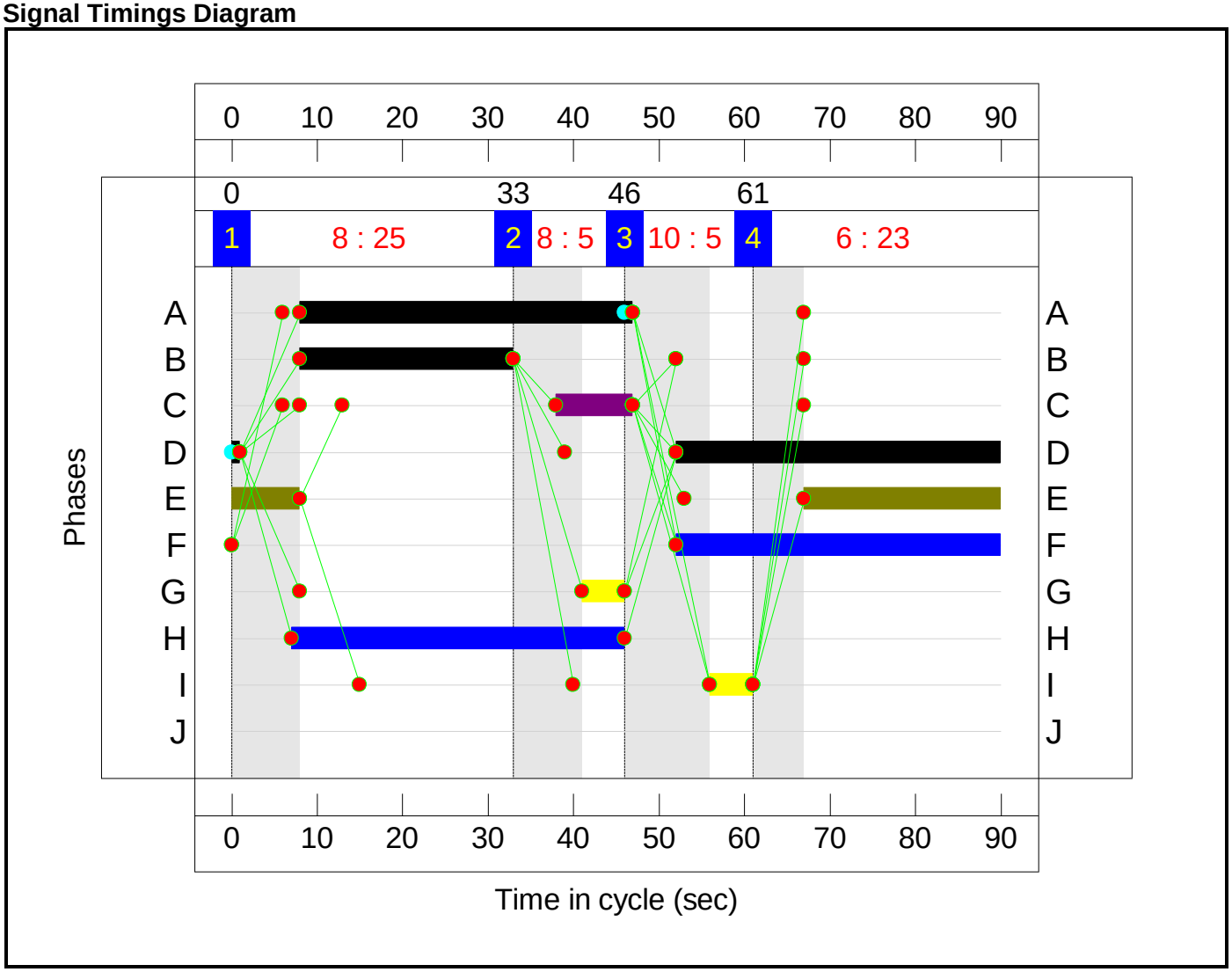
Stage Sequence Diagram



Stage Timings

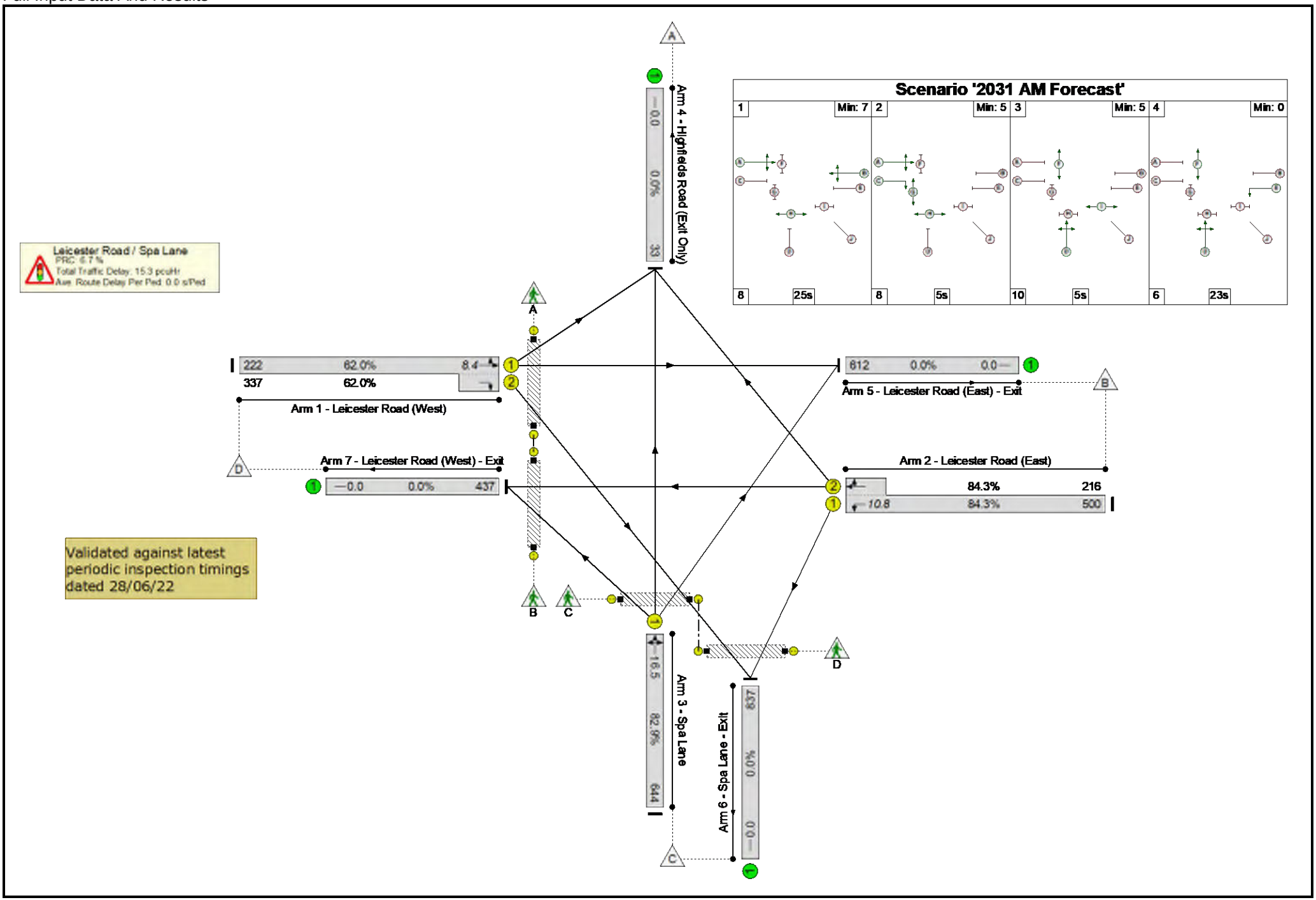
Stage	1	2	3	4
Duration	25	5	5	23
Change Point	0	33	46	61

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 6.7 %
Total Traffic Delay: 15.3 pcuHr
Ave Route Delay Per Ped: 0.0 s/Ped
Scenario '2031 AM Forecast'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 25s
8 5s
10 5s
6 23s
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 33
222 62.0% 8.4
337 62.0%
Arm 1 - Leicester Road (West)
612 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 437
Arm 2 - Leicester Road (East)
84.3% 216
10.8 84.3% 500
Validated against latest periodic inspection timings dated 28/06/22
16.5 82.9% 644
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
837
0.0% 0.0
A
B
C
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.3%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.3%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	39	9	559	1880:1741	358+544	62.0 : 62.0%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:25	31	716	1699:1889	593+256	84.3 : 84.3%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	39	-	644	1747	776	82.9%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	39	-	0	-	31200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	38	-	0	-	30400	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.6**	**5.7**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.6**	**5.7**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
1/1+1/2	559	559	-	-	-	2.7	0.8	-	3.5	22.4	7.6	0.8	8.4
2/1+2/2	716	716	-	-	-	3.0	2.6	-	5.5	27.9	8.2	2.6	10.8
3/1	644	644	-	-	-	3.9	2.3	-	6.3	35.1	14.1	2.3	16.5
4/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

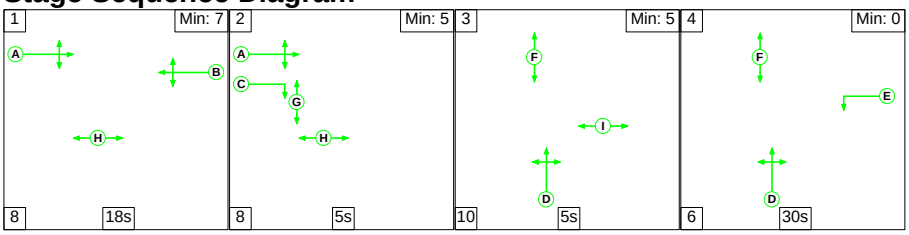
C1 PRC for Signalled Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 15.31 Cycle Time (s): 90

PRC Over All Lanes (%): 6.7 Total Delay Over All Lanes(pcuHr): 15.31

Full Input Data And Results

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed +Development - PM Peak', Plan 1: 'Network Control Plan 1')

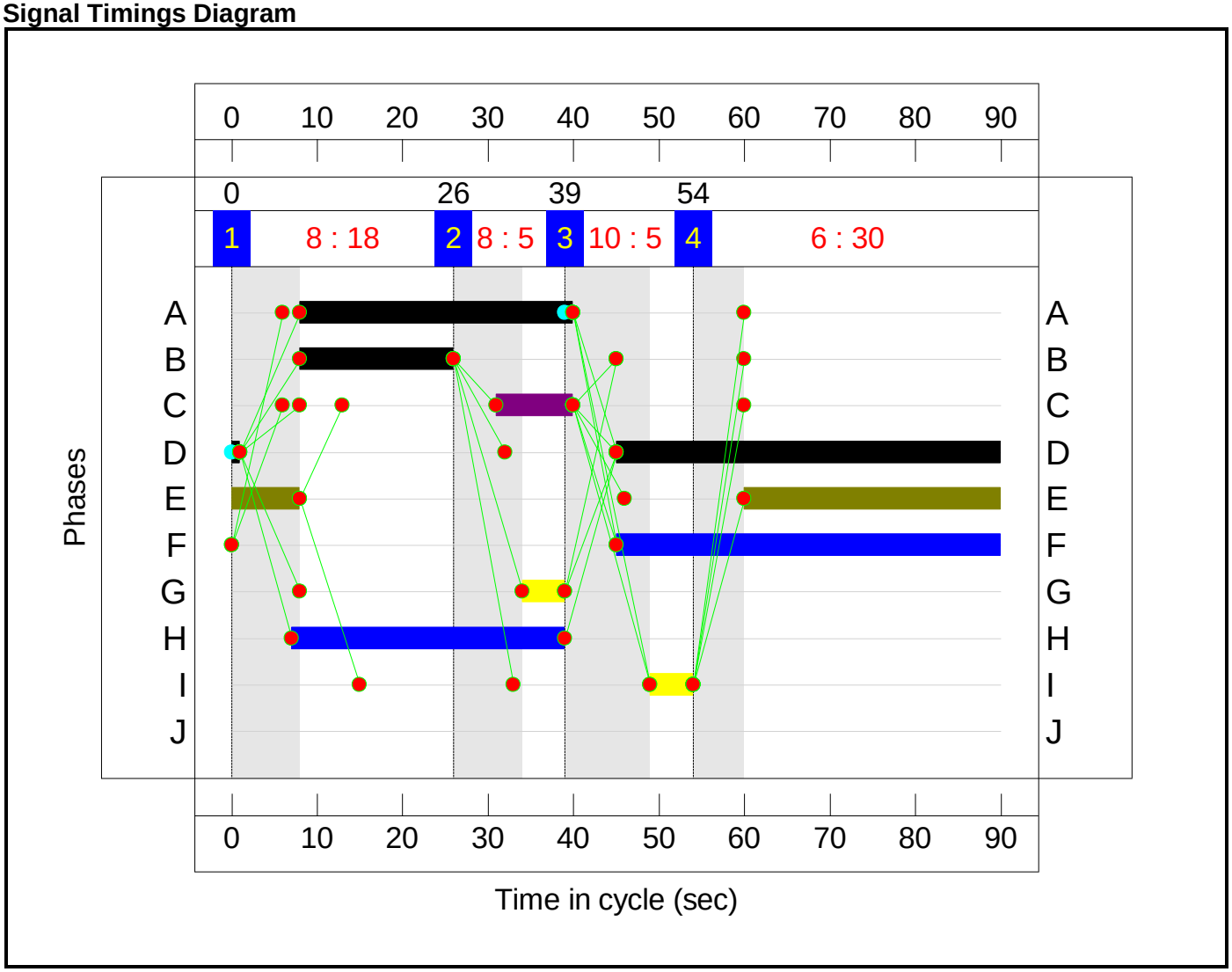
Stage Sequence Diagram



Stage Timings

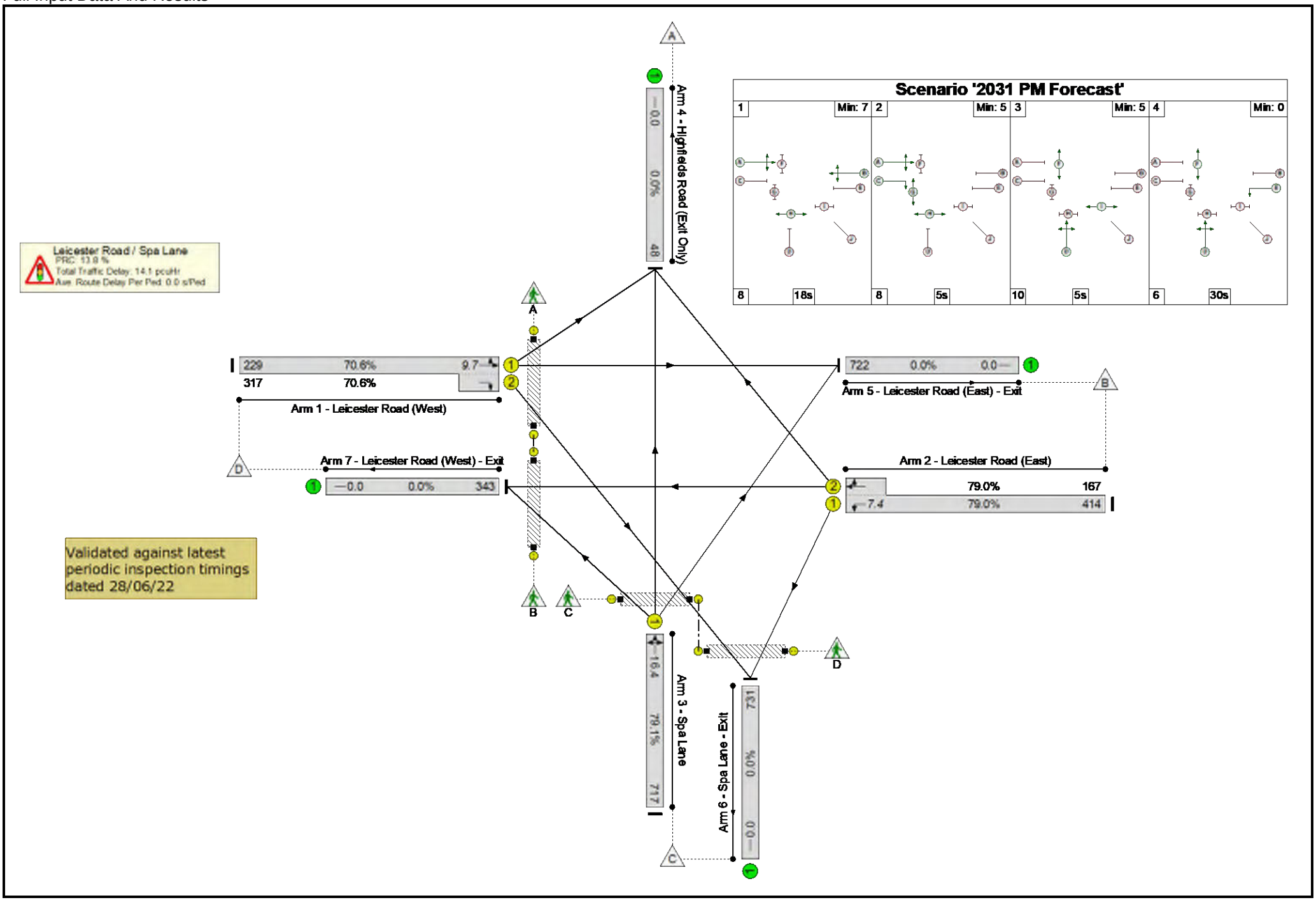
Stage	1	2	3	4
Duration	18	5	5	30
Change Point	0	26	39	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Leicester Road / Spa Lane
PRC: 13.8 %
Total Traffic Delay: 14.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
Scenario '2031 PM Forecast'
1 Min: 7
2 Min: 5
3 Min: 5
4 Min: 0
8 18s
8 5s
10 5s
6 30s
Arm 4 - Highfields Road (Exit Only)
0.0 0.0% 48
229 70.6% 9.7
317 70.6%
Arm 1 - Leicester Road (West)
722 0.0% 0.0
Arm 5 - Leicester Road (East) - Exit
Arm 7 - Leicester Road (West) - Exit
0.0 0.0% 343
Arm 2 - Leicester Road (East)
79.0% 167
7.4 79.0% 414
Validated against latest periodic inspection timings dated 28/06/22
16.4 79.1% 717
Arm 3 - Spa Lane
Arm 6 - Spa Lane - Exit
731 0.0% 0.0

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**
Leicester Road / Spa Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**
1/1+1/2	Leicester Road (West) Left Ahead Right	U	N/A	N/A	A	C	1	32	9	546	1882:1741	324+449	70.6 : 70.6%
2/1+2/2	Leicester Road (East) Right Left Ahead	U	N/A	N/A	B	E	1	56:18	38	581	1699:1878	524+211	79.0 : 79.0%
3/1	Spa Lane Ahead Right Left	U	N/A	N/A	D		1	46	-	717	1736	907	79.1%
4/1	Highfields Road (Exit Only)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/1	Leicester Road (East) - Exit	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
6/1	Spa Lane - Exit	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
7/1	Leicester Road (West) - Exit	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
Ped Link: P1	Spa Lane Entry	-	N/A	-	H		1	32	-	0	-	25600	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	45	-	0	-	36000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	4000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	4000	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.2**	**4.9**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
Leicester Road / Spa Lane	**-**	**-**	**0**	**0**	**0**	**9.2**	**4.9**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/1+1/2	546	546	-	-	-	3.4	1.2	-	4.6	30.1	8.5	1.2	9.7
2/1+2/2	581	581	-	-	-	2.3	1.8	-	4.2	26.0	5.5	1.8	7.4
3/1	717	717	-	-	-	3.5	1.9	-	5.3	26.8	14.5	1.9	16.4
4/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 14.09 Cycle Time (s): 90

PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 14.09

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: J2A Spa Lane _B590 Spa Lane.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 2 London Road - Spa Lane
Report generation date: 30/11/2023 15:16:23

»Surveyed Flows, AM
»Surveyed Flows, PM
»2026 Base + Comm, AM
»2026 Base + Comm, PM
»2026 Base + Comm + Dev, AM
»2026 Base + Comm + Dev, PM
»2031 Base + Comm, AM
»2031 Base + Comm, PM
»2031 Base + Comm + Dev, AM
»2031 Base + Comm + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Surveyed Flows									
Stream B-AC	D1	0.2	7.33	0.14	A	D2	0.3	8.34	0.22	A
Stream C-B		0.4	9.71	0.28	A		0.3	9.67	0.25	A
	2026 Base + Comm									
Stream B-AC	D3	0.2	7.44	0.15	A	D4	0.3	8.50	0.23	A
Stream C-B		0.4	9.93	0.29	A		0.3	9.87	0.26	A
	2026 Base + Comm + Dev									
Stream B-AC	D5	0.2	7.52	0.15	A	D6	0.3	8.55	0.23	A
Stream C-B		0.4	10.06	0.29	B		0.3	9.93	0.26	A
	2031 Base + Comm									
Stream B-AC	D7	0.2	7.64	0.16	A	D8	0.3	8.89	0.25	A
Stream C-B		0.4	10.39	0.31	B		0.4	10.37	0.28	B
	2031 Base + Comm + Dev									
Stream B-AC	D9	0.2	7.77	0.16	A	D10	0.3	8.97	0.25	A
Stream C-B		0.5	10.61	0.31	B		0.4	10.47	0.28	B

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

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

File summary

File Description

Title	Spa Lane_Spa Lane
Location	Burbage
Site number	
Date	13/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Spa Lane S		Major
B	Spa Lane Minor		Minor
C	Spa Lane N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.01		✓	2.60	52.4		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.57	31	68

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	551	0.092	0.231	0.146	0.330
B-C	704	0.099	0.249	-	-
C-B	631	0.223	0.223	-	-

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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	480	100.000
B		✓	74	100.000
C		✓	792	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	480
	B	0	0	74
	C	663	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.33	0.2	A
C-A				
C-B	0.28	9.71	0.4	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	614	0.091	55	0.1	6.434	A
C-A	499			499			
C-B	97	550	0.177	96	0.2	7.919	A
A-B	0			0			
A-C	361			361			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	597	0.111	66	0.1	6.783	A
C-A	596			596			
C-B	116	534	0.217	116	0.3	8.592	A
A-B	0			0			
A-C	432			432			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	573	0.142	81	0.2	7.322	A
C-A	730			730			
C-B	142	513	0.277	142	0.4	9.688	A
A-B	0			0			
A-C	528			528			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	573	0.142	81	0.2	7.325	A
C-A	730			730			
C-B	142	513	0.277	142	0.4	9.709	A
A-B	0			0			
A-C	528			528			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	597	0.111	67	0.1	6.789	A
C-A	596			596			
C-B	116	534	0.217	116	0.3	8.621	A
A-B	0			0			
A-C	432			432			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	614	0.091	56	0.1	6.447	A
C-A	499			499			
C-B	97	550	0.177	97	0.2	7.956	A
A-B	0			0			
A-C	361			361			

Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.56	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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	546	100.000
B		✓	112	100.000
C		✓	644	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	546
	B	0	0	112
	C	531	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	8.34	0.3	A
C-A				
C-B	0.25	9.67	0.3	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	602	0.140	84	0.2	6.935	A
C-A	400			400			
C-B	85	539	0.158	84	0.2	7.906	A
A-B	0			0			
A-C	411			411			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	582	0.173	101	0.2	7.473	A
C-A	477			477			
C-B	102	521	0.195	101	0.2	8.570	A
A-B	0			0			
A-C	491			491			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	555	0.222	123	0.3	8.332	A
C-A	585			585			
C-B	124	497	0.251	124	0.3	9.653	A
A-B	0			0			
A-C	601			601			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	555	0.222	123	0.3	8.344	A
C-A	585			585			
C-B	124	497	0.251	124	0.3	9.672	A
A-B	0			0			
A-C	601			601			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	582	0.173	101	0.2	7.484	A
C-A	477			477			
C-B	102	521	0.195	102	0.2	8.595	A
A-B	0			0			
A-C	491			491			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	602	0.140	85	0.2	6.957	A
C-A	400			400			
C-B	85	539	0.158	85	0.2	7.940	A
A-B	0			0			
A-C	411			411			

2026 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	495	100.000
B		✓	77	100.000
C		✓	816	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	495
	B	0	0	77
	C	683	133	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.44	0.2	A
C-A				
C-B	0.29	9.93	0.4	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	612	0.095	58	0.1	6.493	A
C-A	514			514			
C-B	100	548	0.183	99	0.2	8.018	A
A-B	0			0			
A-C	373			373			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	594	0.117	69	0.1	6.861	A
C-A	614			614			
C-B	120	531	0.225	119	0.3	8.730	A
A-B	0			0			
A-C	445			445			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	569	0.149	85	0.2	7.435	A
C-A	752			752			
C-B	146	509	0.288	146	0.4	9.902	A
A-B	0			0			
A-C	545			545			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	569	0.149	85	0.2	7.438	A
C-A	752			752			
C-B	146	509	0.288	146	0.4	9.925	A
A-B	0			0			
A-C	545			545			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	594	0.117	69	0.1	6.868	A
C-A	614			614			
C-B	120	531	0.225	120	0.3	8.760	A
A-B	0			0			
A-C	445			445			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	612	0.095	58	0.1	6.506	A
C-A	514			514			
C-B	100	548	0.183	100	0.2	8.057	A
A-B	0			0			
A-C	373			373			

2026 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.58	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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	563	100.000
B		✓	115	100.000
C		✓	663	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	563
	B	0	0	115
	C	547	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	8.50	0.3	A
C-A				
C-B	0.26	9.87	0.3	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	599	0.145	86	0.2	7.009	A
C-A	412			412			
C-B	87	536	0.163	87	0.2	7.994	A
A-B	0			0			
A-C	424			424			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	578	0.179	103	0.2	7.571	A
C-A	492			492			
C-B	104	518	0.201	104	0.2	8.697	A
A-B	0			0			
A-C	506			506			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	550	0.230	126	0.3	8.489	A
C-A	602			602			
C-B	128	492	0.259	127	0.3	9.851	A
A-B	0			0			
A-C	620			620			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	550	0.230	127	0.3	8.501	A
C-A	602			602			
C-B	128	492	0.259	128	0.3	9.870	A
A-B	0			0			
A-C	620			620			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	578	0.179	104	0.2	7.587	A
C-A	492			492			
C-B	104	518	0.201	105	0.3	8.723	A
A-B	0			0			
A-C	506			506			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	599	0.145	87	0.2	7.034	A
C-A	412			412			
C-B	87	536	0.163	88	0.2	8.031	A
A-B	0			0			
A-C	424			424			

2026 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	515	100.000
B		✓	77	100.000
C		✓	823	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	515
	B	0	0	77
	C	690	133	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.52	0.2	A
C-A				
C-B	0.29	10.06	0.4	B
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	608	0.095	58	0.1	6.537	A
C-A	519			519			
C-B	100	544	0.184	99	0.2	8.075	A
A-B	0			0			
A-C	388			388			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	589	0.117	69	0.1	6.920	A
C-A	620			620			
C-B	120	527	0.227	119	0.3	8.816	A
A-B	0			0			
A-C	463			463			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	563	0.151	85	0.2	7.520	A
C-A	760			760			
C-B	146	504	0.290	146	0.4	10.036	B
A-B	0			0			
A-C	567			567			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	563	0.151	85	0.2	7.523	A
C-A	760			760			
C-B	146	504	0.290	146	0.4	10.062	B
A-B	0			0			
A-C	567			567			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	589	0.117	69	0.1	6.927	A
C-A	620			620			
C-B	120	527	0.227	120	0.3	8.845	A
A-B	0			0			
A-C	463			463			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	608	0.095	58	0.1	6.550	A
C-A	519			519			
C-B	100	544	0.184	100	0.2	8.118	A
A-B	0			0			
A-C	388			388			

2026 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.56	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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	572	100.000
B		✓	115	100.000
C		✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	572
	B	0	0	115
	C	567	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	8.55	0.3	A
C-A				
C-B	0.26	9.93	0.3	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	597	0.145	86	0.2	7.032	A
C-A	427			427			
C-B	87	535	0.163	87	0.2	8.021	A
A-B	0			0			
A-C	431			431			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	576	0.179	103	0.2	7.604	A
C-A	510			510			
C-B	104	516	0.202	104	0.3	8.735	A
A-B	0			0			
A-C	514			514			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	548	0.231	126	0.3	8.545	A
C-A	624			624			
C-B	128	490	0.261	127	0.3	9.909	A
A-B	0			0			
A-C	630			630			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	548	0.231	127	0.3	8.551	A
C-A	624			624			
C-B	128	490	0.261	128	0.3	9.930	A
A-B	0			0			
A-C	630			630			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	576	0.179	104	0.2	7.623	A
C-A	510			510			
C-B	104	516	0.202	105	0.3	8.761	A
A-B	0			0			
A-C	514			514			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	597	0.145	87	0.2	7.057	A
C-A	427			427			
C-B	87	535	0.163	88	0.2	8.058	A
A-B	0			0			
A-C	431			431			

2031 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.42	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)
D7	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	525	100.000
B		✓	81	100.000
C		✓	866	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	525
	B	0	0	81
	C	725	141	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.64	0.2	A
C-A				
C-B	0.31	10.39	0.4	B
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	606	0.101	61	0.1	6.594	A
C-A	546			546			
C-B	106	542	0.196	105	0.2	8.214	A
A-B	0			0			
A-C	395			395			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	587	0.124	73	0.1	6.999	A
C-A	652			652			
C-B	127	525	0.241	126	0.3	9.018	A
A-B	0			0			
A-C	472			472			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	560	0.159	89	0.2	7.631	A
C-A	798			798			
C-B	155	502	0.309	155	0.4	10.358	B
A-B	0			0			
A-C	578			578			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	560	0.159	89	0.2	7.637	A
C-A	798			798			
C-B	155	502	0.309	155	0.4	10.389	B
A-B	0			0			
A-C	578			578			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	587	0.124	73	0.1	7.009	A
C-A	652			652			
C-B	127	525	0.241	127	0.3	9.052	A
A-B	0			0			
A-C	472			472			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	606	0.101	61	0.1	6.607	A
C-A	546			546			
C-B	106	542	0.196	106	0.2	8.263	A
A-B	0			0			
A-C	395			395			

2031 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.67	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)
D8	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	599	100.000
B		✓	123	100.000
C		✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	599
	B	0	0	123
	C	582	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	8.89	0.3	A
C-A				
C-B	0.28	10.37	0.4	B
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	592	0.156	92	0.2	7.186	A
C-A	438			438			
C-B	93	530	0.176	93	0.2	8.212	A
A-B	0			0			
A-C	451			451			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	570	0.194	110	0.2	7.823	A
C-A	523			523			
C-B	111	511	0.218	111	0.3	9.009	A
A-B	0			0			
A-C	538			538			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	540	0.251	135	0.3	8.878	A
C-A	641			641			
C-B	137	484	0.282	136	0.4	10.346	B
A-B	0			0			
A-C	660			660			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	540	0.251	135	0.3	8.893	A
C-A	641			641			
C-B	137	484	0.282	137	0.4	10.372	B
A-B	0			0			
A-C	660			660			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	570	0.194	111	0.2	7.842	A
C-A	523			523			
C-B	111	511	0.218	112	0.3	9.041	A
A-B	0			0			
A-C	538			538			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	592	0.156	93	0.2	7.212	A
C-A	438			438			
C-B	93	530	0.176	94	0.2	8.253	A
A-B	0			0			
A-C	451			451			

2031 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.41	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)
D9	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	555	100.000
B		✓	81	100.000
C		✓	875	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	555
	B	0	0	81
	C	734	141	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.77	0.2	A
C-A				
C-B	0.31	10.61	0.5	B
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	600	0.102	61	0.1	6.662	A
C-A	553			553			
C-B	106	537	0.198	105	0.2	8.310	A
A-B	0			0			
A-C	418			418			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	580	0.126	73	0.1	7.091	A
C-A	660			660			
C-B	127	519	0.244	126	0.3	9.148	A
A-B	0			0			
A-C	499			499			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	552	0.161	89	0.2	7.767	A
C-A	808			808			
C-B	155	494	0.314	155	0.5	10.581	B
A-B	0			0			
A-C	611			611			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	552	0.161	89	0.2	7.773	A
C-A	808			808			
C-B	155	494	0.314	155	0.5	10.614	B
A-B	0			0			
A-C	611			611			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	580	0.126	73	0.1	7.099	A
C-A	660			660			
C-B	127	519	0.244	127	0.3	9.194	A
A-B	0			0			
A-C	499			499			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	600	0.102	61	0.1	6.678	A
C-A	553			553			
C-B	106	537	0.198	106	0.2	8.358	A
A-B	0			0			
A-C	418			418			

2031 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.63	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)
D10	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	612	100.000
B		✓	123	100.000
C		✓	735	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	612
	B	0	0	123
	C	611	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	8.97	0.3	A
C-A				
C-B	0.28	10.47	0.4	B
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	590	0.157	92	0.2	7.221	A
C-A	460			460			
C-B	93	528	0.177	93	0.2	8.253	A
A-B	0			0			
A-C	461			461			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	567	0.195	110	0.2	7.872	A
C-A	549			549			
C-B	111	508	0.219	111	0.3	9.068	A
A-B	0			0			
A-C	550			550			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	537	0.252	135	0.3	8.956	A
C-A	673			673			
C-B	137	480	0.284	136	0.4	10.442	B
A-B	0			0			
A-C	674			674			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	537	0.252	135	0.3	8.972	A
C-A	673			673			
C-B	137	480	0.284	137	0.4	10.468	B
A-B	0			0			
A-C	674			674			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	567	0.195	111	0.2	7.893	A
C-A	549			549			
C-B	111	508	0.219	112	0.3	9.099	A
A-B	0			0			
A-C	550			550			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	590	0.157	93	0.2	7.247	A
C-A	460			460			
C-B	93	528	0.177	94	0.2	8.296	A
A-B	0			0			
A-C	461			461			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: J2B London Road_ B590 Spa Lane Junction.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 2 London Road - Spa Lane
Report generation date: 30/11/2023 15:22:36

»Surveyed Flows, AM
»Surveyed Flows, PM
»2026 Base + Comm, AM
»2026 Base + Comm, PM
»2026 Base + Comm + Dev, AM
»2026 Base + Comm + Dev, PM
»2031 Base + Comm, AM
»2031 Base + Comm, PM
»2031 Base + Comm + Dev, AM
»2031 Base + Comm + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Surveyed Flows							
Stream B-AC	33.1	315.03	1.17	F	3.0	48.54	0.77	E
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 Base + Comm							
Stream B-AC	43.0	403.13	1.24	F	3.8	59.96	0.82	F
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 Base + Comm + Dev							
Stream B-AC	46.4	438.40	1.27	F	4.2	65.42	0.83	F
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 Base + Comm							
Stream B-AC	64.6	655.56	1.39	F	6.9	101.85	0.92	F
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 Base + Comm + Dev							
Stream B-AC	70.1	732.57	1.44	F	8.2	119.46	0.95	F
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

File summary

File Description

Title	Spa Lane_London Road
Location	Burbage
Site number	
Date	13/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		63.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London Road S		Major
B	London Road		Minor
C	Spa Lane N		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	7.69			71.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.19	33	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.097	0.245	0.154	0.350
B-C	734	0.104	0.263	-	-
C-B	615	0.221	0.221	-	-

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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	655	100.000
B		✓	333	100.000
C		✓	663	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	175	480
	B	333	0	0
	C	663	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.17	315.03	33.1	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	251	396	0.633	244	1.6	22.878	C
C-AB	0	506	0.000	0	0.0	0.000	A
C-A	499			499			
A-B	132			132			
A-C	361			361			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	299	361	0.828	291	3.8	46.085	E
C-AB	0	485	0.000	0	0.0	0.000	A
C-A	596			596			
A-B	157			157			
A-C	432			432			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	367	314	1.169	304	19.3	162.644	F
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	730			730			
A-B	193			193			
A-C	528			528			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	367	314	1.169	311	33.1	315.031	F
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	730			730			
A-B	193			193			
A-C	528			528			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	299	361	0.828	351	20.3	276.210	F
C-AB	0	485	0.000	0	0.0	0.000	A
C-A	596			596			
A-B	157			157			
A-C	432			432			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	251	396	0.633	324	1.9	79.647	F
C-AB	0	506	0.000	0	0.0	0.000	A
C-A	499			499			
A-B	132			132			
A-C	361			361			

Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.89	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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	787	100.000
B		✓	218	100.000
C		✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	241	546
	B	218	0	0
	C	531	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.77	48.54	3.0	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	394	0.416	161	0.7	15.285	C
C-AB	0	484	0.000	0	0.0	0.000	A
C-A	400			400			
A-B	181			181			
A-C	411			411			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	359	0.545	194	1.1	21.552	C
C-AB	0	459	0.000	0	0.0	0.000	A
C-A	477			477			
A-B	217			217			
A-C	491			491			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	240	311	0.772	233	2.8	43.021	E
C-AB	0	424	0.000	0	0.0	0.000	A
C-A	585			585			
A-B	265			265			
A-C	601			601			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	240	311	0.772	239	3.0	48.540	E
C-AB	0	424	0.000	0	0.0	0.000	A
C-A	585			585			
A-B	265			265			
A-C	601			601			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	196	359	0.545	203	1.3	23.968	C
C-AB	0	459	0.000	0	0.0	0.000	A
C-A	477			477			
A-B	217			217			
A-C	491			491			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	394	0.416	166	0.7	15.928	C
C-AB	0	484	0.000	0	0.0	0.000	A
C-A	400			400			
A-B	181			181			
A-C	411			411			

2026 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		81.43	F

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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	676	100.000
B		✓	344	100.000
C		✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	181	495
	B	344	0	0
	C	683	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.24	403.13	43.0	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	390	0.663	252	1.8	24.834	C
C-AB	0	503	0.000	0	0.0	0.000	A
C-A	514			514			
A-B	136			136			
A-C	373			373			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	355	0.872	298	4.7	54.551	F
C-AB	0	481	0.000	0	0.0	0.000	A
C-A	614			614			
A-B	163			163			
A-C	445			445			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	379	305	1.240	300	24.4	201.083	F
C-AB	0	451	0.000	0	0.0	0.000	A
C-A	752			752			
A-B	199			199			
A-C	545			545			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	379	305	1.240	304	43.0	403.134	F
C-AB	0	451	0.000	0	0.0	0.000	A
C-A	752			752			
A-B	199			199			
A-C	545			545			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	355	0.872	347	33.7	393.748	F
C-AB	0	481	0.000	0	0.0	0.000	A
C-A	614			614			
A-B	163			163			
A-C	445			445			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	390	0.663	379	3.6	190.165	F
C-AB	0	503	0.000	0	0.0	0.000	A
C-A	514			514			
A-B	136			136			
A-C	373			373			

2026 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.52	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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	812	100.000
B		✓	225	100.000
C		✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	249	563
	B	225	0	0
	C	547	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.82	59.96	3.8	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	389	0.436	166	0.7	15.993	C
C-AB	0	480	0.000	0	0.0	0.000	A
C-A	412			412			
A-B	187			187			
A-C	424			424			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	353	0.573	200	1.3	23.273	C
C-AB	0	454	0.000	0	0.0	0.000	A
C-A	492			492			
A-B	224			224			
A-C	506			506			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	303	0.818	239	3.4	50.615	F
C-AB	0	418	0.000	0	0.0	0.000	A
C-A	602			602			
A-B	274			274			
A-C	620			620			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	303	0.818	246	3.8	59.964	F
C-AB	0	418	0.000	0	0.0	0.000	A
C-A	602			602			
A-B	274			274			
A-C	620			620			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	353	0.573	212	1.4	27.075	D
C-AB	0	454	0.000	0	0.0	0.000	A
C-A	492			492			
A-B	224			224			
A-C	506			506			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	389	0.436	172	0.8	16.791	C
C-AB	0	480	0.000	0	0.0	0.000	A
C-A	412			412			
A-B	187			187			
A-C	424			424			

2026 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		87.17	F

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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	696	100.000
B		✓	344	100.000
C		✓	690	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	181	515
	B	344	0	0
	C	690	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.27	438.40	46.4	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	386	0.671	251	1.9	25.555	D
C-AB	0	499	0.000	0	0.0	0.000	A
C-A	519			519			
A-B	136			136			
A-C	388			388			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	349	0.885	297	5.0	57.928	F
C-AB	0	477	0.000	0	0.0	0.000	A
C-A	620			620			
A-B	163			163			
A-C	463			463			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	379	299	1.267	294	26.2	217.243	F
C-AB	0	446	0.000	0	0.0	0.000	A
C-A	760			760			
A-B	199			199			
A-C	567			567			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	379	299	1.267	298	46.4	438.396	F
C-AB	0	446	0.000	0	0.0	0.000	A
C-A	760			760			
A-B	199			199			
A-C	567			567			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	349	0.885	342	38.2	437.649	F
C-AB	0	477	0.000	0	0.0	0.000	A
C-A	620			620			
A-B	163			163			
A-C	463			463			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	386	0.671	376	8.9	235.490	F
C-AB	0	499	0.000	0	0.0	0.000	A
C-A	519			519			
A-B	136			136			
A-C	388			388			

2026 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.12	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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	821	100.000
B		✓	225	100.000
C		✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	249	572
	B	225	0	0
	C	567	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.83	65.42	4.2	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	385	0.440	166	0.8	16.273	C
C-AB	0	479	0.000	0	0.0	0.000	A
C-A	427			427			
A-B	187			187			
A-C	431			431			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	348	0.581	200	1.3	23.979	C
C-AB	0	452	0.000	0	0.0	0.000	A
C-A	510			510			
A-B	224			224			
A-C	514			514			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	297	0.834	238	3.7	54.044	F
C-AB	0	416	0.000	0	0.0	0.000	A
C-A	624			624			
A-B	274			274			
A-C	630			630			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	297	0.834	246	4.2	65.415	F
C-AB	0	416	0.000	0	0.0	0.000	A
C-A	624			624			
A-B	274			274			
A-C	630			630			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	348	0.581	213	1.5	28.490	D
C-AB	0	452	0.000	0	0.0	0.000	A
C-A	510			510			
A-B	224			224			
A-C	514			514			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	385	0.440	172	0.8	17.130	C
C-AB	0	479	0.000	0	0.0	0.000	A
C-A	427			427			
A-B	187			187			
A-C	431			431			

2031 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		132.42	F

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)
D7	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	717	100.000
B		✓	365	100.000
C		✓	725	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	192	525
	B	365	0	0
	C	725	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.39	655.56	64.6	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	379	0.725	265	2.3	29.656	D
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	546			546			
A-B	145			145			
A-C	395			395			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	341	0.961	308	7.5	79.047	F
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	652			652			
A-B	173			173			
A-C	472			472			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	402	289	1.390	287	36.3	299.738	F
C-AB	0	441	0.000	0	0.0	0.000	A
C-A	798			798			
A-B	211			211			
A-C	578			578			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	402	289	1.390	289	64.6	606.923	F
C-AB	0	441	0.000	0	0.0	0.000	A
C-A	798			798			
A-B	211			211			
A-C	578			578			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	341	0.961	336	62.5	655.563	F
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	652			652			
A-B	173			173			
A-C	472			472			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	379	0.725	373	37.9	488.112	F
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	546			546			
A-B	145			145			
A-C	395			395			

2031 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		14.46	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	863	100.000
B		✓	239	100.000
C		✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	264	599
	B	239	0	0
	C	582	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.92	101.85	6.9	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	377	0.477	176	0.9	17.668	C
C-AB	0	472	0.000	0	0.0	0.000	A
C-A	438			438			
A-B	199			199			
A-C	451			451			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	339	0.634	212	1.6	27.773	D
C-AB	0	444	0.000	0	0.0	0.000	A
C-A	523			523			
A-B	237			237			
A-C	538			538			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	286	0.921	247	5.6	73.969	F
C-AB	0	405	0.000	0	0.0	0.000	A
C-A	641			641			
A-B	291			291			
A-C	660			660			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	286	0.921	258	6.9	101.851	F
C-AB	0	405	0.000	0	0.0	0.000	A
C-A	641			641			
A-B	291			291			
A-C	660			660			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	339	0.634	235	1.9	39.895	E
C-AB	0	444	0.000	0	0.0	0.000	A
C-A	523			523			
A-B	237			237			
A-C	538			538			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	377	0.477	184	0.9	18.976	C
C-AB	0	472	0.000	0	0.0	0.000	A
C-A	438			438			
A-B	199			199			
A-C	451			451			

2031 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		144.85	F

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)
D9	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	747	100.000
B		✓	365	100.000
C		✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	192	555
	B	365	0	0
	C	734	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.44	732.57	70.1	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	373	0.737	265	2.5	31.138	D
C-AB	0	491	0.000	0	0.0	0.000	A
C-A	553			553			
A-B	145			145			
A-C	418			418			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	334	0.984	305	8.4	87.385	F
C-AB	0	467	0.000	0	0.0	0.000	A
C-A	660			660			
A-B	173			173			
A-C	499			499			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	402	279	1.438	278	39.4	335.044	F
C-AB	0	434	0.000	0	0.0	0.000	A
C-A	808			808			
A-B	211			211			
A-C	611			611			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	402	279	1.438	279	70.1	672.841	F
C-AB	0	434	0.000	0	0.0	0.000	A
C-A	808			808			
A-B	211			211			
A-C	611			611			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	334	0.984	328	70.1	732.573	F
C-AB	0	467	0.000	0	0.0	0.000	A
C-A	660			660			
A-B	173			173			
A-C	499			499			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	373	0.737	367	46.9	576.056	F
C-AB	0	491	0.000	0	0.0	0.000	A
C-A	553			553			
A-B	145			145			
A-C	418			418			

2031 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.54	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	876	100.000
B		✓	239	100.000
C		✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	264	612
	B	239	0	0
	C	611	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.95	119.46	8.2	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	371	0.485	176	0.9	18.165	C
C-AB	0	470	0.000	0	0.0	0.000	A
C-A	460			460			
A-B	199			199			
A-C	461			461			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	332	0.648	212	1.7	29.222	D
C-AB	0	441	0.000	0	0.0	0.000	A
C-A	549			549			
A-B	237			237			
A-C	550			550			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	277	0.949	245	6.3	82.662	F
C-AB	0	402	0.000	0	0.0	0.000	A
C-A	673			673			
A-B	291			291			
A-C	674			674			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	277	0.949	256	8.2	119.463	F
C-AB	0	402	0.000	0	0.0	0.000	A
C-A	673			673			
A-B	291			291			
A-C	674			674			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	332	0.648	240	2.0	46.560	E
C-AB	0	441	0.000	0	0.0	0.000	A
C-A	549			549			
A-B	237			237			
A-C	550			550			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	371	0.485	184	1.0	19.653	C
C-AB	0	470	0.000	0	0.0	0.000	A
C-A	460			460			
A-B	199			199			
A-C	461			461			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: J2C London Road_Spa Lane.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 2 London Road - Spa Lane
Report generation date: 30/11/2023 15:37:34

»Surveyed Flows, AM
»Surveyed Flows, PM
»2026 Base + Comm, AM
»2026 Base + Comm, PM
»2026 Base + Comm + Dev, AM
»2026 Base + Comm + Dev, PM
»2031 Base + Comm, AM
»2031 Base + Comm, PM
»2031 Base + Comm + Dev, AM
»2031 Base + Comm + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Surveyed Flows							
Stream B-AC	0.5	12.52	0.33	B	0.4	11.25	0.28	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 Base + Comm							
Stream B-AC	0.5	12.90	0.34	B	0.4	11.49	0.29	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 Base + Comm + Dev							
Stream B-AC	0.5	12.90	0.34	B	0.4	11.49	0.29	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 Base + Comm							
Stream B-AC	0.6	13.70	0.37	B	0.5	12.09	0.31	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 Base + Comm + Dev							
Stream B-AC	0.6	13.70	0.37	B	0.5	12.09	0.31	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

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

File summary

File Description

Title	J2C London Road_Spa Lane
Location	Burbage
Site number	
Date	26/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London Road W		Major
B	Spa Lane		Minor
C	London Road E		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	8.02			74.9	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.80	66	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	549	0.091	0.231	0.145	0.330
B-C	688	0.096	0.243	-	-
C-B	617	0.218	0.218	-	-

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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	407	100.000
B		✓	129	100.000
C		✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	74	333
	B	129	0	0
	C	175	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	12.52	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	467	0.208	96	0.3	9.668	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	132			132			
A-B	56			56			
A-C	251			251			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	451	0.257	116	0.3	10.708	B
C-AB	0	538	0.000	0	0.0	0.000	A
C-A	157			157			
A-B	67			67			
A-C	299			299			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	429	0.331	141	0.5	12.475	B
C-AB	0	520	0.000	0	0.0	0.000	A
C-A	193			193			
A-B	81			81			
A-C	367			367			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	429	0.331	142	0.5	12.521	B
C-AB	0	520	0.000	0	0.0	0.000	A
C-A	193			193			
A-B	81			81			
A-C	367			367			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	451	0.257	117	0.4	10.765	B
C-AB	0	538	0.000	0	0.0	0.000	A
C-A	157			157			
A-B	67			67			
A-C	299			299			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	467	0.208	97	0.3	9.741	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	132			132			
A-B	56			56			
A-C	251			251			

Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.86	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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	330	100.000
B		✓	113	100.000
C		✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	112	218
	B	113	0	0
	C	241	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	11.25	0.4	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	478	0.178	84	0.2	9.135	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	181			181			
A-B	84			84			
A-C	164			164			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	464	0.219	101	0.3	9.930	A
C-AB	0	553	0.000	0	0.0	0.000	A
C-A	217			217			
A-B	101			101			
A-C	196			196			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	444	0.280	124	0.4	11.224	B
C-AB	0	538	0.000	0	0.0	0.000	A
C-A	265			265			
A-B	123			123			
A-C	240			240			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	444	0.280	124	0.4	11.253	B
C-AB	0	538	0.000	0	0.0	0.000	A
C-A	265			265			
A-B	123			123			
A-C	240			240			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	464	0.219	102	0.3	9.968	A
C-AB	0	553	0.000	0	0.0	0.000	A
C-A	217			217			
A-B	101			101			
A-C	196			196			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	478	0.178	85	0.2	9.184	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	181			181			
A-B	84			84			
A-C	164			164			

2026 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.33	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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	421	100.000
B		✓	133	100.000
C		✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	344
	B	133	0	0
	C	181	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	12.90	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	465	0.216	99	0.3	9.820	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	136			136			
A-B	58			58			
A-C	259			259			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	448	0.267	119	0.4	10.931	B
C-AB	0	535	0.000	0	0.0	0.000	A
C-A	163			163			
A-B	69			69			
A-C	309			309			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	425	0.344	146	0.5	12.846	B
C-AB	0	516	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	85			85			
A-C	379			379			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	425	0.344	146	0.5	12.901	B
C-AB	0	516	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	85			85			
A-C	379			379			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	448	0.267	120	0.4	10.997	B
C-AB	0	535	0.000	0	0.0	0.000	A
C-A	163			163			
A-B	69			69			
A-C	309			309			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	465	0.216	100	0.3	9.898	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	136			136			
A-B	58			58			
A-C	259			259			

2026 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.89	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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	340	100.000
B		✓	116	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	115	225
	B	116	0	0
	C	249	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	11.49	0.4	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	475	0.184	86	0.2	9.237	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	187			187			
A-B	87			87			
A-C	169			169			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	461	0.226	104	0.3	10.081	B
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	224			224			
A-B	103			103			
A-C	202			202			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	441	0.290	127	0.4	11.458	B
C-AB	0	536	0.000	0	0.0	0.000	A
C-A	274			274			
A-B	127			127			
A-C	248			248			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	441	0.290	128	0.4	11.492	B
C-AB	0	536	0.000	0	0.0	0.000	A
C-A	274			274			
A-B	127			127			
A-C	248			248			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	461	0.226	105	0.3	10.122	B
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	224			224			
A-B	103			103			
A-C	202			202			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	475	0.184	88	0.2	9.293	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	187			187			
A-B	87			87			
A-C	169			169			

2026 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.33	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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	421	100.000
B		✓	133	100.000
C		✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	344
	B	133	0	0
	C	181	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	12.90	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	465	0.216	99	0.3	9.820	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	136			136			
A-B	58			58			
A-C	259			259			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	448	0.267	119	0.4	10.931	B
C-AB	0	535	0.000	0	0.0	0.000	A
C-A	163			163			
A-B	69			69			
A-C	309			309			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	425	0.344	146	0.5	12.846	B
C-AB	0	516	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	85			85			
A-C	379			379			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	425	0.344	146	0.5	12.901	B
C-AB	0	516	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	85			85			
A-C	379			379			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	448	0.267	120	0.4	10.997	B
C-AB	0	535	0.000	0	0.0	0.000	A
C-A	163			163			
A-B	69			69			
A-C	309			309			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	465	0.216	100	0.3	9.898	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	136			136			
A-B	58			58			
A-C	259			259			

2026 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.89	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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	340	100.000
B		✓	116	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	115	225
	B	116	0	0
	C	249	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	11.49	0.4	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	475	0.184	86	0.2	9.237	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	187			187			
A-B	87			87			
A-C	169			169			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	461	0.226	104	0.3	10.081	B
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	224			224			
A-B	103			103			
A-C	202			202			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	441	0.290	127	0.4	11.458	B
C-AB	0	536	0.000	0	0.0	0.000	A
C-A	274			274			
A-B	127			127			
A-C	248			248			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	441	0.290	128	0.4	11.492	B
C-AB	0	536	0.000	0	0.0	0.000	A
C-A	274			274			
A-B	127			127			
A-C	248			248			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	461	0.226	105	0.3	10.122	B
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	224			224			
A-B	103			103			
A-C	202			202			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	475	0.184	88	0.2	9.293	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	187			187			
A-B	87			87			
A-C	169			169			

2031 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.48	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)
D7	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	446	100.000
B		✓	141	100.000
C		✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	81	365
	B	141	0	0
	C	192	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	13.70	0.6	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	460	0.231	105	0.3	10.121	B
C-AB	0	544	0.000	0	0.0	0.000	A
C-A	145			145			
A-B	61			61			
A-C	275			275			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	442	0.287	126	0.4	11.388	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	173			173			
A-B	73			73			
A-C	328			328			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	418	0.371	155	0.6	13.629	B
C-AB	0	510	0.000	0	0.0	0.000	A
C-A	211			211			
A-B	89			89			
A-C	402			402			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	418	0.371	155	0.6	13.703	B
C-AB	0	510	0.000	0	0.0	0.000	A
C-A	211			211			
A-B	89			89			
A-C	402			402			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	442	0.287	127	0.4	11.470	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	173			173			
A-B	73			73			
A-C	328			328			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	460	0.231	107	0.3	10.211	B
C-AB	0	544	0.000	0	0.0	0.000	A
C-A	145			145			
A-B	61			61			
A-C	275			275			

2031 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.00	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)
D8	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	362	100.000
B		✓	124	100.000
C		✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	123	239
	B	124	0	0
	C	264	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	12.09	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	471	0.198	92	0.2	9.492	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	93			93			
A-C	180			180			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	455	0.245	111	0.3	10.450	B
C-AB	0	546	0.000	0	0.0	0.000	A
C-A	237			237			
A-B	111			111			
A-C	215			215			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	434	0.314	136	0.5	12.051	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	291			291			
A-B	135			135			
A-C	263			263			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	434	0.314	137	0.5	12.091	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	291			291			
A-B	135			135			
A-C	263			263			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	455	0.245	112	0.3	10.501	B
C-AB	0	546	0.000	0	0.0	0.000	A
C-A	237			237			
A-B	111			111			
A-C	215			215			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	471	0.198	94	0.3	9.559	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	93			93			
A-C	180			180			

2031 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.48	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)
D9	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	446	100.000
B		✓	141	100.000
C		✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	81	365
	B	141	0	0
	C	192	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	13.70	0.6	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	460	0.231	105	0.3	10.121	B
C-AB	0	544	0.000	0	0.0	0.000	A
C-A	145			145			
A-B	61			61			
A-C	275			275			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	442	0.287	126	0.4	11.388	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	173			173			
A-B	73			73			
A-C	328			328			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	418	0.371	155	0.6	13.629	B
C-AB	0	510	0.000	0	0.0	0.000	A
C-A	211			211			
A-B	89			89			
A-C	402			402			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	418	0.371	155	0.6	13.703	B
C-AB	0	510	0.000	0	0.0	0.000	A
C-A	211			211			
A-B	89			89			
A-C	402			402			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	442	0.287	127	0.4	11.470	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	173			173			
A-B	73			73			
A-C	328			328			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	460	0.231	107	0.3	10.211	B
C-AB	0	544	0.000	0	0.0	0.000	A
C-A	145			145			
A-B	61			61			
A-C	275			275			

2031 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.00	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)
D10	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	362	100.000
B		✓	124	100.000
C		✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	123	239
	B	124	0	0
	C	264	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	12.09	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	471	0.198	92	0.2	9.492	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	93			93			
A-C	180			180			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	455	0.245	111	0.3	10.450	B
C-AB	0	546	0.000	0	0.0	0.000	A
C-A	237			237			
A-B	111			111			
A-C	215			215			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	434	0.314	136	0.5	12.051	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	291			291			
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A-C	263			263			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	137	434	0.314	137	0.5	12.091	B
C-AB	0	530	0.000	0	0.0	0.000	A
C-A	291			291			
A-B	135			135			
A-C	263			263			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	455	0.245	112	0.3	10.501	B
C-AB	0	546	0.000	0	0.0	0.000	A
C-A	237			237			
A-B	111			111			
A-C	215			215			

18:00 - 18:15

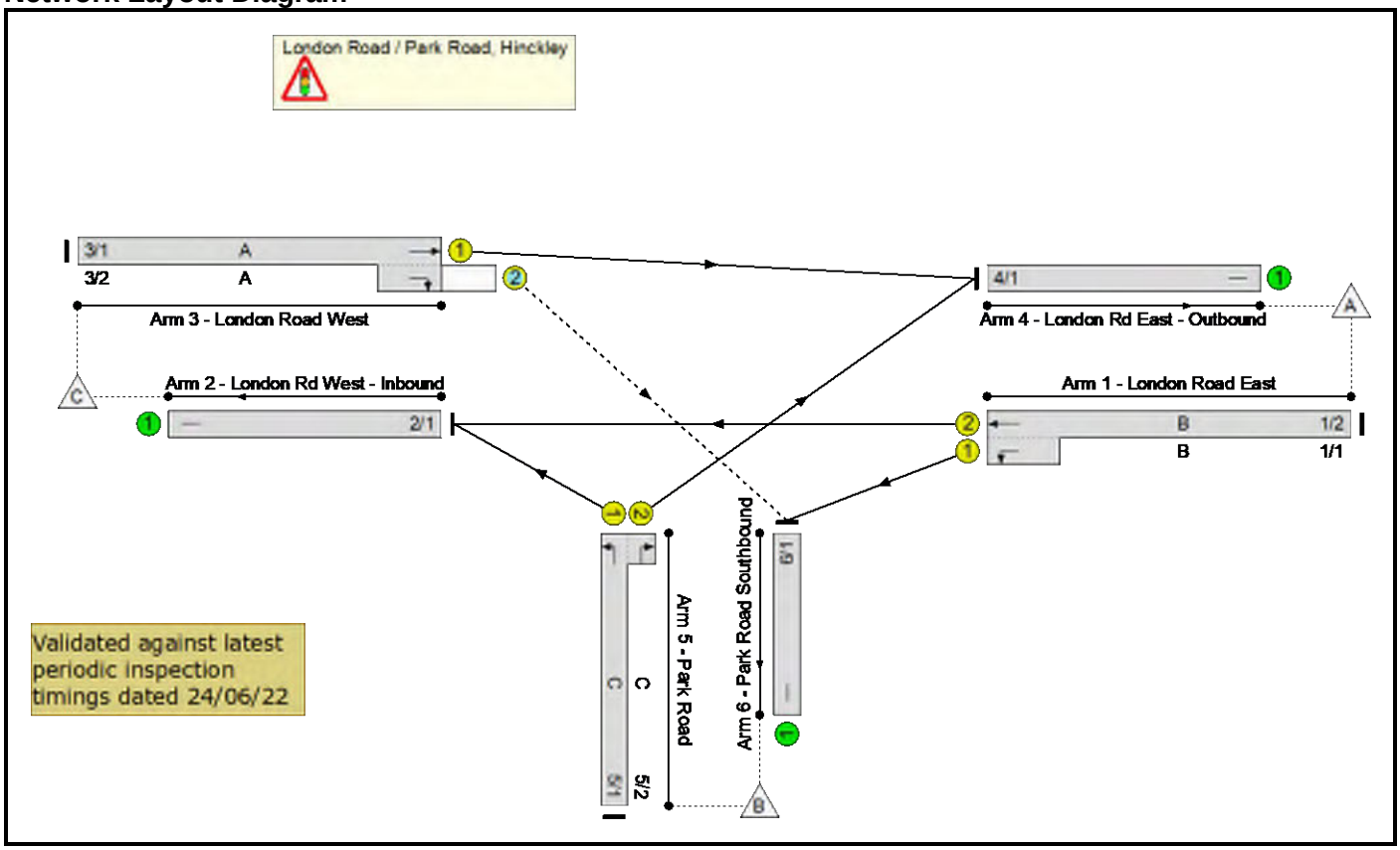
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	471	0.198	94	0.3	9.559	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	93			93			
A-C	180			180			

Full Input Data And Results

User and Project Details

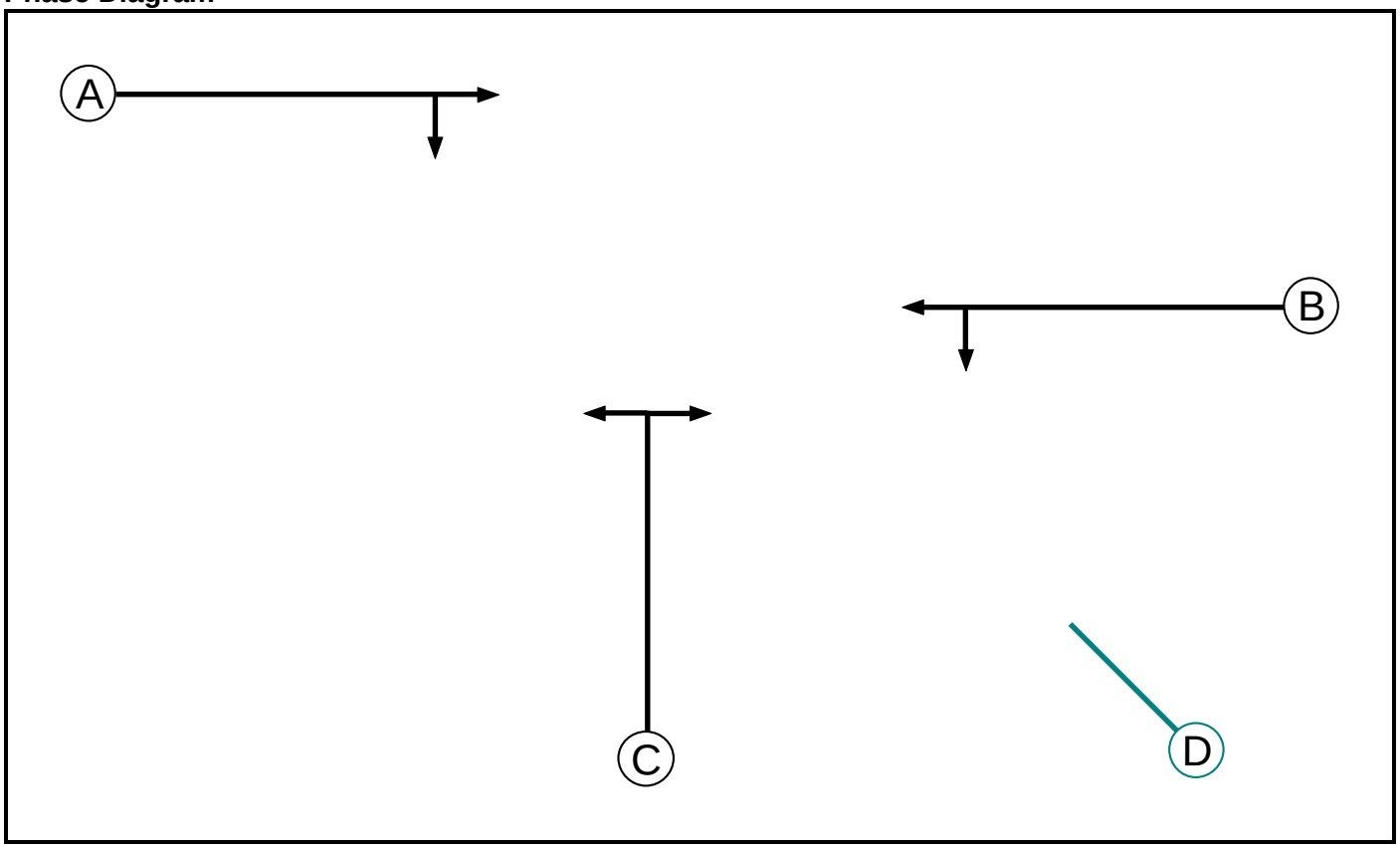
Project:	
Title:	
Location:	
Additional detail:	
File name:	London Road_Park Road_Hinckley LCC Model.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Dummy		4	4

Phase Intergreens Matrix

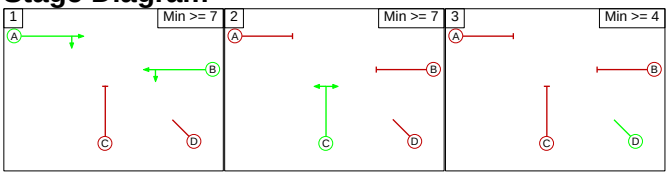
	Starting Phase				
Terminating Phase		A	B	C	D
	A		-	8	3
	B	-		8	3
	C	7	7		3
	D	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
	1		8	3
	2	7		3
	3	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: London Road / Park Road, Hinckley											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (London Road West)	6/1 (Right)	1440	0	1/2	1.09	All	3.00	-	0.50	3	4.00
				1/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: London Road / Park Road, Hinckley												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (London Road East)	U	B	2	3	4.0	Geom	-	2.80	0.00	Y	Arm 6 Left	12.00
1/2 (London Road East)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
2/1 (London Rd West - Inbound)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (London Road West)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
3/2 (London Road West)	O	A	2	3	3.5	Geom	-	2.75	0.00	Y	Arm 6 Right	18.00
4/1 (London Rd East - Outbound)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Park Road)	U	C	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 2 Left	14.00
5/2 (Park Road)	U	C	2	3	1.7	Geom	-	2.80	0.00	Y	Arm 4 Right	18.00
6/1 (Park Road Southbound)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Surveyed Flows - AM Peak'	08:00	09:00	01:00	
2: 'Surveyed Flows - PM Peak'	17:00	18:00	01:00	
3: '2026 Base + Committed - AM Peak'	08:00	09:00	01:00	
4: '2026 Base + Committed - PM Peak'	17:00	18:00	01:00	
5: '2026 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
6: '2026 Base + Committed + Development - PM Peak'	17:00	18:00	01:00	
7: '2031 Base + Committed - AM Peak'	08:00	09:00	01:00	
8: '2031 Base + Committed - PM Peak'	17:00	18:00	01:00	
9: '2031 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
10: '2031 Base + Committed + Development - PM Peak'	17:00	18:00	01:00	

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	207	735	942
	B	280	0	46	326
	C	793	47	0	840
	Tot.	1073	254	781	2108

Traffic Lane Flows

Lane	Scenario 1: AM Base
Junction: London Road / Park Road, Hinckley	
1/1 (short)	207
1/2 (with short)	942(In) 735(Out)
2/1	781
3/1 (with short)	840(In) 793(Out)
3/2 (short)	47
4/1	1073
5/1 (with short)	326(In) 46(Out)
5/2 (short)	280
6/1	254

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	168	692	860
	B	328	0	76	404
	C	710	46	0	756
	Tot.	1038	214	768	2020

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base
Junction: London Road / Park Road, Hinckley	
1/1 (short)	168
1/2 (with short)	860(In) 692(Out)
2/1	768
3/1 (with short)	756(In) 710(Out)
3/2 (short)	46
4/1	1038
5/1 (with short)	404(In) 76(Out)
5/2 (short)	328
6/1	214

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	213	758	971
	B	288	0	48	336
	C	818	49	0	867
	Tot.	1106	262	806	2174

Traffic Lane Flows

Lane	Scenario 3: 2026 AM Baseline
Junction: London Road / Park Road, Hinckley	
1/1 (short)	213
1/2 (with short)	971(In) 758(Out)
2/1	806
3/1 (with short)	867(In) 818(Out)
3/2 (short)	49
4/1	1106
5/1 (with short)	336(In) 48(Out)
5/2 (short)	288
6/1	262

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	174	714	888
	B	338	0	78	416
	C	732	48	0	780
	Tot.	1070	222	792	2084

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 PM Baseline
Junction: London Road / Park Road, Hinckley	
1/1 (short)	174
1/2 (with short)	888(In) 714(Out)
2/1	792
3/1 (with short)	780(In) 732(Out)
3/2 (short)	48
4/1	1070
5/1 (with short)	416(In) 78(Out)
5/2 (short)	338
6/1	222

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	231	778	1009
	B	294	0	48	342
	C	824	49	0	873
	Tot.	1118	280	826	2224

Traffic Lane Flows

Lane	Scenario 5: 2026 AM Forecast
Junction: London Road / Park Road, Hinckley	
1/1 (short)	231
1/2 (with short)	1009(In) 778(Out)
2/1	826
3/1 (with short)	873(In) 824(Out)
3/2 (short)	49
4/1	1118
5/1 (with short)	342(In) 48(Out)
5/2 (short)	294
6/1	280

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	181	723	904
	B	355	0	78	433
	C	752	48	0	800
	Tot.	1107	229	801	2137

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 PM Forecast
Junction: London Road / Park Road, Hinckley	
1/1 (short)	181
1/2 (with short)	904(In) 723(Out)
2/1	801
3/1 (with short)	800(In) 752(Out)
3/2 (short)	48
4/1	1107
5/1 (with short)	433(In) 78(Out)
5/2 (short)	355
6/1	229

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	226	803	1029
	B	306	0	51	357
	C	867	52	0	919
	Tot.	1173	278	854	2305

Traffic Lane Flows

Lane	Scenario 7: 2031 AM Baseline
Junction: London Road / Park Road, Hinckley	
1/1 (short)	226
1/2 (with short)	1029(In) 803(Out)
2/1	854
3/1 (with short)	919(In) 867(Out)
3/2 (short)	52
4/1	1173
5/1 (with short)	357(In) 51(Out)
5/2 (short)	306
6/1	278

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	185	758	943
	B	359	0	83	442
	C	777	51	0	828
	Tot.	1136	236	841	2213

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2031 PM Baseline
Junction: London Road / Park Road, Hinckley	
1/1 (short)	185
1/2 (with short)	943(In) 758(Out)
2/1	841
3/1 (with short)	828(In) 777(Out)
3/2 (short)	51
4/1	1136
5/1 (with short)	442(In) 83(Out)
5/2 (short)	359
6/1	236

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	252	834	1086
	B	314	0	51	365
	C	877	52	0	929
	Tot.	1191	304	885	2380

Traffic Lane Flows

Lane	Scenario 9: 2031 AM Forecast
Junction: London Road / Park Road, Hinckley	
1/1 (short)	252
1/2 (with short)	1086(In) 834(Out)
2/1	885
3/1 (with short)	929(In) 877(Out)
3/2 (short)	52
4/1	1191
5/1 (with short)	365(In) 51(Out)
5/2 (short)	314
6/1	304

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	196	772	968
	B	384	0	83	467
	C	807	51	0	858
	Tot.	1191	247	855	2293

Full Input Data And Results

Traffic Lane Flows

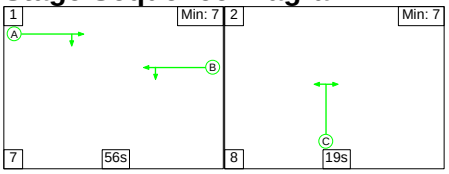
Lane	Scenario 10: 2031 PM Forecast
Junction: London Road / Park Road, Hinckley	
1/1 (short)	196
1/2 (with short)	968(In) 772(Out)
2/1	855
3/1 (with short)	858(In) 807(Out)
3/2 (short)	51
4/1	1191
5/1 (with short)	467(In) 83(Out)
5/2 (short)	384
6/1	247

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	2.75	0.00	Y	Arm 2 Left	14.00	100.0 %	1707	1707
5/2 (Park Road)	2.80	0.00	Y	Arm 4 Right	18.00	100.0 %	1749	1749
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

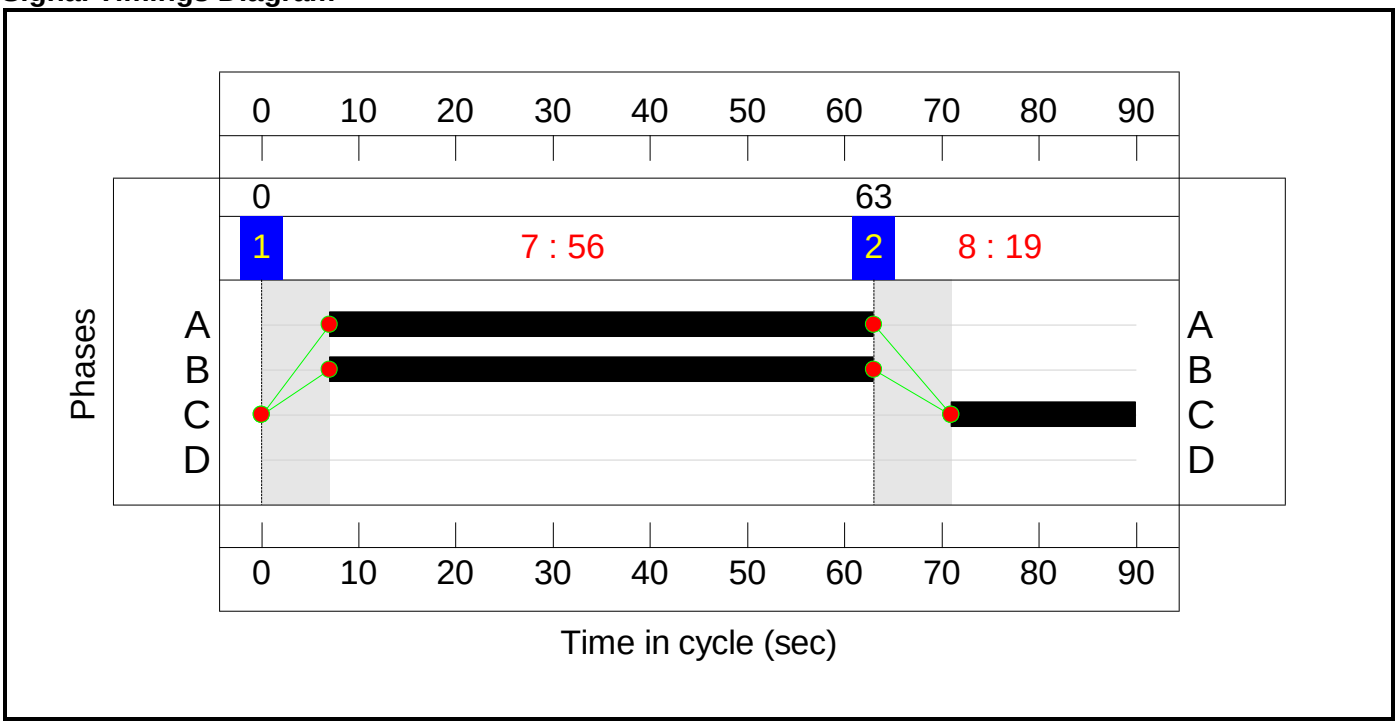


Full Input Data And Results

Stage Timings

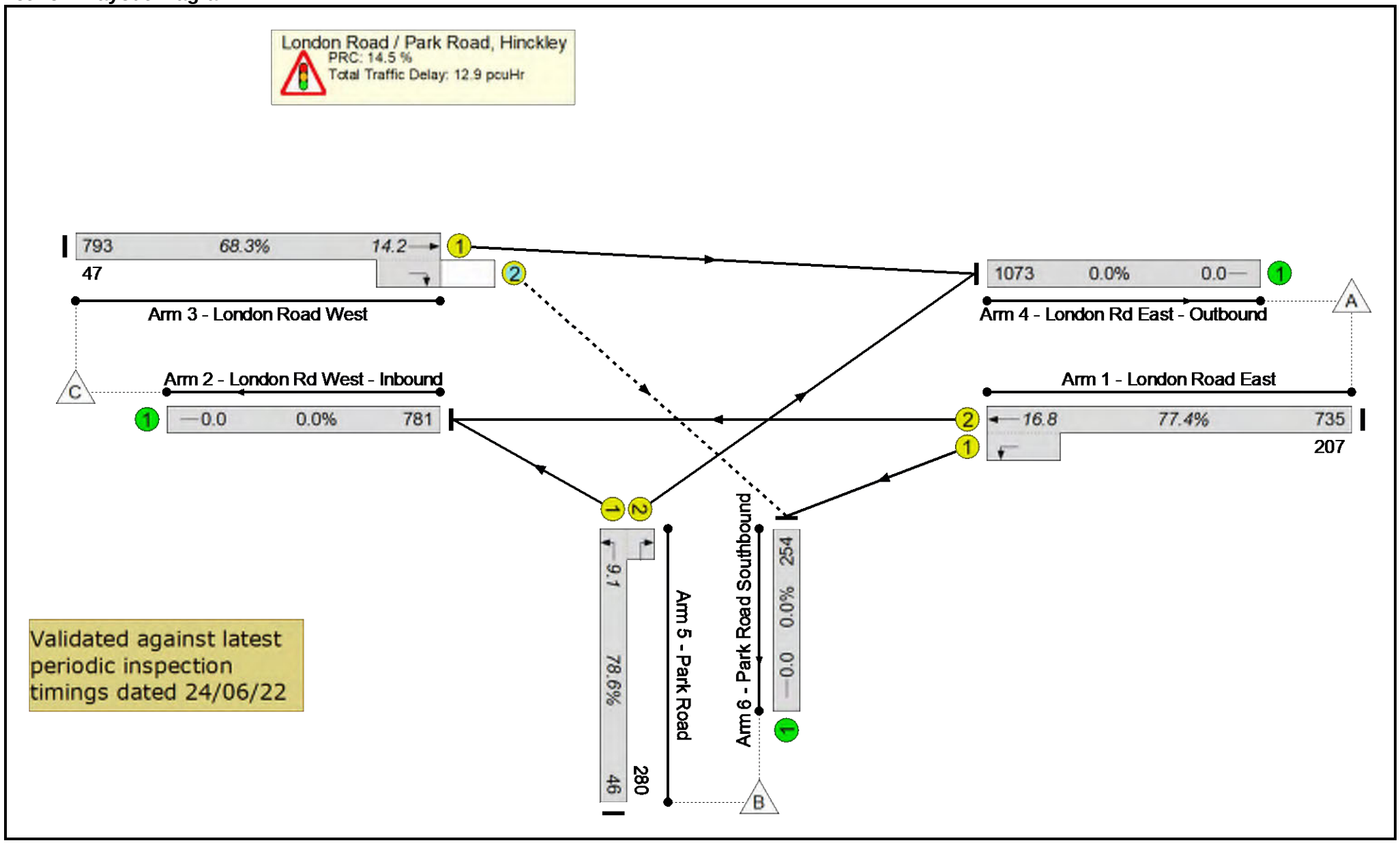
Stage	1	2
Duration	56	19
Change Point	0	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	56	-	942	1915:1684	1217	77.4%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	56	-	840	1940:1745	1230	68.3%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	19	-	326	1707:1749	415	78.6%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**46**	**0**	**1**	**8.2**	**4.5**	**0.2**	**12.9**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**46**	**0**	**1**	**8.2**	**4.5**	**0.2**	**12.9**	**-**	**-**	**-**	**-**
1/2+1/1	942	942	-	-	-	2.9	1.7	-	4.6	17.4	15.1	1.7	16.8
2/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	840	840	46	0	1	2.4	1.1	0.2	3.7	15.7	13.1	1.1	14.2
4/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	326	326	-	-	-	2.9	1.8	-	4.7	52.0	7.3	1.8	9.1
6/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

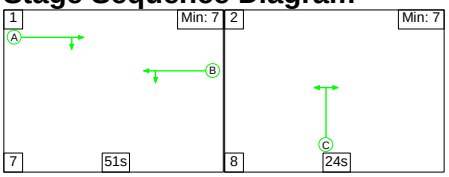
C1 PRC for Signalled Lanes (%): 14.5 Total Delay for Signalled Lanes (pcuHr): 12.93 Cycle Time (s): 90
PRC Over All Lanes (%): 14.5 Total Delay Over All Lanes(pcuHr): 12.93

Full Input Data And Results

Full Input Data And Results

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

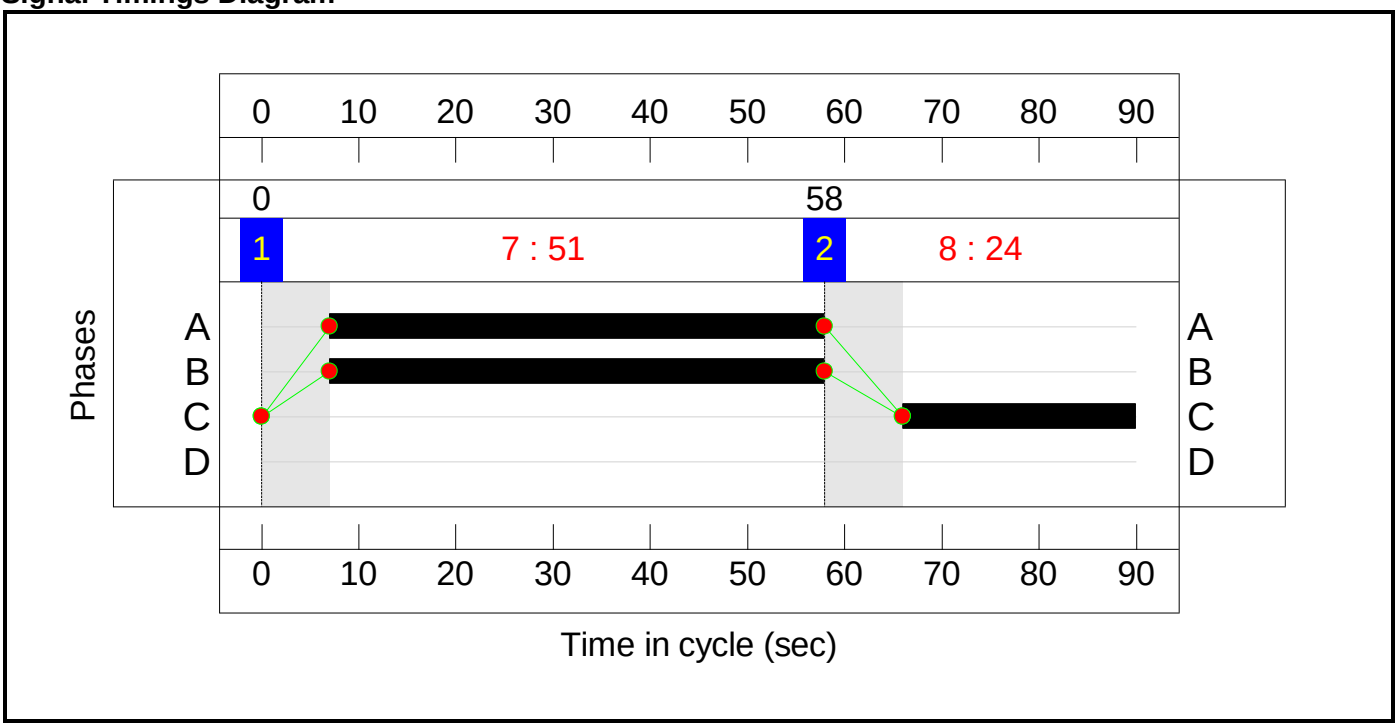
Stage Sequence Diagram



Stage Timings

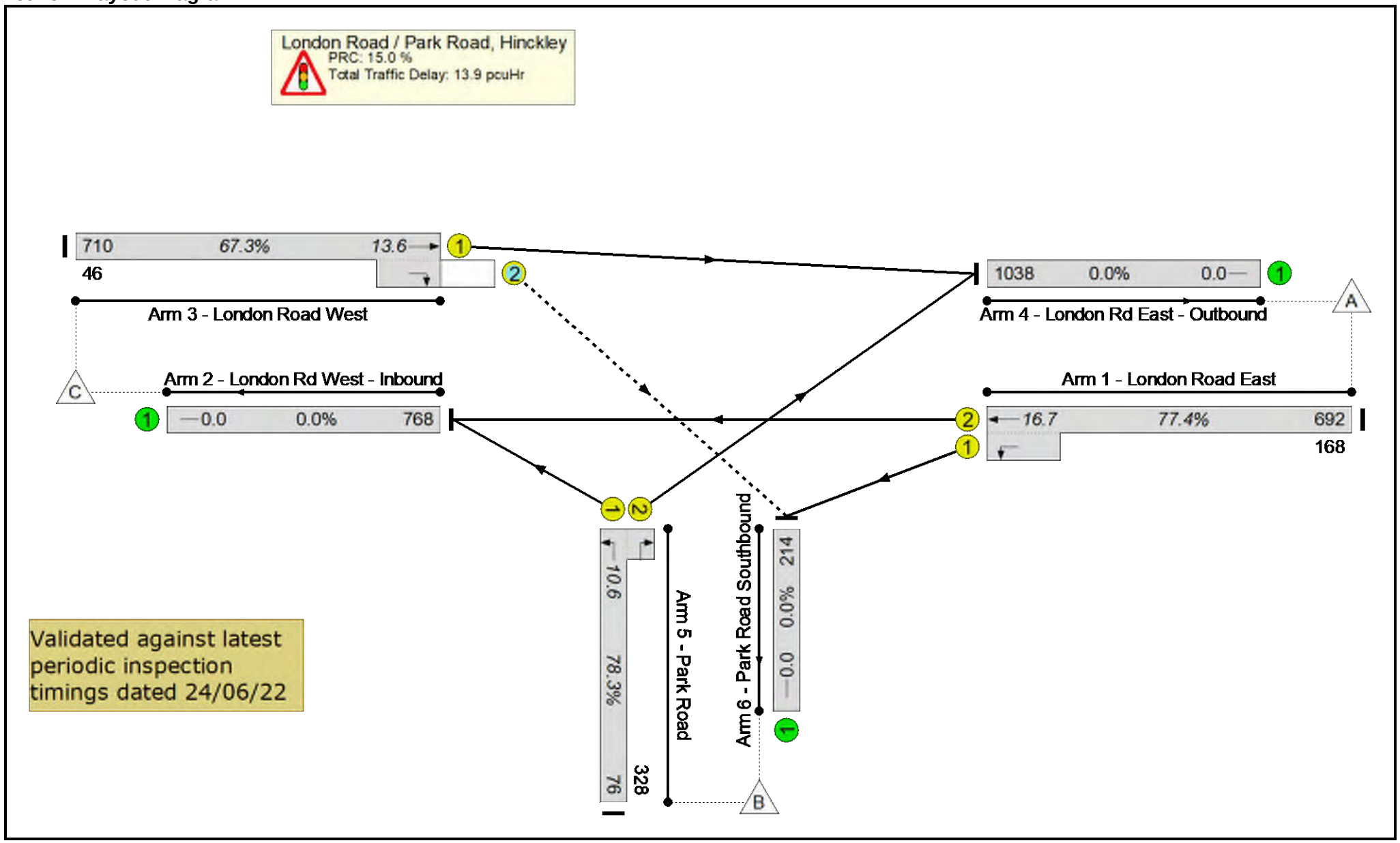
Stage	1	2
Duration	51	24
Change Point	0	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	51	-	860	1915:1684	1111	77.4%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	51	-	756	1940:1745	1124	67.3%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	24	-	404	1707:1749	516	78.3%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**45**	**0**	**1**	**9.3**	**4.5**	**0.2**	**13.9**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**45**	**0**	**1**	**9.3**	**4.5**	**0.2**	**13.9**	**-**	**-**	**-**	**-**
1/2+1/1	860	860	-	-	-	3.3	1.7	-	5.0	20.8	15.0	1.7	16.7
2/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	756	756	45	0	1	2.7	1.0	0.2	3.9	18.5	12.6	1.0	13.6
4/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	404	404	-	-	-	3.3	1.7	-	5.0	44.9	8.8	1.7	10.6
6/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

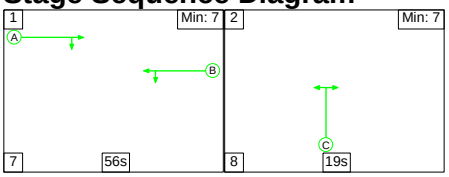
C1 PRC for Signalled Lanes (%): 15.0 Total Delay for Signalled Lanes (pcuHr): 13.90 Cycle Time (s): 90
PRC Over All Lanes (%): 15.0 Total Delay Over All Lanes(pcuHr): 13.90

Full Input Data And Results

Full Input Data And Results

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

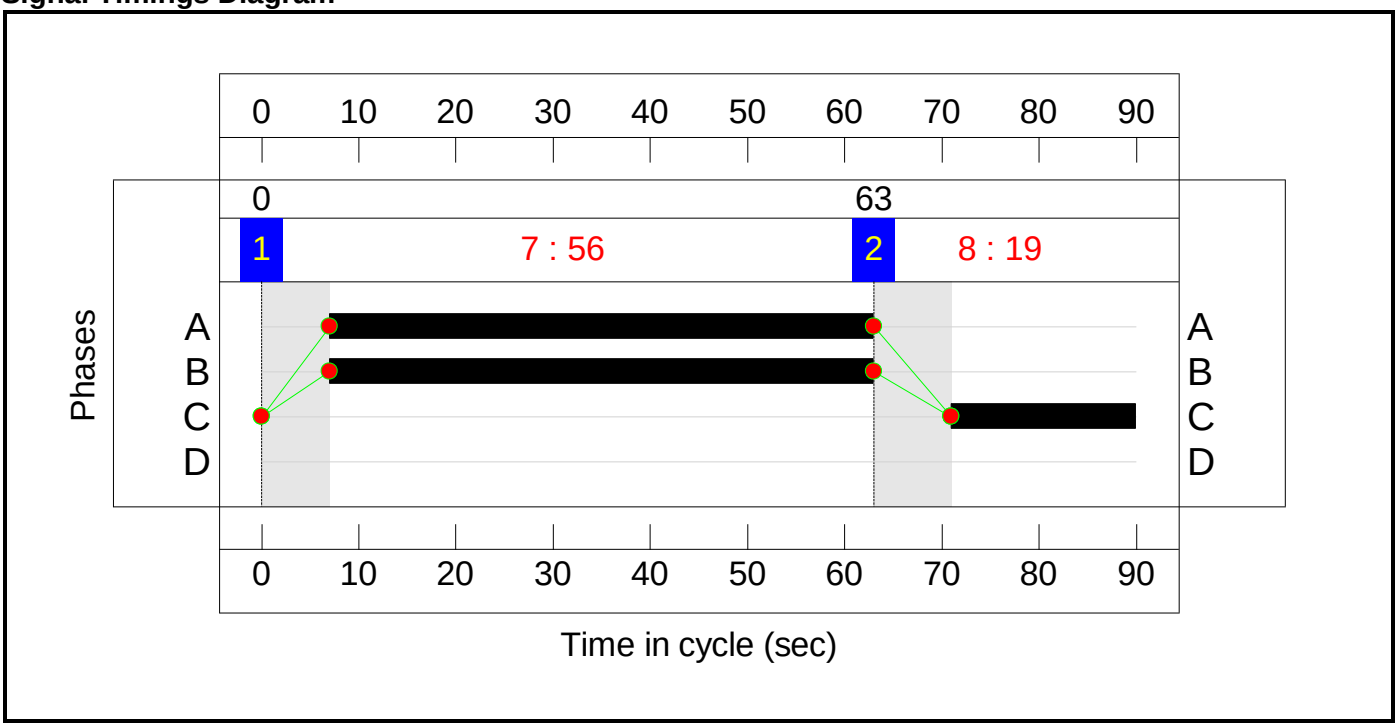
Stage Sequence Diagram



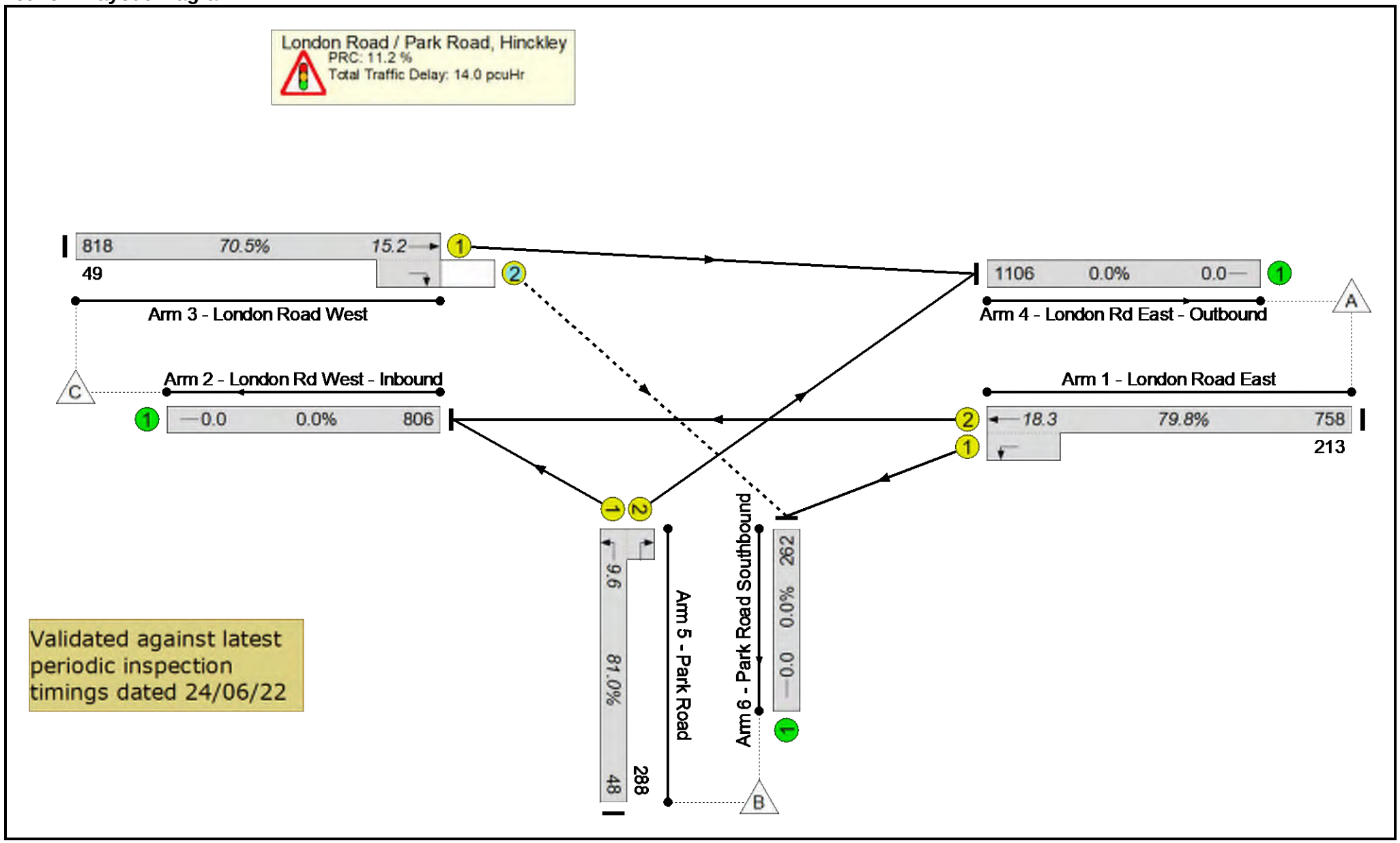
Stage Timings

Stage	1	2
Duration	56	19
Change Point	0	63

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	56	-	971	1915:1684	1217	79.8%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	56	-	867	1940:1745	1230	70.5%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1106	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	19	-	336	1707:1749	415	81.0%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**48**	**0**	**1**	**8.7**	**5.1**	**0.2**	**14.0**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**48**	**0**	**1**	**8.7**	**5.1**	**0.2**	**14.0**	**-**	**-**	**-**	**-**
1/2+1/1	971	971	-	-	-	3.1	1.9	-	5.0	18.5	16.4	1.9	18.3
2/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	867	867	48	0	1	2.6	1.2	0.2	4.0	16.4	14.0	1.2	15.2
4/1	1106	1106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	336	336	-	-	-	3.1	2.0	-	5.1	54.4	7.6	2.0	9.6
6/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

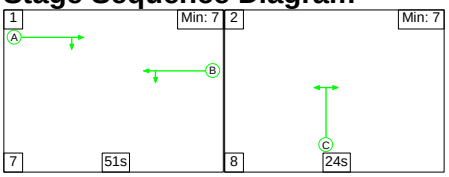
C1 PRC for Signalled Lanes (%): 11.2 Total Delay for Signalled Lanes (pcuHr): 14.02 Cycle Time (s): 90
PRC Over All Lanes (%): 11.2 Total Delay Over All Lanes(pcuHr): 14.02

Full Input Data And Results

Full Input Data And Results

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

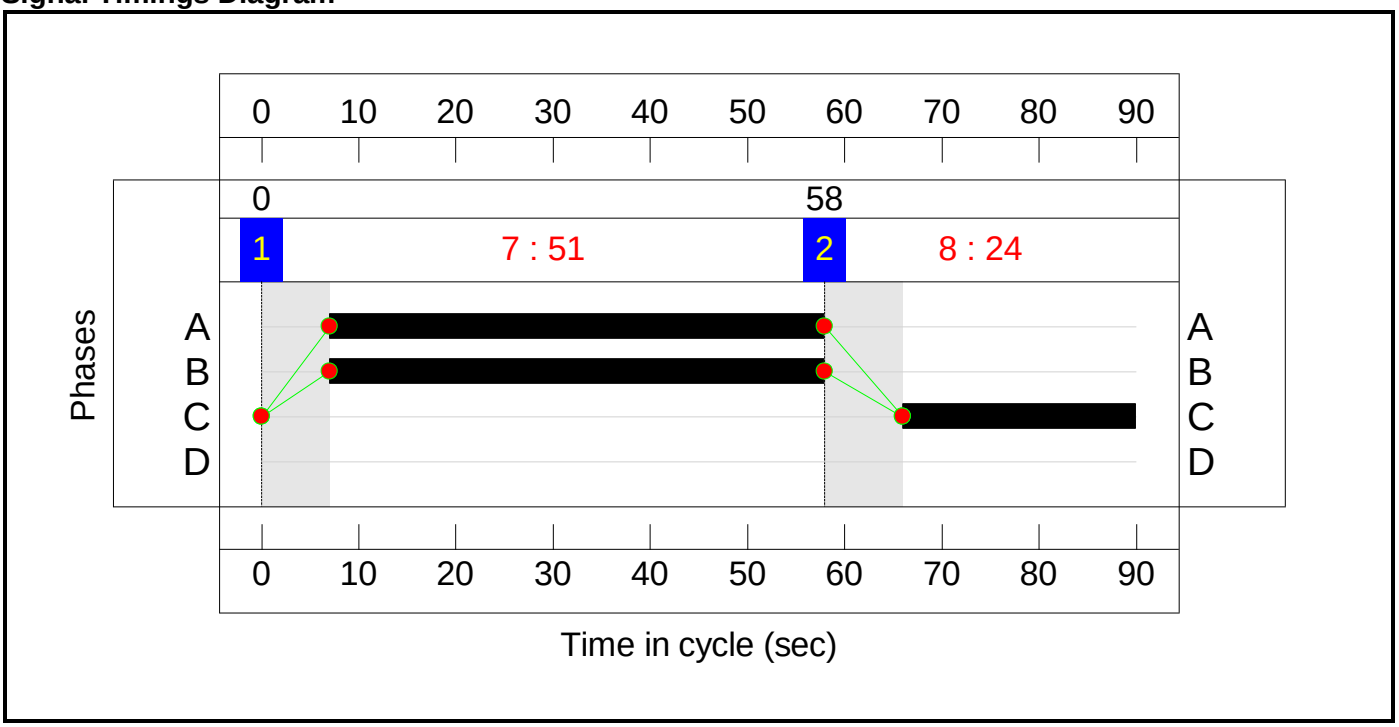
Stage Sequence Diagram



Stage Timings

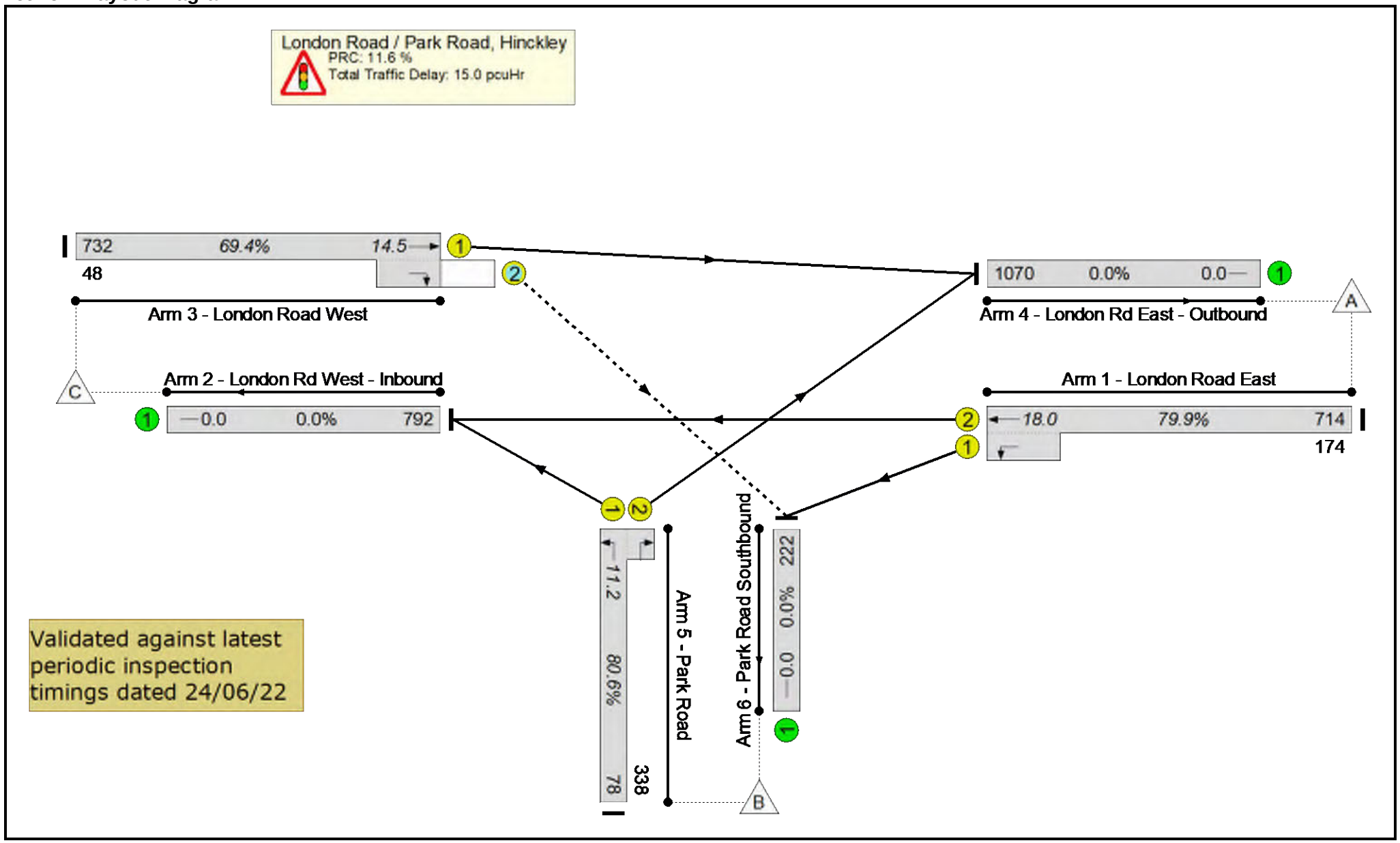
Stage	1	2
Duration	51	24
Change Point	0	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	51	-	888	1915:1684	1111	79.9%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	51	-	780	1940:1745	1124	69.4%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	24	-	416	1707:1749	516	80.6%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**47**	**0**	**1**	**9.7**	**5.1**	**0.2**	**15.0**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**47**	**0**	**1**	**9.7**	**5.1**	**0.2**	**15.0**	**-**	**-**	**-**	**-**
1/2+1/1	888	888	-	-	-	3.5	2.0	-	5.4	22.0	16.0	2.0	18.0
2/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	780	780	47	0	1	2.8	1.1	0.2	4.2	19.2	13.4	1.1	14.5
4/1	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	416	416	-	-	-	3.4	2.0	-	5.4	46.9	9.2	2.0	11.2
6/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

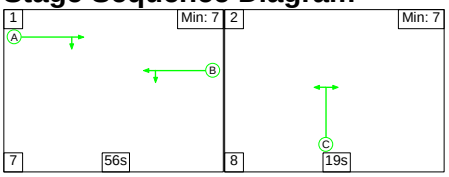
C1 PRC for Signalled Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 15.02 Cycle Time (s): 90
PRC Over All Lanes (%): 11.6 Total Delay Over All Lanes(pcuHr): 15.02

Full Input Data And Results

Full Input Data And Results

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

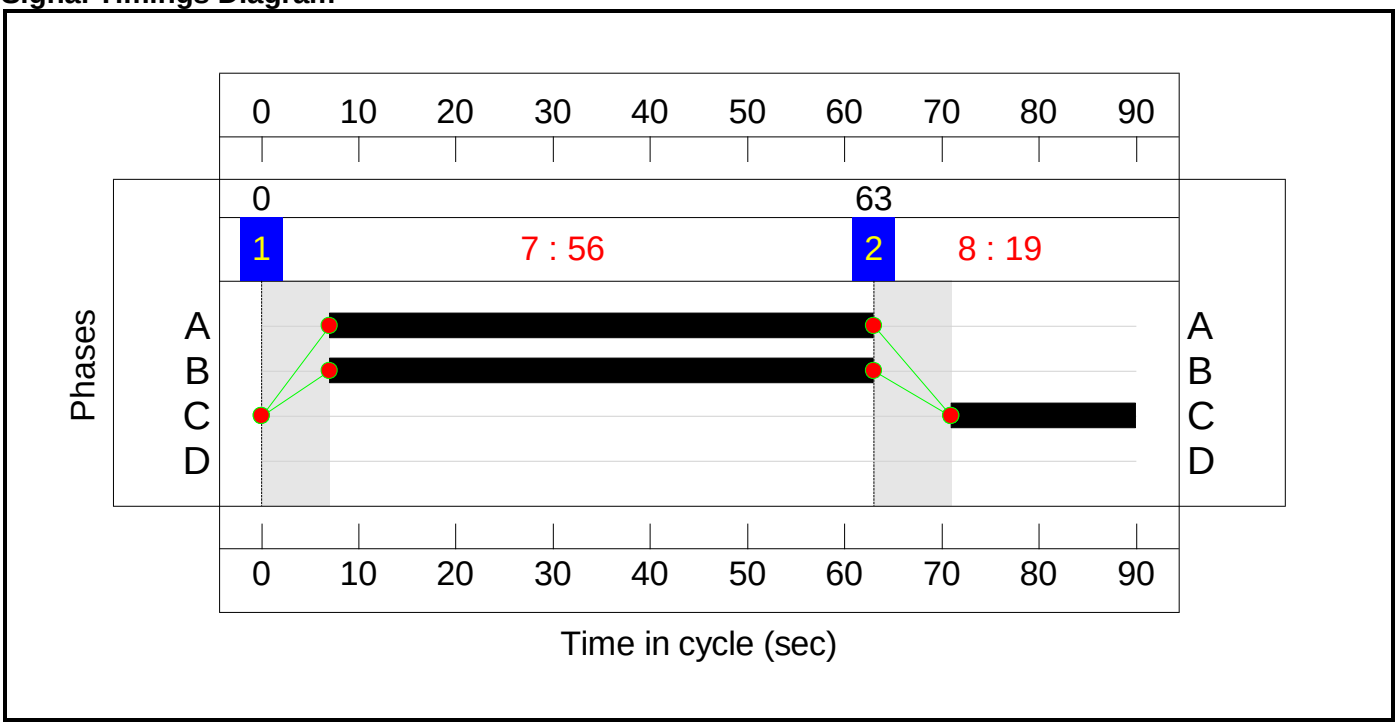
Stage Sequence Diagram



Stage Timings

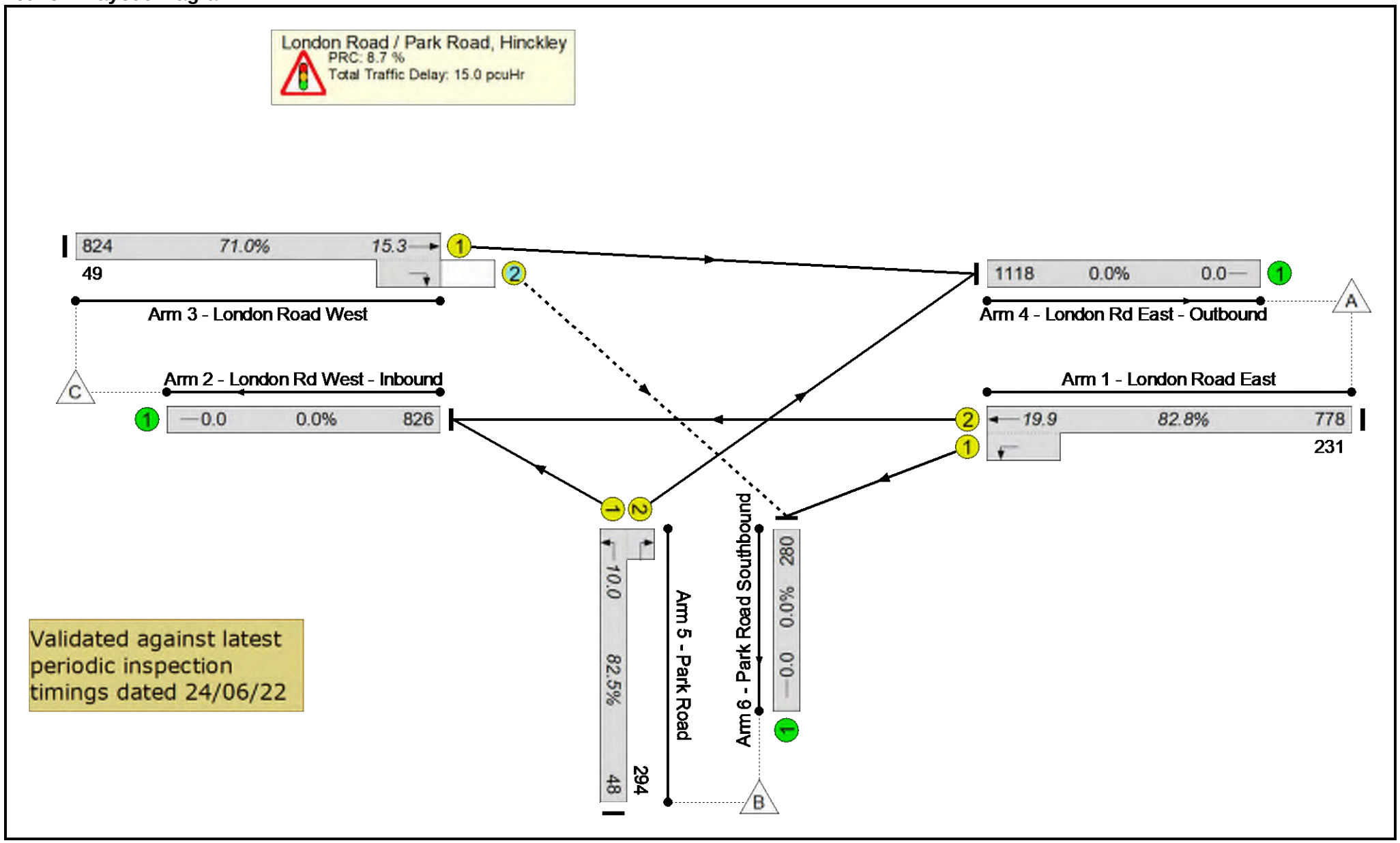
Stage	1	2
Duration	56	19
Change Point	0	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	56	-	1009	1915:1684	1218	82.8%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	56	-	873	1940:1745	1230	71.0%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	19	-	342	1707:1749	415	82.5%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**48**	**0**	**1**	**9.0**	**5.8**	**0.2**	**15.0**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**48**	**0**	**1**	**9.0**	**5.8**	**0.2**	**15.0**	**-**	**-**	**-**	**-**
1/2+1/1	1009	1009	-	-	-	3.3	2.4	-	5.6	20.2	17.6	2.4	19.9
2/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	873	873	48	0	1	2.6	1.2	0.2	4.0	16.7	14.1	1.2	15.3
4/1	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	342	342	-	-	-	3.1	2.2	-	5.3	56.2	7.8	2.2	10.0
6/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

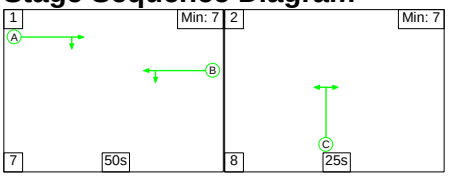
C1 PRC for Signalled Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 15.03 Cycle Time (s): 90
PRC Over All Lanes (%): 8.7 Total Delay Over All Lanes(pcuHr): 15.03

Full Input Data And Results

Full Input Data And Results

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

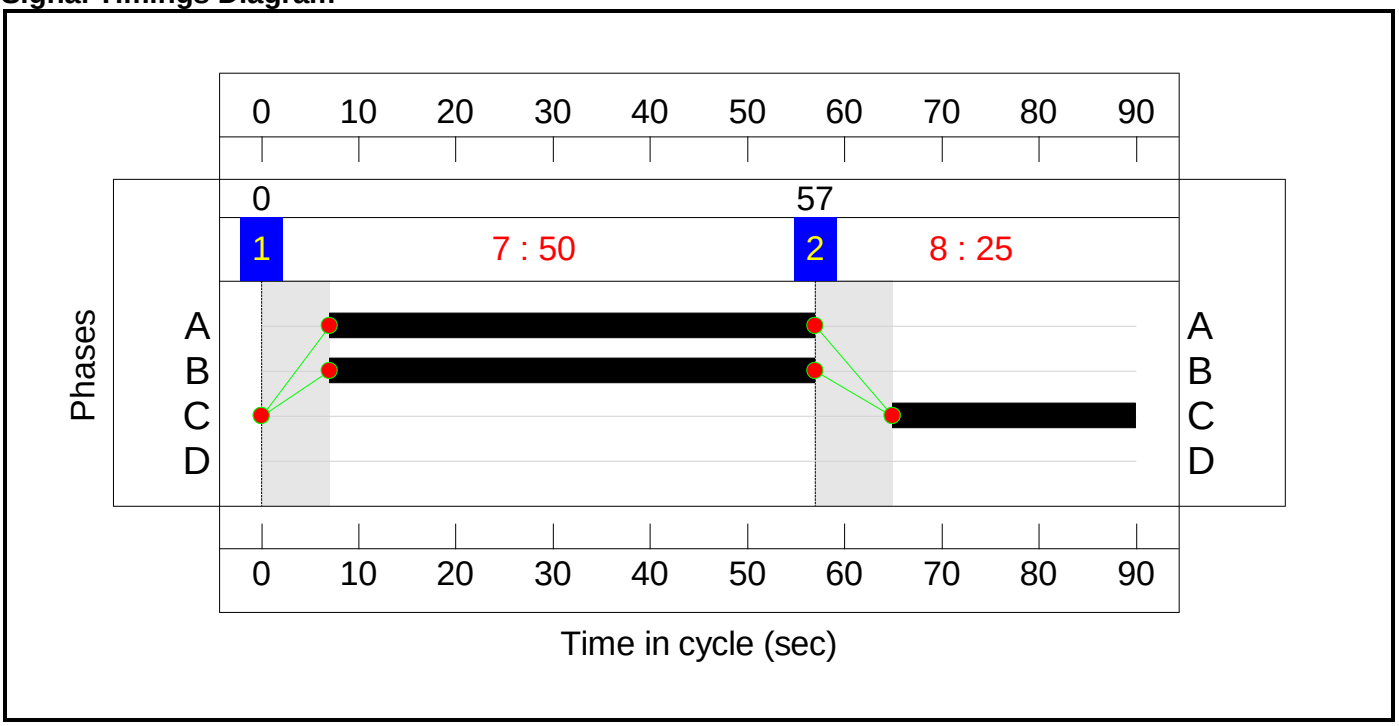
Stage Sequence Diagram



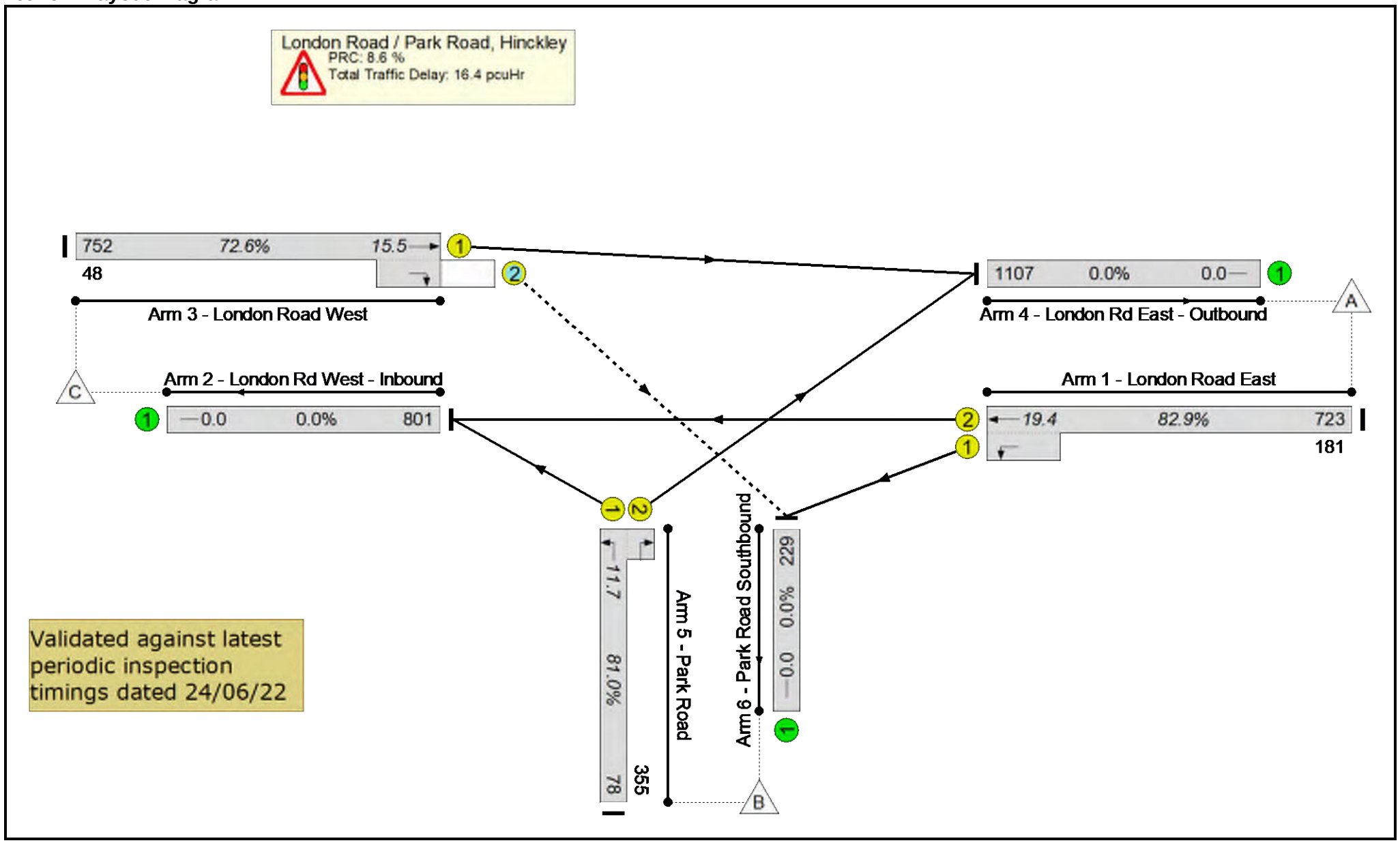
Stage Timings

Stage	1	2
Duration	50	25
Change Point	0	57

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.9%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	904	1915:1684	1091	82.9%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	800	1940:1745	1102	72.6%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1107	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	25	-	433	1707:1749	535	81.0%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**47**	**0**	**1**	**10.4**	**5.7**	**0.2**	**16.4**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**47**	**0**	**1**	**10.4**	**5.7**	**0.2**	**16.4**	**-**	**-**	**-**	**-**
1/2+1/1	904	904	-	-	-	3.8	2.4	-	6.2	24.5	17.1	2.4	19.4
2/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	800	800	47	0	1	3.1	1.3	0.2	4.7	21.0	14.2	1.3	15.5
4/1	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	433	433	-	-	-	3.5	2.0	-	5.5	46.1	9.6	2.0	11.7
6/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

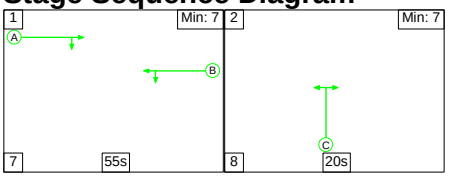
C1 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 16.36 Cycle Time (s): 90
PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 16.36

Full Input Data And Results

Full Input Data And Results

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

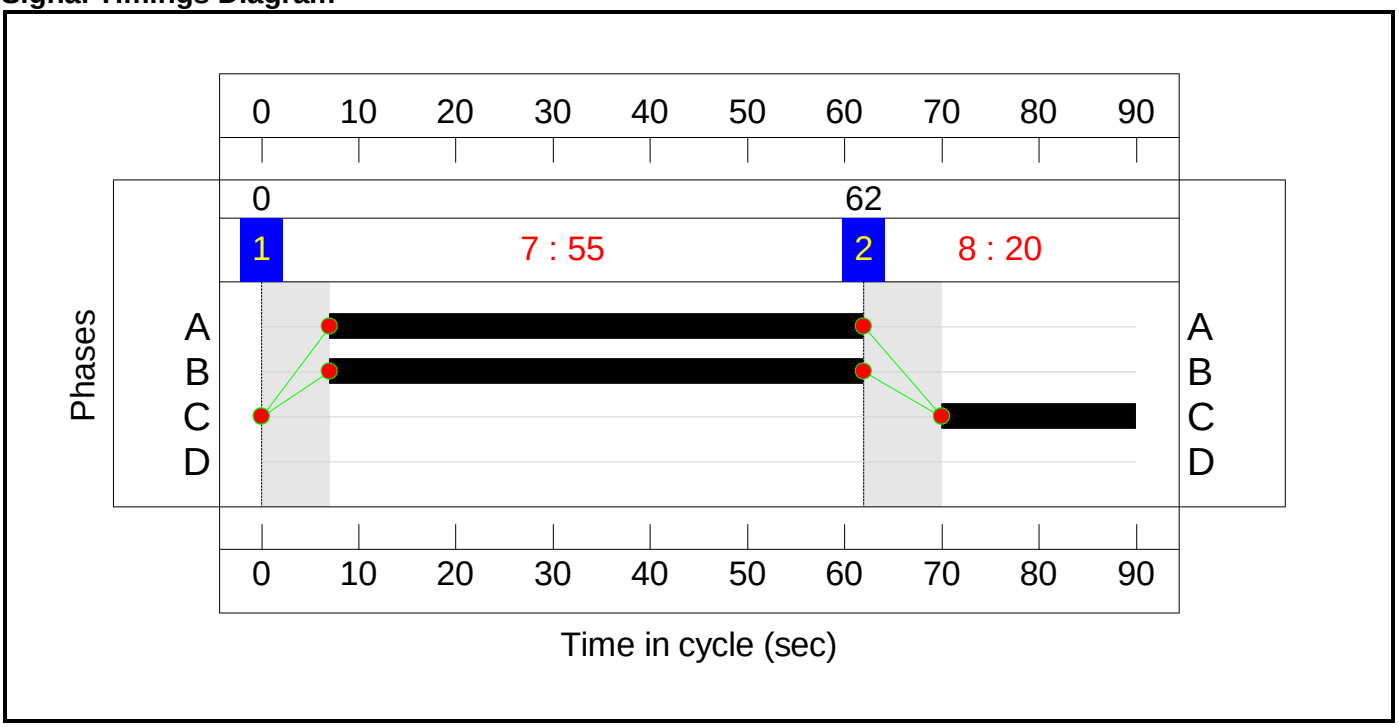
Stage Sequence Diagram



Stage Timings

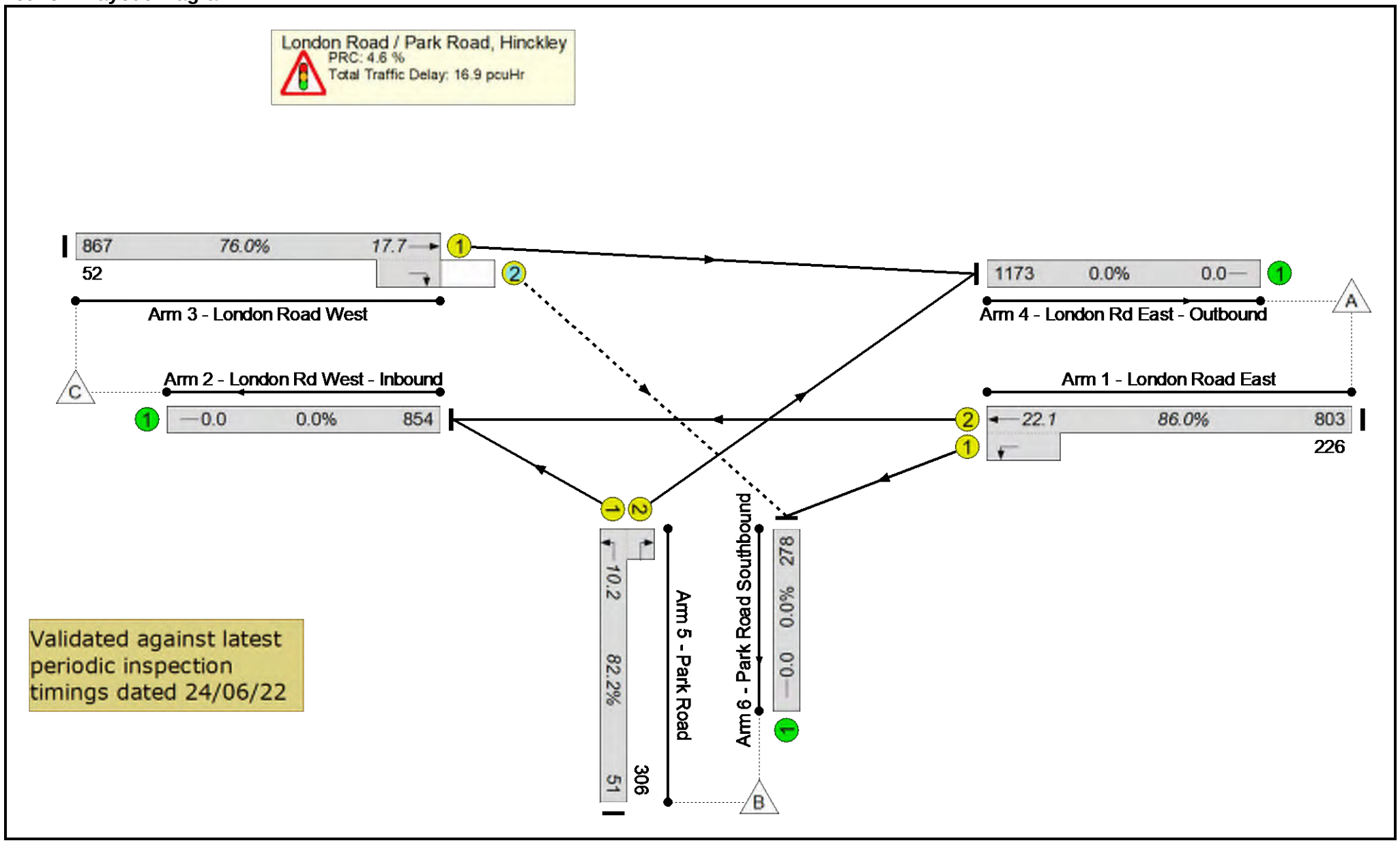
Stage	1	2
Duration	55	20
Change Point	0	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	55	-	1029	1915:1684	1196	86.0%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	55	-	919	1940:1745	1209	76.0%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1173	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	20	-	357	1707:1749	434	82.2%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**51**	**0**	**1**	**9.9**	**6.7**	**0.3**	**16.9**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**51**	**0**	**1**	**9.9**	**6.7**	**0.3**	**16.9**	**-**	**-**	**-**	**-**
1/2+1/1	1029	1029	-	-	-	3.7	3.0	-	6.6	23.3	19.2	3.0	22.1
2/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	919	919	51	0	1	3.1	1.6	0.3	4.9	19.2	16.1	1.6	17.7
4/1	1173	1173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	357	357	-	-	-	3.2	2.2	-	5.4	54.2	8.0	2.2	10.2
6/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

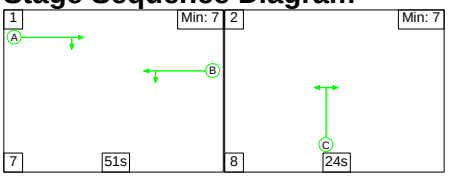
C1 PRC for Signalled Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 16.93 Cycle Time (s): 90
PRC Over All Lanes (%): 4.6 Total Delay Over All Lanes(pcuHr): 16.93

Full Input Data And Results

Full Input Data And Results

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

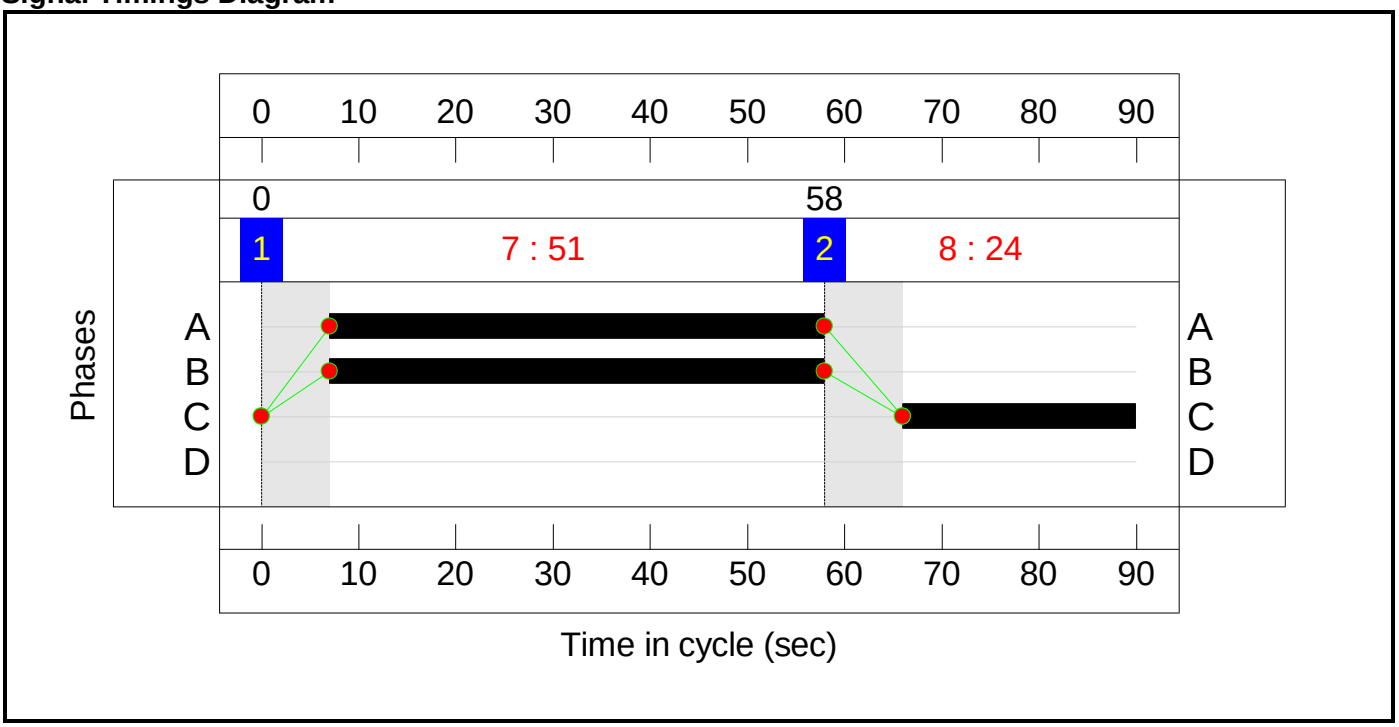
Stage Sequence Diagram



Stage Timings

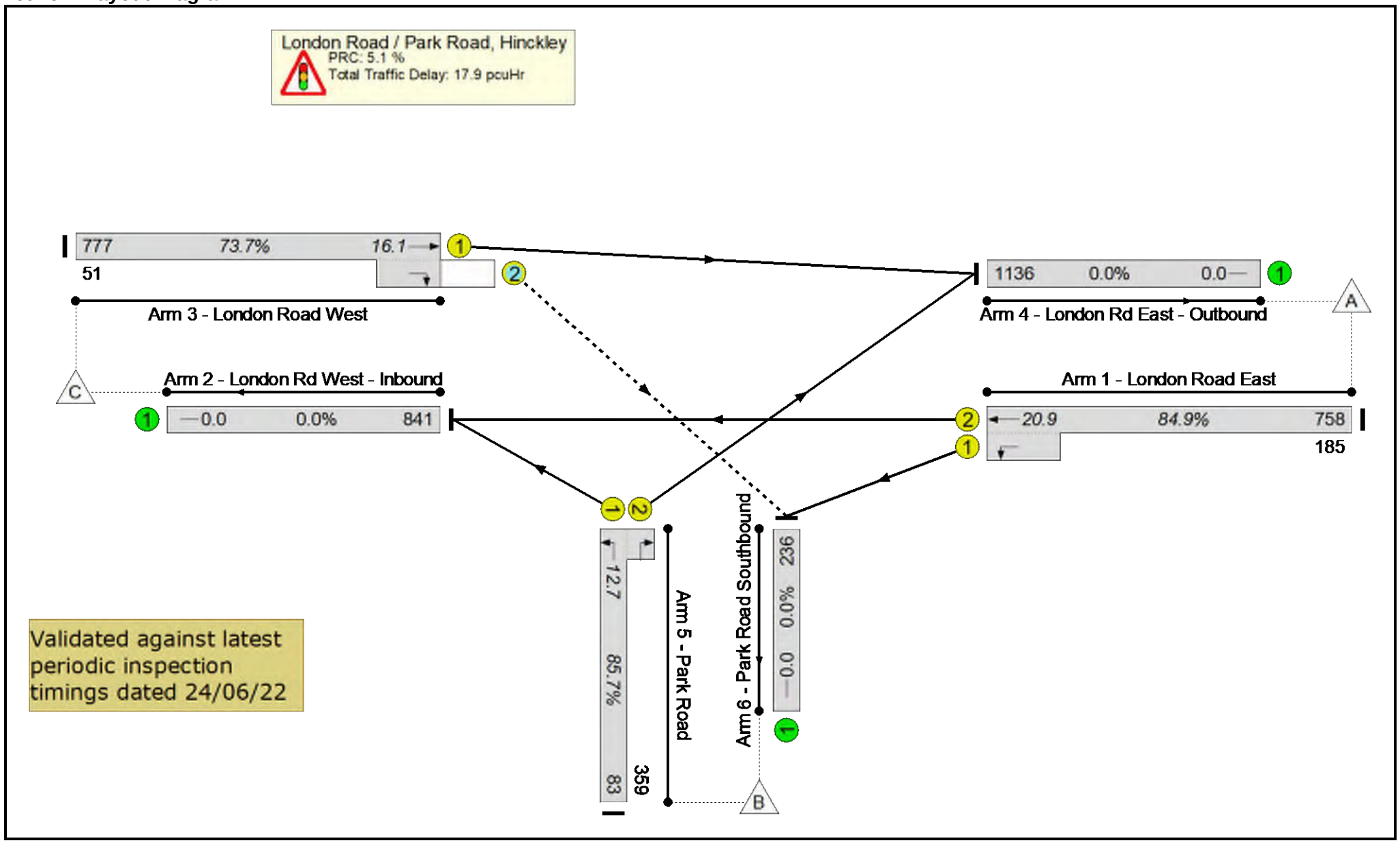
Stage	1	2
Duration	51	24
Change Point	0	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	51	-	943	1915:1684	1111	84.9%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	51	-	828	1940:1745	1124	73.7%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	24	-	442	1707:1749	516	85.7%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**50**	**0**	**1**	**10.8**	**6.9**	**0.3**	**17.9**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**50**	**0**	**1**	**10.8**	**6.9**	**0.3**	**17.9**	**-**	**-**	**-**	**-**
1/2+1/1	943	943	-	-	-	3.9	2.7	-	6.6	25.3	18.1	2.7	20.9
2/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	828	828	50	0	1	3.2	1.4	0.3	4.8	20.9	14.7	1.4	16.1
4/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	442	442	-	-	-	3.7	2.8	-	6.5	52.7	9.9	2.8	12.7
6/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

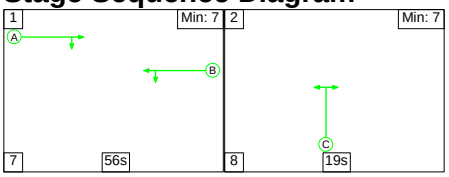
C1 PRC for Signalled Lanes (%): 5.1 Total Delay for Signalled Lanes (pcuHr): 17.91 Cycle Time (s): 90
PRC Over All Lanes (%): 5.1 Total Delay Over All Lanes(pcuHr): 17.91

Full Input Data And Results

Full Input Data And Results

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

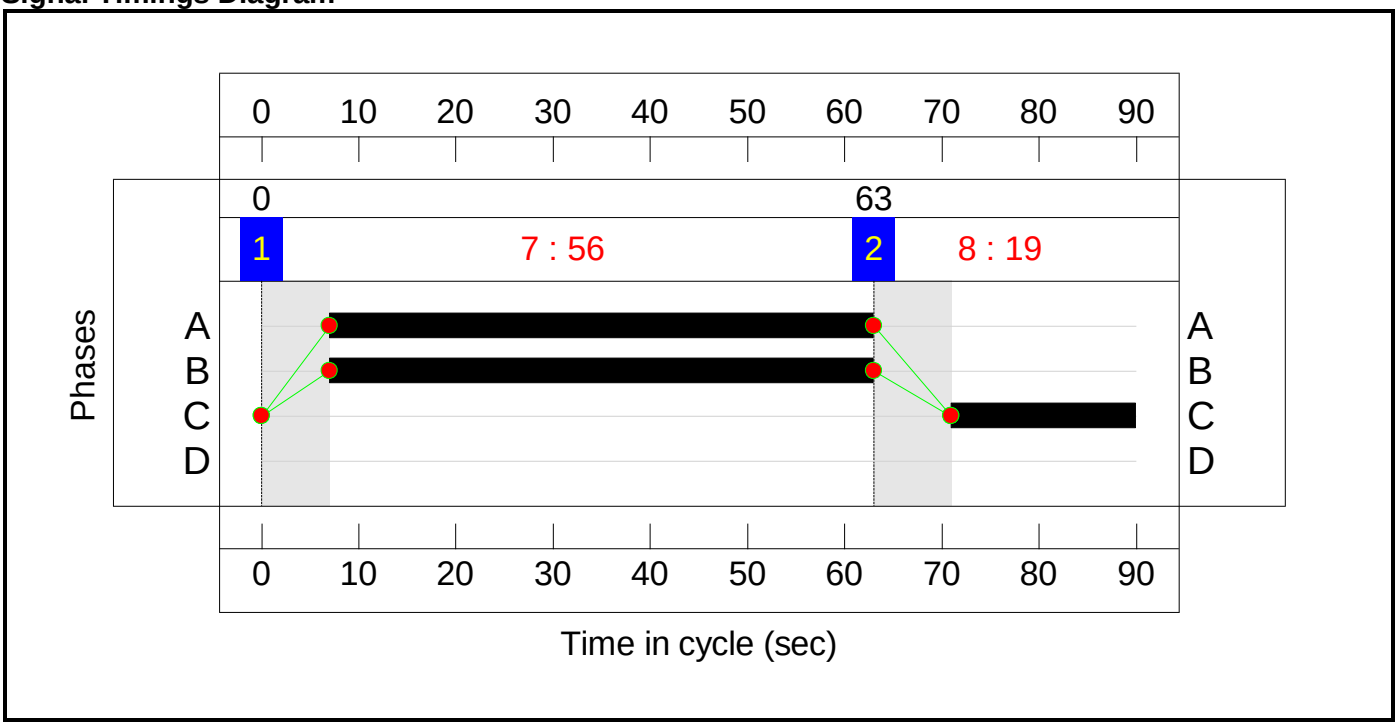
Stage Sequence Diagram



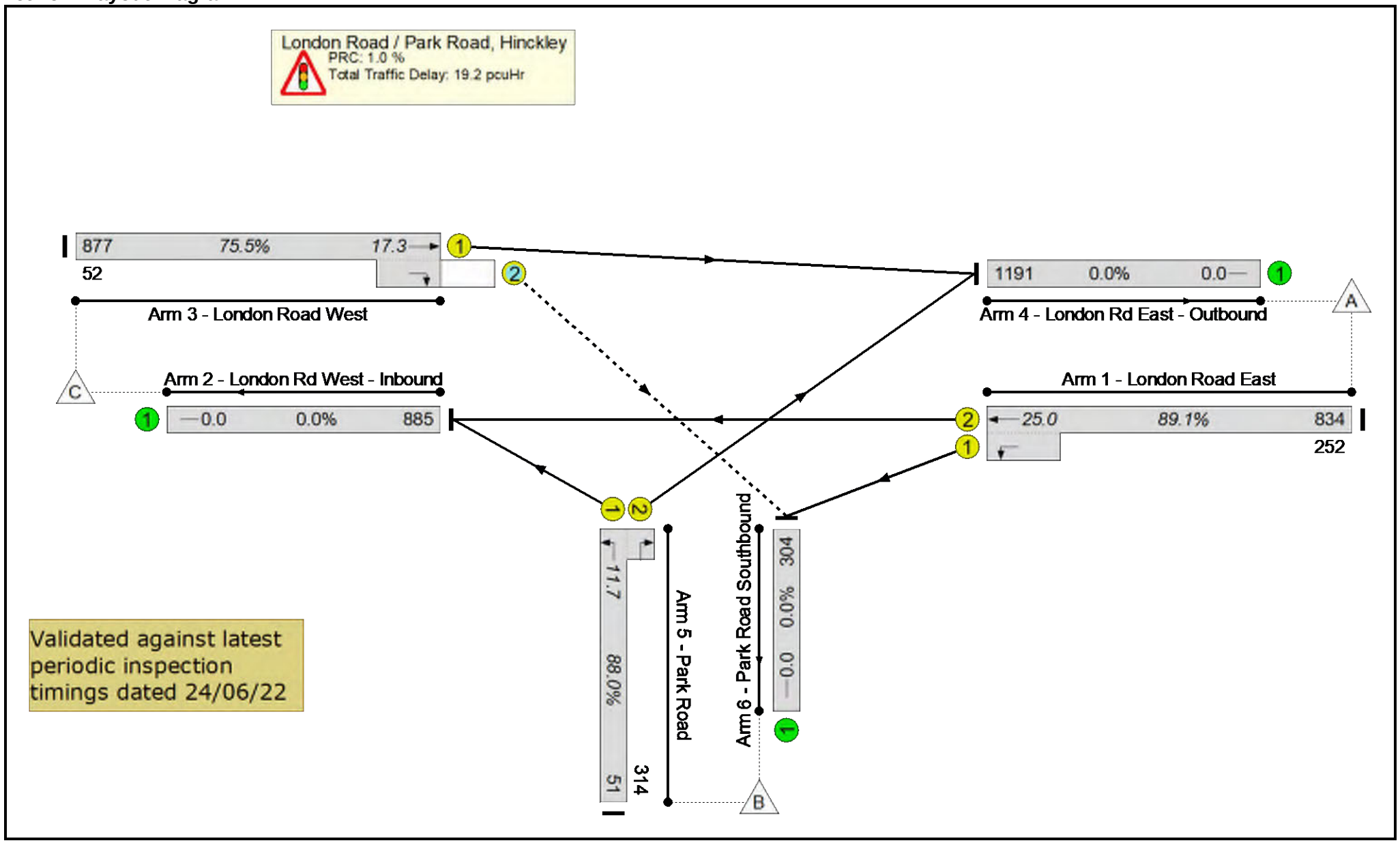
Stage Timings

Stage	1	2
Duration	56	19
Change Point	0	63

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	56	-	1086	1915:1684	1219	89.1%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	56	-	929	1940:1745	1230	75.5%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	19	-	365	1707:1749	415	88.0%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**46**	**0**	**6**	**10.2**	**8.6**	**0.3**	**19.2**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**46**	**0**	**6**	**10.2**	**8.6**	**0.3**	**19.2**	**-**	**-**	**-**	**-**
1/2+1/1	1086	1086	-	-	-	3.9	3.9	-	7.7	25.7	21.1	3.9	25.0
2/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	929	929	46	0	6	2.9	1.5	0.3	4.8	18.6	15.8	1.5	17.3
4/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	365	365	-	-	-	3.4	3.2	-	6.6	65.4	8.4	3.2	11.7
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

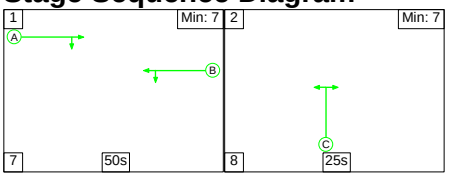
C1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 19.18 Cycle Time (s): 90
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 19.18

Full Input Data And Results

Full Input Data And Results

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

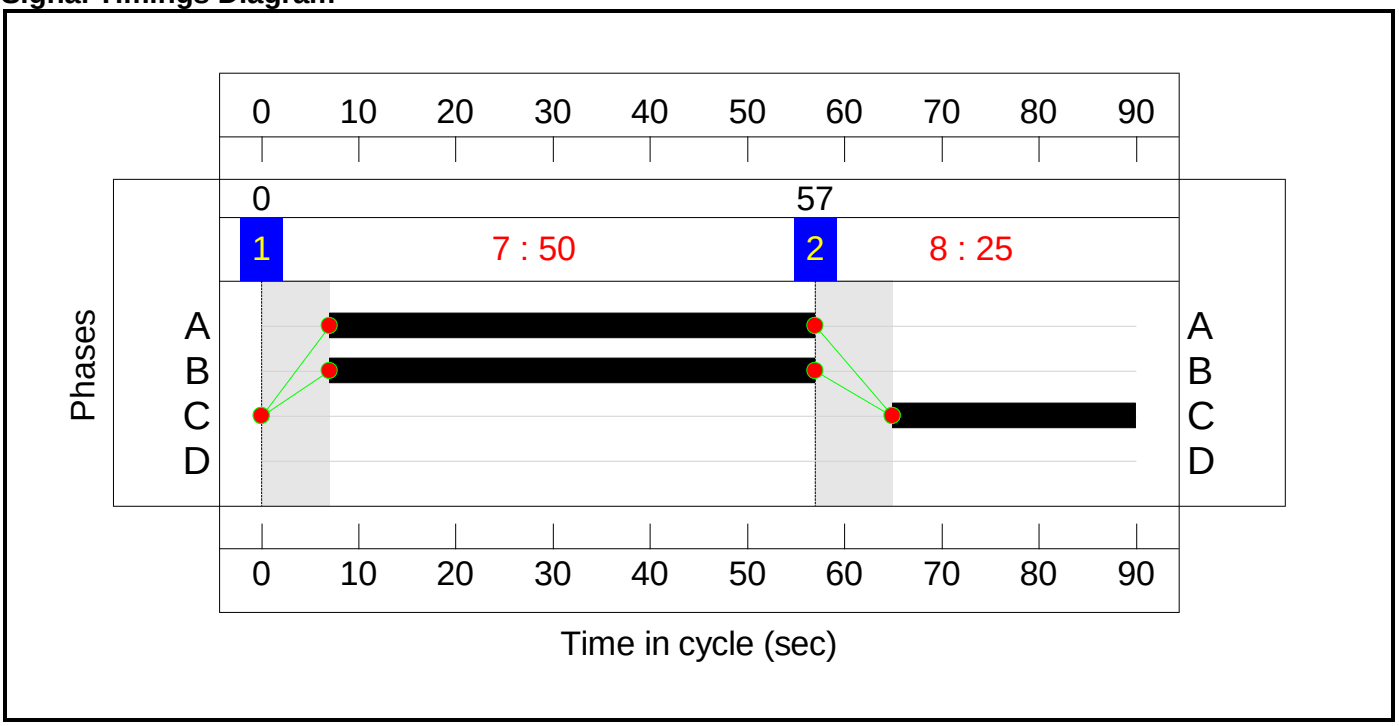
Stage Sequence Diagram



Stage Timings

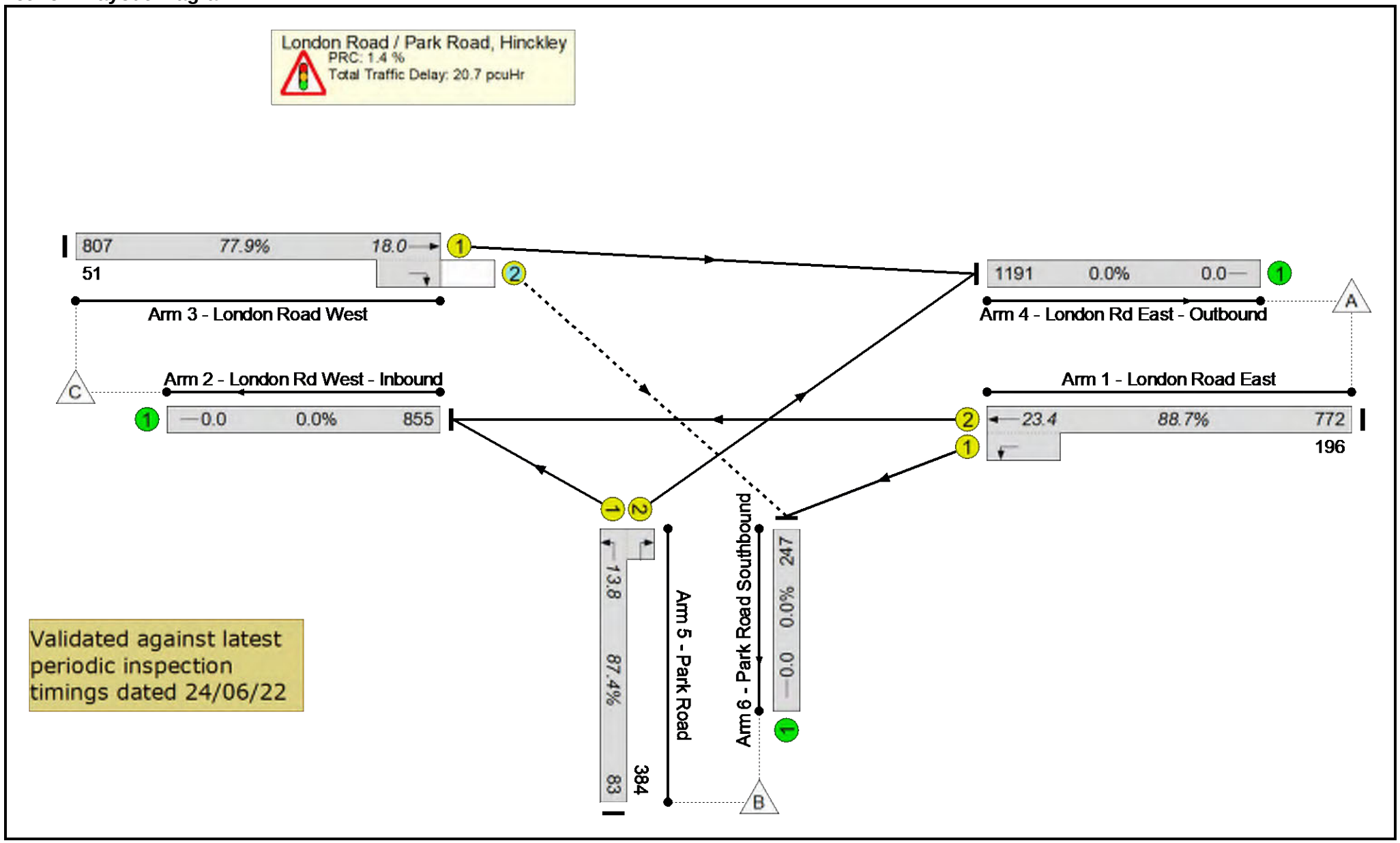
Stage	1	2
Duration	50	25
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	968	1915:1684	1091	88.7%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	858	1940:1745	1102	77.9%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
5/1+5/2	Park Road Left Right	U	N/A	N/A	C		1	25	-	467	1707:1749	534	87.4%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**50**	**0**	**1**	**11.8**	**8.6**	**0.3**	**20.7**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**50**	**0**	**1**	**11.8**	**8.6**	**0.3**	**20.7**	**-**	**-**	**-**	**-**
1/2+1/1	968	968	-	-	-	4.3	3.7	-	8.1	30.0	19.7	3.7	23.4
2/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	858	858	50	0	1	3.5	1.7	0.3	5.6	23.4	16.2	1.7	18.0
4/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	467	467	-	-	-	3.9	3.2	-	7.0	54.2	10.7	3.2	13.8
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 20.66 Cycle Time (s): 90
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 20.66

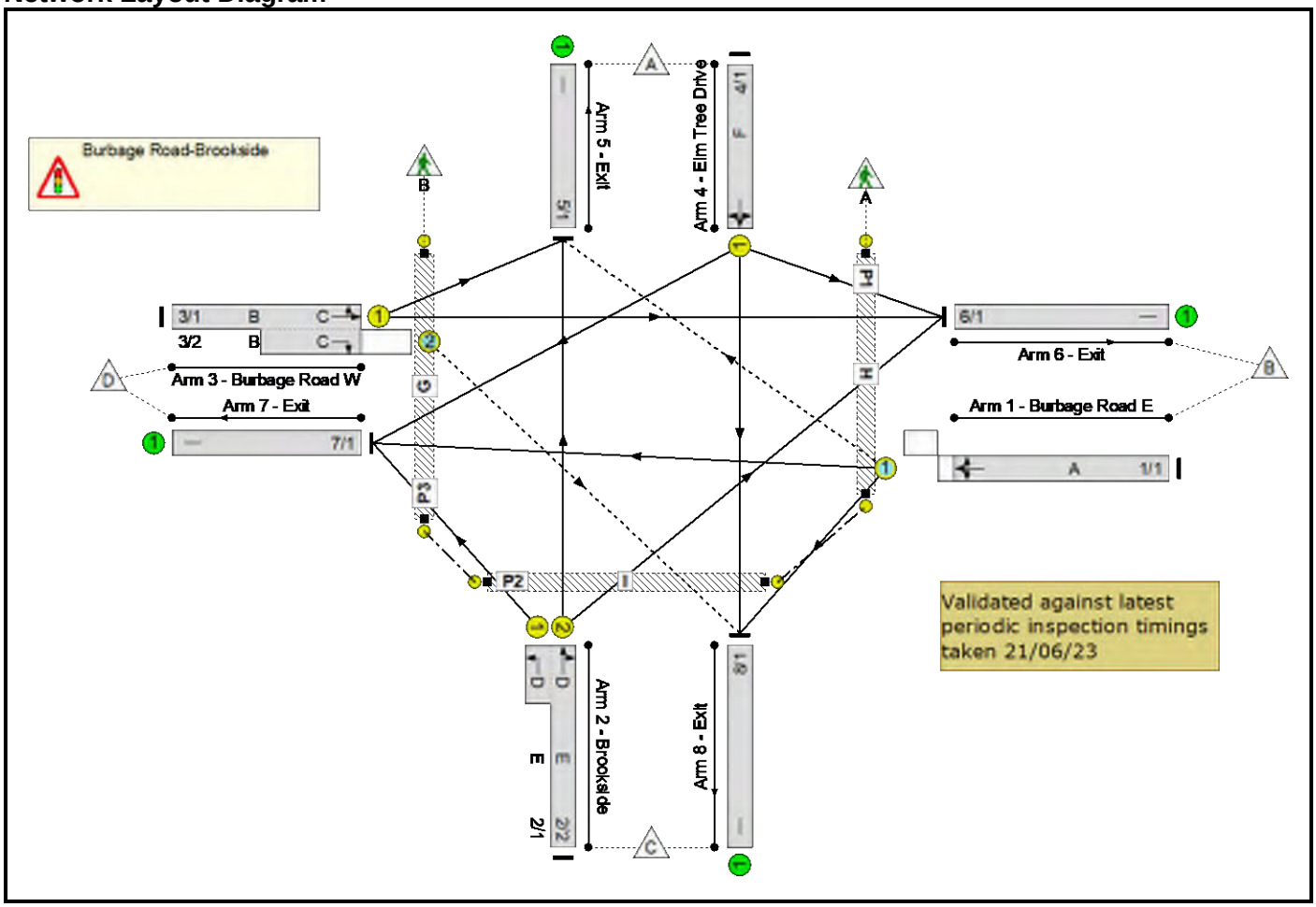
Full Input Data And Results

Full Input Data And Results

User and Project Details

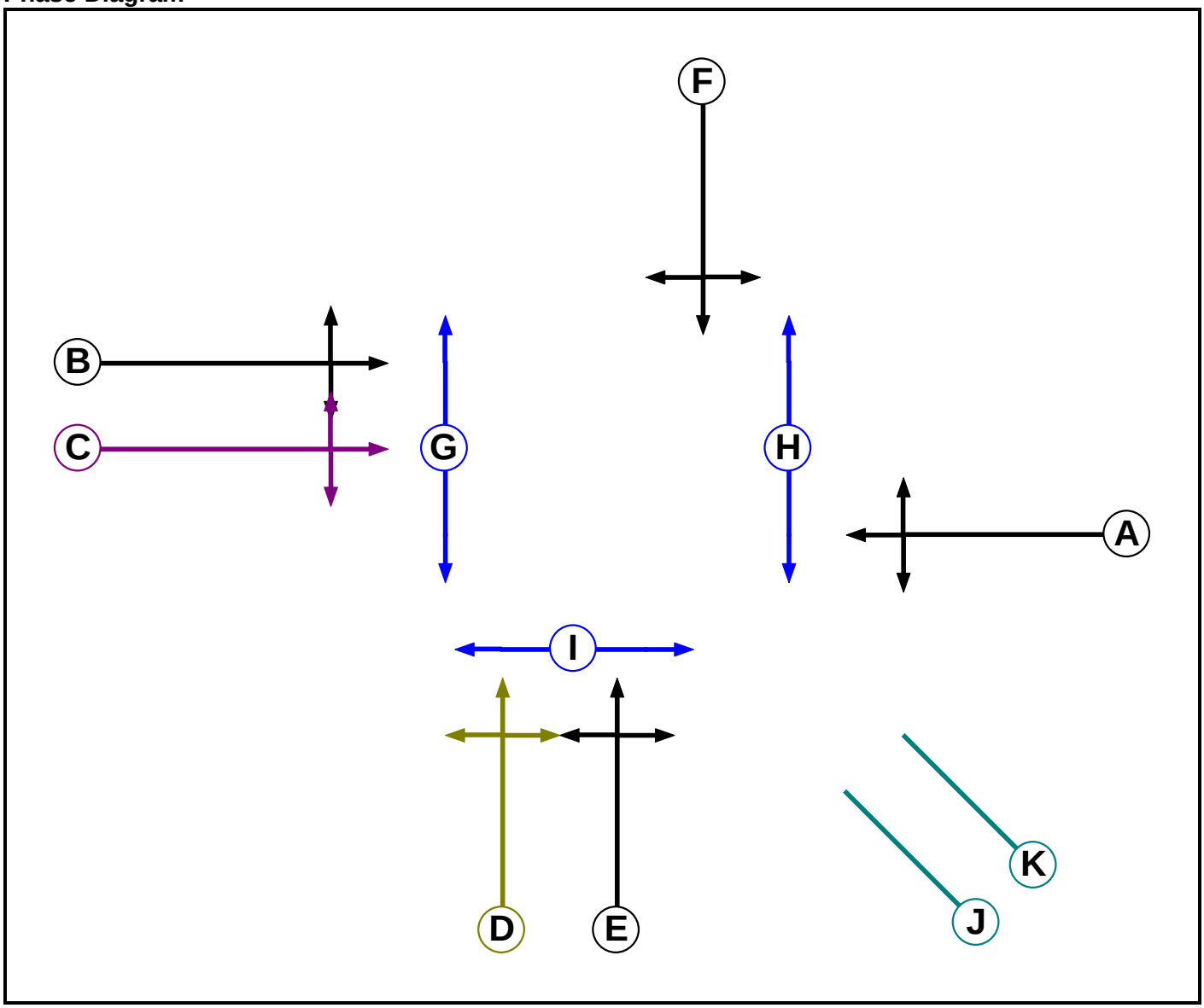
Project:	**Elm Tree Drive, Hinckley**
Title:	
Location:	
Additional detail:	
File name:	Burbage Road_Brookside_Elm Tree Drive LCC Model.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Filter	E	4	0
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Dummy		6	6
K	Dummy		4	4

Full Input Data And Results

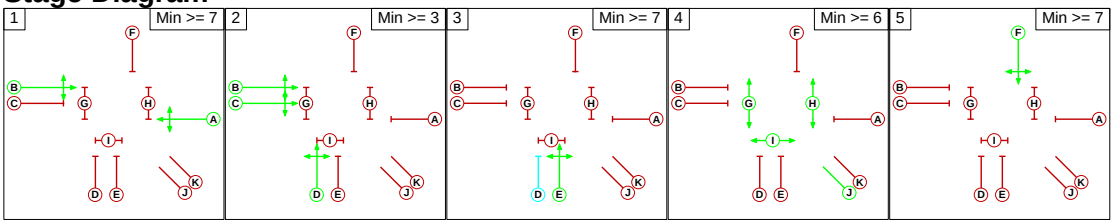
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
	A		-	6	7	7	7	8	5	8	5	3
	B	-		-	-	5	7	5	8	8	8	3
	C	5	-		-	5	7	5	-	8	-	3
	D	5	-	-		-	6	7	-	5	-	3
	E	5	5	5	-		6	7	7	5	7	3
	F	5	5	5	5	5		8	7	7	7	3
	G	9	9	9	9	9	9		-	-	-	3
	H	9	9	-	-	9	9	-		-	-	3
	I	9	9	9	9	9	9	-	-		-	3
	J	9	9	-	-	9	9	-	-	-		3
	K	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B C D
3	E
4	G H I J
5	F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	2	2

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		7	7	8	7
	2	X		5	X	X
	3	5	5		7	6
	4	9	9	9		9
	5	5	5	5	8	

Full Input Data And Results

Full Input Data And Results

Give-Way Lane Input Data

Junction: Burbage Road-Brookside											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Burbage Road E)	5/1 (Right)	1439	0	3/1	1.09	All	3.00	2.00	0.50	3	3.00
3/2 (Burbage Road W)	8/1 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead) To 8/1 (Left)	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Burbage Road-Brookside												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Burbage Road E)	O	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	15.00
											Arm 7 Ahead	Inf
											Arm 8 Left	10.00
2/1 (Brookside)	U	E D	2	3	3.5	Geom	-	3.00	0.00	Y	Arm 7 Left	10.00
2/2 (Brookside)	U	E D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	20.00
3/1 (Burbage Road W)	U	B C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Left	7.00
											Arm 6 Ahead	Inf
3/2 (Burbage Road W)	O	B C	2	3	6.0	Geom	-	3.00	0.00	Y	Arm 8 Right	20.00
											Arm 6 Left	10.00
4/1 (Elm Tree Drive)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	10.00
											Arm 8 Ahead	Inf
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Surveyed Flows AM Peak'	08:00	09:00	01:00	
2: 'Surveyed Flows PM Peak'	17:00	18:00	01:00	
3: '2026 Base + Committed - AM Peak'	08:00	09:00	01:00	
4: '2026 Base + Committed - PM Peak'	17:00	18:00	01:00	
5: '2026 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
6: '2026 Base + Committed + Development - PM Peak'	17:00	18:00	01:00	
7: '2031 Base + Committed - AM Peak'	08:00	09:00	01:00	
8: '2031 Base + Committed - PM Peak'	17:00	18:00	01:00	
9: '2031 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
10: '2031 Base + Committed + Development - PM Peak'	17:00	18:00	01:00	

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1	2	3
	B	0	0	48	600	648
	C	0	100	0	269	369
	D	2	847	278	0	1127
	Tot.	2	947	327	871	2147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base
Junction: Burbage Road-Brookside	
1/1	648
2/1 (short)	269
2/2 (with short)	369(In) 100(Out)
3/1 (with short)	1127(In) 849(Out)
3/2 (short)	278
4/1	3
5/1	2
6/1	947
7/1	871
8/1	327

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1993	1993
				Arm 7 Ahead	Inf	92.6 %		
				Arm 8 Left	10.00	7.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	3	2	10
	B	2	0	26	567	595
	C	4	33	0	338	375
	D	6	593	198	0	797
	Tot.	12	631	227	907	1777

Traffic Lane Flows

Lane	Scenario 2: PM Base
Junction: Burbage Road-Brookside	
1/1	595
2/1 (short)	338
2/2 (with short)	375(In) 37(Out)
3/1 (with short)	797(In) 599(Out)
3/2 (short)	198
4/1	10
5/1	12
6/1	631
7/1	907
8/1	227

Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2001	2001
				Arm 7 Ahead	Inf	95.3 %		
				Arm 8 Left	10.00	4.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.8 %	1926	1926
				Arm 6 Right	20.00	89.2 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	1.0 %	2051	2051
				Arm 6 Ahead	Inf	99.0 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	1	2	3
	B	0	0	49	615	664
	C	0	102	0	276	378
	D	2	868	285	0	1155
	Tot.	2	970	335	893	2200

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 AM Baseline
Junction: Burbage Road-Brookside	
1/1	664
2/1 (short)	276
2/2 (with short)	378(In) 102(Out)
3/1 (with short)	1155(In) 870(Out)
3/2 (short)	285
4/1	3
5/1	2
6/1	970
7/1	893
8/1	335

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1993	1993
				Arm 7 Ahead	Inf	92.6 %		
				Arm 8 Left	10.00	7.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	3	2	10
	B	2	0	27	581	610
	C	4	34	0	346	384
	D	6	608	203	0	817
	Tot.	12	647	233	929	1821

Traffic Lane Flows

Lane	Scenario 4: 2026 PM Baseline
Junction: Burbage Road-Brookside	
1/1	610
2/1 (short)	346
2/2 (with short)	384(In) 38(Out)
3/1 (with short)	817(In) 614(Out)
3/2 (short)	203
4/1	10
5/1	12
6/1	647
7/1	929
8/1	233

Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2001	2001
				Arm 7 Ahead	Inf	95.2 %		
				Arm 8 Left	10.00	4.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.5 %	1926	1926
				Arm 6 Right	20.00	89.5 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	1.0 %	2051	2051
				Arm 6 Ahead	Inf	99.0 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1	2	3
	B	0	0	49	653	702
	C	0	102	0	276	378
	D	2	880	285	0	1167
	Tot.	2	982	335	931	2250

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 AM Forecast
Junction: Burbage Road-Brookside	
1/1	702
2/1 (short)	276
2/2 (with short)	378(In) 102(Out)
3/1 (with short)	1167(In) 882(Out)
3/2 (short)	285
4/1	3
5/1	2
6/1	982
7/1	931
8/1	335

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1994	1994
				Arm 7 Ahead	Inf	93.0 %		
				Arm 8 Left	10.00	7.0 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	5	3	2	10
	B	2	0	27	598	627
	C	4	34	0	346	384
	D	6	644	203	0	853
	Tot.	12	683	233	946	1874

Traffic Lane Flows

Lane	Scenario 6: 2026 PM Forecast
Junction: Burbage Road-Brookside	
1/1	627
2/1 (short)	346
2/2 (with short)	384(In) 38(Out)
3/1 (with short)	853(In) 650(Out)
3/2 (short)	203
4/1	10
5/1	12
6/1	683
7/1	946
8/1	233

Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2001	2001
				Arm 7 Ahead	Inf	95.4 %		
				Arm 8 Left	10.00	4.3 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.5 %	1926	1926
				Arm 6 Right	20.00	89.5 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.9 %	2051	2051
				Arm 6 Ahead	Inf	99.1 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	1	2	3
	B	0	0	52	652	704
	C	0	109	0	292	401
	D	2	920	302	0	1224
	Tot.	2	1029	355	946	2332

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2031 AM Baseline
Junction: Burbage Road-Brookside	
1/1	704
2/1 (short)	292
2/2 (with short)	401(In) 109(Out)
3/1 (with short)	1224(In) 922(Out)
3/2 (short)	302
4/1	3
5/1	2
6/1	1029
7/1	946
8/1	355

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1993	1993
				Arm 7 Ahead	Inf	92.6 %		
				Arm 8 Left	10.00	7.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	3	2	10
	B	2	0	28	617	647
	C	4	36	0	368	408
	D	7	646	216	0	869
	Tot.	13	687	247	987	1934

Traffic Lane Flows

Lane	Scenario 8: 2031 PM Baseline
Junction: Burbage Road-Brookside	
1/1	647
2/1 (short)	368
2/2 (with short)	408(In) 40(Out)
3/1 (with short)	869(In) 653(Out)
3/2 (short)	216
4/1	10
5/1	13
6/1	687
7/1	987
8/1	247

Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2001	2001
				Arm 7 Ahead	Inf	95.4 %		
				Arm 8 Left	10.00	4.3 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.0 %	1925	1925
				Arm 6 Right	20.00	90.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	1.1 %	2050	2050
				Arm 6 Ahead	Inf	98.9 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1	2	3
	B	0	0	52	709	761
	C	0	109	0	292	401
	D	2	938	302	0	1242
	Tot.	2	1047	355	1003	2407

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2031 AM Forecast
Junction: Burbage Road-Brookside	
1/1	761
2/1 (short)	292
2/2 (with short)	401(In) 109(Out)
3/1 (with short)	1242(In) 940(Out)
3/2 (short)	302
4/1	3
5/1	2
6/1	1047
7/1	1003
8/1	355

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1995	1995
				Arm 7 Ahead	Inf	93.2 %		
				Arm 8 Left	10.00	6.8 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	5	3	2	10
	B	2	0	28	642	672
	C	4	36	0	368	408
	D	7	700	216	0	923
	Tot.	13	741	247	1012	2013

Traffic Lane Flows

Lane	Scenario 10: 2031 PM Forecast
Junction: Burbage Road-Brookside	
1/1	672
2/1 (short)	368
2/2 (with short)	408(In) 40(Out)
3/1 (with short)	923(In) 707(Out)
3/2 (short)	216
4/1	10
5/1	13
6/1	741
7/1	1012
8/1	247

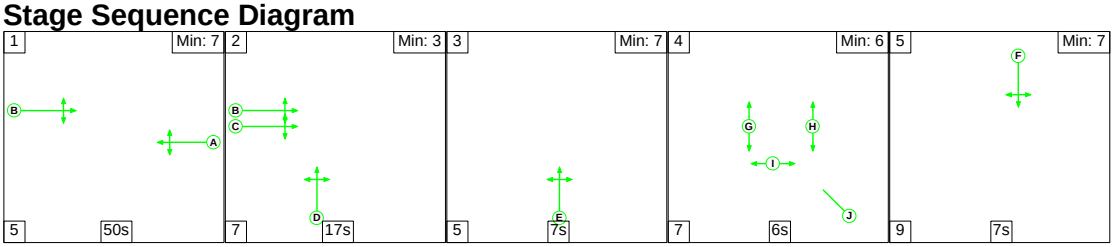
Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2002	2002
				Arm 7 Ahead	Inf	95.5 %		
				Arm 8 Left	10.00	4.2 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.0 %	1925	1925
				Arm 6 Right	20.00	90.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	1.0 %	2051	2051
				Arm 6 Ahead	Inf	99.0 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

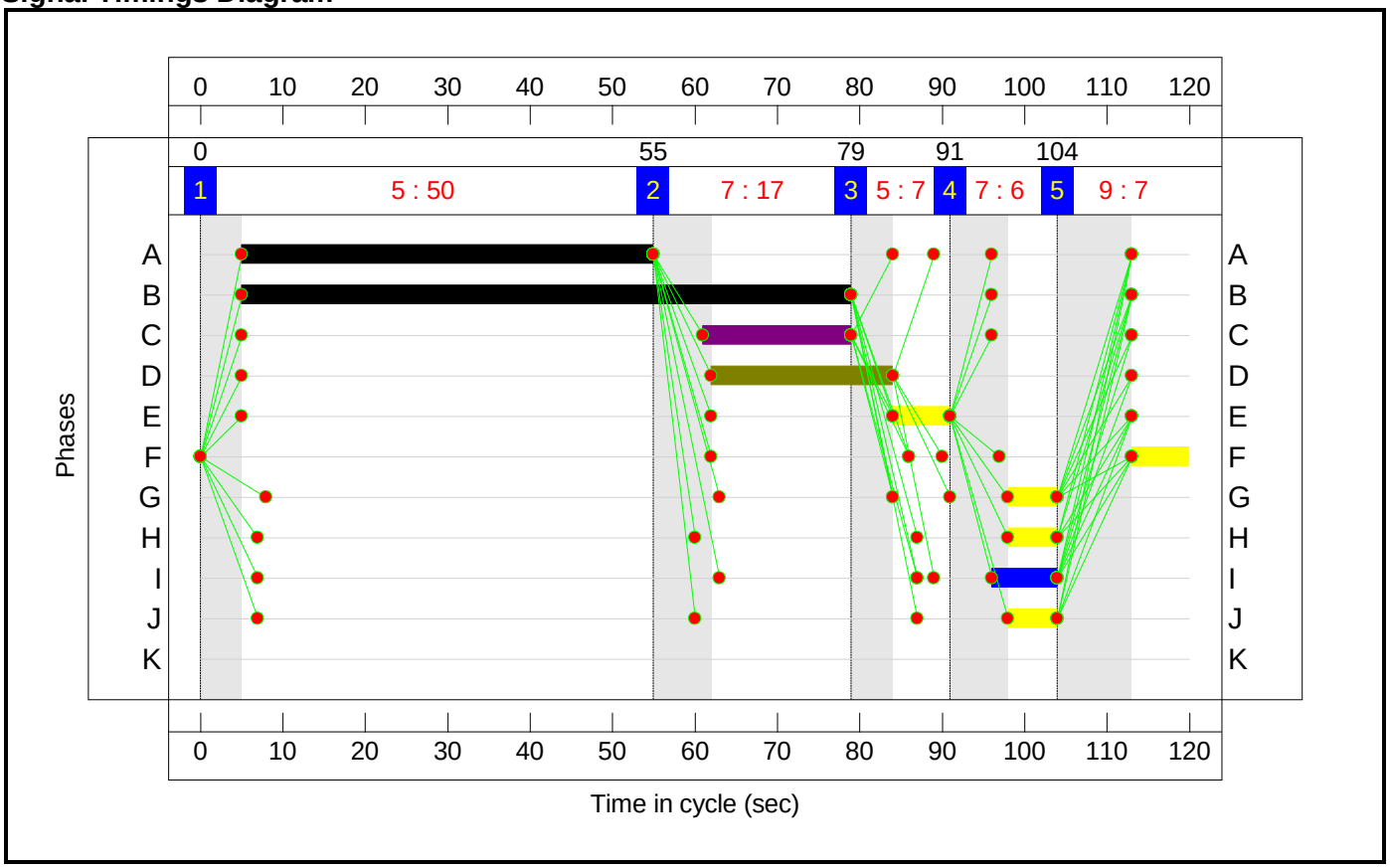


Stage Timings

Stage	1	2	3	4	5
Duration	50	17	7	6	7
Change Point	0	55	79	91	104

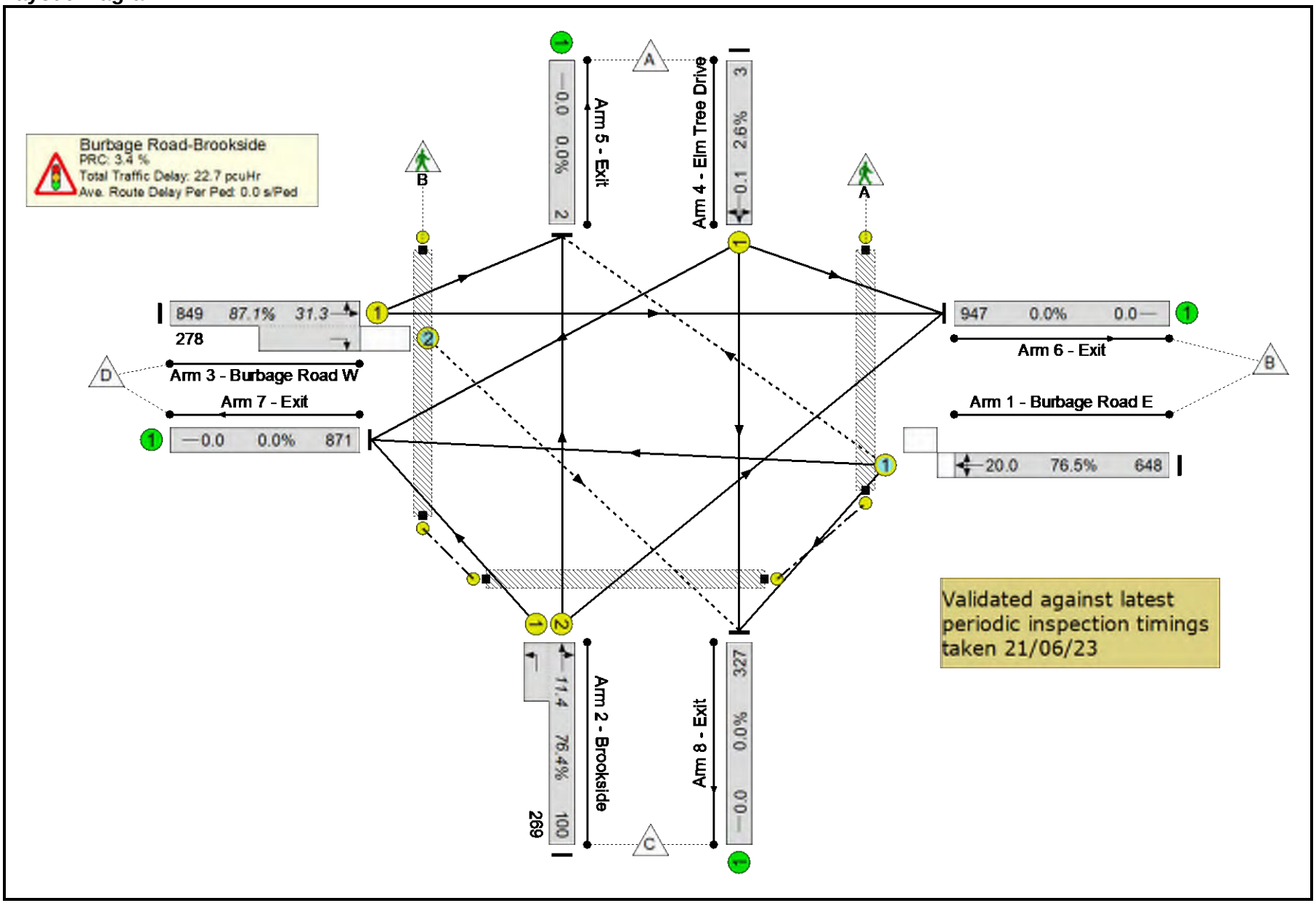
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	50	-	648	1993	847	76.5%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	29	22:22	369	1912:1665	483	76.4%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	18:18	1127	2054:1781	1294	87.1%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

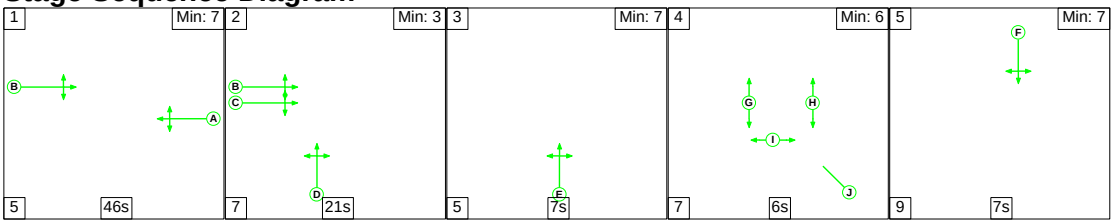
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**102**	**169**	**7**	**15.2**	**6.4**	**1.1**	**22.7**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**102**	**169**	**7**	**15.2**	**6.4**	**1.1**	**22.7**	**-**	**-**	**-**	**-**
1/1	648	648	0	0	0	5.3	1.6	0.0	6.9	38.4	18.4	1.6	20.0
2/2+2/1	369	369	-	-	-	4.1	1.6	-	5.7	55.7	9.9	1.6	11.4
3/1+3/2	1127	1127	102	169	7	5.7	3.2	1.1	10.0	31.9	28.1	3.2	31.3
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 22.66 Cycle Time (s): 120
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 22.66

Full Input Data And Results

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows PM Peak', Plan 1: 'Network Control Plan 1')

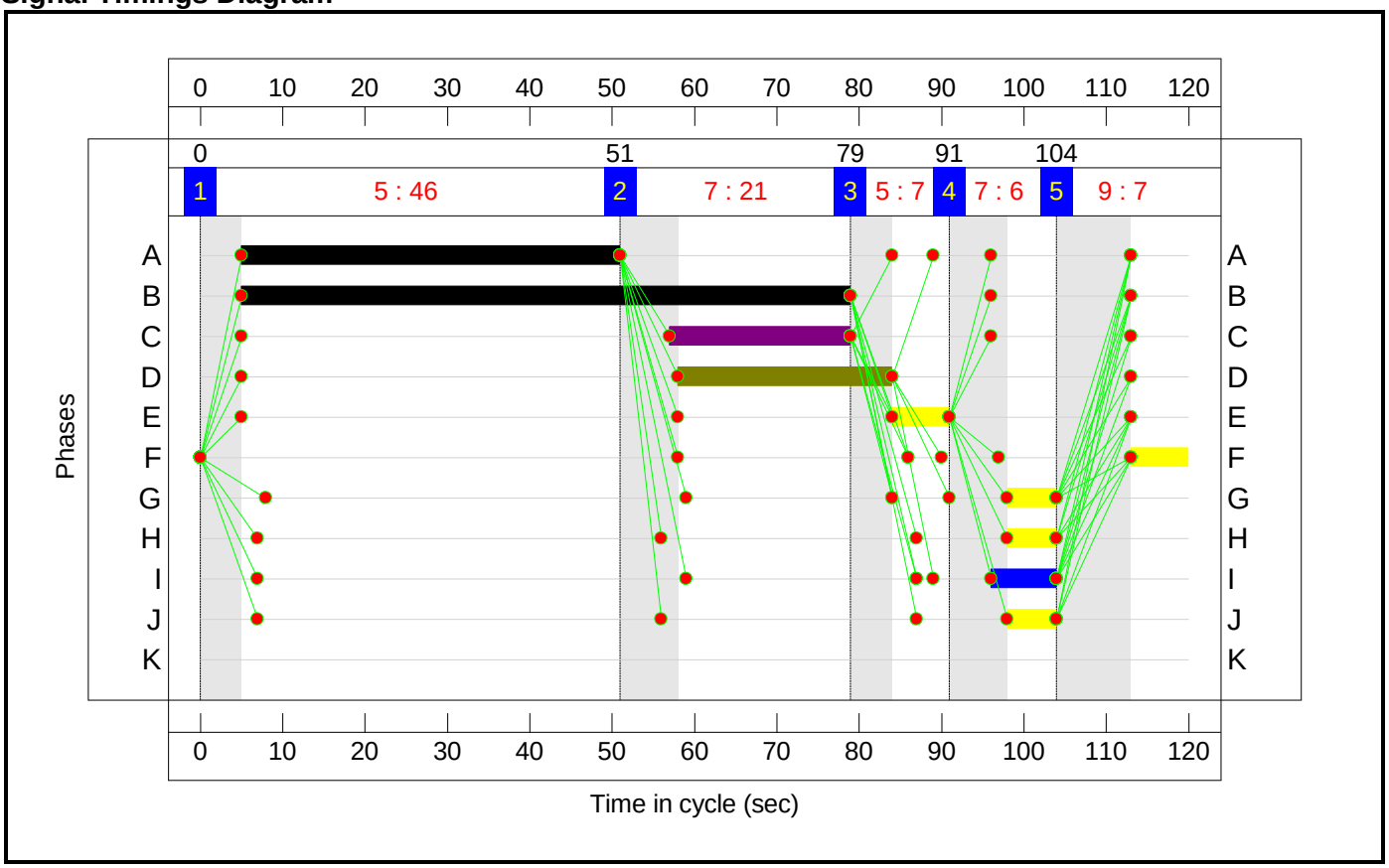
Stage Sequence Diagram



Stage Timings

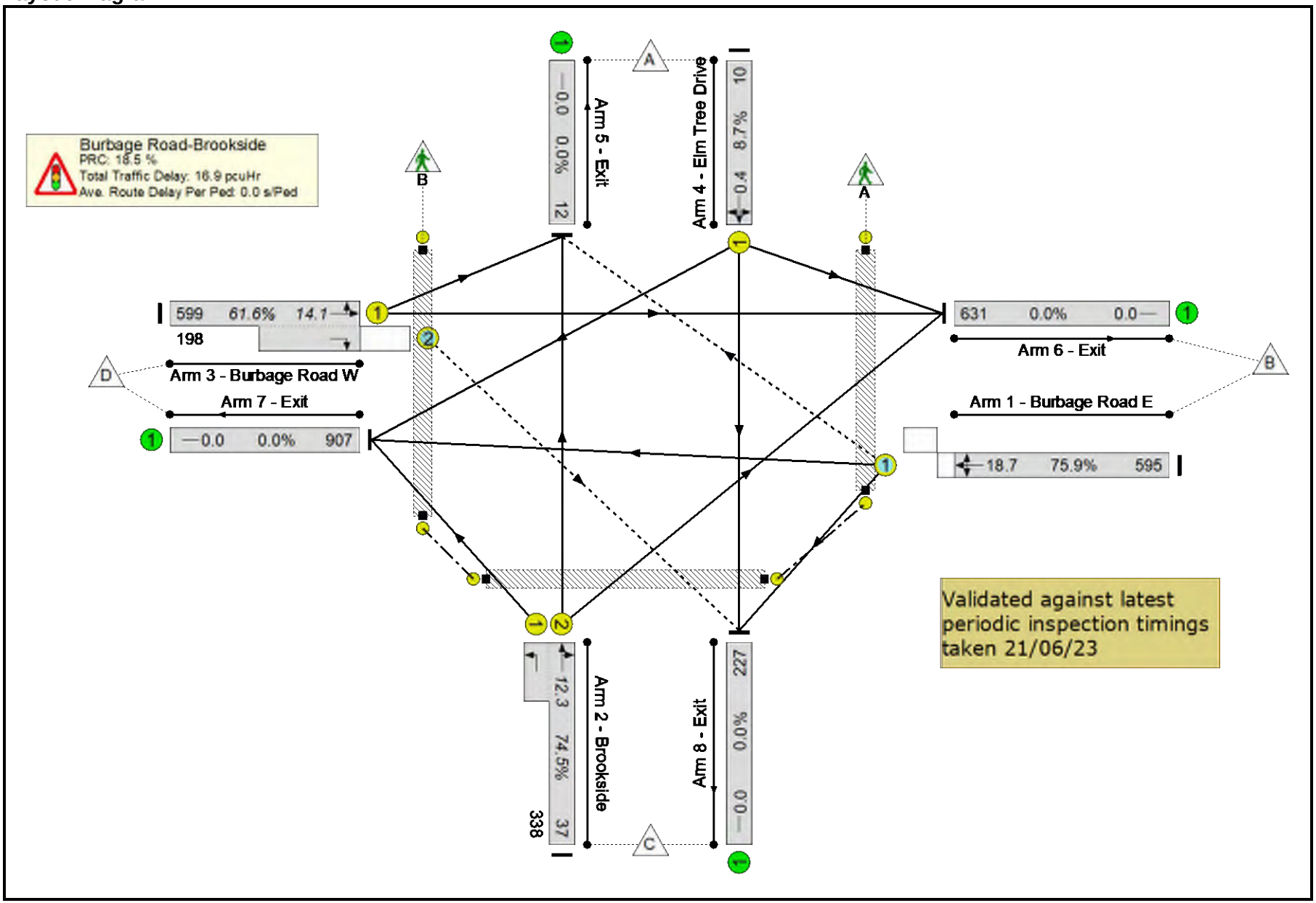
Stage	1	2	3	4	5
Duration	46	21	7	6	7
Change Point	0	51	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	46	-	595	2001	784	75.9%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	33	26:26	375	1926:1665	504	74.5%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	22:22	797	2051:1781	1294	61.6%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

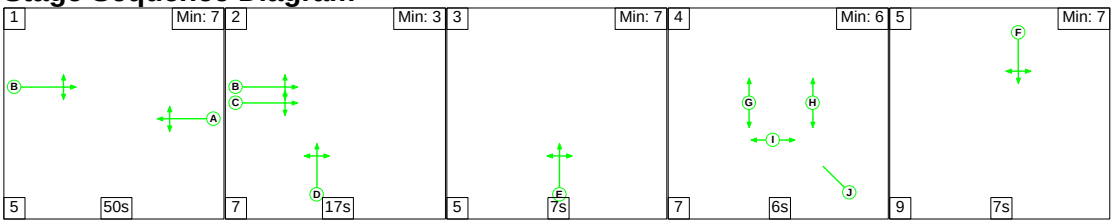
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**102**	**93**	**5**	**12.2**	**3.8**	**0.9**	**16.9**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**102**	**93**	**5**	**12.2**	**3.8**	**0.9**	**16.9**	**-**	**-**	**-**	**-**
1/1	595	595	2	0	0	5.2	1.6	0.0	6.8	41.1	17.2	1.6	18.7
2/2+2/1	375	375	-	-	-	4.0	1.4	-	5.4	52.3	10.9	1.4	12.3
3/1+3/2	797	797	100	93	5	2.8	0.8	0.9	4.5	20.4	13.3	0.8	14.1
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 18.5 Total Delay for Signalled Lanes (pcuHr): 16.94 Cycle Time (s): 120
PRC Over All Lanes (%): 18.5 Total Delay Over All Lanes(pcuHr): 16.94

Full Input Data And Results

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

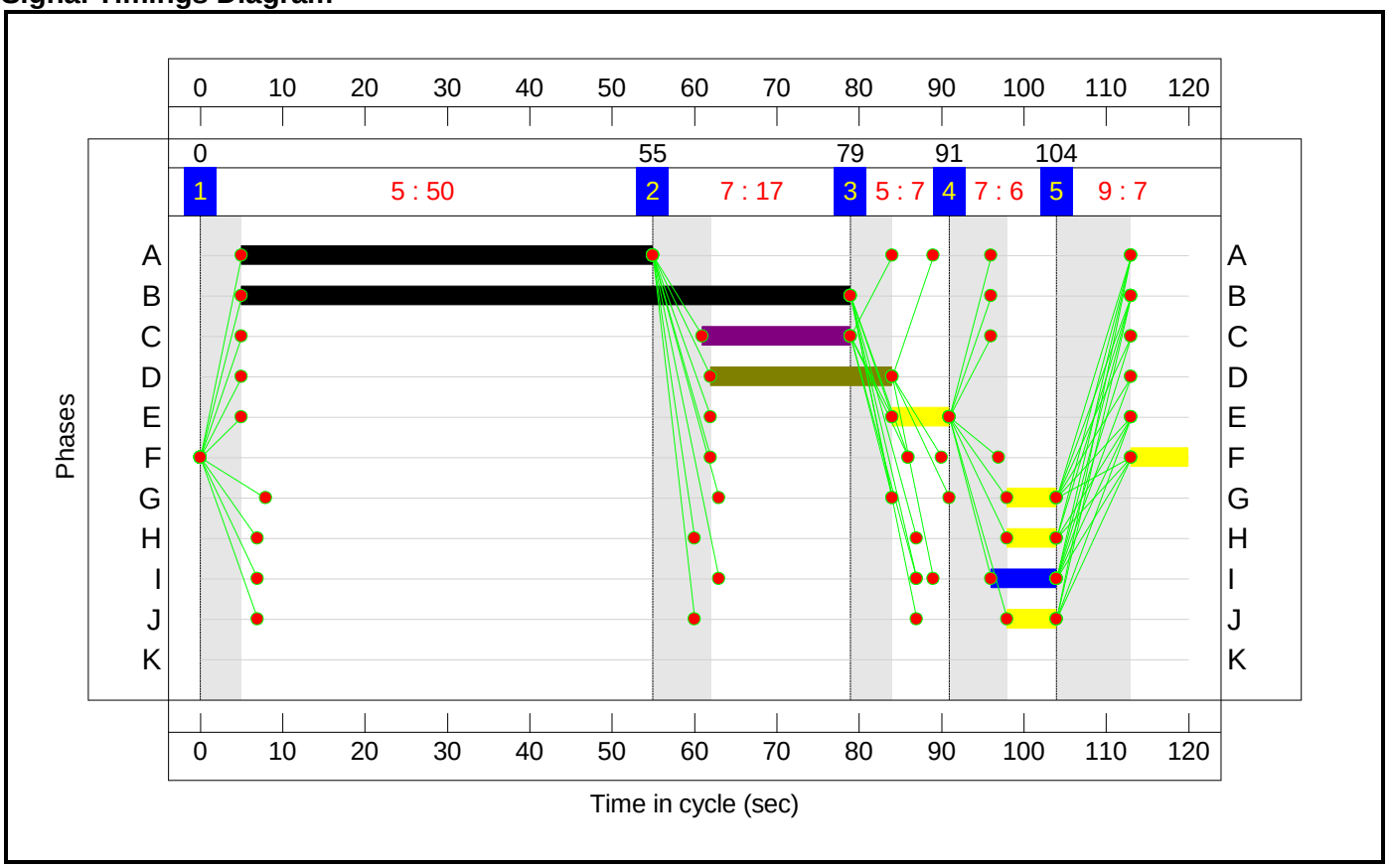
Stage Sequence Diagram



Stage Timings

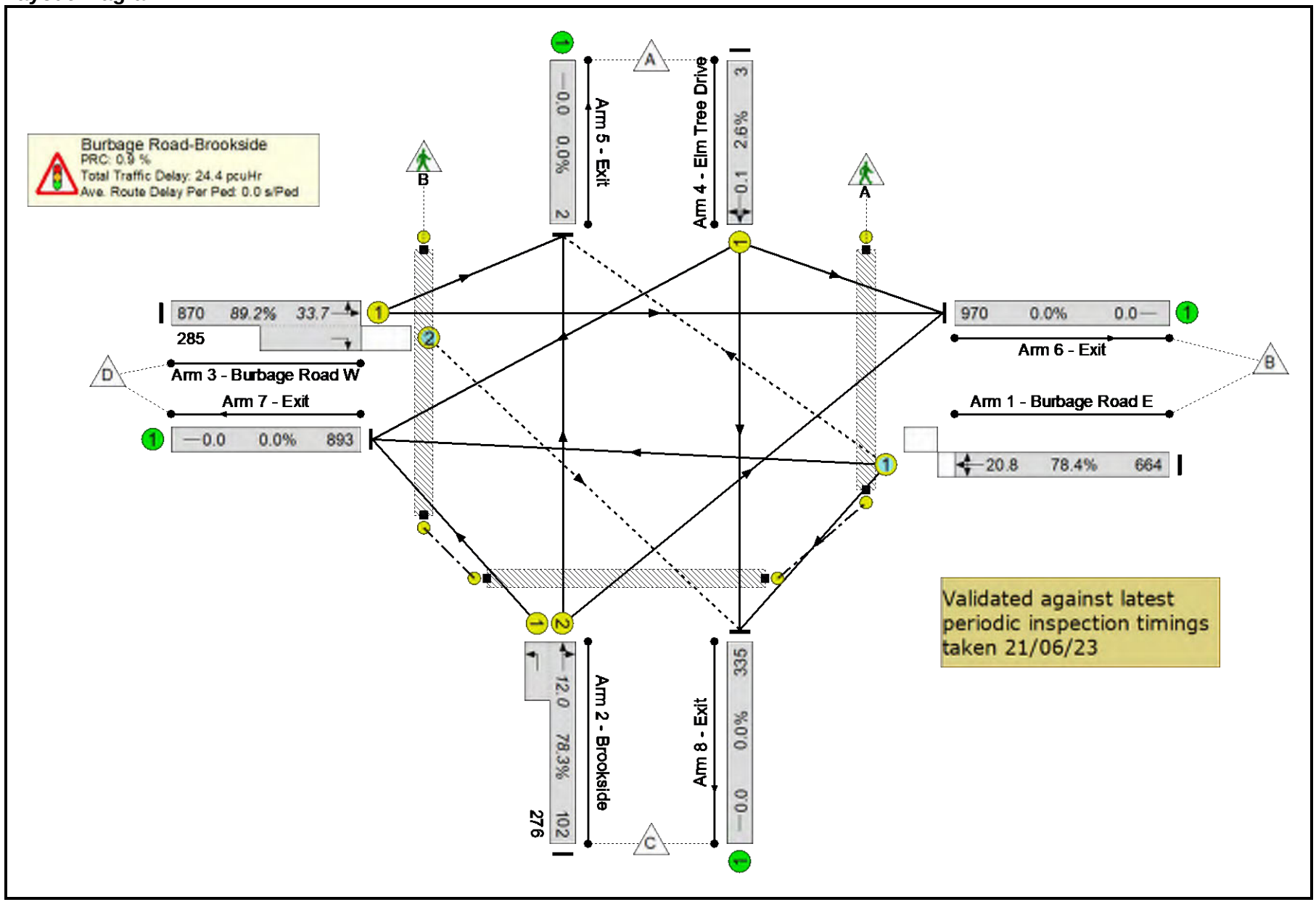
Stage	1	2	3	4	5
Duration	50	17	7	6	7
Change Point	0	55	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	50	-	664	1993	847	78.4%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	29	22:22	378	1912:1665	483	78.3%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	18:18	1155	2054:1781	1295	89.2%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

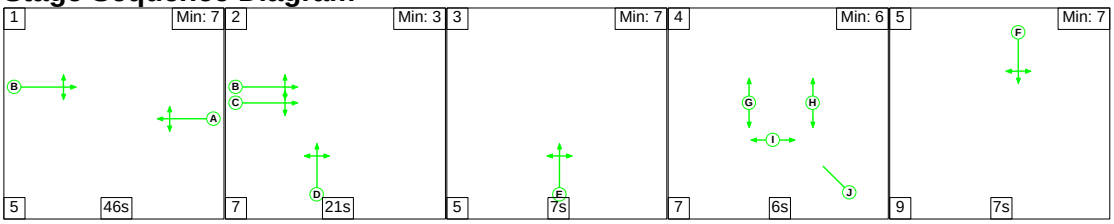
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**94**	**184**	**7**	**15.8**	**7.5**	**1.1**	**24.4**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**94**	**184**	**7**	**15.8**	**7.5**	**1.1**	**24.4**	**-**	**-**	**-**	**-**
1/1	664	664	0	0	0	5.5	1.8	0.0	7.3	39.5	19.0	1.8	20.8
2/2+2/1	378	378	-	-	-	4.3	1.7	-	6.0	57.2	10.3	1.7	12.0
3/1+3/2	1155	1155	94	184	7	6.0	3.9	1.1	11.0	34.4	29.8	3.9	33.7
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 24.39 Cycle Time (s): 120
PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 24.39

Full Input Data And Results

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

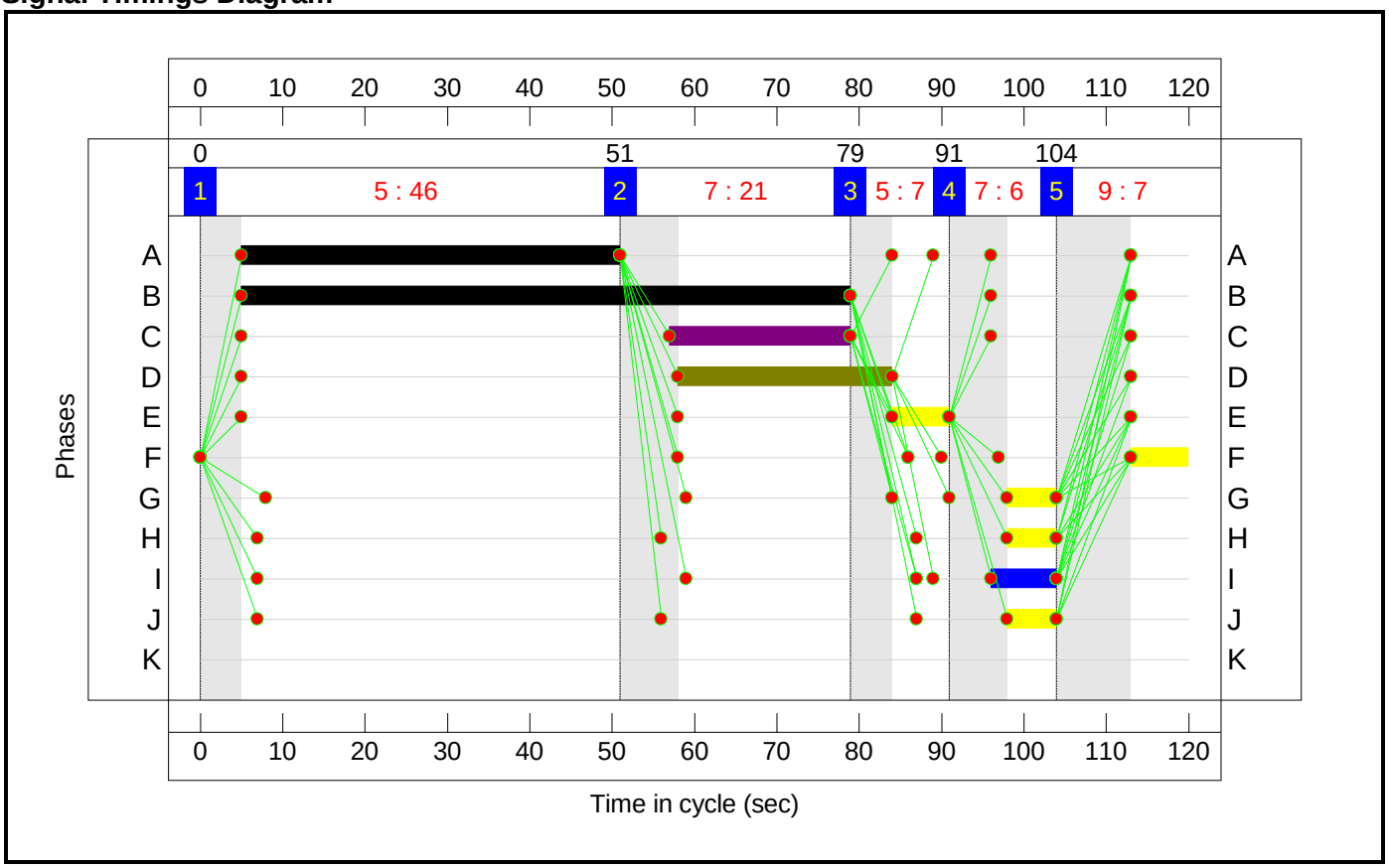
Stage Sequence Diagram



Stage Timings

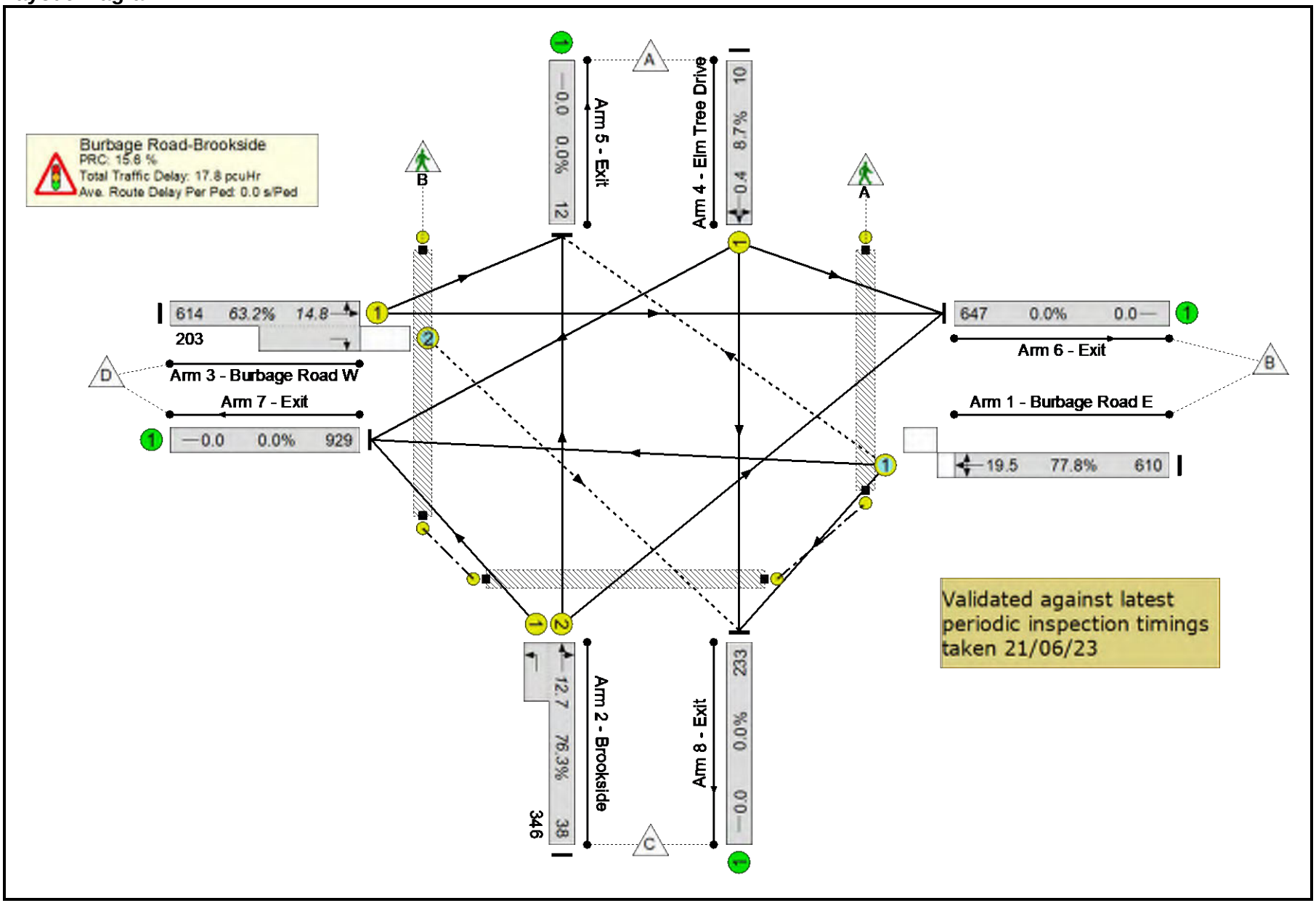
Stage	1	2	3	4	5
Duration	46	21	7	6	7
Change Point	0	51	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	46	-	610	2001	784	77.8%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	33	26:26	384	1926:1665	504	76.3%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	22:22	817	2051:1781	1294	63.2%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

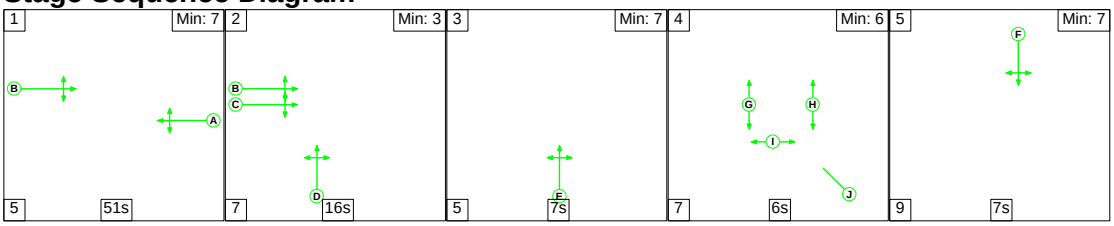
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**92**	**108**	**5**	**12.7**	**4.2**	**0.9**	**17.8**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**92**	**108**	**5**	**12.7**	**4.2**	**0.9**	**17.8**	**-**	**-**	**-**	**-**
1/1	610	610	2	0	0	5.4	1.7	0.0	7.1	42.2	17.8	1.7	19.5
2/2+2/1	384	384	-	-	-	4.1	1.6	-	5.7	53.5	11.1	1.6	12.7
3/1+3/2	817	817	90	108	5	3.0	0.9	0.9	4.7	20.9	13.9	0.9	14.8
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 15.6 Total Delay for Signalled Lanes (pcuHr): 17.79 Cycle Time (s): 120
PRC Over All Lanes (%): 15.6 Total Delay Over All Lanes(pcuHr): 17.79

Full Input Data And Results

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

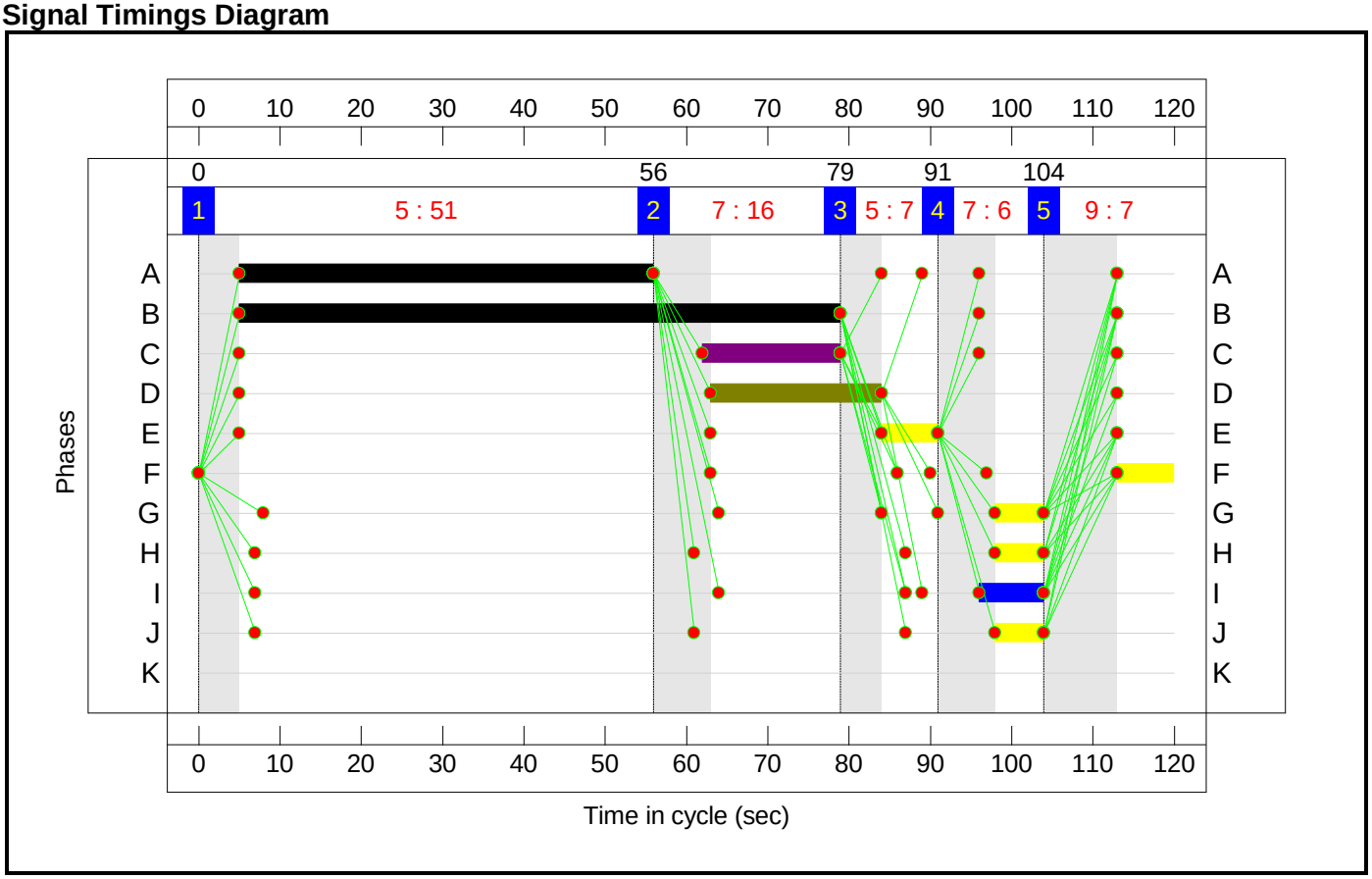
Stage Sequence Diagram



Stage Timings

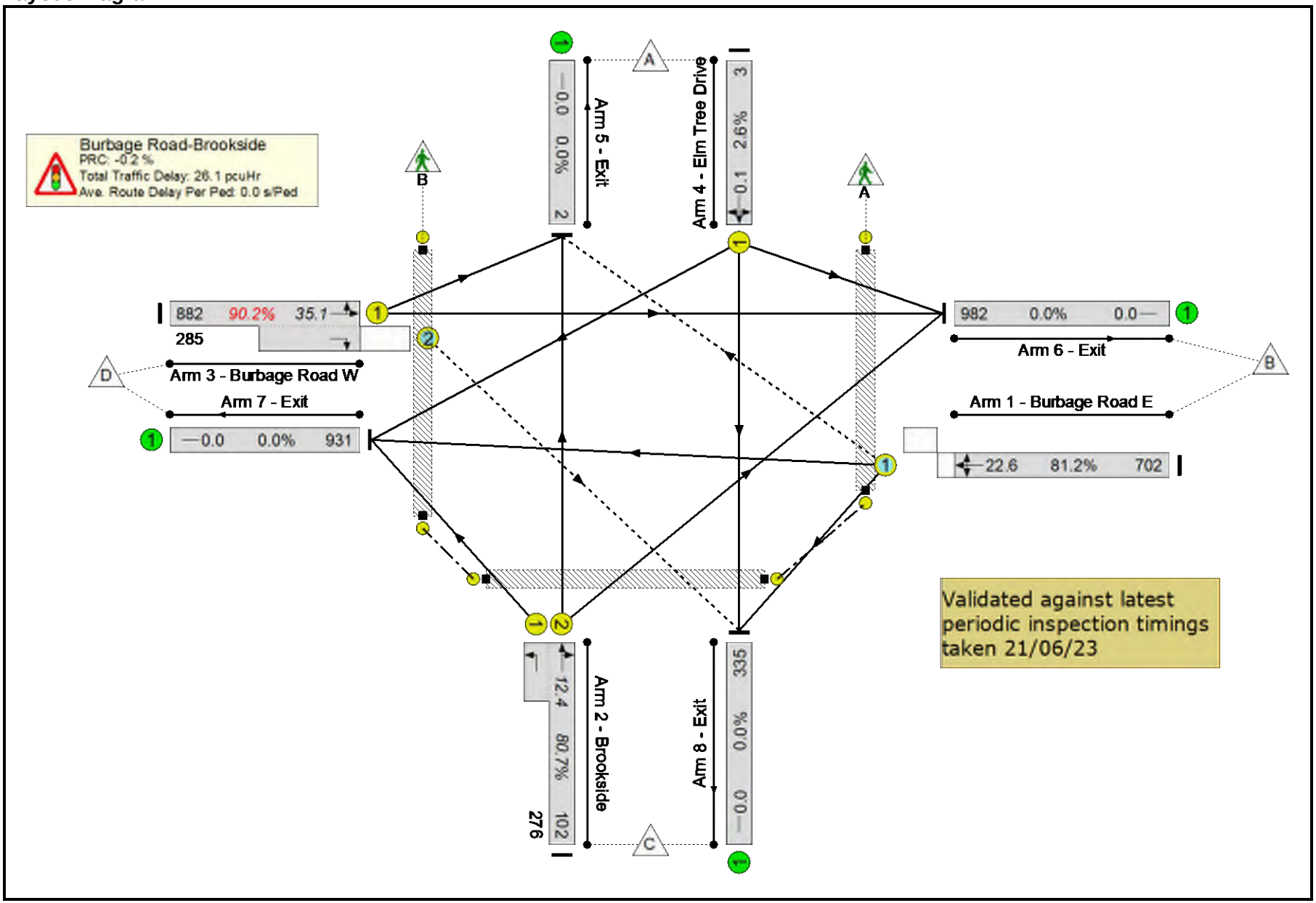
Stage	1	2	3	4	5
Duration	51	16	7	6	7
Change Point	0	56	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	51	-	702	1994	864	81.2%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	28	21:21	378	1912:1665	468	80.7%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	17:17	1167	2054:1781	1294	90.2%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

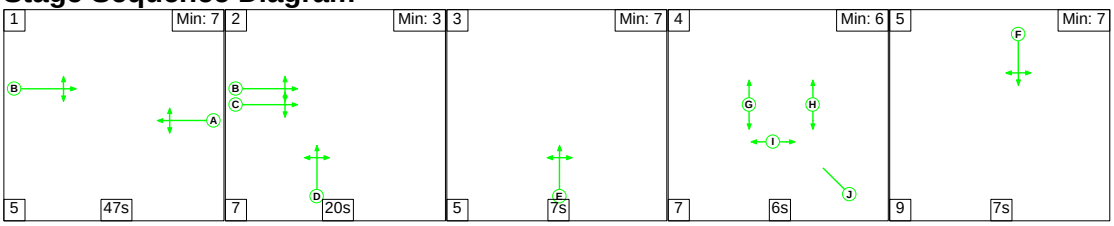
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**79**	**199**	**7**	**16.5**	**8.4**	**1.1**	**26.1**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**79**	**199**	**7**	**16.5**	**8.4**	**1.1**	**26.1**	**-**	**-**	**-**	**-**
1/1	702	702	0	0	0	5.8	2.1	0.0	7.9	40.7	20.5	2.1	22.6
2/2+2/1	378	378	-	-	-	4.4	2.0	-	6.4	60.6	10.4	2.0	12.4
3/1+3/2	1167	1167	79	199	7	6.3	4.3	1.1	11.7	36.1	30.8	4.3	35.1
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 26.05 Cycle Time (s): 120
PRC Over All Lanes (%): -0.2 Total Delay Over All Lanes(pcuHr): 26.05

Full Input Data And Results

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

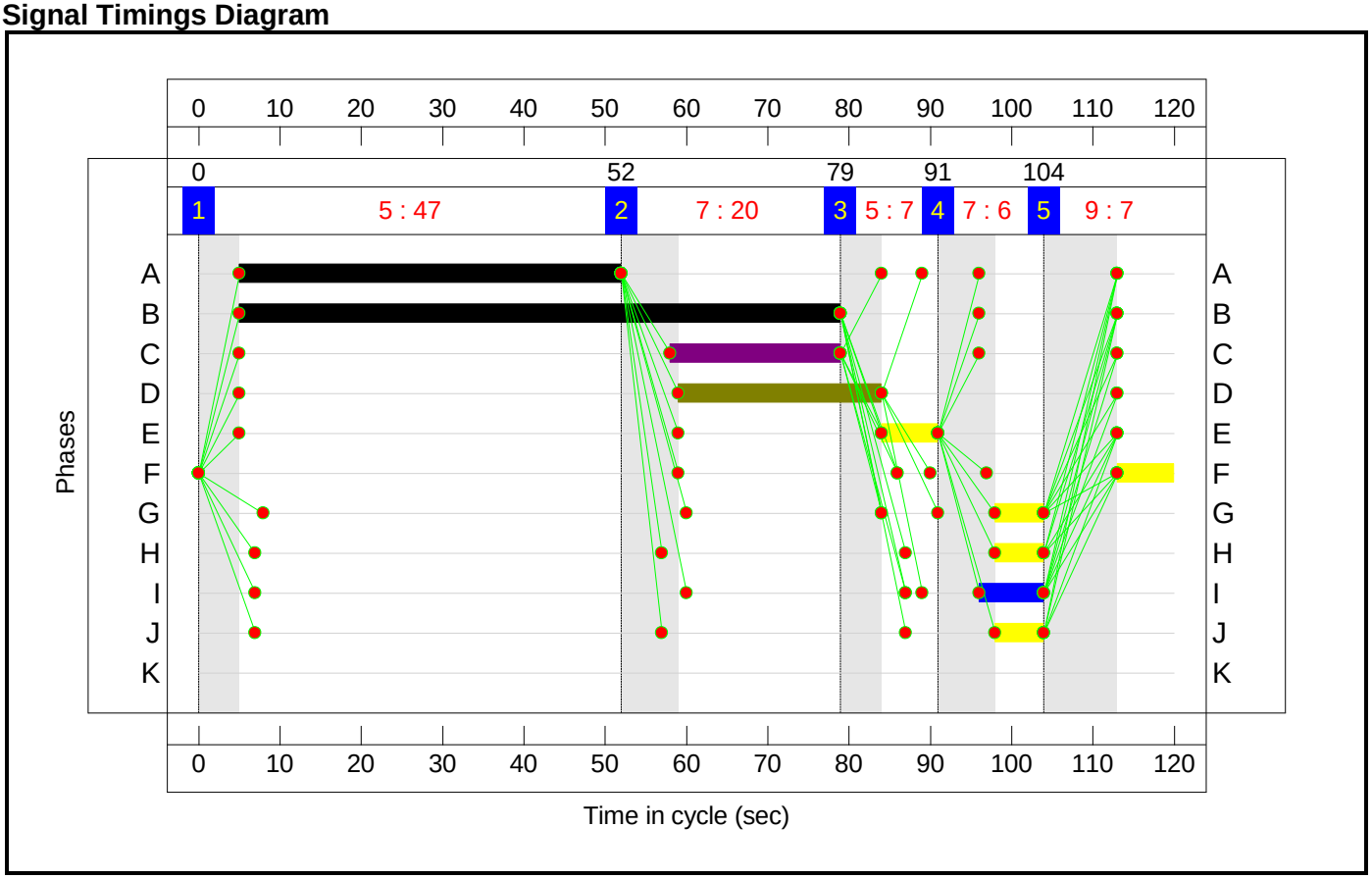
Stage Sequence Diagram



Stage Timings

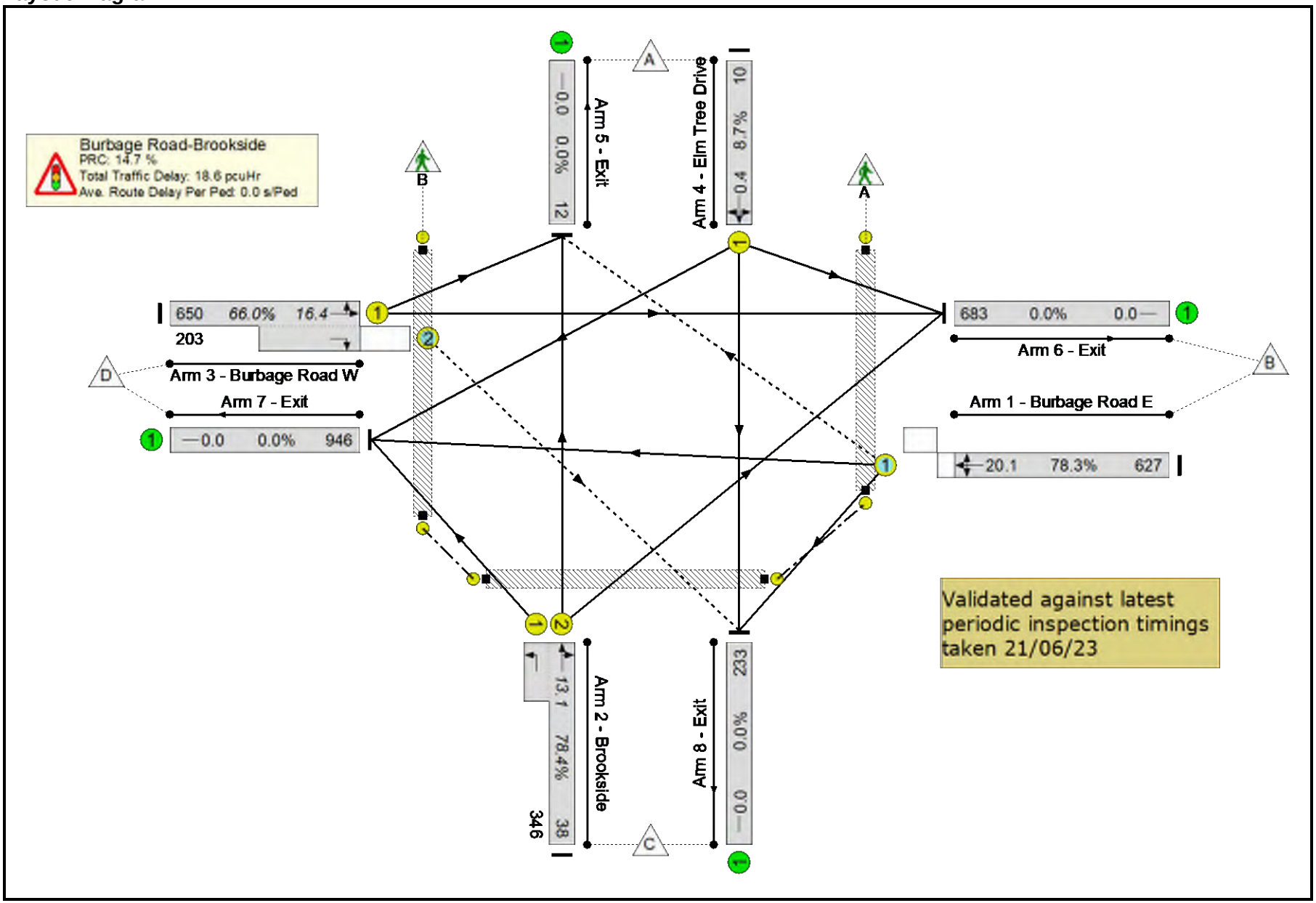
Stage	1	2	3	4	5
Duration	47	20	7	6	7
Change Point	0	52	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	47	-	627	2001	800	78.3%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	32	25:25	384	1926:1665	490	78.4%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	21:21	853	2051:1781	1292	66.0%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

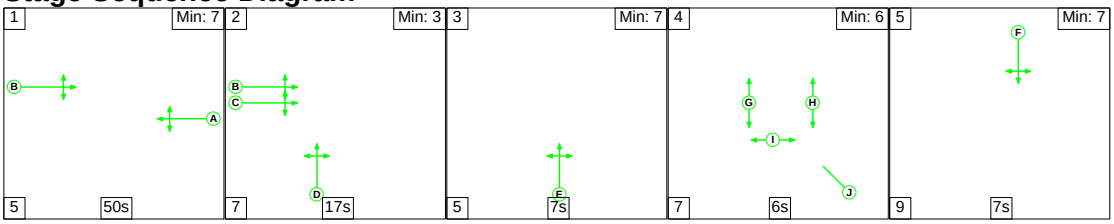
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**92**	**108**	**5**	**13.1**	**4.5**	**0.9**	**18.6**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**92**	**108**	**5**	**13.1**	**4.5**	**0.9**	**18.6**	**-**	**-**	**-**	**-**
1/1	627	627	2	0	0	5.5	1.8	0.0	7.3	41.7	18.3	1.8	20.1
2/2+2/1	384	384	-	-	-	4.2	1.8	-	6.0	56.2	11.3	1.8	13.1
3/1+3/2	853	853	90	108	5	3.2	1.0	0.9	5.1	21.6	15.4	1.0	16.4
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 14.7 Total Delay for Signalled Lanes (pcuHr): 18.57 Cycle Time (s): 120
PRC Over All Lanes (%): 14.7 Total Delay Over All Lanes(pcuHr): 18.57

Full Input Data And Results

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

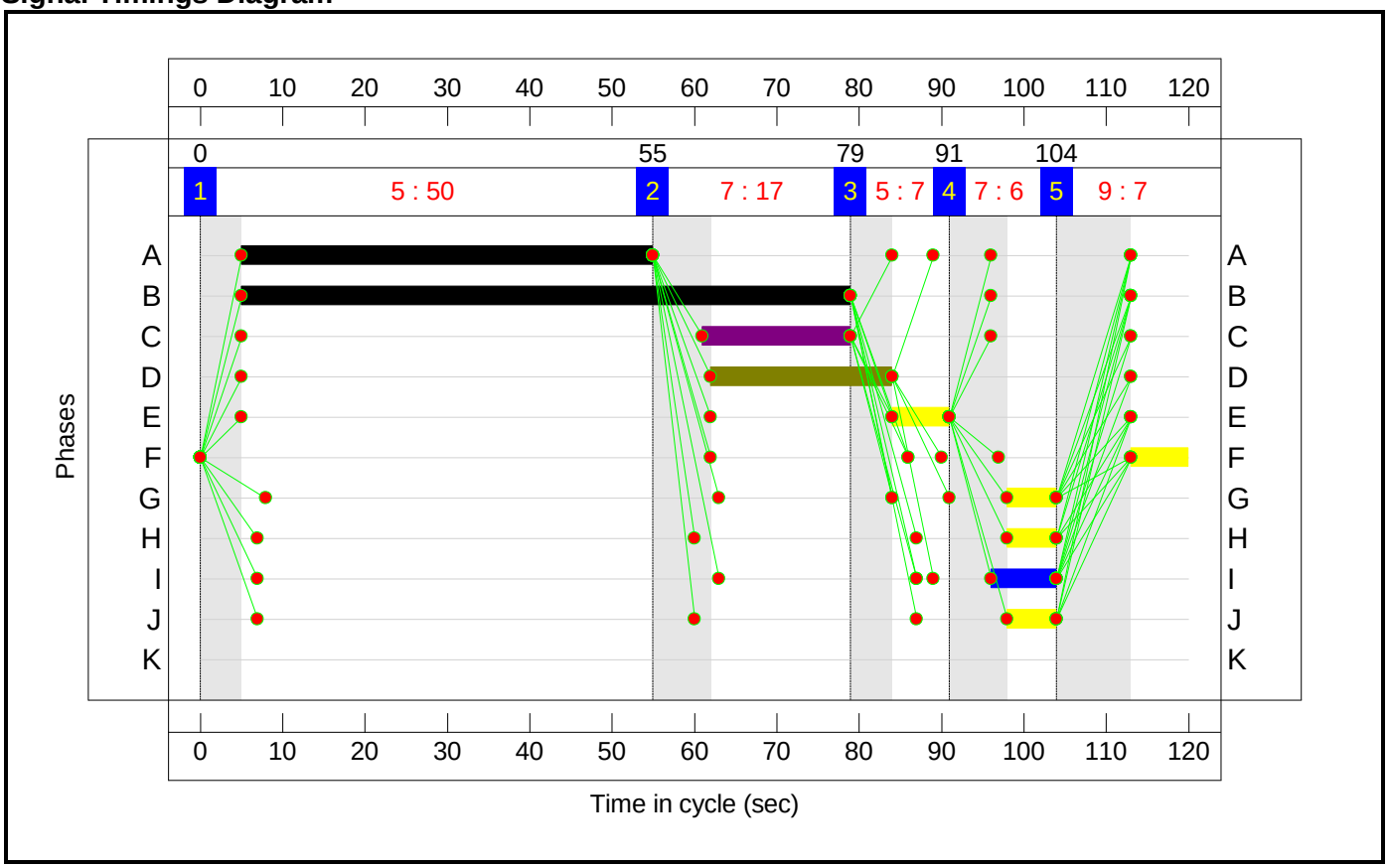
Stage Sequence Diagram



Stage Timings

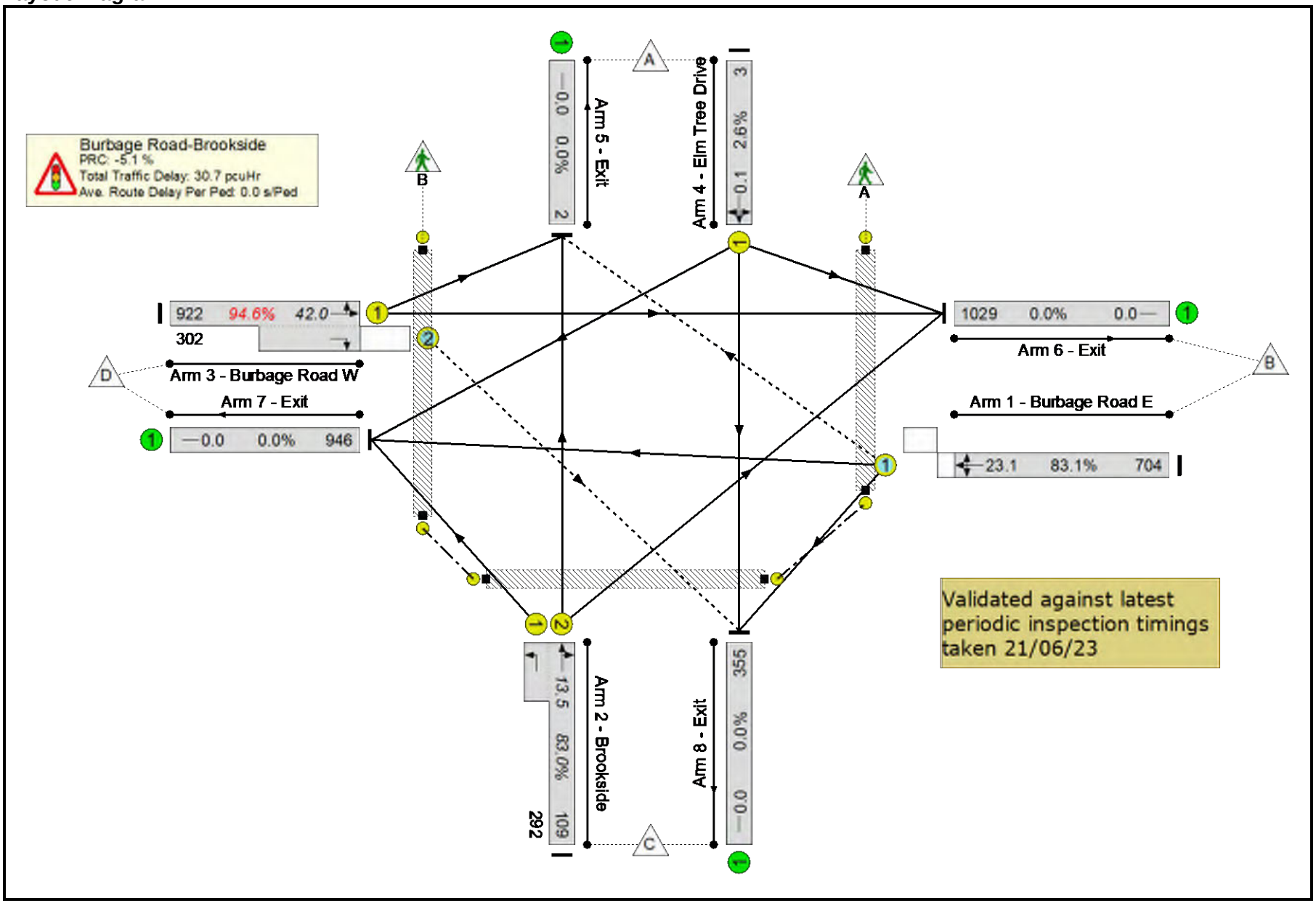
Stage	1	2	3	4	5
Duration	50	17	7	6	7
Change Point	0	55	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	50	-	704	1993	847	83.1%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	29	22:22	401	1912:1665	483	83.0%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	18:18	1224	2054:1781	1295	94.6%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

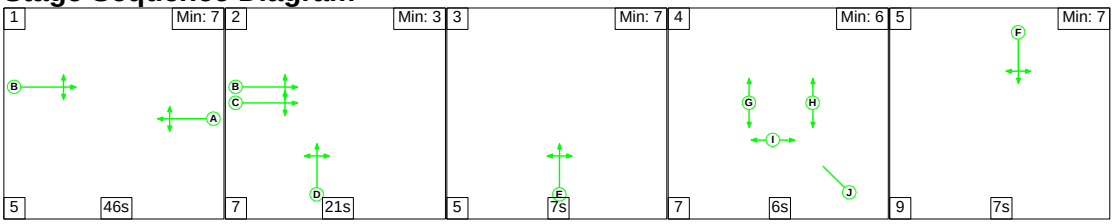
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**71**	**224**	**8**	**17.6**	**11.9**	**1.1**	**30.7**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**71**	**224**	**8**	**17.6**	**11.9**	**1.1**	**30.7**	**-**	**-**	**-**	**-**
1/1	704	704	0	0	0	6.0	2.4	0.0	8.4	42.9	20.7	2.4	23.1
2/2+2/1	401	401	-	-	-	4.6	2.3	-	6.9	61.9	11.2	2.3	13.5
3/1+3/2	1224	1224	71	224	8	7.0	7.2	1.1	15.4	45.2	34.8	7.2	42.0
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -5.1 Total Delay for Signalled Lanes (pcuHr): 30.71 Cycle Time (s): 120
PRC Over All Lanes (%): -5.1 Total Delay Over All Lanes(pcuHr): 30.71

Full Input Data And Results

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

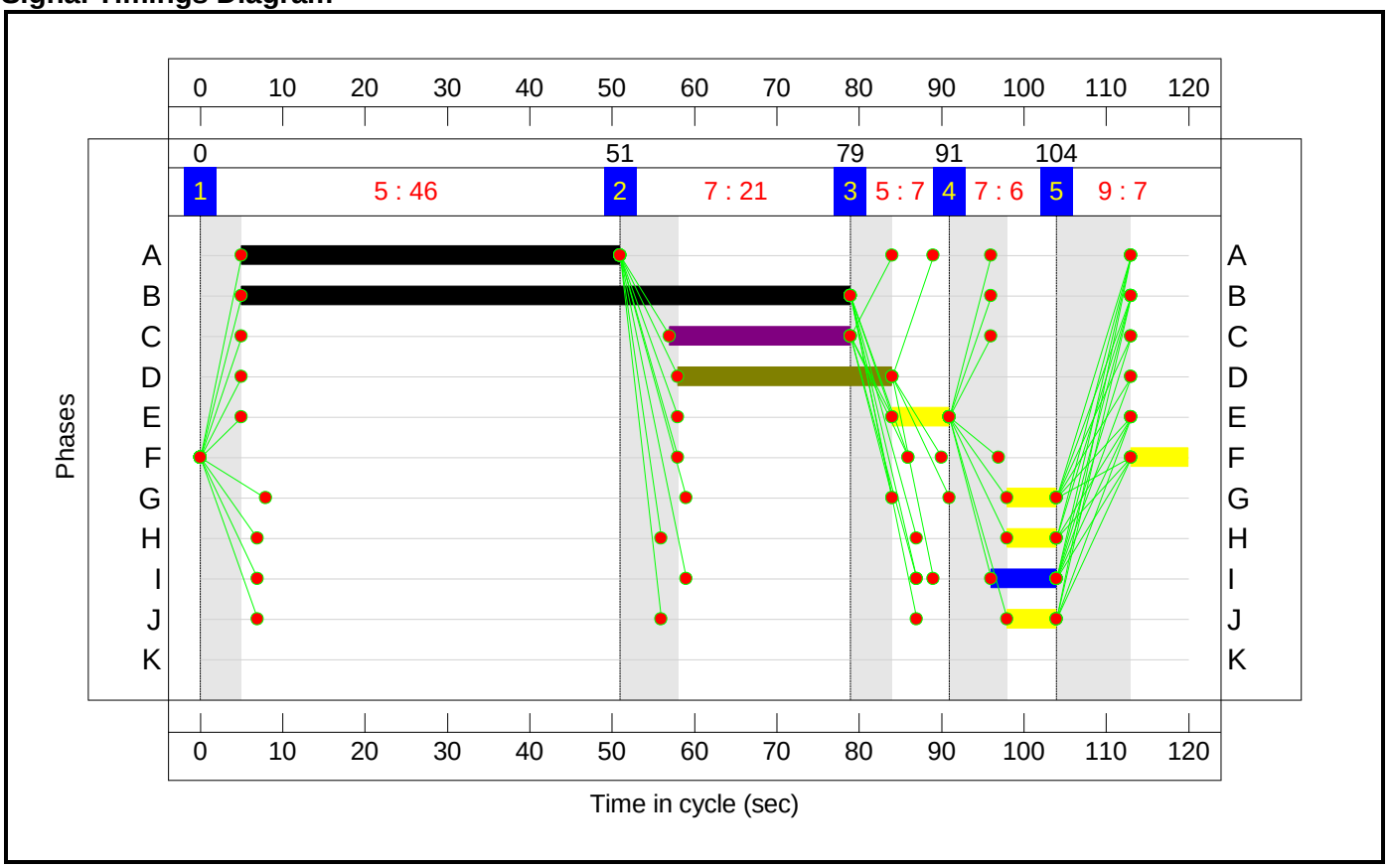
Stage Sequence Diagram



Stage Timings

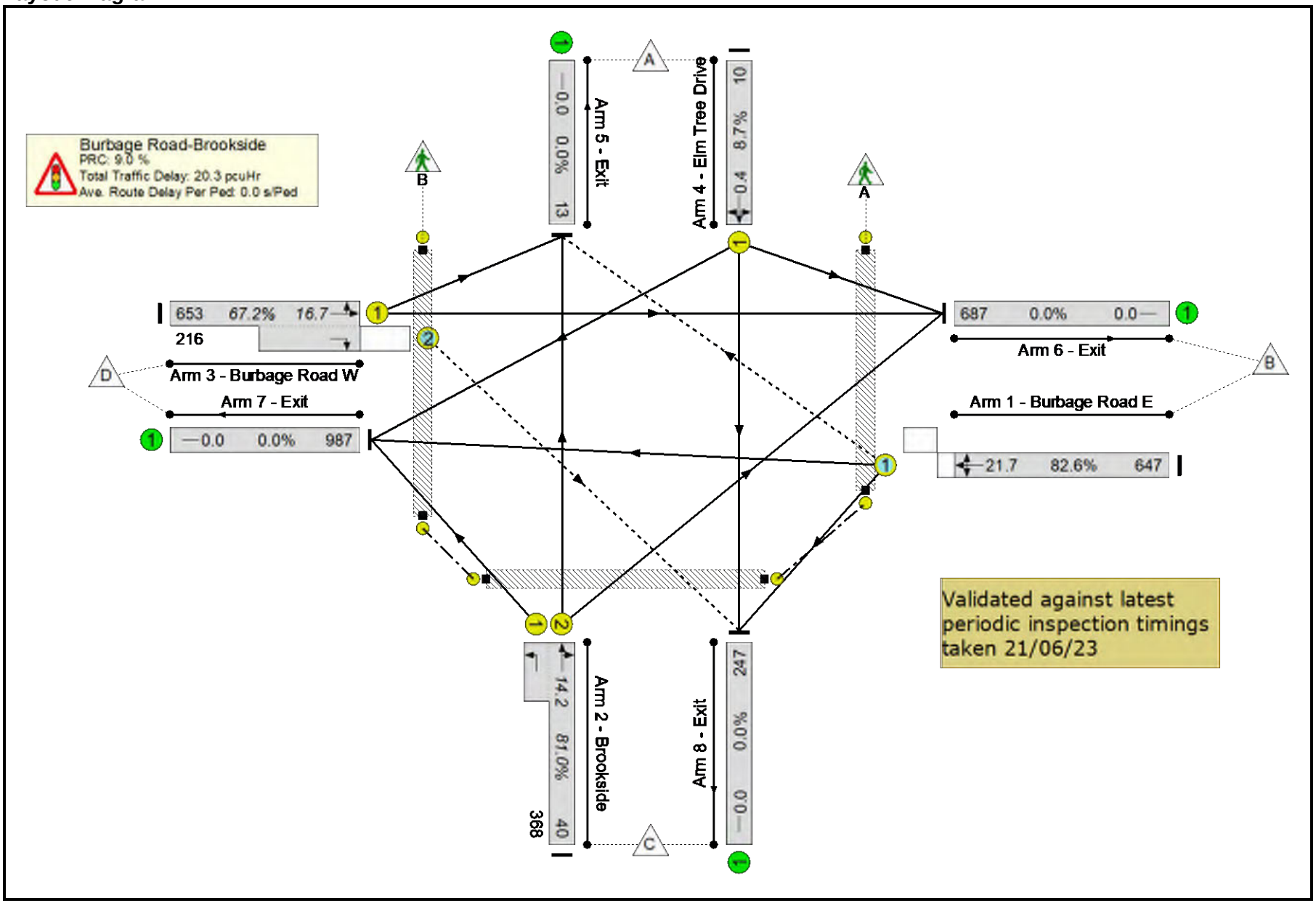
Stage	1	2	3	4	5
Duration	46	21	7	6	7
Change Point	0	51	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	46	-	647	2001	784	82.6%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	33	26:26	408	1925:1665	503	81.0%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	22:22	869	2050:1781	1293	67.2%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

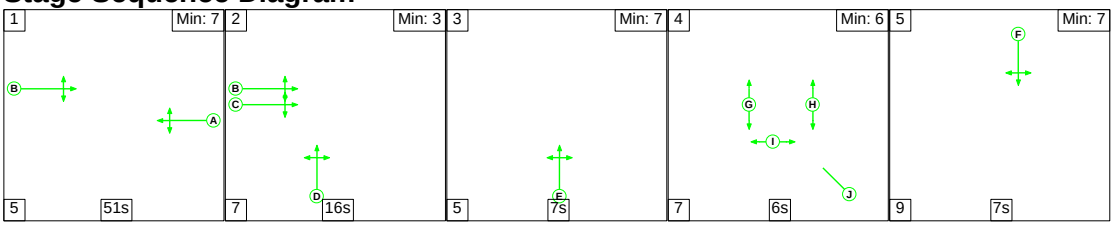
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**71**	**142**	**5**	**13.9**	**5.4**	**1.0**	**20.3**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**71**	**142**	**5**	**13.9**	**5.4**	**1.0**	**20.3**	**-**	**-**	**-**	**-**
1/1	647	647	2	0	0	5.9	2.3	0.0	8.2	45.7	19.4	2.3	21.7
2/2+2/1	408	408	-	-	-	4.5	2.1	-	6.5	57.6	12.2	2.1	14.2
3/1+3/2	869	869	69	142	5	3.4	1.0	1.0	5.4	22.3	15.6	1.0	16.7
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 20.31 Cycle Time (s): 120
PRC Over All Lanes (%): 9.0 Total Delay Over All Lanes(pcuHr): 20.31

Full Input Data And Results

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

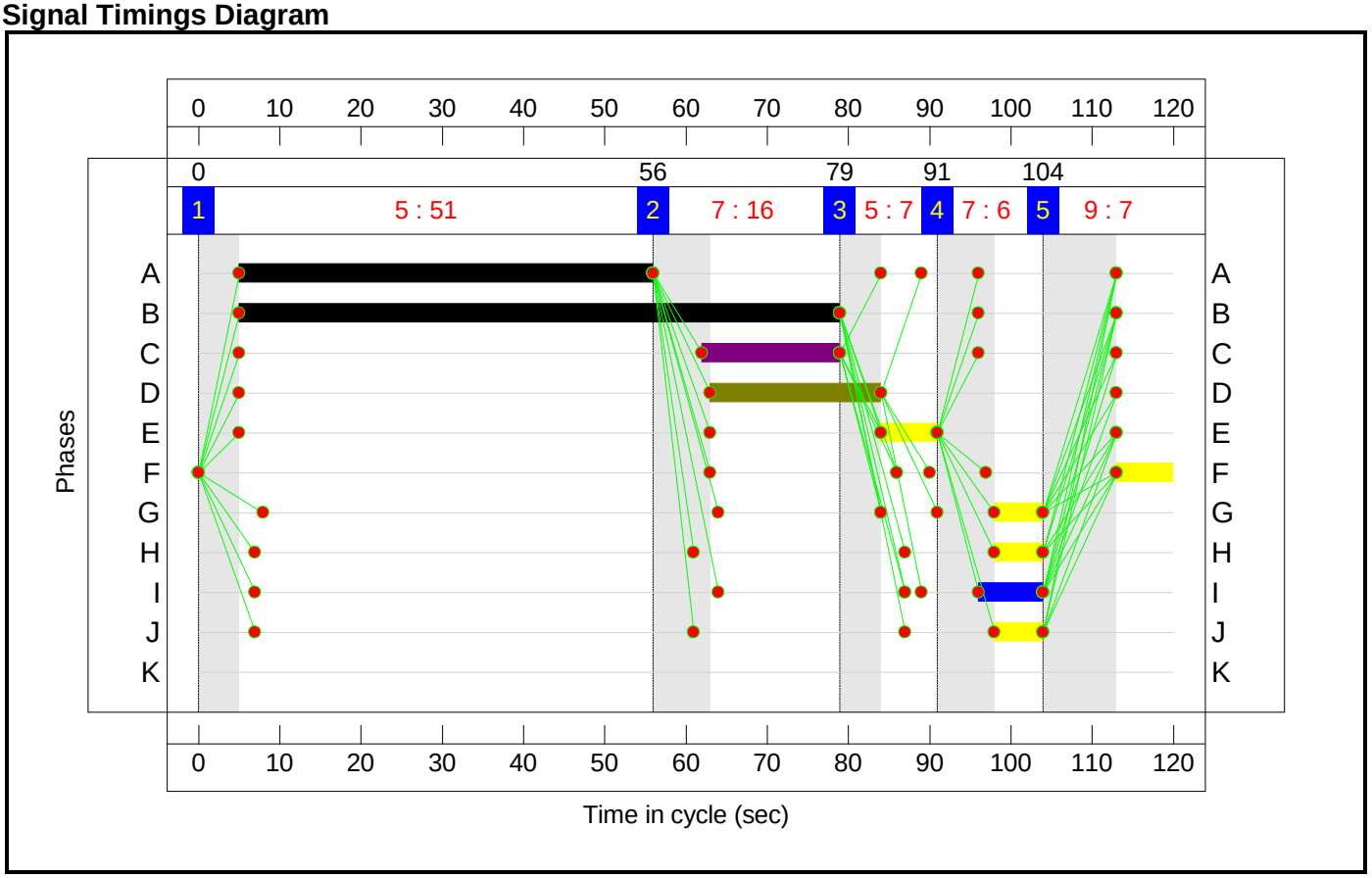
Stage Sequence Diagram



Stage Timings

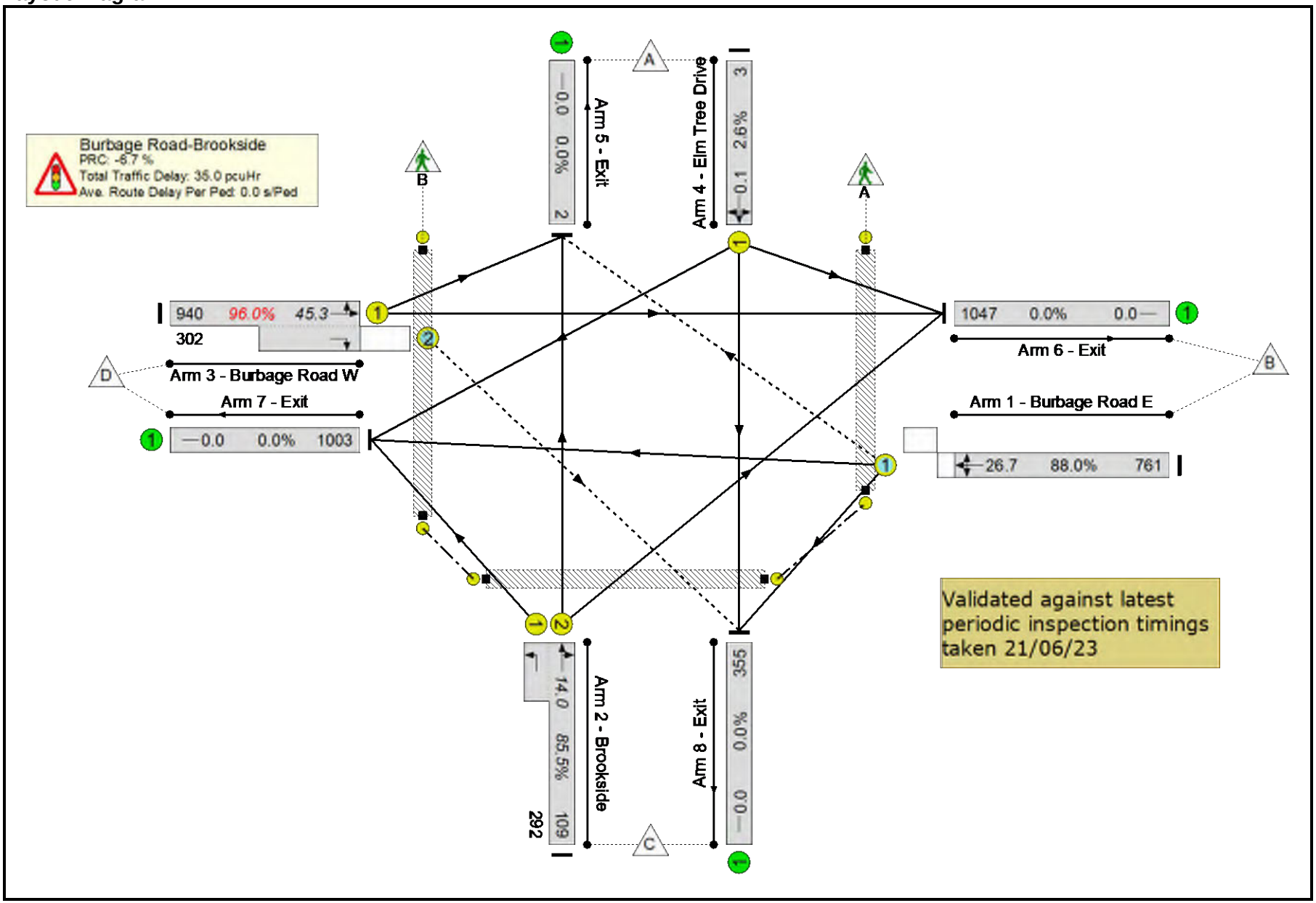
Stage	1	2	3	4	5
Duration	51	16	7	6	7
Change Point	0	56	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	51	-	761	1995	865	88.0%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	28	21:21	401	1912:1665	469	85.5%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	17:17	1242	2054:1781	1294	96.0%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

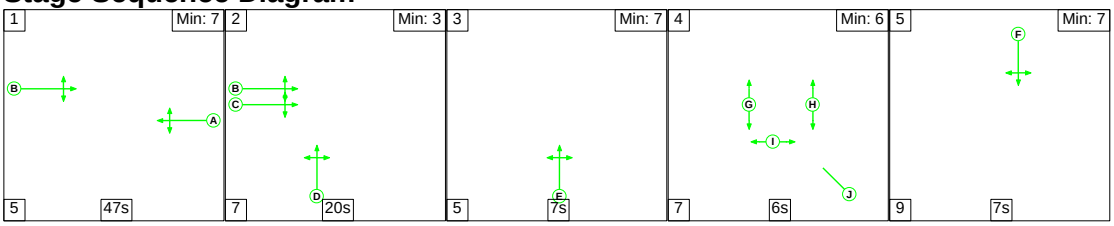
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**47**	**247**	**8**	**18.7**	**15.1**	**1.2**	**35.0**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**47**	**247**	**8**	**18.7**	**15.1**	**1.2**	**35.0**	**-**	**-**	**-**	**-**
1/1	761	761	0	0	0	6.6	3.4	0.0	10.1	47.6	23.3	3.4	26.7
2/2+2/1	401	401	-	-	-	4.7	2.7	-	7.4	66.7	11.3	2.7	14.0
3/1+3/2	1242	1242	47	247	8	7.4	8.9	1.2	17.5	50.7	36.4	8.9	45.3
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -6.7 Total Delay for Signalled Lanes (pcuHr): 35.04 Cycle Time (s): 120
PRC Over All Lanes (%): -6.7 Total Delay Over All Lanes(pcuHr): 35.04

Full Input Data And Results

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

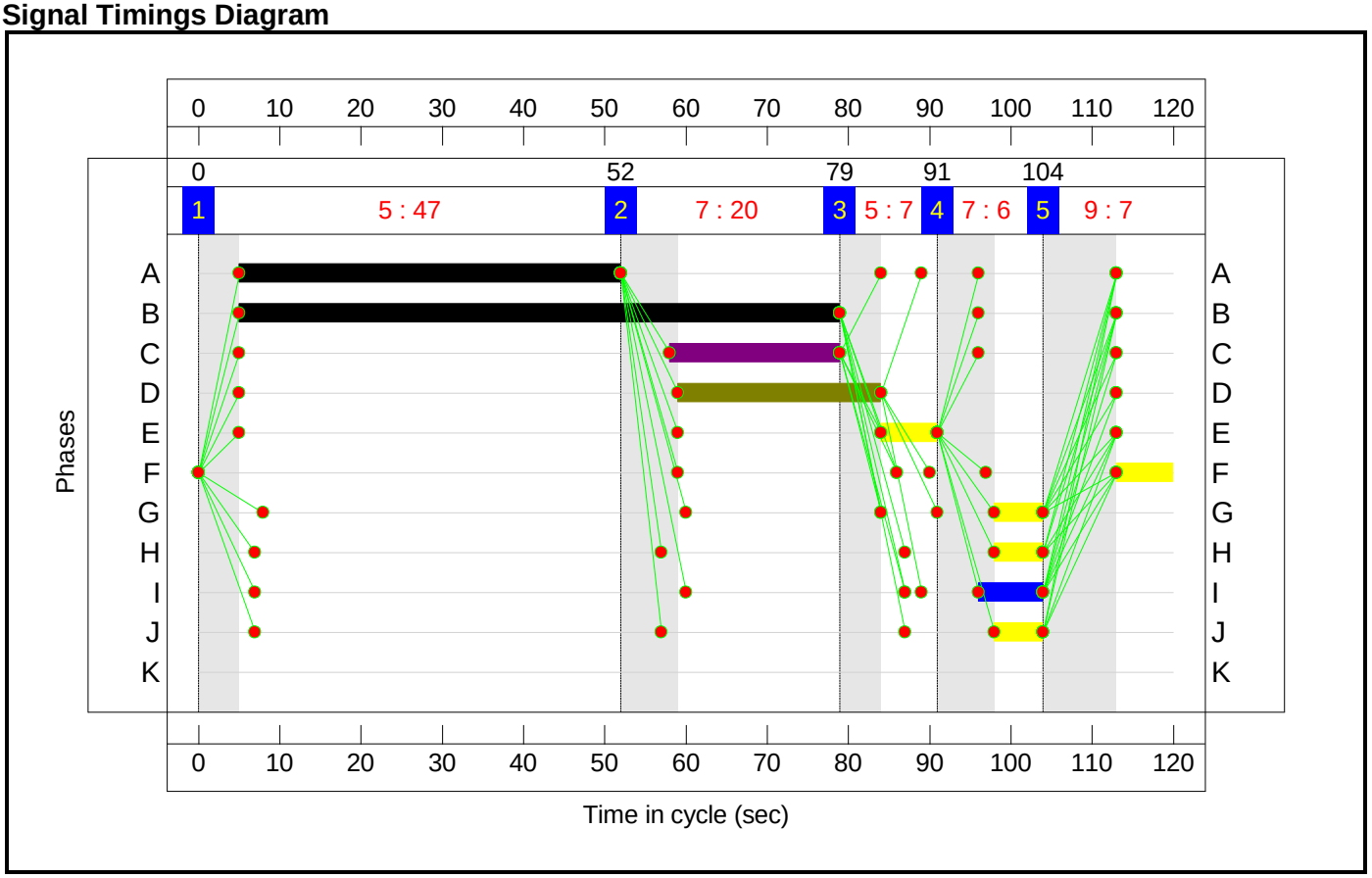
Stage Sequence Diagram



Stage Timings

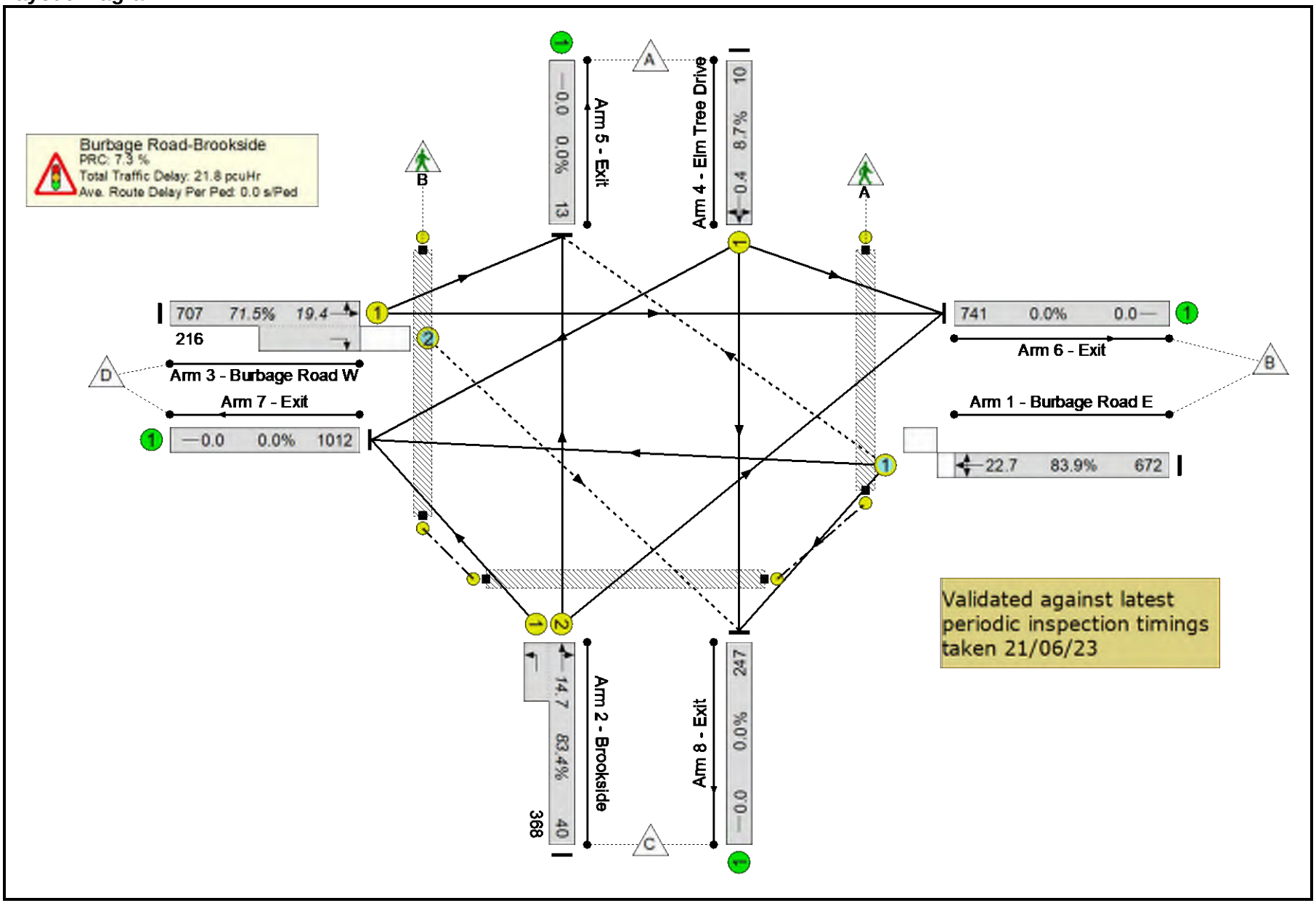
Stage	1	2	3	4	5
Duration	47	20	7	6	7
Change Point	0	52	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	47	-	672	2002	801	83.9%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	32	25:25	408	1925:1665	489	83.4%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	21:21	923	2051:1781	1291	71.5%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**66**	**147**	**5**	**14.6**	**6.2**	**1.0**	**21.8**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**66**	**147**	**5**	**14.6**	**6.2**	**1.0**	**21.8**	**-**	**-**	**-**	**-**
1/1	672	672	2	0	0	6.1	2.5	0.0	8.6	46.1	20.2	2.5	22.7
2/2+2/1	408	408	-	-	-	4.6	2.4	-	7.0	61.3	12.3	2.4	14.7
3/1+3/2	923	923	64	147	5	3.8	1.2	1.0	6.0	23.5	18.2	1.2	19.4
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 21.77 Cycle Time (s): 120
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 21.77

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Hinckley Road_Sapcote Road Junction.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 5 Spacote Road - Hinckley Road - Burbage Road
Report generation date: 30/11/2023 09:50:06

»Surveyed Flows, AM
»Surveyed Flows, PM
»2026 Base + Comm, AM
»2026 Base + Comm, PM
»2026 Base + Comm + Dev, AM
»2026 Base + Comm + Dev, PM
»2031 Base + Comm, AM
»2031 Base + Comm, PM
»2031 Base + Comm + Dev, AM
»2031 Base + Comm + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Surveyed Flows							
Stream B-AC	46.2	387.03	1.26	F	8.6	79.99	0.93	F
Stream C-B	3.4	31.19	0.79	D	1.3	14.69	0.57	B
	2026 Base + Comm							
Stream B-AC	126.0	1081.73	1.76	F	31.9	236.46	1.12	F
Stream C-B	5.1	44.74	0.86	E	1.9	19.42	0.67	C
	2026 Base + Comm + Dev							
Stream B-AC	161.8	1624.98	2.03	F	63.7	456.87	1.31	F
Stream C-B	6.5	57.32	0.89	F	2.0	20.42	0.68	C
	2031 Base + Comm							
Stream B-AC	184.1	1920.06	2.21	F	58.5	419.67	1.28	F
Stream C-B	8.7	72.31	0.93	F	2.4	23.39	0.72	C
	2031 Base + Comm + Dev							
Stream B-AC	244.7	3185.63	2.95	F	115.7	962.44	1.63	F
Stream C-B	14.1	111.94	0.99	F	2.6	25.57	0.74	D

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	Sapcote Road_Hinckley Road
Location	Burbage
Site number	
Date	13/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		75.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sapcote Road E		Major
B	Hinckley Road		Minor
C	Burbage Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.61		✓	3.50	144.2		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	100	141

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	698	0.118	0.299	0.188	0.427
B-C	855	0.122	0.308	-	-
C-B	750	0.270	0.270	-	-

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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	759	100.000
B		✓	370	100.000
C		✓	921	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	224	535
	B	163	0	207
	C	547	374	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.26	387.03	46.2	F
C-A				
C-B	0.79	31.19	3.4	D
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	279	497	0.560	274	1.2	15.781	C
C-A	412			412			
C-B	282	596	0.472	278	0.9	11.207	B
A-B	169			169			
A-C	403			403			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	430	0.773	326	3.0	32.453	D
C-A	492			492			
C-B	336	566	0.594	334	1.4	15.380	C
A-B	201			201			
A-C	481			481			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	407	327	1.246	319	24.9	181.788	F
C-A	602			602			
C-B	412	524	0.785	405	3.2	28.445	D
A-B	247			247			
A-C	589			589			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	407	323	1.259	322	46.2	387.026	F
C-A	602			602			
C-B	412	524	0.785	411	3.4	31.192	D
A-B	247			247			
A-C	589			589			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	426	0.780	417	25.0	307.112	F
C-A	492			492			
C-B	336	566	0.594	344	1.5	16.701	C
A-B	201			201			
A-C	481			481			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	279	495	0.563	373	1.4	53.581	F
C-A	412			412			
C-B	282	596	0.472	284	0.9	11.630	B
A-B	169			169			
A-C	403			403			

Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		18.91	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	626	100.000
B		✓	376	100.000
C		✓	814	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	218	408
	B	150	0	226
	C	524	290	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.93	79.99	8.6	F
C-A				
C-B	0.57	14.69	1.3	B
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	567	0.499	279	1.0	12.340	B
C-A	394			394			
C-B	218	623	0.350	216	0.5	8.805	A
A-B	164			164			
A-C	307			307			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	338	518	0.653	335	1.8	19.335	C
C-A	471			471			
C-B	261	598	0.436	260	0.8	10.607	B
A-B	196			196			
A-C	367			367			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	414	444	0.933	393	6.9	56.717	F
C-A	577			577			
C-B	319	564	0.566	317	1.3	14.468	B
A-B	240			240			
A-C	449			449			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	414	443	0.935	407	8.6	79.992	F
C-A	577			577			
C-B	319	564	0.566	319	1.3	14.689	B
A-B	240			240			
A-C	449			449			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	338	517	0.654	364	2.0	27.123	D
C-A	471			471			
C-B	261	598	0.436	263	0.8	10.788	B
A-B	196			196			
A-C	367			367			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	566	0.500	287	1.0	13.070	B
C-A	394			394			
C-B	218	623	0.350	219	0.5	8.938	A
A-B	164			164			
A-C	307			307			

2026 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		235.57	F

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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	792	100.000
B		✓	468	100.000
C		✓	965	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	241	551
	B	205	0	263
	C	565	400	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.76	1081.73	126.0	F
C-A				
C-B	0.86	44.74	5.1	E
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	352	483	0.729	343	2.4	24.212	C
C-A	425			425			
C-B	301	589	0.511	297	1.0	12.161	B
A-B	181			181			
A-C	415			415			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	421	411	1.023	385	11.5	88.740	F
C-A	508			508			
C-B	360	558	0.645	357	1.7	17.671	C
A-B	217			217			
A-C	495			495			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	515	298	1.728	297	65.9	493.767	F
C-A	622			622			
C-B	440	515	0.856	429	4.6	37.685	E
A-B	265			265			
A-C	607			607			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	515	292	1.765	292	121.8	970.624	F
C-A	622			622			
C-B	440	515	0.856	438	5.1	44.743	E
A-B	265			265			
A-C	607			607			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	421	404	1.041	404	126.0	1081.731	F
C-A	508			508			
C-B	360	558	0.645	372	1.9	20.583	C
A-B	217			217			
A-C	495			495			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	352	480	0.734	476	95.0	836.652	F
C-A	425			425			
C-B	301	589	0.511	304	1.1	12.789	B
A-B	181			181			
A-C	415			415			

2026 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		53.54	F

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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	669	100.000
B		✓	416	100.000
C		✓	873	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	249	420
	B	167	0	249
	C	540	333	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.12	236.46	31.9	F
C-A				
C-B	0.67	19.42	1.9	C
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	313	548	0.571	308	1.3	14.689	B
C-A	407			407			
C-B	251	614	0.408	248	0.7	9.760	A
A-B	187			187			
A-C	316			316			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	374	493	0.758	368	2.8	27.459	D
C-A	485			485			
C-B	299	588	0.509	298	1.0	12.344	B
A-B	224			224			
A-C	378			378			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	458	410	1.118	395	18.6	119.710	F
C-A	595			595			
C-B	367	551	0.665	363	1.9	18.794	C
A-B	274			274			
A-C	462			462			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	458	408	1.122	405	31.9	236.465	F
C-A	595			595			
C-B	367	551	0.665	366	1.9	19.417	C
A-B	274			274			
A-C	462			462			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	374	491	0.761	477	6.2	154.779	F
C-A	485			485			
C-B	299	588	0.509	303	1.1	12.779	B
A-B	224			224			
A-C	378			378			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	313	547	0.573	332	1.4	18.162	C
C-A	407			407			
C-B	251	614	0.408	252	0.7	9.981	A
A-B	187			187			
A-C	316			316			

2026 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		344.98	F

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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	863	100.000
B		✓	478	100.000
C		✓	977	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	273	590
	B	215	0	263
	C	577	400	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	2.03	1624.98	161.8	F
C-A				
C-B	0.89	57.32	6.5	F
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	360	464	0.775	348	3.0	28.593	D
C-A	434			434			
C-B	301	575	0.524	297	1.1	12.771	B
A-B	206			206			
A-C	444			444			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	430	388	1.108	373	17.2	126.913	F
C-A	519			519			
C-B	360	541	0.665	356	1.9	19.194	C
A-B	245			245			
A-C	530			530			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	526	267	1.971	267	82.0	695.454	F
C-A	635			635			
C-B	440	493	0.892	425	5.6	45.196	E
A-B	301			301			
A-C	650			650			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	526	259	2.035	259	148.9	1624.985	F
C-A	635			635			
C-B	440	493	0.892	437	6.5	57.322	F
A-B	301			301			
A-C	650			650			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	430	378	1.136	378	161.8	1385.034	F
C-A	519			519			
C-B	360	541	0.665	377	2.1	24.029	C
A-B	245			245			
A-C	530			530			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	360	461	0.781	458	137.2	1175.615	F
C-A	434			434			
C-B	301	575	0.524	305	1.1	13.536	B
A-B	206			206			
A-C	444			444			

2026 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		102.41	F

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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	700	100.000
B		✓	446	100.000
C		✓	910	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	263	437
	B	197	0	249
	C	577	333	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.31	456.87	63.7	F
C-A				
C-B	0.68	20.42	2.0	C
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	336	525	0.640	329	1.7	17.825	C
C-A	434			434			
C-B	251	608	0.412	248	0.7	9.927	A
A-B	198			198			
A-C	329			329			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	401	466	0.860	389	4.6	41.565	E
C-A	519			519			
C-B	299	580	0.516	298	1.0	12.686	B
A-B	236			236			
A-C	393			393			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	491	377	1.304	372	34.5	211.338	F
C-A	635			635			
C-B	367	542	0.676	363	2.0	19.694	C
A-B	290			290			
A-C	481			481			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	491	375	1.310	374	63.7	456.867	F
C-A	635			635			
C-B	367	542	0.676	366	2.0	20.423	C
A-B	290			290			
A-C	481			481			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	401	464	0.864	457	49.7	437.509	F
C-A	519			519			
C-B	299	580	0.516	303	1.1	13.154	B
A-B	236			236			
A-C	393			393			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	336	523	0.641	513	5.4	202.758	F
C-A	434			434			
C-B	251	608	0.412	252	0.7	10.163	B
A-B	198			198			
A-C	329			329			

2031 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		413.66	F

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)
D7	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	840	100.000
B		✓	491	100.000
C		✓	1022	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	255	585
	B	215	0	276
	C	599	423	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	2.21	1920.06	184.1	F
C-A				
C-B	0.93	72.31	8.7	F
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	370	462	0.800	356	3.4	30.952	D
C-A	451			451			
C-B	318	579	0.550	314	1.2	13.327	B
A-B	192			192			
A-C	440			440			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	441	383	1.152	372	20.7	150.121	F
C-A	538			538			
C-B	380	546	0.696	376	2.1	20.728	C
A-B	229			229			
A-C	526			526			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	541	256	2.112	256	92.0	815.996	F
C-A	660			660			
C-B	466	500	0.931	446	7.2	52.791	F
A-B	281			281			
A-C	644			644			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	541	244	2.214	244	166.1	1920.058	F
C-A	660			660			
C-B	466	500	0.931	459	8.7	72.312	F
A-B	281			281			
A-C	644			644			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	441	369	1.195	369	184.1	1559.760	F
C-A	538			538			
C-B	380	546	0.696	405	2.5	29.137	D
A-B	229			229			
A-C	526			526			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	370	458	0.806	456	162.5	1369.161	F
C-A	451			451			
C-B	318	579	0.550	323	1.3	14.308	B
A-B	192			192			
A-C	440			440			

2031 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		92.95	F

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)
D8	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	710	100.000
B		✓	440	100.000
C		✓	925	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	263	447
	B	176	0	264
	C	574	351	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.28	419.67	58.5	F
C-A				
C-B	0.72	23.39	2.4	C
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	331	533	0.622	325	1.6	16.880	C
C-A	432			432			
C-B	264	606	0.436	261	0.8	10.357	B
A-B	198			198			
A-C	337			337			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	473	0.837	385	4.1	37.554	E
C-A	516			516			
C-B	316	578	0.546	314	1.2	13.552	B
A-B	236			236			
A-C	402			402			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	484	380	1.275	374	31.7	194.172	F
C-A	632			632			
C-B	386	539	0.717	382	2.3	22.237	C
A-B	290			290			
A-C	492			492			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	484	378	1.282	377	58.5	419.666	F
C-A	632			632			
C-B	386	539	0.717	386	2.4	23.391	C
A-B	290			290			
A-C	492			492			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	470	0.842	462	41.9	385.281	F
C-A	516			516			
C-B	316	578	0.546	320	1.2	14.222	B
A-B	236			236			
A-C	402			402			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	331	531	0.624	491	2.0	142.812	F
C-A	432			432			
C-B	264	606	0.436	266	0.8	10.650	B
A-B	198			198			
A-C	337			337			

2031 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		666.65	F

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)
D9	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	943	100.000
B		✓	506	100.000
C		✓	1040	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	302	641
	B	230	0	276
	C	617	423	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	2.95	3185.63	244.7	F
C-A				
C-B	0.99	111.94	14.1	F
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	381	435	0.877	361	4.9	41.837	E
C-A	465			465			
C-B	318	558	0.570	313	1.3	14.406	B
A-B	227			227			
A-C	483			483			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	455	349	1.305	344	32.6	255.039	F
C-A	555			555			
C-B	380	521	0.730	376	2.5	23.933	C
A-B	271			271			
A-C	576			576			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	557	208	2.675	208	119.9	1278.213	F
C-A	679			679			
C-B	466	470	0.992	435	10.2	71.242	F
A-B	333			333			
A-C	706			706			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	557	189	2.951	189	212.0	3185.634	F
C-A	679			679			
C-B	466	470	0.992	450	14.1	111.941	F
A-B	333			333			
A-C	706			706			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	455	324	1.404	324	244.7	2144.270	F
C-A	555			555			
C-B	380	521	0.730	425	3.0	47.736	E
A-B	271			271			
A-C	576			576			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	381	430	0.886	428	232.9	2008.959	F
C-A	465			465			
C-B	318	558	0.570	325	1.4	15.833	C
A-B	227			227			
A-C	483			483			

2031 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		214.74	F

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)
D10	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	755	100.000
B		✓	486	100.000
C		✓	979	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	283	472
	B	222	0	264
	C	628	351	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.63	962.44	115.7	F
C-A				
C-B	0.74	25.57	2.6	D
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	366	498	0.734	356	2.5	23.863	C
C-A	473			473			
C-B	264	597	0.443	261	0.8	10.632	B
A-B	213			213			
A-C	355			355			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	437	433	1.010	403	10.9	81.909	F
C-A	565			565			
C-B	316	567	0.557	314	1.2	14.122	B
A-B	254			254			
A-C	424			424			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	535	332	1.614	331	62.1	418.649	F
C-A	691			691			
C-B	386	526	0.735	381	2.5	24.067	C
A-B	312			312			
A-C	520			520			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	535	329	1.626	329	113.6	850.283	F
C-A	691			691			
C-B	386	526	0.735	386	2.6	25.568	D
A-B	312			312			
A-C	520			520			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	437	430	1.017	429	115.7	962.437	F
C-A	565			565			
C-B	316	567	0.557	321	1.3	14.937	B
A-B	254			254			
A-C	424			424			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	366	496	0.737	492	84.1	732.259	F
C-A	473			473			
C-B	264	597	0.443	266	0.8	10.956	B
A-B	213			213			
A-C	355			355			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Sapcote Road_Aston Flamville Road.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 6 Sapcote Road - Aston Flamville Road
Report generation date: 30/11/2023 10:57:42

»Surveyed Flows, AM
»Surveyed Flows, PM
»2026 Base + Comm, AM
»2026 Base + Comm, PM
»2026 Base + Comm + Dev, AM
»2026 Base + Comm + Dev, PM
»2031 Base + Comm, AM
»2031 Base + Comm, PM
»2031 Base + Comm + Dev, AM
»2031 Base + Comm + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Surveyed Flows							
Stream B-AC	0.2	10.37	0.19	B	0.2	9.52	0.19	A
Stream C-AB	0.3	4.65	0.14	A	0.4	4.60	0.15	A
	2026 Base + Comm							
Stream B-AC	0.5	12.79	0.32	B	0.3	10.19	0.22	B
Stream C-AB	0.4	4.69	0.16	A	0.5	4.76	0.20	A
	2026 Base + Comm + Dev							
Stream B-AC	1.3	20.32	0.57	C	0.5	12.60	0.34	B
Stream C-AB	0.6	5.06	0.23	A	1.1	6.36	0.39	A
	2031 Base + Comm							
Stream B-AC	0.5	13.60	0.34	B	0.3	10.77	0.24	B
Stream C-AB	0.5	4.67	0.18	A	0.6	4.80	0.22	A
	2031 Base + Comm + Dev							
Stream B-AC	2.6	33.15	0.73	D	0.7	15.24	0.43	C
Stream C-AB	0.8	5.33	0.28	A	1.8	7.90	0.52	A

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

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

File summary

File Description

Title	Sapcote Road / Aston Flamville Road (2 Site Accesses)
Location	Burbage
Site number	
Date	19/02/2020
Version	
Status	Preliminary
Identifier	
Client	Jelson Homes
Jobnumber	A109159
Enumerator	WYG\nicola.siddall
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Surveyed Flows	AM	ONE HOUR	07:15	08:45	15
D2	Surveyed Flows	PM	ONE HOUR	16:00	17:30	15
D3	2026 Base + Comm	AM	ONE HOUR	07:15	08:45	15
D4	2026 Base + Comm	PM	ONE HOUR	16:00	17:30	15
D5	2026 Base + Comm + Dev	AM	ONE HOUR	07:15	08:45	15
D6	2026 Base + Comm + Dev	PM	ONE HOUR	16:00	17:30	15
D7	2031 Base + Comm	AM	ONE HOUR	07:15	08:45	15
D8	2031 Base + Comm	PM	ONE HOUR	16:00	17:30	15
D9	2031 Base + Comm + Dev	AM	ONE HOUR	07:15	08:45	15
D10	2031 Base + Comm + Dev	PM	ONE HOUR	16:00	17:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sapcote Road (East)		Major
B	Aston Flamville Road		Minor
C	Sapcote Road (West)		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	7.30			210.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.42	19	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	514	0.088	0.223	0.140	0.319
B-C	662	0.096	0.242	-	-
C-B	696	0.254	0.254	-	-

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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	521	100.000
B		✓	76	100.000
C		✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	496
	B	22	0	54
	C	484	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	10.37	0.2	B
C-AB	0.14	4.65	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	491	0.117	57	0.1	8.284	A
C-AB	65	840	0.078	65	0.1	4.644	A
C-A	336			336			
A-B	19			19			
A-C	373			373			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	466	0.147	68	0.2	9.044	A
C-AB	88	872	0.101	88	0.2	4.593	A
C-A	391			391			
A-B	22			22			
A-C	446			446			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	431	0.194	83	0.2	10.353	B
C-AB	129	920	0.140	128	0.3	4.551	A
C-A	458			458			
A-B	28			28			
A-C	546			546			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	431	0.194	84	0.2	10.371	B
C-AB	129	920	0.140	129	0.3	4.557	A
C-A	458			458			
A-B	28			28			
A-C	546			546			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	466	0.147	69	0.2	9.066	A
C-AB	88	873	0.101	89	0.2	4.602	A
C-A	391			391			
A-B	22			22			
A-C	446			446			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	491	0.117	57	0.1	8.313	A
C-AB	66	840	0.078	66	0.1	4.654	A
C-A	336			336			
A-B	19			19			
A-C	373			373			

Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.20	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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A		✓	439	100.000
B		✓	80	100.000
C		✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	419
	B	19	0	61
	C	486	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.52	0.2	A
C-AB	0.15	4.60	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	517	0.116	60	0.1	7.858	A
C-AB	70	853	0.082	69	0.2	4.592	A
C-A	336			336			
A-B	15			15			
A-C	315			315			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	496	0.145	72	0.2	8.478	A
C-AB	94	888	0.106	94	0.2	4.538	A
C-A	390			390			
A-B	18			18			
A-C	377			377			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	466	0.189	88	0.2	9.506	A
C-AB	137	938	0.146	136	0.3	4.495	A
C-A	457			457			
A-B	22			22			
A-C	461			461			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	466	0.189	88	0.2	9.518	A
C-AB	137	938	0.146	137	0.4	4.502	A
C-A	457			457			
A-B	22			22			
A-C	461			461			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	496	0.145	72	0.2	8.496	A
C-AB	94	888	0.106	95	0.2	4.547	A
C-A	390			390			
A-B	18			18			
A-C	377			377			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	517	0.116	60	0.1	7.882	A
C-AB	70	853	0.082	71	0.2	4.604	A
C-A	336			336			
A-B	15			15			
A-C	315			315			

2026 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.71	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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	537	100.000
B		✓	118	100.000
C		✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	508
	B	40	0	78
	C	496	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.32	12.79	0.5	B
C-AB	0.16	4.69	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	475	0.187	88	0.2	9.274	A
C-AB	74	843	0.088	74	0.2	4.677	A
C-A	341			341			
A-B	22			22			
A-C	382			382			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	449	0.236	106	0.3	10.483	B
C-AB	101	877	0.115	101	0.3	4.640	A
C-A	394			394			
A-B	26			26			
A-C	457			457			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	411	0.316	129	0.5	12.741	B
C-AB	148	926	0.160	148	0.4	4.630	A
C-A	458			458			
A-B	32			32			
A-C	559			559			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	411	0.316	130	0.5	12.794	B
C-AB	149	927	0.160	149	0.4	4.636	A
C-A	458			458			
A-B	32			32			
A-C	559			559			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	449	0.236	107	0.3	10.542	B
C-AB	101	877	0.115	102	0.3	4.652	A
C-A	394			394			
A-B	26			26			
A-C	457			457			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	475	0.187	89	0.2	9.337	A
C-AB	75	844	0.089	75	0.2	4.689	A
C-A	340			340			
A-B	22			22			
A-C	382			382			

2026 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.46	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	2026 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	460	100.000
B		✓	91	100.000
C		✓	568	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	429
	B	23	0	68
	C	498	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	10.19	0.3	B
C-AB	0.20	4.76	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	508	0.135	68	0.2	8.162	A
C-AB	94	856	0.110	93	0.2	4.717	A
C-A	334			334			
A-B	23			23			
A-C	323			323			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	486	0.168	82	0.2	8.904	A
C-AB	127	892	0.142	127	0.3	4.712	A
C-A	384			384			
A-B	28			28			
A-C	386			386			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	454	0.221	100	0.3	10.169	B
C-AB	185	943	0.196	184	0.5	4.755	A
C-A	440			440			
A-B	34			34			
A-C	472			472			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	453	0.221	100	0.3	10.189	B
C-AB	185	943	0.197	185	0.5	4.762	A
C-A	440			440			
A-B	34			34			
A-C	472			472			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	82	486	0.168	82	0.2	8.928	A
C-AB	127	892	0.143	128	0.3	4.722	A
C-A	383			383			
A-B	28			28			
A-C	386			386			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	508	0.135	69	0.2	8.194	A
C-AB	94	856	0.110	95	0.2	4.735	A
C-A	333			333			
A-B	23			23			
A-C	323			323			

2026 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.91	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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	545	100.000
B		✓	215	100.000
C		✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	37	508
	B	66	0	149
	C	496	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.57	20.32	1.3	C
C-AB	0.23	5.06	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	479	0.338	160	0.5	11.212	B
C-AB	106	842	0.125	105	0.2	4.881	A
C-A	327			327			
A-B	28			28			
A-C	382			382			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	452	0.428	192	0.7	13.810	B
C-AB	144	876	0.164	143	0.4	4.918	A
C-A	373			373			
A-B	33			33			
A-C	457			457			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	237	414	0.572	235	1.3	19.860	C
C-AB	211	925	0.228	210	0.6	5.047	A
C-A	421			421			
A-B	41			41			
A-C	559			559			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	237	413	0.573	237	1.3	20.315	C
C-AB	211	925	0.228	211	0.6	5.059	A
C-A	421			421			
A-B	41			41			
A-C	559			559			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	452	0.428	195	0.8	14.150	B
C-AB	144	876	0.164	145	0.4	4.935	A
C-A	372			372			
A-B	33			33			
A-C	457			457			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	479	0.338	163	0.5	11.427	B
C-AB	106	843	0.126	107	0.3	4.901	A
C-A	326			326			
A-B	28			28			
A-C	382			382			

2026 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.83	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	2026 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	486	100.000
B		✓	134	100.000
C		✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	57	429
	B	35	0	99
	C	498	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	12.60	0.5	B
C-AB	0.39	6.36	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	496	0.203	100	0.3	9.063	A
C-AB	186	852	0.218	184	0.4	5.384	A
C-A	293			293			
A-B	43			43			
A-C	323			323			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	470	0.256	120	0.3	10.264	B
C-AB	252	887	0.284	251	0.6	5.665	A
C-A	320			320			
A-B	51			51			
A-C	386			386			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	433	0.340	147	0.5	12.531	B
C-AB	368	938	0.392	366	1.1	6.312	A
C-A	332			332			
A-B	63			63			
A-C	472			472			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	433	0.341	148	0.5	12.598	B
C-AB	369	939	0.393	369	1.1	6.356	A
C-A	331			331			
A-B	63			63			
A-C	472			472			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	470	0.256	121	0.3	10.333	B
C-AB	253	889	0.284	254	0.7	5.711	A
C-A	319			319			
A-B	51			51			
A-C	386			386			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	496	0.203	101	0.3	9.132	A
C-AB	187	853	0.219	188	0.5	5.430	A
C-A	292			292			
A-B	43			43			
A-C	323			323			

2031 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.79	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)
D7	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	569	100.000
B		✓	123	100.000
C		✓	584	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	539
	B	41	0	82
	C	526	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	13.60	0.5	B
C-AB	0.18	4.67	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	468	0.198	92	0.2	9.527	A
C-AB	81	854	0.095	81	0.2	4.658	A
C-A	358			358			
A-B	23			23			
A-C	406			406			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	440	0.251	110	0.3	10.891	B
C-AB	112	890	0.126	111	0.3	4.629	A
C-A	413			413			
A-B	27			27			
A-C	485			485			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	400	0.338	135	0.5	13.530	B
C-AB	166	943	0.176	166	0.5	4.638	A
C-A	477			477			
A-B	33			33			
A-C	593			593			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	400	0.339	135	0.5	13.601	B
C-AB	167	944	0.177	167	0.5	4.644	A
C-A	476			476			
A-B	33			33			
A-C	593			593			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	440	0.251	111	0.3	10.965	B
C-AB	112	891	0.126	113	0.3	4.640	A
C-A	413			413			
A-B	27			27			
A-C	485			485			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	468	0.198	93	0.2	9.601	A
C-AB	82	854	0.096	82	0.2	4.671	A
C-A	358			358			
A-B	23			23			
A-C	406			406			

2031 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.53	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)
D8	2031 Base + Comm	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 (PCU/hr)	Scaling Factor (%)
A		✓	489	100.000
B		✓	96	100.000
C		✓	603	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	33	456
	B	25	0	71
	C	529	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	10.77	0.3	B
C-AB	0.22	4.80	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	499	0.145	72	0.2	8.407	A
C-AB	103	867	0.119	102	0.2	4.706	A
C-A	351			351			
A-B	25			25			
A-C	343			343			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	475	0.182	86	0.2	9.256	A
C-AB	141	905	0.155	140	0.3	4.712	A
C-A	401			401			
A-B	30			30			
A-C	410			410			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	440	0.240	105	0.3	10.748	B
C-AB	208	961	0.217	207	0.6	4.785	A
C-A	456			456			
A-B	36			36			
A-C	502			502			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	440	0.240	106	0.3	10.774	B
C-AB	209	961	0.217	208	0.6	4.795	A
C-A	455			455			
A-B	36			36			
A-C	502			502			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	475	0.182	87	0.2	9.285	A
C-AB	141	906	0.156	142	0.4	4.724	A
C-A	401			401			
A-B	30			30			
A-C	410			410			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	499	0.145	72	0.2	8.445	A
C-AB	104	868	0.119	104	0.2	4.724	A
C-A	350			350			
A-B	25			25			
A-C	343			343			

2031 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.77	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)
D9	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	582	100.000
B		✓	266	100.000
C		✓	617	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	43	539
	B	80	0	186
	C	526	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.73	33.15	2.6	D
C-AB	0.28	5.33	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	471	0.425	197	0.7	13.032	B
C-AB	128	852	0.150	127	0.3	4.966	A
C-A	336			336			
A-B	32			32			
A-C	406			406			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	442	0.541	237	1.1	17.478	C
C-AB	176	888	0.198	175	0.5	5.057	A
C-A	379			379			
A-B	39			39			
A-C	485			485			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	400	0.733	288	2.4	30.749	D
C-AB	262	941	0.279	261	0.7	5.308	A
C-A	417			417			
A-B	47			47			
A-C	593			593			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	400	0.733	292	2.6	33.155	D
C-AB	263	942	0.279	263	0.8	5.327	A
C-A	416			416			
A-B	47			47			
A-C	593			593			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	442	0.542	245	1.2	18.737	C
C-AB	177	889	0.199	178	0.5	5.081	A
C-A	378			378			
A-B	39			39			
A-C	485			485			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	471	0.426	202	0.8	13.503	B
C-AB	129	852	0.151	129	0.3	4.993	A
C-A	336			336			
A-B	32			32			
A-C	406			406			

2031 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.96	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)
D10	2031 Base + Comm + Dev	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 (PCU/hr)	Scaling Factor (%)
A		✓	526	100.000
B		✓	159	100.000
C		✓	702	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	70	456
	B	42	0	117
	C	529	173	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	15.24	0.7	C
C-AB	0.52	7.90	1.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	483	0.248	118	0.3	9.839	A
C-AB	242	862	0.281	240	0.6	5.784	A
C-A	286			286			
A-B	53			53			
A-C	343			343			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	454	0.315	142	0.5	11.531	B
C-AB	332	900	0.369	331	0.9	6.341	A
C-A	299			299			
A-B	63			63			
A-C	410			410			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	412	0.425	174	0.7	15.084	C
C-AB	493	955	0.516	489	1.8	7.778	A
C-A	280			280			
A-B	77			77			
A-C	502			502			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	411	0.426	175	0.7	15.242	C
C-AB	495	956	0.518	495	1.8	7.899	A
C-A	278			278			
A-B	77			77			
A-C	502			502			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	453	0.315	144	0.5	11.672	B
C-AB	334	902	0.370	337	1.0	6.447	A
C-A	297			297			
A-B	63			63			
A-C	410			410			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	483	0.248	120	0.3	9.952	A
C-AB	244	863	0.283	245	0.6	5.859	A
C-A	285			285			
A-B	53			53			
A-C	343			343			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Aston Flamville Road Site Access Roundabout.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 7 Site Access
Report generation date: 30/11/2023 11:08:18

»2026 Base + Comm + Dev, AM
»2026 Base + Comm + Dev, PM
»2031 Base + Comm + Dev, AM
»2031 Base + Comm + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2026 Base + Comm + Dev								
A - Aston Flamville Road S	0.1	4.03	0.08	A	0.1	4.12	0.09	A
B - Site Access W	0.1	3.86	0.07	A	0.0	3.68	0.03	A
C - Aston Flamville Road N	0.1	3.62	0.10	A	0.2	3.86	0.15	A
D - Site Access E	0.0	3.92	0.03	A	0.0	3.94	0.01	A
2031 Base + Comm + Dev								
A - Aston Flamville Road S	0.1	4.11	0.09	A	0.1	4.23	0.09	A
B - Site Access W	0.1	4.04	0.10	A	0.1	3.76	0.04	A
C - Aston Flamville Road N	0.1	3.69	0.11	A	0.3	4.07	0.20	A
D - Site Access E	0.1	4.01	0.05	A	0.0	4.04	0.02	A

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

File summary

File Description

Title	Aston Flamville Road_Site Access Roundabout
Location	Burbage
Site number	
Date	17/11/2023
Version	
Status	(new file)
Identifier	
Client	Jelson
Jobnumber	A109159
Enumerator	TT\NASSER.JAMILI
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base + Comm + Dev	AM	ONE HOUR	08:45	10:15	15
D2	2026 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2031 Base + Comm + Dev	AM	ONE HOUR	08:45	10:15	15
D4	2031 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Aston Flamville Road S	
B	Site Access W	
C	Aston Flamville Road N	
D	Site Access E	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Aston Flamville Road S	2.55	4.50	11.5	20.0	40.0	45.0	
B - Site Access W	3.37	4.50	4.2	20.0	40.0	40.0	
C - Aston Flamville Road N	3.56	4.50	5.5	20.0	40.0	42.0	
D - Site Access E	2.75	4.50	12.0	20.0	40.0	54.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Aston Flamville Road S	0.505	1096
B - Site Access W	0.524	1163
C - Aston Flamville Road N	0.532	1210
D - Site Access E	0.496	1095

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	2026 Base + Comm + Dev	AM	ONE HOUR	08:45	10:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A - Aston Flamville Road S		✓	78	100.000
B - Site Access W		✓	68	100.000
C - Aston Flamville Road N		✓	107	100.000
D - Site Access E		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Aston Flamville Road S	B - Site Access W	C - Aston Flamville Road N	D - Site Access E
From	A - Aston Flamville Road S	0	0	78	0
	B - Site Access W	0	0	68	0
	C - Aston Flamville Road N	76	22	0	9
	D - Site Access E	0	0	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Aston Flamville Road S	B - Site Access W	C - Aston Flamville Road N	D - Site Access E
From	A - Aston Flamville Road S	10	10	10	10
	B - Site Access W	10	10	10	10
	C - Aston Flamville Road N	10	10	10	10
	D - Site Access E	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Aston Flamville Road S	0.08	4.03	0.1	A
B - Site Access W	0.07	3.86	0.1	A
C - Aston Flamville Road N	0.10	3.62	0.1	A
D - Site Access E	0.03	3.92	0.0	A

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	59	38	1076	0.055	58	0.1	3.890	A
B - Site Access W	51	80	1121	0.046	51	0.1	3.699	A
C - Aston Flamville Road N	81	0	1210	0.067	80	0.1	3.504	A
D - Site Access E	22	73	1059	0.021	22	0.0	3.817	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	70	46	1072	0.065	70	0.1	3.950	A
B - Site Access W	61	96	1113	0.055	61	0.1	3.764	A
C - Aston Flamville Road N	96	0	1210	0.079	96	0.1	3.553	A
D - Site Access E	26	88	1052	0.025	26	0.0	3.861	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	86	56	1067	0.080	86	0.1	4.035	A
B - Site Access W	75	118	1102	0.068	75	0.1	3.856	A
C - Aston Flamville Road N	118	0	1210	0.097	118	0.1	3.624	A
D - Site Access E	32	108	1042	0.031	32	0.0	3.920	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	86	56	1067	0.080	86	0.1	4.035	A
B - Site Access W	75	118	1102	0.068	75	0.1	3.856	A
C - Aston Flamville Road N	118	0	1210	0.097	118	0.1	3.624	A
D - Site Access E	32	108	1042	0.031	32	0.0	3.921	A

09:45 - 10:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	70	46	1072	0.065	70	0.1	3.951	A
B - Site Access W	61	96	1113	0.055	61	0.1	3.764	A
C - Aston Flamville Road N	96	0	1210	0.079	96	0.1	3.557	A
D - Site Access E	26	88	1052	0.025	26	0.0	3.863	A

10:00 - 10:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	59	38	1076	0.055	59	0.1	3.894	A
B - Site Access W	51	81	1121	0.046	51	0.1	3.700	A
C - Aston Flamville Road N	81	0	1210	0.067	81	0.1	3.507	A
D - Site Access E	22	74	1059	0.021	22	0.0	3.818	A

2026 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.92	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	2026 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A - Aston Flamville Road S		✓	82	100.000
B - Site Access W		✓	30	100.000
C - Aston Flamville Road N		✓	168	100.000
D - Site Access E		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Aston Flamville Road S	B - Site Access W	C - Aston Flamville Road N	D - Site Access E
From	A - Aston Flamville Road S	0	0	82	0
	B - Site Access W	0	0	30	0
	C - Aston Flamville Road N	75	65	0	28
	D - Site Access E	0	0	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Aston Flamville Road S	B - Site Access W	C - Aston Flamville Road N	D - Site Access E
From	A - Aston Flamville Road S	10	10	10	10
	B - Site Access W	10	10	10	10
	C - Aston Flamville Road N	10	10	10	10
	D - Site Access E	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Aston Flamville Road S	0.09	4.12	0.1	A
B - Site Access W	0.03	3.68	0.0	A
C - Aston Flamville Road N	0.15	3.86	0.2	A
D - Site Access E	0.01	3.94	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	62	58	1066	0.058	61	0.1	3.941	A
B - Site Access W	23	71	1126	0.020	22	0.0	3.588	A
C - Aston Flamville Road N	126	0	1210	0.105	126	0.1	3.650	A
D - Site Access E	10	105	1043	0.009	10	0.0	3.830	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	74	70	1060	0.070	74	0.1	4.014	A
B - Site Access W	27	85	1119	0.024	27	0.0	3.626	A
C - Aston Flamville Road N	151	0	1210	0.125	151	0.2	3.737	A
D - Site Access E	12	126	1033	0.011	12	0.0	3.877	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	90	86	1052	0.086	90	0.1	4.116	A
B - Site Access W	33	105	1108	0.030	33	0.0	3.681	A
C - Aston Flamville Road N	185	0	1210	0.153	185	0.2	3.862	A
D - Site Access E	14	154	1019	0.014	14	0.0	3.941	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	90	86	1052	0.086	90	0.1	4.116	A
B - Site Access W	33	105	1108	0.030	33	0.0	3.681	A
C - Aston Flamville Road N	185	0	1210	0.153	185	0.2	3.862	A
D - Site Access E	14	154	1019	0.014	14	0.0	3.941	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	74	70	1060	0.070	74	0.1	4.015	A
B - Site Access W	27	85	1118	0.024	27	0.0	3.627	A
C - Aston Flamville Road N	151	0	1210	0.125	151	0.2	3.741	A
D - Site Access E	12	126	1033	0.011	12	0.0	3.877	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	62	59	1066	0.058	62	0.1	3.944	A
B - Site Access W	23	72	1126	0.020	23	0.0	3.588	A
C - Aston Flamville Road N	126	0	1210	0.105	127	0.1	3.656	A
D - Site Access E	10	105	1043	0.009	10	0.0	3.834	A

2031 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.93	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	2031 Base + Comm + Dev	AM	ONE HOUR	08:45	10:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A - Aston Flamville Road S		✓	83	100.000
B - Site Access W		✓	100	100.000
C - Aston Flamville Road N		✓	126	100.000
D - Site Access E		✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Aston Flamville Road S	B - Site Access W	C - Aston Flamville Road N	D - Site Access E
From	A - Aston Flamville Road S	0	0	83	0
	B - Site Access W	0	0	100	0
	C - Aston Flamville Road N	80	32	0	14
	D - Site Access E	0	0	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Aston Flamville Road S	B - Site Access W	C - Aston Flamville Road N	D - Site Access E
From	A - Aston Flamville Road S	10	10	10	10
	B - Site Access W	10	10	10	10
	C - Aston Flamville Road N	10	10	10	10
	D - Site Access E	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Aston Flamville Road S	0.09	4.11	0.1	A
B - Site Access W	0.10	4.04	0.1	A
C - Aston Flamville Road N	0.11	3.69	0.1	A
D - Site Access E	0.05	4.01	0.1	A

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	62	56	1067	0.059	62	0.1	3.940	A
B - Site Access W	75	94	1114	0.068	75	0.1	3.812	A
C - Aston Flamville Road N	95	0	1210	0.078	94	0.1	3.549	A
D - Site Access E	32	84	1054	0.031	32	0.0	3.877	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	75	67	1061	0.070	75	0.1	4.012	A
B - Site Access W	90	113	1104	0.081	90	0.1	3.904	A
C - Aston Flamville Road N	113	0	1210	0.094	113	0.1	3.609	A
D - Site Access E	39	101	1045	0.037	39	0.0	3.933	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	91	83	1054	0.087	91	0.1	4.114	A
B - Site Access W	110	139	1091	0.101	110	0.1	4.038	A
C - Aston Flamville Road N	139	0	1210	0.115	139	0.1	3.694	A
D - Site Access E	47	123	1034	0.046	47	0.1	4.012	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	91	83	1054	0.087	91	0.1	4.114	A
B - Site Access W	110	139	1091	0.101	110	0.1	4.038	A
C - Aston Flamville Road N	139	0	1210	0.115	139	0.1	3.694	A
D - Site Access E	47	123	1034	0.046	47	0.1	4.012	A

09:45 - 10:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	75	67	1061	0.070	75	0.1	4.014	A
B - Site Access W	90	113	1104	0.081	90	0.1	3.906	A
C - Aston Flamville Road N	113	0	1210	0.094	113	0.1	3.612	A
D - Site Access E	39	101	1045	0.037	39	0.0	3.935	A

10:00 - 10:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	62	57	1067	0.059	63	0.1	3.944	A
B - Site Access W	75	95	1114	0.068	75	0.1	3.816	A
C - Aston Flamville Road N	95	0	1210	0.078	95	0.1	3.552	A
D - Site Access E	32	84	1053	0.031	32	0.0	3.878	A

2031 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.07	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	2031 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A - Aston Flamville Road S		✓	87	100.000
B - Site Access W		✓	44	100.000
C - Aston Flamville Road N		✓	216	100.000
D - Site Access E		✓	19	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Aston Flamville Road S	B - Site Access W	C - Aston Flamville Road N	D - Site Access E
From	A - Aston Flamville Road S	0	0	87	0
	B - Site Access W	0	0	44	0
	C - Aston Flamville Road N	79	96	0	41
	D - Site Access E	0	0	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Aston Flamville Road S	B - Site Access W	C - Aston Flamville Road N	D - Site Access E
From	A - Aston Flamville Road S	10	10	10	10
	B - Site Access W	10	10	10	10
	C - Aston Flamville Road N	10	10	10	10
	D - Site Access E	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - Aston Flamville Road S	0.09	4.23	0.1	A
B - Site Access W	0.04	3.76	0.1	A
C - Aston Flamville Road N	0.20	4.07	0.3	A
D - Site Access E	0.02	4.04	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	65	86	1052	0.062	65	0.1	4.012	A
B - Site Access W	33	79	1122	0.030	33	0.0	3.637	A
C - Aston Flamville Road N	163	0	1210	0.134	162	0.2	3.776	A
D - Site Access E	14	131	1030	0.014	14	0.0	3.897	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	78	103	1043	0.075	78	0.1	4.102	A
B - Site Access W	40	95	1113	0.036	40	0.0	3.686	A
C - Aston Flamville Road N	194	0	1210	0.160	194	0.2	3.897	A
D - Site Access E	17	157	1017	0.017	17	0.0	3.958	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	96	126	1032	0.093	96	0.1	4.231	A
B - Site Access W	48	117	1102	0.044	48	0.1	3.757	A
C - Aston Flamville Road N	238	0	1210	0.197	238	0.3	4.070	A
D - Site Access E	21	192	1000	0.021	21	0.0	4.045	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	96	127	1032	0.093	96	0.1	4.231	A
B - Site Access W	48	117	1102	0.044	48	0.1	3.757	A
C - Aston Flamville Road N	238	0	1210	0.197	238	0.3	4.072	A
D - Site Access E	21	193	1000	0.021	21	0.0	4.045	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	78	104	1043	0.075	78	0.1	4.104	A
B - Site Access W	40	95	1113	0.036	40	0.0	3.690	A
C - Aston Flamville Road N	194	0	1210	0.160	194	0.2	3.898	A
D - Site Access E	17	158	1017	0.017	17	0.0	3.961	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Aston Flamville Road S	65	87	1052	0.062	66	0.1	4.017	A
B - Site Access W	33	80	1121	0.030	33	0.0	3.640	A
C - Aston Flamville Road N	163	0	1210	0.134	163	0.2	3.783	A
D - Site Access E	14	132	1030	0.014	14	0.0	3.899	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: M69_B4669 Roundabout.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 8 M69 Junction 2
Report generation date: 30/11/2023 11:26:20

»Surveyed Flows, AM
»Surveyed Flows, PM
»2024 Base + Comm, AM
»2024 Base + Comm, PM
»2024 Base + Comm + Dev, AM
»2024 Base + Comm + Dev, PM
»2031 Base + Comm, AM
»2031 Base + Comm, PM
»2031 Base + Comm + Dev, AM
»2031 Base + Comm + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Surveyed Flows							
Arm A	0.1	1.66	0.12	A	0.3	2.06	0.23	A
Arm B	0.4	2.31	0.27	A	0.2	2.16	0.17	A
Arm C	0.4	1.92	0.27	A	0.3	1.65	0.22	A
	2024 Base + Comm							
Arm A	0.2	1.67	0.12	A	0.3	2.08	0.24	A
Arm B	0.4	2.33	0.27	A	0.2	2.18	0.17	A
Arm C	0.4	1.94	0.28	A	0.3	1.66	0.22	A
	2024 Base + Comm + Dev							
Arm A	0.2	1.69	0.12	A	0.4	2.11	0.25	A
Arm B	0.4	2.36	0.28	A	0.2	2.24	0.18	A
Arm C	0.5	1.98	0.29	A	0.3	1.67	0.23	A
	2031 Base + Comm							
Arm A	0.2	1.73	0.14	A	0.4	2.23	0.27	A
Arm B	0.5	2.49	0.31	A	0.3	2.30	0.19	A
Arm C	0.5	2.07	0.32	A	0.4	1.73	0.25	A
	2031 Base + Comm + Dev							
Arm A	0.2	1.75	0.14	A	0.4	2.28	0.28	A
Arm B	0.5	2.53	0.31	A	0.3	2.36	0.21	A
Arm C	0.5	2.12	0.33	A	0.4	1.74	0.25	A

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

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

File summary

File Description

Title	M69_B4669
Location	Burbage
Site number	
Date	14/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A109159
Enumerator	TT\LAUREN.PHILLIPS
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2024 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D4	2024 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D5	2024 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2024 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Comm	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	B4669 W	
B	M69 Slip Road	
C	B4669 E	

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	6.16	6.16	0.0	999.0	128.9	2.5	
B	6.83	6.83	0.0	33.8	128.9	14.0	
C	7.08	7.08	0.0	185.5	128.9	24.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	242	195.90
C	0	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	1.147	3004
B	1.094	2616
C	1.156	3154

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	Surveyed Flows	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	289	100.000
B		✓	570	100.000
C		✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	61	228
	B	246	1	323
	C	466	241	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.12	1.66	0.1	A
B	0.27	2.31	0.4	A
C	0.27	1.92	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	218	182	2795	0.078	217	0.1	1.535	A
B	429	171	2429	0.177	428	0.2	1.978	A
C	532	186	2939	0.181	531	0.2	1.644	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	260	217	2754	0.094	260	0.1	1.586	A
B	512	205	2392	0.214	512	0.3	2.106	A
C	636	222	2897	0.219	635	0.3	1.750	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	318	266	2698	0.118	318	0.1	1.663	A
B	628	251	2342	0.268	627	0.4	2.309	A
C	778	272	2839	0.274	778	0.4	1.921	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	318	266	2698	0.118	318	0.1	1.663	A
B	628	251	2341	0.268	628	0.4	2.310	A
C	778	272	2839	0.274	778	0.4	1.921	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	260	218	2754	0.094	260	0.1	1.589	A
B	512	205	2392	0.214	513	0.3	2.109	A
C	636	222	2897	0.219	636	0.3	1.753	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	218	182	2794	0.078	218	0.1	1.538	A
B	429	172	2428	0.177	429	0.2	1.982	A
C	532	186	2938	0.181	533	0.2	1.645	A

Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	392	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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	Surveyed Flows	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	529	100.000
B		✓	332	100.000
C		✓	599	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	200	327
	B	70	3	259
	C	210	389	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.23	2.06	0.3	A
B	0.17	2.16	0.2	A
C	0.22	1.65	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	398	295	2666	0.149	397	0.2	1.745	A
B	250	247	2318	0.108	249	0.1	1.913	A
C	451	56	3088	0.146	450	0.2	1.500	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	476	352	2599	0.183	475	0.2	1.863	A
B	298	296	2267	0.132	298	0.2	2.011	A
C	538	67	3076	0.175	538	0.2	1.560	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	582	431	2509	0.232	582	0.3	2.055	A
B	366	362	2196	0.166	365	0.2	2.162	A
C	660	83	3058	0.216	659	0.3	1.650	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	582	432	2508	0.232	582	0.3	2.055	A
B	366	362	2196	0.166	366	0.2	2.162	A
C	660	83	3058	0.216	660	0.3	1.650	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	476	353	2599	0.183	476	0.2	1.864	A
B	298	296	2267	0.132	299	0.2	2.012	A
C	538	67	3076	0.175	539	0.2	1.562	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	398	295	2665	0.149	398	0.2	1.746	A
B	250	248	2318	0.108	250	0.1	1.917	A
C	451	56	3088	0.146	451	0.2	1.503	A

2024 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	249	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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	2024 Base + Comm	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	294	100.000
B		✓	579	100.000
C		✓	719	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	62	232
	B	250	1	328
	C	474	245	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.12	1.67	0.2	A
B	0.27	2.33	0.4	A
C	0.28	1.94	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	221	185	2791	0.079	221	0.1	1.540	A
B	436	174	2424	0.180	435	0.2	1.989	A
C	541	189	2936	0.184	540	0.2	1.653	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	264	221	2750	0.096	264	0.1	1.592	A
B	521	208	2387	0.218	520	0.3	2.121	A
C	646	226	2893	0.223	646	0.3	1.761	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	324	271	2693	0.120	324	0.1	1.670	A
B	637	255	2336	0.273	637	0.4	2.331	A
C	792	276	2834	0.279	791	0.4	1.938	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	324	271	2693	0.120	324	0.2	1.670	A
B	637	255	2335	0.273	637	0.4	2.331	A
C	792	276	2834	0.279	792	0.4	1.938	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	264	221	2750	0.096	264	0.1	1.592	A
B	521	209	2387	0.218	521	0.3	2.124	A
C	646	226	2893	0.223	647	0.3	1.765	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	221	185	2791	0.079	221	0.1	1.540	A
B	436	175	2424	0.180	436	0.2	1.994	A
C	541	189	2935	0.184	542	0.2	1.656	A

2024 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	395	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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	2024 Base + Comm	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	538	100.000
B		✓	337	100.000
C		✓	609	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	204	332
	B	71	3	263
	C	213	396	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.24	2.08	0.3	A
B	0.17	2.18	0.2	A
C	0.22	1.66	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	405	300	2659	0.152	404	0.2	1.755	A
B	254	251	2314	0.110	253	0.1	1.921	A
C	458	57	3088	0.148	458	0.2	1.505	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	484	359	2592	0.187	483	0.3	1.877	A
B	303	300	2262	0.134	303	0.2	2.021	A
C	547	68	3075	0.178	547	0.2	1.566	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	592	439	2500	0.237	592	0.3	2.075	A
B	371	368	2190	0.169	371	0.2	2.176	A
C	671	84	3057	0.219	670	0.3	1.658	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	592	439	2499	0.237	592	0.3	2.076	A
B	371	368	2190	0.169	371	0.2	2.176	A
C	671	84	3057	0.219	671	0.3	1.658	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	484	359	2592	0.187	484	0.3	1.881	A
B	303	300	2261	0.134	303	0.2	2.023	A
C	547	68	3075	0.178	548	0.2	1.566	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	405	301	2659	0.152	405	0.2	1.756	A
B	254	252	2313	0.110	254	0.1	1.924	A
C	458	57	3087	0.149	459	0.2	1.508	A

2024 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	283	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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	2024 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	301	100.000
B		✓	585	100.000
C		✓	758	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	62	239
	B	250	1	334
	C	496	262	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.12	1.69	0.2	A
B	0.28	2.36	0.4	A
C	0.29	1.98	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	227	198	2777	0.082	226	0.1	1.552	A
B	440	180	2412	0.183	439	0.2	2.007	A
C	571	189	2936	0.194	570	0.3	1.673	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	271	236	2732	0.099	271	0.1	1.607	A
B	526	215	2373	0.222	526	0.3	2.143	A
C	681	226	2893	0.236	681	0.3	1.789	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	331	289	2671	0.124	331	0.2	1.691	A
B	644	263	2321	0.278	644	0.4	2.360	A
C	835	276	2834	0.294	834	0.5	1.980	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	331	290	2671	0.124	331	0.2	1.691	A
B	644	263	2321	0.278	644	0.4	2.361	A
C	835	276	2834	0.294	835	0.5	1.980	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	271	237	2732	0.099	271	0.1	1.610	A
B	526	215	2373	0.222	526	0.3	2.144	A
C	681	226	2893	0.236	682	0.3	1.793	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	227	198	2776	0.082	227	0.1	1.554	A
B	440	180	2411	0.183	441	0.2	2.011	A
C	571	189	2935	0.194	571	0.3	1.677	A

2024 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	419	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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	2024 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	560	100.000
B		✓	354	100.000
C		✓	626	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	204	354
	B	71	3	280
	C	223	403	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.25	2.11	0.4	A
B	0.18	2.24	0.2	A
C	0.23	1.67	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	422	305	2653	0.159	421	0.2	1.773	A
B	267	267	2292	0.116	266	0.1	1.954	A
C	471	57	3088	0.153	470	0.2	1.512	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	503	365	2585	0.195	503	0.3	1.901	A
B	318	320	2237	0.142	318	0.2	2.063	A
C	563	68	3075	0.183	563	0.2	1.575	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	617	447	2491	0.248	616	0.4	2.112	A
B	390	392	2161	0.180	390	0.2	2.235	A
C	689	84	3057	0.225	689	0.3	1.671	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	617	447	2491	0.248	617	0.4	2.112	A
B	390	392	2160	0.180	390	0.2	2.236	A
C	689	84	3057	0.225	689	0.3	1.671	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	503	365	2585	0.195	504	0.3	1.902	A
B	318	320	2236	0.142	318	0.2	2.064	A
C	563	68	3075	0.183	563	0.2	1.576	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	422	306	2653	0.159	422	0.2	1.777	A
B	267	268	2291	0.116	267	0.1	1.955	A
C	471	57	3087	0.153	471	0.2	1.515	A

2031 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	249	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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)
D7	2031 Base + Comm	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	330	100.000
B		✓	648	100.000
C		✓	804	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	70	260
	B	280	1	367
	C	530	274	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.14	1.73	0.2	A
B	0.31	2.49	0.5	A
C	0.32	2.07	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	248	207	2766	0.090	248	0.1	1.571	A
B	488	195	2401	0.203	487	0.3	2.067	A
C	605	211	2910	0.208	604	0.3	1.717	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	297	247	2720	0.109	297	0.1	1.633	A
B	583	234	2359	0.247	582	0.4	2.228	A
C	723	252	2862	0.253	722	0.4	1.850	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	363	303	2656	0.137	363	0.2	1.726	A
B	713	286	2302	0.310	713	0.5	2.492	A
C	885	309	2796	0.317	885	0.5	2.071	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	363	303	2656	0.137	363	0.2	1.726	A
B	713	286	2302	0.310	713	0.5	2.492	A
C	885	309	2796	0.317	885	0.5	2.072	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	297	247	2720	0.109	297	0.1	1.636	A
B	583	234	2359	0.247	583	0.4	2.230	A
C	723	253	2861	0.253	723	0.4	1.851	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	248	207	2766	0.090	249	0.1	1.572	A
B	488	196	2401	0.203	488	0.3	2.072	A
C	605	212	2909	0.208	606	0.3	1.718	A

2031 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	395	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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)
D8	2031 Base + Comm	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	604	100.000
B		✓	379	100.000
C		✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	229	373
	B	80	4	295
	C	239	444	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.27	2.23	0.4	A
B	0.19	2.30	0.3	A
C	0.25	1.73	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	455	337	2617	0.174	454	0.2	1.830	A
B	285	282	2281	0.125	285	0.2	1.983	A
C	514	65	3079	0.167	513	0.2	1.543	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	543	403	2542	0.214	543	0.3	1.981	A
B	341	337	2223	0.153	341	0.2	2.104	A
C	614	77	3064	0.200	614	0.3	1.615	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	665	493	2438	0.273	665	0.4	2.233	A
B	417	413	2142	0.195	417	0.3	2.295	A
C	752	95	3044	0.247	752	0.4	1.726	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	665	493	2438	0.273	665	0.4	2.233	A
B	417	413	2142	0.195	417	0.3	2.295	A
C	752	95	3044	0.247	752	0.4	1.726	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	543	403	2541	0.214	543	0.3	1.983	A
B	341	337	2222	0.153	341	0.2	2.106	A
C	614	77	3064	0.200	614	0.3	1.615	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	455	337	2616	0.174	455	0.2	1.831	A
B	285	282	2280	0.125	285	0.2	1.984	A
C	514	65	3079	0.167	514	0.2	1.546	A

2031 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	283	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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)
D9	2031 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	337	100.000
B		✓	654	100.000
C		✓	843	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	70	267
	B	280	1	373
	C	552	291	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.14	1.75	0.2	A
B	0.31	2.53	0.5	A
C	0.33	2.12	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	254	219	2752	0.092	253	0.1	1.584	A
B	492	201	2389	0.206	491	0.3	2.086	A
C	635	211	2910	0.218	633	0.3	1.739	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	303	262	2703	0.112	303	0.1	1.649	A
B	588	240	2346	0.251	588	0.4	2.251	A
C	758	252	2862	0.265	757	0.4	1.881	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	371	321	2635	0.141	371	0.2	1.748	A
B	720	294	2288	0.315	720	0.5	2.525	A
C	928	309	2796	0.332	928	0.5	2.119	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	371	321	2635	0.141	371	0.2	1.748	A
B	720	294	2287	0.315	720	0.5	2.526	A
C	928	309	2796	0.332	928	0.5	2.119	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	303	263	2702	0.112	303	0.1	1.652	A
B	588	240	2346	0.251	588	0.4	2.253	A
C	758	253	2861	0.265	758	0.4	1.882	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	254	220	2751	0.092	254	0.1	1.585	A
B	492	201	2388	0.206	493	0.3	2.089	A
C	635	212	2909	0.218	635	0.3	1.743	A

2031 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Large Roundabout	Arm A - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C	2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A	0	0.00
B	419	195.90
C	0	0.00

Slope / Intercept / Capacity

[same as above]

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)
D10	2031 Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	625	100.000
B		✓	396	100.000
C		✓	701	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	229	394
	B	80	4	312
	C	249	452	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.28	2.28	0.4	A
B	0.21	2.36	0.3	A
C	0.25	1.74	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	471	343	2610	0.180	470	0.2	1.849	A
B	298	298	2260	0.132	297	0.2	2.017	A
C	528	65	3079	0.171	527	0.2	1.551	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	562	410	2533	0.222	562	0.3	2.008	A
B	356	356	2199	0.162	356	0.2	2.148	A
C	630	77	3064	0.206	630	0.3	1.626	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	688	502	2428	0.283	688	0.4	2.275	A
B	436	436	2114	0.206	436	0.3	2.359	A
C	772	95	3044	0.254	771	0.4	1.741	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	688	502	2427	0.283	688	0.4	2.276	A
B	436	436	2114	0.206	436	0.3	2.359	A
C	772	95	3044	0.254	772	0.4	1.741	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	562	410	2533	0.222	562	0.3	2.011	A
B	356	356	2198	0.162	356	0.2	2.151	A
C	630	77	3064	0.206	631	0.3	1.629	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	471	343	2609	0.180	471	0.2	1.850	A
B	298	298	2260	0.132	298	0.2	2.020	A
C	528	65	3079	0.171	528	0.2	1.554	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Junction 11 - Forresters Road - B578 Hinckley Rd.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 11 Hinckley Road - Forresters Road
Report generation date: 06/12/2023 15:59:47

»Surveyed Flows, AM
»Surveyed Flows, PM
»2026 Base + Committed, AM
»2026 Base + Committed, PM
»2026 Base + Committed + Development, AM
»2026 Base + Committed + Development, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Development, AM
»2031 Base + Committed + Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Surveyed Flows							
Stream B-AC	0.5	12.06	0.34	B	0.3	10.73	0.21	B
Stream C-AB	0.7	5.59	0.29	A	0.8	7.41	0.35	A
	2026 Base + Committed							
Stream B-AC	0.5	12.44	0.35	B	0.3	10.95	0.21	B
Stream C-AB	0.8	5.62	0.30	A	0.9	7.52	0.37	A
	2026 Base + Committed + Development							
Stream B-AC	0.6	12.83	0.36	B	0.3	11.20	0.23	B
Stream C-AB	0.9	5.81	0.33	A	0.9	7.71	0.38	A
	2031 Base + Committed							
Stream B-AC	0.6	13.41	0.38	B	0.3	11.62	0.23	B
Stream C-AB	0.9	5.78	0.33	A	1.0	7.87	0.40	A
	2031 Base + Committed + Development							
Stream B-AC	0.7	14.11	0.40	B	0.4	12.08	0.27	B
Stream C-AB	1.1	6.09	0.38	A	1.1	8.21	0.43	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	20/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\NASSER.JAMILI
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B578 S		Major
B	Forresters Road		Minor
C	B578 N		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 - B578 N	6.90			113.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Forresters Road	One lane	4.06	25	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	546	0.096	0.242	0.152	0.345
B-C	702	0.103	0.261	-	-
C-B	639	0.238	0.238	-	-

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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	366	100.000
B - Forresters Road		✓	138	100.000
C - B578 N		✓	570	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	86	280
	B - Forresters Road	64	0	74
	C - B578 N	470	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	12.06	0.5	B
C-AB	0.29	5.59	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	507	0.205	103	0.3	8.879	A
C-AB	133	815	0.163	132	0.3	5.269	A
C-A	296			296			
A-B	65			65			
A-C	211			211			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	484	0.256	124	0.3	9.989	A
C-AB	179	852	0.210	179	0.5	5.350	A
C-A	333			333			
A-B	77			77			
A-C	252			252			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	451	0.337	151	0.5	12.002	B
C-AB	259	905	0.286	258	0.7	5.571	A
C-A	369			369			
A-B	95			95			
A-C	308			308			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	450	0.337	152	0.5	12.058	B
C-AB	259	906	0.286	259	0.7	5.587	A
C-A	369			369			
A-B	95			95			
A-C	308			308			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	484	0.257	125	0.4	10.047	B
C-AB	180	853	0.211	181	0.5	5.376	A
C-A	333			333			
A-B	77			77			
A-C	252			252			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	507	0.205	104	0.3	8.946	A
C-AB	134	815	0.164	134	0.3	5.299	A
C-A	295			295			
A-B	65			65			
A-C	211			211			

Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.64	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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	436	100.000
B - Forresters Road		✓	79	100.000
C - B578 N		✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	82	354
	B - Forresters Road	43	0	36
	C - B578 N	293	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	10.73	0.3	B
C-AB	0.35	7.41	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	484	0.123	59	0.1	8.464	A
C-AB	150	713	0.211	149	0.4	6.375	A
C-A	174			174			
A-B	62			62			
A-C	267			267			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	458	0.155	71	0.2	9.289	A
C-AB	195	730	0.267	194	0.5	6.726	A
C-A	193			193			
A-B	74			74			
A-C	318			318			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	423	0.206	87	0.3	10.706	B
C-AB	267	754	0.354	266	0.8	7.381	A
C-A	208			208			
A-B	90			90			
A-C	390			390			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	422	0.206	87	0.3	10.733	B
C-AB	267	755	0.354	267	0.8	7.413	A
C-A	207			207			
A-B	90			90			
A-C	390			390			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	458	0.155	71	0.2	9.320	A
C-AB	195	731	0.267	196	0.5	6.767	A
C-A	192			192			
A-B	74			74			
A-C	318			318			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	483	0.123	60	0.1	8.501	A
C-AB	151	714	0.212	152	0.4	6.424	A
C-A	173			173			
A-B	62			62			
A-C	267			267			

2026 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.71	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	2026 Base + Committed	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	375	100.000
B - Forresters Road		✓	142	100.000
C - B578 N		✓	584	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	88	287
	B - Forresters Road	66	0	76
	C - B578 N	482	102	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	12.44	0.5	B
C-AB	0.30	5.62	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	504	0.212	106	0.3	9.014	A
C-AB	138	820	0.168	136	0.3	5.269	A
C-A	302			302			
A-B	66			66			
A-C	216			216			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	480	0.266	127	0.4	10.195	B
C-AB	186	858	0.217	186	0.5	5.360	A
C-A	339			339			
A-B	79			79			
A-C	258			258			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	446	0.351	156	0.5	12.377	B
C-AB	270	913	0.296	269	0.8	5.601	A
C-A	373			373			
A-B	97			97			
A-C	316			316			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	446	0.351	156	0.5	12.441	B
C-AB	270	914	0.296	270	0.8	5.623	A
C-A	373			373			
A-B	97			97			
A-C	316			316			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	480	0.266	128	0.4	10.264	B
C-AB	187	859	0.217	188	0.5	5.384	A
C-A	338			338			
A-B	79			79			
A-C	258			258			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	504	0.212	107	0.3	9.088	A
C-AB	139	820	0.169	139	0.3	5.297	A
C-A	301			301			
A-B	66			66			
A-C	216			216			

2026 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.70	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	2026 Base + Committed	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	447	100.000
B - Forresters Road		✓	81	100.000
C - B578 N		✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	84	363
	B - Forresters Road	44	0	37
	C - B578 N	300	141	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	10.95	0.3	B
C-AB	0.37	7.52	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	481	0.127	60	0.1	8.552	A
C-AB	155	715	0.217	154	0.4	6.407	A
C-A	177			177			
A-B	63			63			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	455	0.160	73	0.2	9.419	A
C-AB	201	732	0.275	201	0.5	6.779	A
C-A	195			195			
A-B	76			76			
A-C	326			326			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	418	0.213	89	0.3	10.927	B
C-AB	277	757	0.365	275	0.8	7.485	A
C-A	209			209			
A-B	92			92			
A-C	400			400			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	418	0.213	89	0.3	10.953	B
C-AB	277	758	0.366	277	0.9	7.523	A
C-A	208			208			
A-B	92			92			
A-C	400			400			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	454	0.160	73	0.2	9.452	A
C-AB	202	733	0.275	203	0.6	6.824	A
C-A	195			195			
A-B	76			76			
A-C	326			326			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	480	0.127	61	0.1	8.591	A
C-AB	156	716	0.218	156	0.4	6.458	A
C-A	176			176			
A-B	63			63			
A-C	273			273			

2026 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.86	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	2026 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	383	100.000
B - Forresters Road		✓	144	100.000
C - B578 N		✓	616	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	88	295
	B - Forresters Road	66	0	78
	C - B578 N	505	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	12.83	0.6	B
C-AB	0.33	5.81	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	501	0.217	107	0.3	9.134	A
C-AB	154	830	0.186	153	0.4	5.310	A
C-A	310			310			
A-B	66			66			
A-C	222			222			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	475	0.272	129	0.4	10.387	B
C-AB	209	871	0.240	209	0.5	5.444	A
C-A	344			344			
A-B	79			79			
A-C	265			265			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	439	0.361	158	0.6	12.755	B
C-AB	306	929	0.330	305	0.9	5.782	A
C-A	372			372			
A-B	97			97			
A-C	325			325			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	439	0.361	159	0.6	12.831	B
C-AB	307	930	0.330	307	0.9	5.810	A
C-A	371			371			
A-B	97			97			
A-C	325			325			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	475	0.273	130	0.4	10.463	B
C-AB	210	872	0.241	212	0.6	5.474	A
C-A	344			344			
A-B	79			79			
A-C	265			265			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	500	0.217	109	0.3	9.208	A
C-AB	155	831	0.187	156	0.4	5.347	A
C-A	309			309			
A-B	66			66			
A-C	222			222			

2026 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.82	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	2026 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	470	100.000
B - Forresters Road		✓	89	100.000
C - B578 N		✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	84	386
	B - Forresters Road	44	0	45
	C - B578 N	311	145	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	11.20	0.3	B
C-AB	0.38	7.71	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	485	0.138	66	0.2	8.592	A
C-AB	162	717	0.226	160	0.4	6.460	A
C-A	181			181			
A-B	63			63			
A-C	291			291			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	458	0.175	80	0.2	9.520	A
C-AB	211	735	0.287	210	0.6	6.869	A
C-A	199			199			
A-B	76			76			
A-C	347			347			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	420	0.233	98	0.3	11.164	B
C-AB	292	761	0.383	290	0.9	7.662	A
C-A	210			210			
A-B	92			92			
A-C	425			425			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	419	0.234	98	0.3	11.198	B
C-AB	292	762	0.384	292	0.9	7.706	A
C-A	210			210			
A-B	92			92			
A-C	425			425			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	457	0.175	80	0.2	9.559	A
C-AB	212	736	0.288	213	0.6	6.924	A
C-A	198			198			
A-B	76			76			
A-C	347			347			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	484	0.138	67	0.2	8.636	A
C-AB	163	718	0.227	164	0.4	6.516	A
C-A	180			180			
A-B	63			63			
A-C	291			291			

2031 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.92	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)
D7	2031 Base + Committed	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	397	100.000
B - Forresters Road		✓	150	100.000
C - B578 N		✓	620	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	93	304
	B - Forresters Road	70	0	80
	C - B578 N	511	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	13.41	0.6	B
C-AB	0.33	5.78	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	496	0.228	112	0.3	9.333	A
C-AB	153	832	0.184	151	0.4	5.290	A
C-A	314			314			
A-B	70			70			
A-C	229			229			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	470	0.287	134	0.4	10.699	B
C-AB	208	873	0.238	207	0.5	5.420	A
C-A	349			349			
A-B	84			84			
A-C	273			273			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	434	0.381	164	0.6	13.326	B
C-AB	305	931	0.328	304	0.9	5.754	A
C-A	377			377			
A-B	102			102			
A-C	335			335			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	165	433	0.381	165	0.6	13.414	B
C-AB	306	932	0.328	306	0.9	5.777	A
C-A	377			377			
A-B	102			102			
A-C	335			335			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	470	0.287	136	0.4	10.790	B
C-AB	209	874	0.239	210	0.6	5.450	A
C-A	349			349			
A-B	84			84			
A-C	273			273			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	496	0.228	113	0.3	9.422	A
C-AB	154	832	0.185	154	0.4	5.325	A
C-A	313			313			
A-B	70			70			
A-C	229			229			

2031 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.91	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)
D8	2031 Base + Committed	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	474	100.000
B - Forresters Road		✓	86	100.000
C - B578 N		✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	89	385
	B - Forresters Road	47	0	39
	C - B578 N	319	150	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	11.62	0.3	B
C-AB	0.40	7.87	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	472	0.137	64	0.2	8.813	A
C-AB	169	721	0.235	168	0.4	6.501	A
C-A	184			184			
A-B	67			67			
A-C	290			290			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	444	0.174	77	0.2	9.807	A
C-AB	221	739	0.299	220	0.6	6.944	A
C-A	201			201			
A-B	80			80			
A-C	346			346			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	405	0.234	94	0.3	11.584	B
C-AB	306	767	0.400	305	1.0	7.815	A
C-A	210			210			
A-B	98			98			
A-C	424			424			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	404	0.234	95	0.3	11.622	B
C-AB	307	767	0.400	307	1.0	7.866	A
C-A	209			209			
A-B	98			98			
A-C	424			424			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	444	0.174	78	0.2	9.850	A
C-AB	222	740	0.300	223	0.6	7.002	A
C-A	200			200			
A-B	80			80			
A-C	346			346			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	471	0.137	65	0.2	8.862	A
C-AB	170	721	0.236	171	0.4	6.563	A
C-A	183			183			
A-B	67			67			
A-C	290			290			

2031 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.18	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)
D9	2031 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	408	100.000
B - Forresters Road		✓	154	100.000
C - B578 N		✓	667	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	93	315
	B - Forresters Road	70	0	84
	C - B578 N	546	121	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.40	14.11	0.7	B
C-AB	0.38	6.09	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	492	0.236	115	0.3	9.516	A
C-AB	177	848	0.208	175	0.4	5.348	A
C-A	325			325			
A-B	70			70			
A-C	237			237			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	464	0.298	138	0.4	11.017	B
C-AB	243	893	0.272	242	0.7	5.544	A
C-A	357			357			
A-B	84			84			
A-C	283			283			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	425	0.399	169	0.6	13.992	B
C-AB	361	957	0.378	359	1.1	6.048	A
C-A	373			373			
A-B	102			102			
A-C	347			347			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	425	0.399	170	0.7	14.106	B
C-AB	362	958	0.378	362	1.1	6.087	A
C-A	372			372			
A-B	102			102			
A-C	347			347			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	464	0.298	139	0.4	11.125	B
C-AB	244	894	0.273	246	0.7	5.589	A
C-A	356			356			
A-B	84			84			
A-C	283			283			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	491	0.236	116	0.3	9.613	A
C-AB	178	849	0.210	179	0.5	5.393	A
C-A	324			324			
A-B	70			70			
A-C	237			237			

2031 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.12	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)
D10	2031 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - B578 S		✓	508	100.000
B - Forresters Road		✓	98	100.000
C - B578 N		✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	89	419
	B - Forresters Road	47	0	51
	C - B578 N	335	156	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B578 S	B - Forresters Road	C - B578 N
From	A - B578 S	0	0	0
	B - Forresters Road	0	0	0
	C - B578 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	12.08	0.4	B
C-AB	0.43	8.21	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	477	0.155	73	0.2	8.897	A
C-AB	180	724	0.249	178	0.5	6.592	A
C-A	189			189			
A-B	67			67			
A-C	315			315			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	448	0.197	88	0.2	9.998	A
C-AB	237	744	0.318	236	0.7	7.101	A
C-A	205			205			
A-B	80			80			
A-C	377			377			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	406	0.266	107	0.4	12.033	B
C-AB	331	772	0.428	329	1.1	8.143	A
C-A	210			210			
A-B	98			98			
A-C	461			461			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	406	0.266	108	0.4	12.082	B
C-AB	332	773	0.429	331	1.1	8.210	A
C-A	209			209			
A-B	98			98			
A-C	461			461			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	447	0.197	89	0.2	10.052	B
C-AB	238	745	0.319	239	0.7	7.173	A
C-A	204			204			
A-B	80			80			
A-C	377			377			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	476	0.155	74	0.2	8.953	A
C-AB	181	725	0.250	182	0.5	6.662	A
C-A	188			188			
A-B	67			67			
A-C	315			315			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Junction 12 - Windsor Street -Lychgate lane - B578.j9
Path: \\Lds-dc-vm-101\Data\Projects\CYG-A109159 - Burbage\calculations\Capacity Assessment\Appeal\Models\Junction 12 B578 - Lynchgate Lane - Windsor Street
Report generation date: 06/12/2023 16:35:05

»Surveyed Flows, AM
»Surveyed Flows, PM
»2026 Base + Committed, AM
»2026 Base + Committed, PM
»2026 Base + Committed + Development, AM
»2026 Base + Committed + Development, PM
»2031 Base + Committed, AM
»2031 Base + Committed, PM
»2031 Base + Committed + Development, AM
»2031 Base + Committed + Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Surveyed Flows							
Stream B-ACD	0.4	13.70	0.27	B	0.4	12.10	0.27	B
Stream A-BCD	1.3	7.75	0.46	A	0.4	7.34	0.24	A
Stream D-ABC	0.3	7.85	0.22	A	0.6	9.39	0.36	A
Stream C-ABD	0.1	6.45	0.05	A	0.2	5.58	0.13	A
	2026 Base + Committed							
Stream B-ACD	0.4	14.60	0.28	B	0.4	12.76	0.28	B
Stream A-BCD	1.5	8.13	0.49	A	0.5	7.29	0.26	A
Stream D-ABC	0.3	8.49	0.25	A	0.7	10.37	0.40	B
Stream C-ABD	0.1	6.11	0.05	A	0.3	5.53	0.13	A
	2026 Base + Committed + Development							
Stream B-ACD	0.4	15.04	0.29	C	0.4	13.03	0.29	B
Stream A-BCD	1.8	8.75	0.53	A	0.5	7.44	0.27	A
Stream D-ABC	0.3	8.63	0.26	A	0.7	10.78	0.42	B
Stream C-ABD	0.1	6.15	0.05	A	0.3	5.51	0.14	A
	2031 Base + Committed							
Stream B-ACD	0.4	15.72	0.31	C	0.4	13.50	0.31	B
Stream A-BCD	1.8	8.77	0.53	A	0.5	7.47	0.28	A
Stream D-ABC	0.4	8.86	0.27	A	0.7	10.98	0.42	B
Stream C-ABD	0.1	6.16	0.06	A	0.3	5.52	0.15	A
	2031 Base + Committed + Development							
Stream B-ACD	0.5	16.54	0.32	C	0.5	13.98	0.32	B
Stream A-BCD	2.3	10.03	0.59	B	0.6	7.70	0.30	A
Stream D-ABC	0.4	9.10	0.28	A	0.8	11.74	0.46	B
Stream C-ABD	0.1	6.22	0.06	A	0.3	5.48	0.15	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	20/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\NASSER.JAMILI
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Surveyed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B578 Church Street		Major
B	Lychgate Lane		Minor
C	Lutterworth Road		Major
D	Windsor Street		Minor

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)
A - B578 Church Street	7.10			39.8	✓	0.00
C - Lutterworth Road	7.10			53.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Lychgate Lane	One lane	3.56	19	24
D - Windsor Street	One lane	4.90	37	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	597	-	-	-	-	-	-	0.220	0.315	0.220	-	-	-
B-A	523	0.091	0.229	0.229	-	-	-	0.144	0.328	-	0.229	0.229	0.115
B-C	675	0.098	0.249	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	523	0.091	0.229	0.229	-	-	-	0.144	0.328	0.144	-	-	-
B-D, offside lane	523	0.091	0.229	0.229	-	-	-	0.144	0.328	0.144	-	-	-
C-B	605	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
D-A	755	-	-	-	-	-	-	0.278	-	0.110	-	-	-
D-B, nearside lane	592	0.163	0.163	0.371	-	-	-	0.259	0.259	0.103	-	-	-
D-B, offside lane	592	0.163	0.163	0.371	-	-	-	0.259	0.259	0.103	-	-	-
D-C	592	-	0.163	0.371	0.130	0.259	0.259	0.259	0.259	0.103	-	-	-

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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	578	100.000
B - Lychgate Lane		✓	87	100.000
C - Lutterworth Road		✓	192	100.000
D - Windsor Street		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	23	385	170
	B - Lychgate Lane	35	0	15	37
	C - Lutterworth Road	140	18	0	34
	D - Windsor Street	90	23	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.27	13.70	0.4	B
A-BCD	0.46	7.75	1.3	A
A-B				
A-C				
D-ABC	0.22	7.85	0.3	A
C-ABD	0.05	6.45	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	65	419	0.156	65	0.2	10.142	B
A-BCD	212	775	0.274	210	0.5	6.363	A
A-B	13			13			
A-C	211			211			
D-ABC	90	631	0.143	90	0.2	6.636	A
C-ABD	17	590	0.030	17	0.0	6.280	A
C-D	25			25			
C-A	102			102			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	78	394	0.199	78	0.2	11.391	B
A-BCD	280	811	0.346	279	0.8	6.781	A
A-B	13			13			
A-C	226			226			
D-ABC	108	615	0.175	108	0.2	7.097	A
C-ABD	22	589	0.037	22	0.1	6.350	A
C-D	29			29			
C-A	121			121			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	96	359	0.267	95	0.4	13.630	B
A-BCD	394	862	0.457	391	1.3	7.680	A
A-B	14			14			
A-C	229			229			
D-ABC	132	591	0.224	132	0.3	7.836	A
C-ABD	29	588	0.050	29	0.1	6.440	A
C-D	36			36			
C-A	146			146			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	96	358	0.267	96	0.4	13.700	B
A-BCD	395	863	0.457	394	1.3	7.749	A
A-B	14			14			
A-C	228			228			
D-ABC	132	591	0.224	132	0.3	7.850	A
C-ABD	29	588	0.050	29	0.1	6.450	A
C-D	36			36			
C-A	146			146			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	78	393	0.199	79	0.3	11.468	B
A-BCD	281	813	0.346	283	0.8	6.857	A
A-B	13			13			
A-C	225			225			
D-ABC	108	614	0.176	108	0.2	7.114	A
C-ABD	22	588	0.038	22	0.1	6.362	A
C-D	29			29			
C-A	121			121			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	65	418	0.157	66	0.2	10.222	B
A-BCD	213	776	0.275	214	0.6	6.441	A
A-B	13			13			
A-C	209			209			
D-ABC	90	631	0.143	91	0.2	6.665	A
C-ABD	17	590	0.030	18	0.0	6.294	A
C-D	25			25			
C-A	102			102			

Surveyed Flows, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.94	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	Surveyed Flows	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	275	100.000
B - Lychgate Lane		✓	99	100.000
C - Lutterworth Road		✓	336	100.000
D - Windsor Street		✓	195	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	49	126	100
	B - Lychgate Lane	36	0	18	45
	C - Lutterworth Road	249	50	0	37
	D - Windsor Street	152	39	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.27	12.10	0.4	B
A-BCD	0.24	7.34	0.4	A
A-B				
A-C				
D-ABC	0.36	9.39	0.6	A
C-ABD	0.13	5.58	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	75	452	0.165	74	0.2	9.494	A
A-BCD	95	630	0.151	94	0.2	6.713	A
A-B	31			31			
A-C	81			81			
D-ABC	147	635	0.231	146	0.3	7.332	A
C-ABD	54	701	0.078	54	0.1	5.564	A
C-D	26			26			
C-A	173			173			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	89	433	0.205	89	0.3	10.446	B
A-BCD	120	638	0.188	119	0.3	6.949	A
A-B	36			36			
A-C	92			92			
D-ABC	175	620	0.283	175	0.4	8.085	A
C-ABD	70	721	0.097	70	0.2	5.534	A
C-D	30			30			
C-A	202			202			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	109	407	0.268	109	0.4	12.052	B
A-BCD	157	648	0.242	157	0.4	7.322	A
A-B	41			41			
A-C	105			105			
D-ABC	215	598	0.359	214	0.6	9.359	A
C-ABD	95	749	0.127	95	0.2	5.505	A
C-D	36			36			
C-A	239			239			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	109	407	0.268	109	0.4	12.095	B
A-BCD	157	649	0.242	157	0.4	7.338	A
A-B	41			41			
A-C	105			105			
D-ABC	215	598	0.359	215	0.6	9.393	A
C-ABD	95	749	0.127	95	0.2	5.511	A
C-D	36			36			
C-A	239			239			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	89	433	0.206	89	0.3	10.497	B
A-BCD	120	638	0.188	120	0.3	6.970	A
A-B	36			36			
A-C	92			92			
D-ABC	175	620	0.283	176	0.4	8.126	A
C-ABD	70	721	0.097	71	0.2	5.545	A
C-D	30			30			
C-A	202			202			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	75	452	0.165	75	0.2	9.561	A
A-BCD	95	630	0.151	96	0.2	6.746	A
A-B	31			31			
A-C	80			80			
D-ABC	147	635	0.231	147	0.3	7.385	A
C-ABD	55	701	0.078	55	0.1	5.580	A
C-D	26			26			
C-A	173			173			

2026 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.04	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	2026 Base + Committed	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	603	100.000
B - Lychgate Lane		✓	89	100.000
C - Lutterworth Road		✓	240	100.000
D - Windsor Street		✓	127	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	24	405	174
	B - Lychgate Lane	36	0	15	38
	C - Lutterworth Road	174	18	0	48
	D - Windsor Street	92	24	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.28	14.60	0.4	B
A-BCD	0.49	8.13	1.5	A
A-B				
A-C				
D-ABC	0.25	8.49	0.3	A
C-ABD	0.05	6.11	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	67	410	0.164	66	0.2	10.462	B
A-BCD	224	779	0.287	221	0.6	6.445	A
A-B	13			13			
A-C	217			217			
D-ABC	96	613	0.156	95	0.2	6.943	A
C-ABD	19	612	0.030	18	0.0	6.059	A
C-D	35			35			
C-A	127			127			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	80	382	0.209	80	0.3	11.882	B
A-BCD	298	817	0.365	297	0.9	6.937	A
A-B	14			14			
A-C	231			231			
D-ABC	114	593	0.193	114	0.2	7.514	A
C-ABD	24	616	0.039	24	0.1	6.081	A
C-D	41			41			
C-A	150			150			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	98	345	0.284	97	0.4	14.506	B
A-BCD	423	869	0.486	420	1.5	8.045	A
A-B	14			14			
A-C	228			228			
D-ABC	140	564	0.248	139	0.3	8.467	A
C-ABD	33	622	0.053	33	0.1	6.104	A
C-D	50			50			
C-A	181			181			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	98	345	0.284	98	0.4	14.599	B
A-BCD	424	871	0.487	424	1.5	8.134	A
A-B	13			13			
A-C	227			227			
D-ABC	140	564	0.248	140	0.3	8.488	A
C-ABD	33	622	0.053	33	0.1	6.111	A
C-D	50			50			
C-A	181			181			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	80	382	0.210	81	0.3	11.980	B
A-BCD	299	818	0.366	302	0.9	7.032	A
A-B	14			14			
A-C	229			229			
D-ABC	114	592	0.193	115	0.2	7.539	A
C-ABD	24	615	0.039	24	0.1	6.096	A
C-D	41			41			
C-A	150			150			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	67	409	0.164	67	0.2	10.556	B
A-BCD	225	780	0.289	226	0.6	6.531	A
A-B	13			13			
A-C	216			216			
D-ABC	96	612	0.156	96	0.2	6.979	A
C-ABD	19	612	0.031	19	0.0	6.075	A
C-D	35			35			
C-A	127			127			

2026 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.10	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	2026 Base + Committed	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	305	100.000
B - Lychgate Lane		✓	101	100.000
C - Lutterworth Road		✓	362	100.000
D - Windsor Street		✓	209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	50	153	102
	B - Lychgate Lane	37	0	18	46
	C - Lutterworth Road	268	51	0	43
	D - Windsor Street	156	40	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.28	12.76	0.4	B
A-BCD	0.26	7.29	0.5	A
A-B				
A-C				
D-ABC	0.40	10.37	0.7	B
C-ABD	0.13	5.53	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	76	443	0.172	75	0.2	9.763	A
A-BCD	101	641	0.157	100	0.2	6.649	A
A-B	32			32			
A-C	97			97			
D-ABC	157	620	0.254	156	0.3	7.739	A
C-ABD	57	709	0.081	57	0.1	5.517	A
C-D	30			30			
C-A	185			185			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	422	0.215	91	0.3	10.842	B
A-BCD	128	651	0.196	127	0.3	6.883	A
A-B	36			36			
A-C	110			110			
D-ABC	188	602	0.312	187	0.4	8.671	A
C-ABD	74	731	0.102	74	0.2	5.485	A
C-D	35			35			
C-A	216			216			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	394	0.283	111	0.4	12.706	B
A-BCD	170	665	0.255	169	0.5	7.267	A
A-B	41			41			
A-C	125			125			
D-ABC	230	577	0.399	229	0.7	10.318	B
C-ABD	102	763	0.134	102	0.3	5.455	A
C-D	41			41			
C-A	255			255			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	393	0.283	111	0.4	12.758	B
A-BCD	170	665	0.255	170	0.5	7.286	A
A-B	41			41			
A-C	125			125			
D-ABC	230	577	0.399	230	0.7	10.370	B
C-ABD	102	763	0.134	102	0.3	5.462	A
C-D	41			41			
C-A	255			255			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	422	0.215	91	0.3	10.905	B
A-BCD	128	651	0.197	129	0.3	6.910	A
A-B	36			36			
A-C	110			110			
D-ABC	188	602	0.312	189	0.5	8.728	A
C-ABD	75	731	0.102	75	0.2	5.495	A
C-D	35			35			
C-A	216			216			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	76	442	0.172	76	0.2	9.838	A
A-BCD	101	641	0.158	101	0.2	6.682	A
A-B	32			32			
A-C	97			97			
D-ABC	157	620	0.254	158	0.3	7.806	A
C-ABD	58	709	0.081	58	0.1	5.533	A
C-D	30			30			
C-A	185			185			

2026 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.42	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	2026 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	626	100.000
B - Lychgate Lane		✓	89	100.000
C - Lutterworth Road		✓	244	100.000
D - Windsor Street		✓	131	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	24	416	186
	B - Lychgate Lane	36	0	15	38
	C - Lutterworth Road	178	18	0	48
	D - Windsor Street	96	24	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.29	15.04	0.4	C
A-BCD	0.53	8.75	1.8	A
A-B				
A-C				
D-ABC	0.26	8.63	0.3	A
C-ABD	0.05	6.15	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	67	405	0.165	66	0.2	10.603	B
A-BCD	242	784	0.309	240	0.7	6.600	A
A-B	12			12			
A-C	216			216			
D-ABC	99	612	0.161	98	0.2	6.992	A
C-ABD	19	610	0.031	19	0.0	6.082	A
C-D	35			35			
C-A	130			130			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	80	377	0.212	80	0.3	12.108	B
A-BCD	324	823	0.393	322	1.0	7.206	A
A-B	13			13			
A-C	226			226			
D-ABC	118	592	0.199	118	0.2	7.591	A
C-ABD	24	613	0.040	24	0.1	6.109	A
C-D	41			41			
C-A	154			154			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	98	338	0.290	97	0.4	14.926	B
A-BCD	461	877	0.525	458	1.7	8.624	A
A-B	12			12			
A-C	216			216			
D-ABC	144	562	0.257	144	0.3	8.601	A
C-ABD	33	620	0.054	33	0.1	6.137	A
C-D	50			50			
C-A	185			185			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	98	337	0.290	98	0.4	15.037	C
A-BCD	463	879	0.526	463	1.8	8.752	A
A-B	12			12			
A-C	214			214			
D-ABC	144	562	0.257	144	0.3	8.627	A
C-ABD	33	619	0.054	33	0.1	6.149	A
C-D	50			50			
C-A	185			185			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	80	376	0.213	81	0.3	12.217	B
A-BCD	325	825	0.394	328	1.0	7.331	A
A-B	13			13			
A-C	224			224			
D-ABC	118	591	0.199	118	0.3	7.619	A
C-ABD	24	613	0.040	24	0.1	6.125	A
C-D	41			41			
C-A	154			154			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	67	404	0.166	67	0.2	10.706	B
A-BCD	244	786	0.311	246	0.7	6.705	A
A-B	12			12			
A-C	215			215			
D-ABC	99	611	0.161	99	0.2	7.026	A
C-ABD	19	609	0.031	19	0.0	6.097	A
C-D	35			35			
C-A	130			130			

2026 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.27	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)
D6	2026 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	316	100.000
B - Lychgate Lane		✓	101	100.000
C - Lutterworth Road		✓	373	100.000
D - Windsor Street		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	50	158	108
	B - Lychgate Lane	37	0	18	46
	C - Lutterworth Road	279	51	0	43
	D - Windsor Street	167	40	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.29	13.03	0.4	B
A-BCD	0.27	7.44	0.5	A
A-B				
A-C				
D-ABC	0.42	10.78	0.7	B
C-ABD	0.14	5.51	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	76	439	0.173	75	0.2	9.866	A
A-BCD	108	642	0.168	107	0.3	6.717	A
A-B	31			31			
A-C	99			99			
D-ABC	166	620	0.267	164	0.4	7.876	A
C-ABD	58	713	0.082	58	0.1	5.492	A
C-D	30			30			
C-A	193			193			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	418	0.217	91	0.3	10.997	B
A-BCD	136	652	0.209	136	0.4	6.982	A
A-B	35			35			
A-C	112			112			
D-ABC	198	602	0.329	197	0.5	8.890	A
C-ABD	76	736	0.103	76	0.2	5.455	A
C-D	35			35			
C-A	225			225			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	388	0.287	111	0.4	12.973	B
A-BCD	182	667	0.273	181	0.5	7.420	A
A-B	40			40			
A-C	126			126			
D-ABC	242	576	0.420	241	0.7	10.720	B
C-ABD	105	769	0.136	104	0.3	5.426	A
C-D	41			41			
C-A	265			265			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	387	0.287	111	0.4	13.031	B
A-BCD	182	667	0.273	182	0.5	7.444	A
A-B	40			40			
A-C	126			126			
D-ABC	242	576	0.421	242	0.7	10.782	B
C-ABD	105	769	0.136	105	0.3	5.430	A
C-D	41			41			
C-A	265			265			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	417	0.218	91	0.3	11.062	B
A-BCD	137	652	0.210	137	0.4	7.010	A
A-B	35			35			
A-C	112			112			
D-ABC	198	601	0.329	199	0.5	8.958	A
C-ABD	76	736	0.103	76	0.2	5.466	A
C-D	35			35			
C-A	225			225			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	76	439	0.173	76	0.2	9.944	A
A-BCD	108	642	0.168	108	0.3	6.758	A
A-B	31			31			
A-C	99			99			
D-ABC	166	620	0.267	166	0.4	7.948	A
C-ABD	58	713	0.082	59	0.1	5.507	A
C-D	30			30			
C-A	193			193			

2031 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.54	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)
D7	2031 Base + Committed	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	638	100.000
B - Lychgate Lane		✓	94	100.000
C - Lutterworth Road		✓	253	100.000
D - Windsor Street		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	25	428	185
	B - Lychgate Lane	38	0	16	40
	C - Lutterworth Road	183	20	0	50
	D - Windsor Street	98	25	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.31	15.72	0.4	C
A-BCD	0.53	8.77	1.8	A
A-B				
A-C				
D-ABC	0.27	8.86	0.4	A
C-ABD	0.06	6.16	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	71	402	0.176	70	0.2	10.821	B
A-BCD	245	790	0.310	242	0.7	6.567	A
A-B	13			13			
A-C	222			222			
D-ABC	102	607	0.167	101	0.2	7.106	A
C-ABD	21	612	0.034	21	0.0	6.084	A
C-D	36			36			
C-A	133			133			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	85	373	0.227	84	0.3	12.454	B
A-BCD	328	830	0.396	327	1.0	7.180	A
A-B	14			14			
A-C	232			232			
D-ABC	121	586	0.207	121	0.3	7.736	A
C-ABD	27	616	0.044	27	0.1	6.113	A
C-D	43			43			
C-A	157			157			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	103	333	0.311	103	0.4	15.588	C
A-BCD	470	886	0.531	467	1.8	8.636	A
A-B	13			13			
A-C	219			219			
D-ABC	149	555	0.268	148	0.4	8.831	A
C-ABD	38	623	0.060	37	0.1	6.147	A
C-D	52			52			
C-A	189			189			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	103	332	0.311	103	0.4	15.716	C
A-BCD	472	887	0.532	472	1.8	8.775	A
A-B	13			13			
A-C	218			218			
D-ABC	149	555	0.268	149	0.4	8.860	A
C-ABD	38	622	0.060	38	0.1	6.159	A
C-D	52			52			
C-A	189			189			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	85	372	0.227	85	0.3	12.585	B
A-BCD	330	832	0.397	333	1.1	7.310	A
A-B	13			13			
A-C	230			230			
D-ABC	121	586	0.207	122	0.3	7.768	A
C-ABD	27	615	0.045	28	0.1	6.128	A
C-D	43			43			
C-A	157			157			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	71	401	0.177	71	0.2	10.934	B
A-BCD	247	791	0.312	248	0.7	6.674	A
A-B	13			13			
A-C	221			221			
D-ABC	102	607	0.168	102	0.2	7.132	A
C-ABD	21	612	0.035	21	0.0	6.100	A
C-D	36			36			
C-A	133			133			

2031 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.38	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)
D8	2031 Base + Committed	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	323	100.000
B - Lychgate Lane		✓	108	100.000
C - Lutterworth Road		✓	383	100.000
D - Windsor Street		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	53	161	109
	B - Lychgate Lane	39	0	20	49
	C - Lutterworth Road	284	54	0	45
	D - Windsor Street	165	42	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.31	13.50	0.4	B
A-BCD	0.28	7.47	0.5	A
A-B				
A-C				
D-ABC	0.42	10.98	0.7	B
C-ABD	0.15	5.52	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	81	438	0.185	80	0.2	10.033	B
A-BCD	109	643	0.170	108	0.3	6.723	A
A-B	33			33			
A-C	101			101			
D-ABC	166	615	0.269	164	0.4	7.952	A
C-ABD	62	716	0.087	62	0.2	5.504	A
C-D	31			31			
C-A	195			195			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	97	416	0.233	97	0.3	11.259	B
A-BCD	139	654	0.213	139	0.4	6.994	A
A-B	37			37			
A-C	114			114			
D-ABC	198	597	0.331	197	0.5	9.001	A
C-ABD	81	739	0.110	81	0.2	5.476	A
C-D	36			36			
C-A	227			227			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	119	386	0.308	118	0.4	13.435	B
A-BCD	186	669	0.278	185	0.5	7.447	A
A-B	42			42			
A-C	128			128			
D-ABC	242	570	0.425	241	0.7	10.912	B
C-ABD	112	773	0.146	112	0.3	5.456	A
C-D	42			42			
C-A	267			267			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	119	385	0.309	119	0.4	13.504	B
A-BCD	186	669	0.278	186	0.5	7.472	A
A-B	42			42			
A-C	128			128			
D-ABC	242	570	0.425	242	0.7	10.978	B
C-ABD	113	773	0.146	113	0.3	5.464	A
C-D	42			42			
C-A	267			267			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	97	416	0.234	98	0.3	11.334	B
A-BCD	139	654	0.213	140	0.4	7.024	A
A-B	37			37			
A-C	114			114			
D-ABC	198	596	0.332	199	0.5	9.073	A
C-ABD	81	739	0.110	82	0.2	5.485	A
C-D	36			36			
C-A	227			227			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	81	438	0.186	82	0.2	10.120	B
A-BCD	110	643	0.171	110	0.3	6.762	A
A-B	33			33			
A-C	100			100			
D-ABC	166	615	0.269	166	0.4	8.027	A
C-ABD	62	716	0.087	63	0.2	5.519	A
C-D	31			31			
C-A	195			195			

2031 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		6.29	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)
D9	2031 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	674	100.000
B - Lychgate Lane		✓	94	100.000
C - Lutterworth Road		✓	259	100.000
D - Windsor Street		✓	141	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	25	446	203
	B - Lychgate Lane	38	0	16	40
	C - Lutterworth Road	189	20	0	50
	D - Windsor Street	104	25	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	16.54	0.5	C
A-BCD	0.59	10.03	2.3	B
A-B				
A-C				
D-ABC	0.28	9.10	0.4	A
C-ABD	0.06	6.22	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	71	395	0.179	70	0.2	11.061	B
A-BCD	275	798	0.344	272	0.8	6.825	A
A-B	12			12			
A-C	220			220			
D-ABC	106	606	0.175	105	0.2	7.175	A
C-ABD	21	609	0.035	21	0.0	6.121	A
C-D	36			36			
C-A	137			137			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	85	364	0.232	84	0.3	12.846	B
A-BCD	370	840	0.440	368	1.2	7.655	A
A-B	13			13			
A-C	223			223			
D-ABC	127	584	0.217	126	0.3	7.866	A
C-ABD	28	612	0.045	28	0.1	6.158	A
C-D	43			43			
C-A	162			162			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	103	322	0.321	103	0.5	16.364	C
A-BCD	533	899	0.593	529	2.3	9.791	A
A-B	11			11			
A-C	198			198			
D-ABC	155	551	0.282	155	0.4	9.067	A
C-ABD	38	619	0.062	38	0.1	6.202	A
C-D	52			52			
C-A	195			195			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	103	321	0.322	103	0.5	16.536	C
A-BCD	536	901	0.595	536	2.3	10.034	B
A-B	11			11			
A-C	195			195			
D-ABC	155	551	0.282	155	0.4	9.103	A
C-ABD	39	618	0.062	39	0.1	6.217	A
C-D	52			52			
C-A	195			195			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	85	363	0.233	85	0.3	13.007	B
A-BCD	373	843	0.442	377	1.3	7.858	A
A-B	12			12			
A-C	221			221			
D-ABC	127	583	0.217	127	0.3	7.906	A
C-ABD	28	611	0.046	28	0.1	6.177	A
C-D	43			43			
C-A	162			162			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	71	393	0.180	71	0.2	11.189	B
A-BCD	277	800	0.346	279	0.8	6.963	A
A-B	12			12			
A-C	218			218			
D-ABC	106	605	0.175	106	0.2	7.219	A
C-ABD	21	608	0.035	22	0.0	6.139	A
C-D	36			36			
C-A	137			137			

2031 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.68	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)
D10	2031 Base + Committed + Development	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 (PCU/hr)	Scaling Factor (%)
A - B578 Church Street		✓	339	100.000
B - Lychgate Lane		✓	108	100.000
C - Lutterworth Road		✓	400	100.000
D - Windsor Street		✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	53	169	117
	B - Lychgate Lane	39	0	20	49
	C - Lutterworth Road	301	54	0	45
	D - Windsor Street	183	42	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - B578 Church Street	B - Lychgate Lane	C - Lutterworth Road	D - Windsor Street
From	A - B578 Church Street	0	0	0	0
	B - Lychgate Lane	0	0	0	0
	C - Lutterworth Road	0	0	0	0
	D - Windsor Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	13.98	0.5	B
A-BCD	0.30	7.70	0.6	A
A-B				
A-C				
D-ABC	0.46	11.74	0.8	B
C-ABD	0.15	5.48	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	81	432	0.188	80	0.2	10.198	B
A-BCD	119	645	0.184	118	0.3	6.819	A
A-B	33			33			
A-C	104			104			
D-ABC	179	616	0.291	178	0.4	8.186	A
C-ABD	64	722	0.088	63	0.2	5.464	A
C-D	31			31			
C-A	207			207			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	97	409	0.237	97	0.3	11.515	B
A-BCD	152	656	0.231	151	0.4	7.136	A
A-B	37			37			
A-C	117			117			
D-ABC	214	596	0.359	213	0.6	9.404	A
C-ABD	84	747	0.112	83	0.2	5.433	A
C-D	36			36			
C-A	240			240			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	119	377	0.316	118	0.5	13.900	B
A-BCD	203	672	0.302	202	0.6	7.678	A
A-B	41			41			
A-C	129			129			
D-ABC	262	569	0.461	261	0.8	11.653	B
C-ABD	116	782	0.149	116	0.3	5.411	A
C-D	42			42			
C-A	282			282			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	119	376	0.316	119	0.5	13.981	B
A-BCD	203	672	0.303	203	0.6	7.704	A
A-B	41			41			
A-C	129			129			
D-ABC	262	568	0.461	262	0.8	11.743	B
C-ABD	117	782	0.149	117	0.3	5.419	A
C-D	42			42			
C-A	282			282			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	97	408	0.238	98	0.3	11.604	B
A-BCD	152	656	0.231	153	0.4	7.171	A
A-B	36			36			
A-C	116			116			
D-ABC	214	596	0.359	215	0.6	9.480	A
C-ABD	84	747	0.112	84	0.2	5.445	A
C-D	36			36			
C-A	240			240			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	81	432	0.188	82	0.2	10.295	B
A-BCD	119	645	0.185	120	0.3	6.863	A
A-B	32			32			
A-C	103			103			
D-ABC	179	615	0.291	180	0.4	8.277	A
C-ABD	64	722	0.089	64	0.2	5.483	A
C-D	31			31			
C-A	206			206			

APPENDIX L: MITIGATION SCHEME DRAWINGS

N

ELM TREE DRIVE

BURBAGE ROAD

Existing Footway Widened to 2m

Top View Port

Bottom View Port

Top View Port

Bottom View Port

Existing Footway Widened to 2m

BURBAGE ROAD

Shelter

0 5 10 15 20 25 m

SCALE 1:500

KEY

Proposed Widening to achieve 2m wide Footway

Existing Footway

Remaining Verge

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P01	PRELIMINARY FIRST ISSUE	14.12.2023	NJ	RJH	RJH

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Tetra Tech Leicester

4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS

Tel: +44 (0)11 6234 8000

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Client

Jelson Homes

Project Name

Land South of Sapcote Road, Burbage

Sheet Title

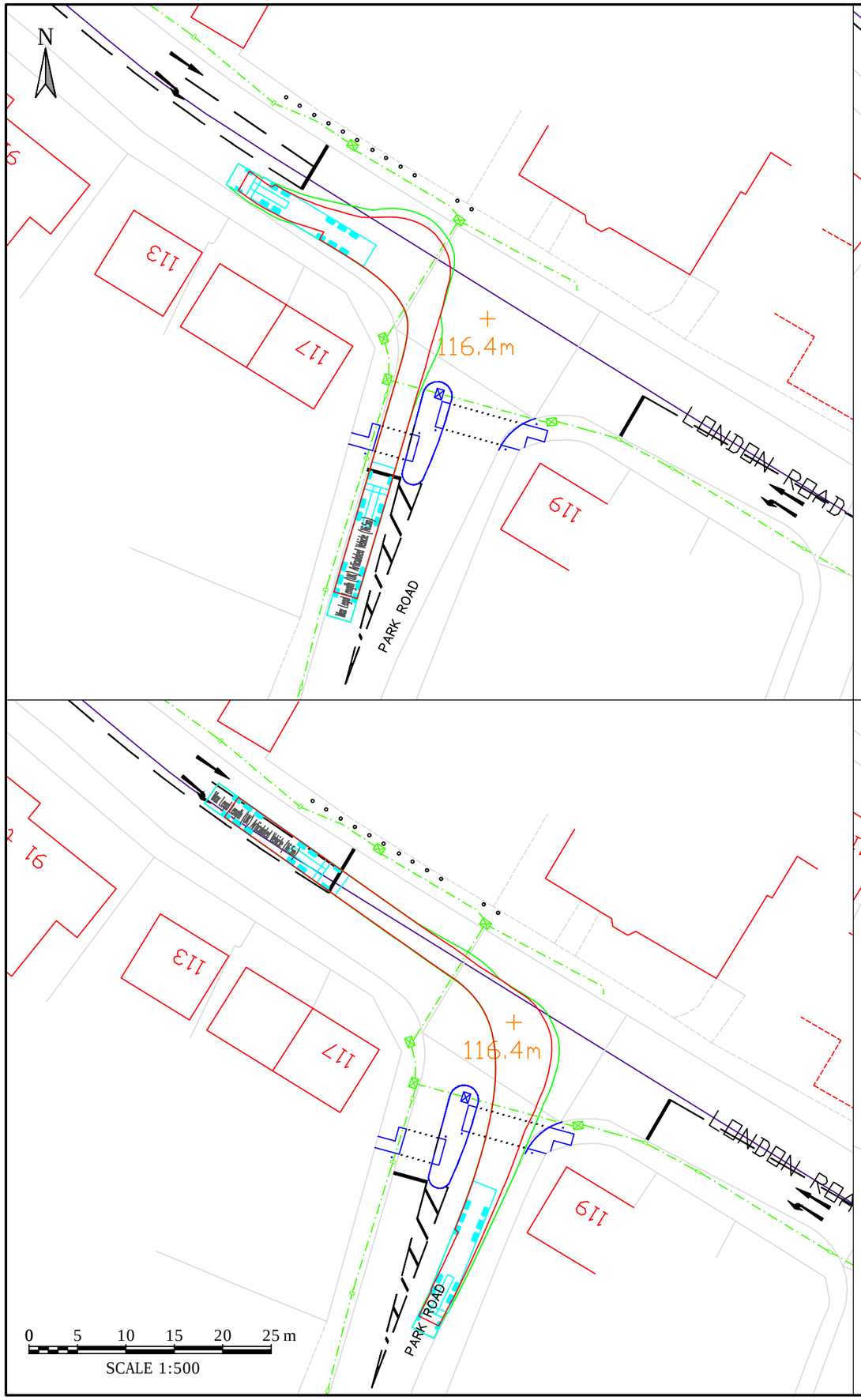
Proposed Footway Improvement

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A2	Suitability
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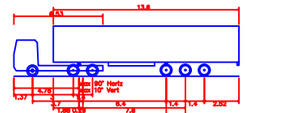
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
A109159	TTE	00	ZZ	DR	H	0031	P01

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4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS
Tel: +44 (0)11 6234 8000
www.tetratecheurope.com

TETRA TECH

Client

Jelson Homes

Project Name

Land South of Sapcote Road, Burbage

Sheet Title

Proposed London Road / Park Road Junction Improvements with Swept Path Analysis

Model Reference

N/A

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Status
A109159	BG	Dec '23	RH	Dec '23	RH	Dec '23	As Shown	S0

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
A109159	- TTE -	00 -	ZZ -	DR -	H -	0034	P01

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Tetra Tech Leicester
4th Floor, No1 Great Central Square,
Vaughan Way, Leicester, United Kingdom,
LE1 4JS
Tel: +44 (0)11 6234 8000
www.tetratecheurope.com

Client
Jelson Homes

Project Name
Land South of Sapcote Road, Burbage

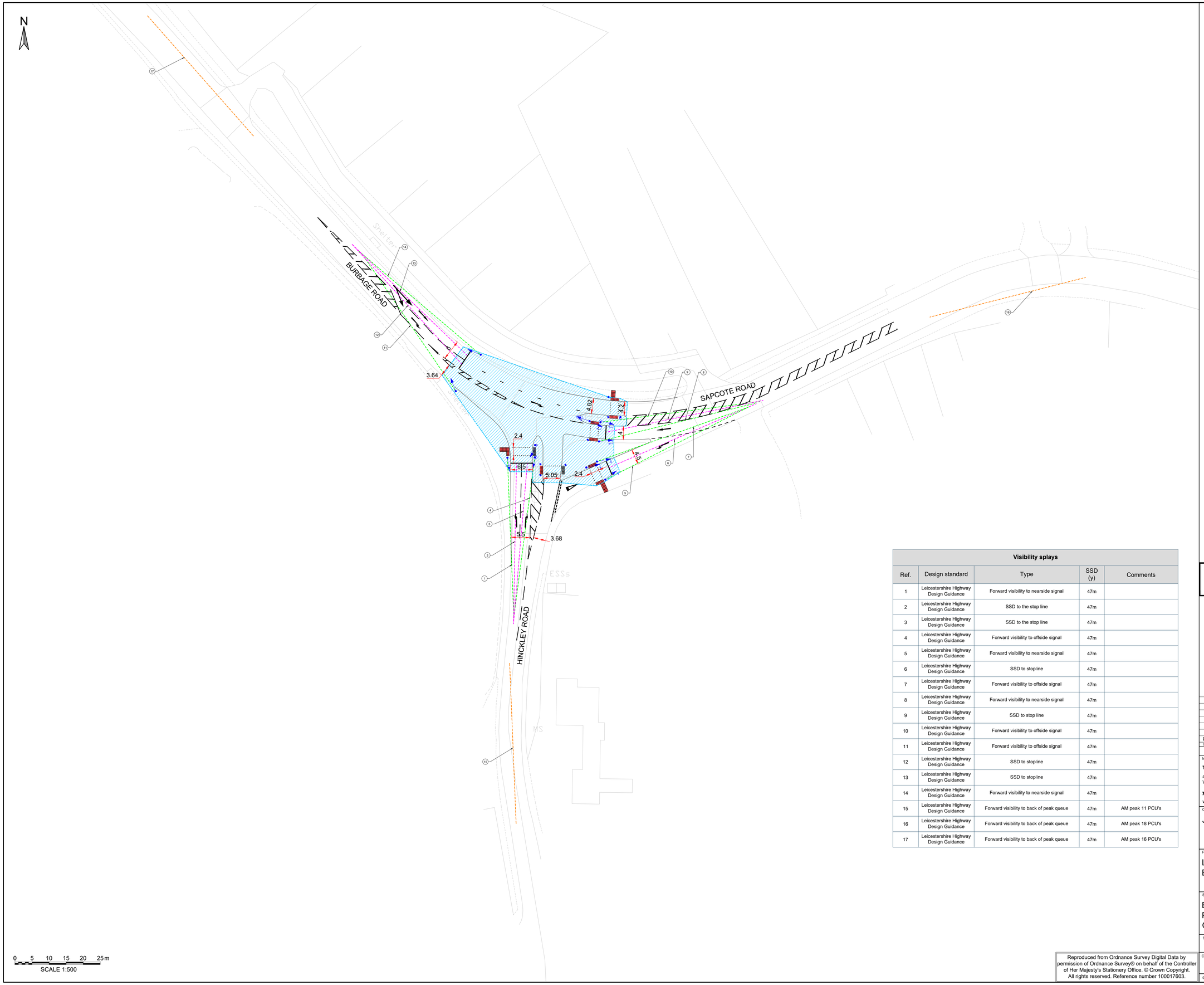
Sheet Title
Proposed Burbage Road / Brookside Junction Improvement

Model Reference
N/A

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Status
A109159	BG	Dec '23	RH	Dec '23	RH	Dec '23	As Shown	S0

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
A109159	- TTE -	00	- ZZ	- DR	- H	- 0033	P01

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Notes

1. Visibility splays shown are based on assumed 85th percentile vehicle speeds of 26 to 30mph.
2. Designs are based on Leicestershire Design guide and Manual for Streets (MfS).
3. The layout drawn is based on available OS mapping and is subject to detailed design using an extended topographical survey.

Key

- Stopping sight distance (SSD) to signals
- SSD to stop line
- SSD to the back peak queue
- Junction intervisibility
- (#) Refer to visibility table
- Tactile paving - controlled crossing

Visibility splays

Ref.	Design standard	Type	SSD (y)	Comments
1	Leicestershire Highway Design Guidance	Forward visibility to nearside signal	47m	
2	Leicestershire Highway Design Guidance	SSD to the stop line	47m	
3	Leicestershire Highway Design Guidance	SSD to the stop line	47m	
4	Leicestershire Highway Design Guidance	Forward visibility to offside signal	47m	
5	Leicestershire Highway Design Guidance	Forward visibility to nearside signal	47m	
6	Leicestershire Highway Design Guidance	SSD to stopline	47m	
7	Leicestershire Highway Design Guidance	Forward visibility to offside signal	47m	
8	Leicestershire Highway Design Guidance	Forward visibility to nearside signal	47m	
9	Leicestershire Highway Design Guidance	SSD to stop line	47m	
10	Leicestershire Highway Design Guidance	Forward visibility to offside signal	47m	
11	Leicestershire Highway Design Guidance	Forward visibility to offside signal	47m	
12	Leicestershire Highway Design Guidance	SSD to stopline	47m	
13	Leicestershire Highway Design Guidance	SSD to stopline	47m	
14	Leicestershire Highway Design Guidance	Forward visibility to nearside signal	47m	
15	Leicestershire Highway Design Guidance	Forward visibility to back of peak queue	47m	AM peak 11 PCU's
16	Leicestershire Highway Design Guidance	Forward visibility to back of peak queue	47m	AM peak 18 PCU's
17	Leicestershire Highway Design Guidance	Forward visibility to back of peak queue	47m	AM peak 16 PCU's

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Issuing Office
Tetra Tech Leicester
4th Floor, No.1 Great Central Square, Vaughan Way, Leicester, LE1 4JS
Tel: +44 (0)11 6234 8000
www.tetratecheurope.com

Client
JELSON LTD

Project Name
LAND SOUTH OF SAPCOTE ROAD, BURBAGE

Sheet Title
BURBAGE RD / SAPCOTE RD / HINCKLEY RD PROPOSED SIGNALISED JUNCTION GEOMETRY AND VISIBILITY

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-A109159	NM	Nov '23	SM	Nov '23	IF	Nov '23	1:500	S3

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A109159	TTE	XX	XX	DR	H	014	P01

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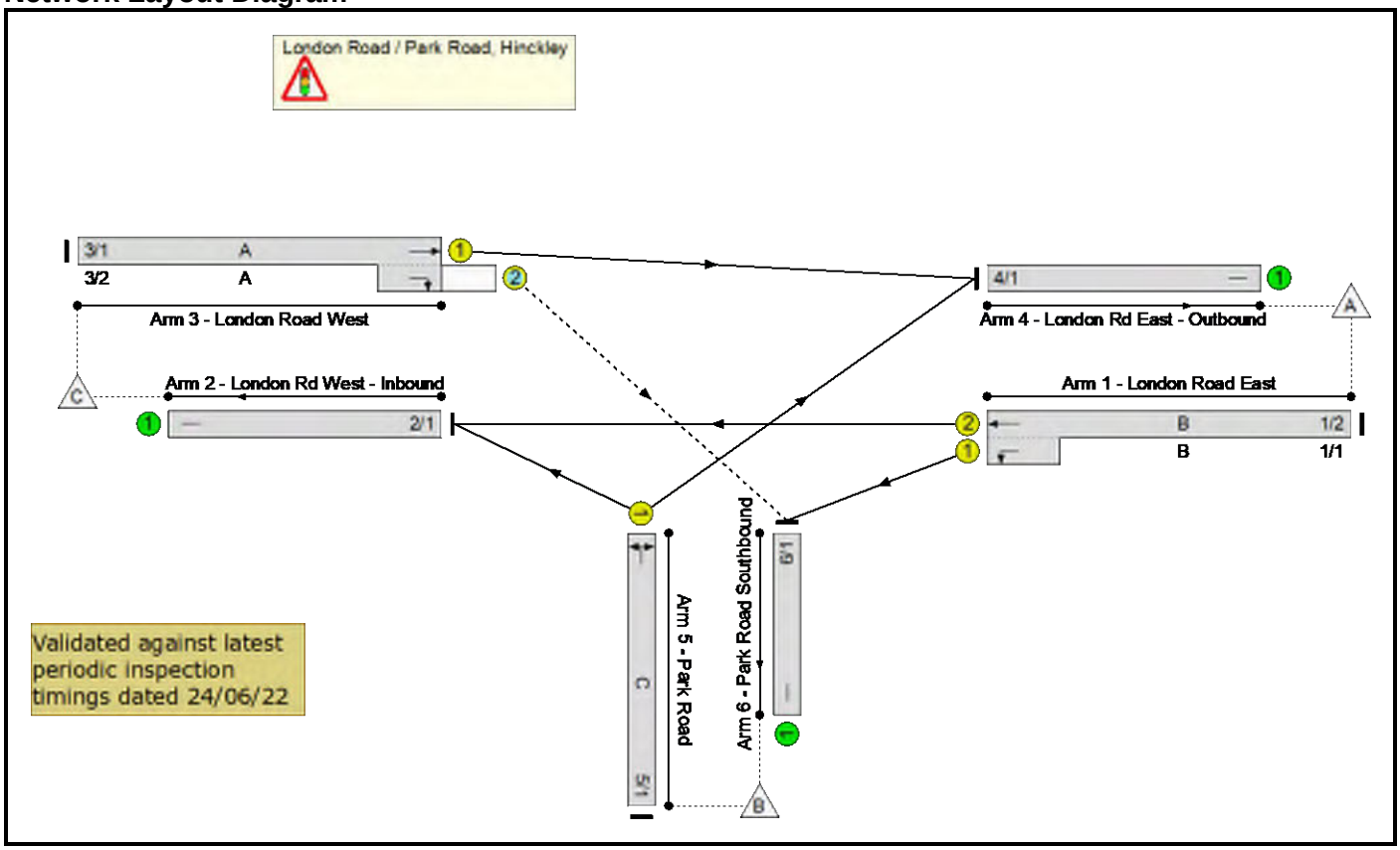
APPENDIX M: CAPACITY ASSESSMENTS – MITIGATION SCHEMES

Full Input Data And Results

User and Project Details

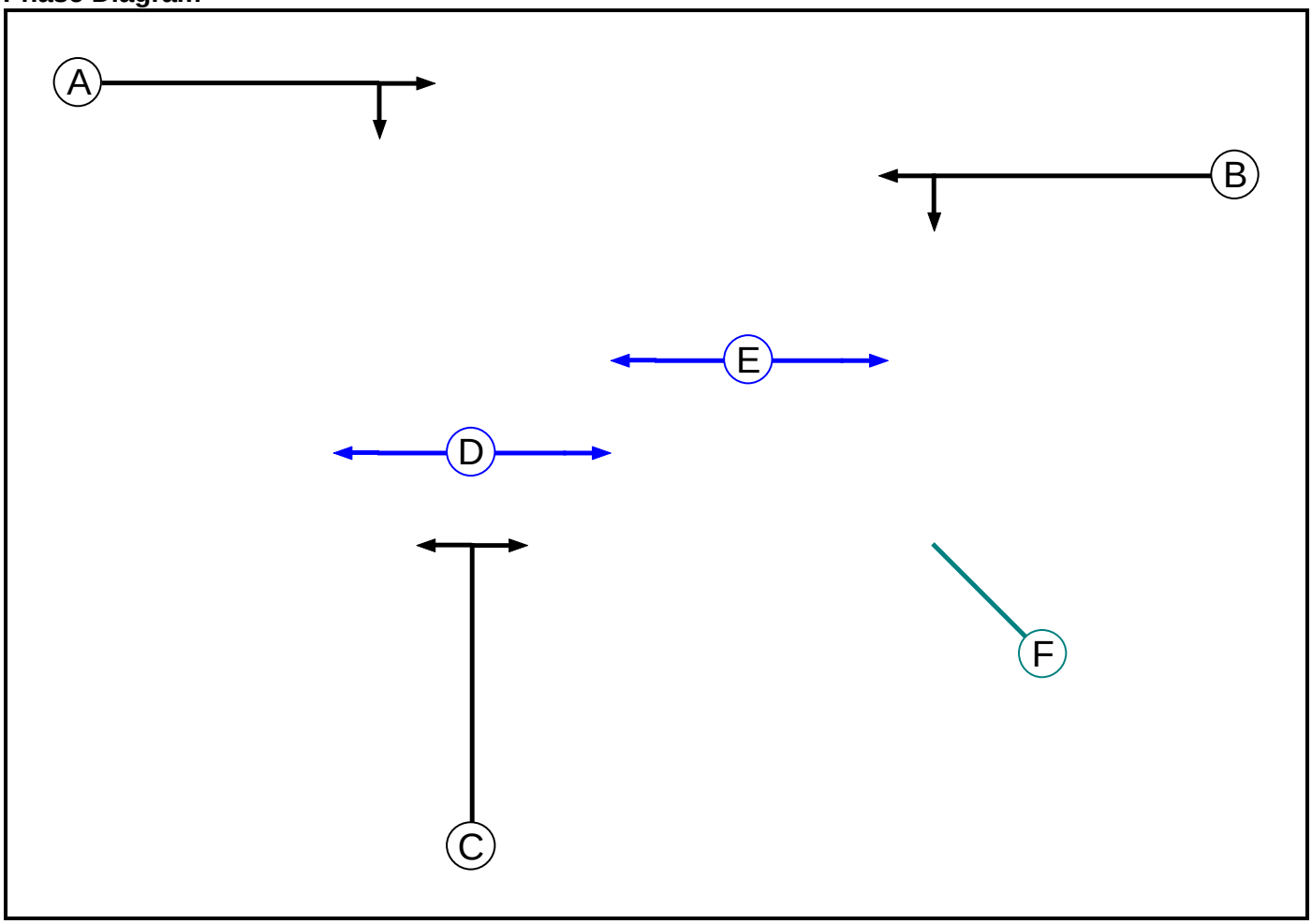
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Title:	
Location:	
Additional detail:	
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Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5
F	Dummy		4	4

Full Input Data And Results

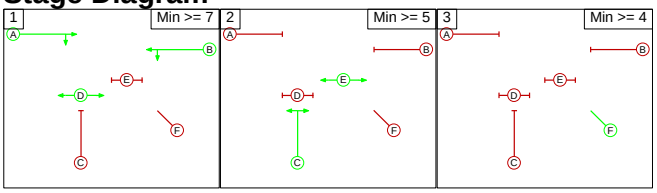
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	8	-	10	3
	B	-		8	-	8	3
	C	7	7		5	-	3
	D	-	-	6		-	3
	E	6	6	-	-		3
	F	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B D
2	C E
3	F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	2	2
2	1	E	Losing	1	1

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		10	3
	2	7		3
	3	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: London Road / Park Road, Hinckley											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (London Road West)	6/1 (Right)	1440	0	1/2	1.09	All	3.00	-	0.50	3	4.00
				1/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: London Road / Park Road, Hinckley												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (London Road East)	U	B	2	3	4.0	Geom	-	2.80	0.00	Y	Arm 6 Left	12.00
1/2 (London Road East)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
2/1 (London Rd West - Inbound)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (London Road West)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
3/2 (London Road West)	O	A	2	3	3.5	Geom	-	2.75	0.00	Y	Arm 6 Right	18.00
4/1 (London Rd East - Outbound)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Park Road)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Left	10.00
											Arm 4 Right	18.00
6/1 (Park Road Southbound)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Surveyed Flows - AM Peak'	08:00	09:00	01:00	
2: 'Surveyed Flows - PM Peak'	17:00	18:00	01:00	
3: '2026 Base + Committed - AM Peak'	08:00	09:00	01:00	
4: '2026 Base + Committed - PM Peak'	17:00	18:00	01:00	
5: '2026 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
6: '2026 Base + Committed + Development - PM Peak'	17:00	18:00	01:00	
7: '2031 Base + Committed - AM Peak'	08:00	09:00	01:00	
8: '2031 Base + Committed - PM Peak'	17:00	18:00	01:00	
9: '2031 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
10: '2031 Base + Committed + Development - PM Peak'	17:00	18:00	01:00	

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	207	735	942
	B	280	0	46	326
	C	793	47	0	840
	Tot.	1073	254	781	2108

Traffic Lane Flows

Lane	Scenario 1: AM Base
Junction: London Road / Park Road, Hinckley	
1/1 (short)	207
1/2 (with short)	942(In) 735(Out)
2/1	781
3/1 (with short)	840(In) 793(Out)
3/2 (short)	47
4/1	1073
5/1	326
6/1	254

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	14.1 %	1798	1798
				Arm 4 Right	18.00	85.9 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	168	692	860
	B	328	0	76	404
	C	710	46	0	756
	Tot.	1038	214	768	2020

Traffic Lane Flows

Lane	Scenario 2: PM Base
Junction: London Road / Park Road, Hinckley	
1/1 (short)	168
1/2 (with short)	860(In) 692(Out)
2/1	768
3/1 (with short)	756(In) 710(Out)
3/2 (short)	46
4/1	1038
5/1	404
6/1	214

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	18.8 %	1793	1793
				Arm 4 Right	18.00	81.2 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	213	758	971
	B	288	0	48	336
	C	818	49	0	867
	Tot.	1106	262	806	2174

Traffic Lane Flows

Lane	Scenario 3: 2026 AM Baseline
Junction: London Road / Park Road, Hinckley	
1/1 (short)	213
1/2 (with short)	971(In) 758(Out)
2/1	806
3/1 (with short)	867(In) 818(Out)
3/2 (short)	49
4/1	1106
5/1	336
6/1	262

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	14.3 %	1798	1798
				Arm 4 Right	18.00	85.7 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	174	714	888
	B	338	0	78	416
	C	732	48	0	780
	Tot.	1070	222	792	2084

Traffic Lane Flows

Lane	Scenario 4: 2026 PM Baseline
Junction: London Road / Park Road, Hinckley	
1/1 (short)	174
1/2 (with short)	888(In) 714(Out)
2/1	792
3/1 (with short)	780(In) 732(Out)
3/2 (short)	48
4/1	1070
5/1	416
6/1	222

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	18.8 %	1793	1793
				Arm 4 Right	18.00	81.3 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	231	778	1009
	B	294	0	48	342
	C	824	49	0	873
	Tot.	1118	280	826	2224

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 AM Forecast
Junction: London Road / Park Road, Hinckley	
1/1 (short)	231
1/2 (with short)	1009(In) 778(Out)
2/1	826
3/1 (with short)	873(In) 824(Out)
3/2 (short)	49
4/1	1118
5/1	342
6/1	280

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	14.0 %	1798	1798
				Arm 4 Right	18.00	86.0 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	181	723	904
	B	355	0	78	433
	C	752	48	0	800
	Tot.	1107	229	801	2137

Traffic Lane Flows

Lane	Scenario 6: 2026 PM Forecast
Junction: London Road / Park Road, Hinckley	
1/1 (short)	181
1/2 (with short)	904(In) 723(Out)
2/1	801
3/1 (with short)	800(In) 752(Out)
3/2 (short)	48
4/1	1107
5/1	433
6/1	229

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	18.0 %	1794	1794
				Arm 4 Right	18.00	82.0 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	226	803	1029
	B	306	0	51	357
	C	867	52	0	919
	Tot.	1173	278	854	2305

Traffic Lane Flows

Lane	Scenario 7: 2031 AM Baseline
Junction: London Road / Park Road, Hinckley	
1/1 (short)	226
1/2 (with short)	1029(In) 803(Out)
2/1	854
3/1 (with short)	919(In) 867(Out)
3/2 (short)	52
4/1	1173
5/1	357
6/1	278

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	14.3 %	1798	1798
				Arm 4 Right	18.00	85.7 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	185	758	943
	B	359	0	83	442
	C	777	51	0	828
	Tot.	1136	236	841	2213

Traffic Lane Flows

Lane	Scenario 8: 2031 PM Baseline
Junction: London Road / Park Road, Hinckley	
1/1 (short)	185
1/2 (with short)	943(In) 758(Out)
2/1	841
3/1 (with short)	828(In) 777(Out)
3/2 (short)	51
4/1	1136
5/1	442
6/1	236

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	18.8 %	1793	1793
				Arm 4 Right	18.00	81.2 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	252	834	1086
	B	314	0	51	365
	C	877	52	0	929
	Tot.	1191	304	885	2380

Traffic Lane Flows

Lane	Scenario 9: 2031 AM Forecast
Junction: London Road / Park Road, Hinckley	
1/1 (short)	252
1/2 (with short)	1086(In) 834(Out)
2/1	885
3/1 (with short)	929(In) 877(Out)
3/2 (short)	52
4/1	1191
5/1	365
6/1	304

Full Input Data And Results

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left	10.00	14.0 %	1798	1798
				Arm 4 Right	18.00	86.0 %		
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	196	772	968
	B	384	0	83	467
	C	807	51	0	858
	Tot.	1191	247	855	2293

Full Input Data And Results

Traffic Lane Flows

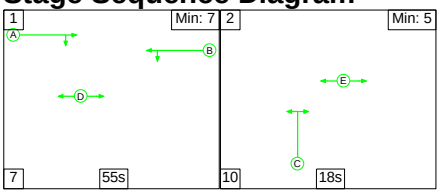
Lane	Scenario 10: 2031 PM Forecast
Junction: London Road / Park Road, Hinckley	
1/1 (short)	196
1/2 (with short)	968(In) 772(Out)
2/1	855
3/1 (with short)	858(In) 807(Out)
3/2 (short)	51
4/1	1191
5/1	467
6/1	247

Lane Saturation Flows

Junction: London Road / Park Road, Hinckley								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (London Road East)	2.80	0.00	Y	Arm 6 Left	12.00	100.0 %	1684	1684
1/2 (London Road East)	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
2/1 (London Rd West - Inbound Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (London Road West)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (London Road West)	2.75	0.00	Y	Arm 6 Right	18.00	100.0 %	1745	1745
4/1 (London Rd East - Outbound Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Park Road)	3.50	0.00	Y	Arm 2 Left Arm 4 Right	10.00 18.00	17.8 % 82.2 %	1794	1794
6/1 (Park Road Southbound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

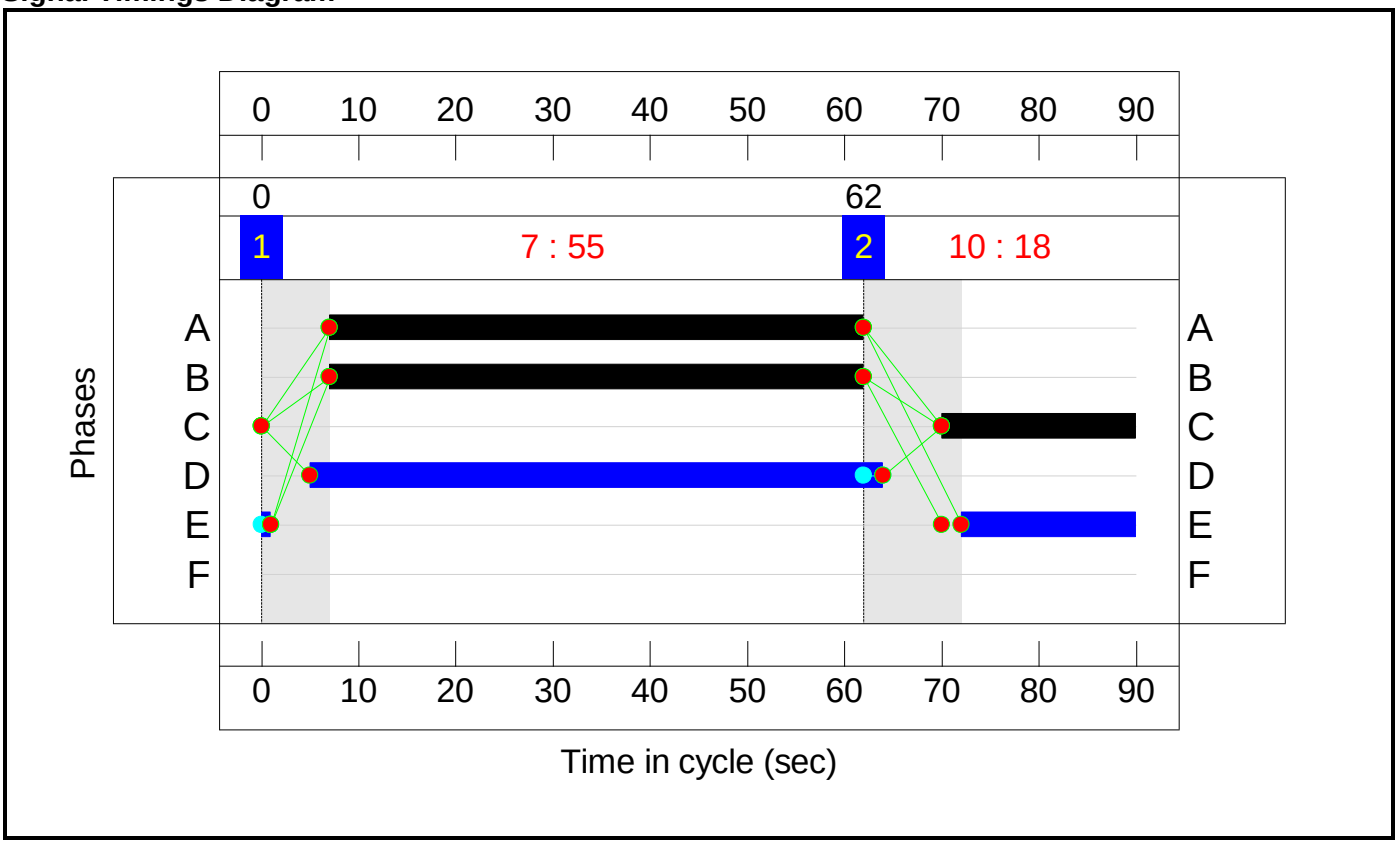


Full Input Data And Results

Stage Timings

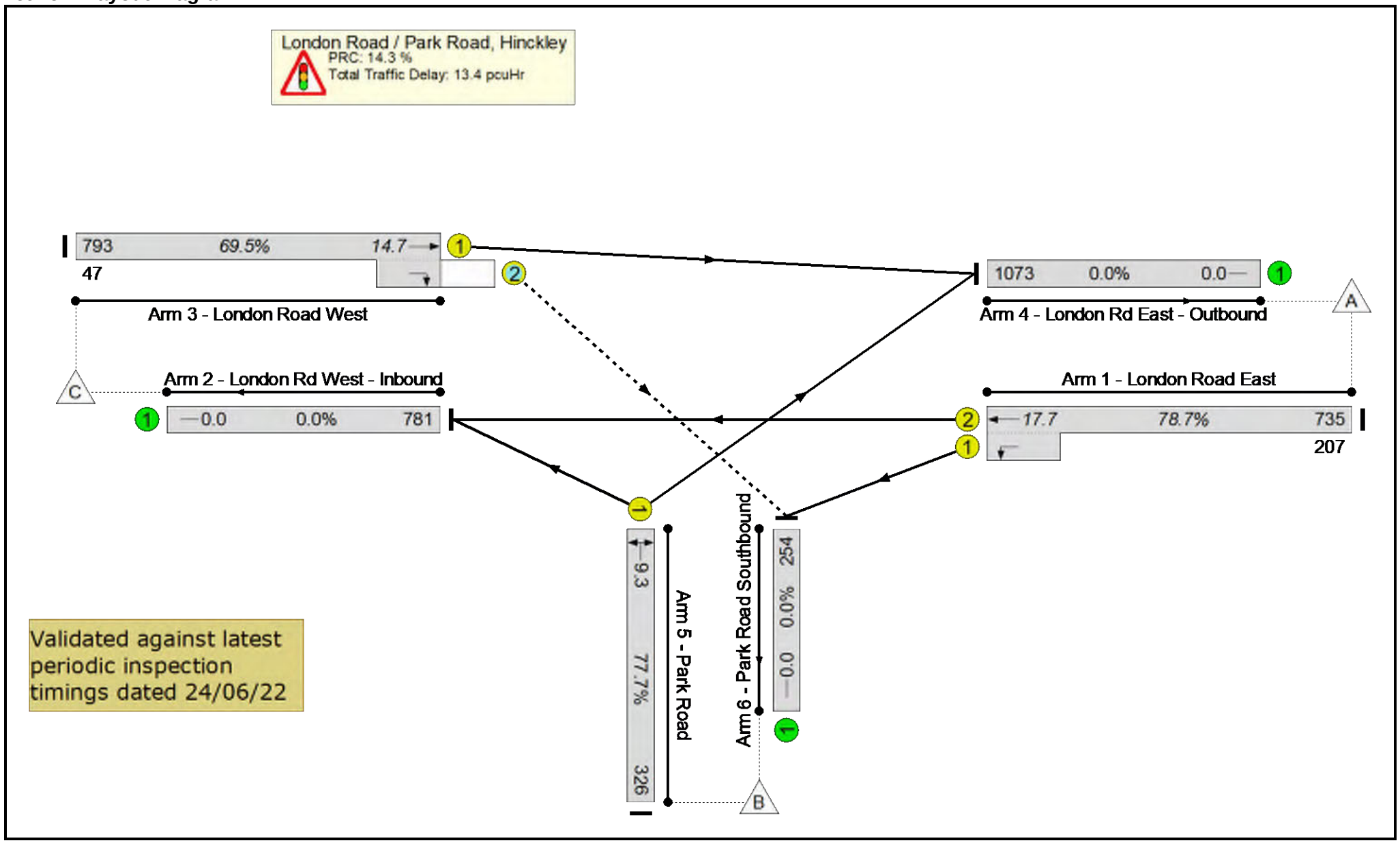
Stage	1	2
Duration	55	18
Change Point	0	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.7%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	55	-	942	1915:1684	1197	78.7%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	55	-	840	1940:1745	1209	69.5%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	20	-	326	1798	420	77.7%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**46**	**0**	**1**	**8.6**	**4.6**	**0.2**	**13.4**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**46**	**0**	**1**	**8.6**	**4.6**	**0.2**	**13.4**	**-**	**-**	**-**	**-**
1/2+1/1	942	942	-	-	-	3.1	1.8	-	4.9	18.6	15.9	1.8	17.7
2/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	840	840	46	0	1	2.6	1.1	0.2	3.9	16.7	13.6	1.1	14.7
4/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	326	326	-	-	-	2.9	1.7	-	4.6	50.9	7.6	1.7	9.3
6/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

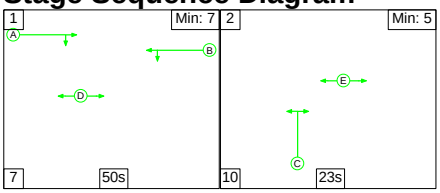
C1 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 13.37 Cycle Time (s): 90
PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 13.37

Full Input Data And Results

Full Input Data And Results

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

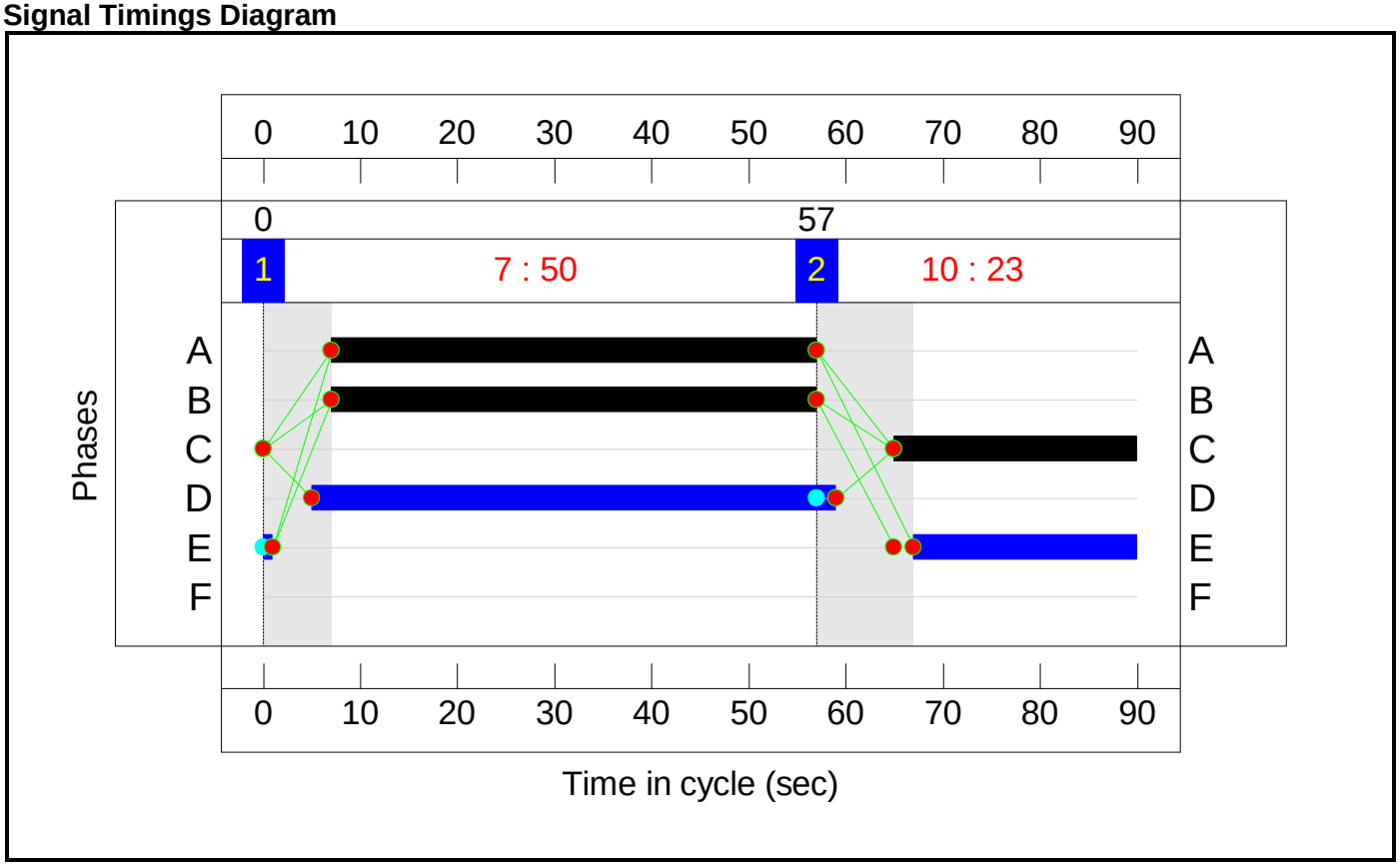
Stage Sequence Diagram



Stage Timings

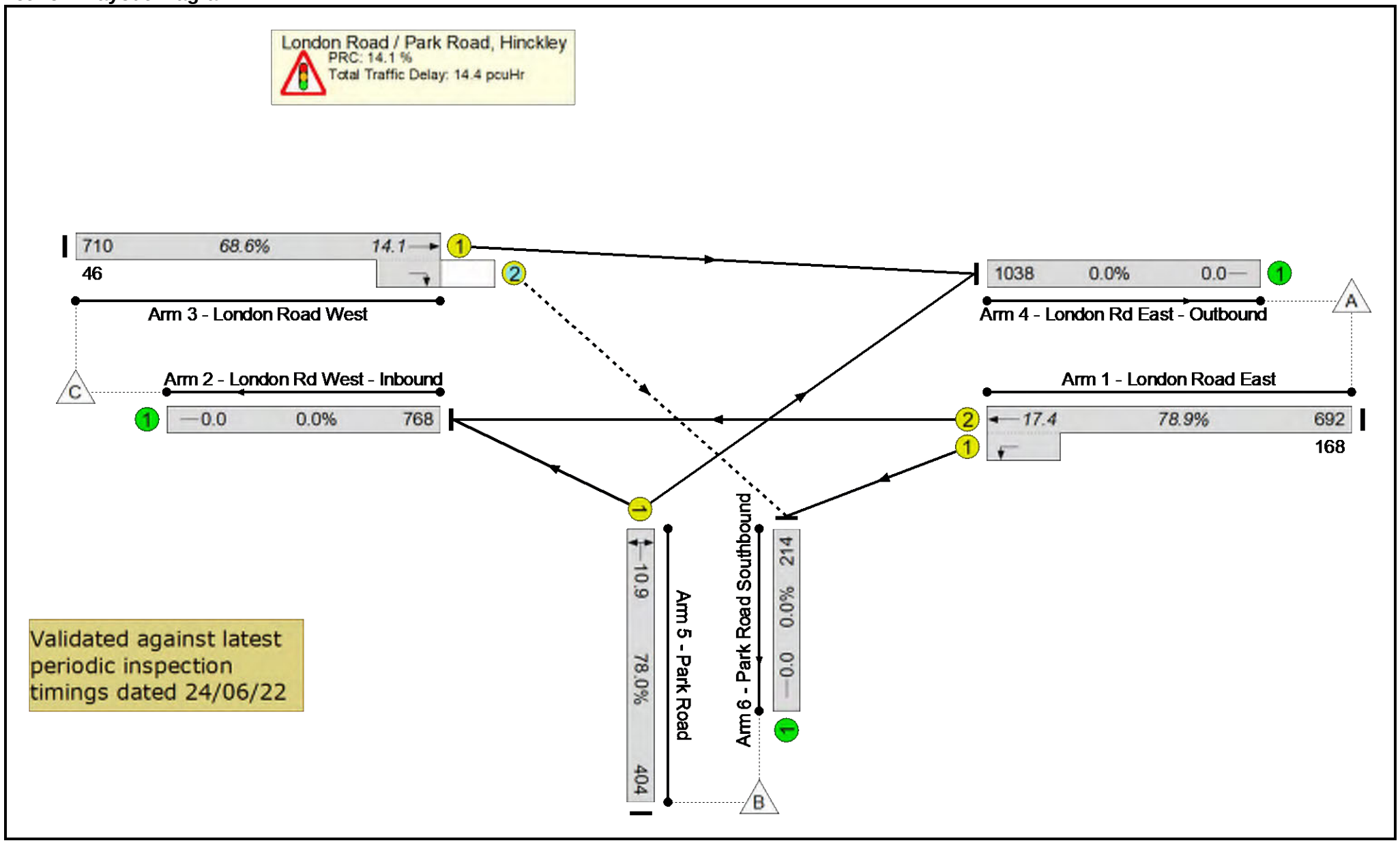
Stage	1	2
Duration	50	23
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.9%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.9%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	860	1915:1684	1090	78.9%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	756	1940:1745	1102	68.6%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	25	-	404	1793	518	78.0%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**45**	**0**	**1**	**9.6**	**4.6**	**0.2**	**14.4**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**45**	**0**	**1**	**9.6**	**4.6**	**0.2**	**14.4**	**-**	**-**	**-**	**-**
1/2+1/1	860	860	-	-	-	3.5	1.8	-	5.3	22.2	15.5	1.8	17.4
2/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	756	756	45	0	1	2.9	1.1	0.2	4.1	19.6	13.0	1.1	14.1
4/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	404	404	-	-	-	3.3	1.7	-	5.0	44.7	9.2	1.7	10.9
6/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

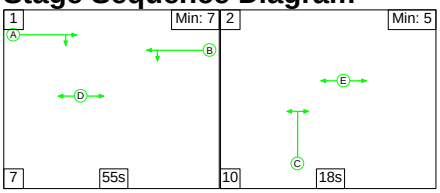
C1 PRC for Signalled Lanes (%): 14.1 Total Delay for Signalled Lanes (pcuHr): 14.43 Cycle Time (s): 90
PRC Over All Lanes (%): 14.1 Total Delay Over All Lanes(pcuHr): 14.43

Full Input Data And Results

Full Input Data And Results

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

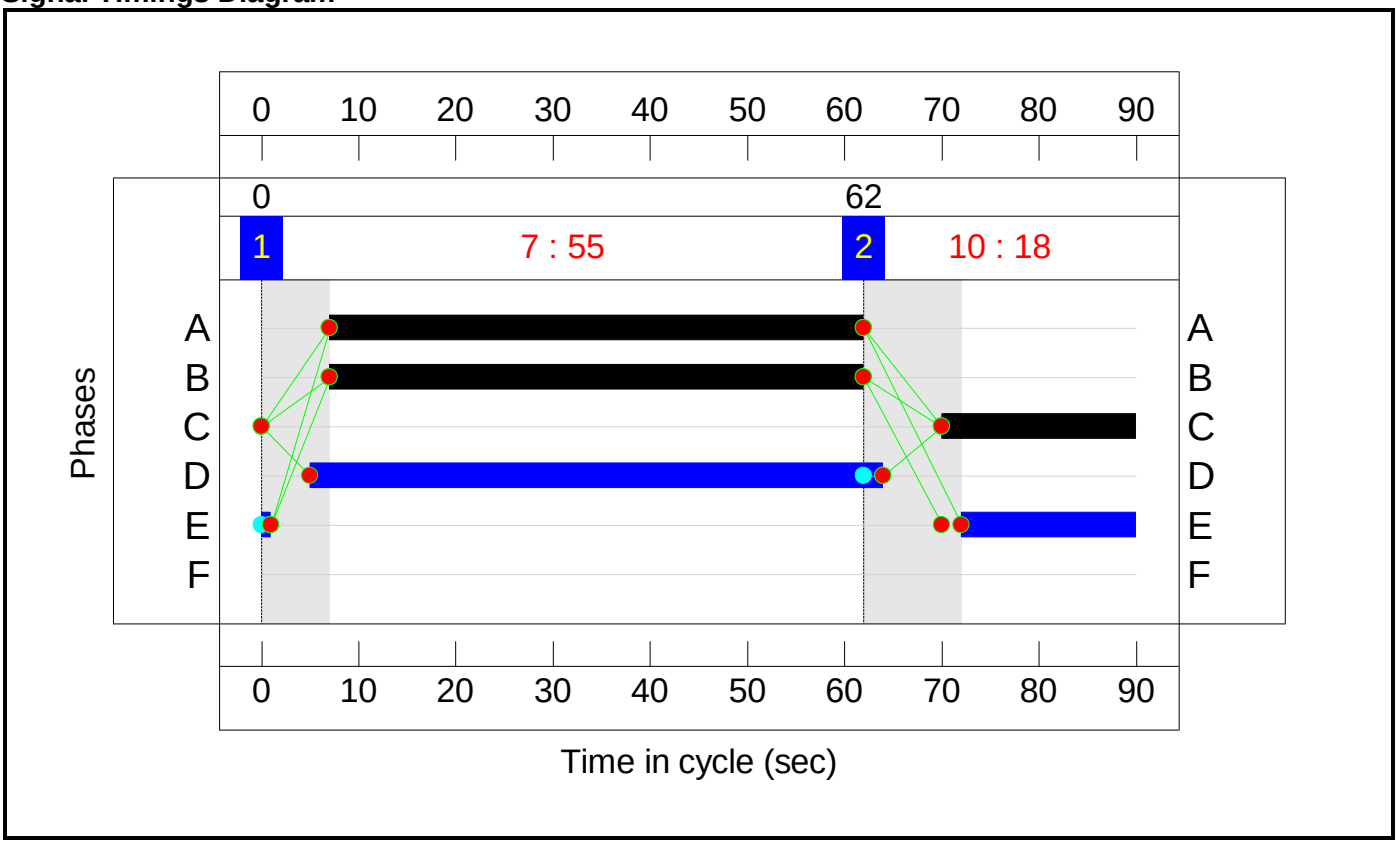
Stage Sequence Diagram



Stage Timings

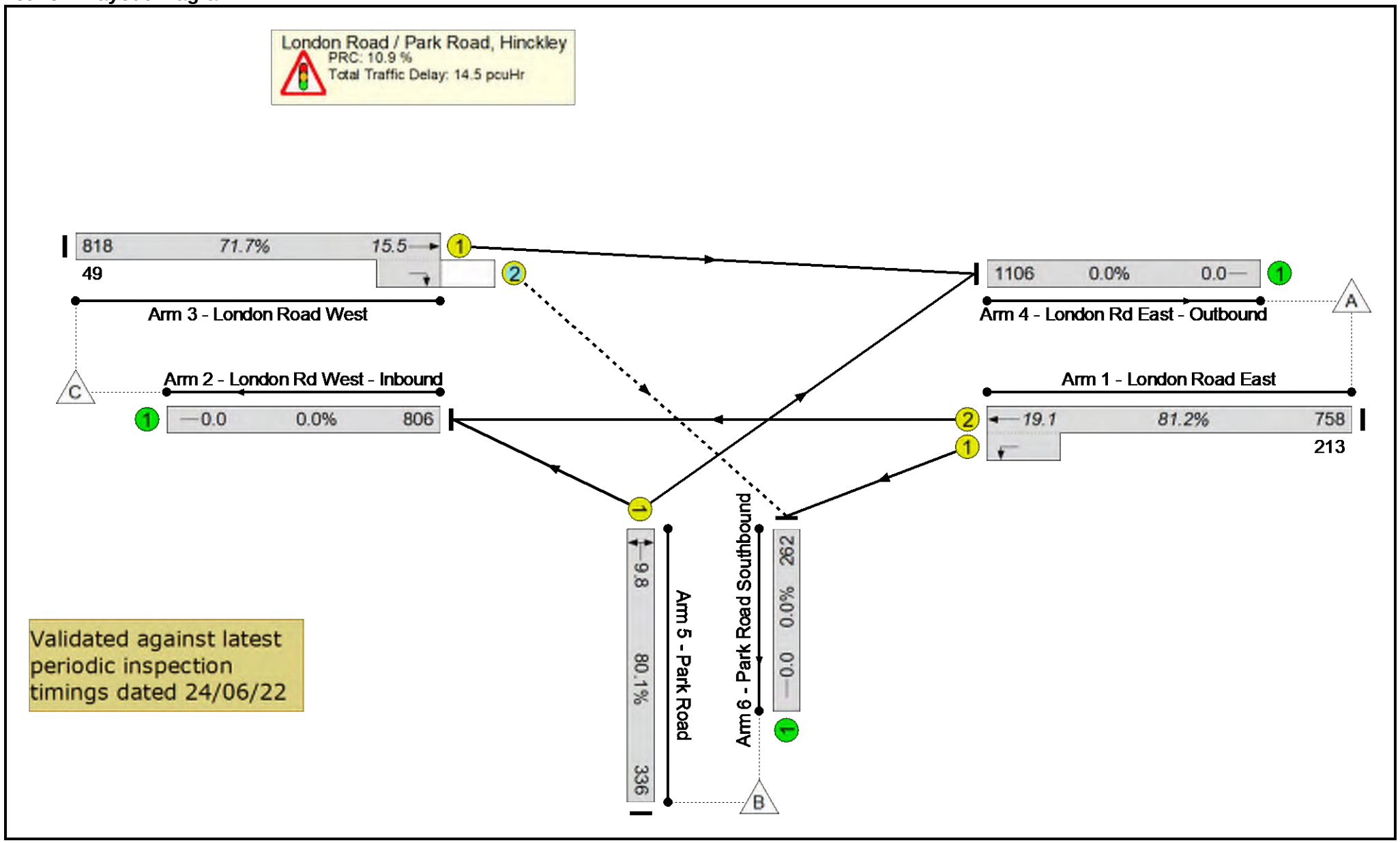
Stage	1	2
Duration	55	18
Change Point	0	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.2%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.2%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	55	-	971	1915:1684	1196	81.2%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	55	-	867	1940:1745	1209	71.7%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1106	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	20	-	336	1798	420	80.1%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**48**	**0**	**1**	**9.0**	**5.3**	**0.2**	**14.5**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**48**	**0**	**1**	**9.0**	**5.3**	**0.2**	**14.5**	**-**	**-**	**-**	**-**
1/2+1/1	971	971	-	-	-	3.2	2.1	-	5.4	19.9	16.9	2.1	19.1
2/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	867	867	48	0	1	2.7	1.3	0.2	4.2	17.4	14.2	1.3	15.5
4/1	1106	1106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	336	336	-	-	-	3.0	1.9	-	5.0	53.1	7.8	1.9	9.8
6/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

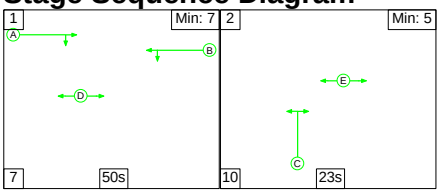
C1 PRC for Signalled Lanes (%): 10.9 Total Delay for Signalled Lanes (pcuHr): 14.52 Cycle Time (s): 90
PRC Over All Lanes (%): 10.9 Total Delay Over All Lanes(pcuHr): 14.52

Full Input Data And Results

Full Input Data And Results

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

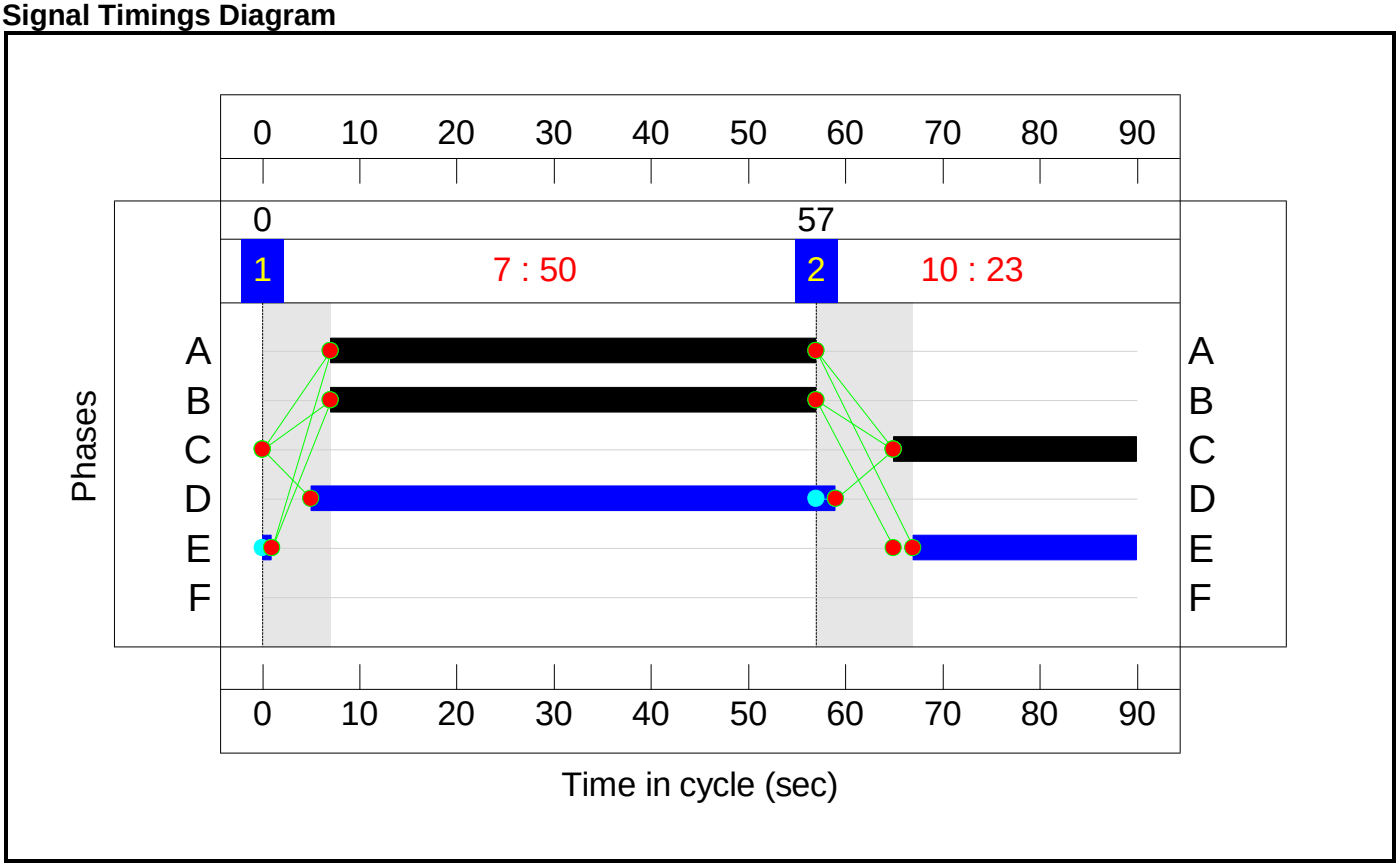
Stage Sequence Diagram



Stage Timings

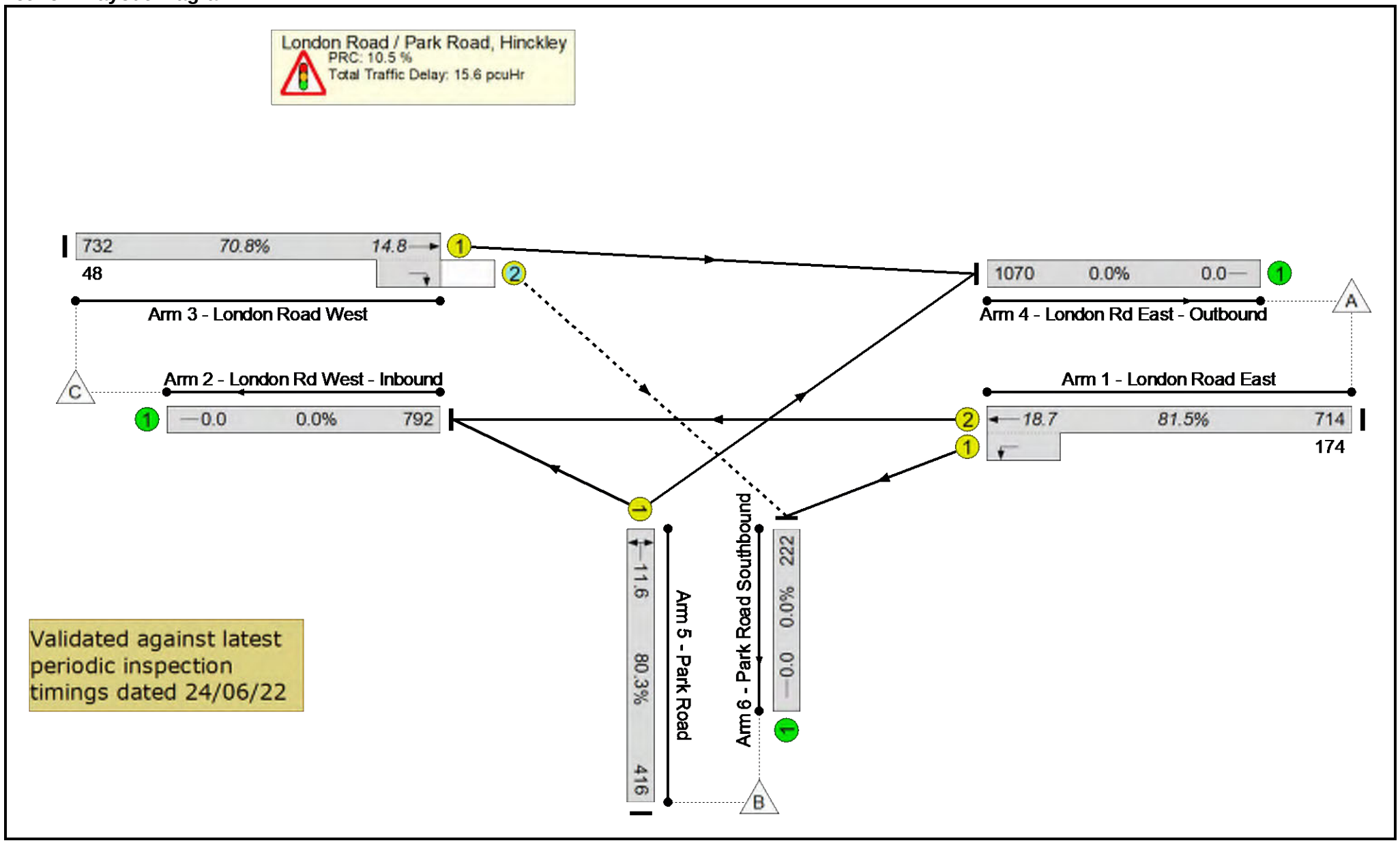
Stage	1	2
Duration	50	23
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.5%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.5%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	888	1915:1684	1090	81.5%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	780	1940:1745	1102	70.8%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	25	-	416	1793	518	80.3%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**47**	**0**	**1**	**10.1**	**5.3**	**0.2**	**15.6**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**47**	**0**	**1**	**10.1**	**5.3**	**0.2**	**15.6**	**-**	**-**	**-**	**-**
1/2+1/1	888	888	-	-	-	3.7	2.2	-	5.8	23.6	16.5	2.2	18.7
2/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	780	780	47	0	1	3.0	1.2	0.2	4.4	20.3	13.6	1.2	14.8
4/1	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	416	416	-	-	-	3.4	2.0	-	5.4	46.6	9.6	2.0	11.6
6/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

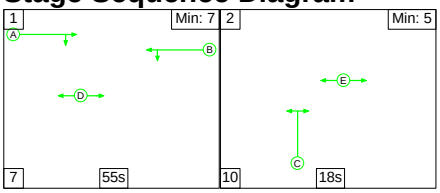
C1 PRC for Signalled Lanes (%): 10.5 Total Delay for Signalled Lanes (pcuHr): 15.62 Cycle Time (s): 90
PRC Over All Lanes (%): 10.5 Total Delay Over All Lanes(pcuHr): 15.62

Full Input Data And Results

Full Input Data And Results

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

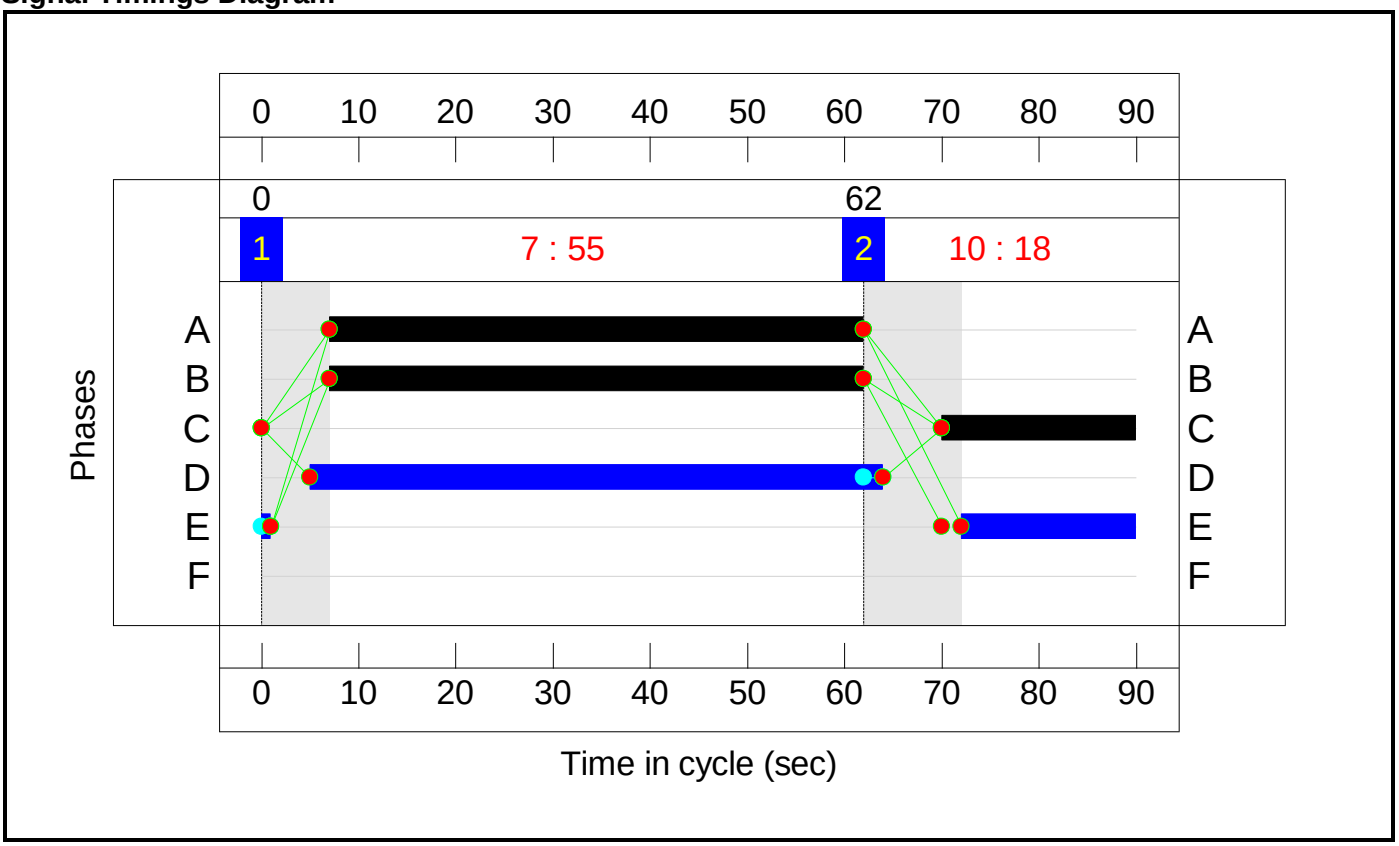
Stage Sequence Diagram



Stage Timings

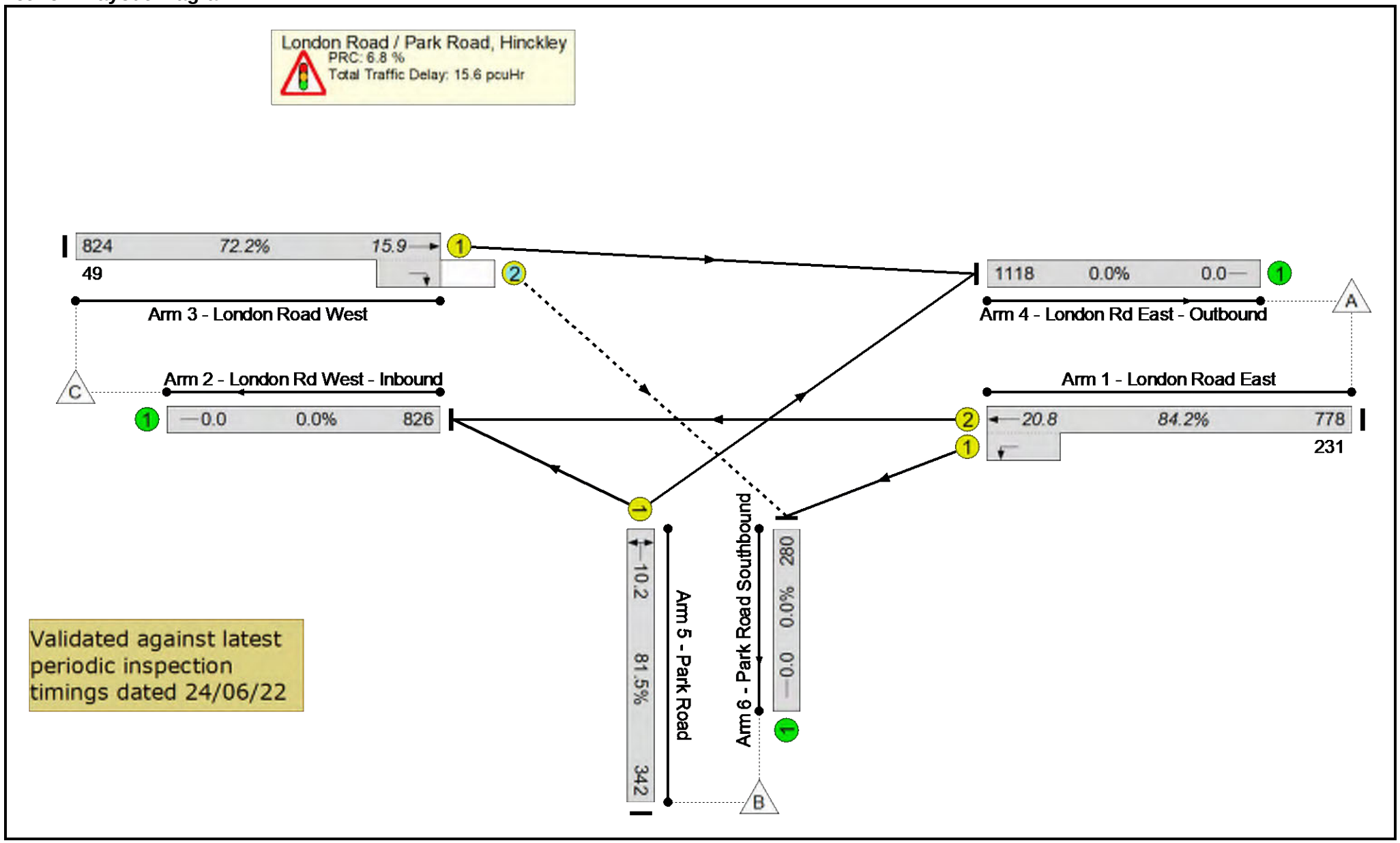
Stage	1	2
Duration	55	18
Change Point	0	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.2%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	55	-	1009	1915:1684	1198	84.2%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	55	-	873	1940:1745	1209	72.2%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	20	-	342	1798	420	81.5%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**48**	**0**	**1**	**9.4**	**6.0**	**0.2**	**15.6**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**48**	**0**	**1**	**9.4**	**6.0**	**0.2**	**15.6**	**-**	**-**	**-**	**-**
1/2+1/1	1009	1009	-	-	-	3.5	2.6	-	6.1	21.8	18.2	2.6	20.8
2/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	873	873	48	0	1	2.8	1.3	0.2	4.3	17.7	14.6	1.3	15.9
4/1	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	342	342	-	-	-	3.1	2.1	-	5.2	54.7	8.1	2.1	10.2
6/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

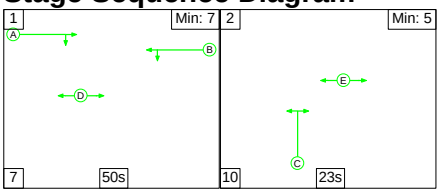
C1 PRC for Signalled Lanes (%): 6.8 Total Delay for Signalled Lanes (pcuHr): 15.60 Cycle Time (s): 90
PRC Over All Lanes (%): 6.8 Total Delay Over All Lanes(pcuHr): 15.60

Full Input Data And Results

Full Input Data And Results

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

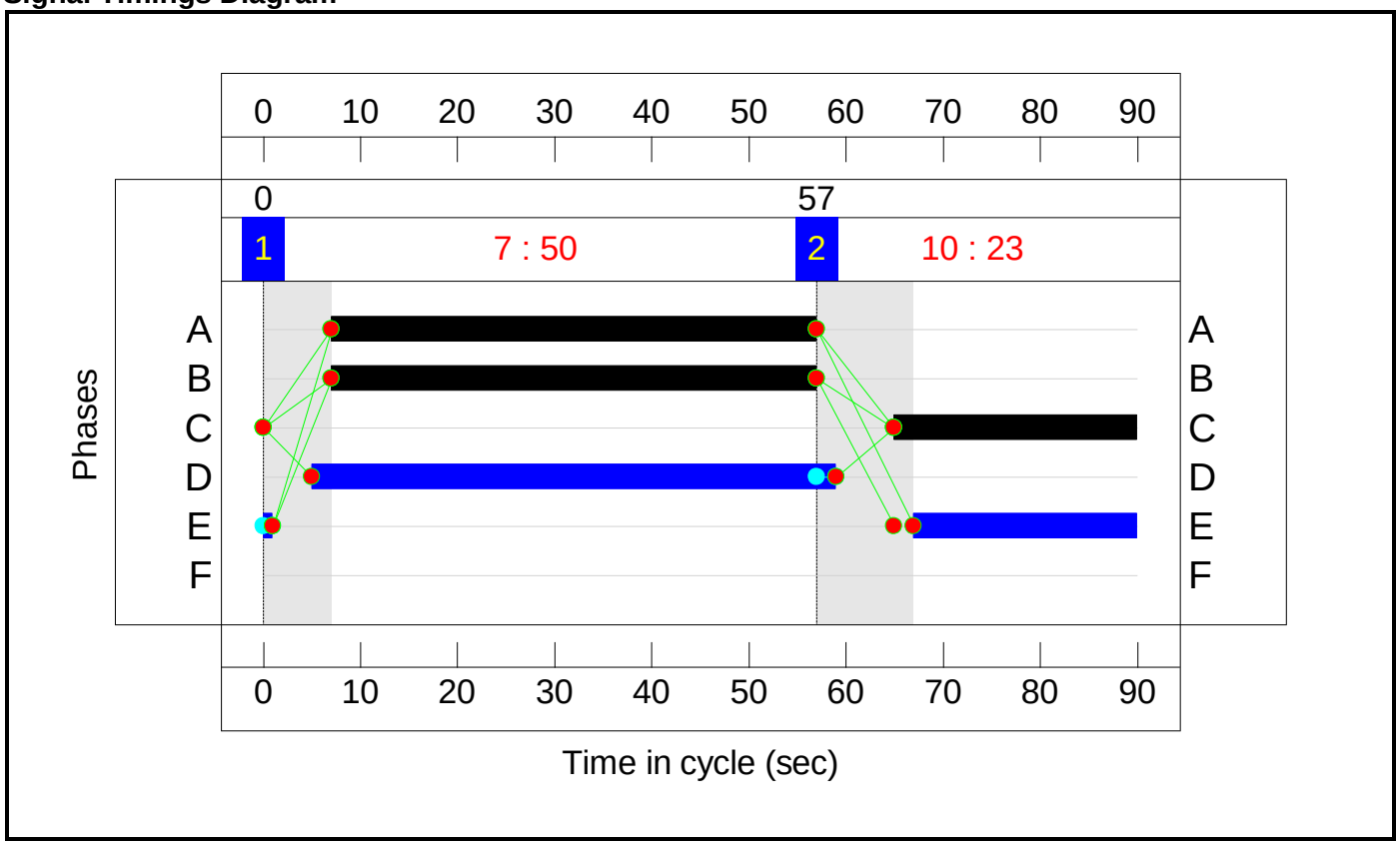
Stage Sequence Diagram



Stage Timings

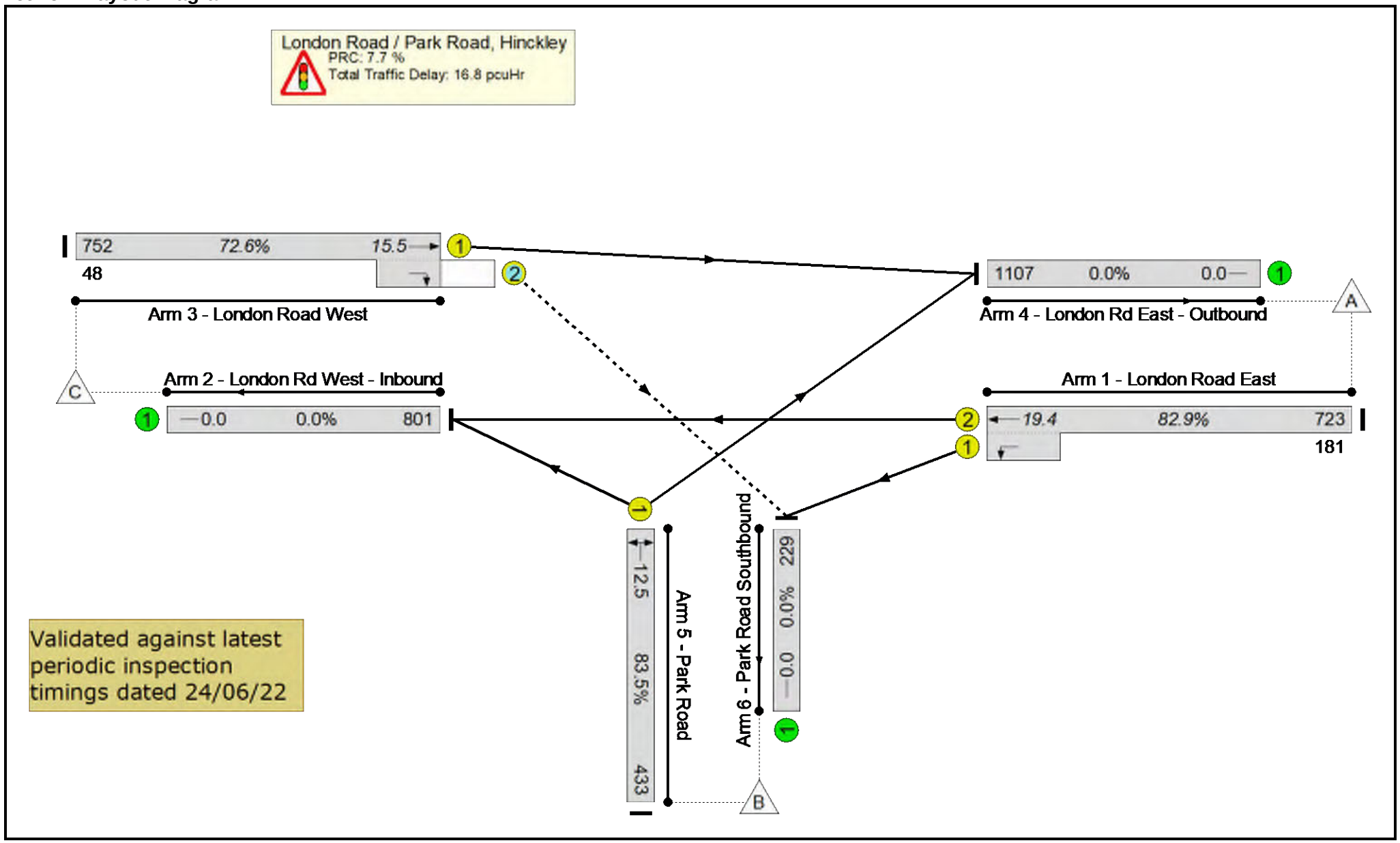
Stage	1	2
Duration	50	23
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	904	1915:1684	1091	82.9%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	800	1940:1745	1102	72.6%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1107	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	25	-	433	1794	518	83.5%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**47**	**0**	**1**	**10.5**	**6.1**	**0.2**	**16.8**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**47**	**0**	**1**	**10.5**	**6.1**	**0.2**	**16.8**	**-**	**-**	**-**	**-**
1/2+1/1	904	904	-	-	-	3.8	2.4	-	6.2	24.5	17.1	2.4	19.4
2/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	800	800	47	0	1	3.1	1.3	0.2	4.7	21.0	14.2	1.3	15.5
4/1	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	433	433	-	-	-	3.6	2.4	-	6.0	50.0	10.1	2.4	12.5
6/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

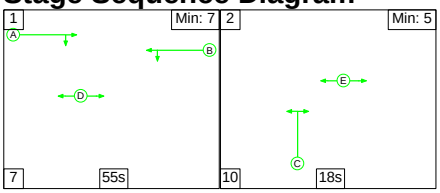
C1 PRC for Signalled Lanes (%): 7.7 Total Delay for Signalled Lanes (pcuHr): 16.83 Cycle Time (s): 90
PRC Over All Lanes (%): 7.7 Total Delay Over All Lanes(pcuHr): 16.83

Full Input Data And Results

Full Input Data And Results

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

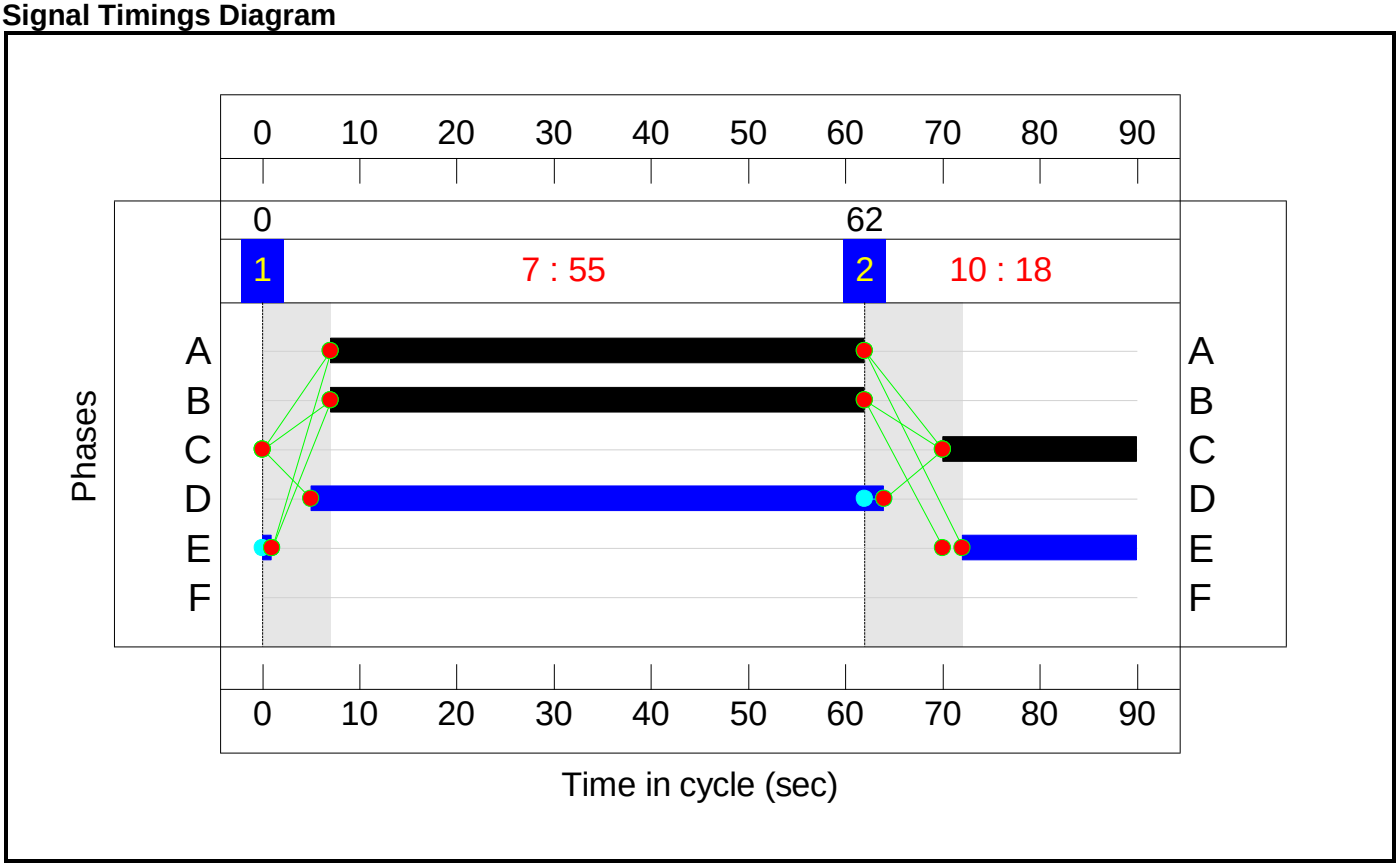
Stage Sequence Diagram



Stage Timings

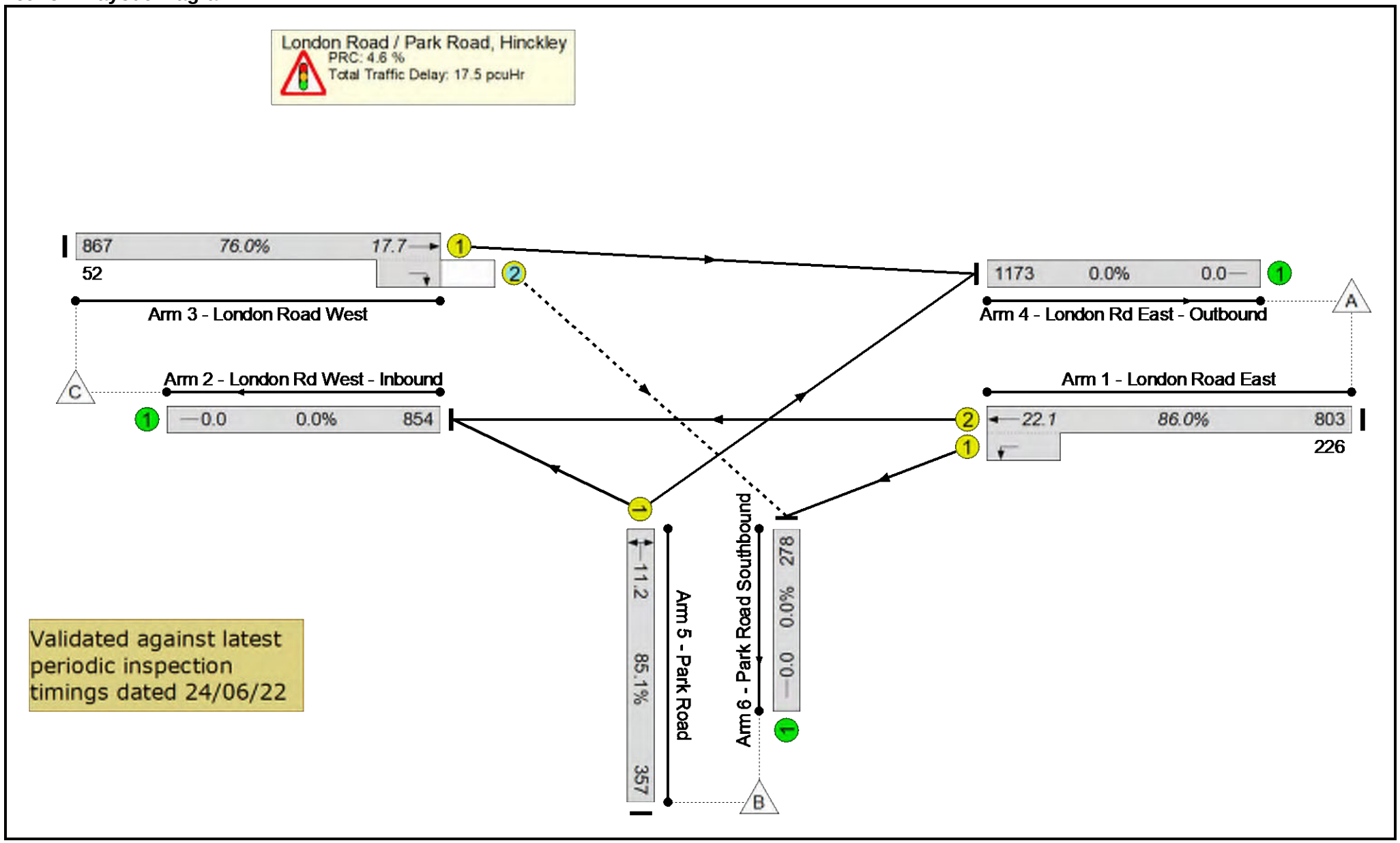
Stage	1	2
Duration	55	18
Change Point	0	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	55	-	1029	1915:1684	1196	86.0%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	55	-	919	1940:1745	1209	76.0%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1173	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	20	-	357	1798	420	85.1%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**51**	**0**	**1**	**10.0**	**7.2**	**0.3**	**17.5**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**51**	**0**	**1**	**10.0**	**7.2**	**0.3**	**17.5**	**-**	**-**	**-**	**-**
1/2+1/1	1029	1029	-	-	-	3.7	3.0	-	6.6	23.3	19.2	3.0	22.1
2/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	919	919	51	0	1	3.1	1.6	0.3	4.9	19.2	16.1	1.6	17.7
4/1	1173	1173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	357	357	-	-	-	3.3	2.6	-	5.9	59.6	8.5	2.6	11.2
6/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

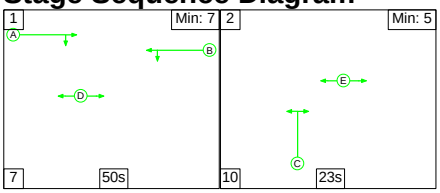
C1 PRC for Signalled Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 17.45 Cycle Time (s): 90
PRC Over All Lanes (%): 4.6 Total Delay Over All Lanes(pcuHr): 17.45

Full Input Data And Results

Full Input Data And Results

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

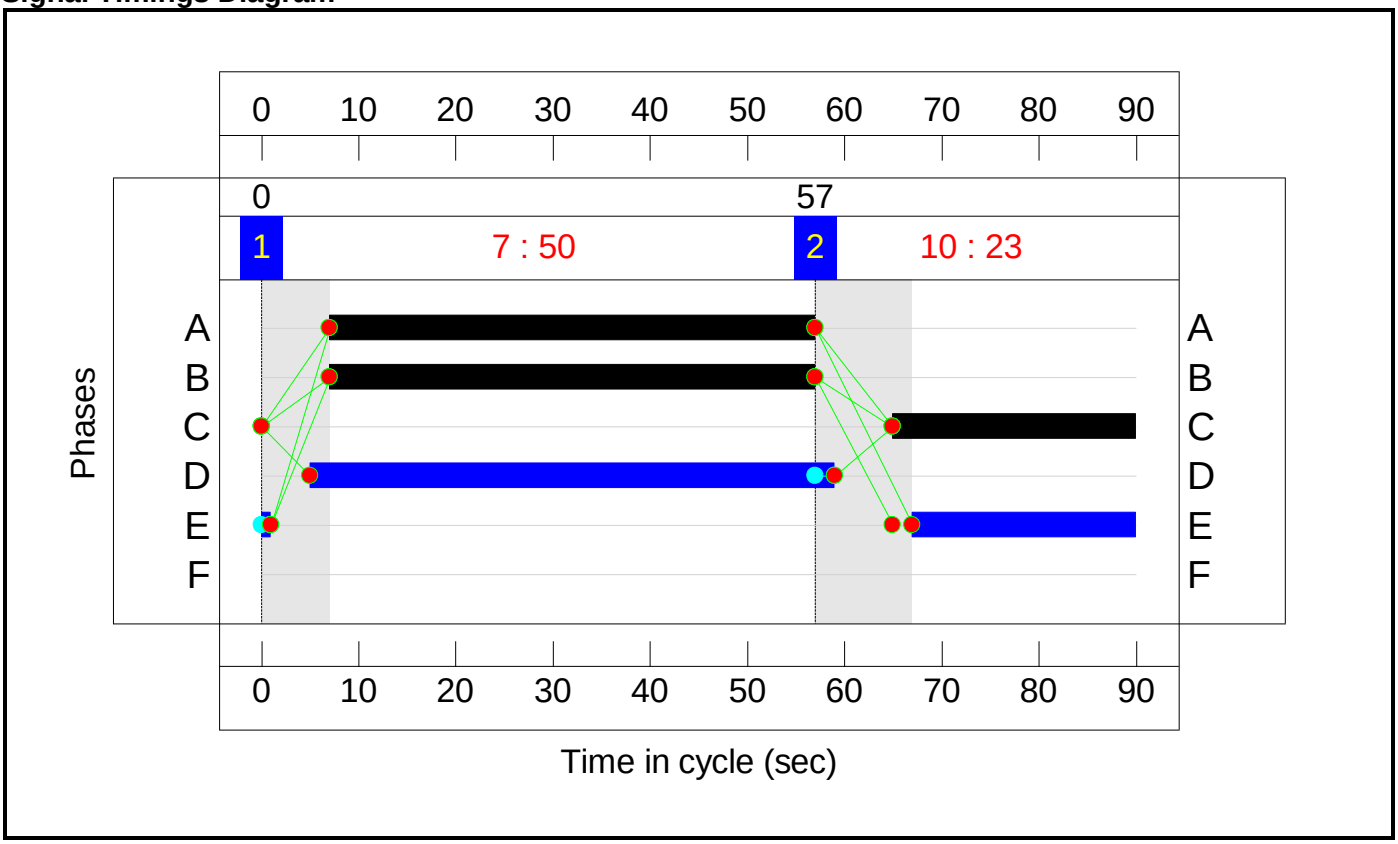
Stage Sequence Diagram



Stage Timings

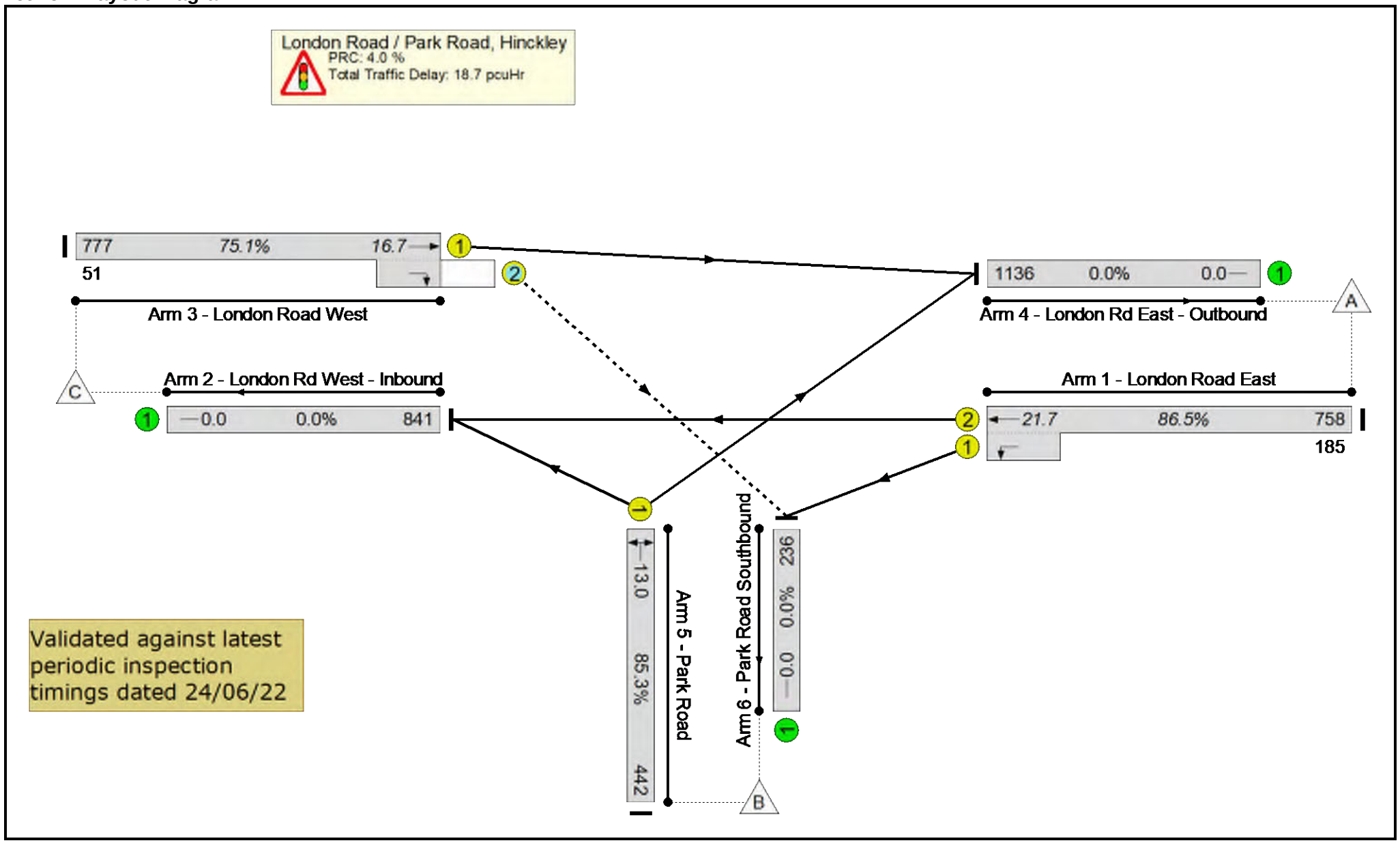
Stage	1	2
Duration	50	23
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	943	1915:1684	1090	86.5%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	828	1940:1745	1102	75.1%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	25	-	442	1793	518	85.3%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**50**	**0**	**1**	**11.2**	**7.3**	**0.3**	**18.7**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**50**	**0**	**1**	**11.2**	**7.3**	**0.3**	**18.7**	**-**	**-**	**-**	**-**
1/2+1/1	943	943	-	-	-	4.1	3.1	-	7.2	27.5	18.7	3.1	21.7
2/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	828	828	50	0	1	3.3	1.5	0.3	5.1	22.1	15.2	1.5	16.7
4/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	442	442	-	-	-	3.7	2.7	-	6.4	52.3	10.3	2.7	13.0
6/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

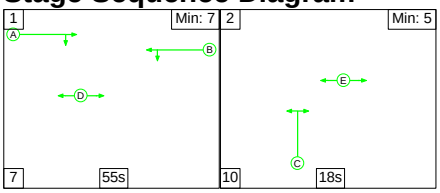
C1 PRC for Signalled Lanes (%): 4.0 Total Delay for Signalled Lanes (pcuHr): 18.72 Cycle Time (s): 90
PRC Over All Lanes (%): 4.0 Total Delay Over All Lanes(pcuHr): 18.72

Full Input Data And Results

Full Input Data And Results

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

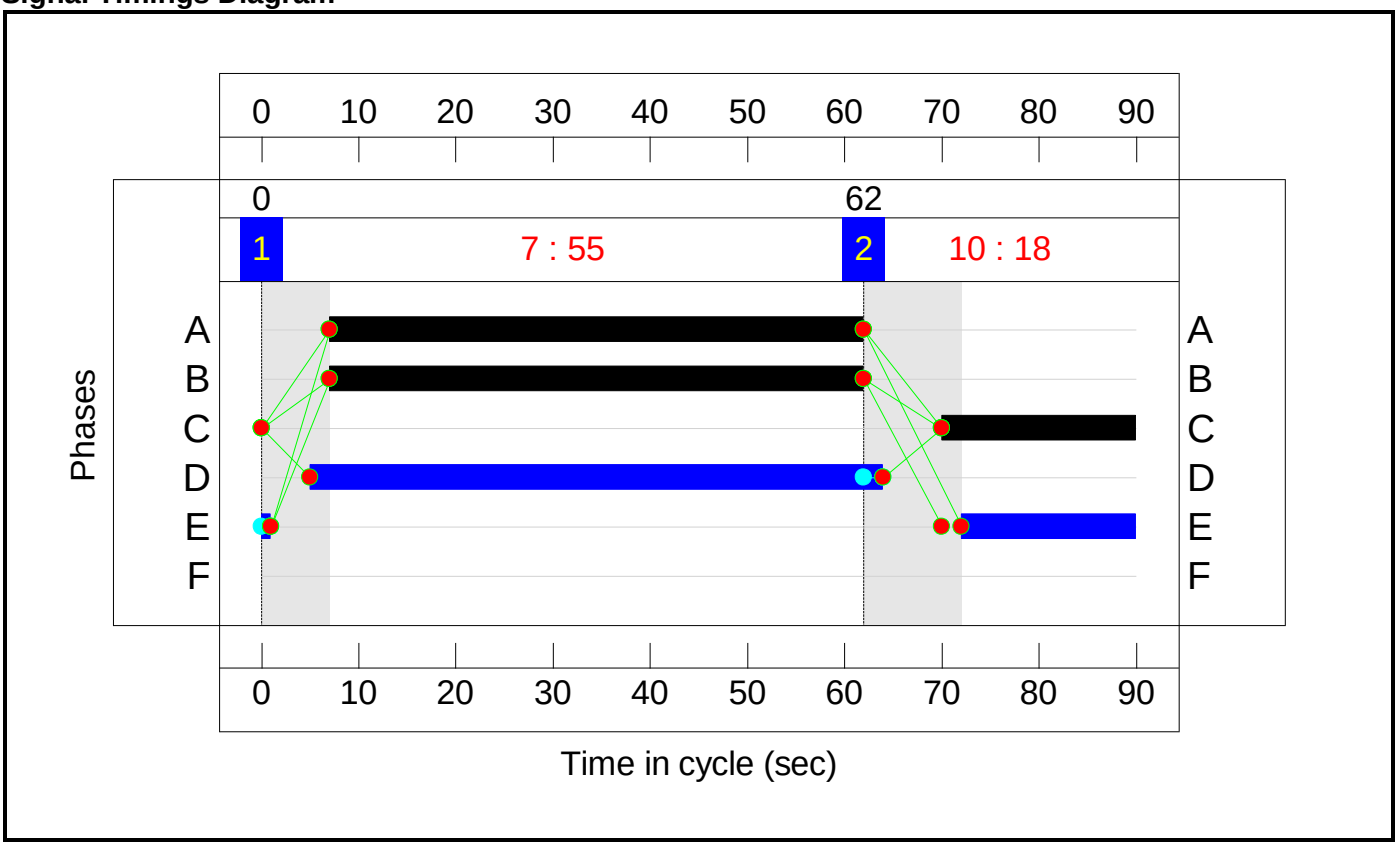
Stage Sequence Diagram



Stage Timings

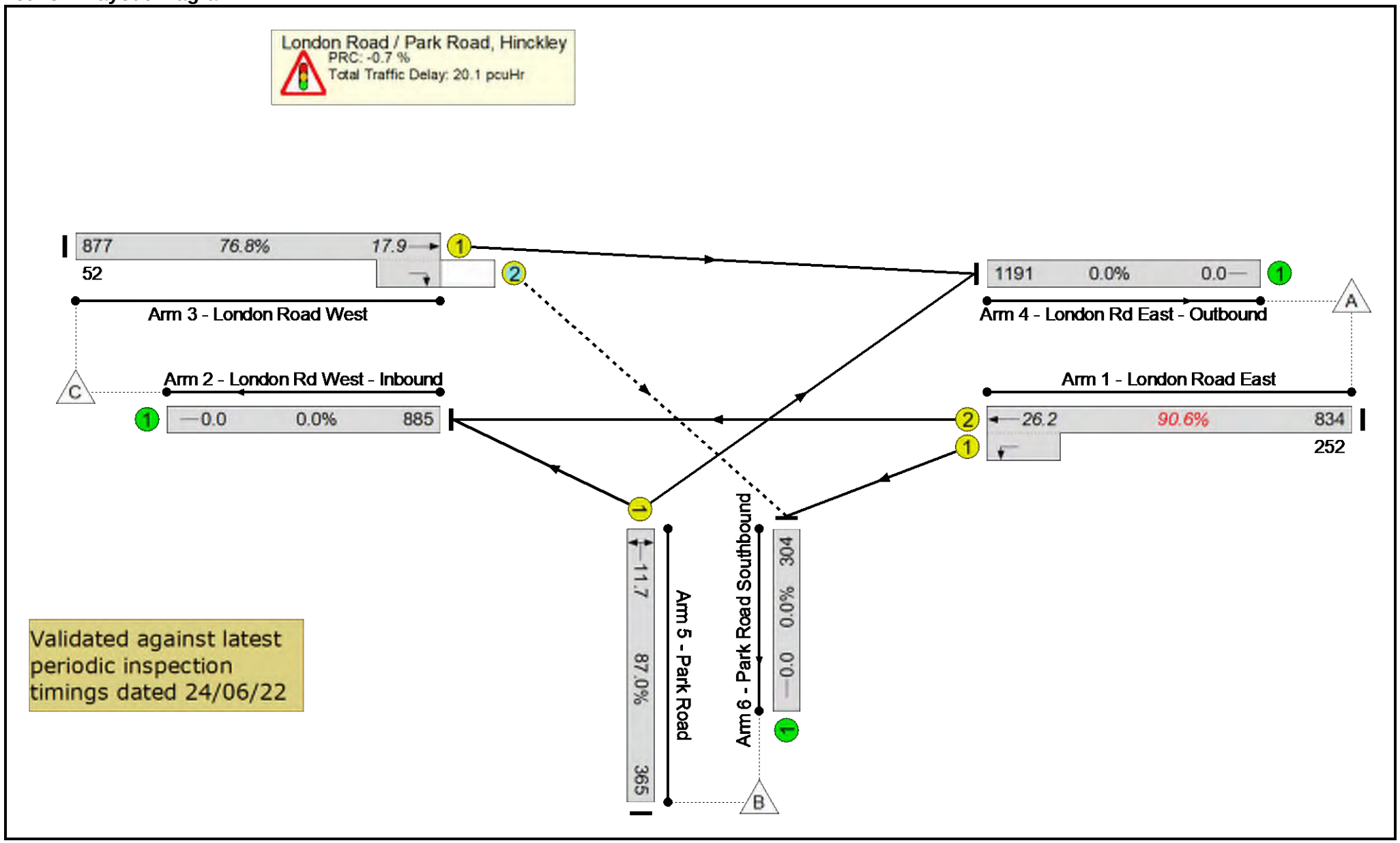
Stage	1	2
Duration	55	18
Change Point	0	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.6%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.6%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	55	-	1086	1915:1684	1198	90.6%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	55	-	929	1940:1745	1209	76.8%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	20	-	365	1798	420	87.0%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**39**	**0**	**13**	**10.6**	**9.1**	**0.4**	**20.1**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**39**	**0**	**13**	**10.6**	**9.1**	**0.4**	**20.1**	**-**	**-**	**-**	**-**
1/2+1/1	1086	1086	-	-	-	4.1	4.5	-	8.6	28.6	21.7	4.5	26.2
2/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	929	929	39	0	13	3.1	1.6	0.4	5.1	19.8	16.3	1.6	17.9
4/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	365	365	-	-	-	3.4	3.0	-	6.4	62.9	8.7	3.0	11.7
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

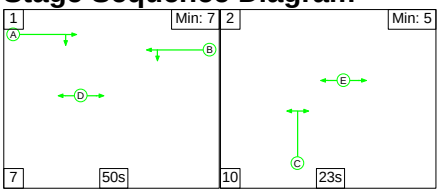
C1 PRC for Signalled Lanes (%): -0.7 Total Delay for Signalled Lanes (pcuHr): 20.12 Cycle Time (s): 90
PRC Over All Lanes (%): -0.7 Total Delay Over All Lanes(pcuHr): 20.12

Full Input Data And Results

Full Input Data And Results

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

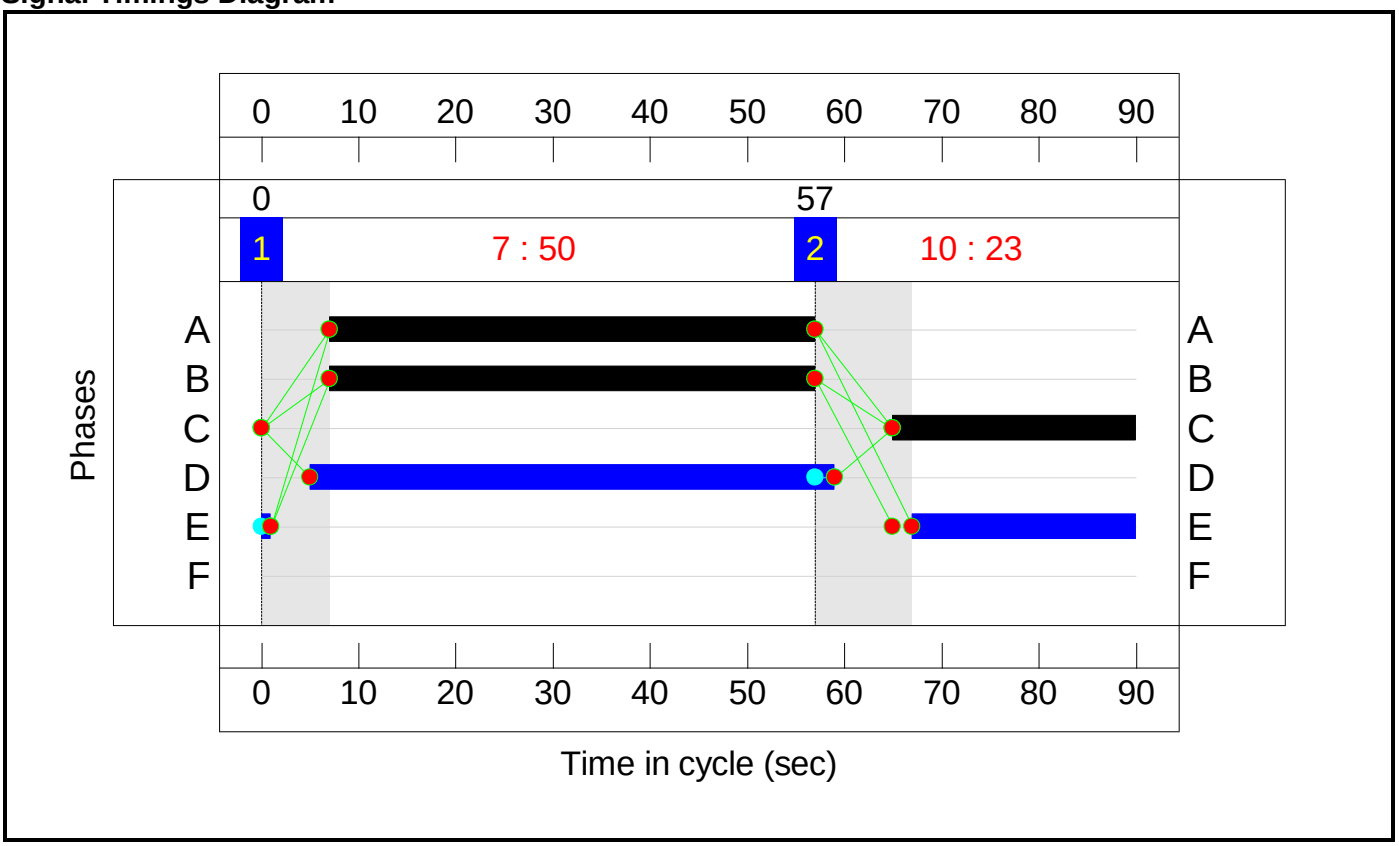
Stage Sequence Diagram



Stage Timings

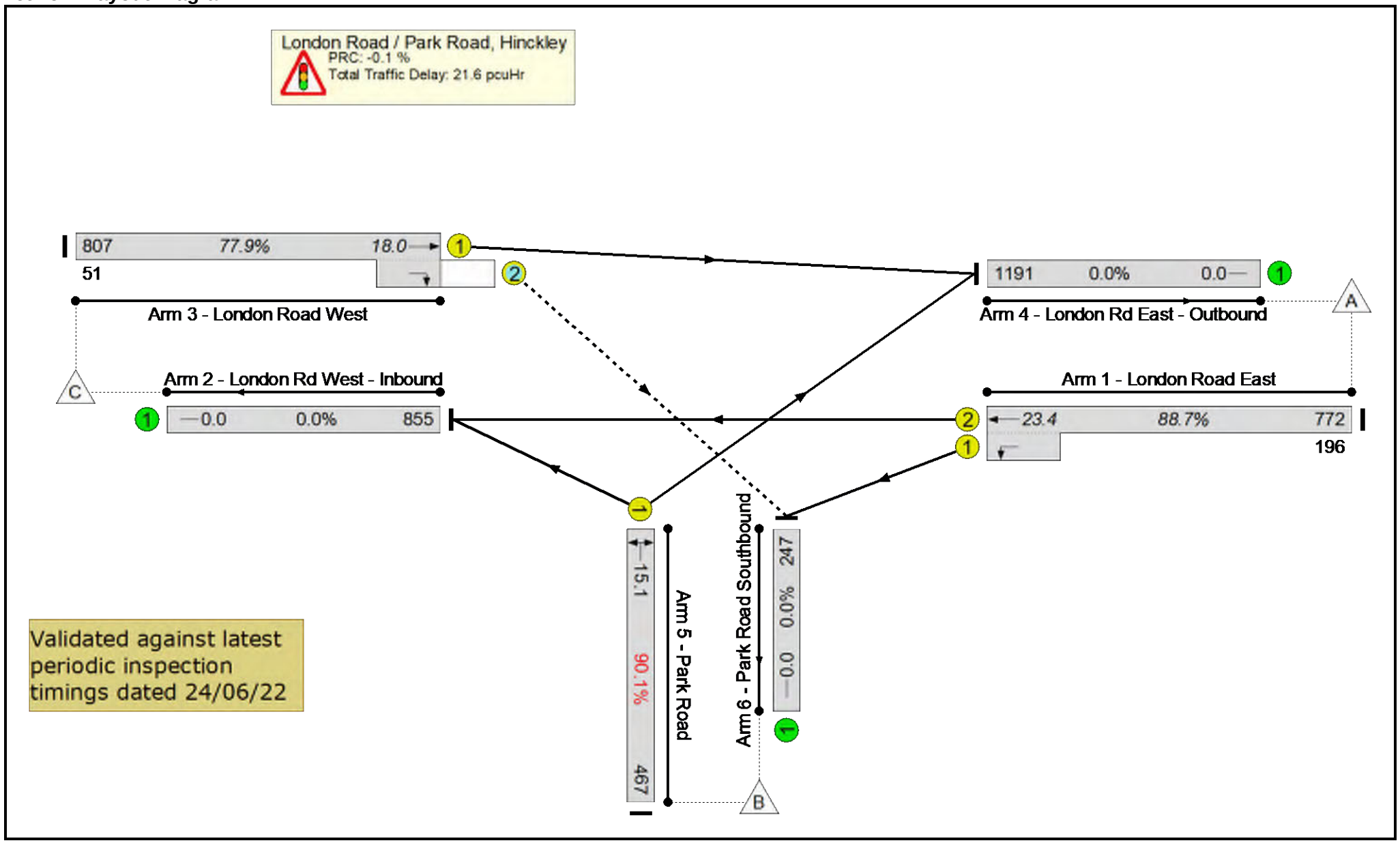
Stage	1	2
Duration	50	23
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**
London Road / Park Road, Hinckley	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**
1/2+1/1	London Road East Ahead Left	U	N/A	N/A	B		1	50	-	968	1915:1684	1091	88.7%
2/1	London Rd West - Inbound	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
3/1+3/2	London Road West Ahead Right	U+O	N/A	N/A	A		1	50	-	858	1940:1745	1102	77.9%
4/1	London Rd East - Outbound	U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
5/1	Park Road Left Right	U	N/A	N/A	C		1	25	-	467	1794	518	90.1%
6/1	Park Road Southbound	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**50**	**0**	**1**	**11.9**	**9.4**	**0.3**	**21.6**	**-**	**-**	**-**	**-**
London Road / Park Road, Hinckley	**-**	**-**	**50**	**0**	**1**	**11.9**	**9.4**	**0.3**	**21.6**	**-**	**-**	**-**	**-**
1/2+1/1	968	968	-	-	-	4.3	3.7	-	8.1	30.0	19.7	3.7	23.4
2/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	858	858	50	0	1	3.5	1.7	0.3	5.6	23.4	16.2	1.7	18.0
4/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	467	467	-	-	-	4.0	3.9	-	7.9	61.2	11.2	3.9	15.1
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.1 Total Delay for Signalled Lanes (pcuHr): 21.57 Cycle Time (s): 90
PRC Over All Lanes (%): -0.1 Total Delay Over All Lanes(pcuHr): 21.57

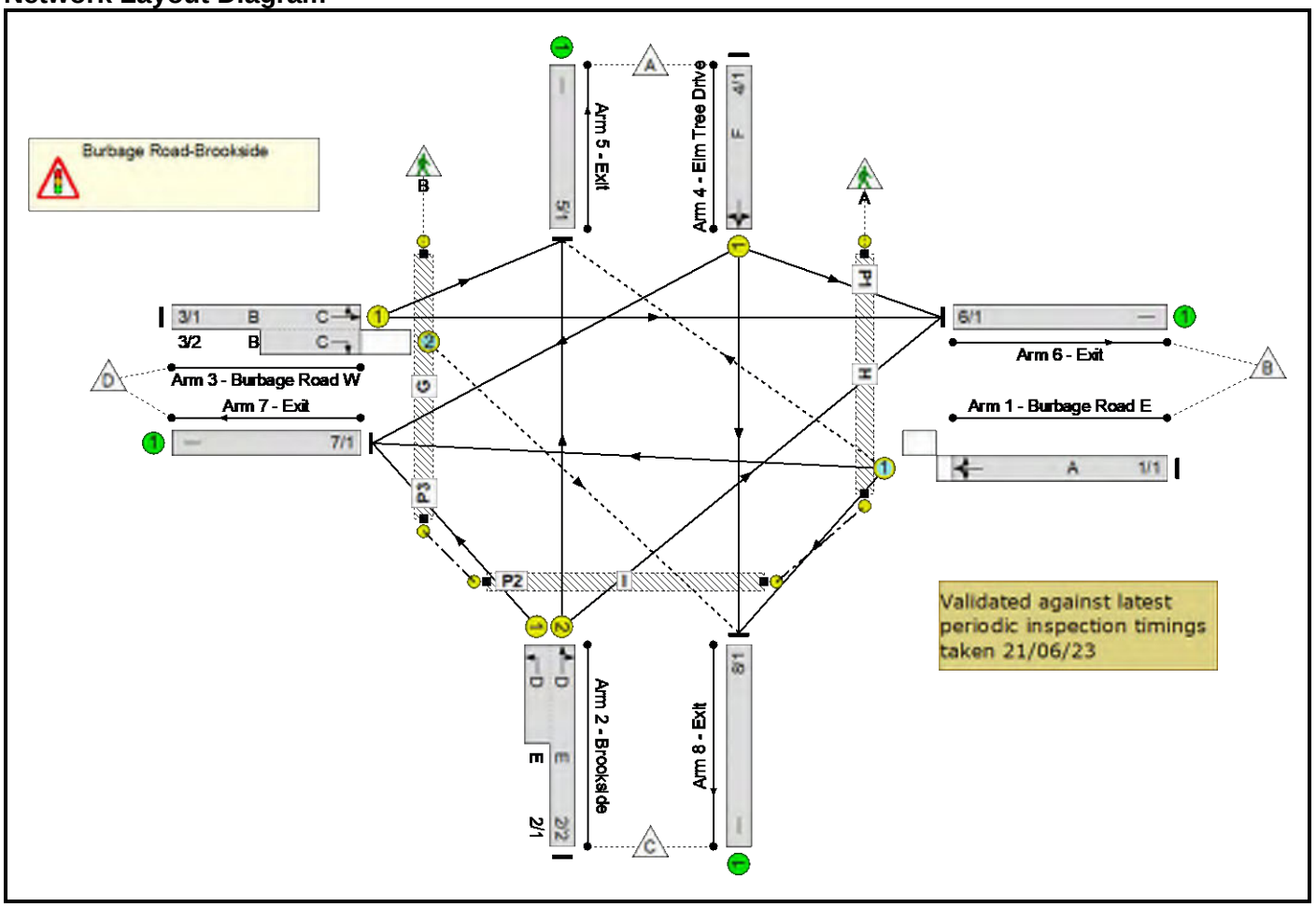
Full Input Data And Results

Full Input Data And Results

User and Project Details

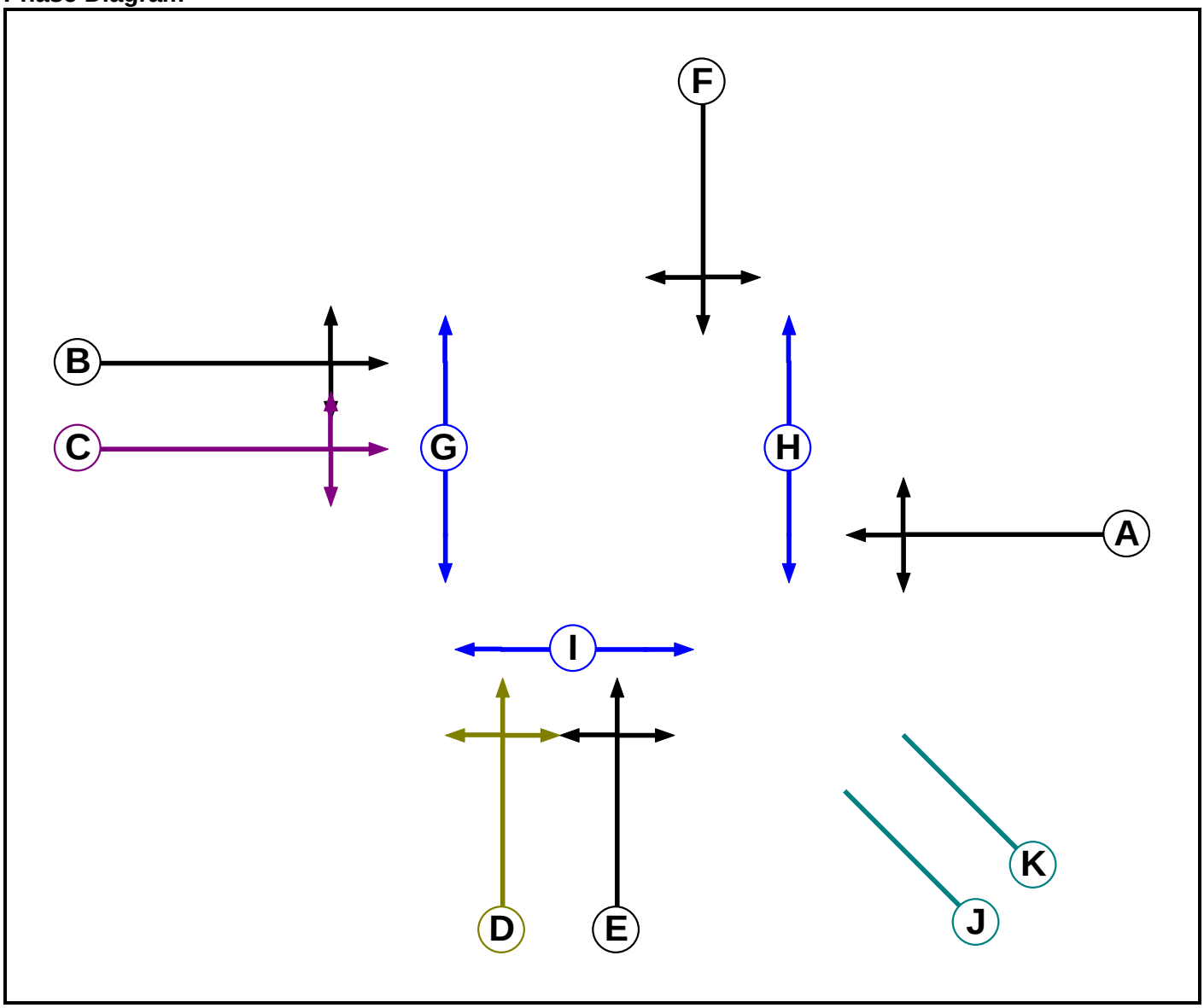
Project:	**Elm Tree Drive, Hinckley**
Title:	
Location:	
Additional detail:	
File name:	Burbage Road_Brookside_Elm Tree Drive LCC Model with increase on Brookside_BP.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Filter	E	4	0
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Dummy		6	6
K	Dummy		4	4

Full Input Data And Results

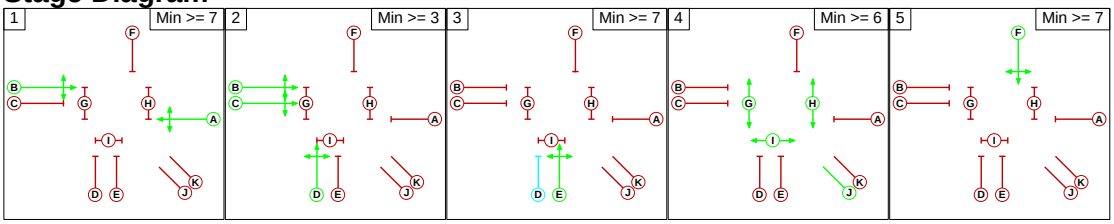
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	6	7	7	7	8	5	8	5	3
B	-		-	-	5	7	5	8	8	8	3
C	5	-		-	5	7	5	-	8	-	3
D	5	-	-		-	6	7	-	5	-	3
E	5	5	5	-		6	7	7	5	7	3
F	5	5	5	5	5		8	7	7	7	3
G	9	9	9	9	9	9		-	-	-	3
H	9	9	-	-	9	9	-		-	-	3
I	9	9	9	9	9	9	-	-		-	3
J	9	9	-	-	9	9	-	-	-		3
K	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B C D
3	E
4	G H I J
5	F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	2	2

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		7	7	8	7
2	X		5	X	X
3	5	5		7	6
4	9	9	9		9
5	5	5	5	8	

Full Input Data And Results

Full Input Data And Results

Give-Way Lane Input Data

Junction: Burbage Road-Brookside											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Burbage Road E)	5/1 (Right)	1439	0	3/1	1.09	All	3.00	2.00	0.50	3	3.00
3/2 (Burbage Road W)	8/1 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead) To 8/1 (Left)	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Burbage Road-Brookside												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Burbage Road E)	O	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	15.00
											Arm 7 Ahead	Inf
											Arm 8 Left	10.00
2/1 (Brookside)	U	E D	2	3	5.9	Geom	-	3.00	0.00	Y	Arm 7 Left	10.00
2/2 (Brookside)	U	E D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	20.00
3/1 (Burbage Road W)	U	B C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Left	7.00
											Arm 6 Ahead	Inf
3/2 (Burbage Road W)	O	B C	2	3	6.0	Geom	-	3.00	0.00	Y	Arm 8 Right	20.00
											Arm 6 Left	10.00
4/1 (Elm Tree Drive)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	10.00
											Arm 8 Ahead	Inf
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Surveyed Flows AM Peak'	08:00	09:00	01:00	
2: 'Surveyed Flows PM Peak'	17:00	18:00	01:00	
3: '2026 Base + Committed - AM Peak'	08:00	09:00	01:00	
4: '2026 Base + Committed - PM Peak'	17:00	18:00	01:00	
5: '2026 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
6: '2026 Base + Committed + Development - PM Peak'	17:00	18:00	01:00	
7: '2031 Base + Committed - AM Peak'	08:00	09:00	01:00	
8: '2031 Base + Committed - PM Peak'	17:00	18:00	01:00	
9: '2031 Base + Committed + Development - AM Peak'	08:00	09:00	01:00	
10: '2031 Base + Committed + Development - PM Peak'	17:00	18:00	01:00	

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1	2	3
	B	0	0	48	600	648
	C	0	100	0	269	369
	D	2	847	278	0	1127
	Tot.	2	947	327	871	2147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base
Junction: Burbage Road-Brookside	
1/1	648
2/1 (short)	269
2/2 (with short)	369(In) 100(Out)
3/1 (with short)	1127(In) 849(Out)
3/2 (short)	278
4/1	3
5/1	2
6/1	947
7/1	871
8/1	327

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1993	1993
				Arm 7 Ahead	Inf	92.6 %		
				Arm 8 Left	10.00	7.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	3	2	10
	B	2	0	26	567	595
	C	4	33	0	338	375
	D	6	593	198	0	797
	Tot.	12	631	227	907	1777

Traffic Lane Flows

Lane	Scenario 2: PM Base
Junction: Burbage Road-Brookside	
1/1	595
2/1 (short)	338
2/2 (with short)	375(In) 37(Out)
3/1 (with short)	797(In) 599(Out)
3/2 (short)	198
4/1	10
5/1	12
6/1	631
7/1	907
8/1	227

Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2001	2001
				Arm 7 Ahead	Inf	95.3 %		
				Arm 8 Left	10.00	4.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.8 %	1926	1926
				Arm 6 Right	20.00	89.2 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	1.0 %	2051	2051
				Arm 6 Ahead	Inf	99.0 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	1	2	3
	B	0	0	49	615	664
	C	0	102	0	276	378
	D	2	868	285	0	1155
	Tot.	2	970	335	893	2200

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 AM Baseline
Junction: Burbage Road-Brookside	
1/1	664
2/1 (short)	276
2/2 (with short)	378(In) 102(Out)
3/1 (with short)	1155(In) 870(Out)
3/2 (short)	285
4/1	3
5/1	2
6/1	970
7/1	893
8/1	335

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1993	1993
				Arm 7 Ahead	Inf	92.6 %		
				Arm 8 Left	10.00	7.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	3	2	10
	B	2	0	27	581	610
	C	4	34	0	346	384
	D	6	608	203	0	817
	Tot.	12	647	233	929	1821

Traffic Lane Flows

Lane	Scenario 4: 2026 PM Baseline
Junction: Burbage Road-Brookside	
1/1	610
2/1 (short)	346
2/2 (with short)	384(In) 38(Out)
3/1 (with short)	817(In) 614(Out)
3/2 (short)	203
4/1	10
5/1	12
6/1	647
7/1	929
8/1	233

Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2001	2001
				Arm 7 Ahead	Inf	95.2 %		
				Arm 8 Left	10.00	4.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.5 %	1926	1926
				Arm 6 Right	20.00	89.5 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	1.0 %	2051	2051
				Arm 6 Ahead	Inf	99.0 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1	2	3
	B	0	0	49	653	702
	C	0	102	0	276	378
	D	2	880	285	0	1167
	Tot.	2	982	335	931	2250

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 AM Forecast
Junction: Burbage Road-Brookside	
1/1	702
2/1 (short)	276
2/2 (with short)	378(In) 102(Out)
3/1 (with short)	1167(In) 882(Out)
3/2 (short)	285
4/1	3
5/1	2
6/1	982
7/1	931
8/1	335

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1994	1994
				Arm 7 Ahead	Inf	93.0 %		
				Arm 8 Left	10.00	7.0 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	5	3	2	10
	B	2	0	27	598	627
	C	4	34	0	346	384
	D	6	644	203	0	853
	Tot.	12	683	233	946	1874

Traffic Lane Flows

Lane	Scenario 6: 2026 PM Forecast
Junction: Burbage Road-Brookside	
1/1	627
2/1 (short)	346
2/2 (with short)	384(In) 38(Out)
3/1 (with short)	853(In) 650(Out)
3/2 (short)	203
4/1	10
5/1	12
6/1	683
7/1	946
8/1	233

Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2001	2001
				Arm 7 Ahead	Inf	95.4 %		
				Arm 8 Left	10.00	4.3 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.5 %	1926	1926
				Arm 6 Right	20.00	89.5 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.9 %	2051	2051
				Arm 6 Ahead	Inf	99.1 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	1	2	3
	B	0	0	52	652	704
	C	0	109	0	292	401
	D	2	920	302	0	1224
	Tot.	2	1029	355	946	2332

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2031 AM Baseline
Junction: Burbage Road-Brookside	
1/1	704
2/1 (short)	292
2/2 (with short)	401(In) 109(Out)
3/1 (with short)	1224(In) 922(Out)
3/2 (short)	302
4/1	3
5/1	2
6/1	1029
7/1	946
8/1	355

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1993	1993
				Arm 7 Ahead	Inf	92.6 %		
				Arm 8 Left	10.00	7.4 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	3	2	10
	B	2	0	28	617	647
	C	4	36	0	368	408
	D	7	646	216	0	869
	Tot.	13	687	247	987	1934

Traffic Lane Flows

Lane	Scenario 8: 2031 PM Baseline
Junction: Burbage Road-Brookside	
1/1	647
2/1 (short)	368
2/2 (with short)	408(In) 40(Out)
3/1 (with short)	869(In) 653(Out)
3/2 (short)	216
4/1	10
5/1	13
6/1	687
7/1	987
8/1	247

Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2001	2001
				Arm 7 Ahead	Inf	95.4 %		
				Arm 8 Left	10.00	4.3 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.0 %	1925	1925
				Arm 6 Right	20.00	90.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	1.1 %	2050	2050
				Arm 6 Ahead	Inf	98.9 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1	2	3
	B	0	0	52	709	761
	C	0	109	0	292	401
	D	2	938	302	0	1242
	Tot.	2	1047	355	1003	2407

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2031 AM Forecast
Junction: Burbage Road-Brookside	
1/1	761
2/1 (short)	292
2/2 (with short)	401(In) 109(Out)
3/1 (with short)	1242(In) 940(Out)
3/2 (short)	302
4/1	3
5/1	2
6/1	1047
7/1	1003
8/1	355

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.0 %	1995	1995
				Arm 7 Ahead	Inf	93.2 %		
				Arm 8 Left	10.00	6.8 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	0.0 %	1912	1912
				Arm 6 Right	20.00	100.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	0.2 %	2054	2054
				Arm 6 Ahead	Inf	99.8 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	0.0 %	1741	1741
				Arm 7 Right	10.00	66.7 %		
				Arm 8 Ahead	Inf	33.3 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	5	3	2	10
	B	2	0	28	642	672
	C	4	36	0	368	408
	D	7	700	216	0	923
	Tot.	13	741	247	1012	2013

Traffic Lane Flows

Lane	Scenario 10: 2031 PM Forecast
Junction: Burbage Road-Brookside	
1/1	672
2/1 (short)	368
2/2 (with short)	408(In) 40(Out)
3/1 (with short)	923(In) 707(Out)
3/2 (short)	216
4/1	10
5/1	13
6/1	741
7/1	1012
8/1	247

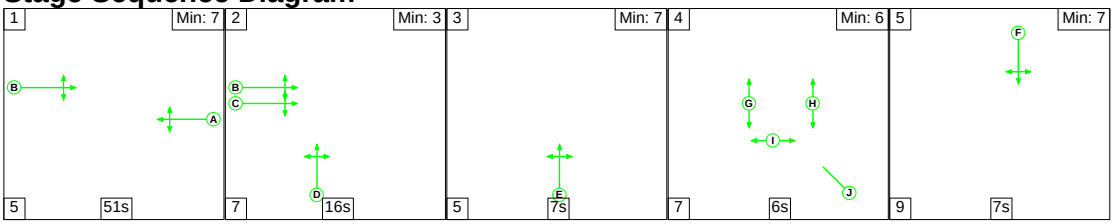
Full Input Data And Results

Lane Saturation Flows

Junction: Burbage Road-Brookside								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Burbage Road E)	4.00	0.00	Y	Arm 5 Right	15.00	0.3 %	2002	2002
				Arm 7 Ahead	Inf	95.5 %		
				Arm 8 Left	10.00	4.2 %		
2/1 (Brookside)	3.00	0.00	Y	Arm 7 Left	10.00	100.0 %	1665	1665
2/2 (Brookside)	3.00	0.00	N	Arm 5 Ahead	Inf	10.0 %	1925	1925
				Arm 6 Right	20.00	90.0 %		
3/1 (Burbage Road W)	3.00	0.00	N	Arm 5 Left	7.00	1.0 %	2051	2051
				Arm 6 Ahead	Inf	99.0 %		
3/2 (Burbage Road W)	3.00	0.00	Y	Arm 8 Right	20.00	100.0 %	1781	1781
4/1 (Elm Tree Drive)	3.00	0.00	Y	Arm 6 Left	10.00	50.0 %	1733	1733
				Arm 7 Right	10.00	20.0 %		
				Arm 8 Ahead	Inf	30.0 %		
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Base' (FG1: 'Surveyed Flows AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

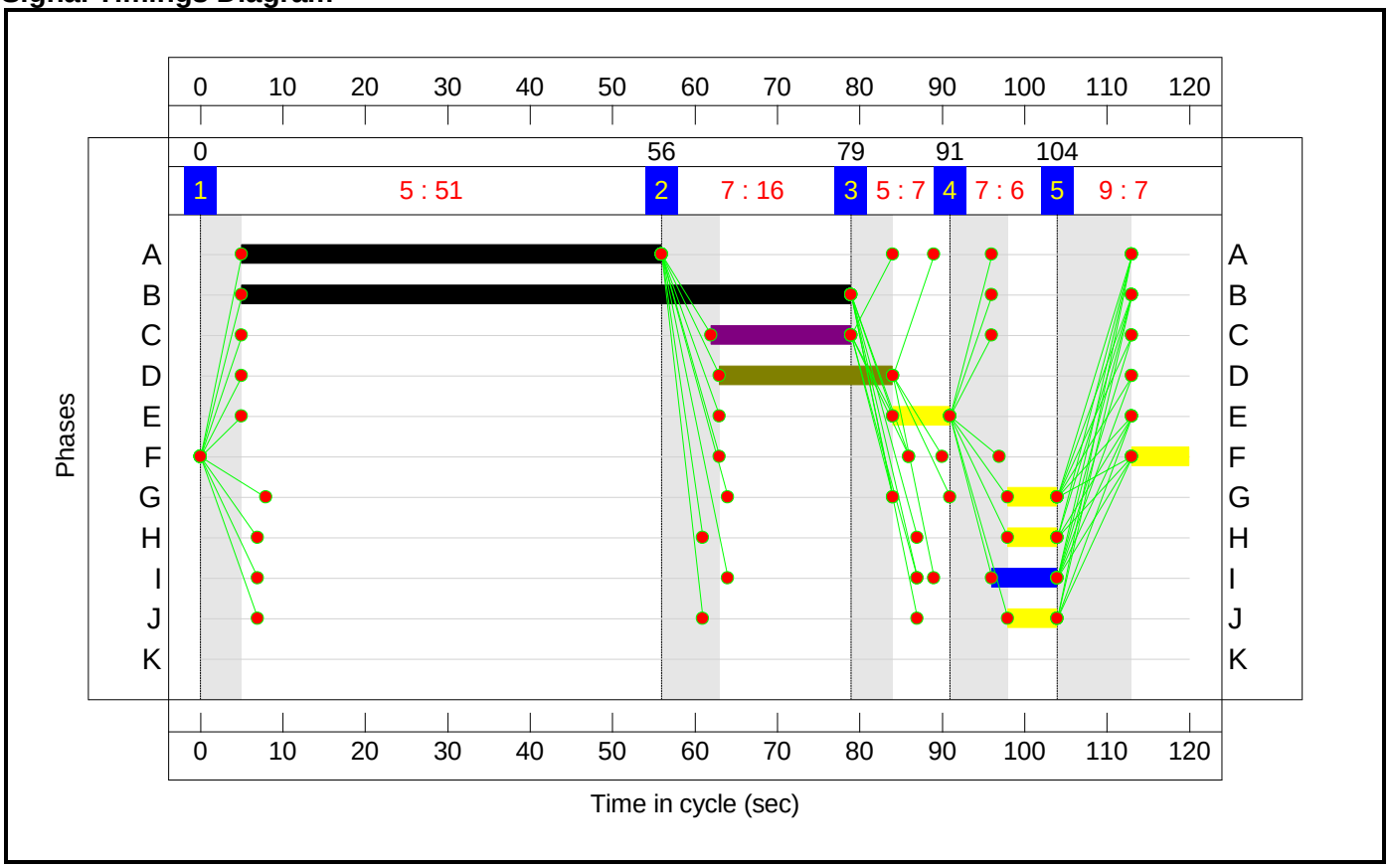


Stage Timings

Stage	1	2	3	4	5
Duration	51	16	7	6	7
Change Point	0	56	79	91	104

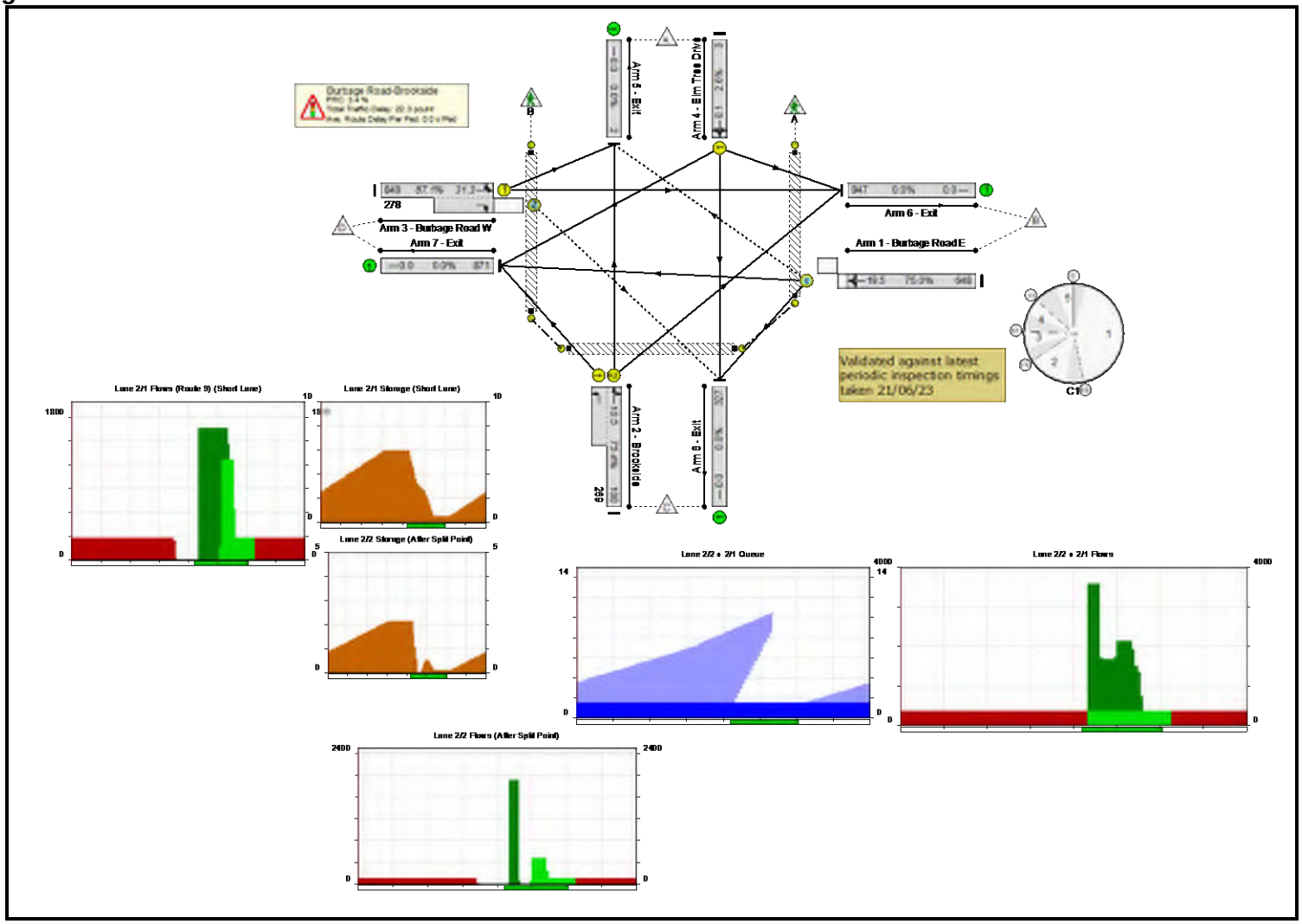
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	51	-	648	1993	864	75.0%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	28	21:21	369	1912:1665	489	75.4%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	17:17	1127	2054:1781	1294	87.1%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

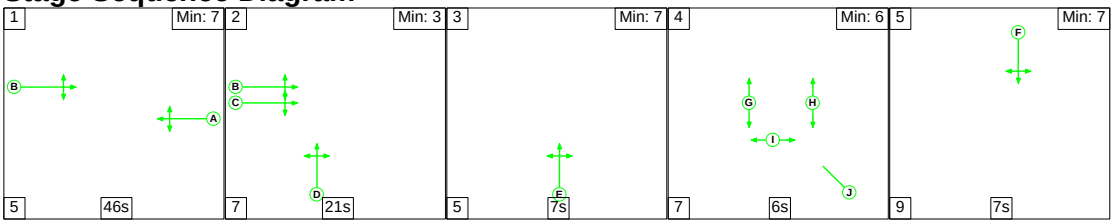
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**113**	**158**	**7**	**15.0**	**6.2**	**1.1**	**22.3**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**113**	**158**	**7**	**15.0**	**6.2**	**1.1**	**22.3**	**-**	**-**	**-**	**-**
1/1	648	648	0	0	0	5.2	1.5	0.0	6.6	36.9	18.0	1.5	19.5
2/2+2/1	369	369	-	-	-	4.1	1.5	-	5.6	55.0	9.0	1.5	10.5
3/1+3/2	1127	1127	113	158	7	5.7	3.2	1.1	10.0	31.9	28.1	3.2	31.3
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 22.30 Cycle Time (s): 120
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 22.30

Full Input Data And Results

Scenario 2: 'PM Base' (FG2: 'Surveyed Flows PM Peak', Plan 1: 'Network Control Plan 1')

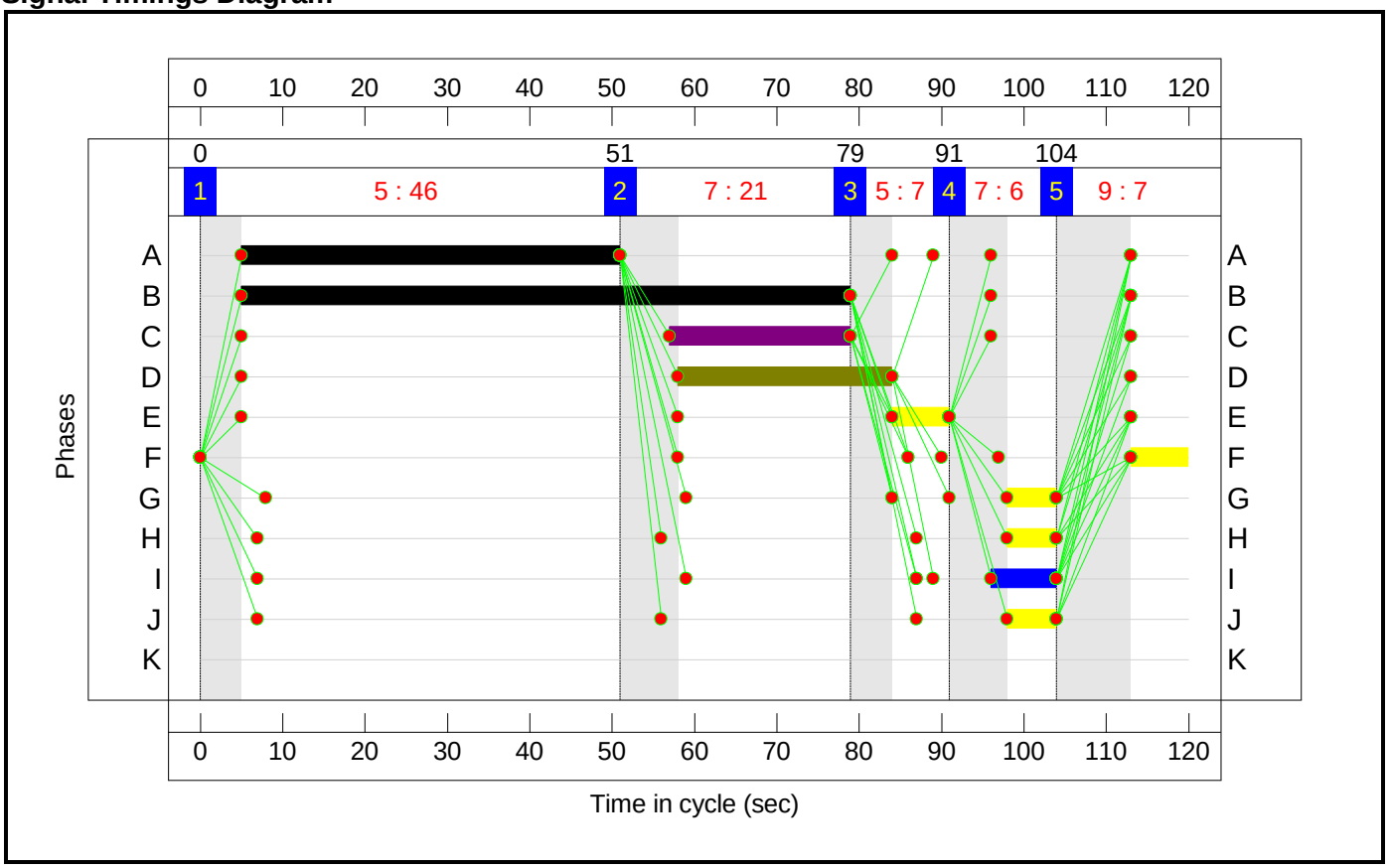
Stage Sequence Diagram



Stage Timings

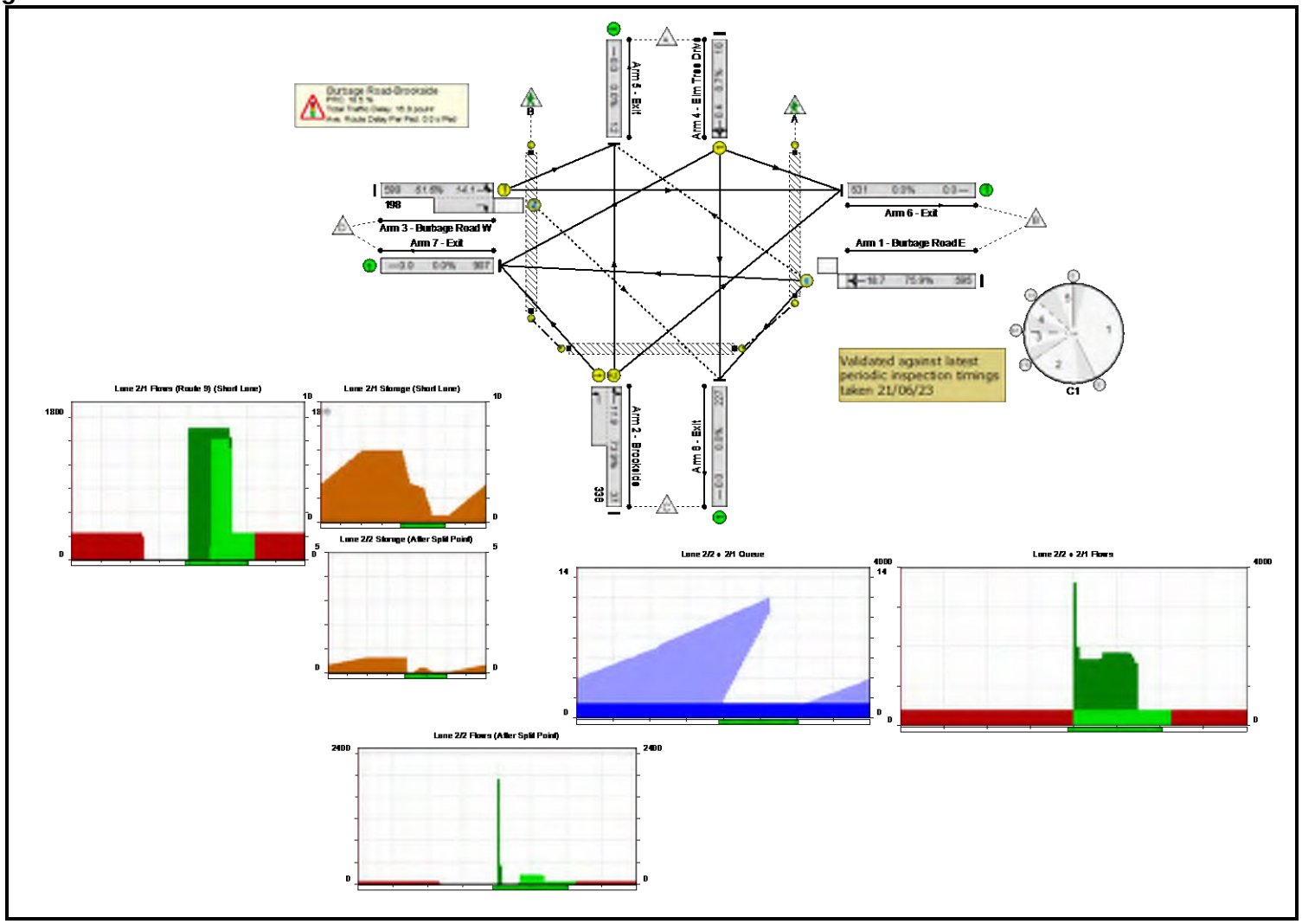
Stage	1	2	3	4	5
Duration	46	21	7	6	7
Change Point	0	51	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	46	-	595	2001	784	75.9%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	33	26:26	375	1926:1665	507	73.9%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	22:22	797	2051:1781	1294	61.6%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

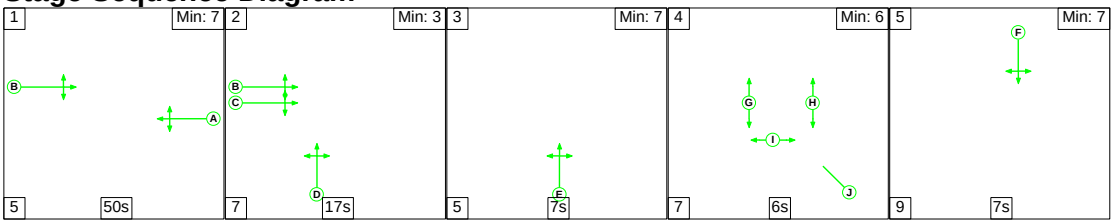
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**102**	**93**	**5**	**12.2**	**3.8**	**0.9**	**16.9**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**102**	**93**	**5**	**12.2**	**3.8**	**0.9**	**16.9**	**-**	**-**	**-**	**-**
1/1	595	595	2	0	0	5.2	1.6	0.0	6.8	41.1	17.2	1.6	18.7
2/2+2/1	375	375	-	-	-	4.0	1.4	-	5.4	51.6	10.5	1.4	11.9
3/1+3/2	797	797	100	93	5	2.8	0.8	0.9	4.5	20.4	13.3	0.8	14.1
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 18.5 Total Delay for Signalled Lanes (pcuHr): 16.87 Cycle Time (s): 120
PRC Over All Lanes (%): 18.5 Total Delay Over All Lanes(pcuHr): 16.87

Full Input Data And Results

Scenario 3: '2026 AM Baseline' (FG3: '2026 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

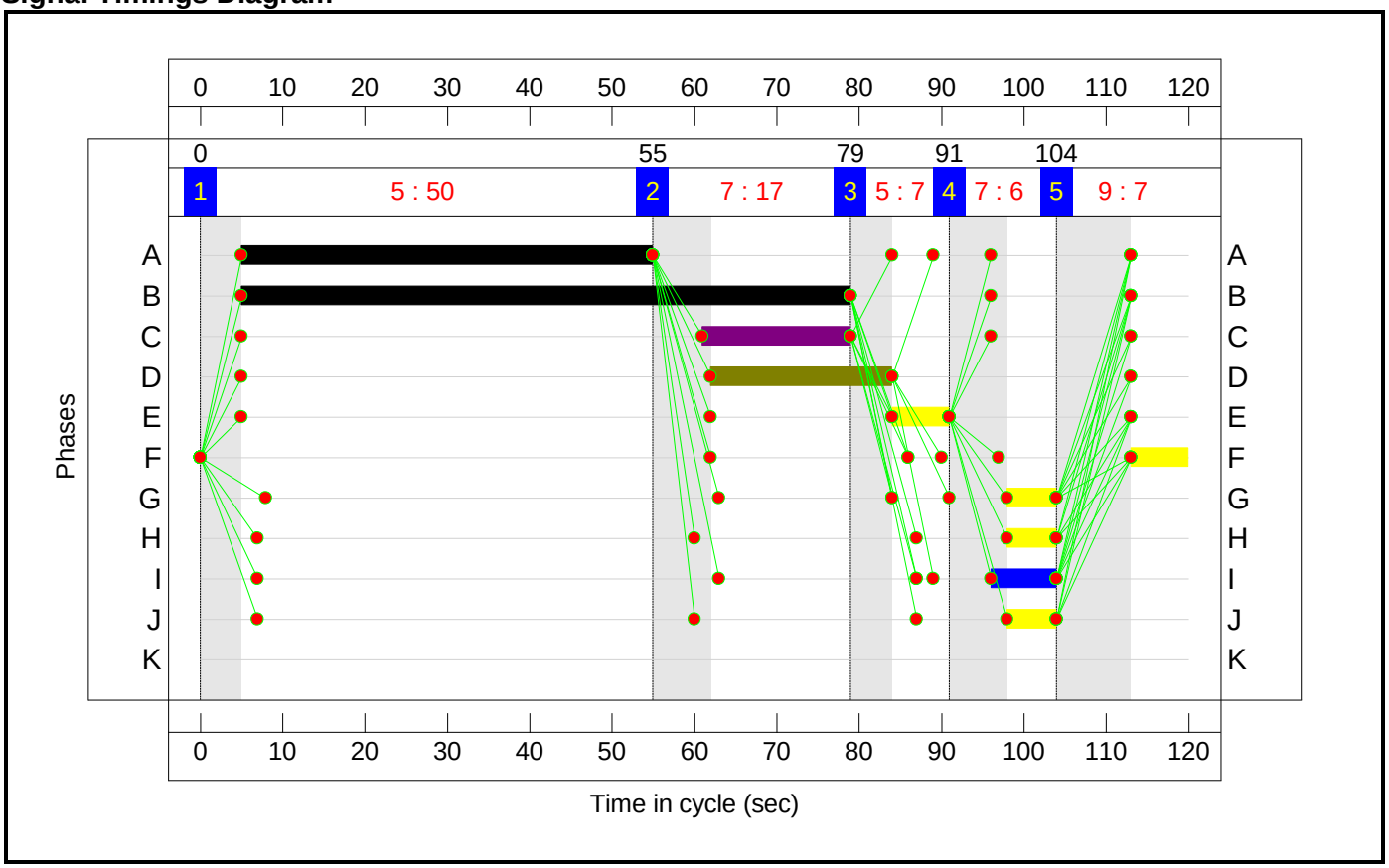
Stage Sequence Diagram



Stage Timings

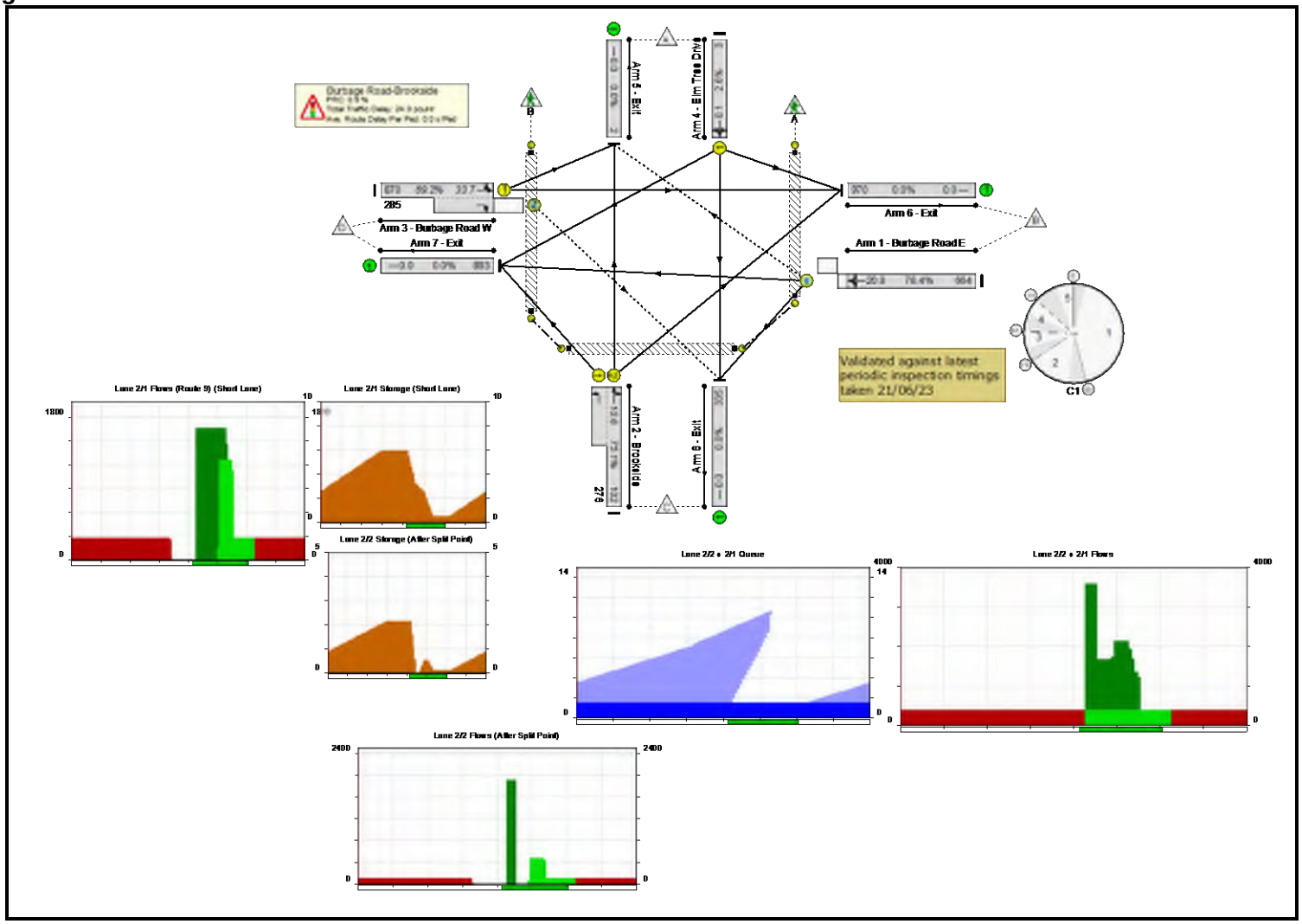
Stage	1	2	3	4	5
Duration	50	17	7	6	7
Change Point	0	55	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	50	-	664	1993	847	78.4%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	29	22:22	378	1912:1665	503	75.1%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	18:18	1155	2054:1781	1295	89.2%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

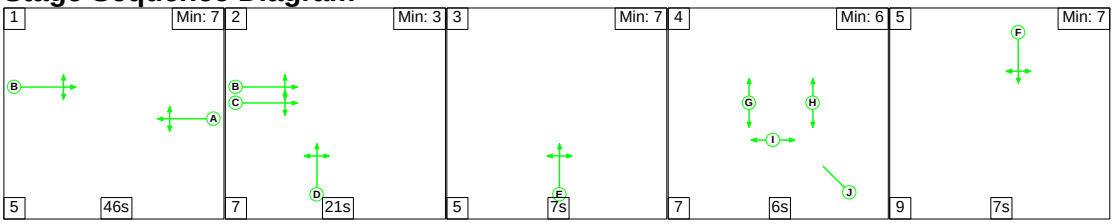
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**94**	**184**	**7**	**15.7**	**7.2**	**1.1**	**24.0**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**94**	**184**	**7**	**15.7**	**7.2**	**1.1**	**24.0**	**-**	**-**	**-**	**-**
1/1	664	664	0	0	0	5.5	1.8	0.0	7.3	39.5	19.0	1.8	20.8
2/2+2/1	378	378	-	-	-	4.2	1.5	-	5.6	53.7	9.2	1.5	10.6
3/1+3/2	1155	1155	94	184	7	6.0	3.9	1.1	11.0	34.4	29.8	3.9	33.7
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 24.02 Cycle Time (s): 120
PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 24.02

Full Input Data And Results

Scenario 4: '2026 PM Baseline' (FG4: '2026 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

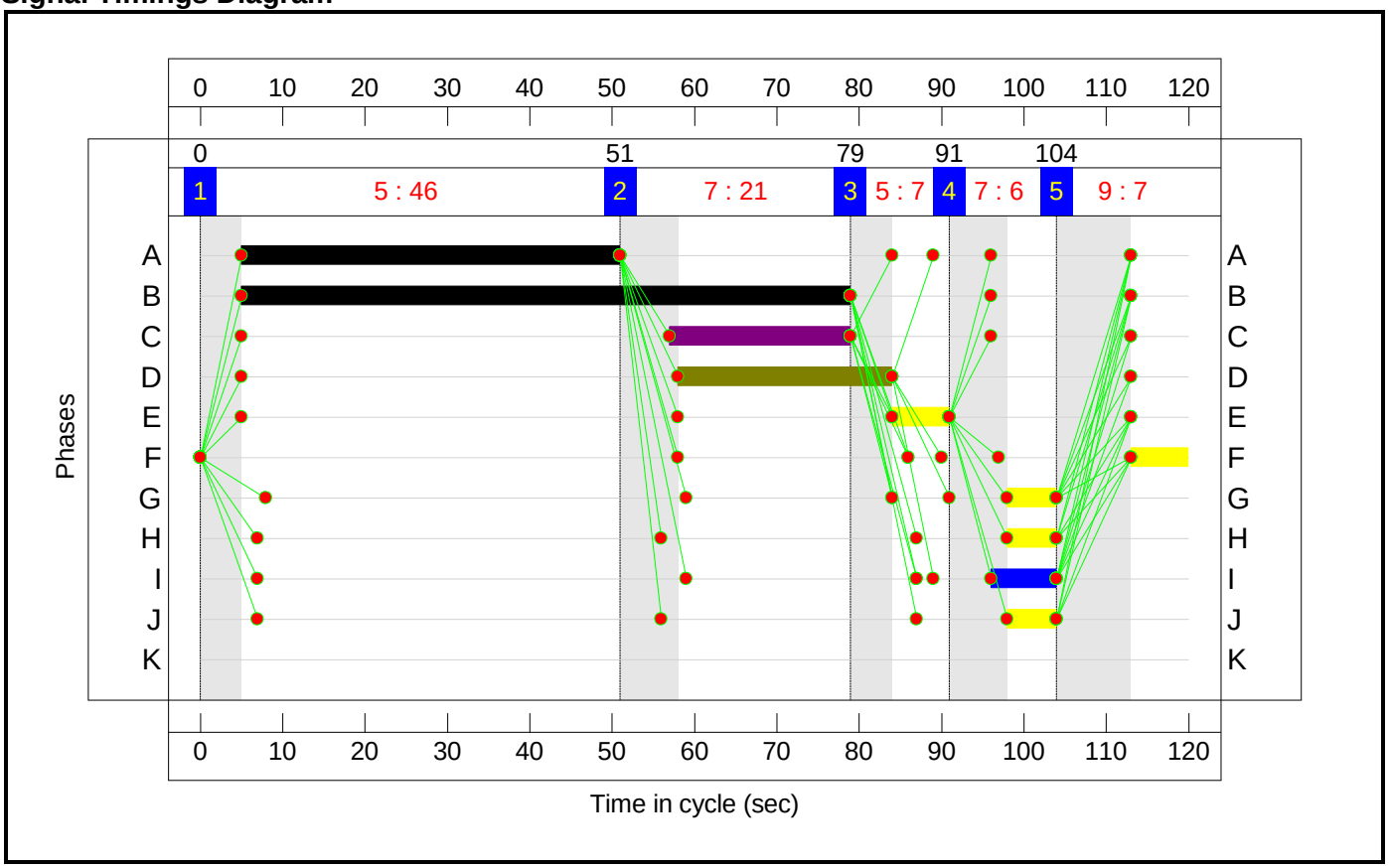
Stage Sequence Diagram



Stage Timings

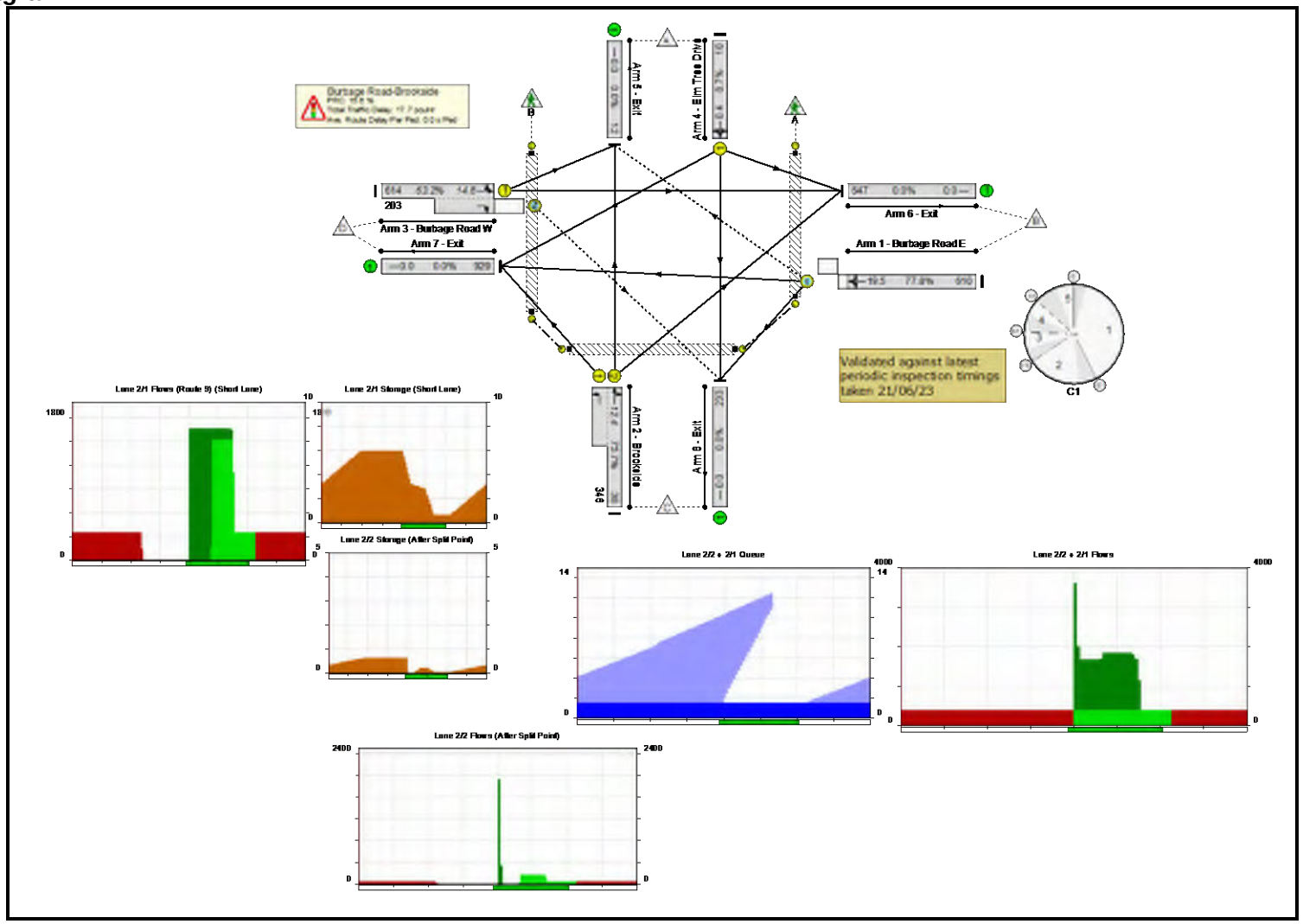
Stage	1	2	3	4	5
Duration	46	21	7	6	7
Change Point	0	51	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	46	-	610	2001	784	77.8%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	33	26:26	384	1926:1665	507	75.7%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	22:22	817	2051:1781	1294	63.2%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

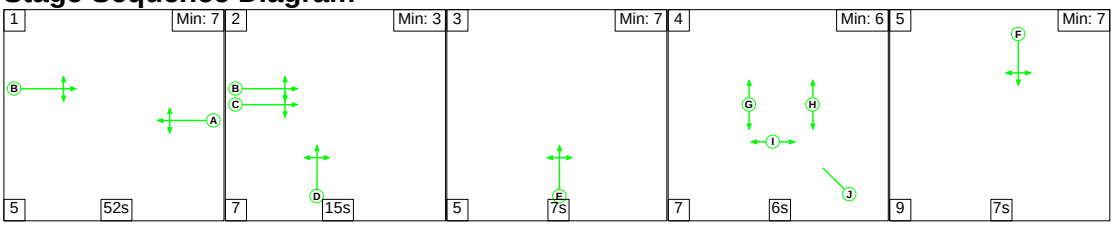
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**92**	**108**	**5**	**12.7**	**4.1**	**0.9**	**17.7**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**92**	**108**	**5**	**12.7**	**4.1**	**0.9**	**17.7**	**-**	**-**	**-**	**-**
1/1	610	610	2	0	0	5.4	1.7	0.0	7.1	42.2	17.8	1.7	19.5
2/2+2/1	384	384	-	-	-	4.1	1.5	-	5.6	52.8	10.9	1.5	12.4
3/1+3/2	817	817	90	108	5	3.0	0.9	0.9	4.7	20.9	13.9	0.9	14.8
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 15.6 Total Delay for Signalled Lanes (pcuHr): 17.72 Cycle Time (s): 120
PRC Over All Lanes (%): 15.6 Total Delay Over All Lanes(pcuHr): 17.72

Full Input Data And Results

Scenario 5: '2026 AM Forecast' (FG5: '2026 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

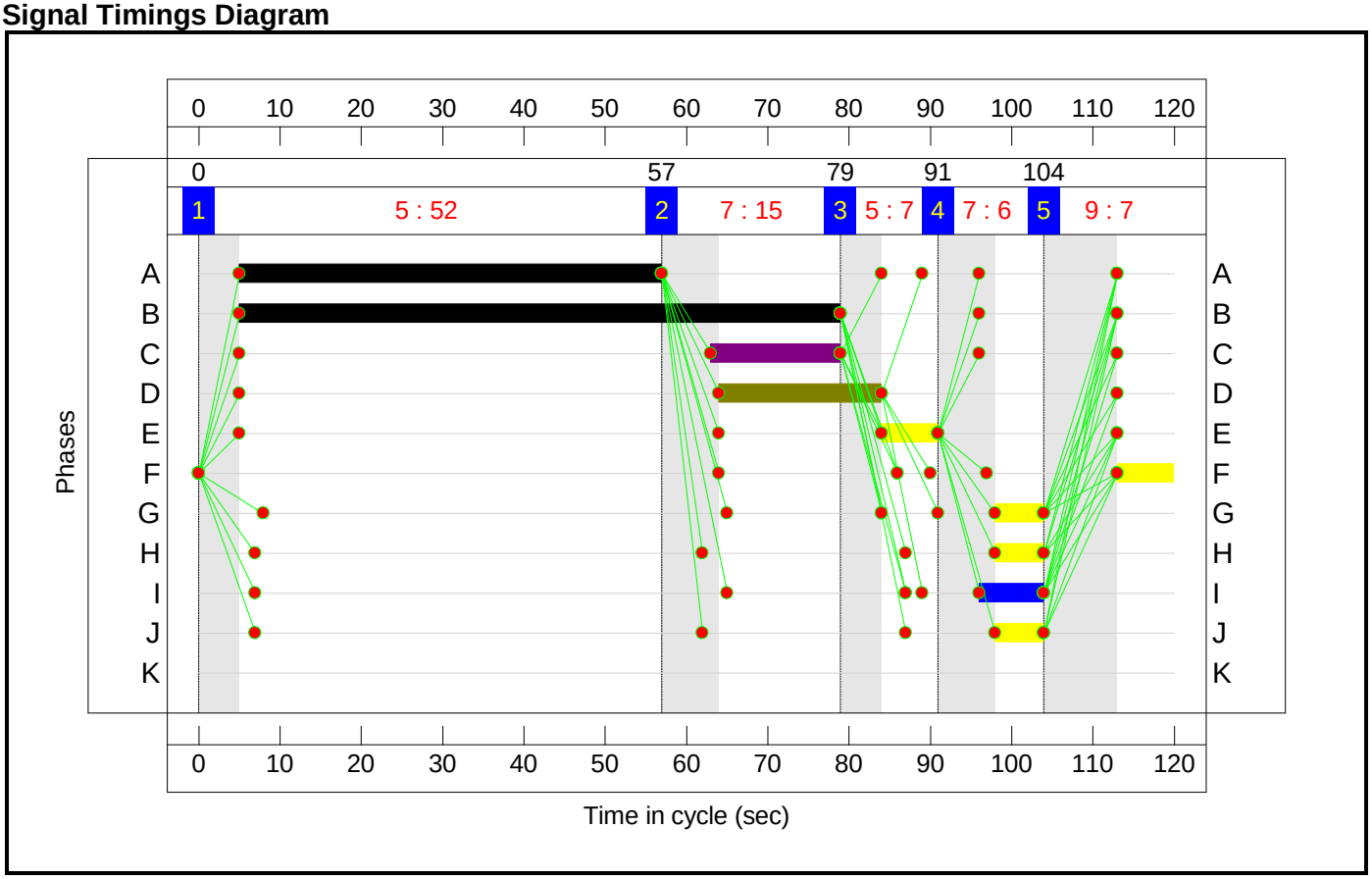
Stage Sequence Diagram



Stage Timings

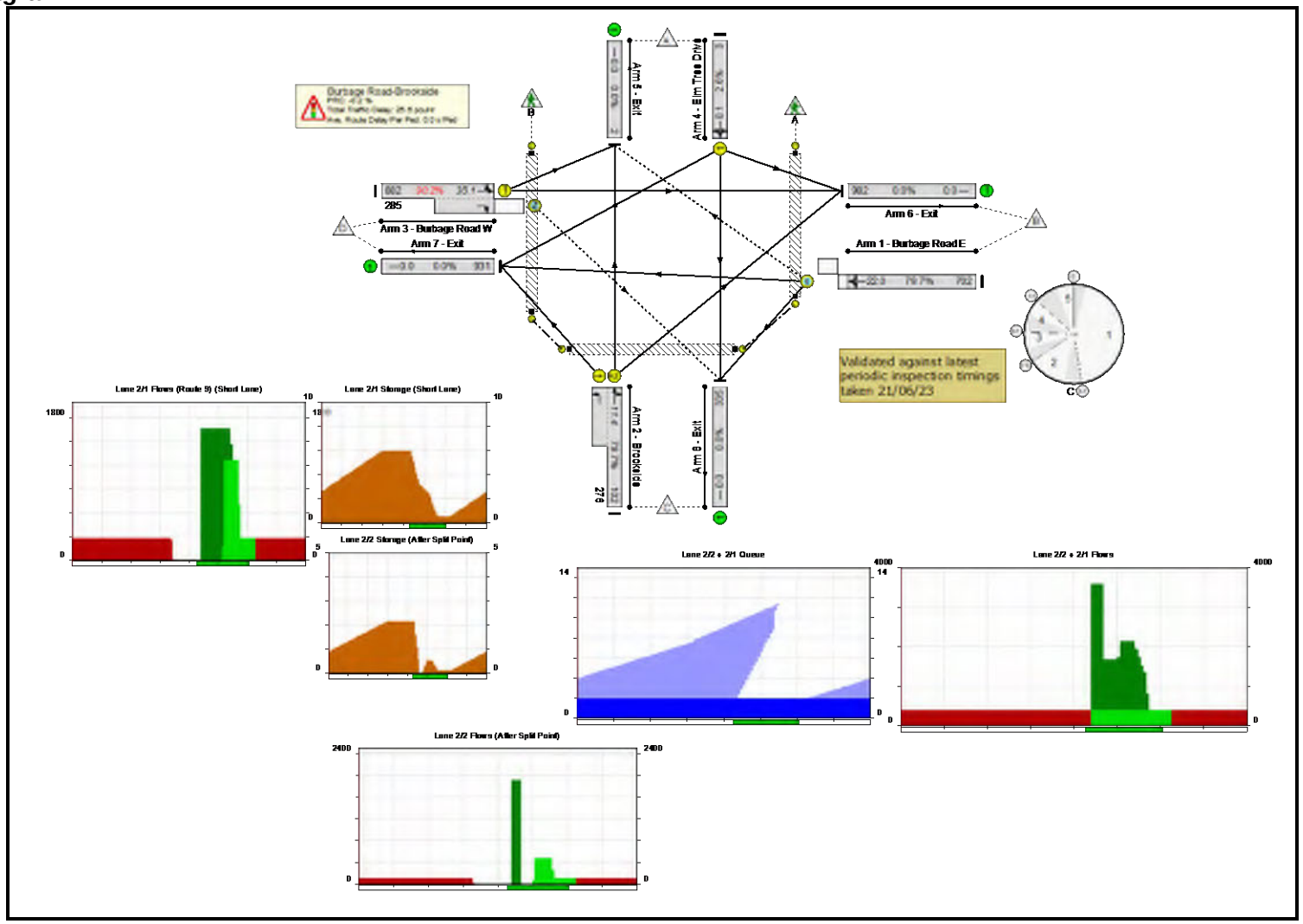
Stage	1	2	3	4	5
Duration	52	15	7	6	7
Change Point	0	57	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	52	-	702	1994	881	79.7%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	27	20:20	378	1912:1665	474	79.7%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	16:16	1167	2054:1781	1294	90.2%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

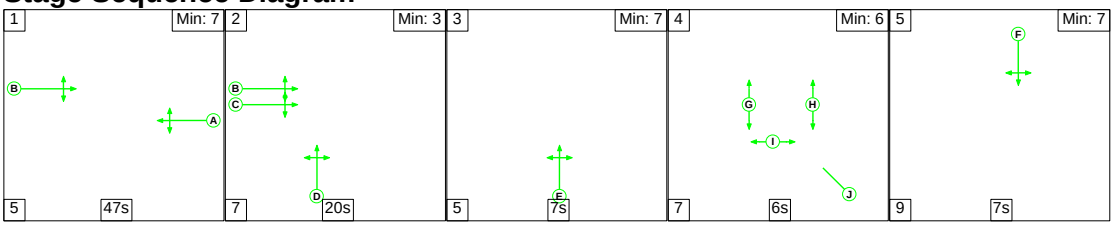
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**89**	**188**	**7**	**16.3**	**8.1**	**1.2**	**25.6**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**89**	**188**	**7**	**16.3**	**8.1**	**1.2**	**25.6**	**-**	**-**	**-**	**-**
1/1	702	702	0	0	0	5.6	1.9	0.0	7.6	38.8	20.1	1.9	22.0
2/2+2/1	378	378	-	-	-	4.4	1.9	-	6.2	59.5	9.5	1.9	11.4
3/1+3/2	1167	1167	89	188	7	6.2	4.3	1.2	11.7	36.1	30.8	4.3	35.1
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 25.58 Cycle Time (s): 120
PRC Over All Lanes (%): -0.2 Total Delay Over All Lanes(pcuHr): 25.58

Full Input Data And Results

Scenario 6: '2026 PM Forecast' (FG6: '2026 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

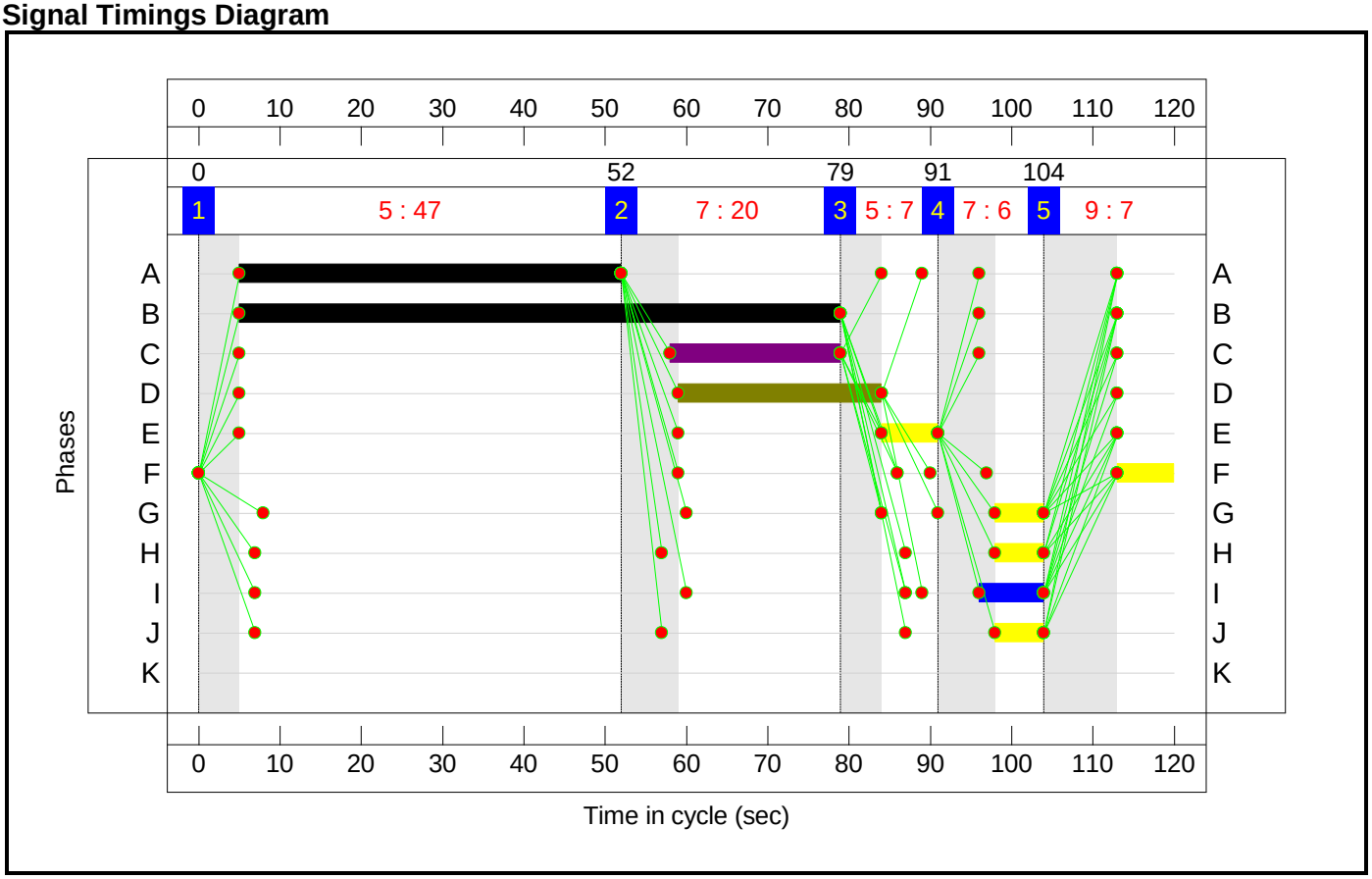
Stage Sequence Diagram



Stage Timings

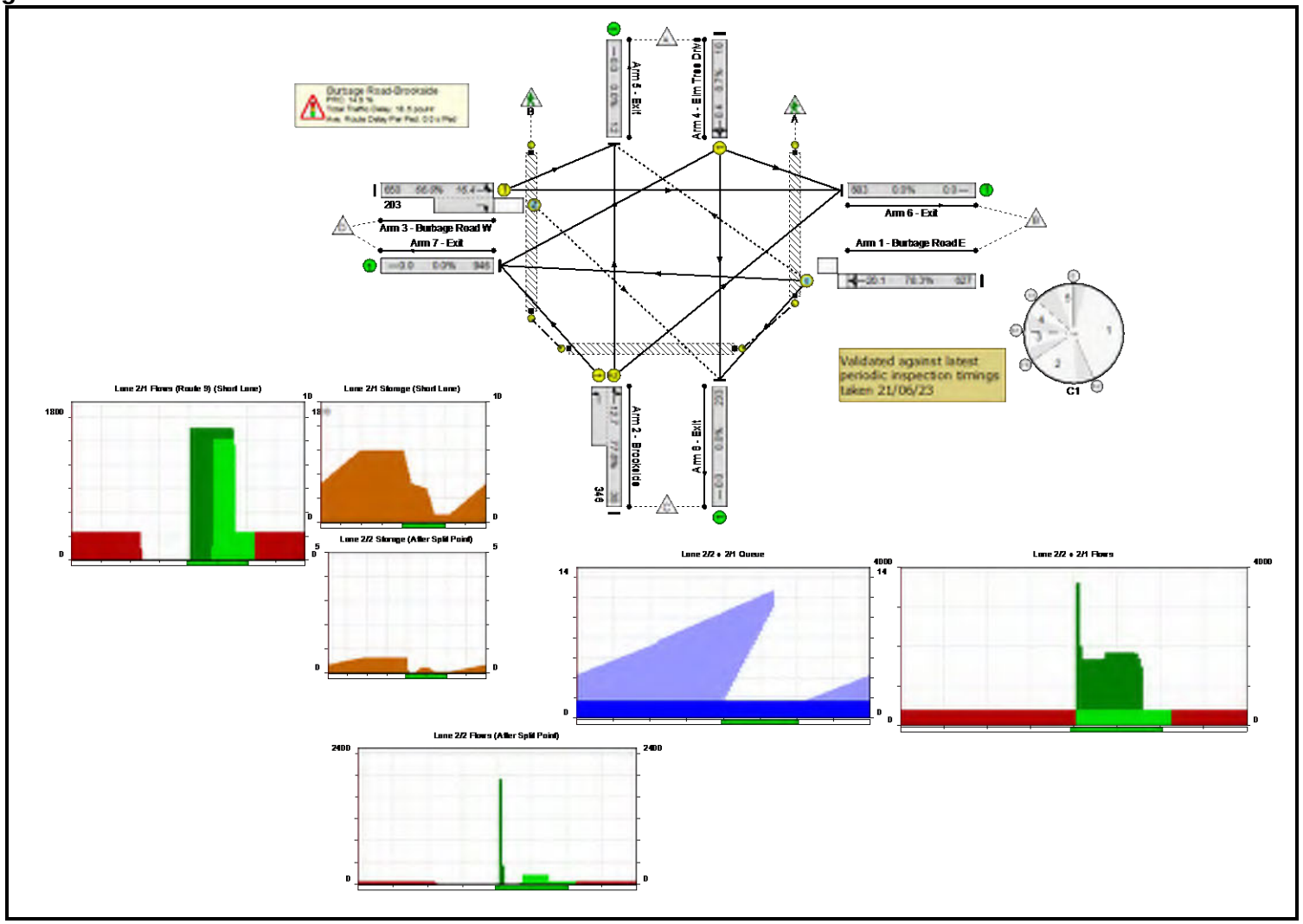
Stage	1	2	3	4	5
Duration	47	20	7	6	7
Change Point	0	52	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.3%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	47	-	627	2001	800	78.3%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	32	25:25	384	1926:1665	493	77.8%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	21:21	853	2051:1781	1292	66.0%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

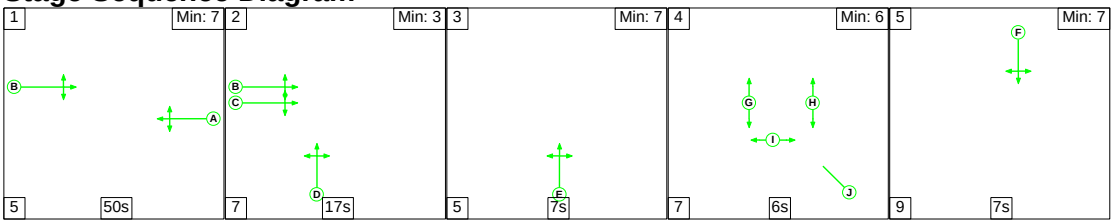
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**92**	**108**	**5**	**13.1**	**4.5**	**0.9**	**18.5**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**92**	**108**	**5**	**13.1**	**4.5**	**0.9**	**18.5**	**-**	**-**	**-**	**-**
1/1	627	627	2	0	0	5.5	1.8	0.0	7.3	41.7	18.3	1.8	20.1
2/2+2/1	384	384	-	-	-	4.2	1.7	-	5.9	55.4	11.0	1.7	12.7
3/1+3/2	853	853	90	108	5	3.2	1.0	0.9	5.1	21.6	15.4	1.0	16.4
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 14.9 Total Delay for Signalled Lanes (pcuHr): 18.48 Cycle Time (s): 120
PRC Over All Lanes (%): 14.9 Total Delay Over All Lanes(pcuHr): 18.48

Full Input Data And Results

Scenario 7: '2031 AM Baseline' (FG7: '2031 Base + Committed - AM Peak', Plan 1: 'Network Control Plan 1')

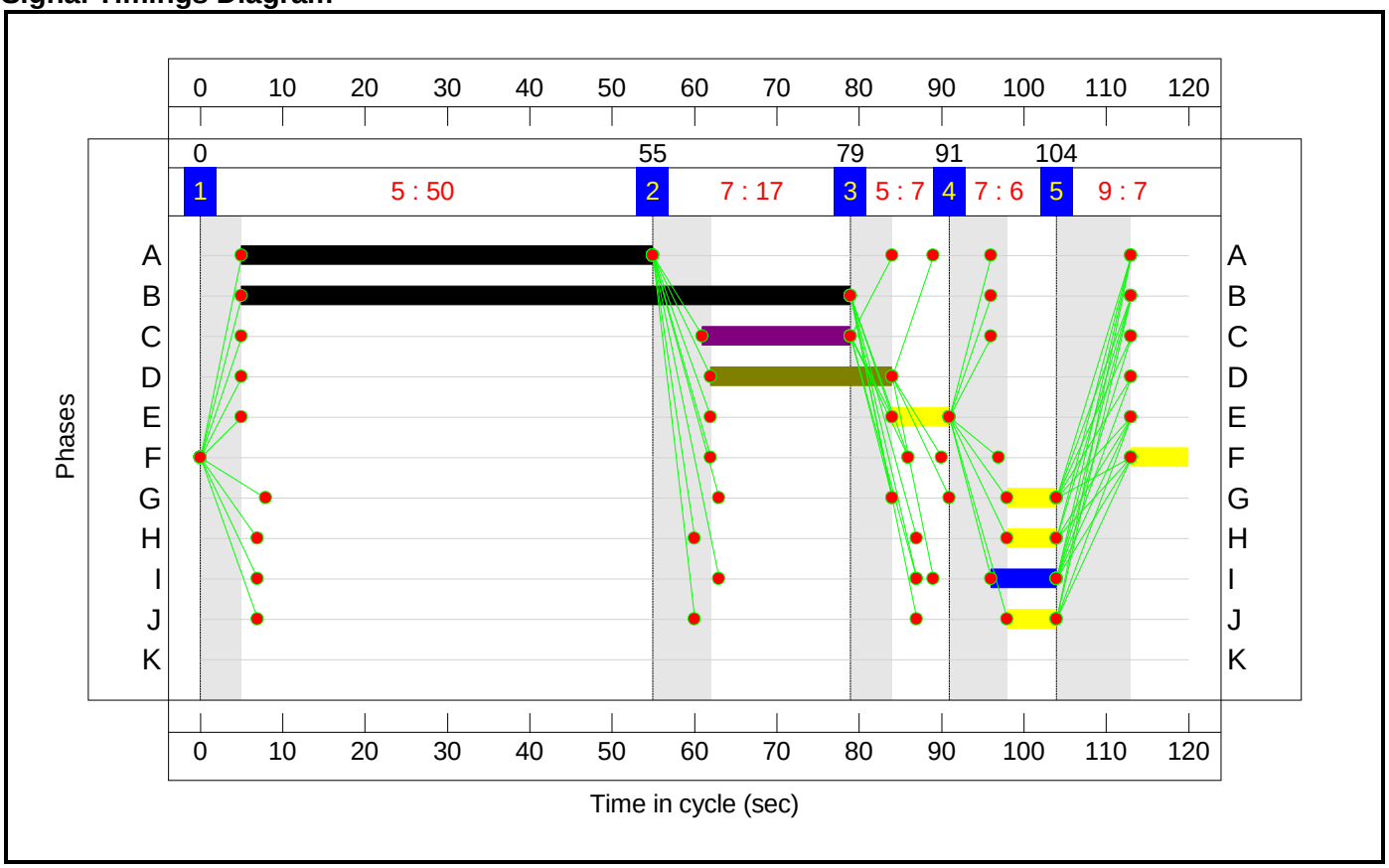
Stage Sequence Diagram



Stage Timings

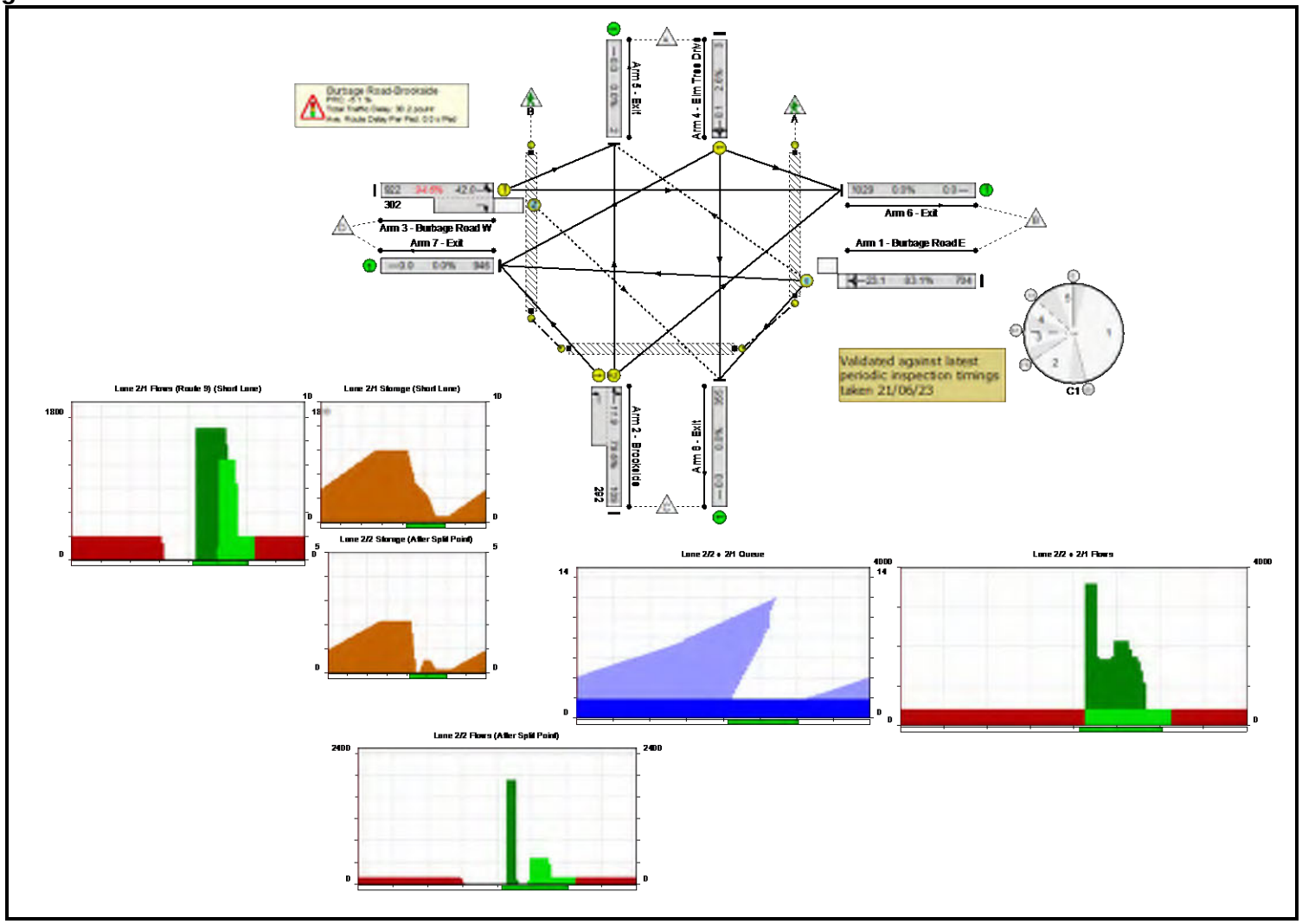
Stage	1	2	3	4	5
Duration	50	17	7	6	7
Change Point	0	55	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	50	-	704	1993	847	83.1%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	29	22:22	401	1912:1665	504	79.6%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	18:18	1224	2054:1781	1295	94.6%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

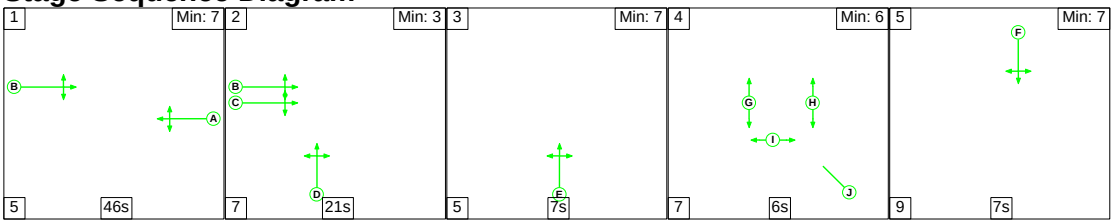
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**71**	**224**	**8**	**17.5**	**11.5**	**1.1**	**30.2**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**71**	**224**	**8**	**17.5**	**11.5**	**1.1**	**30.2**	**-**	**-**	**-**	**-**
1/1	704	704	0	0	0	6.0	2.4	0.0	8.4	42.9	20.7	2.4	23.1
2/2+2/1	401	401	-	-	-	4.5	1.9	-	6.4	57.1	10.1	1.9	11.9
3/1+3/2	1224	1224	71	224	8	7.0	7.2	1.1	15.4	45.2	34.8	7.2	42.0
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -5.1 Total Delay for Signalled Lanes (pcuHr): 30.17 Cycle Time (s): 120
PRC Over All Lanes (%): -5.1 Total Delay Over All Lanes(pcuHr): 30.17

Full Input Data And Results

Scenario 8: '2031 PM Baseline' (FG8: '2031 Base + Committed - PM Peak', Plan 1: 'Network Control Plan 1')

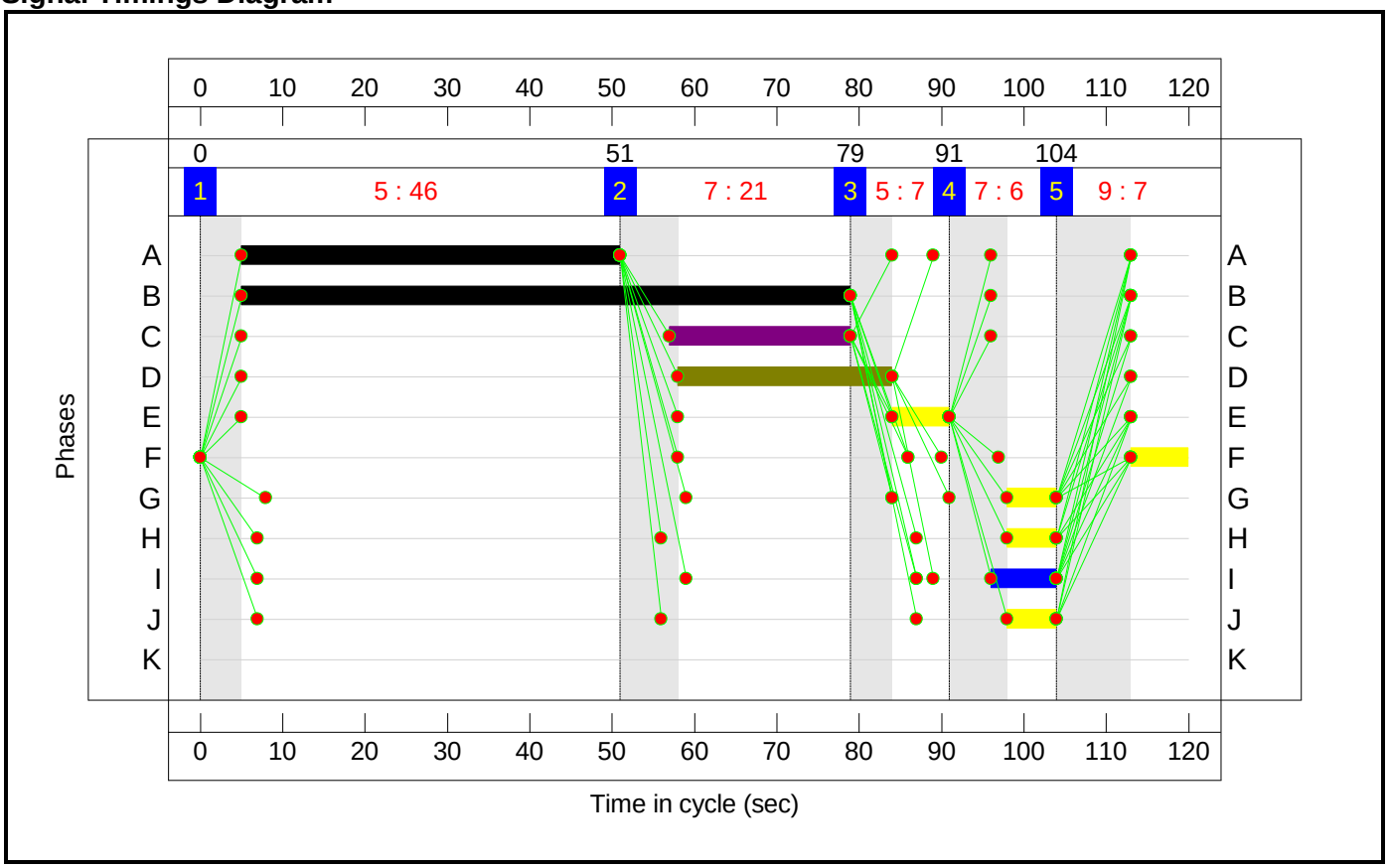
Stage Sequence Diagram



Stage Timings

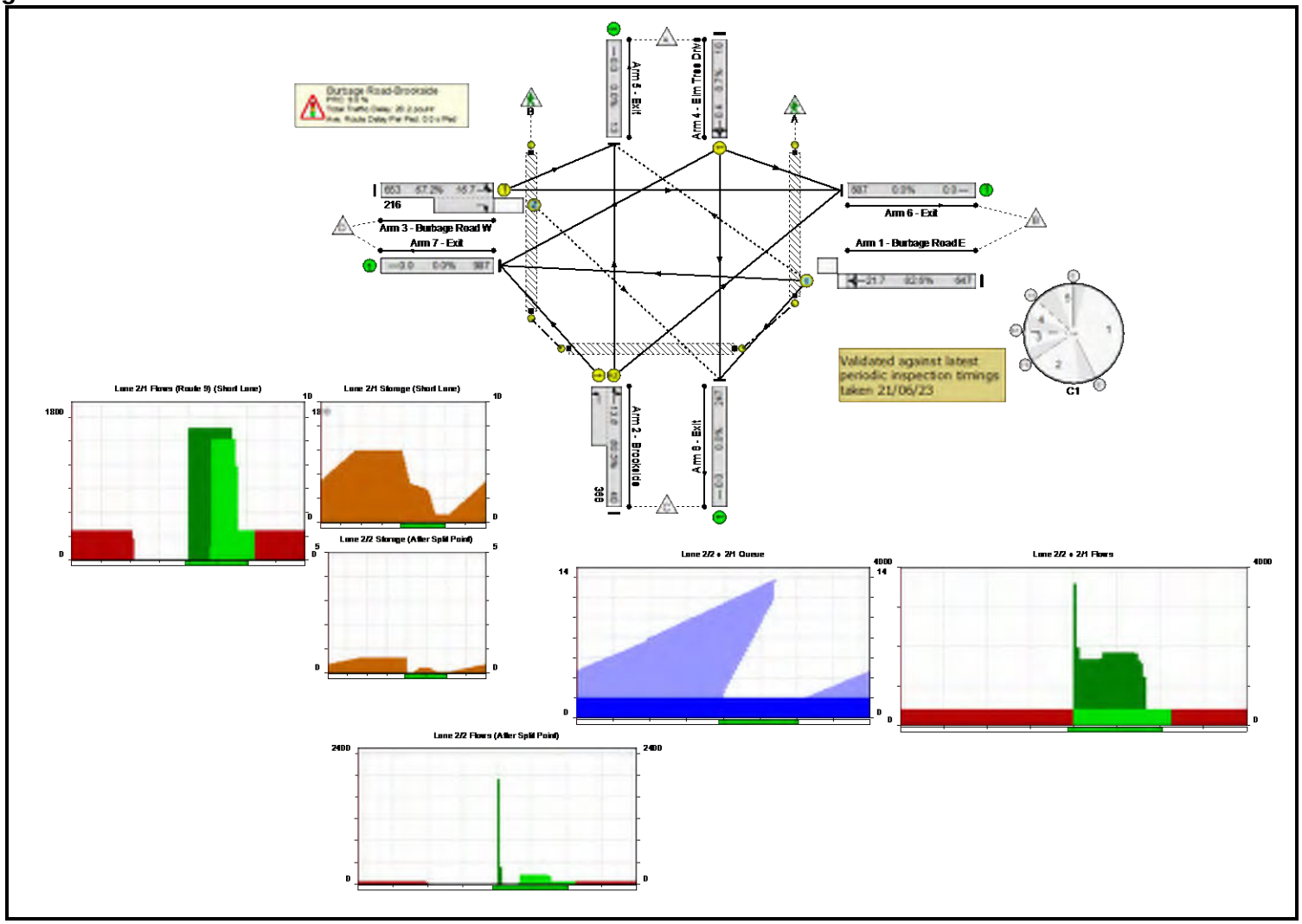
Stage	1	2	3	4	5
Duration	46	21	7	6	7
Change Point	0	51	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	46	-	647	2001	784	82.6%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	33	26:26	408	1925:1665	507	80.5%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	22:22	869	2050:1781	1293	67.2%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

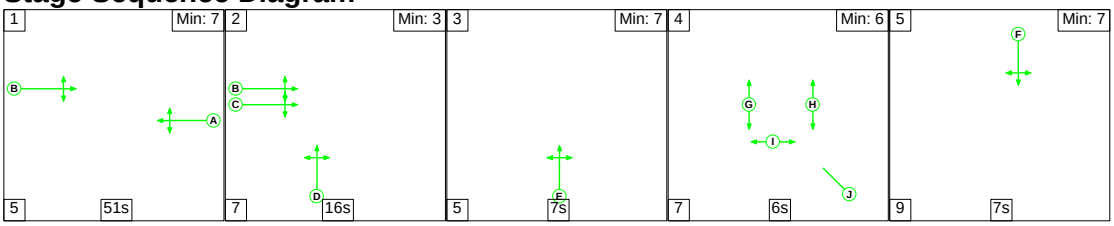
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**71**	**142**	**5**	**13.9**	**5.3**	**1.0**	**20.2**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**71**	**142**	**5**	**13.9**	**5.3**	**1.0**	**20.2**	**-**	**-**	**-**	**-**
1/1	647	647	2	0	0	5.9	2.3	0.0	8.2	45.7	19.4	2.3	21.7
2/2+2/1	408	408	-	-	-	4.4	2.0	-	6.4	56.7	11.8	2.0	13.8
3/1+3/2	869	869	69	142	5	3.4	1.0	1.0	5.4	22.3	15.6	1.0	16.7
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 20.21 Cycle Time (s): 120
PRC Over All Lanes (%): 9.0 Total Delay Over All Lanes(pcuHr): 20.21

Full Input Data And Results

Scenario 9: '2031 AM Forecast' (FG9: '2031 Base + Committed + Development - AM Peak', Plan 1: 'Network Control Plan 1')

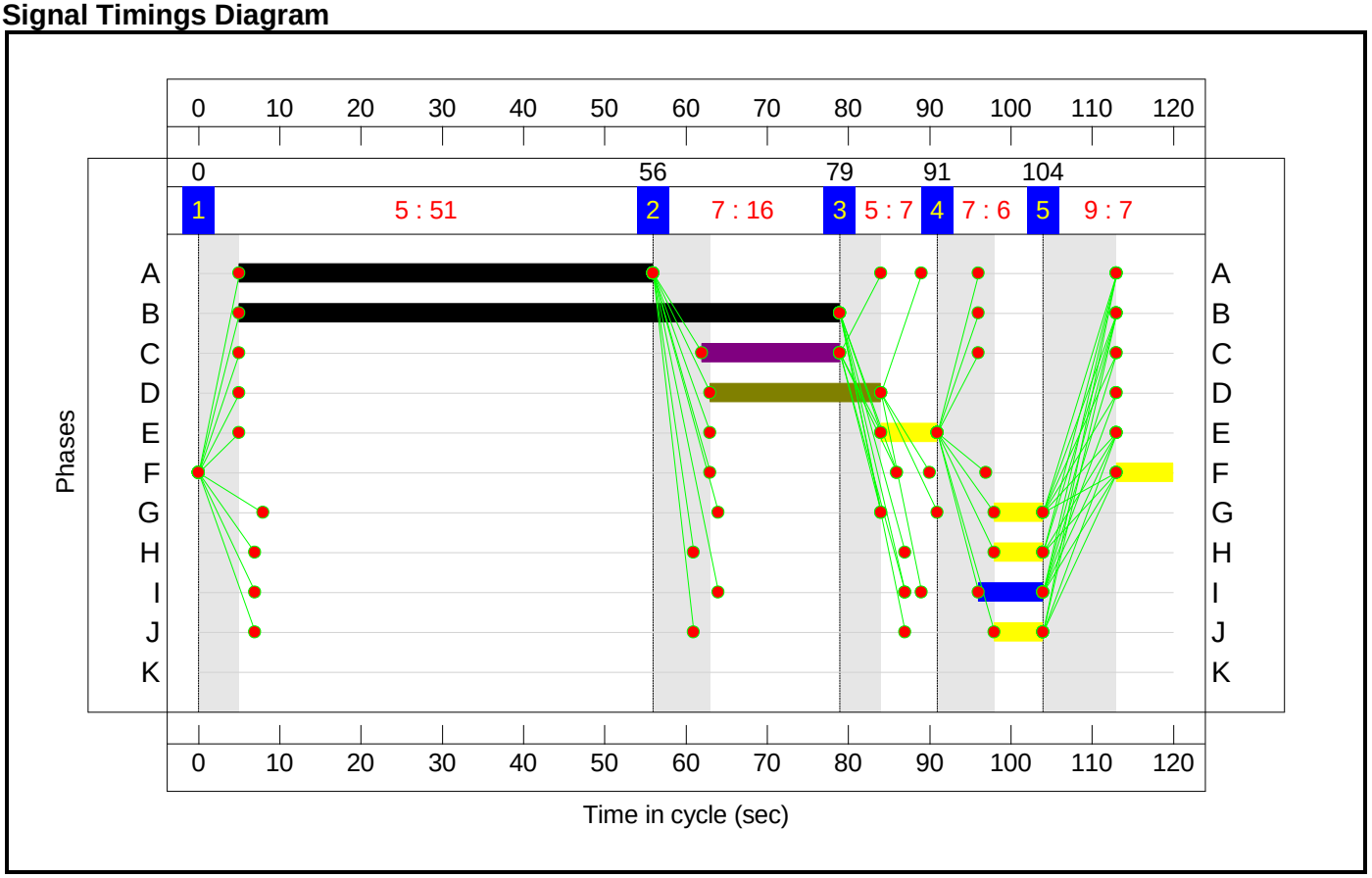
Stage Sequence Diagram



Stage Timings

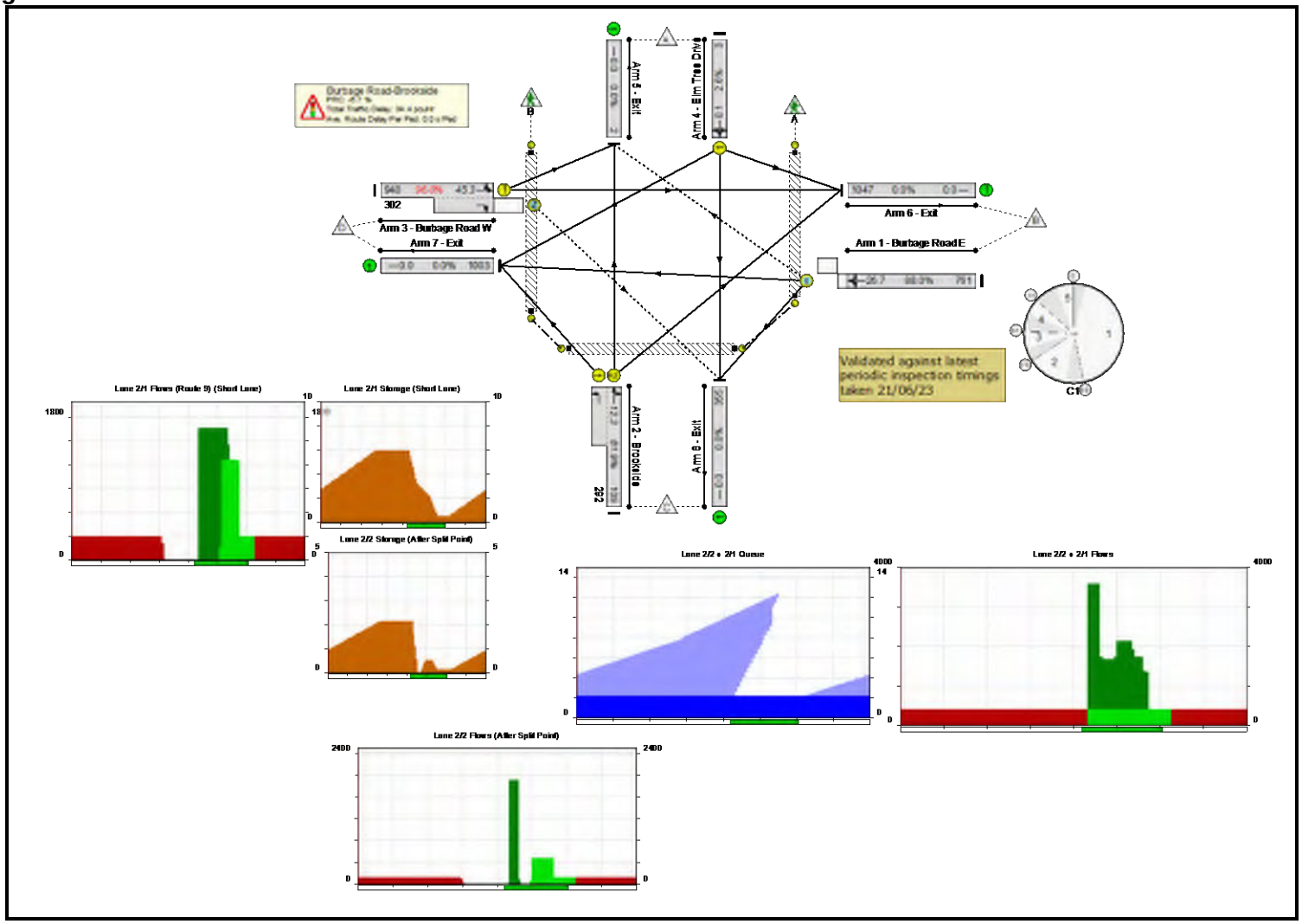
Stage	1	2	3	4	5
Duration	51	16	7	6	7
Change Point	0	56	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	51	-	761	1995	865	88.0%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	28	21:21	401	1912:1665	489	81.9%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	17:17	1242	2054:1781	1294	96.0%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	3	1741	116	2.6%
5/1	Exit	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

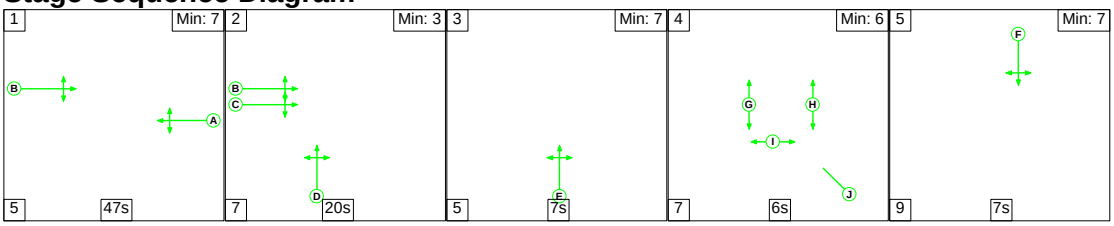
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**47**	**247**	**8**	**18.6**	**14.5**	**1.2**	**34.4**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**47**	**247**	**8**	**18.6**	**14.5**	**1.2**	**34.4**	**-**	**-**	**-**	**-**
1/1	761	761	0	0	0	6.6	3.4	0.0	10.1	47.6	23.3	3.4	26.7
2/2+2/1	401	401	-	-	-	4.6	2.2	-	6.7	60.6	10.2	2.2	12.3
3/1+3/2	1242	1242	47	247	8	7.4	8.9	1.2	17.5	50.7	36.4	8.9	45.3
4/1	3	3	-	-	-	0.0	0.0	-	0.1	68.6	0.1	0.0	0.1
5/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -6.7 Total Delay for Signalled Lanes (pcuHr): 34.36 Cycle Time (s): 120
PRC Over All Lanes (%): -6.7 Total Delay Over All Lanes(pcuHr): 34.36

Full Input Data And Results

Scenario 10: '2031 PM Forecast' (FG10: '2031 Base + Committed + Development - PM Peak', Plan 1: 'Network Control Plan 1')

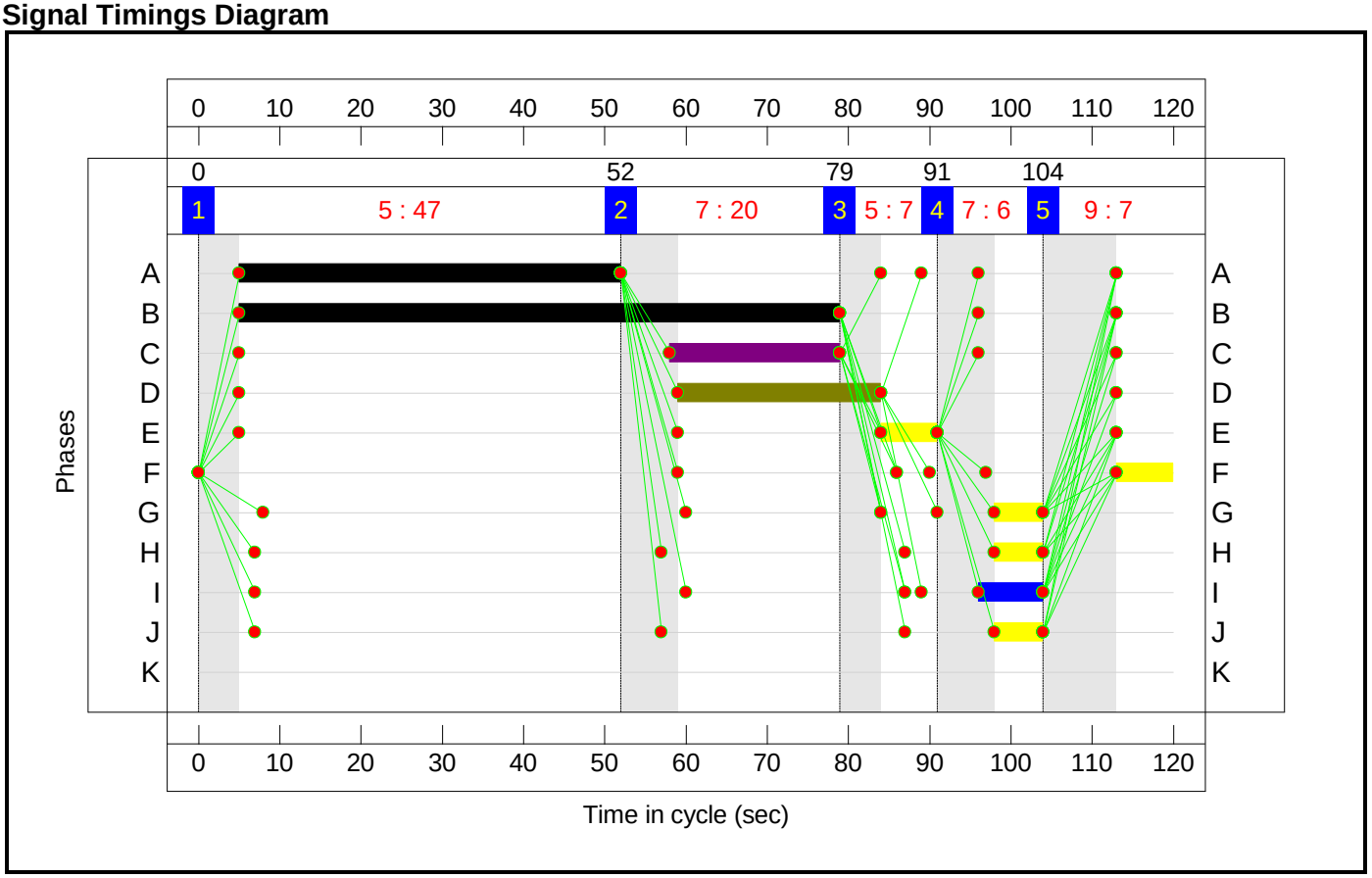
Stage Sequence Diagram



Stage Timings

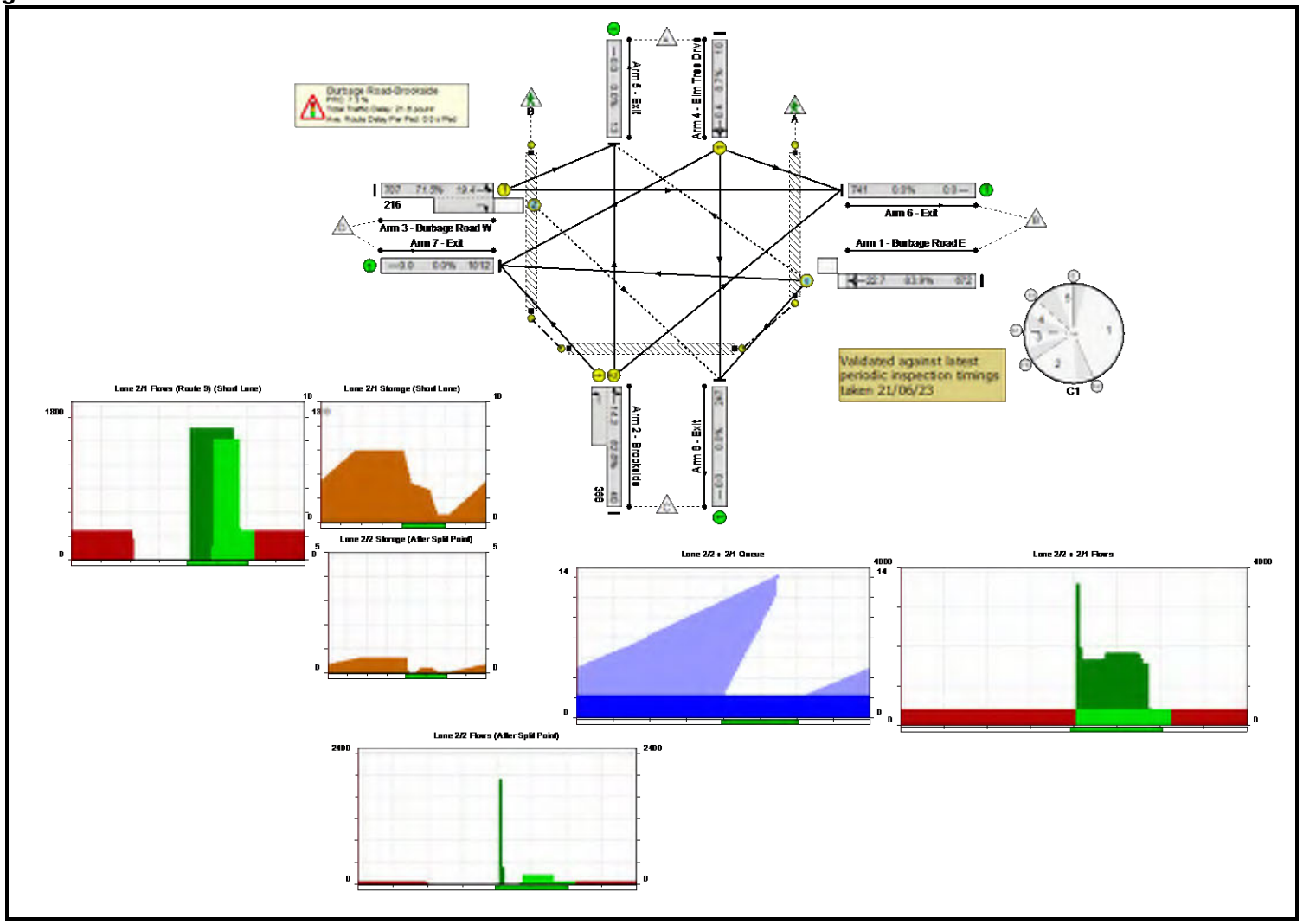
Stage	1	2	3	4	5
Duration	47	20	7	6	7
Change Point	0	52	79	91	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**
Burbage Road-Brookside	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**
1/1	Burbage Road E Right Ahead Left	O	N/A	N/A	A		1	47	-	672	2002	801	83.9%
2/2+2/1	Brookside Ahead Right Left	U	N/A	N/A	E	D	1	32	25:25	408	1925:1665	493	82.8%
3/1+3/2	Burbage Road W Left Ahead Right	U+O	N/A	N/A	B	C	1	74	21:21	923	2051:1781	1291	71.5%
4/1	Elm Tree Drive Left Right Ahead	U	N/A	N/A	F		1	7	-	10	1733	116	8.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
Ped Link: P1	Burbage Rd E	-	N/A	-	H		1	6	-	0	-	3600	0.0%
Ped Link: P2	Brookside	-	N/A	-	I		1	8	-	0	-	4800	0.0%
Ped Link: P3	Burbage Road W	-	N/A	-	G		1	6	-	0	-	3600	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**66**	**147**	**5**	**14.6**	**6.1**	**1.0**	**21.6**	**-**	**-**	**-**	**-**
Burbage Road-Brookside	**-**	**-**	**66**	**147**	**5**	**14.6**	**6.1**	**1.0**	**21.6**	**-**	**-**	**-**	**-**
1/1	672	672	2	0	0	6.1	2.5	0.0	8.6	46.1	20.2	2.5	22.7
2/2+2/1	408	408	-	-	-	4.6	2.3	-	6.8	60.3	12.1	2.3	14.3
3/1+3/2	923	923	64	147	5	3.8	1.2	1.0	6.0	23.5	18.2	1.2	19.4
4/1	10	10	-	-	-	0.1	0.0	-	0.2	69.8	0.3	0.0	0.4
5/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

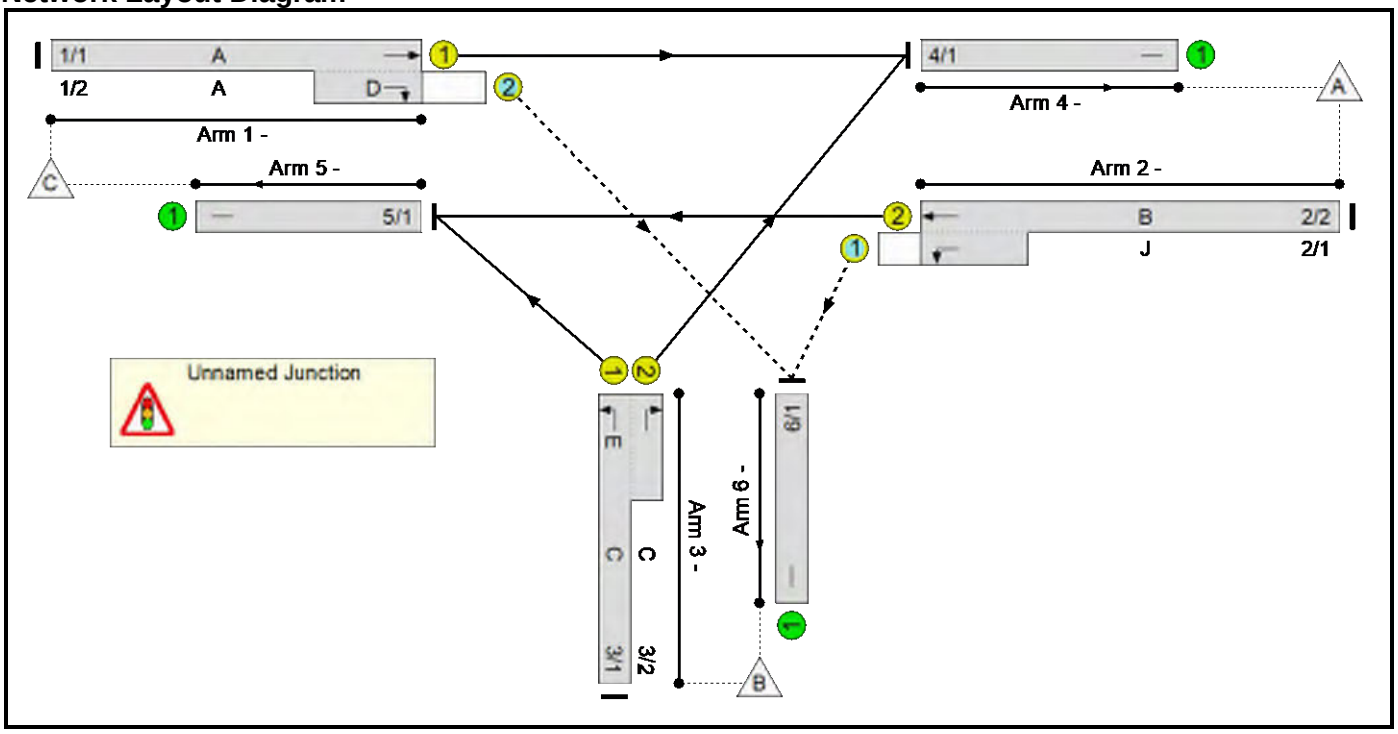
C1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 21.65 Cycle Time (s): 120
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 21.65

Full Input Data And Results

User and Project Details

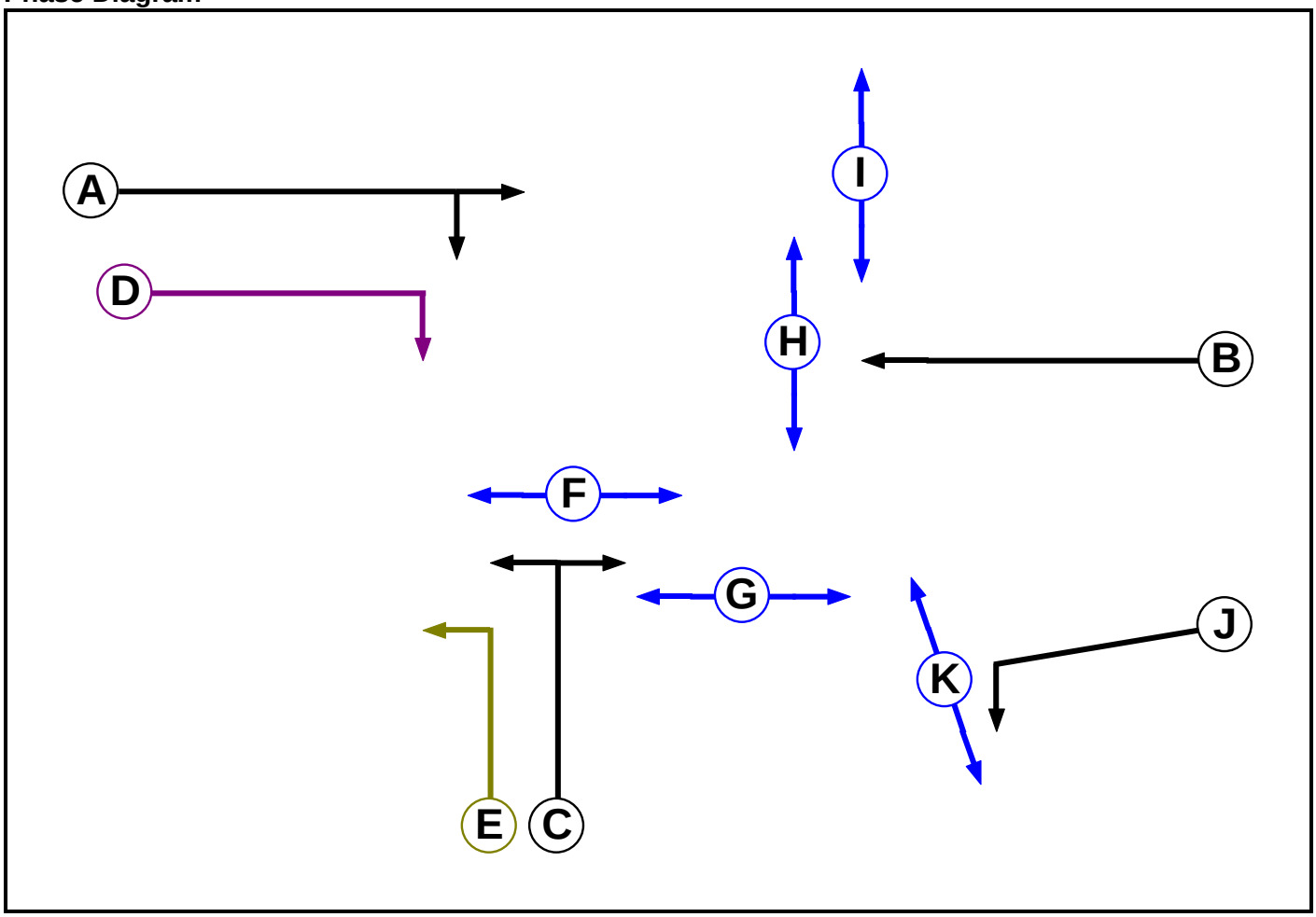
Project:	
Title:	
Location:	
Additional detail:	
File name:	New LinSig Model 2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Ind. Arrow	1	A	4	4
E	Filter	1	C	4	0
F	Pedestrian	1		5	5
G	Pedestrian	1		5	5
H	Pedestrian	1		5	4
I	Pedestrian	1		5	4
J	Traffic	2		7	7
K	Pedestrian	2		5	5

Full Input Data And Results

Phase Intergreens Matrix

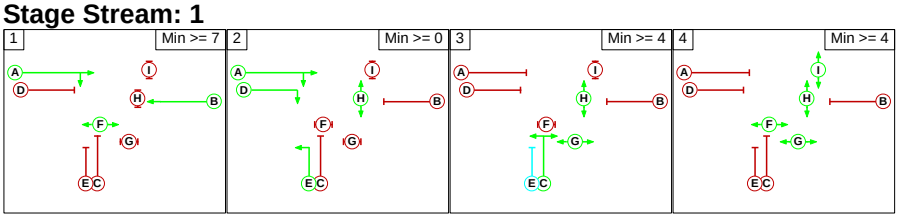
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	6	-	-	-	9	-	10	-	-
B	-		6	5	6	-	-	5	-	-	-
C	5	5		5	-	5	-	-	9	-	-
D	-	6	6		-	-	9	-	-	-	-
E	-	5	-	-		5	-	-	-	-	-
F	-	-	9	-	9		-	-	-	-	-
G	7	-	-	7	-	-		-	-	-	-
H	-	6	-	-	-	-	-		-	-	-
I	6	-	6	-	-	-	-	-		-	-
J	-	-	-	-	-	-	-	-	-		5
K	-	-	-	-	-	-	-	-	-	7	

Phases in Stage

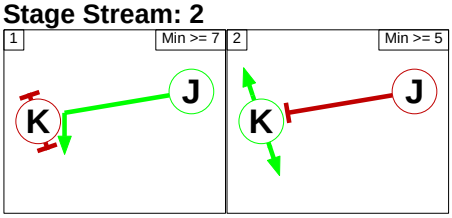
Stream	Stage No.	Phases in Stage
1	1	A B F
1	2	A D E H
1	3	C G H
1	4	F G H I
2	1	J
2	2	K

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	3	3
1	3	B	Losing	3	3
3	1	C	Losing	2	2
3	1	H	Losing	1	1
4	1	H	Losing	1	1
4	1	I	Losing	1	1
4	3	I	Losing	3	3

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage				
From Stage		1	2	3	4
	1		9	12	10
	2	X		9	X
	3	7	X		9
	4	7	X	9	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2	6/1 (Right)	1439	0	2/2	1.09	All	3.00	-	0.50	3	2.00
2/1	6/1 (Left)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/2	O	A D	2	3	5.0	User	1950	-	-	-	-	-
2/1	O	J	2	3	5.0	User	1900	-	-	-	-	-
2/2	U	B	2	3	60.0	User	1950	-	-	-	-	-
3/1	U	C E	2	3	60.0	User	1950	-	-	-	-	-
3/2	U	C	2	3	5.0	User	1900	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Surveyed Flows'	08:00	09:00	01:00	
2: 'PM Surveyed Flows'	17:00	18:00	01:00	
3: 'AM 2026 Base + Committed'	08:00	09:00	01:00	
4: 'PM 2026 Base + Committed'	17:00	18:00	01:00	
5: 'AM 2026 Base + Committed + Development'	08:00	09:00	01:00	
6: 'PM 2026 Base + Committed + Development'	17:00	18:00	01:00	
7: 'AM 2031 Base + Committed'	08:00	09:00	01:00	
8: 'PM 2031 Base + Committed'	17:00	18:00	01:00	
9: 'AM 2031 Base + Committed + Development'	08:00	09:00	01:00	
10: 'PM 2031 Base + Committed + Development'	17:00	18:00	01:00	

Scenario 1: 'AM Base' (FG1: 'AM Surveyed Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	224	535	759
	B	163	0	207	370
	C	547	374	0	921
	Tot.	710	598	742	2050

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base
Junction: Unnamed Junction	
1/1 (with short)	921(In) 547(Out)
1/2 (short)	374
2/1 (short)	224
2/2 (with short)	759(In) 535(Out)
3/1 (with short)	370(In) 207(Out)
3/2 (short)	163
4/1	710
5/1	742
6/1	598

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Base' (FG2: 'PM Surveyed Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	218	406	624
	B	150	0	226	376
	C	524	290	0	814
	Tot.	674	508	632	1814

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base
Junction: Unnamed Junction	
1/1 (with short)	814(In) 524(Out)
1/2 (short)	290
2/1 (short)	218
2/2 (with short)	624(In) 406(Out)
3/1 (with short)	376(In) 226(Out)
3/2 (short)	150
4/1	674
5/1	632
6/1	508

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM Base (x2 Cycle)' (FG1: 'AM Surveyed Flows', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	224	535	759
	B	163	0	207	370
	C	547	374	0	921
	Tot.	710	598	742	2050

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM Base (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	921(In) 547(Out)
1/2 (short)	374
2/1 (short)	224
2/2 (with short)	759(In) 535(Out)
3/1 (with short)	370(In) 207(Out)
3/2 (short)	163
4/1	710
5/1	742
6/1	598

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM Base (x2 Cycle)' (FG2: 'PM Surveyed Flows', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	218	406	624
	B	150	0	226	376
	C	524	290	0	814
	Tot.	674	508	632	1814

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM Base (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	814(In) 524(Out)
1/2 (short)	290
2/1 (short)	218
2/2 (with short)	624(In) 406(Out)
3/1 (with short)	376(In) 226(Out)
3/2 (short)	150
4/1	674
5/1	632
6/1	508

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'AM 2026 Base + Comm' (FG3: 'AM 2026 Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	241	551	792
	B	205	0	263	468
	C	565	400	0	965
	Tot.	770	641	814	2225

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: AM 2026 Base + Comm
Junction: Unnamed Junction	
1/1 (with short)	965(In) 565(Out)
1/2 (short)	400
2/1 (short)	241
2/2 (with short)	792(In) 551(Out)
3/1 (with short)	468(In) 263(Out)
3/2 (short)	205
4/1	770
5/1	814
6/1	641

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM 2026 Base + Comm' (FG4: 'PM 2026 Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	249	420	669
	B	167	0	249	416
	C	540	333	0	873
	Tot.	707	582	669	1958

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM 2026 Base + Comm
Junction: Unnamed Junction	
1/1 (with short)	873(In) 540(Out)
1/2 (short)	333
2/1 (short)	249
2/2 (with short)	669(In) 420(Out)
3/1 (with short)	416(In) 249(Out)
3/2 (short)	167
4/1	707
5/1	669
6/1	582

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'AM 2026 Base + Comm (x2 Cycle)' (FG3: 'AM 2026 Base + Committed', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	241	551	792
	B	205	0	263	468
	C	565	400	0	965
	Tot.	770	641	814	2225

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: AM 2026 Base + Comm (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	965(In) 565(Out)
1/2 (short)	400
2/1 (short)	241
2/2 (with short)	792(In) 551(Out)
3/1 (with short)	468(In) 263(Out)
3/2 (short)	205
4/1	770
5/1	814
6/1	641

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM 2026 Base + Comm (x2 Cycle)' (FG4: 'PM 2026 Base + Committed', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	249	420	669
	B	167	0	249	416
	C	540	333	0	873
	Tot.	707	582	669	1958

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: PM 2026 Base + Comm (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	873(In) 540(Out)
1/2 (short)	333
2/1 (short)	249
2/2 (with short)	669(In) 420(Out)
3/1 (with short)	416(In) 249(Out)
3/2 (short)	167
4/1	707
5/1	669
6/1	582

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'AM 2026 Base + Comm + Dev' (FG5: 'AM 2026 Base + Committed + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	273	590	863
	B	215	0	263	478
	C	577	400	0	977
	Tot.	792	673	853	2318

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: AM 2026 Base + Comm + Dev
Junction: Unnamed Junction	
1/1 (with short)	977(In) 577(Out)
1/2 (short)	400
2/1 (short)	273
2/2 (with short)	863(In) 590(Out)
3/1 (with short)	478(In) 263(Out)
3/2 (short)	215
4/1	792
5/1	853
6/1	673

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'PM 2026 Base + Comm + Dev' (FG6: 'PM 2026 Base + Committed + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	263	437	700
	B	197	0	249	446
	C	577	333	0	910
	Tot.	774	596	686	2056

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: PM 2026 Base + Comm + Dev
Junction: Unnamed Junction	
1/1 (with short)	910(In) 577(Out)
1/2 (short)	333
2/1 (short)	263
2/2 (with short)	700(In) 437(Out)
3/1 (with short)	446(In) 249(Out)
3/2 (short)	197
4/1	774
5/1	686
6/1	596

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'AM 2026 Base + Comm + Dev (x2 Cycle)' (FG5: 'AM 2026 Base + Committed + Development', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	273	590	863
	B	215	0	263	478
	C	577	400	0	977
	Tot.	792	673	853	2318

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: AM 2026 Base + Comm + Dev (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	977(In) 577(Out)
1/2 (short)	400
2/1 (short)	273
2/2 (with short)	863(In) 590(Out)
3/1 (with short)	478(In) 263(Out)
3/2 (short)	215
4/1	792
5/1	853
6/1	673

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'PM 2026 Base + Comm + Dev (x2 Cycle)' (FG6: 'PM 2026 Base + Committed + Development', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	263	437	700
	B	197	0	249	446
	C	577	333	0	910
	Tot.	774	596	686	2056

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: PM 2026 Base + Comm + Dev (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	910(In) 577(Out)
1/2 (short)	333
2/1 (short)	263
2/2 (with short)	700(In) 437(Out)
3/1 (with short)	446(In) 249(Out)
3/2 (short)	197
4/1	774
5/1	686
6/1	596

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'AM 2031 Base + Comm' (FG7: 'AM 2031 Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	255	585	840
	B	215	0	276	491
	C	599	423	0	1022
	Tot.	814	678	861	2353

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: AM 2031 Base + Comm
Junction: Unnamed Junction	
1/1 (with short)	1022(In) 599(Out)
1/2 (short)	423
2/1 (short)	255
2/2 (with short)	840(In) 585(Out)
3/1 (with short)	491(In) 276(Out)
3/2 (short)	215
4/1	814
5/1	861
6/1	678

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'PM 2031 Base + Comm' (FG8: 'PM 2031 Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	263	447	710
	B	176	0	264	440
	C	574	351	0	925
	Tot.	750	614	711	2075

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: PM 2031 Base + Comm
Junction: Unnamed Junction	
1/1 (with short)	925(In) 574(Out)
1/2 (short)	351
2/1 (short)	263
2/2 (with short)	710(In) 447(Out)
3/1 (with short)	440(In) 264(Out)
3/2 (short)	176
4/1	750
5/1	711
6/1	614

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'AM 2031 Base + Comm (x2 Cycle)' (FG7: 'AM 2031 Base + Committed', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	255	585	840
	B	215	0	276	491
	C	599	423	0	1022
	Tot.	814	678	861	2353

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: AM 2031 Base + Comm (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	1022(In) 599(Out)
1/2 (short)	423
2/1 (short)	255
2/2 (with short)	840(In) 585(Out)
3/1 (with short)	491(In) 276(Out)
3/2 (short)	215
4/1	814
5/1	861
6/1	678

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'PM 2031 Base + Comm (x2 Cycle)' (FG8: 'PM 2031 Base + Committed', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	263	447	710
	B	176	0	264	440
	C	574	351	0	925
	Tot.	750	614	711	2075

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: PM 2031 Base + Comm (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	925(In) 574(Out)
1/2 (short)	351
2/1 (short)	263
2/2 (with short)	710(In) 447(Out)
3/1 (with short)	440(In) 264(Out)
3/2 (short)	176
4/1	750
5/1	711
6/1	614

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'AM 2031 Base + Comm + Dev' (FG9: 'AM 2031 Base + Committed + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	302	641	943
	B	230	0	276	506
	C	617	423	0	1040
	Tot.	847	725	917	2489

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: AM 2031 Base + Comm + Dev
Junction: Unnamed Junction	
1/1 (with short)	1040(In) 617(Out)
1/2 (short)	423
2/1 (short)	302
2/2 (with short)	943(In) 641(Out)
3/1 (with short)	506(In) 276(Out)
3/2 (short)	230
4/1	847
5/1	917
6/1	725

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'PM 2031 Base + Comm + Dev' (FG10: 'PM 2031 Base + Committed + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	283	472	755
	B	222	0	264	486
	C	628	351	0	979
	Tot.	850	634	736	2220

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: PM 2031 Base + Comm + Dev
Junction: Unnamed Junction	
1/1 (with short)	979(In) 628(Out)
1/2 (short)	351
2/1 (short)	283
2/2 (with short)	755(In) 472(Out)
3/1 (with short)	486(In) 264(Out)
3/2 (short)	222
4/1	850
5/1	736
6/1	634

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 19: 'AM 2031 Base + Comm + Dev (x2 Cycle)' (FG9: 'AM 2031 Base + Committed + Development', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	302	641	943
	B	230	0	276	506
	C	617	423	0	1040
	Tot.	847	725	917	2489

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: AM 2031 Base + Comm + Dev (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	1040(In) 617(Out)
1/2 (short)	423
2/1 (short)	302
2/2 (with short)	943(In) 641(Out)
3/1 (with short)	506(In) 276(Out)
3/2 (short)	230
4/1	847
5/1	917
6/1	725

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 20: 'PM 2031 Base + Comm + Dev (x2 Cycle)' (FG10: 'PM 2031 Base + Committed + Development', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	283	472	755
	B	222	0	264	486
	C	628	351	0	979
	Tot.	850	634	736	2220

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: PM 2031 Base + Comm + Dev (x2 Cycle)
Junction: Unnamed Junction	
1/1 (with short)	979(In) 628(Out)
1/2 (short)	351
2/1 (short)	283
2/2 (with short)	755(In) 472(Out)
3/1 (with short)	486(In) 264(Out)
3/2 (short)	222
4/1	850
5/1	736
6/1	634

Lane Saturation Flows

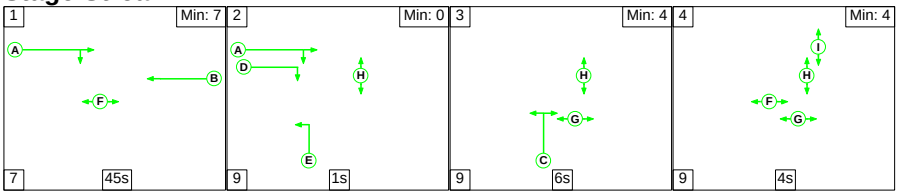
Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	This lane uses a directly entered Saturation Flow						1900	1900
2/2	This lane uses a directly entered Saturation Flow						1950	1950
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1900	1900
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Base' (FG1: 'AM Surveyed Flows', Plan 1: 'Network Control Plan 1')

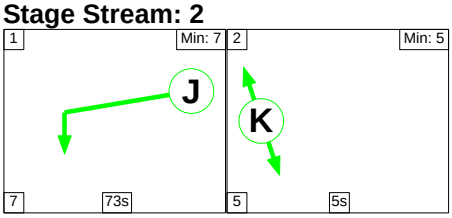
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

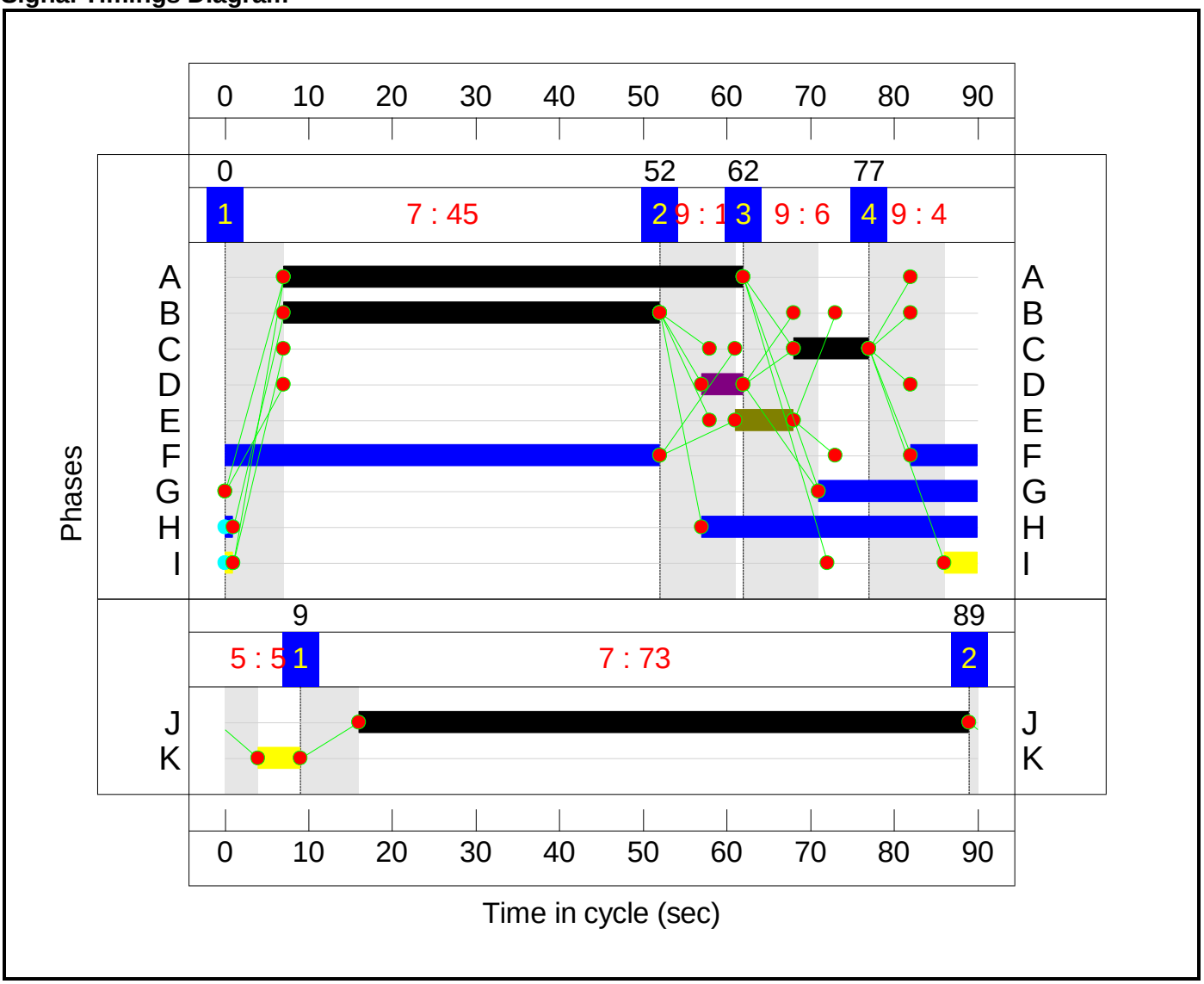
Stage Stream: 1

Stage	1	2	3	4
Duration	45	1	6	4
Change Point	0	52	62	77

Stage Stream: 2

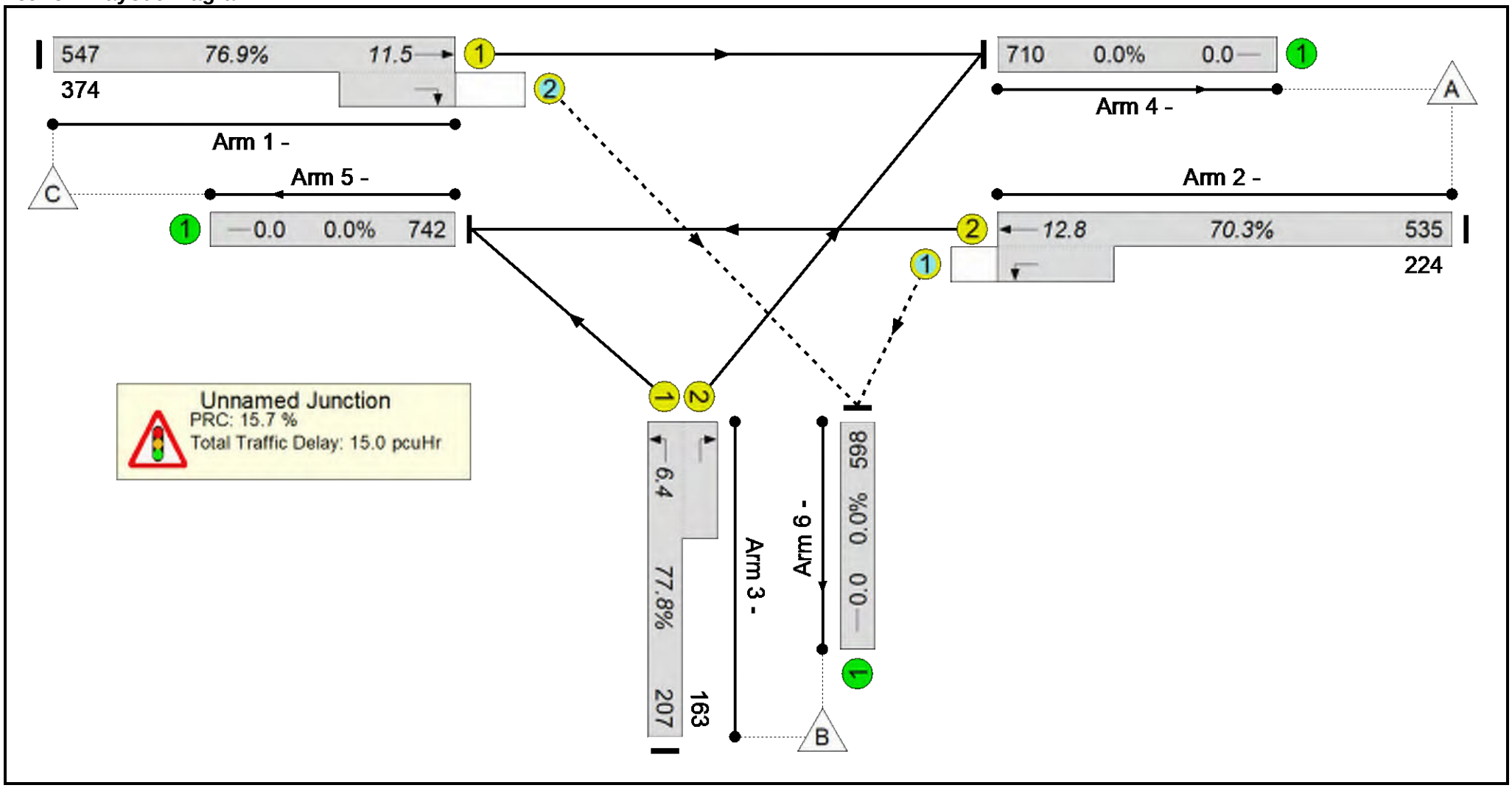
Stage	1	2
Duration	73	5
Change Point	9	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.8%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	55	5	921	1950:1950	1197	76.9%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	45:73	-	759	1950:1900	1079	70.3%
3/1+3/2	Right Left	U	1	N/A	C	E	1	16:9	7	370	1950:1900	476	77.8%
4/1		U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**398**	**188**	**12**	**9.2**	**4.5**	**1.3**	**15.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**398**	**188**	**12**	**9.2**	**4.5**	**1.3**	**15.0**	**-**	**-**	**-**	**-**
1/1+1/2	921	921	233	129	12	3.0	1.6	1.3	5.9 (2.4+3.6)	23.2 (15.6:34.2)	9.9	1.6	11.5
2/2+2/1	759	759	165	59	0	2.5	1.2	0.0	3.7 (3.1+0.6)	17.5 (20.9:9.2)	11.6	1.2	12.8
3/1+3/2	370	370	-	-	-	3.7	1.7	-	5.4 (2.9+2.5)	52.2 (49.6:55.4)	4.7	1.7	6.4
4/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

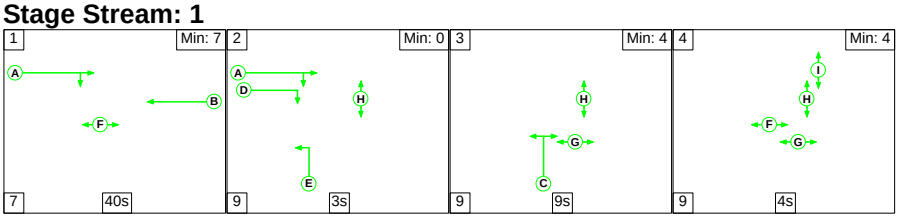
C1 Stream: 1 PRC for Signalled Lanes (%): 15.7 Total Delay for Signalled Lanes (pcuHr): 14.97 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 15.7 Total Delay Over All Lanes(pcuHr): 14.97

Full Input Data And Results

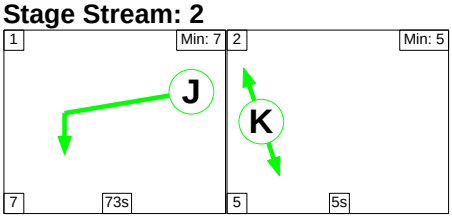
Scenario 2: 'PM Base' (FG2: 'PM Surveyed Flows', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

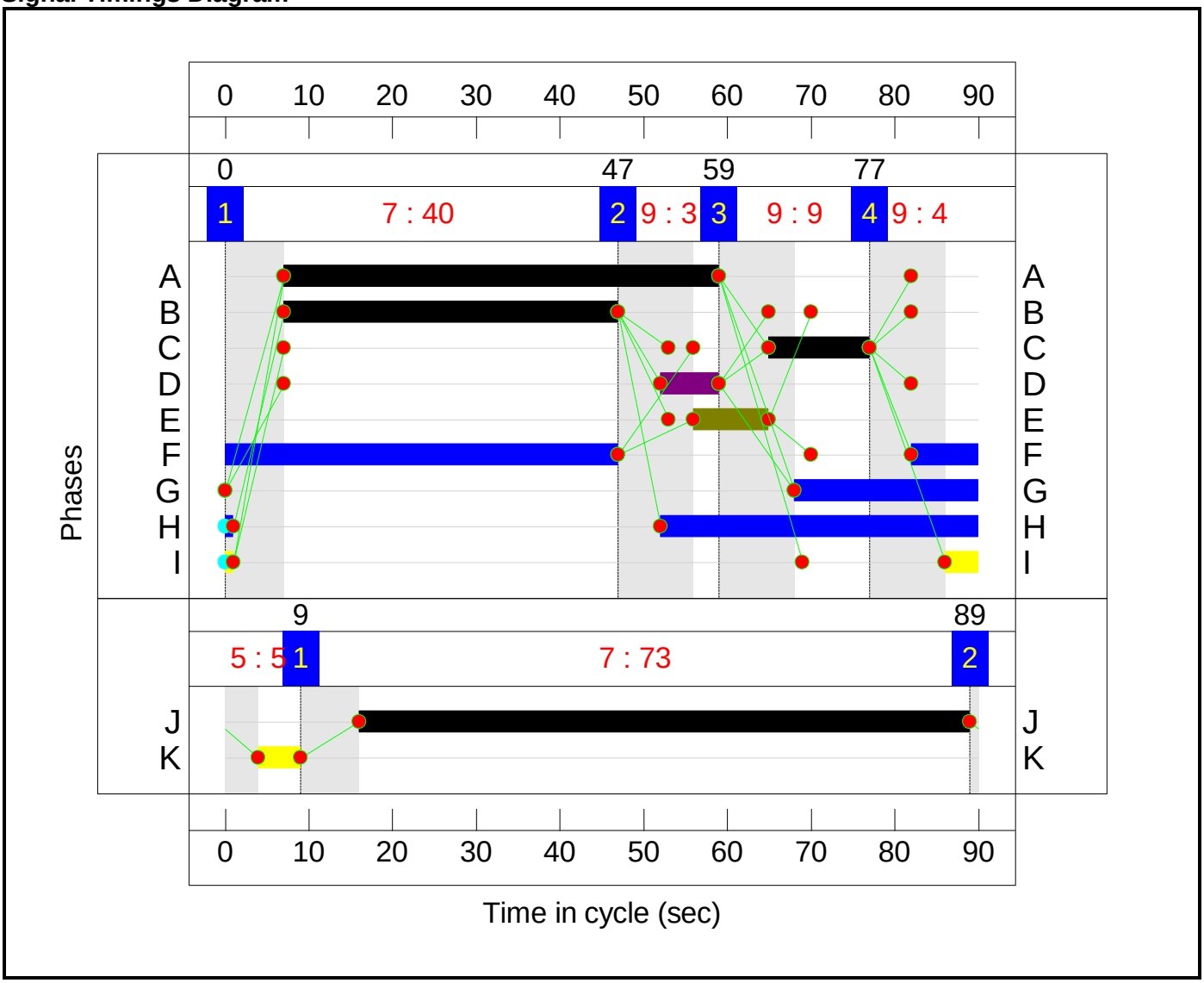
Stage	1	2	3	4
Duration	40	3	9	4
Change Point	0	47	59	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	9	89

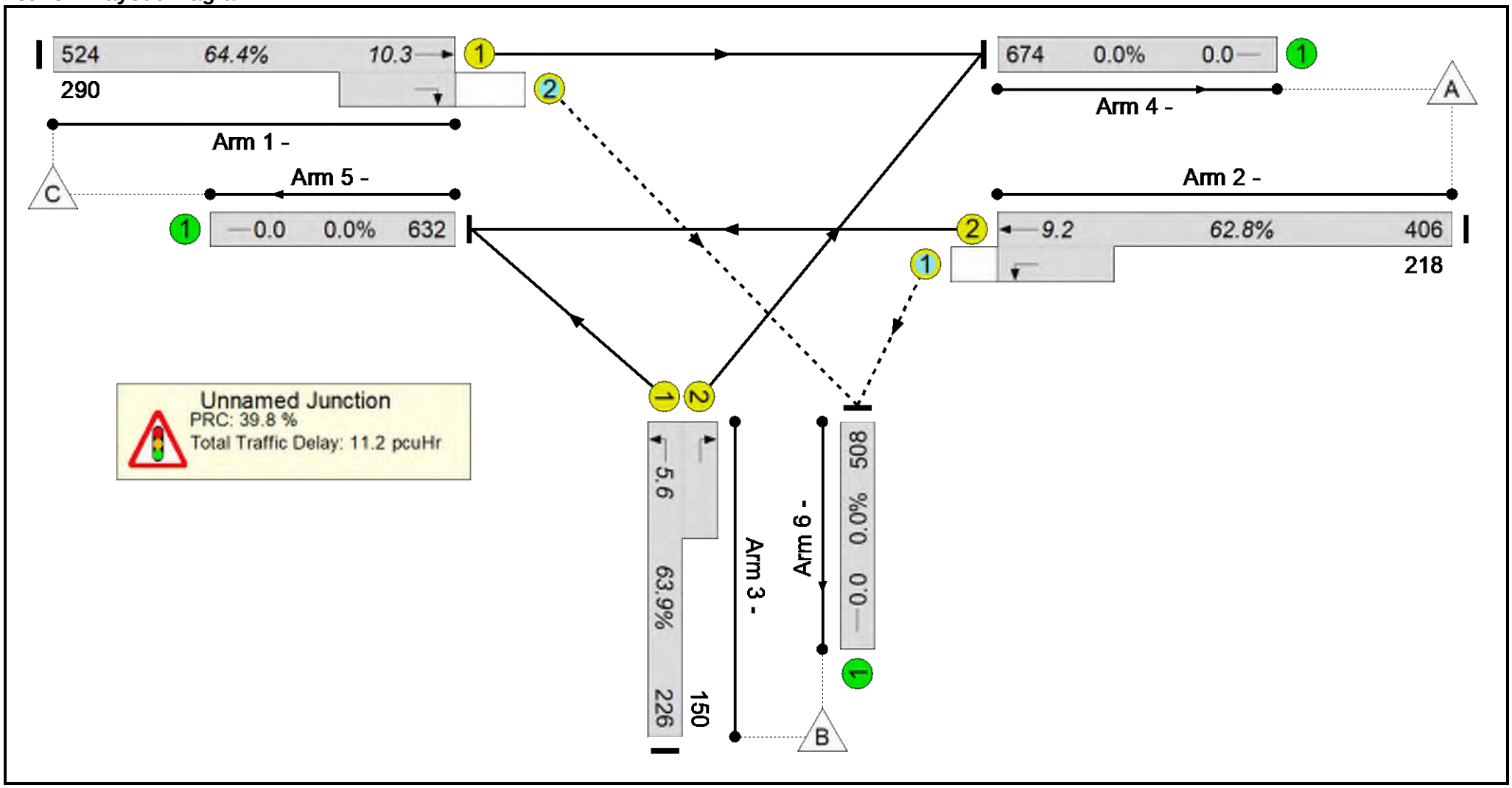
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.4%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	52	7	814	1950:1950	1264	64.4%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	40:73	-	624	1950:1900	994	62.8%
3/1+3/2	Right Left	U	1	N/A	C	E	1	21:12	9	376	1950:1900	588	63.9%
4/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**393**	**100**	**15**	**7.8**	**2.6**	**0.8**	**11.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**393**	**100**	**15**	**7.8**	**2.6**	**0.8**	**11.2**	**-**	**-**	**-**	**-**
1/1+1/2	814	814	248	32	10	2.4	0.9	0.8	4.1 (2.1+2.0)	18.1 (14.6:24.4)	9.4	0.9	10.3
2/2+2/1	624	624	145	68	5	2.0	0.8	0.0	2.9 (2.5+0.4)	16.6 (21.9:6.8)	8.4	0.8	9.2
3/1+3/2	376	376	-	-	-	3.3	0.9	-	4.2 (2.4+1.8)	40.2 (37.5:44.2)	4.8	0.9	5.6
4/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

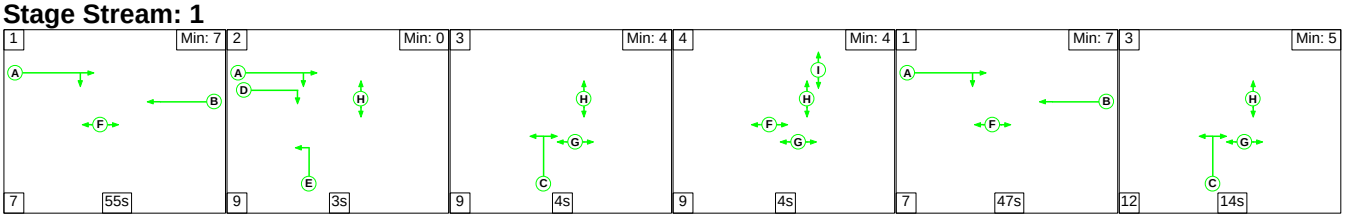
C1	Stream: 1 PRC for Signalled Lanes (%):	39.8	Total Delay for Signalled Lanes (pcuHr):	11.17	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	90
	PRC Over All Lanes (%):	39.8	Total Delay Over All Lanes(pcuHr):	11.17		

Full Input Data And Results

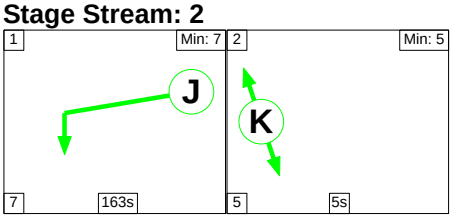
Scenario 3: 'AM Base (x2 Cycle)' (FG1: 'AM Surveyed Flows', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

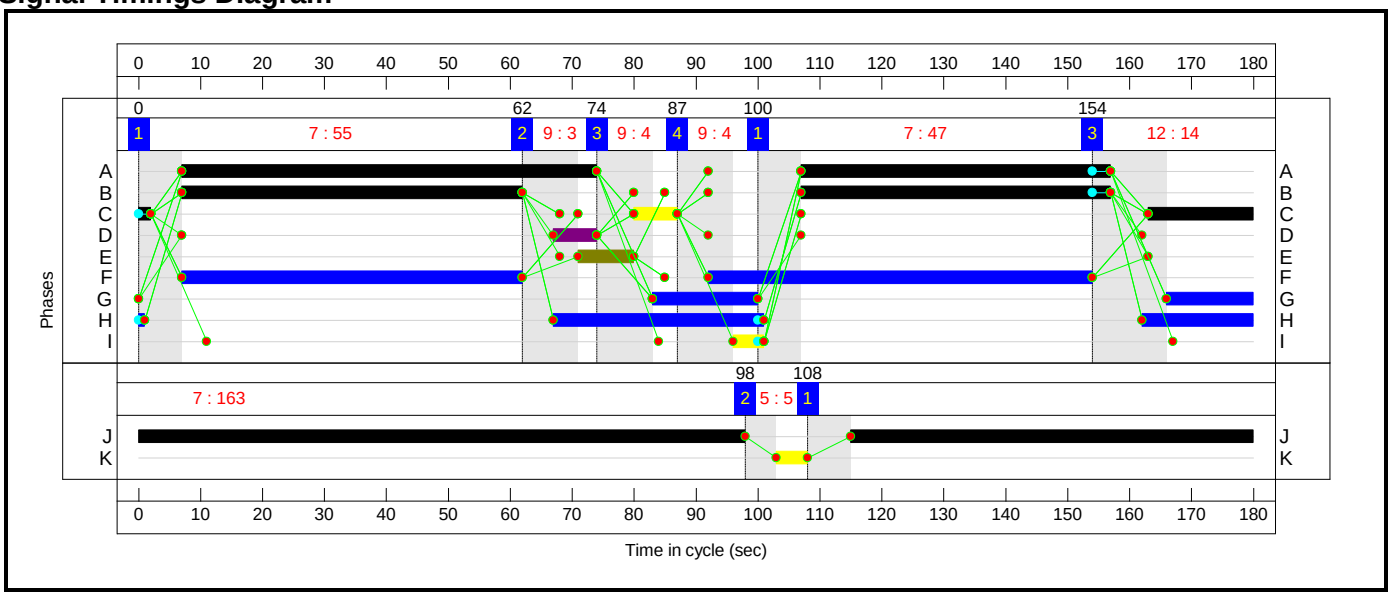
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	55	3	4	4	47	14
Change Point	0	62	74	87	100	154

Stage Stream: 2

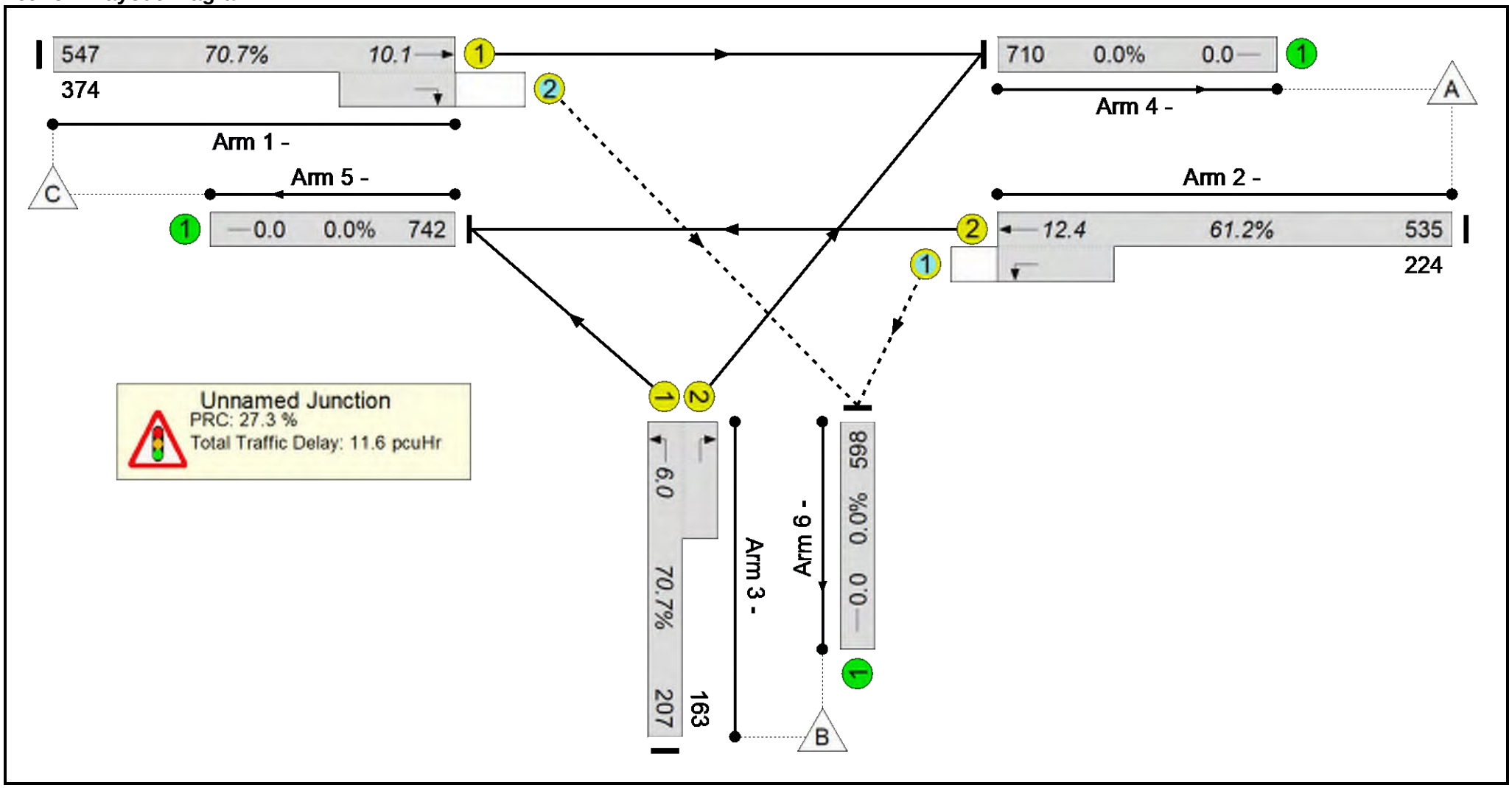
Stage	1	2
Duration	163	5
Change Point	108	98

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	117	7	921	1950:1950	1303	70.7%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	105:163	-	759	1950:1900	1240	61.2%
3/1+3/2	Right Left	U	1	N/A	C	E	2	35:26	9	370	1950:1900	524	70.7%
4/1		U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**478**	**81**	**39**	**7.4**	**3.2**	**1.1**	**11.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**478**	**81**	**39**	**7.4**	**3.2**	**1.1**	**11.6**	**-**	**-**	**-**	**-**
1/1+1/2	921	921	315	21	39	2.2	1.2	1.1	4.5 (1.8+2.7)	17.6 (12.0:25.8)	8.9	1.2	10.1
2/2+2/1	759	759	163	60	0	1.7	0.8	0.0	2.5 (2.2+0.3)	11.9 (14.6:5.5)	11.6	0.8	12.4
3/1+3/2	370	370	-	-	-	3.4	1.2	-	4.6 (2.5+2.1)	44.8 (43.4:46.7)	4.8	1.2	6.0
4/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

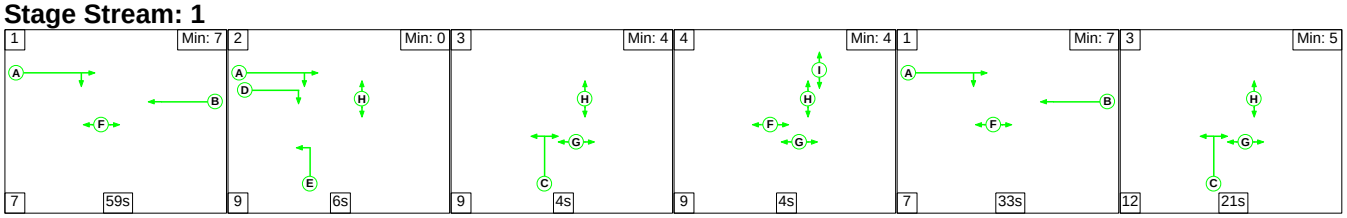
C1 Stream: 1 PRC for Signalled Lanes (%): 27.3 Total Delay for Signalled Lanes (pcuHr): 11.63 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 27.3 Total Delay Over All Lanes(pcuHr): 11.63

Full Input Data And Results

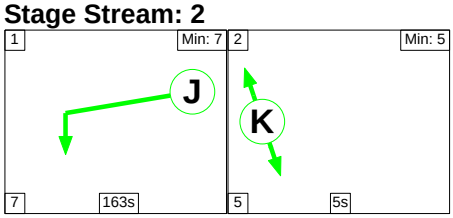
Scenario 4: 'PM Base (x2 Cycle)' (FG2: 'PM Surveyed Flows', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

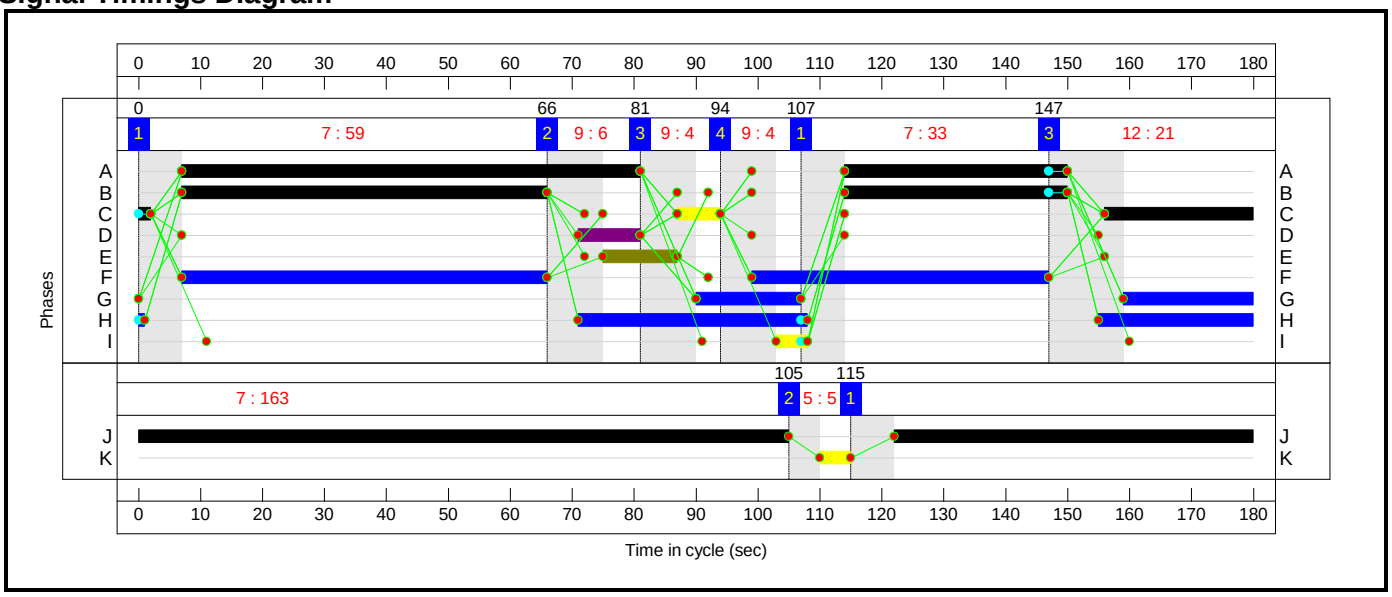
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	59	6	4	4	33	21
Change Point	0	66	81	94	107	147

Stage Stream: 2

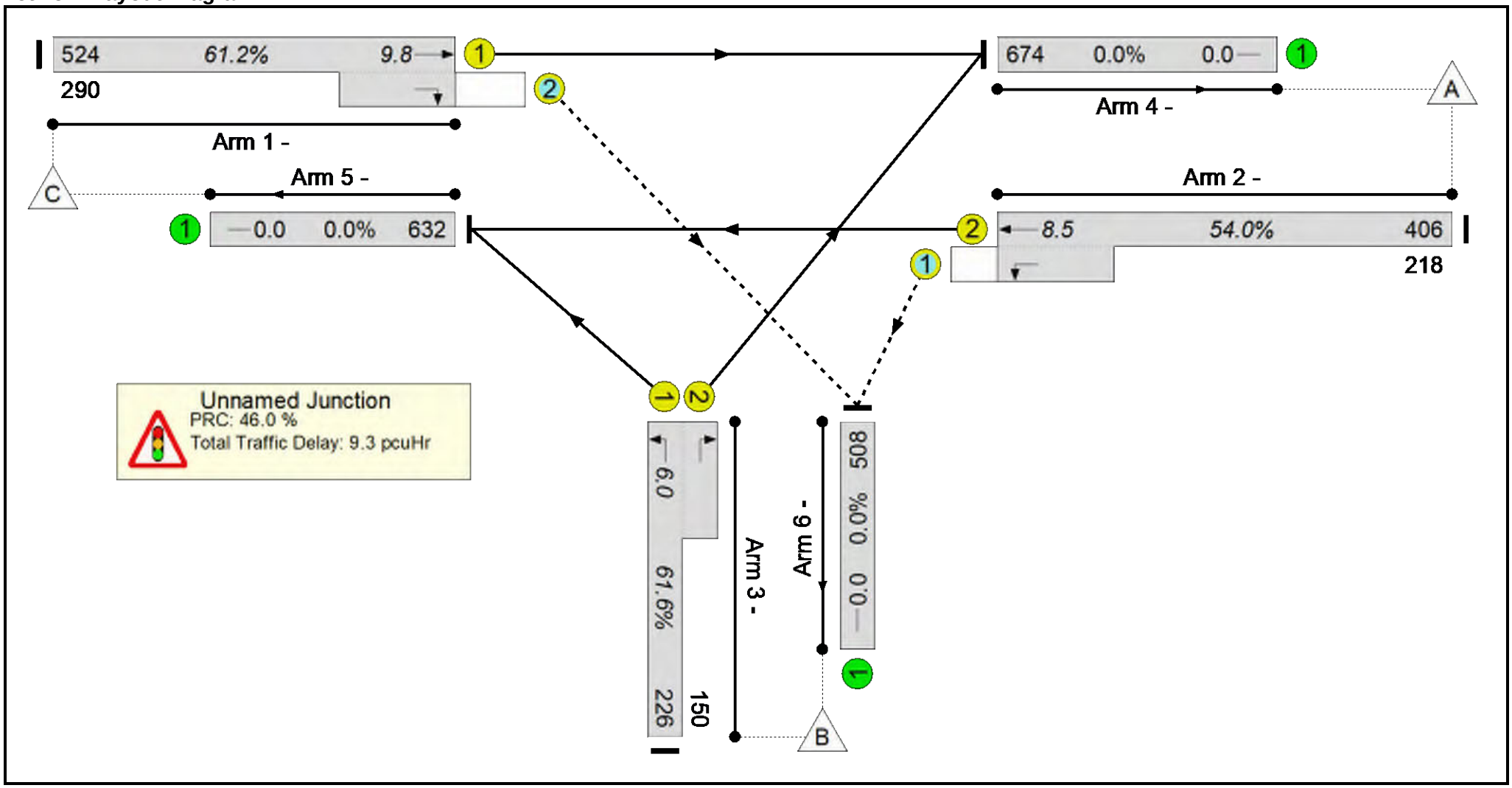
Stage	1	2
Duration	163	5
Change Point	115	105

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.6%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	110	10	814	1950:1950	1329	61.2%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	95:163	-	624	1950:1900	1155	54.0%
3/1+3/2	Right Left	U	1	N/A	C	E	2	45:33	12	376	1950:1900	610	61.6%
4/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**410**	**89**	**9**	**6.6**	**2.2**	**0.6**	**9.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**410**	**89**	**9**	**6.6**	**2.2**	**0.6**	**9.3**	**-**	**-**	**-**	**-**
1/1+1/2	814	814	263	21	6	2.0	0.8	0.6	3.4 (1.8+1.6)	14.9 (12.4:19.4)	9.0	0.8	9.8
2/2+2/1	624	624	148	68	2	1.5	0.6	0.0	2.0 (1.8+0.3)	11.8 (15.7:4.4)	7.9	0.6	8.5
3/1+3/2	376	376	-	-	-	3.1	0.8	-	3.9 (2.2+1.7)	37.4 (35.6:40.2)	5.2	0.8	6.0
4/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

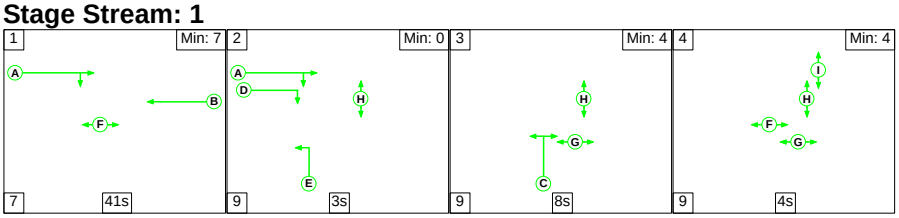
C1 Stream: 1 PRC for Signalled Lanes (%): 46.0 Total Delay for Signalled Lanes (pcuHr): 9.32 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 46.0 Total Delay Over All Lanes(pcuHr): 9.32

Full Input Data And Results

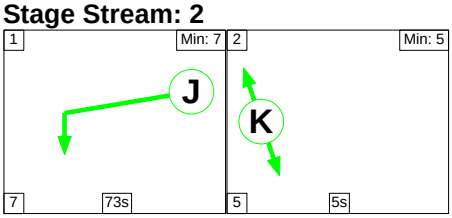
Scenario 5: 'AM 2026 Base + Comm' (FG3: 'AM 2026 Base + Committed', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

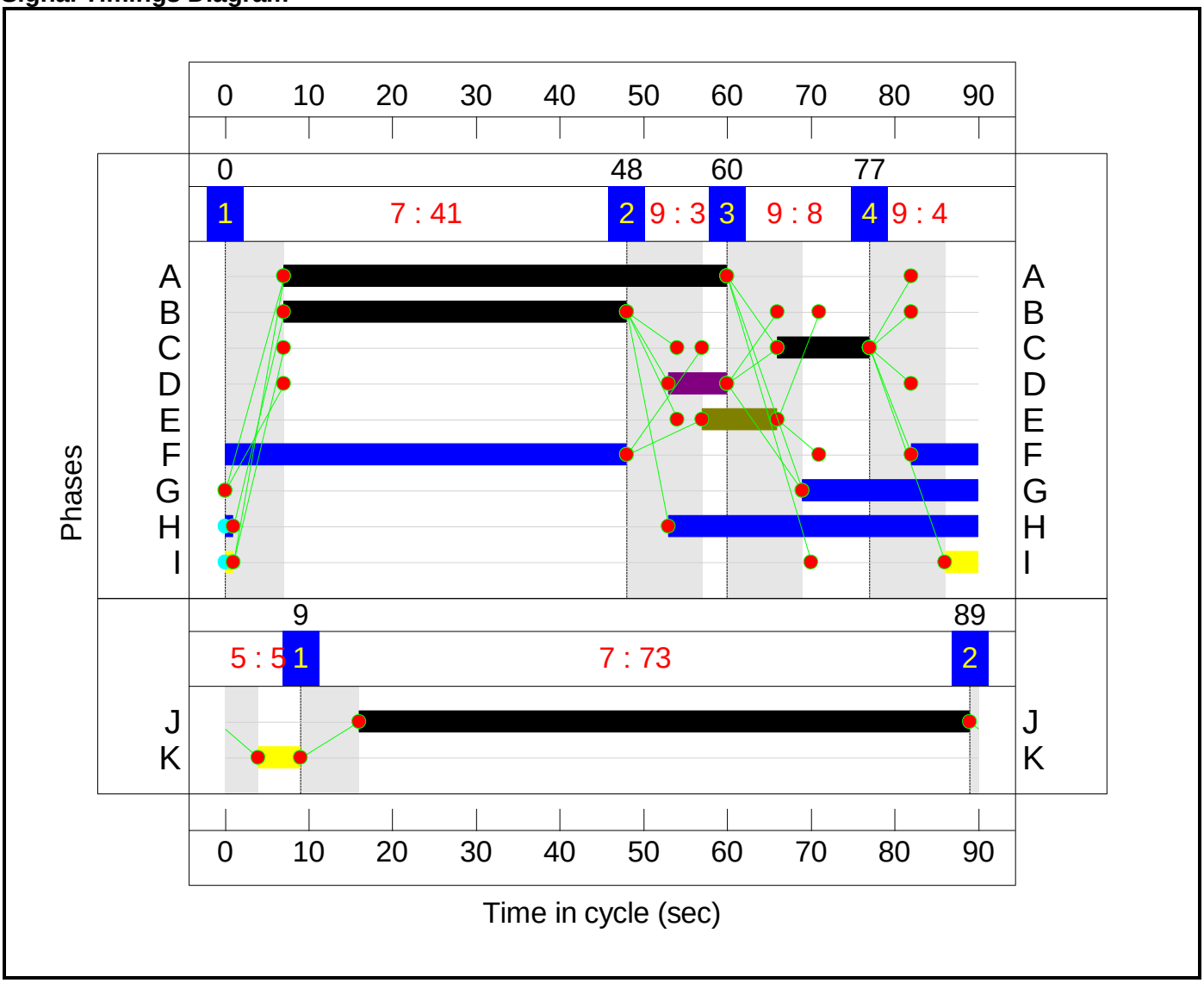
Stage	1	2	3	4
Duration	41	3	8	4
Change Point	0	48	60	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	9	89

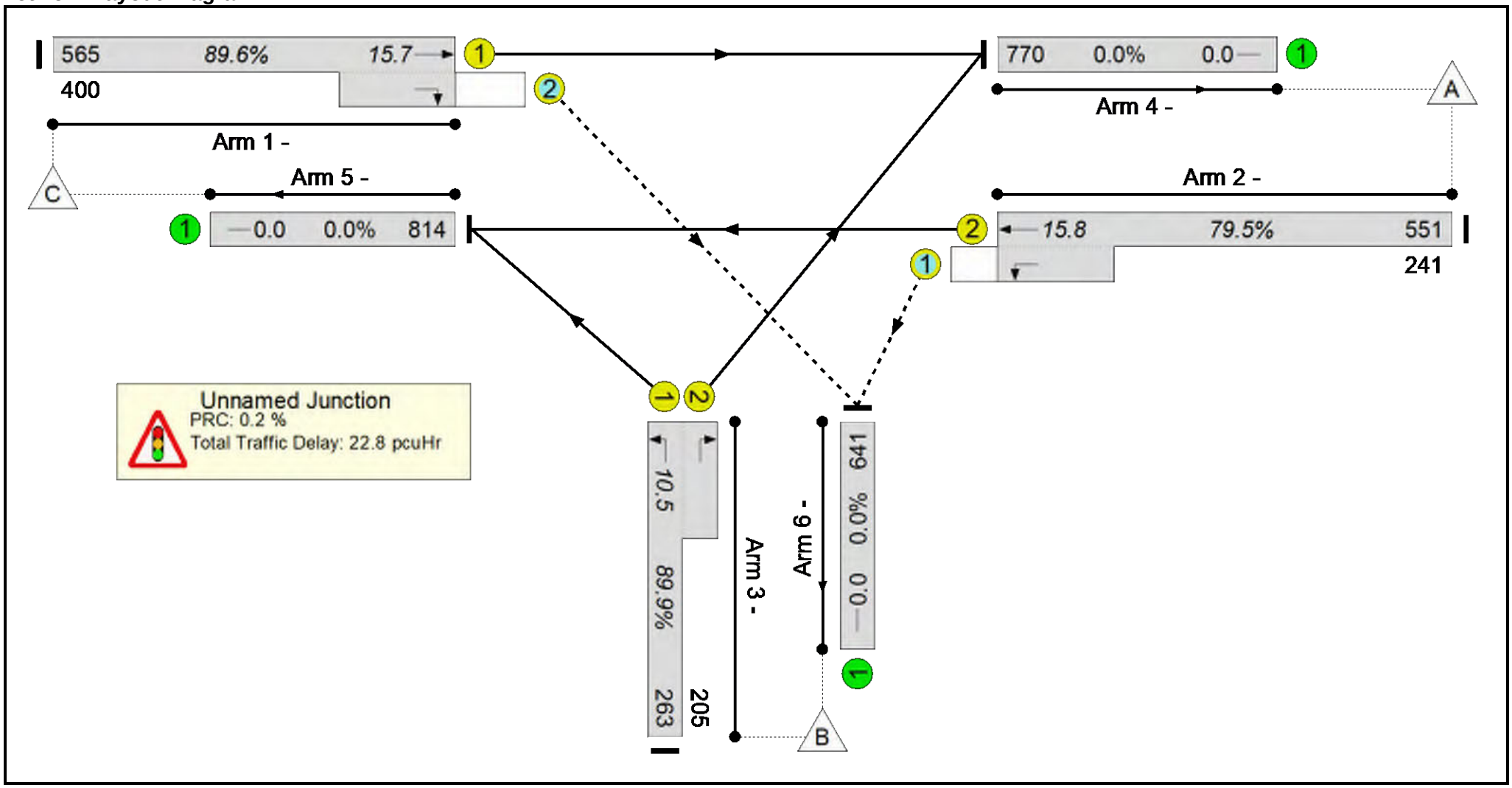
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	53	7	965	1950:1950	1078	89.6%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	41:73	-	792	1950:1900	997	79.5%
3/1+3/2	Right Left	U	1	N/A	C	E	1	20:11	9	468	1950:1900	521	89.9%
4/1		U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**309**	**299**	**33**	**11.6**	**9.8**	**1.4**	**22.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**309**	**299**	**33**	**11.6**	**9.8**	**1.4**	**22.8**	**-**	**-**	**-**	**-**
1/1+1/2	965	965	150	217	33	4.0	4.0	1.3	9.3 (4.0+5.3)	34.7 (25.7:47.5)	11.7	4.0	15.7
2/2+2/1	792	792	159	82	0	3.2	1.9	0.0	5.2 (4.2+1.0)	23.6 (27.4:14.8)	13.9	1.9	15.8
3/1+3/2	468	468	-	-	-	4.4	3.9	-	8.3 (4.4+3.9)	63.5 (60.4:67.6)	6.6	3.9	10.5
4/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

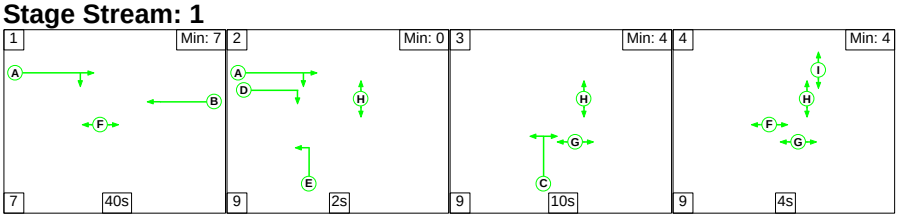
C1 Stream: 1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 22.75 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 0.2 Total Delay Over All Lanes(pcuHr): 22.75

Full Input Data And Results

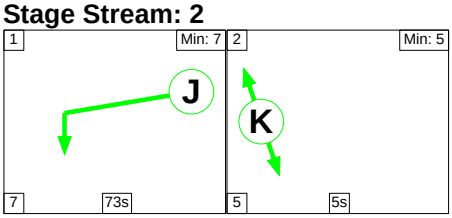
Scenario 6: 'PM 2026 Base + Comm' (FG4: 'PM 2026 Base + Committed', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

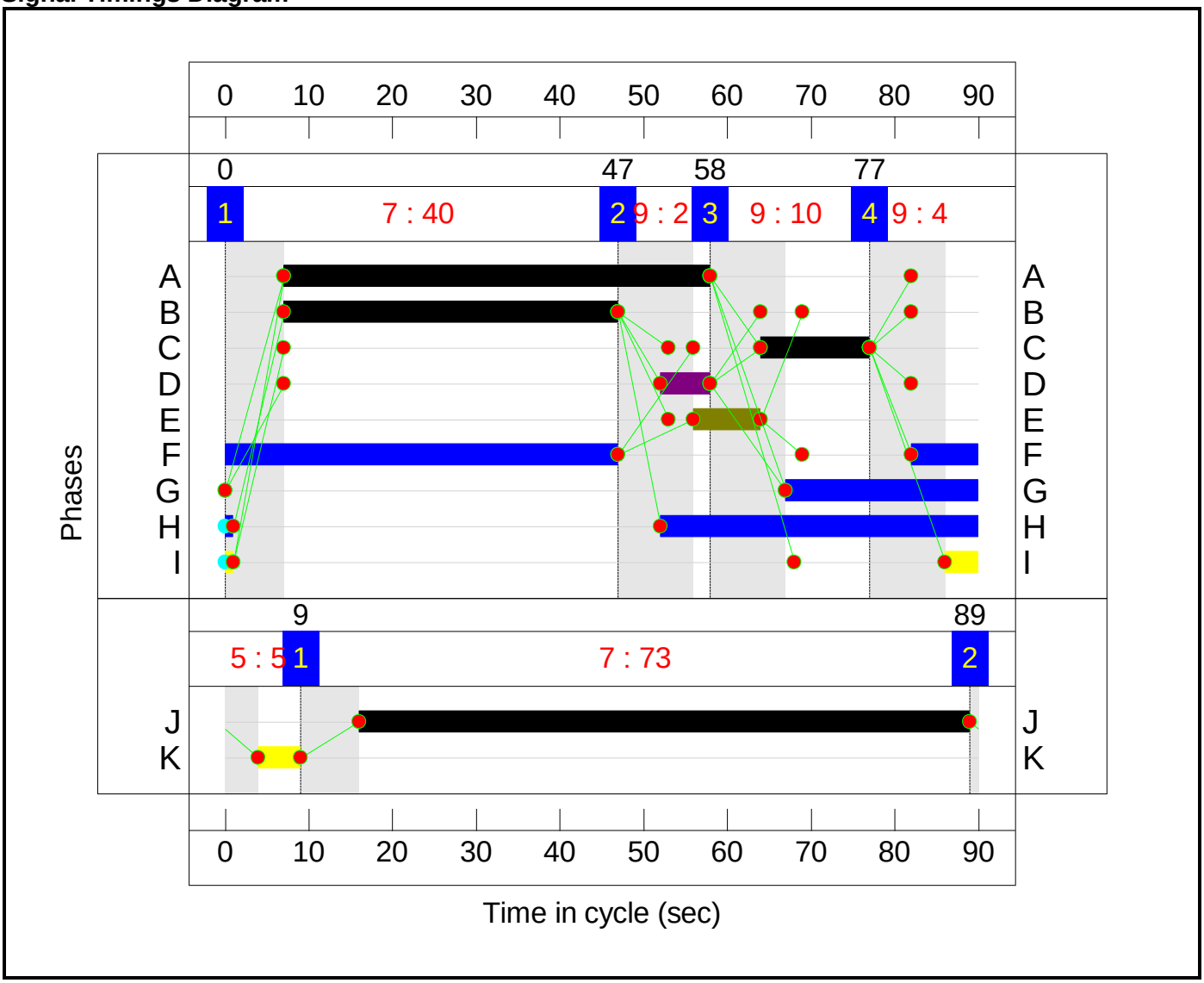
Stage	1	2	3	4
Duration	40	2	10	4
Change Point	0	47	58	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	9	89

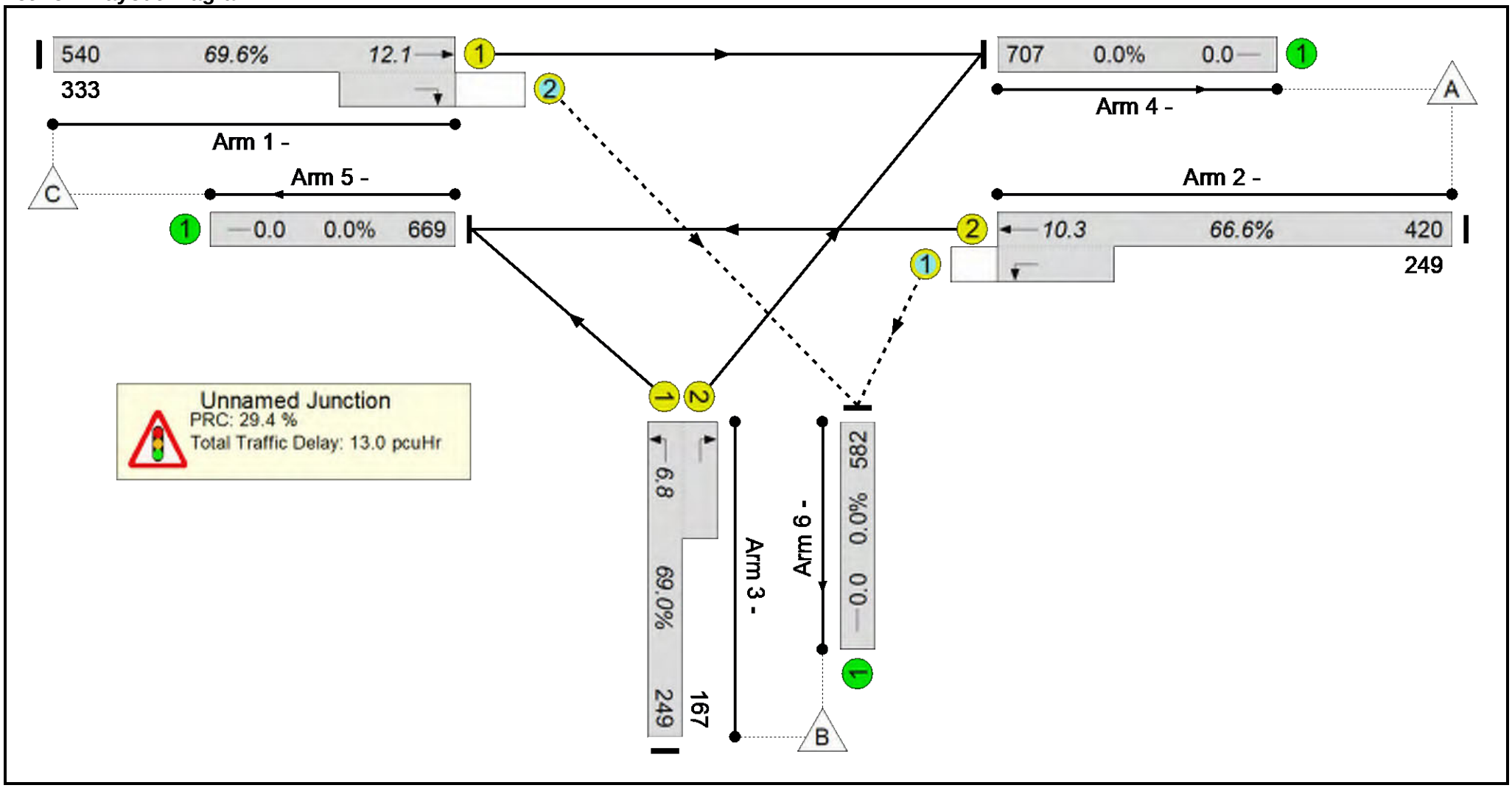
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	51	6	873	1950:1950	1255	69.6%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	40:73	-	669	1950:1900	1005	66.6%
3/1+3/2	Right Left	U	1	N/A	C	E	1	21:13	8	416	1950:1900	603	69.0%
4/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**434**	**132**	**17**	**8.8**	**3.2**	**0.9**	**13.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**434**	**132**	**17**	**8.8**	**3.2**	**0.9**	**13.0**	**-**	**-**	**-**	**-**
1/1+1/2	873	873	271	51	11	3.0	1.1	0.9	5.0 (2.4+2.6)	20.8 (16.2:28.3)	11.0	1.1	12.1
2/2+2/1	669	669	163	80	6	2.2	1.0	0.0	3.2 (2.6+0.5)	17.0 (22.6:7.4)	9.3	1.0	10.3
3/1+3/2	416	416	-	-	-	3.7	1.1	-	4.8 (2.7+2.1)	41.3 (39.0:44.7)	5.7	1.1	6.8
4/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

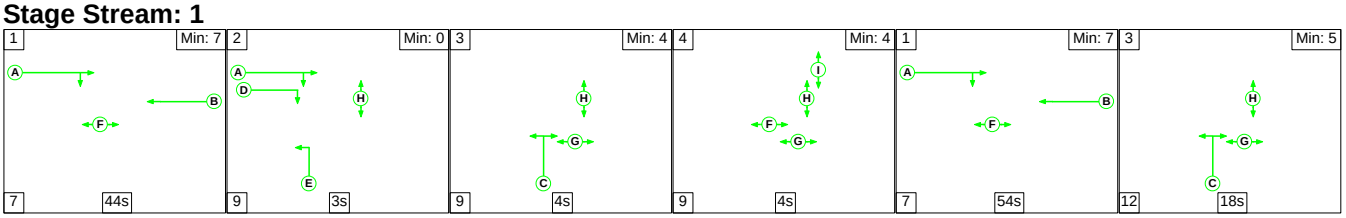
C1 Stream: 1 PRC for Signalled Lanes (%): 29.4 Total Delay for Signalled Lanes (pcuHr): 12.97 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 29.4 Total Delay Over All Lanes(pcuHr): 12.97

Full Input Data And Results

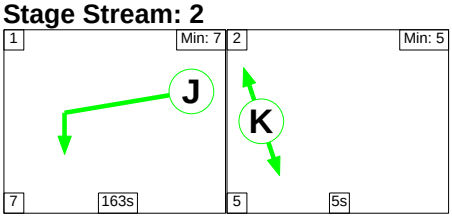
Scenario 7: 'AM 2026 Base + Comm (x2 Cycle)' (FG3: 'AM 2026 Base + Committed', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

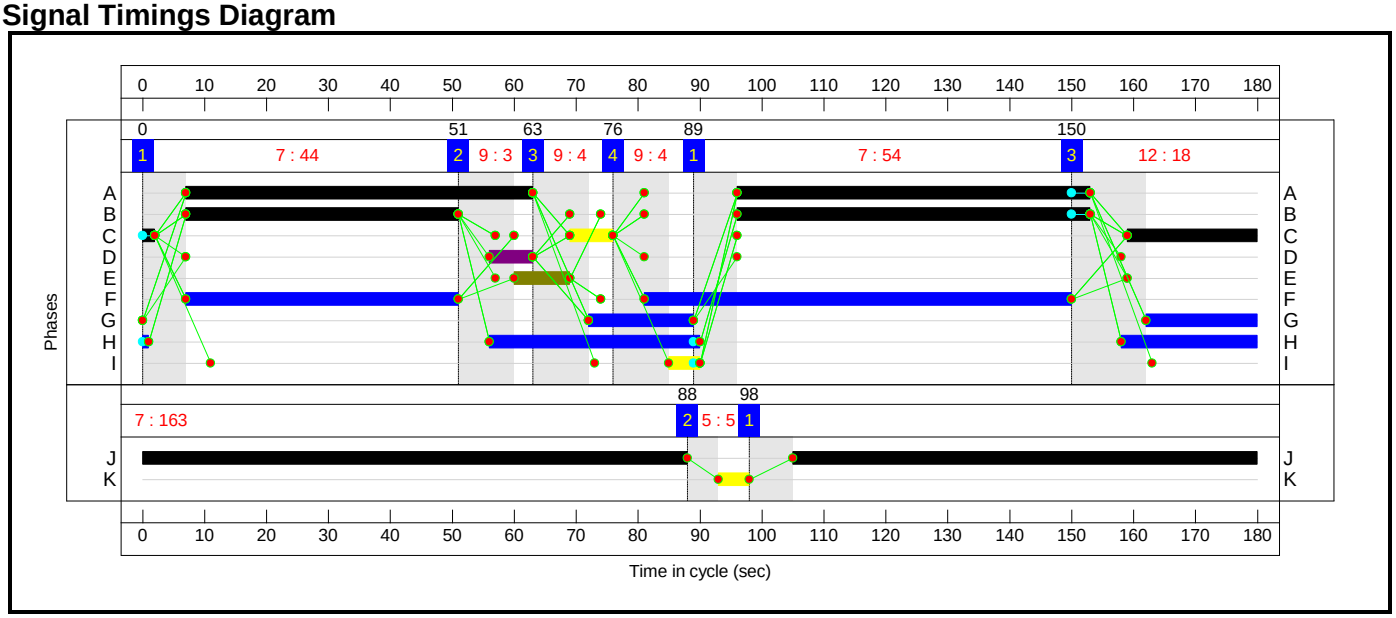
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	44	3	4	4	54	18
Change Point	0	51	63	76	89	150

Stage Stream: 2

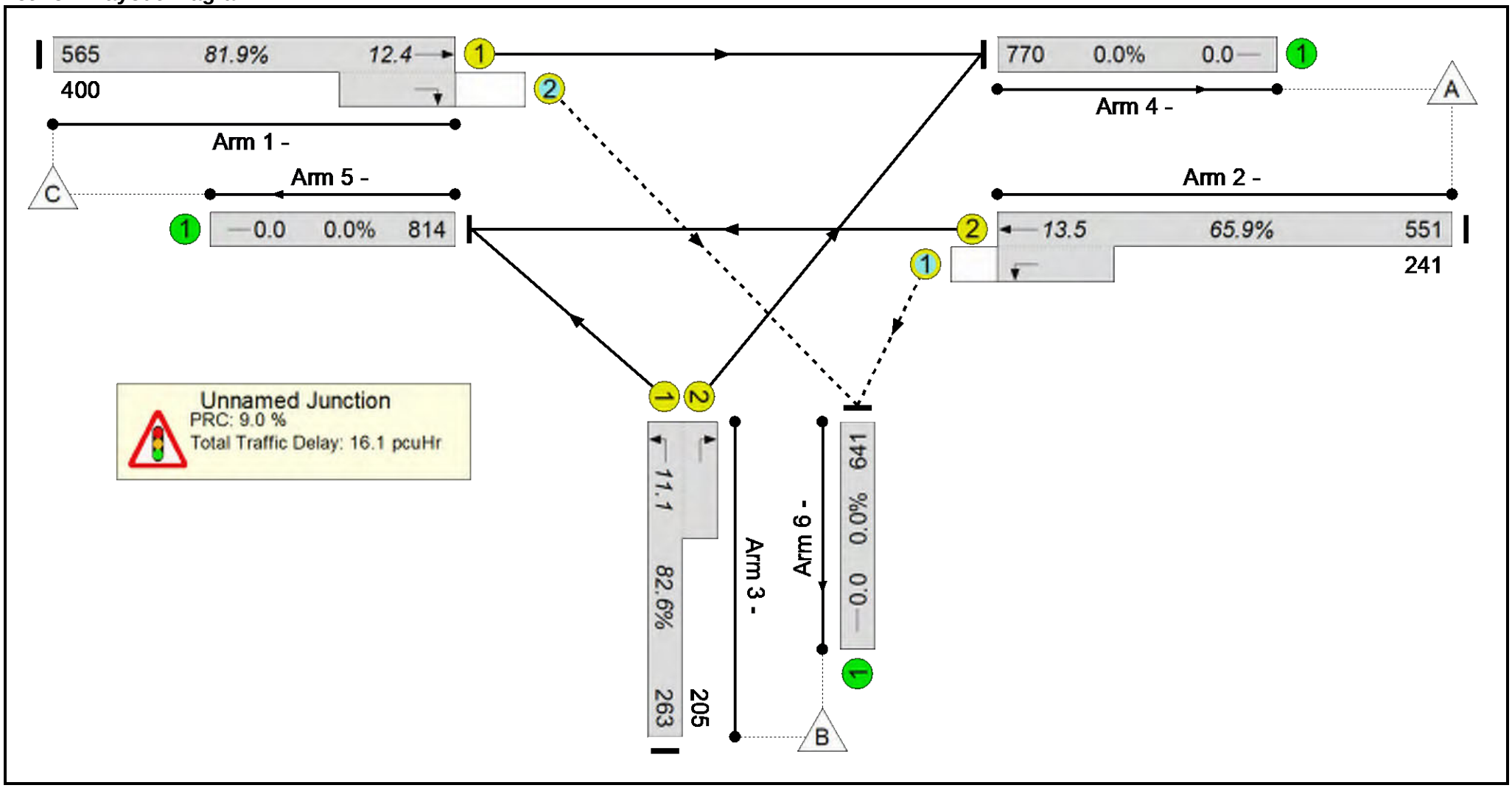
Stage	1	2
Duration	163	5
Change Point	98	88

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	113	7	965	1950:1950	1178	81.9%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	101:163	-	792	1950:1900	1201	65.9%
3/1+3/2	Right Left	U	1	N/A	C	E	2	39:30	9	468	1950:1900	567	82.6%
4/1		U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**472**	**125**	**44**	**9.3**	**5.4**	**1.4**	**16.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**472**	**125**	**44**	**9.3**	**5.4**	**1.4**	**16.1**	**-**	**-**	**-**	**-**
1/1+1/2	965	965	300	56	44	2.9	2.2	1.4	6.5 (2.6+3.9)	24.3 (16.8:34.9)	10.1	2.2	12.4
2/2+2/1	792	792	172	69	0	2.0	1.0	0.0	3.0 (2.5+0.5)	13.5 (16.5:6.8)	12.6	1.0	13.5
3/1+3/2	468	468	-	-	-	4.3	2.3	-	6.6 (3.6+3.0)	50.9 (49.6:52.4)	8.8	2.3	11.1
4/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

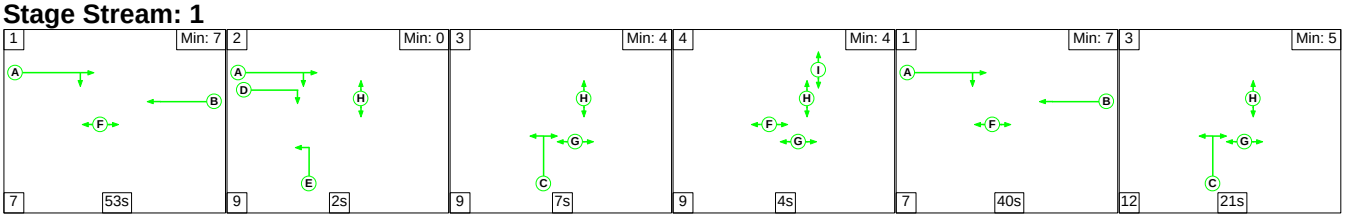
C1 Stream: 1 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 16.10 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 9.0 Total Delay Over All Lanes(pcuHr): 16.10

Full Input Data And Results

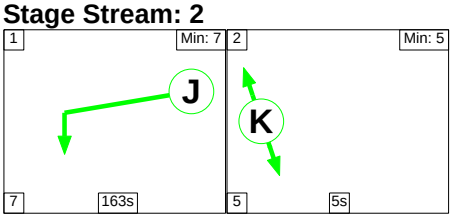
Scenario 8: 'PM 2026 Base + Comm (x2 Cycle)' (FG4: 'PM 2026 Base + Committed', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

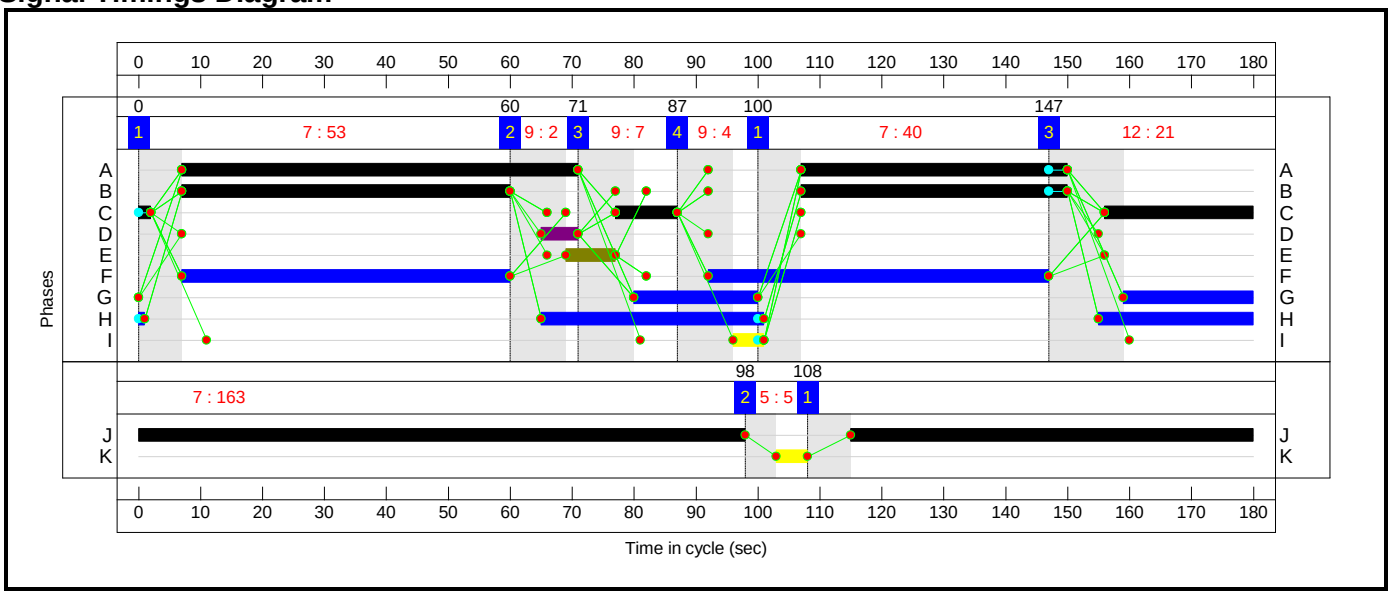
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	53	2	7	4	40	21
Change Point	0	60	71	87	100	147

Stage Stream: 2

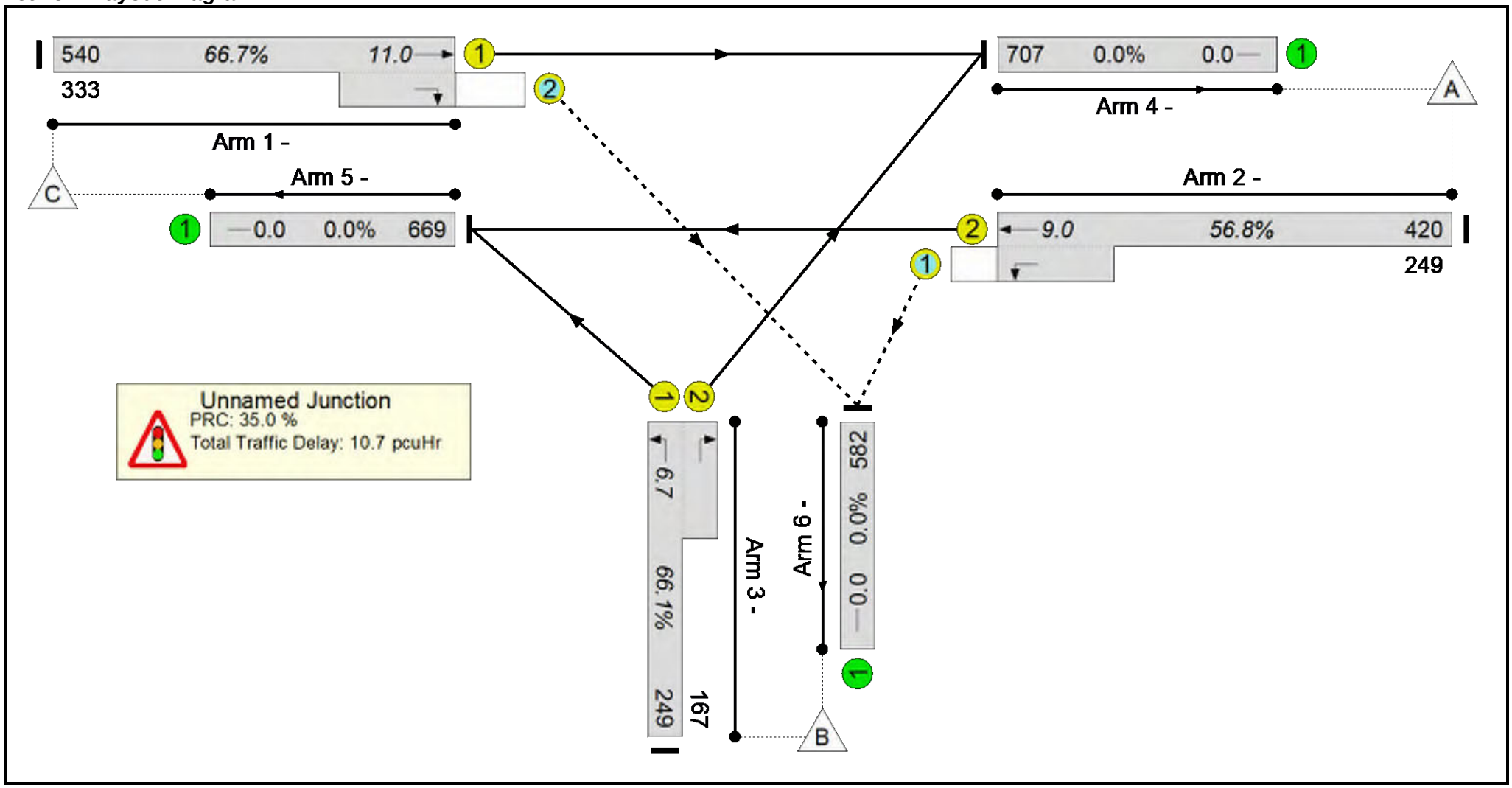
Stage	1	2
Duration	163	5
Change Point	108	98

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.7%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	107	6	873	1950:1950	1309	66.7%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	96:163	-	669	1950:1900	1177	56.8%
3/1+3/2	Right Left	U	1	N/A	C	E	2	44:36	8	416	1950:1900	630	66.1%
4/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**474**	**98**	**10**	**7.4**	**2.6**	**0.7**	**10.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**474**	**98**	**10**	**7.4**	**2.6**	**0.7**	**10.7**	**-**	**-**	**-**	**-**
1/1+1/2	873	873	309	17	7	2.5	1.0	0.7	4.2 (2.1+2.1)	17.3 (14.1:22.7)	10.0	1.0	11.0
2/2+2/1	669	669	165	82	3	1.5	0.7	0.0	2.1 (1.8+0.3)	11.6 (15.7:4.6)	8.4	0.7	9.0
3/1+3/2	416	416	-	-	-	3.4	1.0	-	4.4 (2.6+1.8)	37.9 (37.0:39.2)	5.7	1.0	6.7
4/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

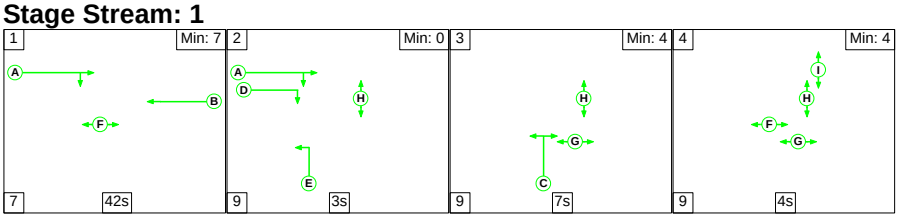
C1 Stream: 1 PRC for Signalled Lanes (%): 35.0 Total Delay for Signalled Lanes (pcuHr): 10.73 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 35.0 Total Delay Over All Lanes(pcuHr): 10.73

Full Input Data And Results

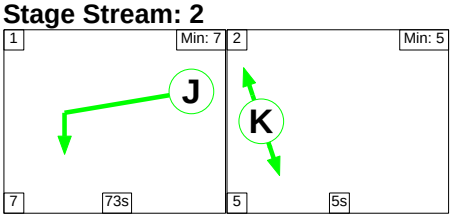
Scenario 9: 'AM 2026 Base + Comm + Dev' (FG5: 'AM 2026 Base + Committed + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

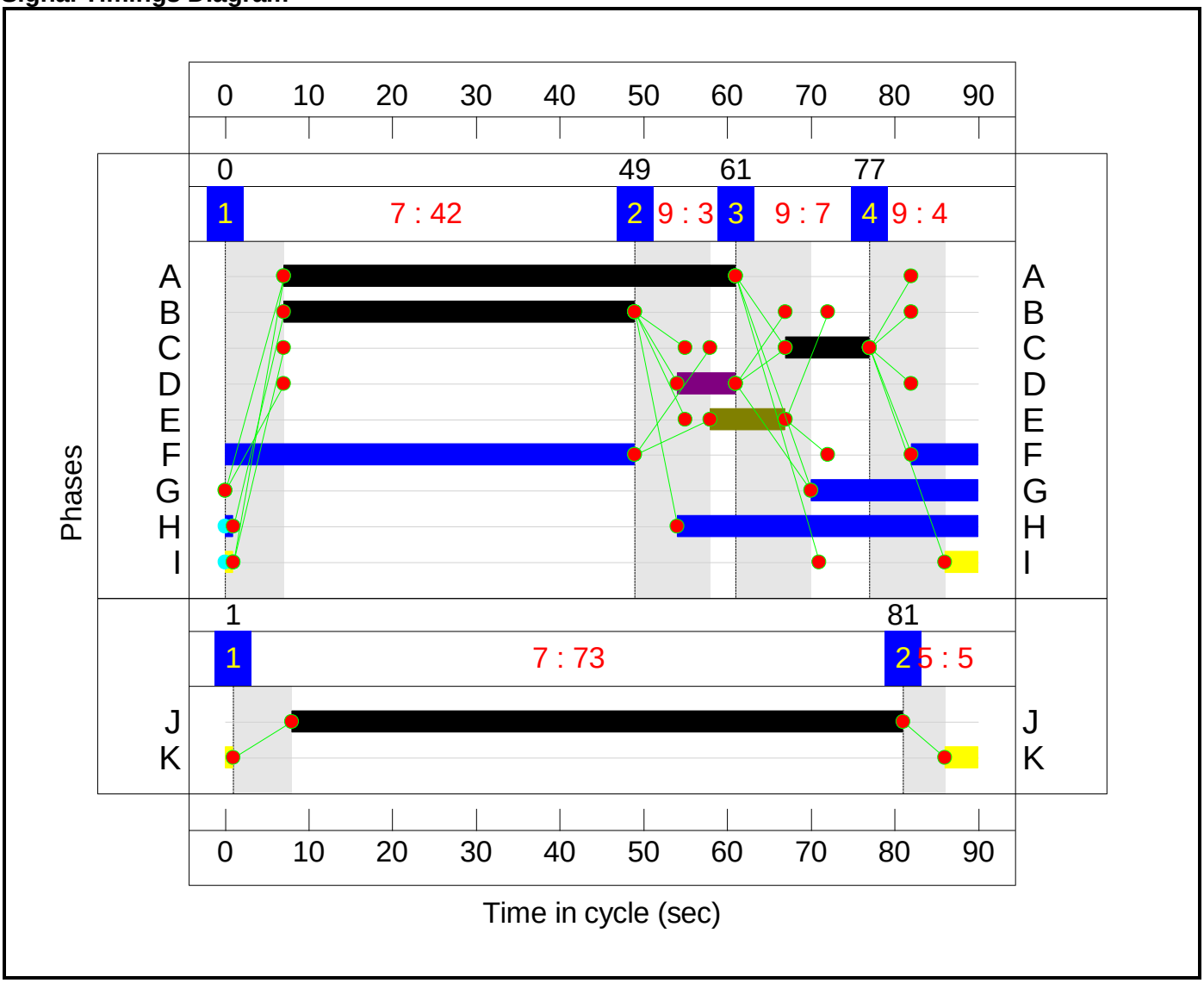
Stage	1	2	3	4
Duration	42	3	7	4
Change Point	0	49	61	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	1	81

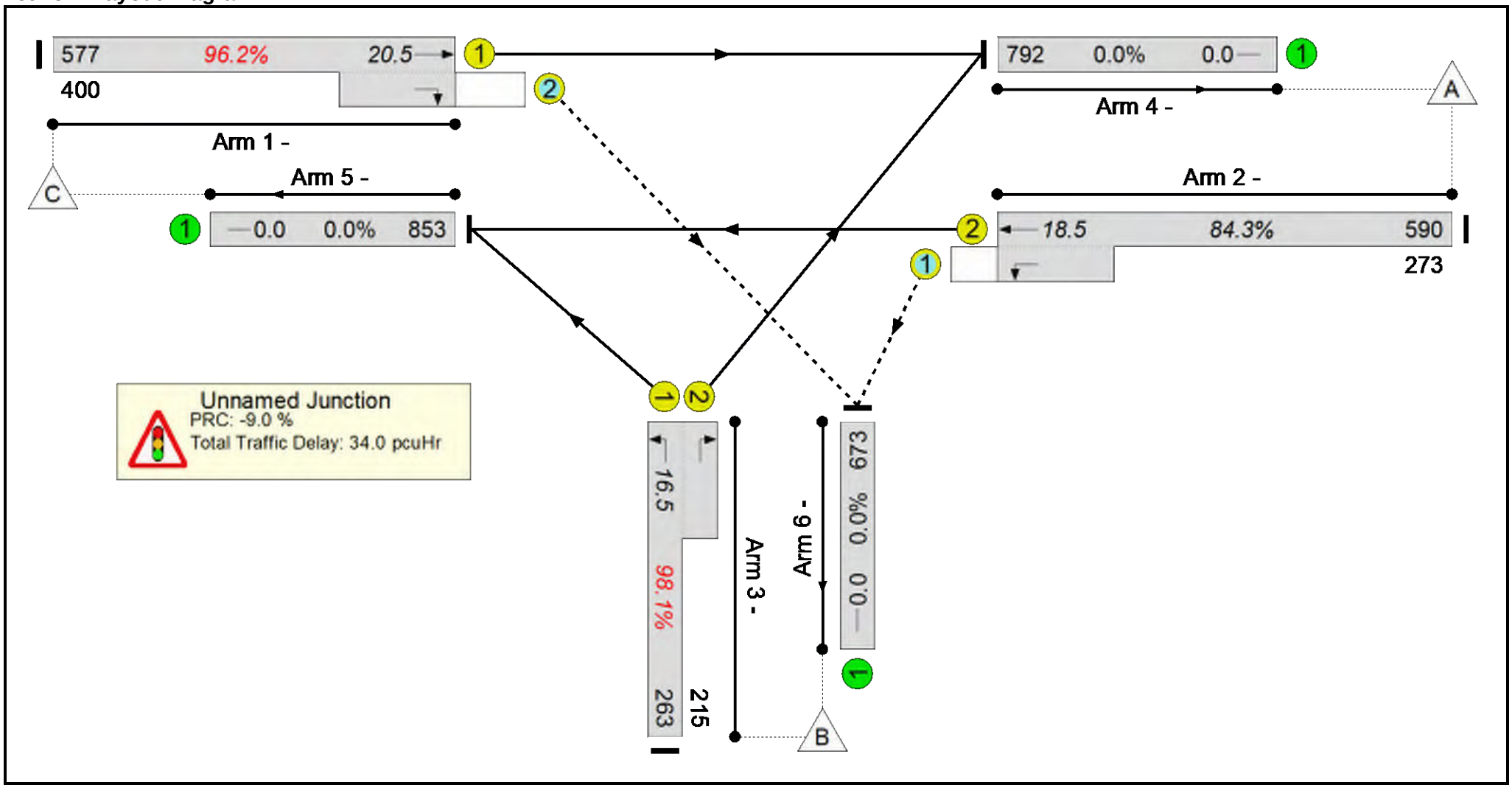
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.1%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	54	7	977	1950:1950	1015	96.2%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	42:73	-	863	1950:1900	1023	84.3%
3/1+3/2	Right Left	U	1	N/A	C	E	1	19:10	9	478	1950:1900	487	98.1%
4/1		U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**306**	**302**	**66**	**12.4**	**20.2**	**1.4**	**34.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**306**	**302**	**66**	**12.4**	**20.2**	**1.4**	**34.0**	**-**	**-**	**-**	**-**
1/1+1/2	977	977	119	217	64	4.1	8.8	1.4	14.3 (6.9+7.4)	52.7 (42.8:66.8)	11.7	8.8	20.5
2/2+2/1	863	863	187	85	2	3.6	2.6	0.0	6.2 (4.9+1.4)	26.0 (29.7:18.1)	15.9	2.6	18.5
3/1+3/2	478	478	-	-	-	4.7	8.8	-	13.5 (7.2+6.3)	101.4 (98.1:105.5)	7.7	8.8	16.5
4/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

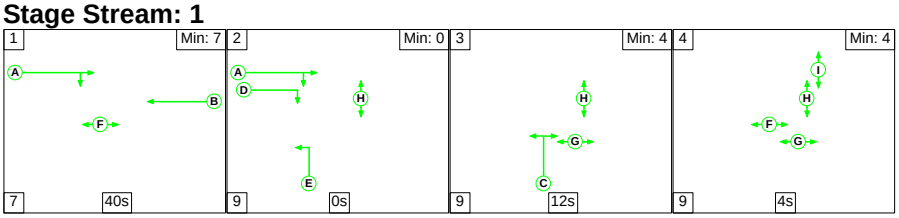
C1	Stream: 1 PRC for Signalled Lanes (%):	-9.0	Total Delay for Signalled Lanes (pcuHr):	34.00	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
	PRC Over All Lanes (%):	-9.0	Total Delay Over All Lanes(pcuHr):	34.00	

Full Input Data And Results

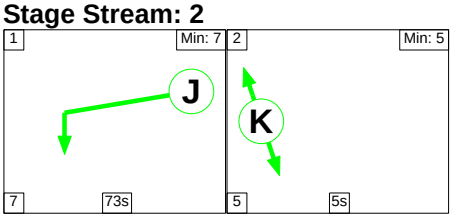
Scenario 10: 'PM 2026 Base + Comm + Dev' (FG6: 'PM 2026 Base + Committed + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

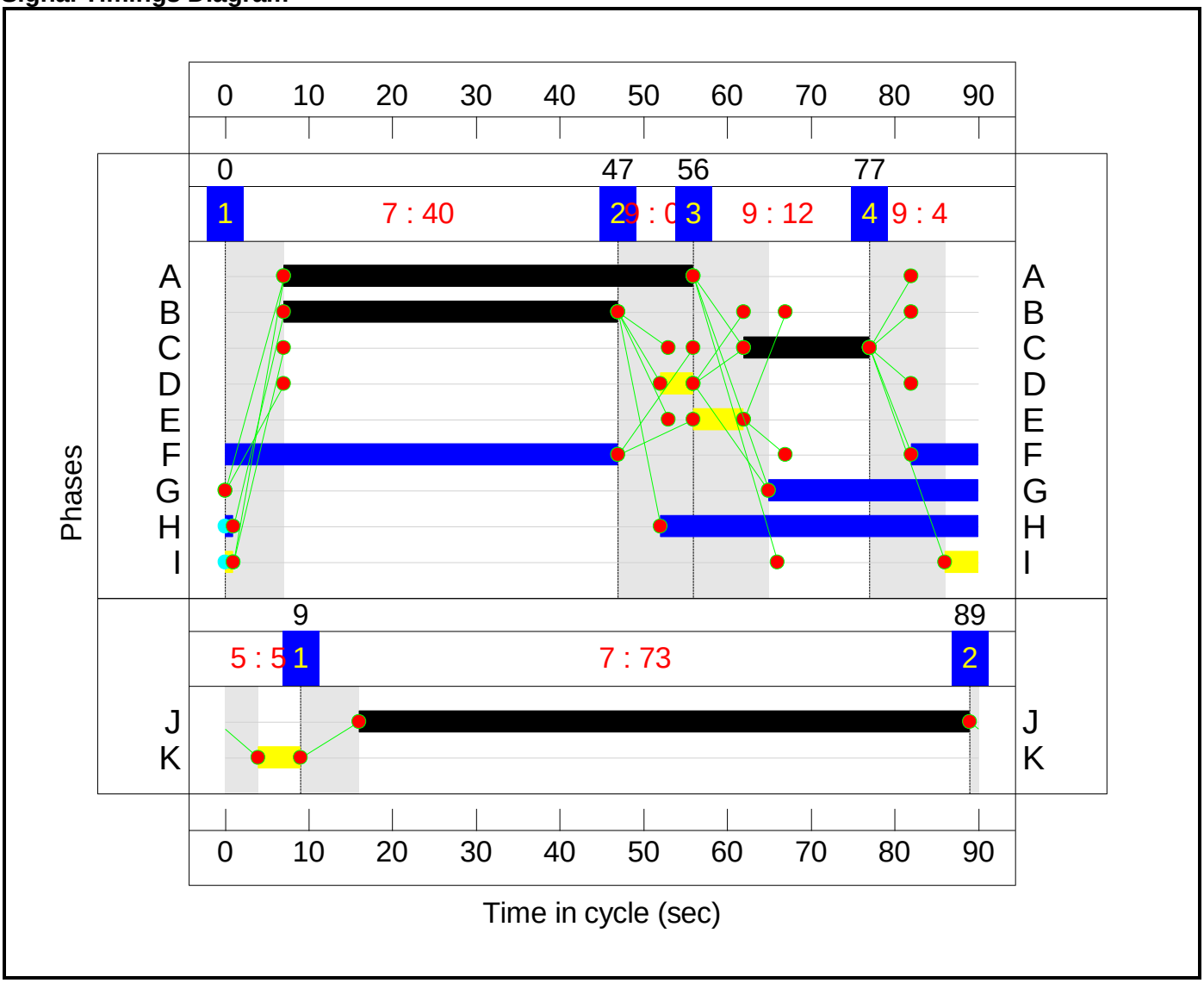
Stage	1	2	3	4
Duration	40	0	12	4
Change Point	0	47	56	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	9	89

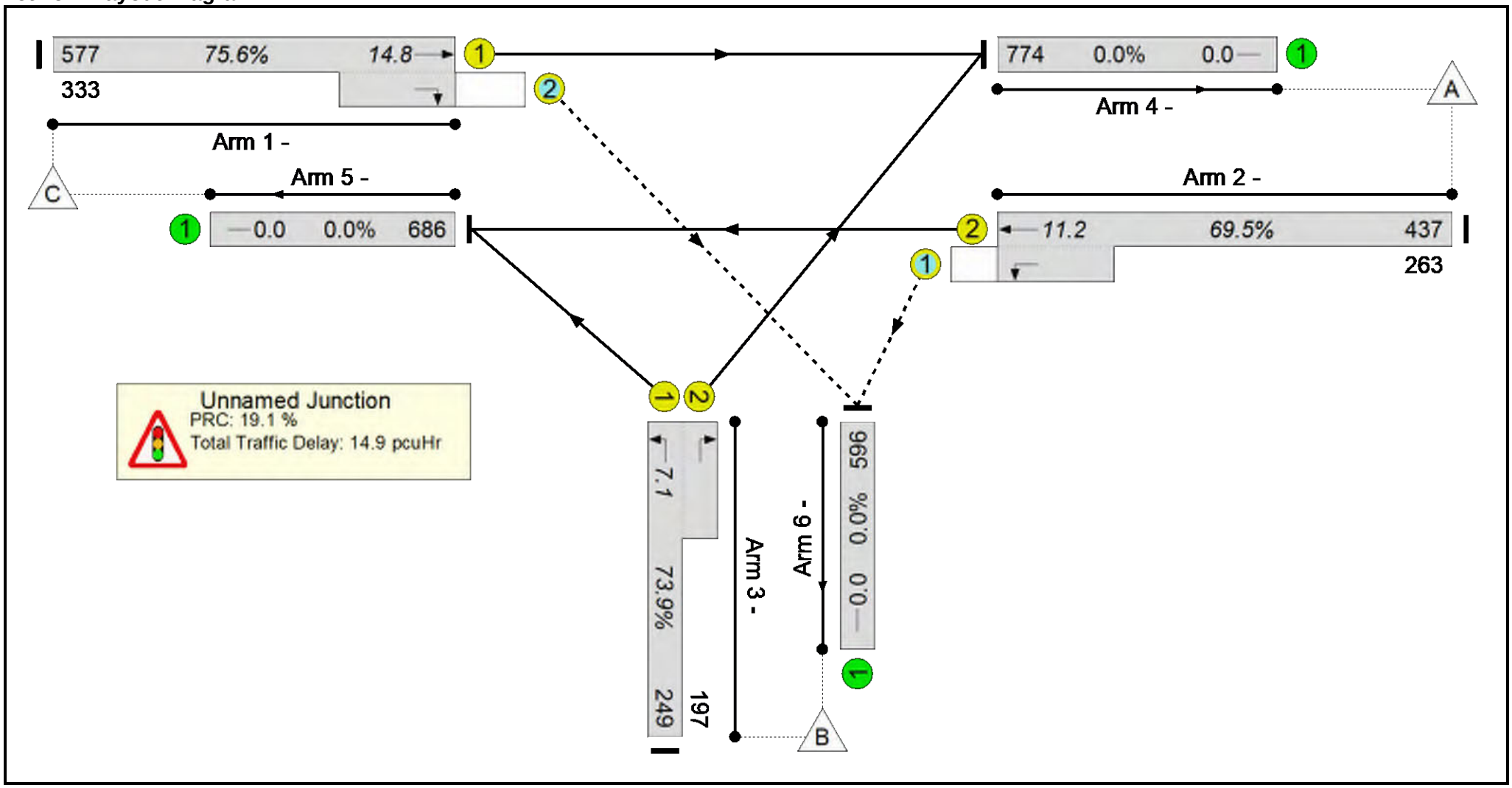
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	49	4	910	1950:1950	1204	75.6%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	40:73	-	700	1950:1900	1007	69.5%
3/1+3/2	Right Left	U	1	N/A	C	E	1	21:15	6	446	1950:1900	604	73.9%
4/1		U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**421**	**161**	**15**	**9.8**	**4.1**	**1.0**	**14.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**421**	**161**	**15**	**9.8**	**4.1**	**1.0**	**14.9**	**-**	**-**	**-**	**-**
1/1+1/2	910	910	252	70	11	3.6	1.5	1.0	6.1 (3.1+3.0)	24.3 (19.4:32.7)	13.3	1.5	14.8
2/2+2/1	700	700	169	91	3	2.3	1.1	0.0	3.5 (2.8+0.6)	17.7 (23.4:8.3)	10.0	1.1	11.2
3/1+3/2	446	446	-	-	-	3.9	1.4	-	5.3 (2.8+2.5)	42.7 (40.7:45.2)	5.7	1.4	7.1
4/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

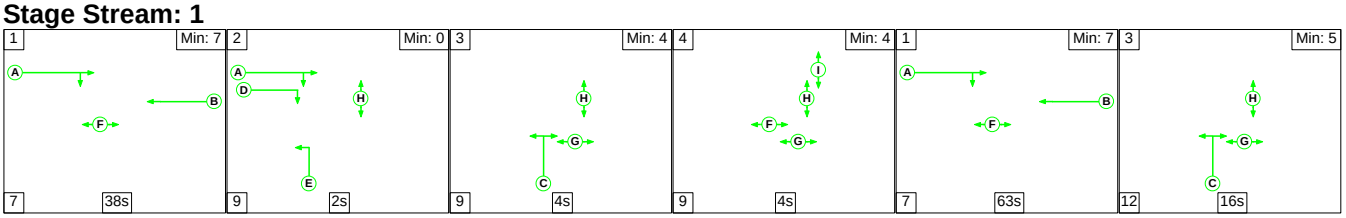
C1 Stream: 1 PRC for Signalled Lanes (%): 19.1 Total Delay for Signalled Lanes (pcuHr): 14.88 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 19.1 Total Delay Over All Lanes(pcuHr): 14.88

Full Input Data And Results

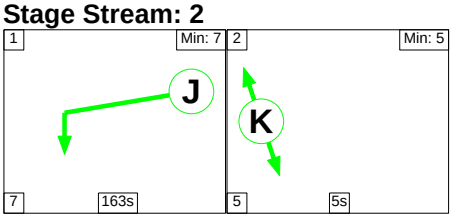
Scenario 11: 'AM 2026 Base + Comm + Dev (x2 Cycle)' (FG5: 'AM 2026 Base + Committed + Development', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

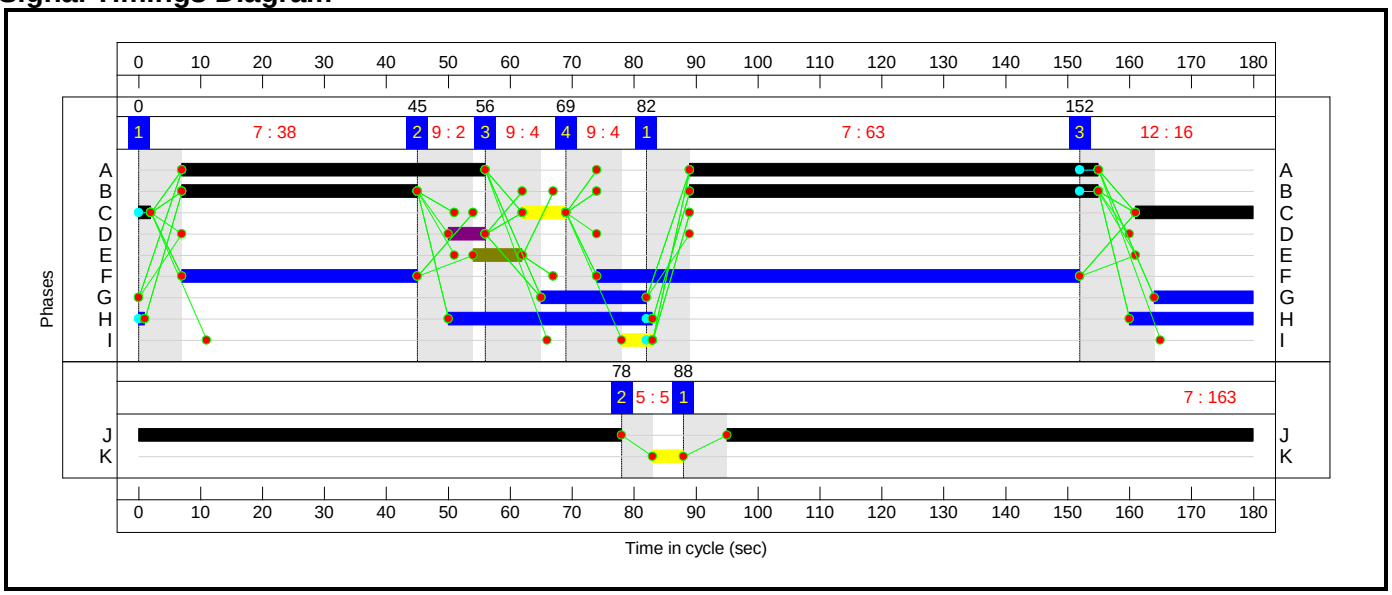
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	38	2	4	4	63	16
Change Point	0	45	56	69	82	152

Stage Stream: 2

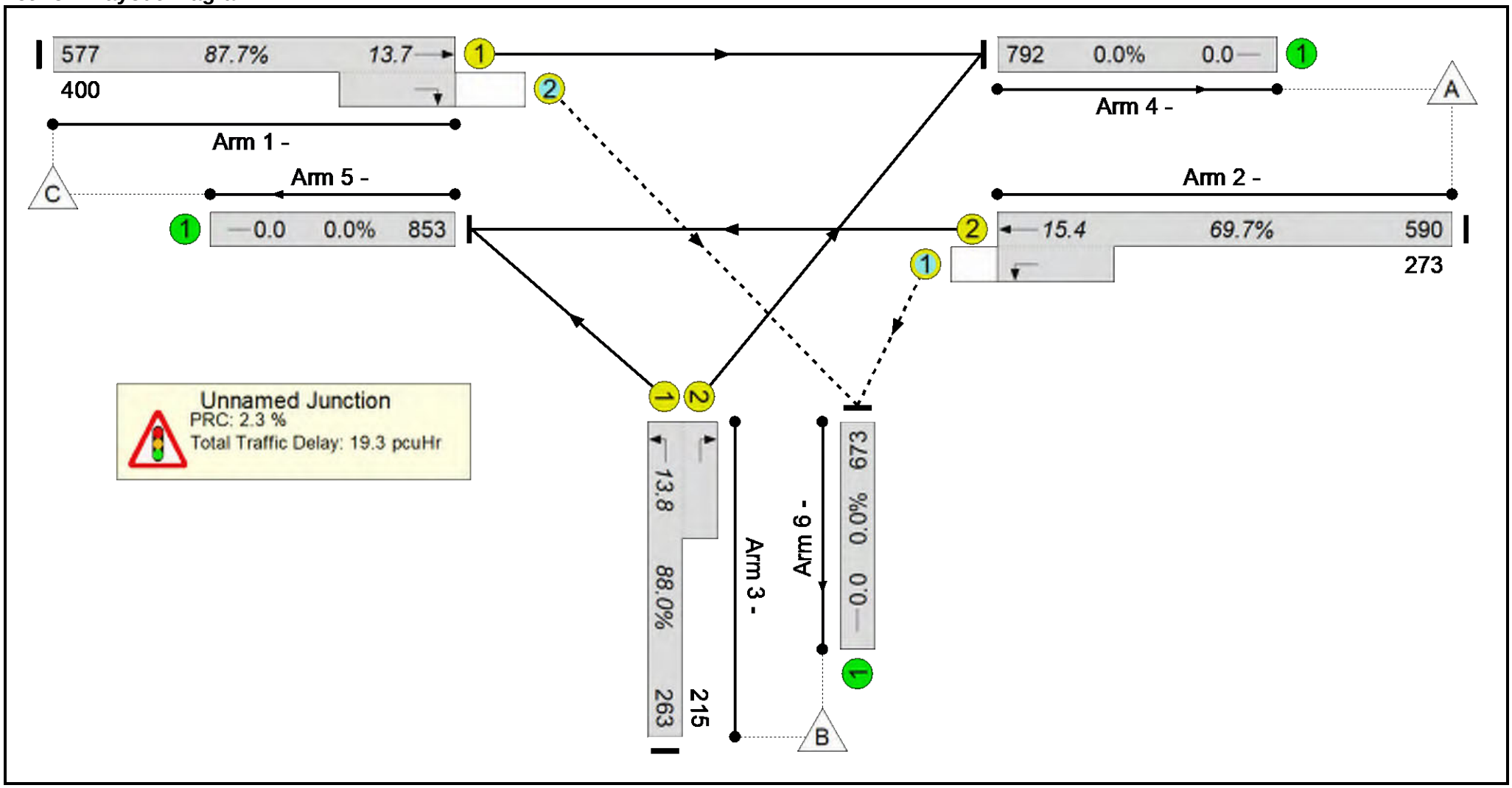
Stage	1	2
Duration	163	5
Change Point	88	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.0%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	115	6	977	1950:1950	1114	87.7%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	104:163	-	863	1950:1900	1238	69.7%
3/1+3/2	Right Left	U	1	N/A	C	E	2	36:28	8	478	1950:1900	543	88.0%
4/1		U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**478**	**148**	**47**	**10.0**	**7.9**	**1.5**	**19.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**478**	**148**	**47**	**10.0**	**7.9**	**1.5**	**19.3**	**-**	**-**	**-**	**-**
1/1+1/2	977	977	279	75	47	3.0	3.4	1.5	7.9 (3.3+4.6)	29.0 (20.6:41.1)	10.3	3.4	13.7
2/2+2/1	863	863	199	74	0	2.1	1.1	0.0	3.3 (2.7+0.6)	13.7 (16.5:7.7)	14.2	1.1	15.4
3/1+3/2	478	478	-	-	-	4.8	3.3	-	8.2 (4.4+3.7)	61.4 (60.4:62.7)	10.5	3.3	13.8
4/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

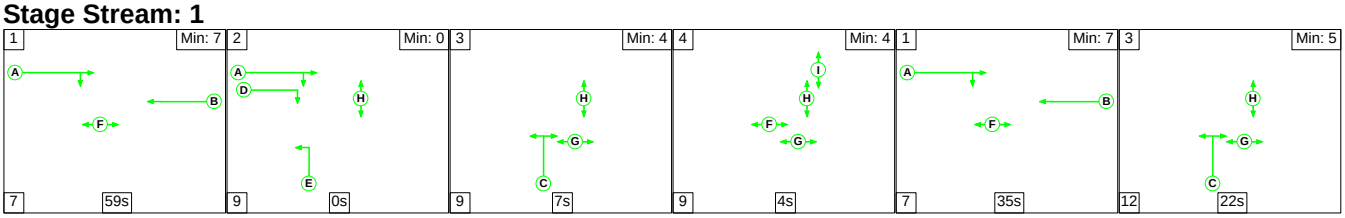
C1 Stream: 1 PRC for Signalled Lanes (%): 2.3 Total Delay for Signalled Lanes (pcuHr): 19.31 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 2.3 Total Delay Over All Lanes(pcuHr): 19.31

Full Input Data And Results

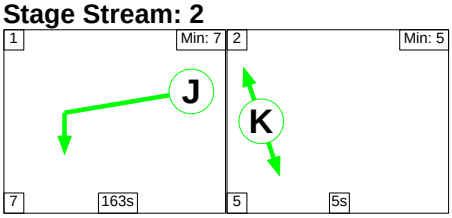
Scenario 12: 'PM 2026 Base + Comm + Dev (x2 Cycle)' (FG6: 'PM 2026 Base + Committed + Development', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

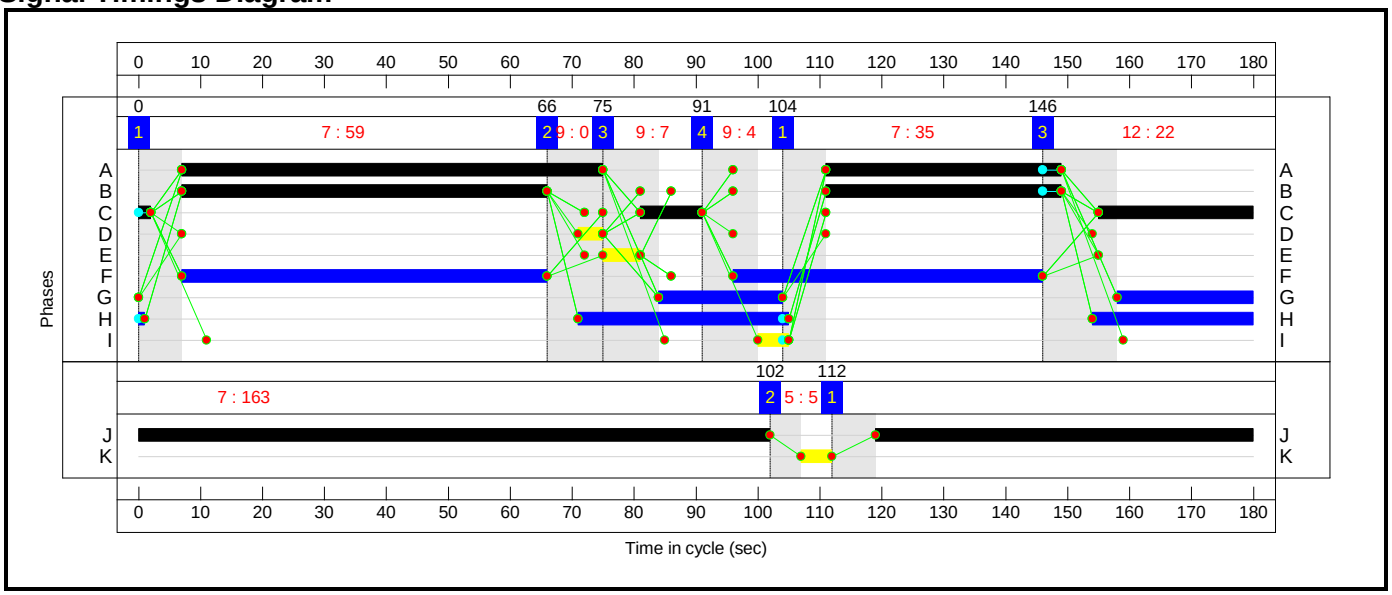
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	59	0	7	4	35	22
Change Point	0	66	75	91	104	146

Stage Stream: 2

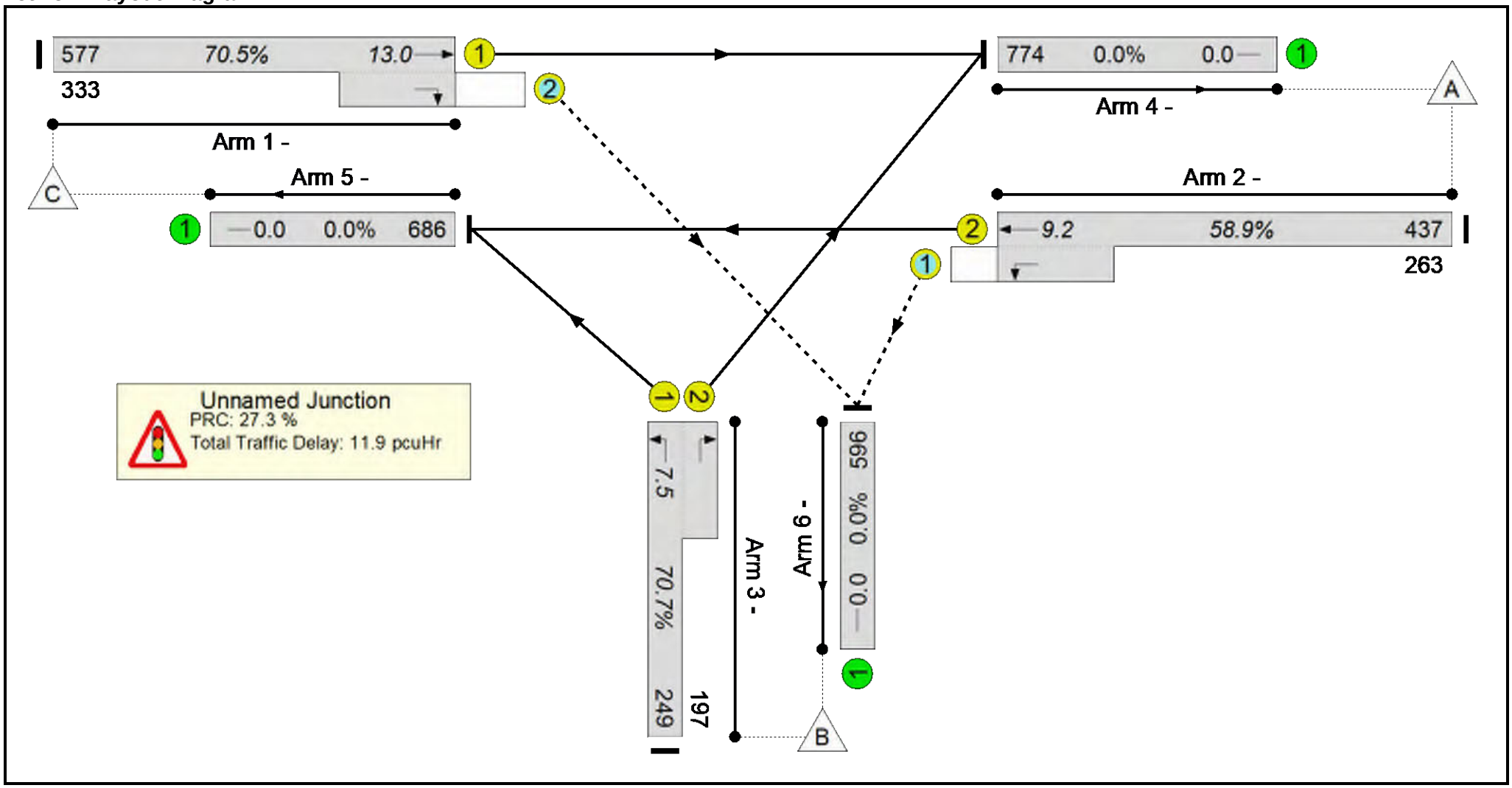
Stage	1	2
Duration	163	5
Change Point	112	102

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.7%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	106	4	910	1950:1950	1290	70.5%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	97:163	-	700	1950:1900	1189	58.9%
3/1+3/2	Right Left	U	1	N/A	C	E	2	43:37	6	446	1950:1900	631	70.7%
4/1		U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**478**	**101**	**17**	**8.0**	**3.1**	**0.8**	**11.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**478**	**101**	**17**	**8.0**	**3.1**	**0.8**	**11.9**	**-**	**-**	**-**	**-**
1/1+1/2	910	910	306	13	14	2.7	1.2	0.8	4.7 (2.5+2.3)	18.7 (15.4:24.4)	11.8	1.2	13.0
2/2+2/1	700	700	172	88	3	1.5	0.7	0.0	2.2 (1.9+0.4)	11.5 (15.6:4.8)	8.5	0.7	9.2
3/1+3/2	446	446	-	-	-	3.7	1.2	-	4.9 (2.7+2.2)	39.7 (38.8:40.8)	6.3	1.2	7.5
4/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

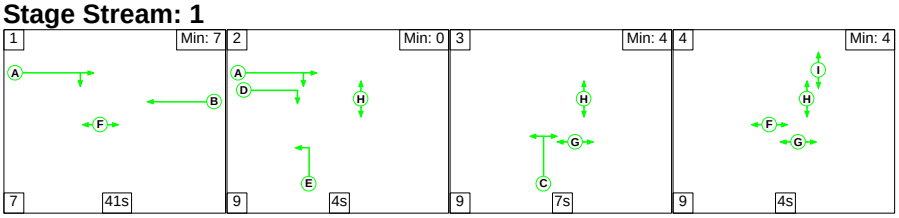
C1 Stream: 1 PRC for Signalled Lanes (%): 27.3 Total Delay for Signalled Lanes (pcuHr): 11.88 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 27.3 Total Delay Over All Lanes(pcuHr): 11.88

Full Input Data And Results

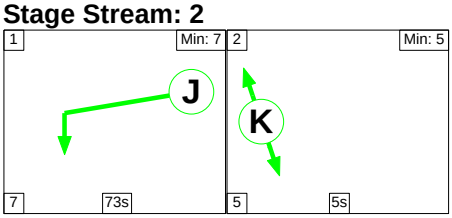
Scenario 13: 'AM 2031 Base + Comm' (FG7: 'AM 2031 Base + Committed', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

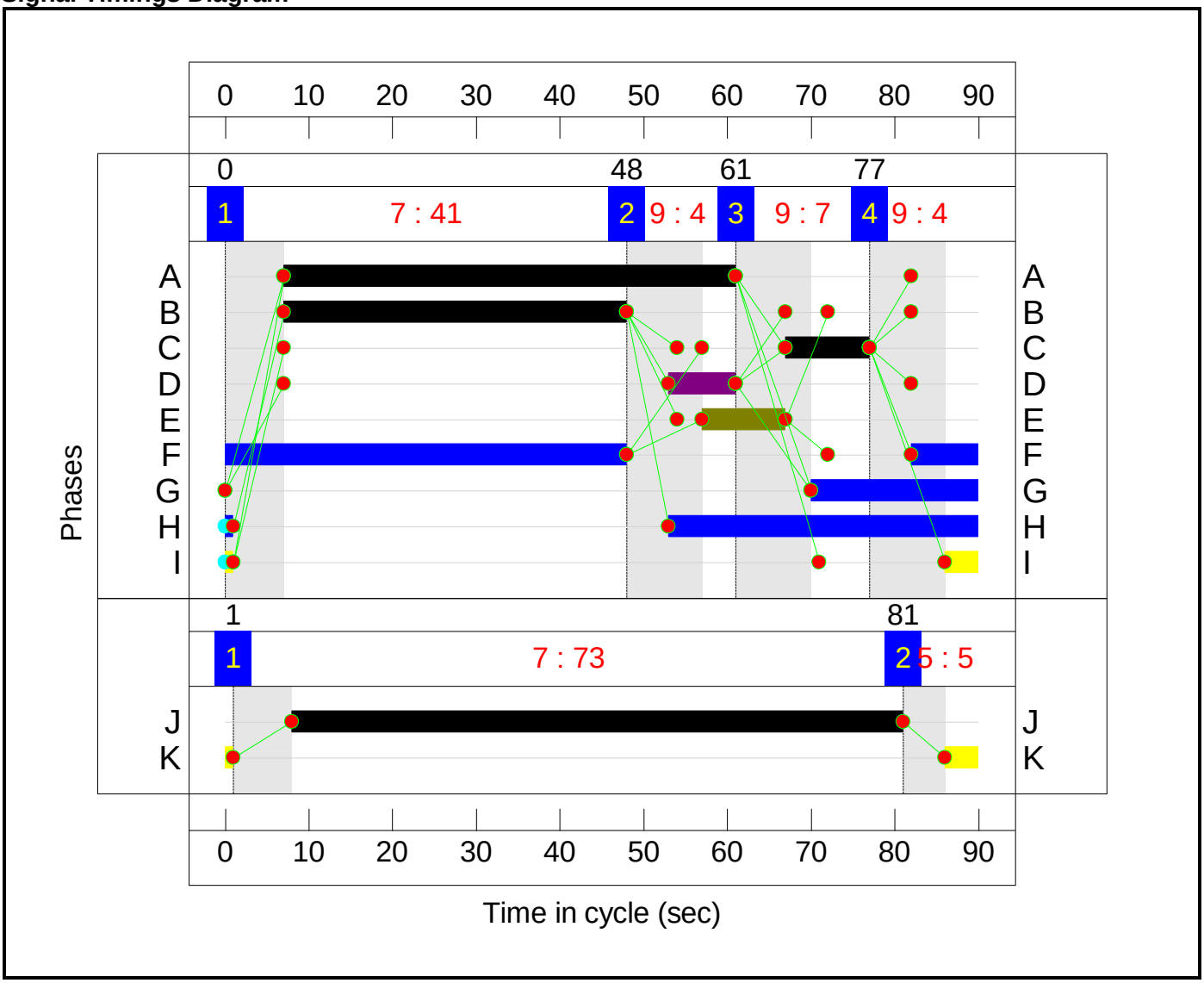
Stage	1	2	3	4
Duration	41	4	7	4
Change Point	0	48	61	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	1	81

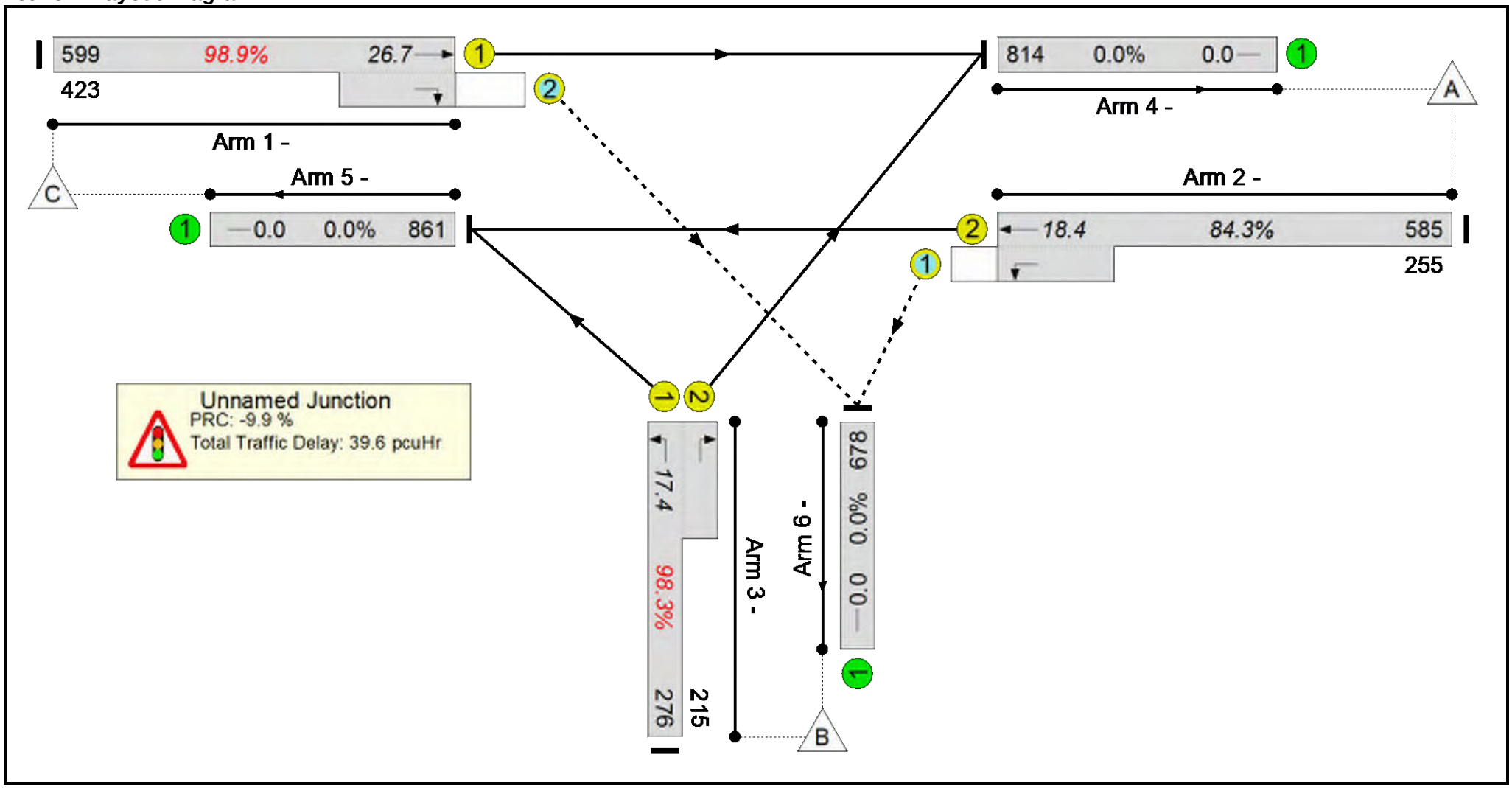
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.9%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	54	8	1022	1950:1950	1033	98.9%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	41:73	-	840	1950:1900	997	84.3%
3/1+3/2	Right Left	U	1	N/A	C	E	1	20:10	10	491	1950:1900	500	98.3%
4/1		U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**288**	**320**	**70**	**13.0**	**25.2**	**1.4**	**39.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**288**	**320**	**70**	**13.0**	**25.2**	**1.4**	**39.6**	**-**	**-**	**-**	**-**
1/1+1/2	1022	1022	115	238	70	4.6	13.4	1.4	19.4 (9.8+9.6)	68.4 (59.0:81.8)	13.2	13.4	26.7
2/2+2/1	840	840	173	81	0	3.6	2.6	0.1	6.3 (5.0+1.3)	27.0 (30.6:18.7)	15.8	2.6	18.4
3/1+3/2	491	491	-	-	-	4.7	9.1	-	13.9 (7.5+6.3)	101.6 (98.1:106.1)	8.2	9.1	17.4
4/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

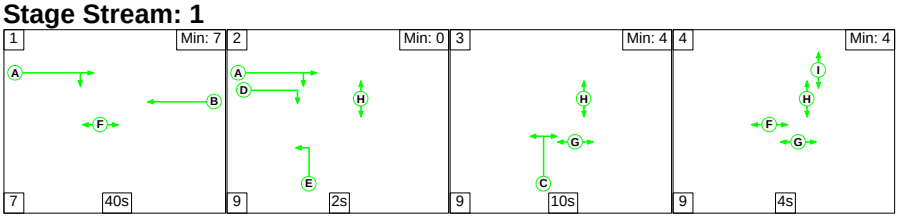
C1 Stream: 1 PRC for Signalled Lanes (%): -9.9 Total Delay for Signalled Lanes (pcuHr): 39.58 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -9.9 Total Delay Over All Lanes(pcuHr): 39.58

Full Input Data And Results

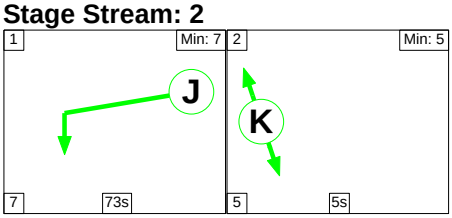
Scenario 14: 'PM 2031 Base + Comm' (FG8: 'PM 2031 Base + Committed', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

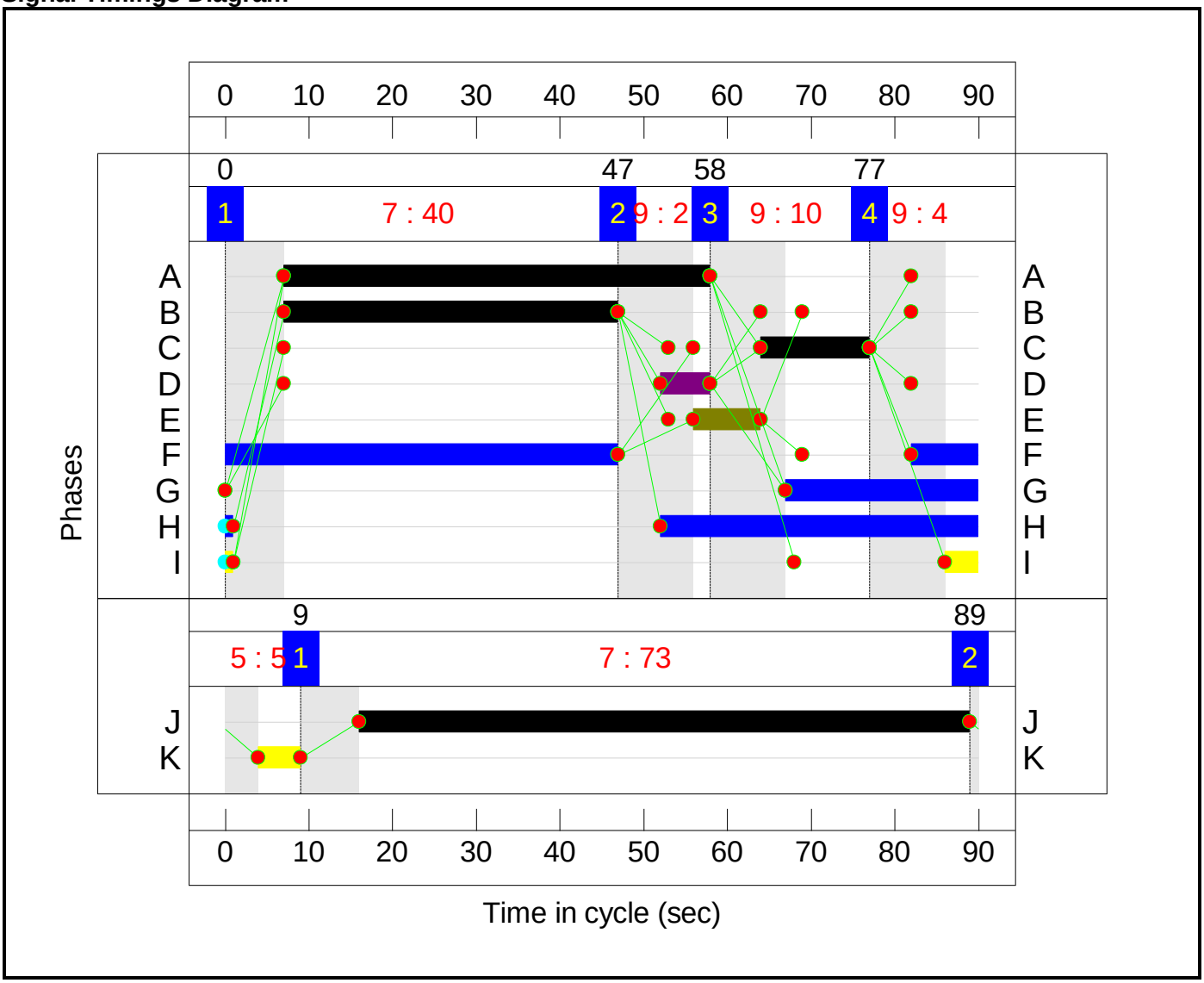
Stage	1	2	3	4
Duration	40	2	10	4
Change Point	0	47	58	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	9	89

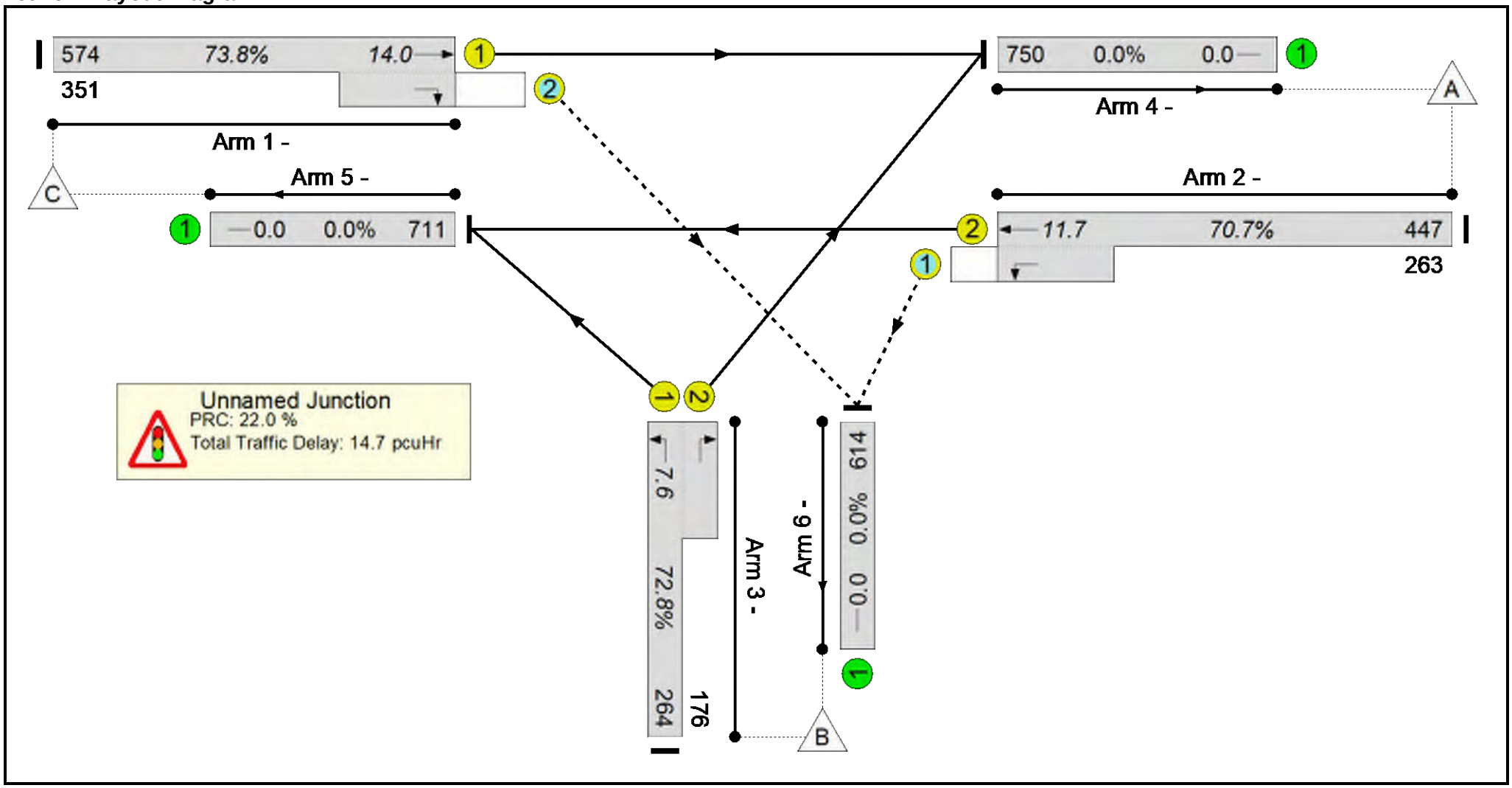
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.8%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	51	6	925	1950:1950	1254	73.8%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	40:73	-	710	1950:1900	1004	70.7%
3/1+3/2	Right Left	U	1	N/A	C	E	1	21:13	8	440	1950:1900	604	72.8%
4/1		U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**419**	**183**	**12**	**9.7**	**3.9**	**1.1**	**14.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**419**	**183**	**12**	**9.7**	**3.9**	**1.1**	**14.7**	**-**	**-**	**-**	**-**
1/1+1/2	925	925	241	98	12	3.4	1.4	1.1	5.9 (2.8+3.1)	22.8 (17.4:31.6)	12.6	1.4	14.0
2/2+2/1	710	710	177	85	1	2.4	1.2	0.0	3.6 (3.0+0.7)	18.3 (23.8:8.9)	10.5	1.2	11.7
3/1+3/2	440	440	-	-	-	3.9	1.3	-	5.2 (3.0+2.3)	42.8 (40.6:46.2)	6.3	1.3	7.6
4/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

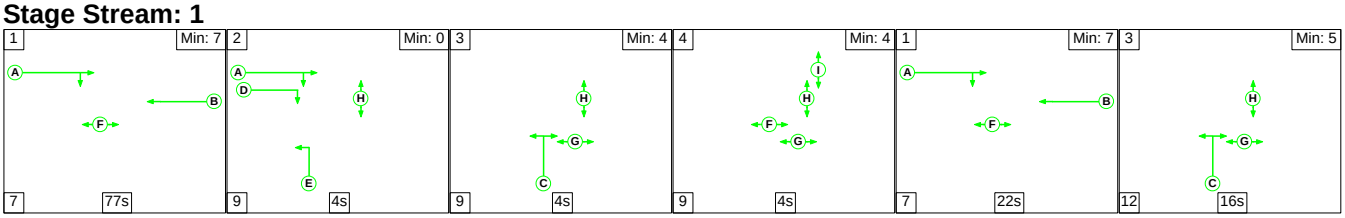
C1 Stream: 1 PRC for Signalled Lanes (%): 22.0 Total Delay for Signalled Lanes (pcuHr): 14.70 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 22.0 Total Delay Over All Lanes(pcuHr): 14.70

Full Input Data And Results

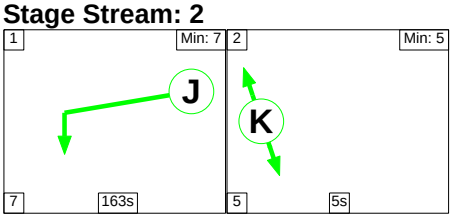
Scenario 15: 'AM 2031 Base + Comm (x2 Cycle)' (FG7: 'AM 2031 Base + Committed', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

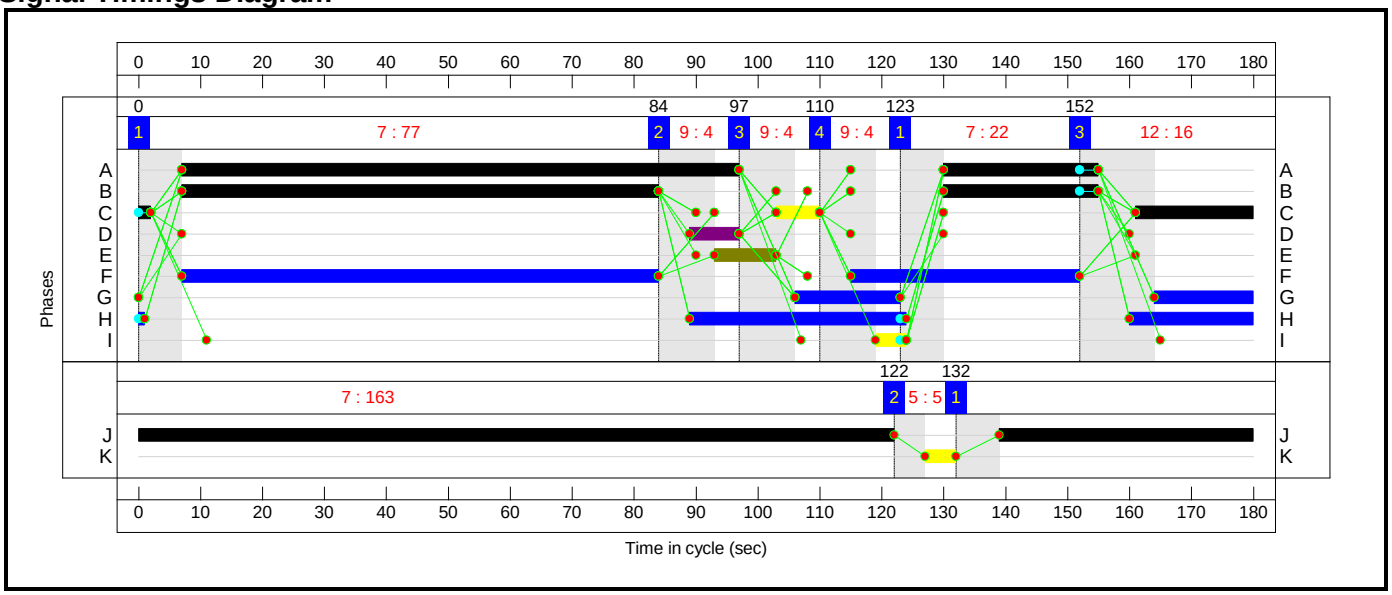
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	77	4	4	4	22	16
Change Point	0	84	97	110	123	152

Stage Stream: 2

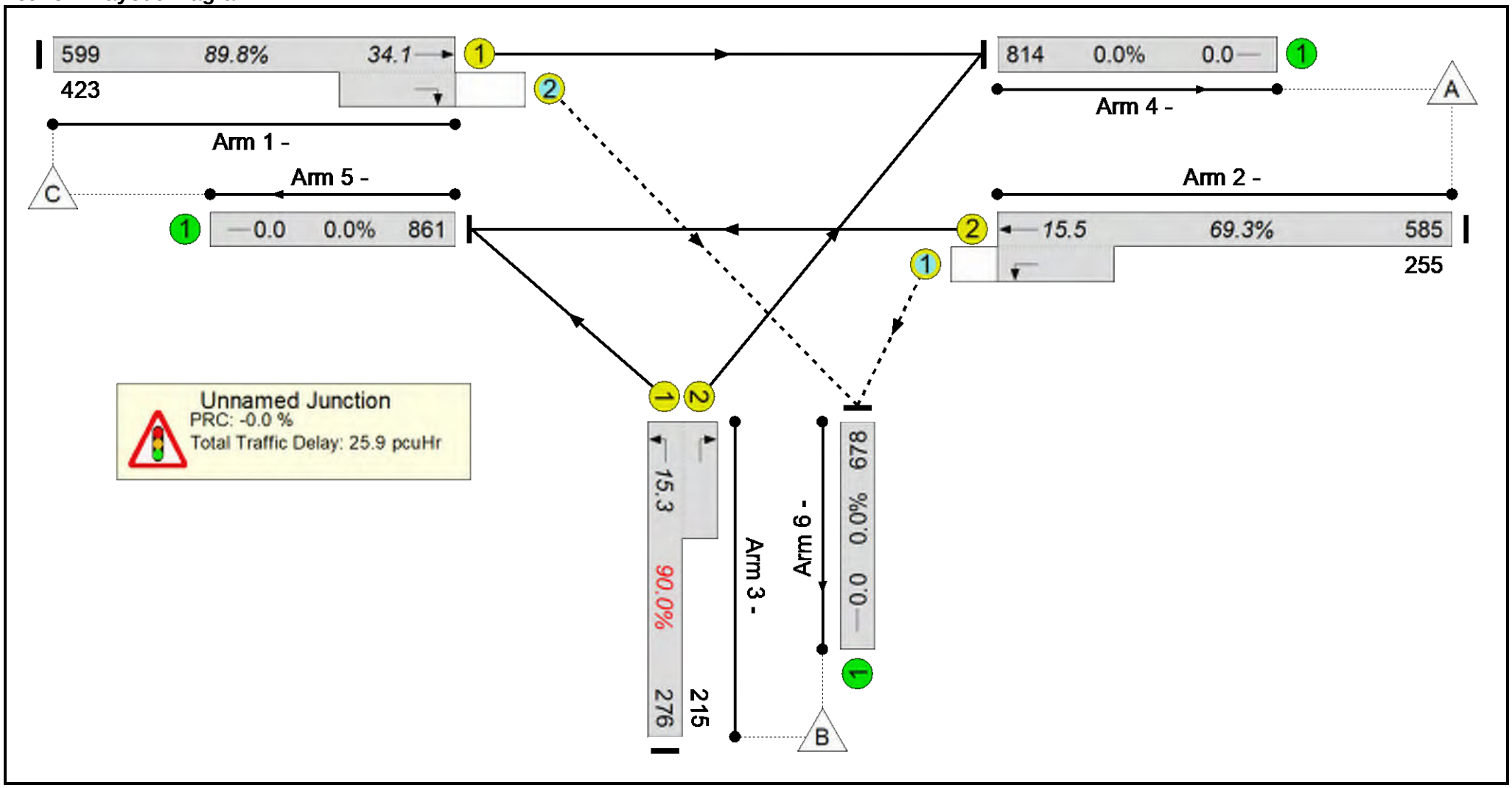
Stage	1	2
Duration	163	5
Change Point	132	122

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	115	8	1022	1950:1950	1138	89.8%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	102:163	-	840	1950:1900	1211	69.3%
3/1+3/2	Right Left	U	1	N/A	C	E	2	38:28	10	491	1950:1900	545	90.0%
4/1		U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**452**	**179**	**47**	**15.1**	**9.2**	**1.7**	**25.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**452**	**179**	**47**	**15.1**	**9.2**	**1.7**	**25.9**	**-**	**-**	**-**	**-**
1/1+1/2	1022	1022	272	104	47	6.4	4.1	1.7	12.2 (4.9+7.3)	43.0 (29.4:62.2)	30.0	4.1	34.1
2/2+2/1	840	840	180	75	0	2.3	1.1	0.0	3.4 (2.8+0.6)	14.7 (17.5:8.3)	14.4	1.1	15.5
3/1+3/2	491	491	-	-	-	6.4	3.9	-	10.3 (5.5+4.8)	75.5 (72.0:79.9)	11.4	3.9	15.3
4/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

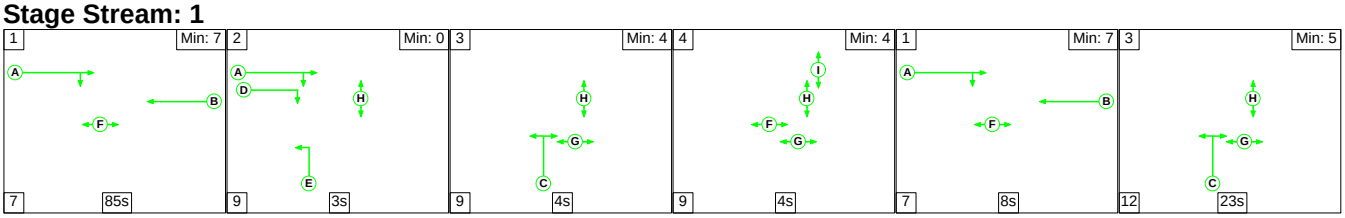
C1 Stream: 1 PRC for Signalled Lanes (%): -0.0 Total Delay for Signalled Lanes (pcuHr): 25.92 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): -0.0 Total Delay Over All Lanes(pcuHr): 25.92

Full Input Data And Results

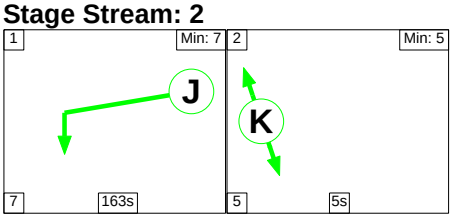
Scenario 16: 'PM 2031 Base + Comm (x2 Cycle)' (FG8: 'PM 2031 Base + Committed', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

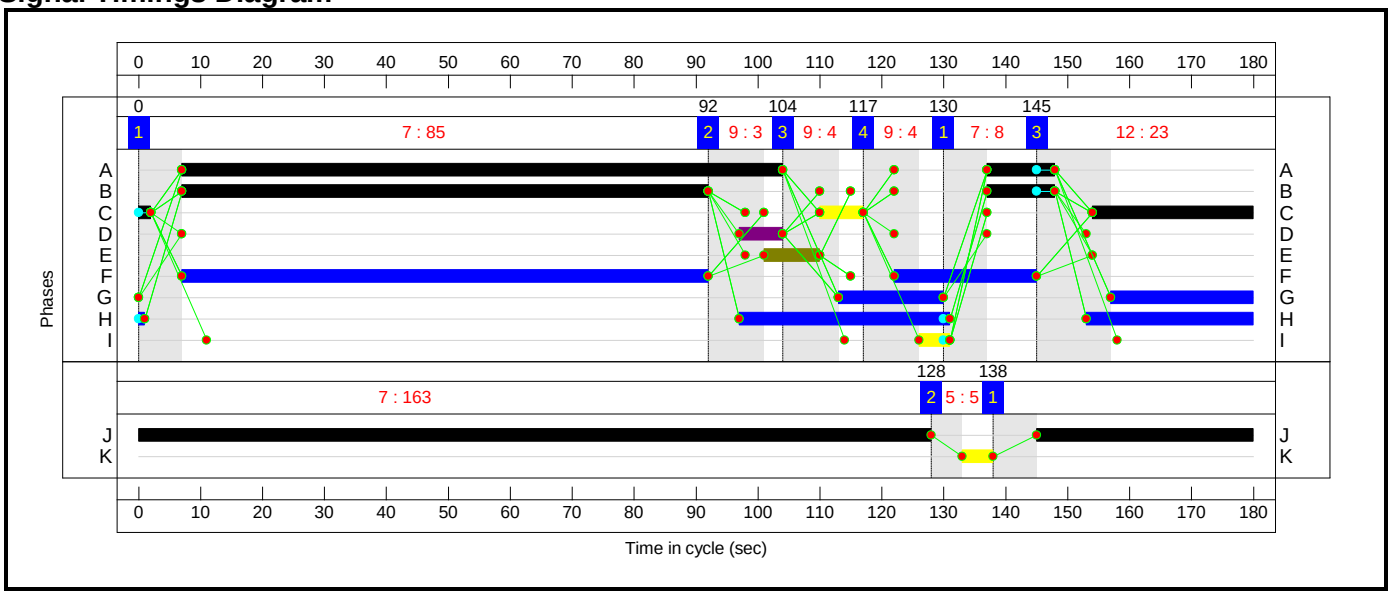
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	85	3	4	4	8	23
Change Point	0	92	104	117	130	145

Stage Stream: 2

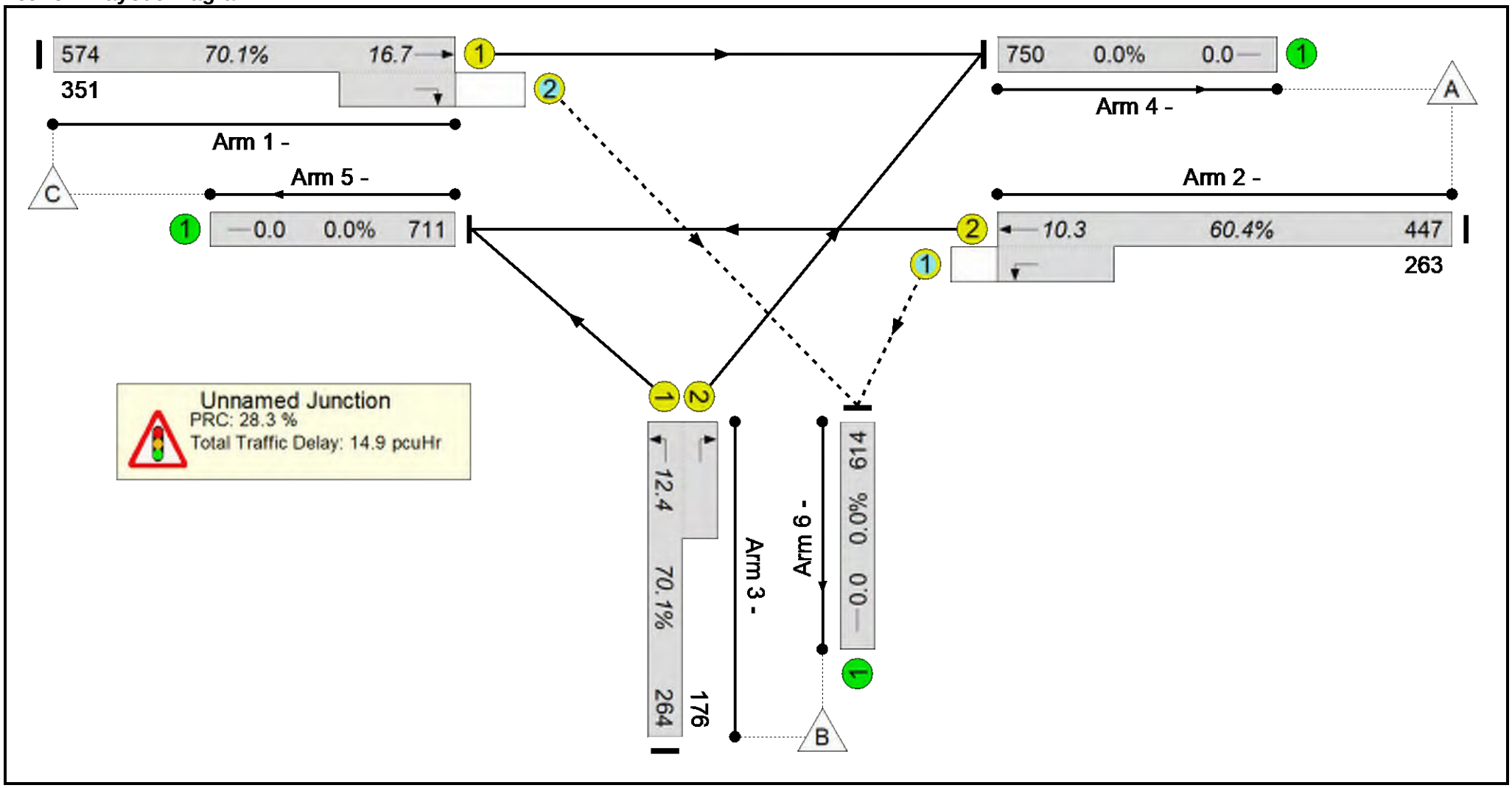
Stage	1	2
Duration	163	5
Change Point	138	128

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.1%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	108	7	925	1950:1950	1319	70.1%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	96:163	-	710	1950:1900	1176	60.4%
3/1+3/2	Right Left	U	1	N/A	C	E	2	44:35	9	440	1950:1900	628	70.1%
4/1		U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**455**	**110**	**49**	**10.8**	**3.1**	**1.1**	**14.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**455**	**110**	**49**	**10.8**	**3.1**	**1.1**	**14.9**	**-**	**-**	**-**	**-**
1/1+1/2	925	925	286	20	46	3.8	1.2	1.1	6.0 (2.7+3.3)	23.4 (16.8:34.1)	15.5	1.2	16.7
2/2+2/1	710	710	169	91	3	1.9	0.8	0.0	2.7 (2.3+0.4)	13.7 (18.3:5.8)	9.5	0.8	10.3
3/1+3/2	440	440	-	-	-	5.0	1.2	-	6.2 (3.5+2.7)	50.7 (48.0:54.8)	11.2	1.2	12.4
4/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

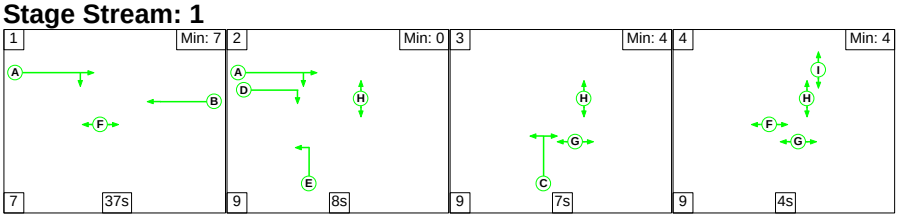
C1 Stream: 1 PRC for Signalled Lanes (%): 28.3 Total Delay for Signalled Lanes (pcuHr): 14.91 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 28.3 Total Delay Over All Lanes(pcuHr): 14.91

Full Input Data And Results

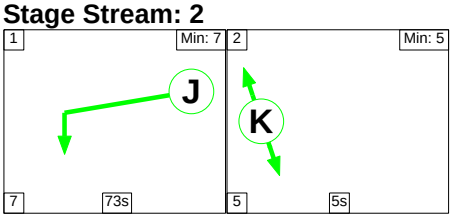
Scenario 17: 'AM 2031 Base + Comm + Dev' (FG9: 'AM 2031 Base + Committed + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

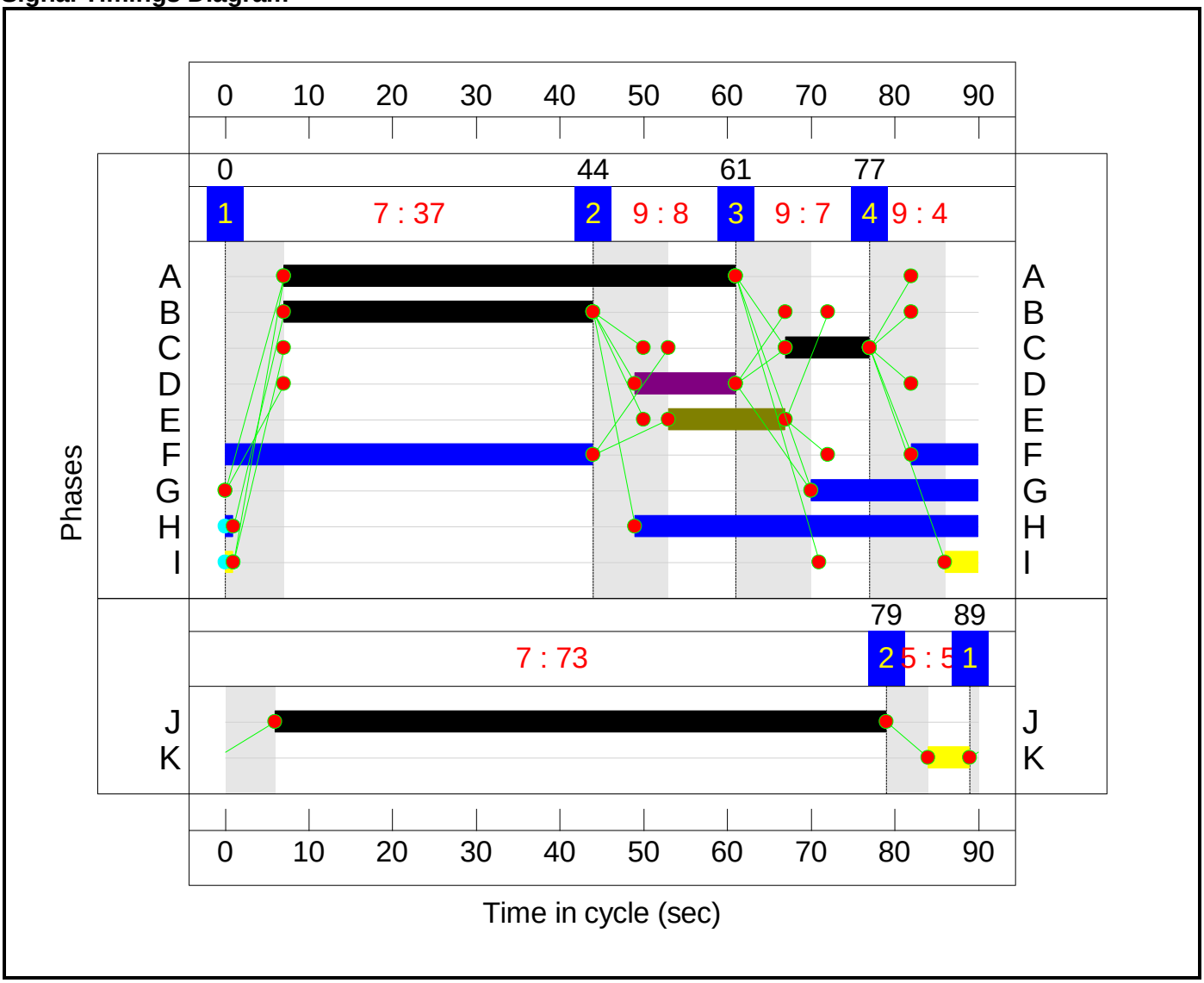
Stage	1	2	3	4
Duration	37	8	7	4
Change Point	0	44	61	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	89	79

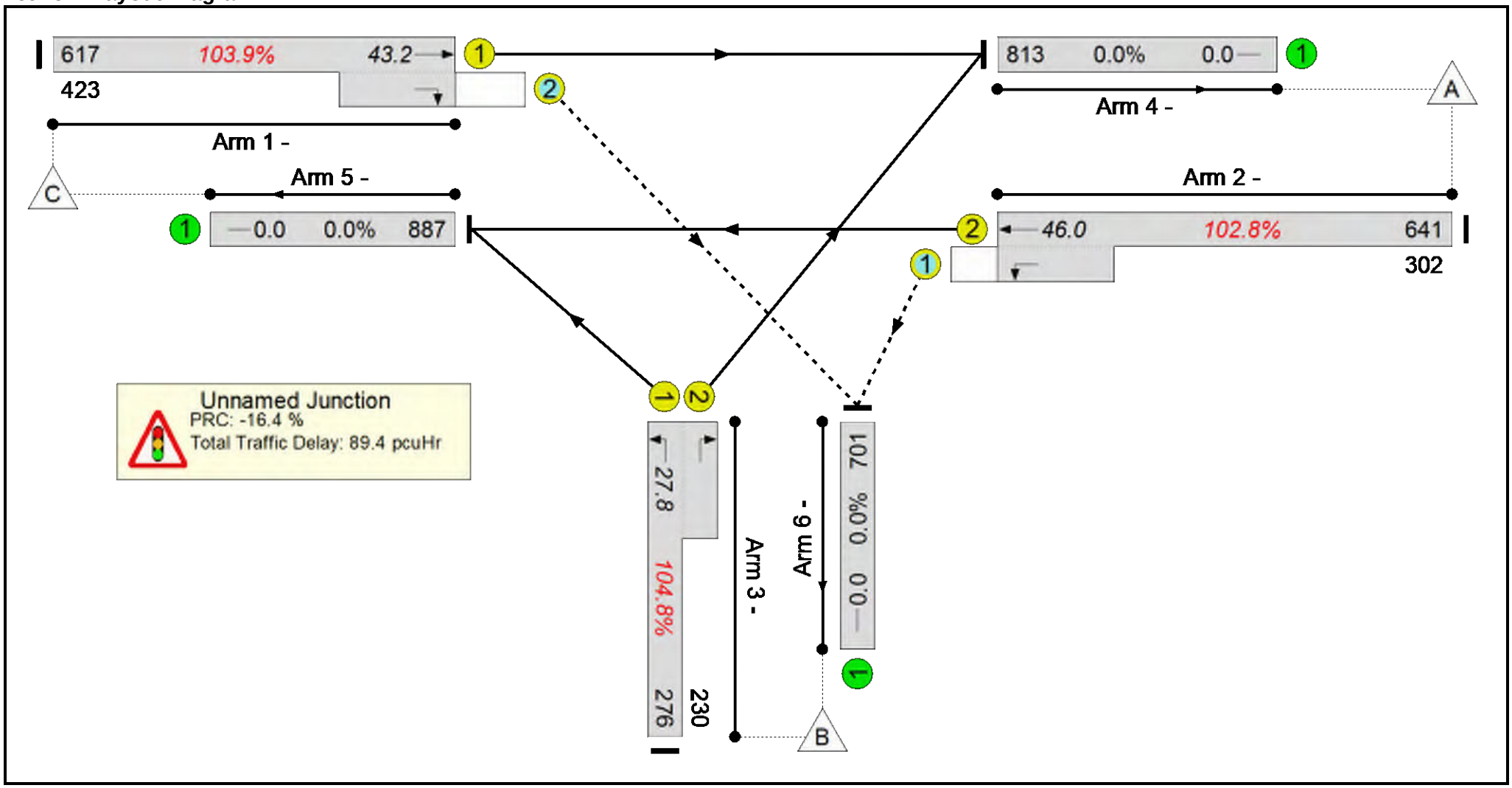
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.8%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	54	12	1040	1950:1950	1000	103.9%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	37:73	-	943	1950:1900	917	102.8%
3/1+3/2	Right Left	U	1	N/A	C	E	1	24:10	14	506	1950:1900	483	104.8%
4/1		U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**215**	**405**	**80**	**17.3**	**70.3**	**1.7**	**89.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**215**	**405**	**80**	**17.3**	**70.3**	**1.7**	**89.4**	**-**	**-**	**-**	**-**
1/1+1/2	1040	1000	2	325	80	5.7	28.8	1.6	36.1 (19.6+16.5)	125.0 (114.2:140.7)	14.4	28.8	43.2
2/2+2/1	943	917	213	80	0	6.3	23.1	0.2	29.5 (20.8+8.7)	112.7 (116.7:104.2)	22.9	23.1	46.0
3/1+3/2	506	483	-	-	-	5.3	18.4	-	23.8 (12.6+11.2)	169.1 (163.9:175.3)	9.3	18.4	27.8
4/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

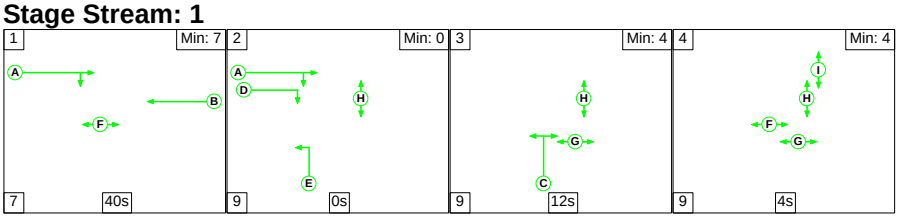
C1	Stream: 1 PRC for Signalled Lanes (%):	-16.4	Total Delay for Signalled Lanes (pcuHr):	89.39	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
	PRC Over All Lanes (%):	-16.4	Total Delay Over All Lanes(pcuHr):	89.39	

Full Input Data And Results

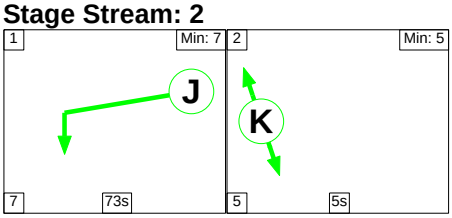
Scenario 18: 'PM 2031 Base + Comm + Dev' (FG10: 'PM 2031 Base + Committed + Development', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

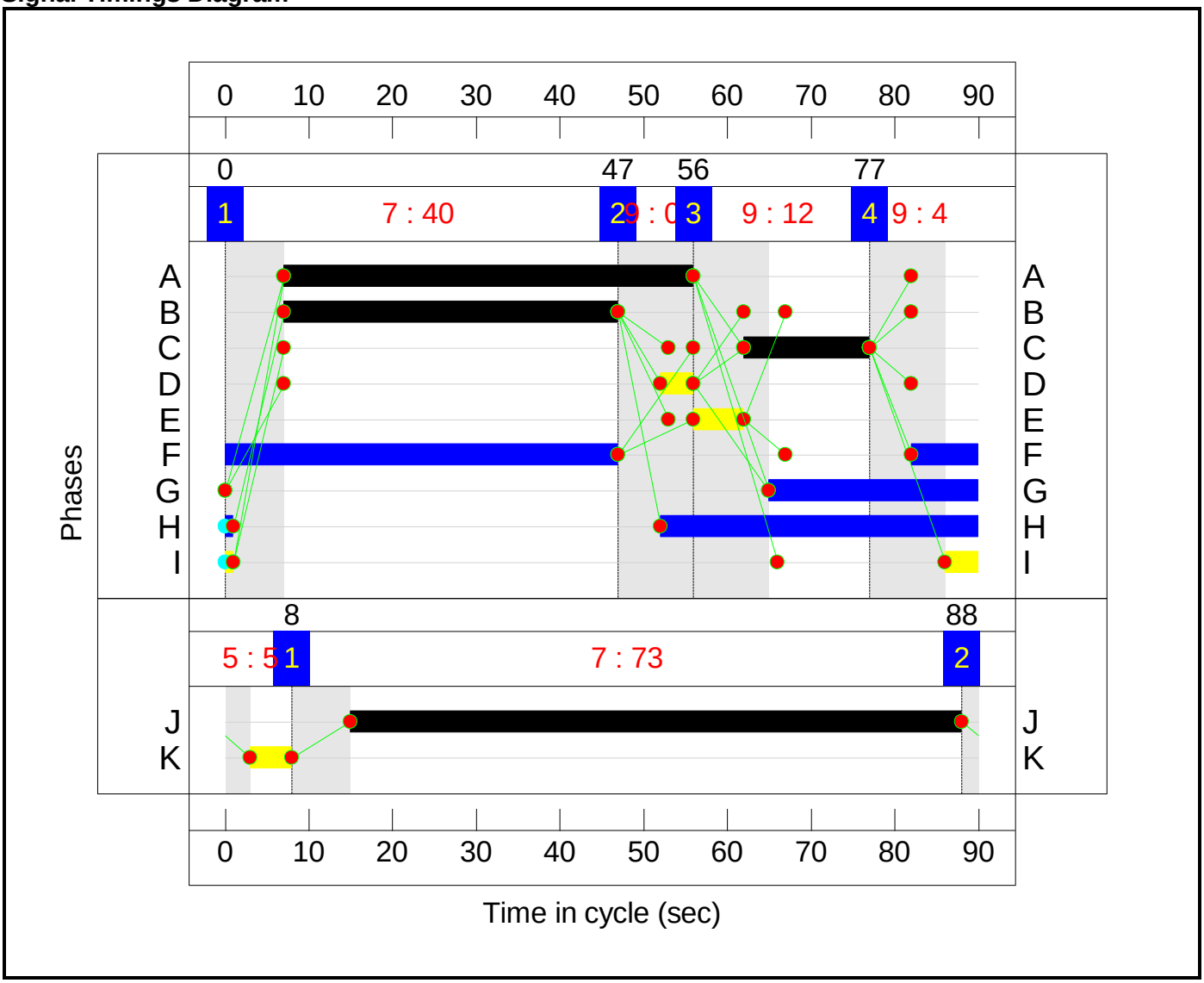
Stage	1	2	3	4
Duration	40	0	12	4
Change Point	0	47	56	77

Stage Stream: 2

Stage	1	2
Duration	73	5
Change Point	8	88

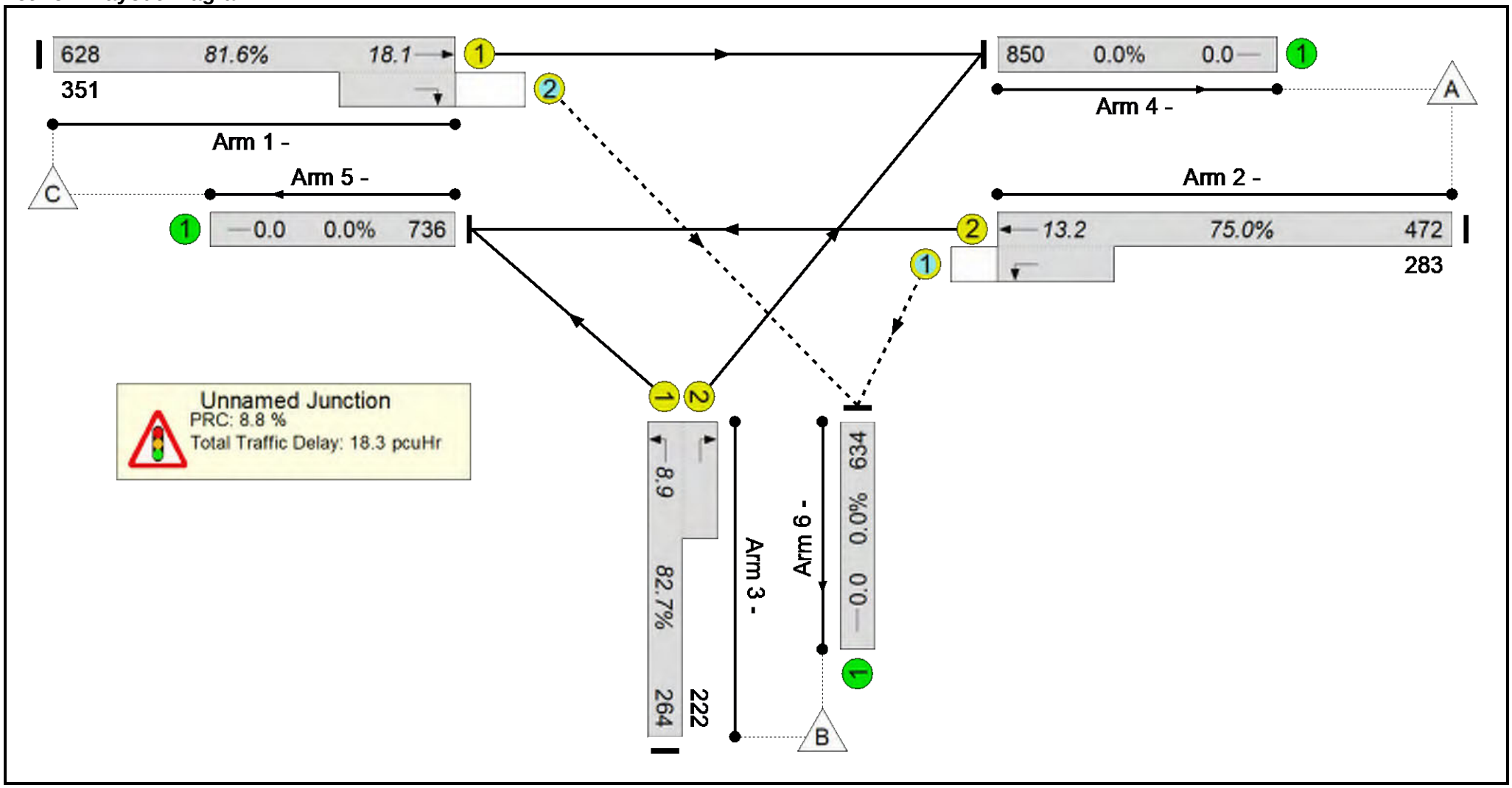
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	1	49	4	979	1950:1950	1200	81.6%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		1	40:73	-	755	1950:1900	1006	75.0%
3/1+3/2	Right Left	U	1	N/A	C	E	1	21:15	6	486	1950:1900	588	82.7%
4/1		U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**396**	**226**	**12**	**11.2**	**5.9**	**1.2**	**18.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**396**	**226**	**12**	**11.2**	**5.9**	**1.2**	**18.3**	**-**	**-**	**-**	**-**
1/1+1/2	979	979	214	126	12	4.3	2.2	1.1	7.6 (3.9+3.7)	27.8 (22.2:37.7)	16.0	2.2	18.1
2/2+2/1	755	755	183	100	0	2.7	1.5	0.0	4.2 (3.3+0.9)	19.9 (25.3:10.9)	11.7	1.5	13.2
3/1+3/2	486	486	-	-	-	4.3	2.3	-	6.6 (3.4+3.2)	48.9 (46.7:51.4)	6.6	2.3	8.9
4/1	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

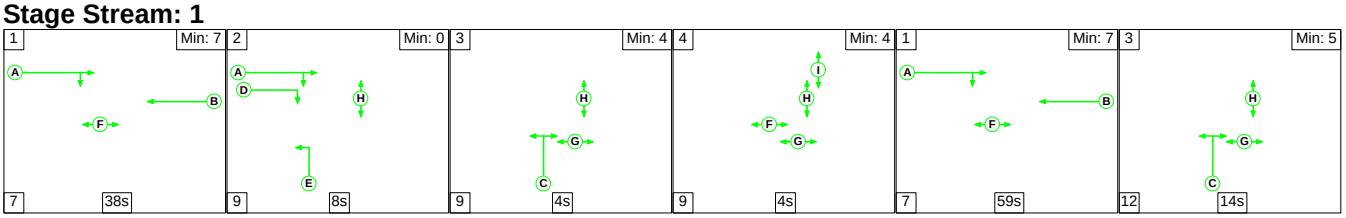
C1 Stream: 1 PRC for Signalled Lanes (%): 8.8 Total Delay for Signalled Lanes (pcuHr): 18.34 Cycle Time (s): 90
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 8.8 Total Delay Over All Lanes(pcuHr): 18.34

Full Input Data And Results

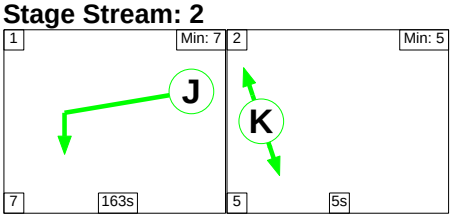
Scenario 19: 'AM 2031 Base + Comm + Dev (x2 Cycle)' (FG9: 'AM 2031 Base + Committed + Development', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

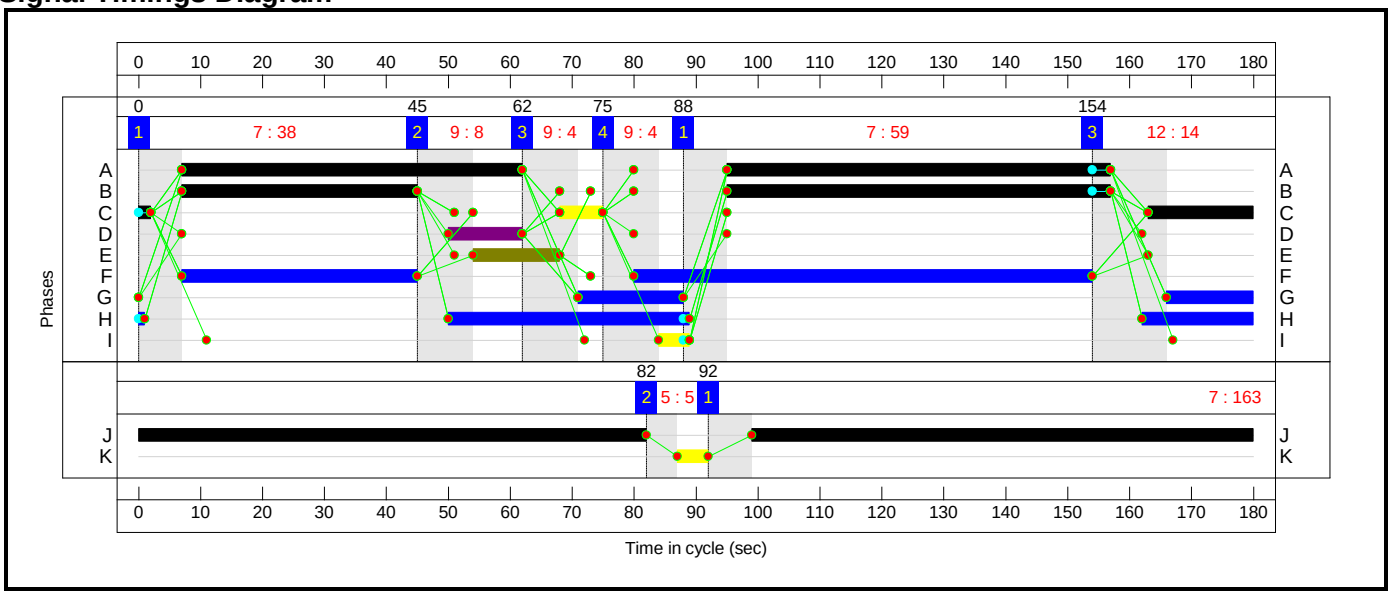
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	38	8	4	4	59	14
Change Point	0	45	62	75	88	154

Stage Stream: 2

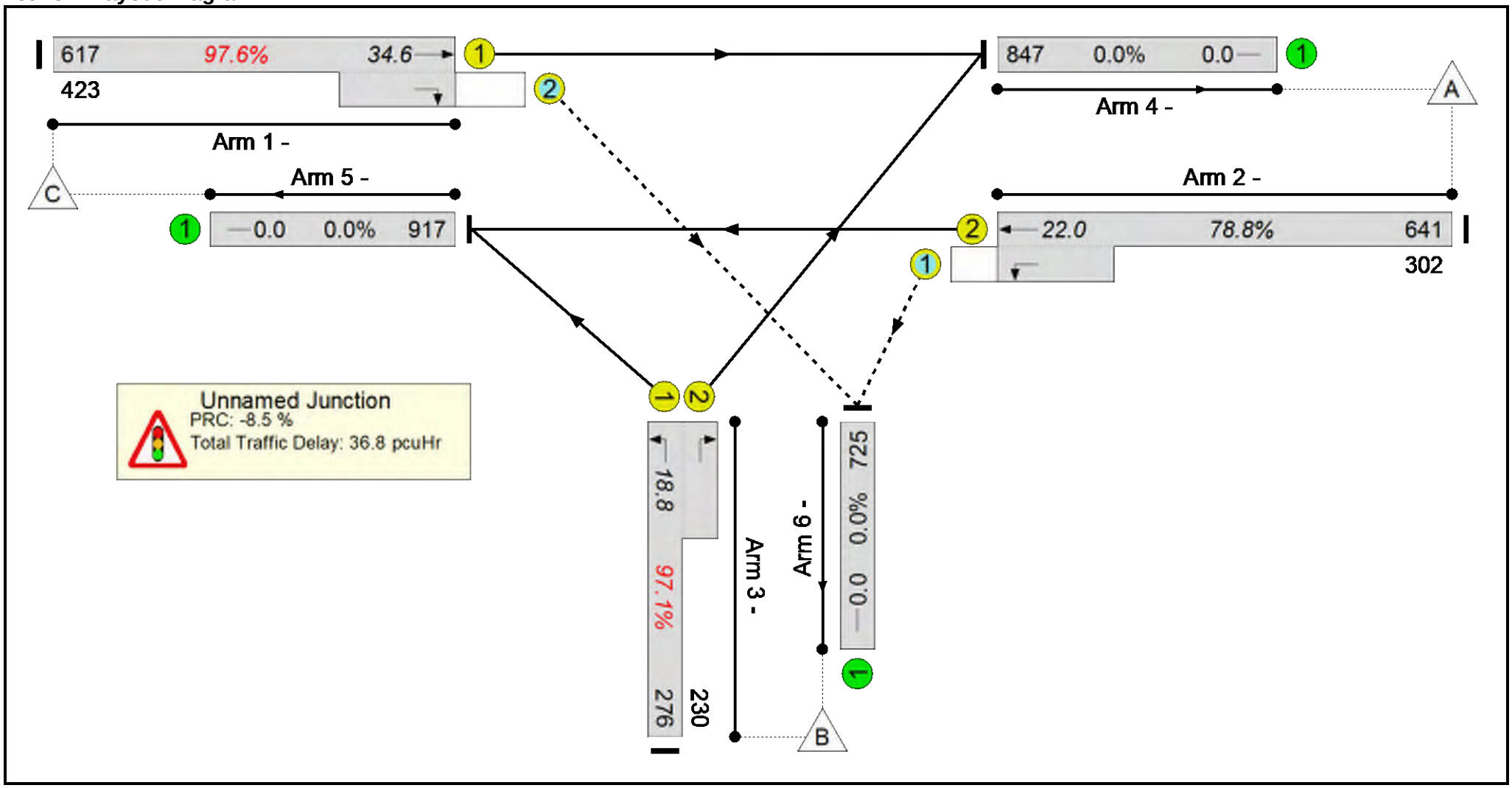
Stage	1	2
Duration	163	5
Change Point	92	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.6%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	117	12	1040	1950:1950	1065	97.6%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	100:163	-	943	1950:1900	1197	78.8%
3/1+3/2	Right Left	U	1	N/A	C	E	2	40:26	14	506	1950:1900	521	97.1%
4/1		U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**404**	**252**	**70**	**14.1**	**20.9**	**1.8**	**36.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**404**	**252**	**70**	**14.1**	**20.9**	**1.8**	**36.8**	**-**	**-**	**-**	**-**
1/1+1/2	1040	1040	191	163	70	5.8	11.0	1.7	18.5 (8.5+10.1)	64.1 (49.4:85.6)	23.6	11.0	34.6
2/2+2/1	943	943	213	89	0	3.1	1.8	0.1	5.0 (3.8+1.1)	18.9 (21.6:13.1)	20.2	1.8	22.0
3/1+3/2	506	506	-	-	-	5.2	8.1	-	13.3 (7.0+6.3)	94.7 (90.9:99.3)	10.7	8.1	18.8
4/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

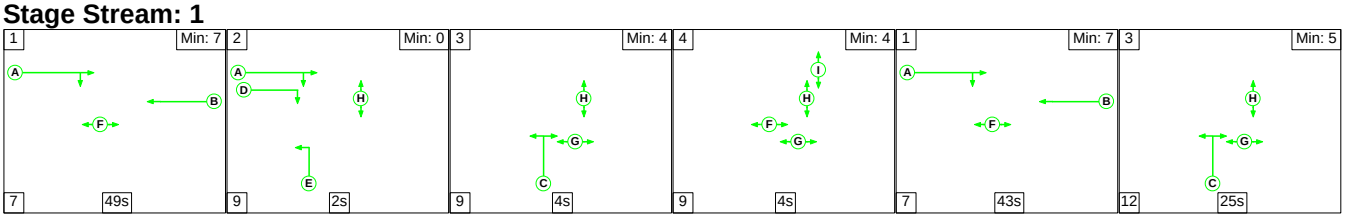
C1 Stream: 1 PRC for Signalled Lanes (%): -8.5 Total Delay for Signalled Lanes (pcuHr): 36.79 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): -8.5 Total Delay Over All Lanes(pcuHr): 36.79

Full Input Data And Results

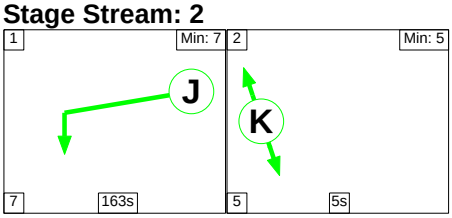
Scenario 20: 'PM 2031 Base + Comm + Dev (x2 Cycle)' (FG10: 'PM 2031 Base + Committed + Development', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

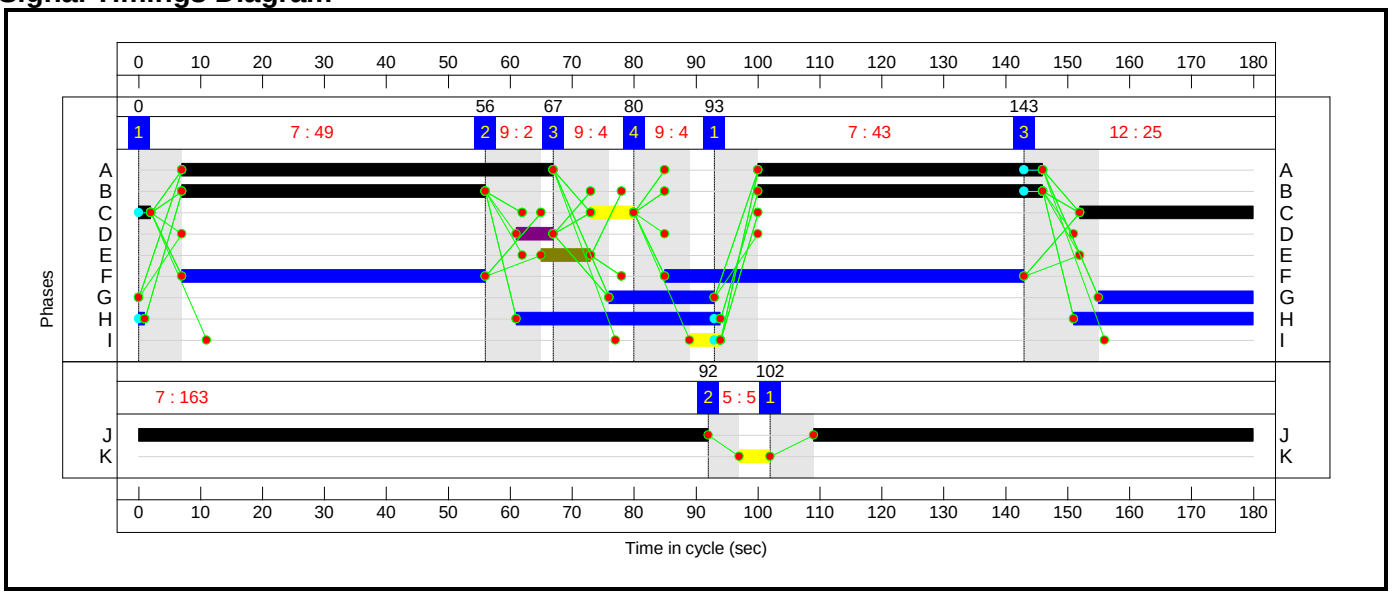
Stage Stream: 1

Stage	1	2	3	4	1	3
Duration	49	2	4	4	43	25
Change Point	0	56	67	80	93	143

Stage Stream: 2

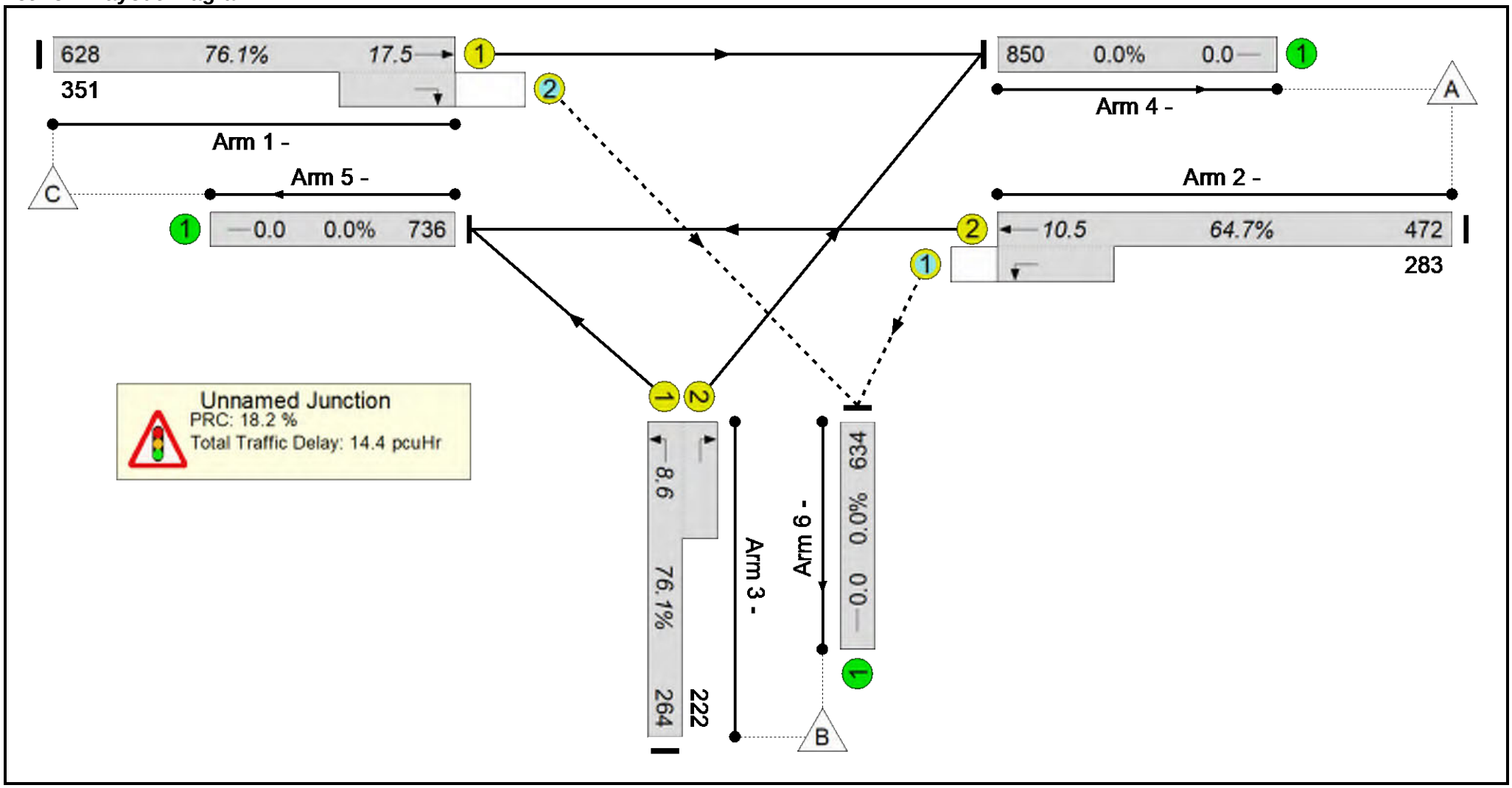
Stage	1	2
Duration	163	5
Change Point	102	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**
1/1+1/2	Ahead Right	U+O	1	N/A	A	D	2	106	6	979	1950:1950	1287	76.1%
2/2+2/1	Ahead Left	U+O	1	N/A	B J		2:1	95:163	-	755	1950:1900	1167	64.7%
3/1+3/2	Right Left	U	1	N/A	C	E	2	45:37	8	486	1950:1900	639	76.1%
4/1		U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**510**	**113**	**11**	**9.4**	**4.0**	**1.0**	**14.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**510**	**113**	**11**	**9.4**	**4.0**	**1.0**	**14.4**	**-**	**-**	**-**	**-**
1/1+1/2	979	979	326	18	8	3.3	1.6	1.0	5.9 (3.0+2.8)	21.5 (17.3:29.1)	16.0	1.6	17.5
2/2+2/1	755	755	184	96	3	1.8	0.9	0.0	2.7 (2.3+0.5)	13.0 (17.2:5.9)	9.6	0.9	10.5
3/1+3/2	486	486	-	-	-	4.3	1.6	-	5.9 (2.9+2.9)	43.4 (40.2:47.2)	7.0	1.6	8.6
4/1	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): 18.2 Total Delay for Signalled Lanes (pcuHr): 14.44 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 180
PRC Over All Lanes (%): 18.2 Total Delay Over All Lanes(pcuHr): 14.44

APPENDIX N: SUSTAINABLE TRANSPORT APPROACH AND THE STRATEGIC ROAD NETWORK TECHNICAL NOTE

Land South of Sapcote Road, Burbage

784-A109159

Sustainable Transport Approach and the Strategic Road Network

Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters reserved except access

Land Opposite and South of Pumping Station Aston Flamville Road Burbage Leicestershire

Planning Application Reference 22/01037/OUT

Jelson

21 December 2023

Document prepared on behalf of Tetra Tech Group Limited. Registered in England number: 6595608

TETRA TECH

Tetra Tech Leicester, 4th Floor, No1 Great Central Square Vaughan Way Leicester LE1 4JS

Tetra Tech Group Limited. Registered in England number: 6595608

Registered Office: 3 Sovereign Square, Sovereign Street, Leeds, United Kingdom, LS1 4ER

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TABLE OF CONTENTS

1.0 INTRODUCTION 4
1.1 Background 4
2.0 SUSTAINABLE TRANSPORT PROPOSALS 5
2.1 Introduction 5
2.2 Footway Widening on Burbage Road 5
2.3 Improved Pedestrian Crossings at the Burbage Road / Sapcote Road / Hinckley Road Junction 6
2.4 Pedestrian Crossing at London Road / Park Road Junction 6
2.5 Bus Service Improvements 6
3.0 WIDER BENEFITS AT A5 JUNCTIONS 7
3.1 Introduction 7
3.2 Travel Plan 7
3.3 Bus Service Improvements 7
3.4 Pedestrian Infrastructure Improvements 9
4.0 SUMMARY 10
4.1 Summary 10

LIST OF TABLES

Table 1: Vehicle Impact at A5 Junctions 7
Table 2: Vehicle Impact at A5 Junctions (following introduction of Travel Plan measures) 7
Table 3: Trips to MSOAs near Nuneaton or Coleshill Parkway Train Stations 8
Table 4: Vehicle Impact at A5 Junctions (following introduction of Travel Plan measures and improved bus services) 8

APPENDICES

Appendix A: Sustainable Transport Infrastructure Drawings
Appendix B: JTW Data

1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 Tetra Tech is providing ongoing transport planning support to Jelson is relation to a proposed residential development of 343 dwellings at Land South of Sapcote Road, Burbage. This Technical Note relates to planning application reference 22/01037/OUT which was refused by the Local Planning Authority on 30th March 2023. The application was refused by Officers under delegated powers for the following reasons:

1. *"1. The Applicant has failed to demonstrate that safe and suitable access for all users would be provided to the proposed development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for road users, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021).*

2. The Applicant has failed to fully demonstrate the impact of the proposed development on the local highway network, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021)."

1.1.2 Jelson has lodged an appeal against the decision to refuse the planning application.

1.1.3 In accordance with Department for Transport (DfT) Circular 01/2022, this Technical Note sets out Jelson's commitment to deliver a package of off-site measures aimed at maximising opportunities for walking, wheeling, cycling, public transport and shared travel. It goes on to demonstrate how this approach will have wider benefits by reducing vehicle movements through Dodwells Roundabout and the A5 / A47 The Long Shoot junction. The location of the development site and the two A5 junctions is shown in **Figure 1**.

Figure 1 – Site Location



2.0 SUSTAINABLE TRANSPORT PROPOSALS

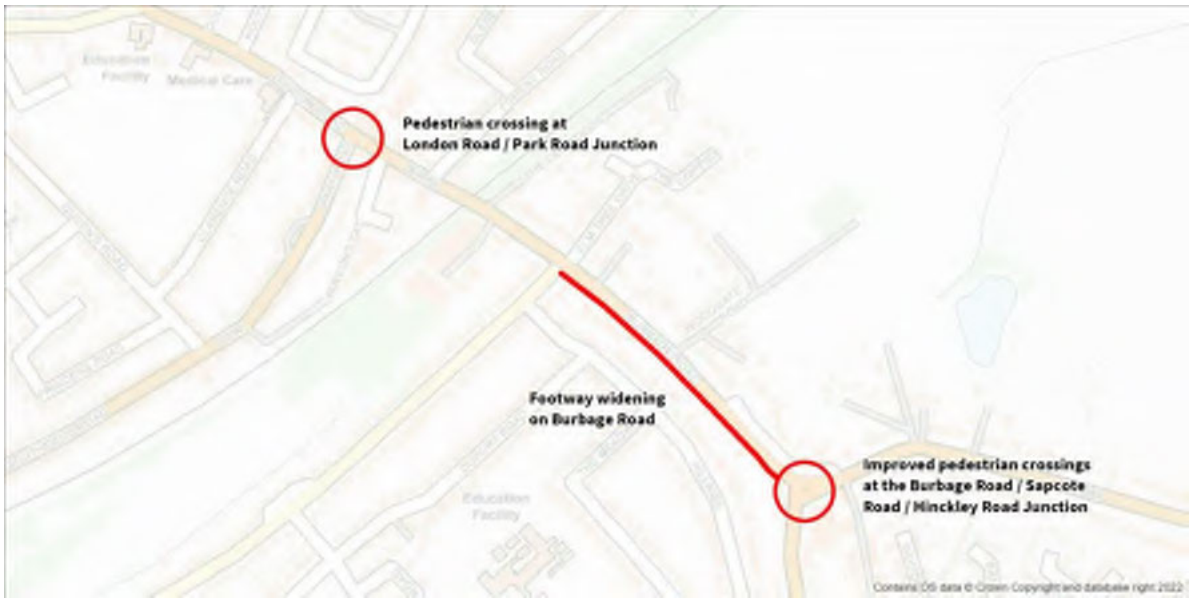
2.1 INTRODUCTION

2.1.1 In addition to sustainable transport infrastructure proposed as part of the site access arrangement, the following off-site sustainable transport measures are proposed:

- Footway widening on Burbage Road
- Improved pedestrian crossings at the Burbage Road / Sapcote Road / Hinckley Road Junction
- Pedestrian crossing at London Road / Park Road Junction
- Bus Service Improvements

2.1.2 The location of pedestrian infrastructure improvements is shown in **Figure 2**. An overview of each measure is provided in the text below.

Figure 2 – Location of Pedestrian Infrastructure Improvements



2.1.3 In addition to the above, a Travel Plan has been prepared to support the proposed development. It sets out a package of initiatives aimed at encouraging alternatives to single-occupancy car use.

2.2 FOOTWAY WIDENING ON BURBAGE ROAD

2.2.1 As shown on drawing A109159-TTE-00-ZZ-DR-H-0031-P01 in **Appendix A**, it is proposed that the footway on the western side of Burbage Road is widened from circa 1.2m to 2.0m between its junctions with Hinckley Road and Brookside. This will provide a better standard of infrastructure for pedestrians and should increase the attractiveness of walking for existing and future trips in the direction of Hinckley town centre and the train station.

2.3 IMPROVED PEDESTRIAN CROSSINGS AT THE BURBAGE ROAD / SAPCOTE ROAD / HINCKLEY ROAD JUNCTION

2.3.1 As shown on drawing A109159-TTE-XX-XX-DR-H-014-P01 in **Appendix A**, it is proposed that full traffic-signal control is introduced at the junction, including controlled pedestrian crossings on all arms. This will provide a better form of crossing for pedestrians and in addition to the above, should also increase the attractiveness of walking for existing and future trips in the direction of Hinckley town centre and the train station by existing residents of Burbage and future residents of the site.

2.4 PEDESTRIAN CROSSING AT LONDON ROAD / PARK ROAD JUNCTION

2.4.1 As shown on drawing A109159-TTE-00-ZZ-DR-H-0034-P01 in **Appendix A**, it is proposed that a central refuge and controlled pedestrian crossing is provided on the Park Road arm of the London Road / Park Road signal-controlled junction. This will provide a better form of crossing for pedestrians and in addition to the above, should also increase the attractiveness of walking for existing and future trips in the direction of Hinckley town centre and the train station.

2.5 BUS SERVICE IMPROVEMENTS

2.5.1 It is proposed that improved bus services are secured by way of a Public Transport Strategy. This will confirm the precise nature and extent of the service to be provided but, as a minimum, it will provide a service running between the appeal site and key local destinations. The Strategy and the implementation of it will be secured by way of a planning obligation. Any modal shift away from the private car, achieved as a consequence of improved bus links, will reduce the number of car trips making that particular journey. Any improved connectivity with Hinckley train station also has the potential to reduce car trips on the wider highway network e.g. for trips to / from Nuneaton.

3.0 WIDER BENEFITS AT A5 JUNCTIONS

3.1 INTRODUCTION

3.1.1 Using the agreed modelling approach, the forecast increase in vehicle trips at the Dodwells Roundabout and the A5 / A47 The Long Shoot junction is shown in **Table 1**.

Table 1: Vehicle Impact at A5 Junctions

	AM Peak	PM Peak
Dodwells Roundabout	13	14
A5 / A47 The Long Shoot Junction	13	14

3.1.2 This Chapter seeks to identify how the proposed sustainable transport measures in **Chapter 2.0** could have wider benefits by reducing vehicle trips at the two junctions above.

3.2 TRAVEL PLAN

3.2.1 The Travel Plan includes a target to reduce single-occupancy car trips by 10%. The Travel Plan will be secured by condition with a Travel Plan monitoring contribution secured by way of the S106 legal agreement. If this reduction is applied to the development impact in **Table 1** the forecast increase in trips at Dodwells Roundabout and the A5 / A47 The Long Shoot junction will be as shown in **Table 2**. It is reasonable to assume that a reduction in car trips at these junctions as a result of the Travel Plan could be achieved by a modal shift from single-occupancy car to bus, train or car sharing.

Table 2: Vehicle Impact at A5 Junctions (following introduction of Travel Plan measures)

	AM Peak	PM Peak
Dodwells Roundabout	12	13
A5 / A47 The Long Shoot Junction	12	13

3.3 BUS SERVICE IMPROVEMENTS

3.3.1 Any modal shift from car to public transport for journeys through the two A5 junctions will reduce the number of car trips through these junctions. Modal shift to train (via an improved bus connection to Hinckley Train Station for example) is considered most likely to achieve modal shift, with train journeys between Hinckley, Nuneaton and Coleshill Parkway having the potential to reduce the number of car trips through the two A5 junctions.

3.3.2 The provision of a bus service between the site and a destination such as Hinckley Train Station would make the train station more accessible and train travel more attractive as part of a multi-modal journey. This is likely to increase the number of residents who choose to travel by train instead of travel by car. Modal shift could be achieved from development trips and existing trips not associated with the development.

3.3.3 Analysis of Journey to Work (JTW) data from the 2011 Census for the 'Hinckley and Bosworth 013' Middle Super Output Area (MSOA) (the MSOA where the site is located) has been undertaken to

understand the proportion of car trips that were made to MSOAs near Nuneaton or Coleshill Parkway stations. This information is summarised in **Table 3**. Note that full JTW data from the 2021 Census is not yet available and as such, 2011 data has been used for this part of the exercise. JTW data is presented in **Appendix B**.

Table 3: Trips to MSOAs near Nuneaton or Coleshill Parkway Train Stations

Destination MSOA	Origin MSOA (Hinckley and Bosworth 013)	
	No. Trips in 2011 JTW Data	Percentage of all Car Trips
Nuneaton and Bedworth 003	12	0.8%
Nuneaton and Bedworth 001	2	0.1%
Nuneaton and Bedworth 005	16	1.0%
Nuneaton and Bedworth 011	14	0.9%
Nuneaton and Bedworth 010	3	0.2%
Nuneaton and Bedworth 009	4	0.3%
North Warwickshire 004	1	0.1%
Total	52	3.3%

3.3.4 Based on the information in **Table 3** derived from the 2011 Census, 3.3% of car trips from the existing MSOA where the site is located were made by car to destinations near Nuneaton and Coleshill Parkway stations.

3.3.5 The total number of existing car trips from the 'Hinckley and Bosworth 013' MSOA recorded in the 2021 Census JTW data was 1,438. Applying the 3.3% figure from **Table 3** results in 47 car trips between the 'Hinckley and Bosworth 013' MSOA and destinations near Nuneaton and Coleshill Parkway stations. When considering the vehicle trip generation of the proposed development, applying the 3.3% figure from **Table 3** results in 2 car trips between the development and destinations near Nuneaton and Coleshill Parkway stations.

3.3.6 If as a result of improved bus services serving the site and the associated MSOA, 10% of car trips were instead made by train, the forecast increase in trips at Dodwells Roundabout and the A5 / A47 The Long Shoot junction will reduce by 5 in both peak hours (10% of 49).

3.3.7 The forecast increase in vehicle trips at Dodwells Roundabout and the A5 / A47 The Long Shoot junction following the introduction of Travel Plan measures and improved bus services is shown in **Table 4**. The numbers in the table assume a 10% modal shift from development trips as a result of Travel Plan measures and a 10% modal shift from development trips and existing trips as a result of improved bus services. Any additional modal shift would result in further reductions to vehicle trips at both junctions.

Table 4: Vehicle Impact at A5 Junctions (following introduction of Travel Plan measures and improved bus services)

	AM Peak	PM Peak
Dodwells Roundabout	7	8
A5 / A47 The Long Shoot Junction	7	8

3.4 PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

3.4.1 Whilst it is difficult to quantify the modal shift from car to train that will be achieved by pedestrian infrastructure improvements, they would make the route to Hinckley Train Station more appealing for pedestrians. Any increase in trips by train would further reduce the number of vehicle trips at Dodwells Roundabout and the A5 / A47 The Long Shoot junction. This will further reduce the development impact in **Table 4**.

4.0 SUMMARY

4.1 SUMMARY

4.1.1 In accordance with Department for Transport (DfT) Circular 01/2022, Jelson propose to deliver a package of off-site measures aimed at maximising opportunities for walking, wheeling, cycling, public transport and shared travel. These are:

- Footway widening on Burbage Road
- Improved pedestrian crossings at the Burbage Road / Sapcote Road / Hinckley Road Junction
- Pedestrian crossing at London Road / Park Road Junction
- Bus Service Improvements

4.1.2 A Travel Plan has also been prepared to support the proposed development. It sets out a package of initiatives aimed at encouraging alternatives to single-occupancy car use.

4.1.3 This package of measures will have wider benefits by reducing vehicle trips at Dodwells Roundabout and the A5 / A47 The Long Shoot junction.

APPENDIX A: SUSTAINABLE TRANSPORT INFRASTRUCTURE DRAWINGS

(this is an Appendix to the Sustainable Transport Approach and the Strategic Road Network Technical Note which forms Appendix N of my Proof of Evidence)

N

ELM TREE DRIVE

BURBAGE ROAD

Existing Footway Widened to 2m

Top View Port

Bottom View Port

Top View Port

Bottom View Port

Existing Footway Widened to 2m

BURBAGE ROAD

Shelter

0 5 10 15 20 25 m

SCALE 1:500

KEY

Proposed Widening to achieve 2m wide Footway

Existing Footway

Remaining Verge

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Issuing Office

Tetra Tech Leicester

4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS

Tel: +44 (0)11 6234 8000

www.tetratecheurope.com

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Project Name

Land South of Sapcote Road, Burbage

Sheet Title

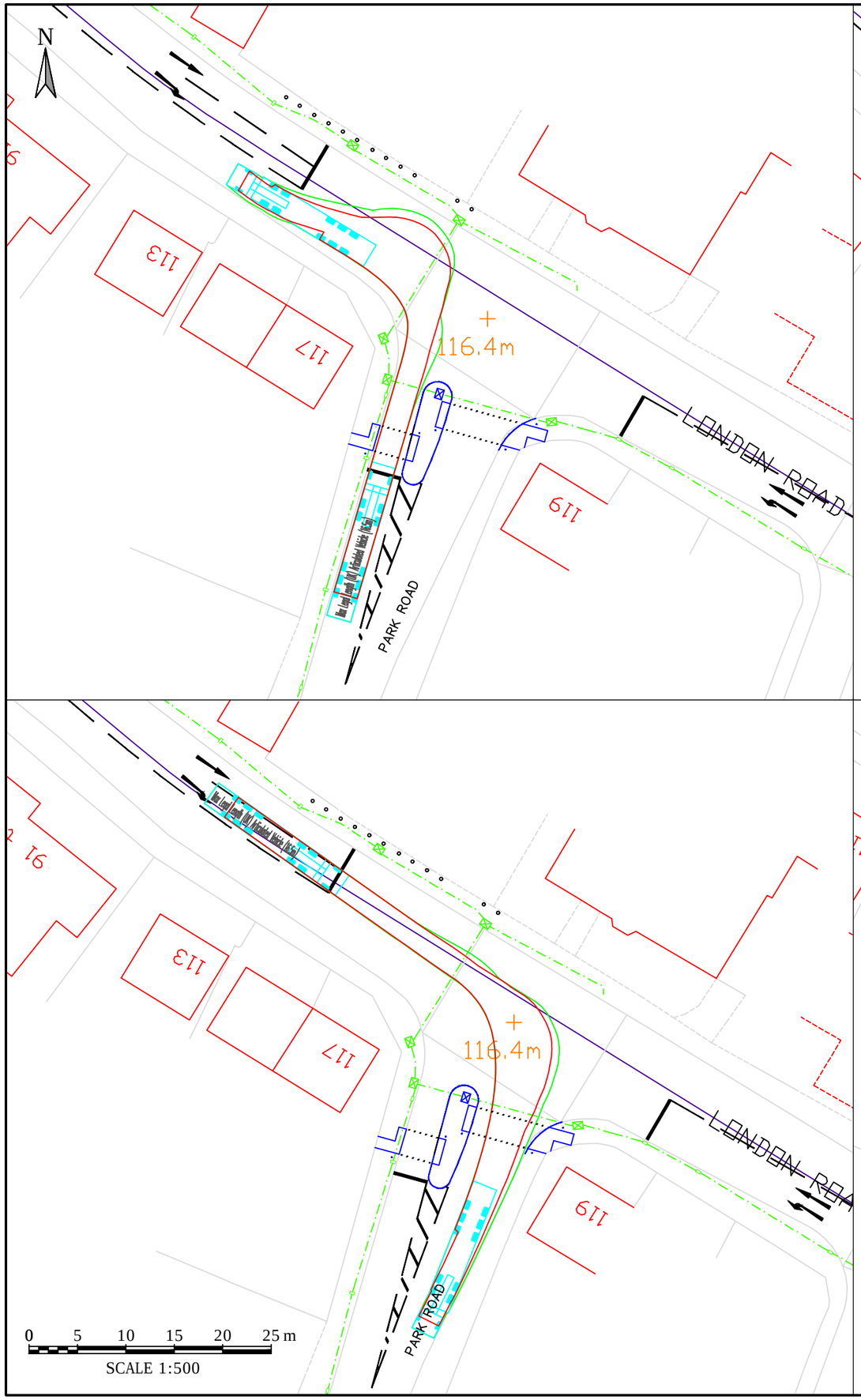
Proposed Footway Improvement

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A109159	NJ	Dec '23	RJH	Dec '23	RJH	Dec '23	1:500	S0

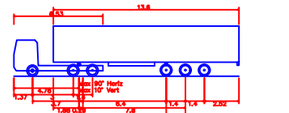
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Issuing Office

Tetra Tech Leicester

4th Floor, No1 Great Central Square, Vaughan Way, Leicester, United Kingdom, LE1 4JS
Tel: +44 (0)11 6234 8000
www.tetratecheurope.com

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Client

Jelson Homes

Project Name

Land South of Sapcote Road, Burbage

Sheet Title

Proposed London Road / Park Road Junction Improvements with Swept Path Analysis

Model Reference

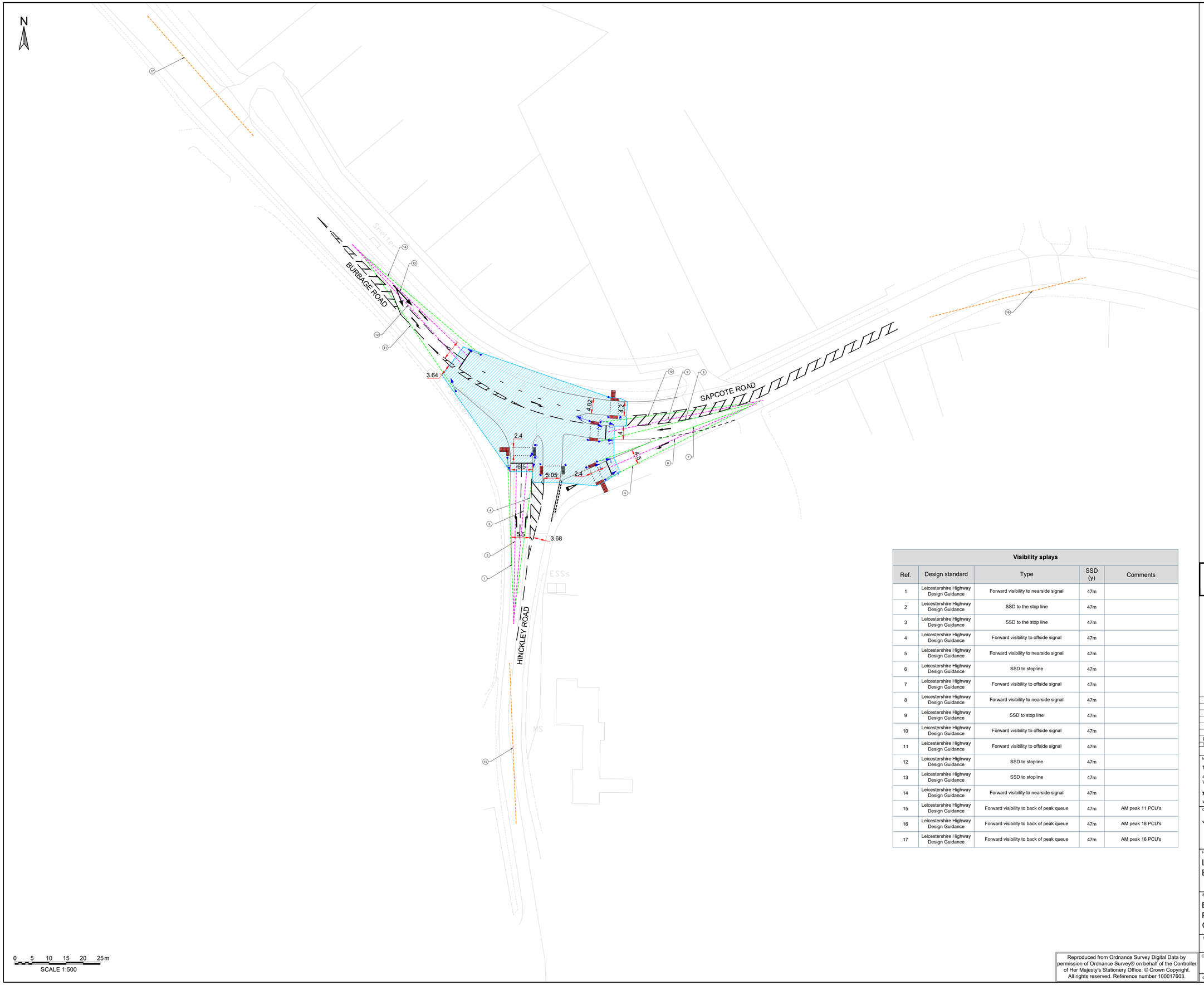
N/A

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A109159	- TTE -	00 -	ZZ -	DR -	H -	0034	P01

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Notes

1. Visibility splays shown are based on assumed 85th percentile vehicle speeds of 26 to 30mph.
2. Designs are based on Leicestershire Design guide and Manual for Streets (MfS).
3. The layout drawn is based on available OS mapping and is subject to detailed design using an extended topographical survey.

Key

- Stopping sight distance (SSD) to signals
- SSD to stop line
- SSD to the back peak queue
- Junction intervisibility
- (#) Refer to visibility table
- Tactile paving - controlled crossing

Visibility splays

Ref.	Design standard	Type	SSD (y)	Comments
1	Leicestershire Highway Design Guidance	Forward visibility to nearside signal	47m	
2	Leicestershire Highway Design Guidance	SSD to the stop line	47m	
3	Leicestershire Highway Design Guidance	SSD to the stop line	47m	
4	Leicestershire Highway Design Guidance	Forward visibility to offside signal	47m	
5	Leicestershire Highway Design Guidance	Forward visibility to nearside signal	47m	
6	Leicestershire Highway Design Guidance	SSD to stopline	47m	
7	Leicestershire Highway Design Guidance	Forward visibility to offside signal	47m	
8	Leicestershire Highway Design Guidance	Forward visibility to nearside signal	47m	
9	Leicestershire Highway Design Guidance	SSD to stop line	47m	
10	Leicestershire Highway Design Guidance	Forward visibility to offside signal	47m	
11	Leicestershire Highway Design Guidance	Forward visibility to offside signal	47m	
12	Leicestershire Highway Design Guidance	SSD to stopline	47m	
13	Leicestershire Highway Design Guidance	SSD to stopline	47m	
14	Leicestershire Highway Design Guidance	Forward visibility to nearside signal	47m	
15	Leicestershire Highway Design Guidance	Forward visibility to back of peak queue	47m	AM peak 11 PCU's
16	Leicestershire Highway Design Guidance	Forward visibility to back of peak queue	47m	AM peak 18 PCU's
17	Leicestershire Highway Design Guidance	Forward visibility to back of peak queue	47m	AM peak 16 PCU's

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Tetra Tech Leicester
4th Floor, No.1 Great Central Square, Vaughan Way, Leicester, LE1 4JS
Tel: +44 (0)11 6234 8000
www.tetratecheurope.com

Client
JELSON LTD

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APPENDIX B: JTW DATA

(this is an Appendix to the Sustainable Transport Approach and the Strategic Road Network Technical Note which forms Appendix N of my Proof of Evidence)

Area of usual residence	Area of workplace	All categories: Method of travel to work	Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus , minibus Or coach	Taxi	Motorcycle , scooter Or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
E02001829	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02001963	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02001965	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02001967	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02001973	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02001976	E02005389	3	0	0	0	0	0	0	3	0	0	0	0
E02001978	E02005389	3	0	0	0	0	0	0	3	0	0	0	0
E02001981	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02001983	E02005389	2	0	0	0	0	0	0	2	0	0	0	0
E02001990	E02005389	2	0	0	0	0	0	0	2	0	0	0	0
E02001991	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02001992	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02001994	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
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E02005337	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
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E02005342	E02005389	4	0	0	0	0	0	0	4	0	0	0	0
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E02005384	E02005389	23	0	0	0	0	1	0	17	2	2	1	0
E02005385	E02005389	27	0	0	1	0	0	0	21	2	2	1	0
E02005386	E02005389	40	0	0	0	0	0	1	22	7	2	8	0
E02005387	E02005389	46	0	0	1	1	0	1	32	6	1	4	0

E02005388	E02005389	20	0	0	0	0	0	0	16	2	2	0	0
E02005389	E02000001	1	0	0	1	0	0	0	0	0	0	0	0
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E02005389	E02000794	1	0	0	0	0	0	0	1	0	0	0	0
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E02005389	E02001873	1	0	0	1	0	0	0	0	0	0	0	0
E02005389	E02001876	1	0	0	1	0	0	0	0	0	0	0	0
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E02005389	E02001934	1	0	0	0	0	0	0	1	0	0	0	0
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E02005389	E02002854	4	0	0	0	0	0	0	4	0	0	0	0
E02005389	E02002856	11	0	0	0	1	0	0	10	0	0	0	0
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E02005389	E02004134	2	0	0	0	0	0	0	2	0	0	0	0
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E02005389	E02006480	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006481	2	0	0	0	0	0	0	2	0	0	0	0
E02005389	E02006482	30	0	0	0	0	0	0	27	3	0	0	0
E02005389	E02006483	4	0	0	0	0	0	0	4	0	0	0	0
E02005389	E02006484	3	0	0	0	0	0	0	3	0	0	0	0
E02005389	E02006485	15	0	0	0	0	0	0	14	1	0	0	0
E02005389	E02006487	7	0	0	0	0	0	0	7	0	0	0	0
E02005389	E02006488	3	0	0	0	0	0	0	3	0	0	0	0
E02005389	E02006489	10	0	0	0	0	0	0	9	1	0	0	0
E02005389	E02006490	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006492	60	0	0	0	0	0	0	49	8	3	0	0
E02005389	E02006493	5	0	0	0	0	0	0	4	1	0	0	0
E02005389	E02006494	6	0	0	0	0	0	0	6	0	0	0	0
E02005389	E02006495	4	0	0	0	0	0	0	4	0	0	0	0
E02005389	E02006496	3	0	0	0	0	0	0	3	0	0	0	0
E02005389	E02006497	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006498	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006500	6	0	1	0	0	0	0	5	0	0	0	0
E02005389	E02006501	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006503	2	0	0	0	0	0	0	2	0	0	0	0
E02005389	E02006506	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006509	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006511	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006512	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006514	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006516	4	0	0	0	0	0	0	4	0	0	0	0
E02005389	E02006519	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006520	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006521	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006523	8	0	0	0	0	0	0	8	0	0	0	0
E02005389	E02006525	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006526	3	0	0	0	0	0	0	3	0	0	0	0
E02005389	E02006527	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006528	3	0	0	0	0	0	0	3	0	0	0	0
E02005389	E02006529	5	0	0	0	0	0	0	5	0	0	0	0
E02005389	E02006530	27	0	0	0	5	0	0	20	2	0	0	0
E02005389	E02006817	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006819	4	0	0	0	0	0	0	4	0	0	0	0
E02005389	E02006820	8	0	0	0	0	0	0	7	1	0	0	0
E02005389	E02006850	36	0	0	4	3	0	1	27	0	1	0	0
E02005389	E02006851	38	0	0	1	3	0	0	30	3	0	0	1
E02005389	E02006897	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	E02006899	2	0	0	0	0	0	0	2	0	0	0	0
E02005389	E02006911	3	0	0	0	0	0	0	3	0	0	0	0
E02005389	OD0000001	298	298	0	0	0	0	0	0	0	0	0	0
E02005389	OD0000002	3	0	0	0	0	0	1	1	0	0	0	1
E02005389	OD0000003	175	0	1	3	2	3	0	151	7	2	4	2
E02005389	OD0000004	4	0	0	1	0	0	0	1	2	0	0	0
E02005389	W02000282	1	0	0	0	0	0	0	1	0	0	0	0
E02005389	W02000355	1	0	0	0	0	0	0	1	0	0	0	0
E02005390	E02005389	139	0	0	1	1	0	0	67	12	11	46	1
E02005396	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02005400	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02005401	E02005389	2	0	0	0	0	0	0	2	0	0	0	0

E02005402	E02005389	1	0	0	0	0	0	1	0	0	0	0	0
E02005403	E02005389	2	0	0	0	0	0	0	2	0	0	0	0
E02005414	E02005389	3	0	0	0	0	0	0	3	0	0	0	0
E02005415	E02005389	1	0	0	0	0	0	0	0	0	0	1	0
E02005416	E02005389	2	0	0	0	0	0	0	2	0	0	0	0
E02005617	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02005621	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02005622	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02005640	E02005389	2	0	0	0	0	0	0	2	0	0	0	0
E02005648	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006063	E02005389	2	0	0	0	0	0	1	1	0	0	0	0
E02006064	E02005389	2	0	0	0	0	0	1	0	0	0	1	0
E02006066	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006067	E02005389	3	0	0	0	0	0	0	3	0	0	0	0
E02006069	E02005389	1	0	0	0	1	0	0	0	0	0	0	0
E02006070	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006071	E02005389	4	0	0	0	0	0	0	4	0	0	0	0
E02006073	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006074	E02005389	2	0	0	0	1	0	0	1	0	0	0	0
E02006108	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006115	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006116	E02005389	4	0	0	0	0	0	0	4	0	0	0	0
E02006140	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006218	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006233	E02005389	1	0	0	0	0	0	0	0	0	0	1	0
E02006468	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006470	E02005389	2	0	0	0	0	0	0	2	0	0	0	0
E02006471	E02005389	2	0	0	1	0	0	0	1	0	0	0	0
E02006472	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006475	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006476	E02005389	2	0	0	0	1	0	0	0	1	0	0	0
E02006477	E02005389	4	0	0	0	0	0	0	3	0	1	0	0
E02006478	E02005389	3	0	0	1	0	0	0	2	0	0	0	0
E02006479	E02005389	2	0	0	0	0	0	0	1	1	0	0	0
E02006480	E02005389	5	0	0	0	0	0	0	4	0	1	0	0
E02006481	E02005389	3	0	0	1	0	0	0	2	0	0	0	0
E02006483	E02005389	3	0	0	0	0	0	0	3	0	0	0	0
E02006484	E02005389	4	0	0	0	0	0	0	3	0	1	0	0
E02006485	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006486	E02005389	3	0	0	0	0	0	0	3	0	0	0	0
E02006488	E02005389	3	0	0	0	0	0	0	2	1	0	0	0
E02006490	E02005389	2	0	0	0	0	0	0	1	1	0	0	0
E02006492	E02005389	3	0	0	0	0	0	0	3	0	0	0	0
E02006494	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006499	E02005389	1	0	0	0	0	0	0	0	1	0	0	0
E02006528	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006530	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006805	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
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E02006816	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006817	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006819	E02005389	1	0	0	0	0	0	0	1	0	0	0	0
E02006850	E02005389	1	0	0	0	0	0	0	1	0	0	0	0