TRANSPORT ASSESSMENT

PROPOSED RESIDENTIAL DEVELOPMENT
LAND EAST OF ASHBY ROAD, HINCKLEY

DOCUMENT CONTROL

project number: ADC3280			report reference: ADC3280-RP-F	
version	date	author	reviewer	comments
1		C Dunstan	D Hobday	internal draft
2	30/04/2025	D Hobday	R Leconte	first issue to the client team
3	07/05/2025	D Hobday	R Leconte	second issue to the client team
4	08/05/2025	D Hobday	R Leconte	third issue to the client team
5	14/08/2025	D Hobday	R Leconte	third issue to the client team

EXECUTIVE SUMMARY

ADC Infrastructure Limited are commissioned by Davidsons Developments Ltd to provide transport and highways consultancy advice in support of a planning application for up to 110 dwellings on land to the east of Ashby Road, in Hinckley. The proposed development would be accessed from the A447 Ashby Road, via a simple priority-controlled T junction approximately 350m north of the junction with the A47. The access design accords with LCC's design standards, and the required visibility splays can be achieved within the public highway, or land under the control of the applicant. The application will be in outline, apart from the access on Ashby Road.

The development proposals were scoped with Leicestershire County Council (LCC) in June 2024 and several of the key inputs into the Transport Assessment were agreed at an early stage, including the use of the Pan Regional Traffic Model (PRTM) to assess the impact of the development on the local highway network.

Opportunities for sustainable travel in the local area are good. There are footways along both sides of the A447 south of the site, and along the B4667 towards Hinckley town centre. The proposed development is within reasonable walking distances of the many available services and amenities in the northern districts of Hinckley, inducing both primary and secondary schools, and supermarkets. The proposed development would provide both new pedestrian and cycle connections and improve the existing provision along the western edge of the A447 between the site and the A47 crossroads, ensuring compliance with the latest local and national design guidance. A new signal-controlled toucan crossing is proposed on the A447, ensuring residents can safely access the infrastructure on the opposite side of the road. The proposed development site is also well located for bus travel, with existing stops within 400m of the site, and five services an hour into Hinckley, Nuneaton and Leicester, as well as the smaller villages on route. Given this, there is no reason to consider the site as being car dependent. A multi-modal assessment has been undertaken, based on site of a similar size and location around the country. This indicates that the existing and proposed sustainable transport infrastructure and bus services, could comfortably accommodate the additional travel demand.

The proposed development would generate up to 72 two-way vehicle movements in a peak hour. This is based on trip rates from comparative developments nearby and is agreed by the local highway authority. LCC's strategic traffic model, the PRTM, was used to assign the development traffic to the local network. Away from the site access, only the A47/A447/B4667 crossroads would experience an impact greater than 30 additional two may movements in a peak hour. A comparative multi-modal analysis has also been taken, to establish how all residents would travel to and from the site, not simply motorists.

The PRTM was also used to generate a series of future year 'Furnessed' matrices at both the site access and the A47/A447/B4667 crossroads, based on observed traffic data collected on 5 September 2024. These 'Furnessed' Matrices incorporate all local committed development traffic flows contained within the PRTM and therefore present a robust future year assessment of the local highway network from which to model the impact of the development traffic.

The site access has been modelled in Junction 9 PICADY and has ample capacity to accommodate the development traffic. The A47 crossroads has been modelled using LinSig V3, with information taken form the as built drawings and controller configuration documents purchased from LCC. Impacts on both capacity and queuing at the junction are minimal in all the tested scenarios. The development therefore meets the key policy tests outlines in the NPPF that safe and suitable access can be achieved for all users, and that the development should not be prevented on highways grounds.

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1.0 INTRODUCTION

1.1 ADC Infrastructure Ltd are commissioned by Davidsons Developments Ltd to provide transport and highways consultancy advice as part of an outline planning application for up to 110 dwellings on land to the east of Ashby Road, in Hinckley. The general site location is shown in **Figure 1**, and the detailed site location is shown in **Figure 2**. The application is in outline with all matters reserved apart from access from Ashby Road. An illustrative layout is in **Appendix A**. The illustrative layout shows a development of 103 dwellings, however the TA and its associated modelling is based on a quantum of 110, making it a worst case assessment.

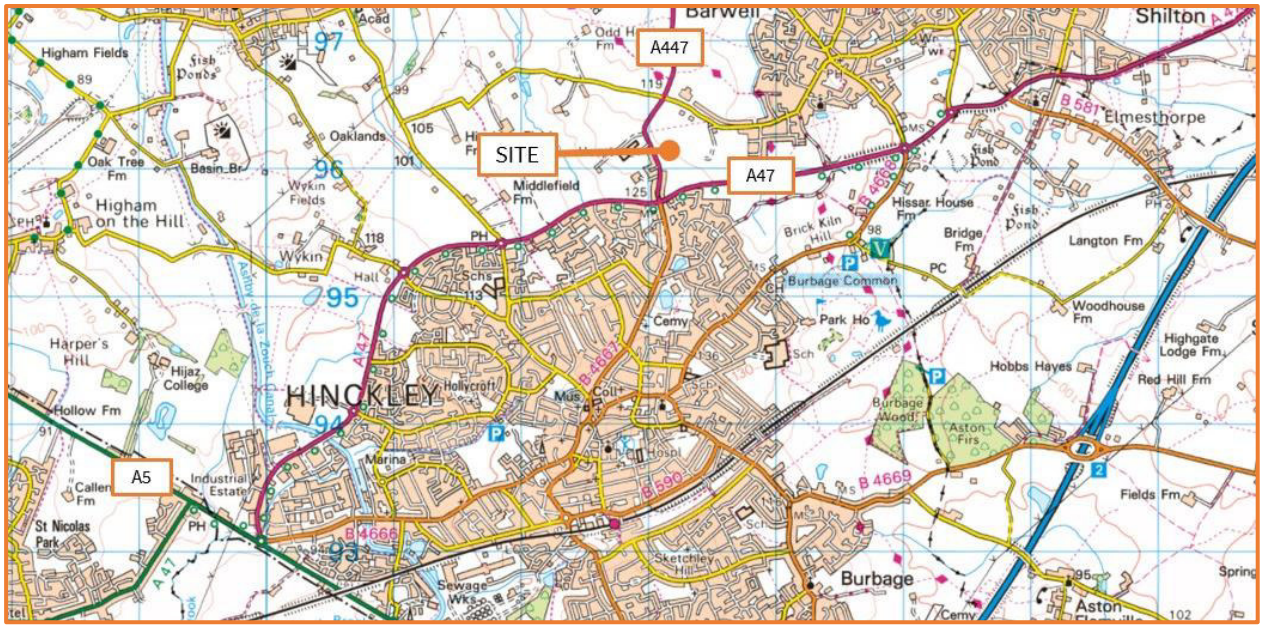


Figure 1: general site location

Figure 2: detailed site location

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

1.3 A Transport Assessment Scoping Study (TASS) **ADC3280-RP-D-v2** was submitted to LCC Highways Development Management (HDM) in June 2024. The TASS is at **Appendix B.** The aim of that report was to agree the key inputs to the Transport Assessment.

1.4 LCC provided their response (Ref: 2024/3465/04/HEN) on 8 August 2024. The response and any subsequent correspondence are at **Appendix C.**

1.5 LCC agreed the principle of access, and the trip generation for the development. They requested the use of the Pan Regional Transport Model (PRTM) to establish a trip disitribution, junction study area, future assessment year and committed development flows. The PRTM has therefore been used within this Transport Assessment, and the results of the PRTM modelling are discussed in detail later in this report.

1.6 This Transport Assessment has been prepared to support the outline planning application. It is structured as follows:

- Section 2 describes the existing highway and infrastructure conditions surrounding the site;
- Section 3 describes the outline development proposals;
- Section 4 calculates the potential trip generation and modal split;
- Section 5 dsescribes the PRTM modelling process, and summarises the results;
- Section 6 assesses the impact of the proposed development on the highway network, and;
- Section 7 presents the summary and conclusions.

1.7 This Transport Assessment has been produced in accordance with 'Travel Plans, Transport Assessments and Statements'[1], It examines the transport implications of the proposed development taking into account the requirements of the National Planning Policy Framework (NPPF)[2]:

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

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

[1] Travel Plans, Transport Assessments and Statements, Planning Practice Guidance, Department for Levelling Up, Housing and Communities and Ministry for Housing, Communities and Local Government, March 2014
[2] National Planning Policy Framework. December 2024, p33

2.0 EXISTING CONDITIONS

Local highway conditions

2.1 The proposed development would be accessed from the A447 Ashby Road. The A447 runs north-south between the A511 at Coalville to the north, and the A47 to the south of the site. Along the site frontage, it is sub-urban in character with houses along the western side of the carriageway, becoming rural as it exits the built-up area north of the Hinckley and Bosworth Community Hospital. It is a single carriageway A-road, governed by a 40mph speed limit. Where there are houses fronting onto the carriageway, it has footways, with the footway along the western side of the road set back from the carriageway by a wide grassed verge with trees. There is currently no footway provision along the site frontage. There is street lighting along the site frontage.

2.2 Ashby Road joins the A47 and B4667 at a signal-controlled crossroads to the south of the site. The A47 forms the northern bypass around Hinckley, before continuing northeast to Leicester and beyond. It is governed by the National Speed Limit (NSL), reducing to 40mph on the approach to the junction with the A447 Ashby Road. There is street lighting in the 40mph zone, which ceases as it exits the built-up area and becomes the NSL. There is a segregated footway cycleway running along its southern edge, segregated from the carriageway by a 0.5m wide grassed verge.

2.3 The B4667 Ashby Road runs south from the crossroads into the centre of Hinckley. It is sub-urban in character with development on both sides of the carriageway. It has street lighting, a 2m footway along its western edge and a 3m shared footway/cycleway on its eastern edge. Both are separated from the carriageway by a grass verge, until the junction with Barwell Lane next to the ASDA.

Observed traffic flows

2.4 A Junction Turning Count (JTC) were undertaken at the A47/A447/B4667 signal-controlled crossroads on Thursday 5 September 2024, during school term-time.

2.5 LCC's Highwasy Design Guide states that *Manual classified counts (MCC) and vehicle turning movements are likely to remain as a single day capture but should be deployed alongside Pneumatic Tubes or SDR on at least one link, for a period of at least 7 days covering the date of the MCC to ensure the data is representative* .Two Automatic Traffic Counts (ATC's) were also installed on the A447 Ashby Road, to the north and south of the site, between 2 and 9 September 2024 during school term time. These record both traffic volumes and speeds, as well as validating the JTC data. The average weekday peak hour and 24 hr data from these ATC's is below. The data is discussed in more detail in section 4 of this report.

ATC weekday data September 2024. A447	A447 Road all vehicles	
	Northbound	Southbound
Average AM peak hour	407	678
Average PM peak hour	714	671
Average weekday 24hr	6941	8242

2.6 The traffic flow data from each count form the '2024 Observed' flow set, which is shown at **Diagrams 1 and 2** for the morning and evening peak hours respectively. The full traffic count data is at **Appendix D.**

2.7 The traffic flows along the A447, taken from the JTC, are summarised in the table below

traffic count 5 September 2024, A4/7A447 crossroads	A447 Road all vehicles	
	Northbound	Southbound
AM peak hour (07:45-08:45)	450	733
PM peak hour (16:45-17:45)	758	790

2.8 The data from the JTC is representative of the average weekday flows taken from the ATC on the A447. This demonstrates that the 5th September was a representative day from which to survey the operation of the junction.

Vehicle speeds

2.9 85th percentile vehicle speeds along the A447 Ashby Road, measured by the southern ATC (closest to the site access) over the course of the survey were 41.8mph southbound and 41.9mph northbound. Ashby Road is within the 40mph zone and therefore vehicles are travelling slightly above the speed limit in both directions. The speed survey data is also contained in **Appendix D**.

Personal injury accident record

2.10 It is necessary to examine the personal injury accident (PIA) record on the roads in the vicinity of the site, to identify any trends which may be exacerbated by the additional traffic generated by the proposed development. Therefore, the most recent available five years of PIA data was purchased from LCC. It is summarised below, and the full PIA reports are at **Appendix E**.

A447 Ashby Road, as it passes the site, up to the junction with the A447

- Two recorded PIA's. One categorised as serious, the other as a fatality.
- The fatal collision occurred in June 2023, outside number249 Ashby Road, which is opposite the site frontage, south of the hospital, and involved a motorcycle colliding with a car which was making a U-turn in the carriageway. It resulted in a single fatality.
- The serious collision occurred in November 2022 at the hospital access and involved three cars in a rear end shunt type accident. It resulted in serious injuries to one individual.

A47/A447/B4667 signalised crossroads junction

- Nine recorded PIA's. Eight slight, one serious.
- The PIA resulting in serious injuries involved a single vehicle, at night, in the rain. No probable cause is given in the report.
- Of the remaining eight PIA's, all were recorded as slight. Six of the PIA's involved a car pulling across the junction (in any direction) into the path of a vehicle approaching from the opposing direction.
- Three PIA's involving right turners involved vehicles travelling on the A47 colliding with a vehicle turning right from the opposing direction.
- Two PIA's involving right turners involved vehicles travelling on the A447 Ashby Road colliding with a vehicle turning right from the opposing direction.
- One PIA involved a vehicle travelling eastbound on the A47, colliding with a vehicle turning right from the A447 Ashby Road onto the A47
- One PIA involved a rear-end shunt type collision with vehicles travelling in the same direction.

A47, east of the crossroads.

- One PIA occurred at the junction with Cornwall Way, involving four vehicles and resulting in slight injuries to one individual.

A47, west of the crossroads.

- One PIA occurred 40m west of the crossroads, involving three vehicles and resulting in very serious injuries to one individual, and the deaths of two others. The PIA involved a head on collision between two vehicles, at night, in wet conditions. No probable cause was given in the report.

2.11 The only identifiable trend in either location or type of accidents across the study area was the cluster at the A47/A447 crossroads, most of which involved turning vehicles colliding with an oncoming vehicle from the opposite direction. On all approaches, the right turn movement operates in the same stage as the ahead moves, meaning that right turning traffic must wait for a gap in the oncoming flow, or go in the intergreen at the end of their respective stage. While efficient insofar as it minimises the number of stages run in each cycle, this arrangement does increase the risk of the observed collision types.

Opportunities for sustainable transport – Pedestrians

2.12 For commuters and school pupils without mobility impairment, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance[3]. **Figure 3,** overleaf, shows a 2km pedestrian catchment from the centre of the site.

2.13 The proposed development is within reasonable walking distances of the many available services and amenities on the northern side of Hinckley. The site is also within walking distance of the neighbouring village of Barwell, although pedestrian connectivity is less favourable in that direction.

2.14 Pedestrian connectivity between the site and Hinckley is excellent. There is a footway along the western side of the A447 Ashby Road, which is set back from the carriageway edge by a wide grassed verge. On the eastern side of the carriageway there is a footway which ceases after the row of houses south of the site. As part of the development proposals, a new footway would be provided along the site frontage to connect to the existing footway on the eastern side of the road.

2.15 South of the site, the A47/A447 signal controlled junction has pedestrian crossing facilities on each arm.

2.16 South of the A47/A447 signal controlled junction, the B4667 has excellent pedestrian facilities, with a 2m footway along its western edge and a 3m shared footway/cycleway on its eastern edge.

2.17 The facilities within 2km walk of the site include:

- Educational – Richmond Primary School, Redmoor Secondary Academy, Dorothy Goodman Secondary School (SEN Specific)
- Health – Hinckley and Bosworth Community Hospital, ASDA Pharmacy
- Retail – ASDA & Morrisons Supermarkets
- Recreational –Ashby Roads Sports Complex

[3] Guidelines for Providing for Journeys on Foot, Chartered Institution of Highways and Transportation, 2000

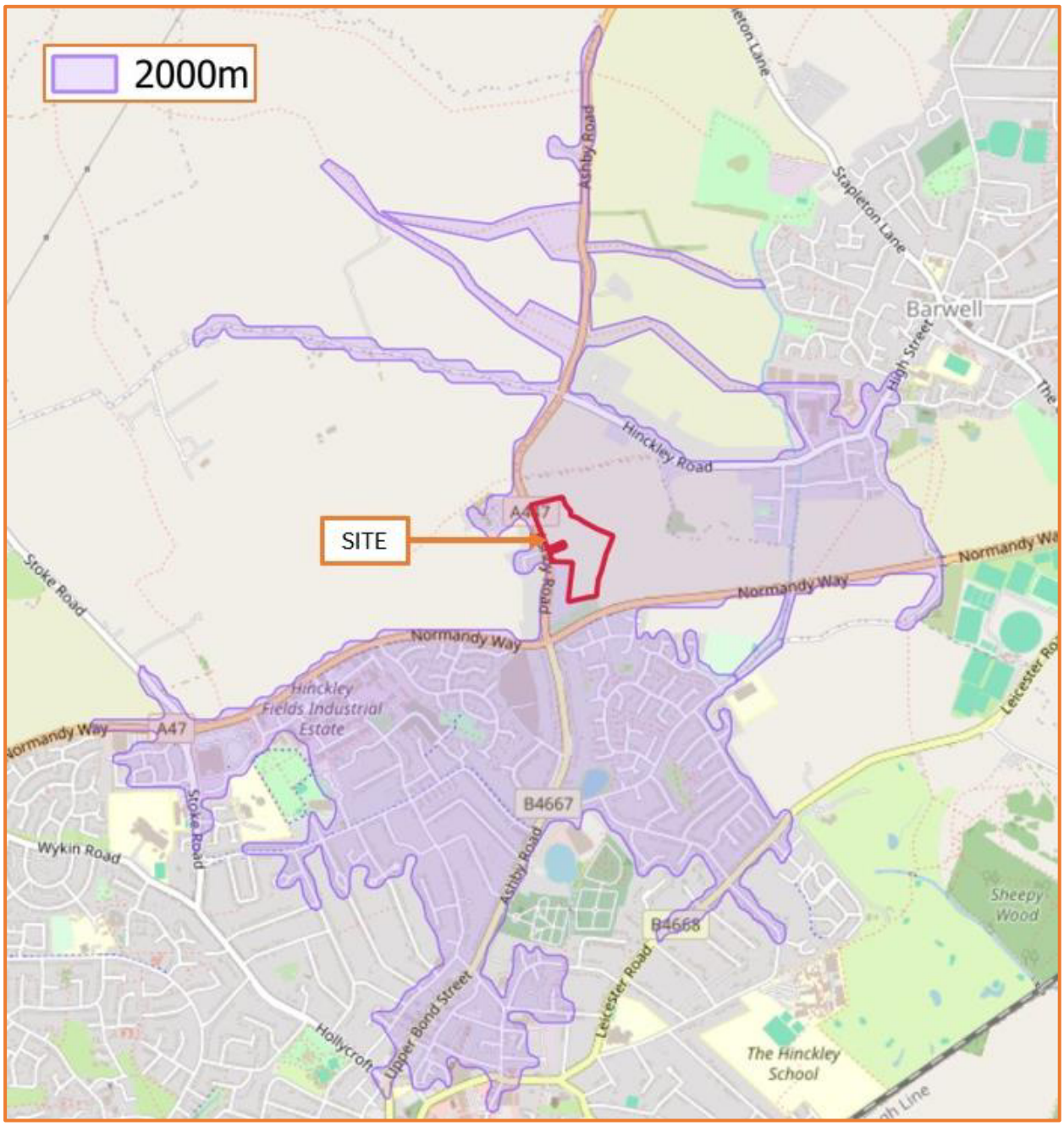


Figure 3: pedestrian catchment area

Opportunities for sustainable transport – Cyclists

2.18 Data from the 2021 National Travel Survey indicates that the average length of a cycle journey is approximately 5km, although cyclists will commute significantly longer distances than this if the topography and highway conditions are favourable. A 5km catchment from the centre of the site is shown in **Figure 5** below.

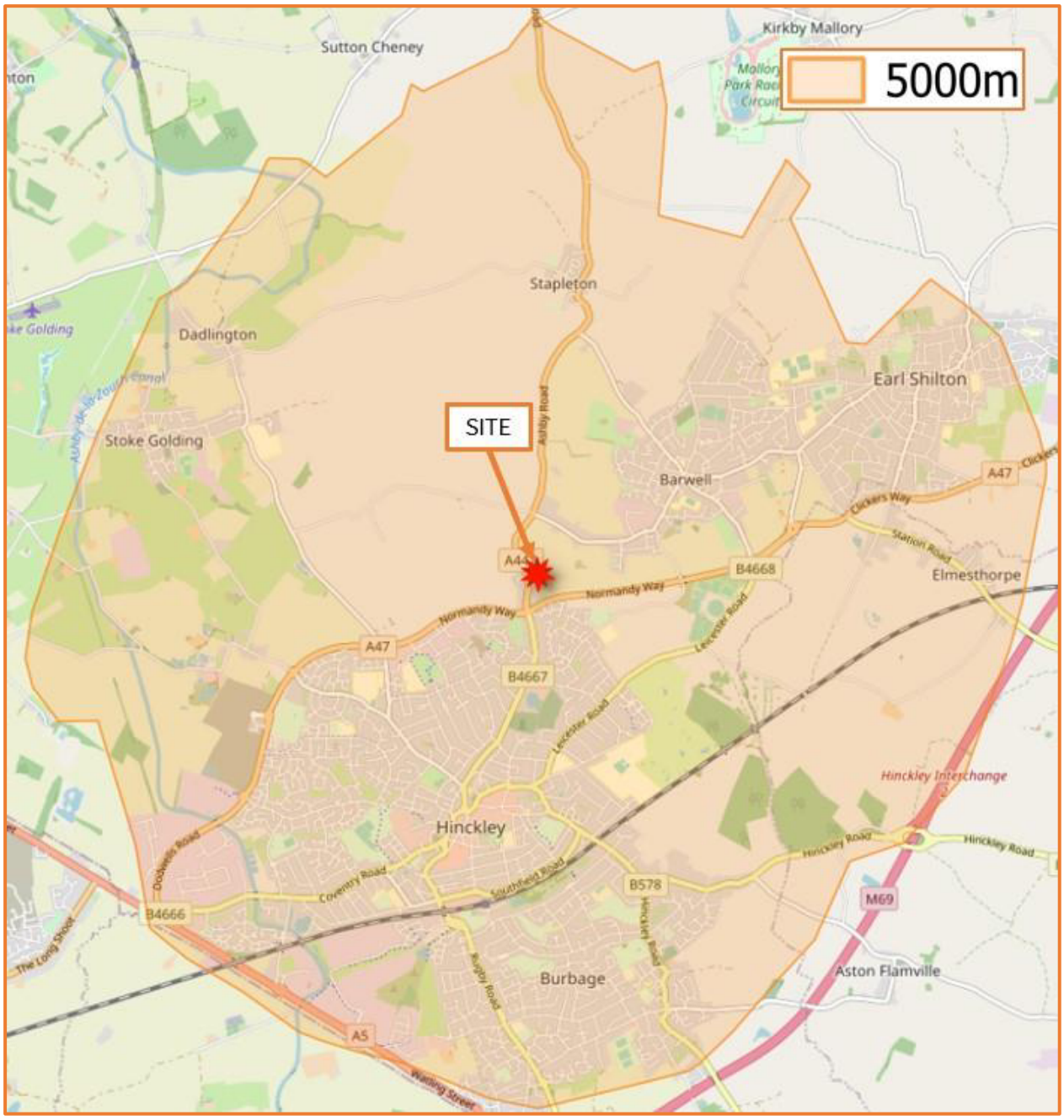


Figure 5: cycle catchment area

2.19 The site is located within realistic cycling distance of Hinckley for commuters, or utility cyclists. The town centre is approximately a 15-minute bike ride from the site, at typical cycling speeds of 15kph.

2.20 **Figure 6** shows an extract of the LCC's cycle map. As shown, along the site frontage, Ashby Road is marked as a quieter route. From the A47/A447/B4667 signal controlled junction, there is a segregated footway/cycleway running along the B4667 Ashby Road, which extends as far south as the crossroads with Upper Bond Street and Derby Road, on the edge of the town centre after which cyclists must rejoin the carriageway, marked as a quieter route.

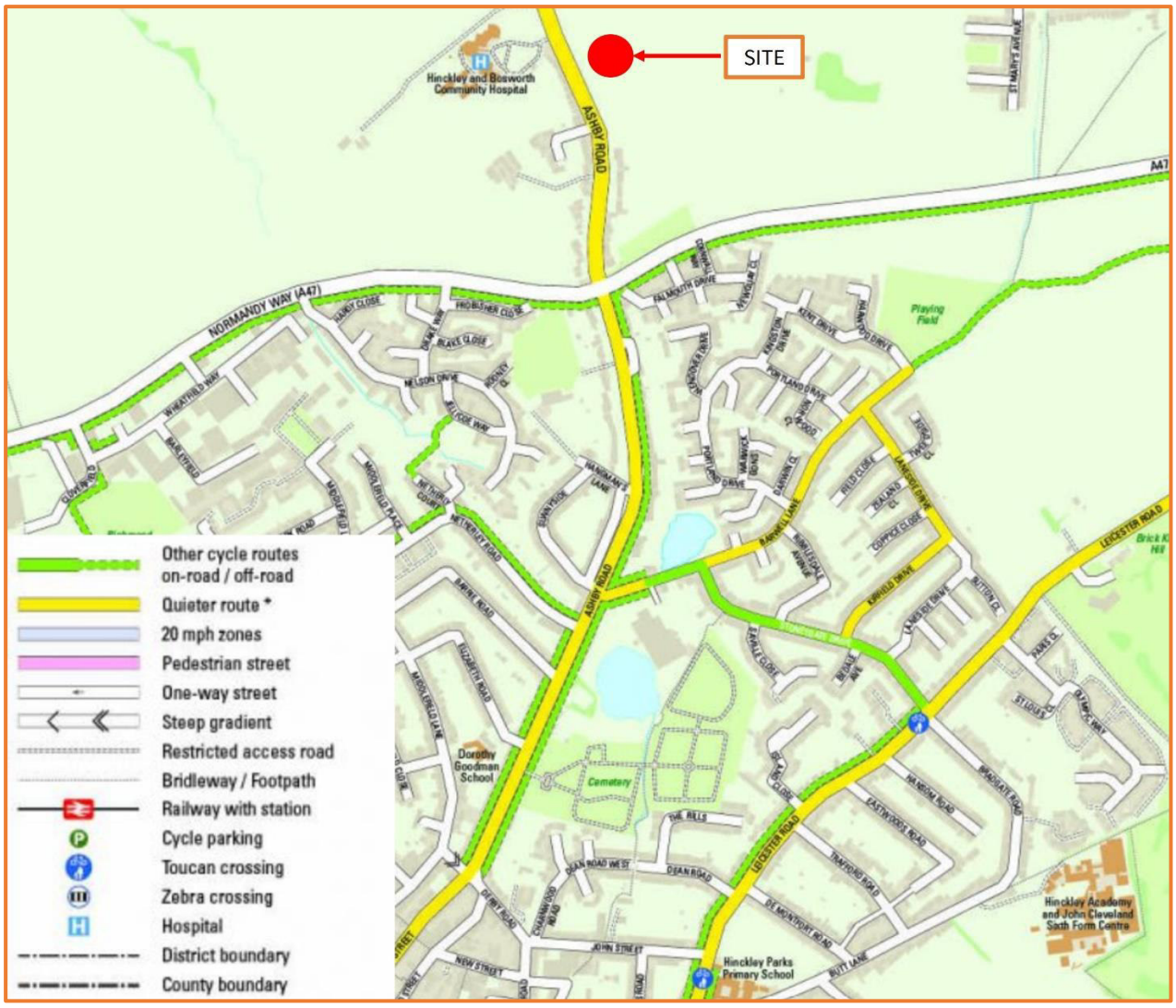


Figure 6: Extract from the LCC Cycle Map

2.21 In addition, the A47 has a fully segregated footway/cycleway running along its southern edge, connecting the site with Barwell and shared footway/cycleway with Earl Shilton.

2.22 North of the junction with the A47, the A447 has no dedicated infrastructure for cyclists, meaning that future residents of the proposed development would need to cycle on carriageway for a short distance until they reached the segregated footway/cycleway. This section of road is categorised as a 'recommended on-road route' by LCC, hence it is considered to be safe for residents to cycle on the carriageway.

Opportunities for sustainable transport – Public Transport

2.23 The nearest bus stops to the proposed development are on the A447 just north of the proposed site access, adjacent to the Hinckley and Bosworth Community Hospital. There are more stops to the south between the site and the A47 junction. Both the northbound and southbound stops nearest the site are marked by flag/pole arrangement with timetable information and the southbound stop has a shelter. The bus stops provide access to the following services:

A447 Stops					
Service	Route	Frequency	Starts	Ends	Journey Duration
148	Nuneaton - Leicester	Every 30 mins Mon-Sat, no Sunday Services.	06:08	22:25	Nuneaton: 26 mins Hinckley: 7 mins Leicester: 44 mins
158	Nuneaton - Leicester	Every 20 mins Mon-Sat, hourly Sunday Services	05:30	22:55	Same as above

2.24 The proposed development site is therefore well located for bus travel, with existing stops within 400m of the site, and five services an hour into Hinckley, Nuneaton and Leicester, as well as the smaller villages on route.

2.25 Hinckley railway station is located approximately 3km from the site and is accessible by cycle and using the bus services 148 and 158. The station provides the following services:

- Daily hourly services to Leicester and Birmingham
- One early morning train to Stansted Airport and evening train to Gloucester on weekdays
- Three additional peak services as far as Cambridge via Peterborough

Summary

2.26 Overall, the site is well located for residential development with the facilities/amenities in northern Hinckley within the walking distance of the site, accessed via excellent pedestrian network throughout Hinckley. All of Hinckley, Barwell and most of Earl Shilton are within cycling distance of the site and the facilities can be accessed via a combination of on-road/off-road cycle routes and quieter roads. The nearest public transport stops provide frequent services to Nuneaton, Leicester and Birmingham, with five bus services per hour past the site and bus stops within walking distance. There are therefore excellent opportunities for sustainable travel to and from the site.

3.0 PROPOSED DEVELOPMENT

Development proposals

3.1 The outline planning application is for up to 110 dwellings, to be accessed from Ashby Road. The illustrative layout is at **Appendix A.** The illustrative layout shows a development of 103 dwellings, however the TA and its associated modelling is based on a quantum of 110, making it a worst case assessment.

Access for vehicles and sustainable modes

3.2 LCC's Highway Design Guide states that a Residential Access Road with a carriageway width of 5.5m is sufficient to serve up to 400 dwellings, with normally no more than 150 from a single point of access. Therefore, as the application is for less than this, at up to 110 dwellings, it is proposed that the development will have a single point of access on Ashby Road, with a 5.5m carriageway width.

3.3 The access will be formed by a priority controlled simple T-junction. As described in detail in section 7, a simple T junction would be able to accommodate the level of traffic generated by the 110 dwellings without detriment to either safety or capacity on the A447. In their scoping response, LCC noted "*the presence of several private driveway along the site frontage where a ghost island right turn lane would be located*", and they had "*concerns this could cause confusion to drivers in the event a resident needs to turn right in to their driveway. Consideration will therefore need to be given to the private driveways in relation to the access arrangements.*" The proposed simple-T junction avoids these safety concerns.

3.4 Visibility splays of 2.4 x 120m can be achieved in either direction at the access, as required by table 6 of LCC's HDG for the recorded 85th percentile vehicle speeds along the site frontage. These splays can be achieved within the public highway or land under the control of the applicant.

3.5 The main vehicular access carriageway would be flanked by 2m footways either side of the carriageway. These would extend north along the A447 up to the existing footway behind the bus-layby, and south to the existing footway in front of the row of houses adjacent to the site.

3.6 LCC's new Highways Design Guide places an emphasis on ensuring any cycle infrastructure is designed to the standards set out in the DfT's Local Transport Note 1/20. In most instances, this new guidance favours a segregated arrangement whereby a 2m footway is run adjacent to a 3m cycleway, with both set back from the carriageway edge by a verge (dependent on vehicle speeds).

3.7 As shown on the illustrative layout, there is a small area of third-party land toward the southern boundary of the development site. This land means it is not possible to extend a 5m wide facility all the way along the site frontage. To achieve a connection of this standard within the available land, it is necessary to design a dedicated pedestrian cycle link through the site boundary south of the third-party land.

3.8 A plan showing the extent of the public highway is at **Appendix F**. Public highway on the eastern edge of the A447 is limited, and the residential plots extend almost up the back of the existing footway. Widening on that side of the carriageway is not possible. There is far more public land available on the western side, where the footway is set back by a wide grassed verge. It is

proposed to widen the existing footway out to 2m, and construct an adjacent 3m cycleway, extending south to the junction with the A447. This is possible within the public highway.

3.9 A signal-controlled crossing is proposed on the A447 opposite the pedestrian/cycle access into the development. The choice of a controlled crossing is due to the vehicle speeds, and traffic volumes along Ashby Road. The location has been chosen to minimise interaction with the private drives opposite the site, and to ensure that 120m visibility can be achieved to the primary signal head in each direction.

3.10 The access strategy, including all the elements discussed above, is shown in **Drawing 3280-ADC-HGN-XX-DR-CH-0103-S1-P02**

4.0 DEVELOPMENT TRIP GENERATION

Vehicle trips

4.1 The Scoping Note at **Appendix B** set out trip rates and a subsequent vehicle trip generation profile for the proposed development. In their response, LCC requested that the vehicular trip rates recently agreed for the large residential developments to the west of Ashby Road were used instead. These are in the table below, together with the trip generation for 110 dwellings as a worst case.

Proposed vehicle trip rates and traffic generation		arrive	depart	two-way
vehicle trip rates (per dwelling)	AM peak hour	0.148	0.425	0.573
	PM peak hour	0.409	0.244	0.653
vehicle trips (110 dwellings)	AM peak hour	16	47	63
	PM peak hour	45	27	72

4.2 The proposed development would be expected to generate up to 72 two-way vehicle movements in a peak hour.

Proposed daily modal split and person trip generation

4.3 A comparative multi modal TRICS analysis has been undertaken to establish a representative modal split for trips to and from the development, across a 12-hour period. This considers not only trips to work, but also those made to school, to local shops and amenities and for leisure purposes. The development would be expected to generate 789 person trips, across all modes, in a day. The TRICS data is at **Appendix G**.

4.4 The average daily modal split from the TRICS selection was applied to the total person trip generation, to calculate the forecast daily number of trips by each travel mode, as shown in the table below. It should be noted that the TRICS data applied a 0.5% modal share to train journeys, and 2.3% to bus. There is no railway station nearby, so train travel is unlikely, apart from as a multi modal journey. So, the 0.7% modal share has been reassigned to the bus, increasing it to 2.8%

4.5 The number of vehicle passengers was calculated from the average car occupancy rate of 1.48 from the TRICS data.

	pedestrian	cyclist	bus	train	single vehicle occupant	multi-vehicle occupant		total
						driver	passenger	
modal split	14.1%	1.9%	2.8%	0.0%	39.3%	30.0%	11.9%	**100.0%**
person trips	111	15	22	0	310	237	94	**789**

4.6 The proposed development would generate up to 111 pedestrian trips, 15 cycle trips and 22 bus trips across a day.

4.7 Section 2 details the existing infrastructure in the vicinity of the site, including a description of the existing pedestrian, cycle, and public transport infrastructure. Section 3 details the infrastructure proposed as part of the proposed development including the provision of dedicated pedestrian/cycle connections through the site boundary, along the access roads, along the western edge of A447, along with the installation of a new signalised pedestrian/cycle

crossing on the A447. The existing and proposed infrastructure therefore has the capacity to accommodate the additional trips and no further change in infrastructure is required.

5.0 TRAFFIC DISTRIBUTION AND ASSIGNMENT

5.1 The TA Scoping Report presented a trip distribution for the proposed development, derived from the 2011 National Census 'location of usual residence and place of work by method of travel to work' dataset (reference WU03EW) for the Hinckley and Bosworth 009 MSOA. From this information, the travel routes were estimated using GIS to and from the MSOA centroid, and the proportion using each highway route was identified.

5.2 In their response, LCC requested that instead of this methodology, the Pan Regional Transport Model (PRTM) be used to assess the impact of the proposed development, stating the following;

'The Highways Development Management (HDM) team require planning application submissions for developments that result in greater than-or-equal to 80 dwellings, or equivalent level of employment land use trip generation, to be based on robust forecast evidence that is pragmatic to the scale of proposed development.

The LHA would therefore advise for a development of this scale that the applicant make limited use of the LHA's Pan Regional Transport Model (PRTM) which could, for example, provide trip distribution / assignment as well as having committed developments already taken into account within extracted flows.

5.3 Based on the above, a level 2 limited PRTM run was commissioned. The model outputs are in **Appendix H**.

5.4 The distribution from the PRTM was used to identify an area of impact, as requested by LCC:

'The LHA advise that should the proposals generate approximately 30 or more additional two way trips (e.g. 15 arrivals and 15 departures) in either the AM or PM peak hours at any key junction, capacity assessments would be required. The LHA note that the following two junctions will be considered:

- *Site access/ Ashby Road (A447)*
- *A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction*

Whilst this is accepted, it is advised that additional junctions may need consideration following revised trip rates and further trip distribution analysis based on more detailed modelling.'

5.5 The development traffic at Paragraph 4.1 was then assigned to the network using the PRTM distribution in each peak hour. The junctions within the study area are shown in the table below, along with the increase in vehicle trips as a result of the proposed development.

junction	total vehicles AM	total vehicles PM
Site Access	62	72
A47/A447/B4667 crossroads	52	59

6.0 ASSESSMENT TRAFFIC FLOWS

6.1 As detailed in Section 2, junction turning count was conducted at the A47/A447/B4667 crossroads on 5 September 2024.

6.2 These counts form the '2024 Observed' traffic flow sets, which are in **Diagrams 1 and 2** for the morning and evening peak hours respectively.

6.3 The observed traffic flows matrices were then sent to LCC to undergo the 'Furnessing' process, to growth them to a future assessment year of 2030 using the link flows included in the PRTM model. These form the '2030 'Do Nothing' Background traffic flows shown in **Diagrams 3 and 4** for the morning and evening peak hours respectively. The Furnessed count data is in **Appendix I.**

6.4 The PRTM distribution is shown in **Diagrams 5 and 6**, and the development traffic assignment in **Diagrams 7 and 8**.

6.5 Finally, the development traffic was added to both the 2030 Background flow sets to give a set of 'Furnessed, Do Something' flows for the future assessment year (i.e. 2030 with development). These are at **Diagrams 9 and 10.**

6.6 The traffic above would divide at the A47/A447 crossroads, with no additional junction experiencing an increase of greater than 30 two-way movements in a peak hour. The study area is therefore limited to the site access, and the crossroads.

7.0 HIGHWAY IMPACT

Site Access

7.1 The proposed site access is shown in **Drawing 3280-ADC-HGN-XX-DR-CH-0103-S1-P02**and has been modelled using Junctions 9 PICADY. It has been tested using the 2030 With Development traffic flows for both peak hours. The results are shown in the table below and the full PICADY report is at **Appendix J**.

	AM peak hour			PM peak hour		
	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity
2030 With Development						
Site access	0.1	9.71	12%	0.1	10.73	8%
Ashby Road ahead, and right into site	0.1	4.64	4%	0.5	3.99	17%

7.2 As shown in the table above, in all scenarios in both the morning and evening peak hours, the site access junction is forecast to operate with a maximum ratio of flow to capacity (RFC) of 17% and therefore has spare capacity. There would be no material queuing or delay associated with the proposed site access junction, which can therefore comfortably accommodate all the proposed development traffic with no detriment to the wider highway network. The lack of predicted queuing for the right turn movement from the A447 into the site means that there is no need to provide a ghost island.

A47/A447 Ashby Road/B4667 signalised crossroads

7.3 The A47/A447/B4667 junction is a signal-controlled crossroads, as shown in **Figure 8** below. It has been modelled using LinSig. The model was built using the as-built drawing and signal controller configuration documents purchased from LCC, to ensure it accurately reflected the on-street operation of the junction. It has been tested using the 2030 Background and With Development traffic flows for both peak hours. The results are shown in the table below and the full LinSig report is at **Appendix K**.

Figure 7: A47/A447/B4667crossroads

A47/A447/B4667 Junction Capacity Results				
Scenario	Peak hour	Cycle time	Practical Reserve Capacity	Total delay (PCUhr)
2024 Observed	AM 8-9	90	14.5%	22.58
	PM 17-18	90	15.6%	25.87
2030 Do Minimum	AM 8-9	90	-3.2%	35.61
	PM 17-18	90	-2.5%	37.19
2033 Do Something	AM 8-9	90	-4.7%	38.28
	PM 17-18	90	-6.2%	41.06

7.4 The junction would have a negative reserve capacity in all 2030 Background scenarios, meaning that in each peak hour, one or more of the approaches would be operating above 90% Degree of Saturation (DoS). The relative impact, in terms of overall junction PRC, presented by the development traffic is in the table below.

A47/A447/B4667 Junction PRC comparison			
Peak hour	PRC- Do Minimum	PRC – Do Something	Change
AM 8-9	-3.2%	-4.7%	-1.5%
PM 17-18	-2.5%	-6.2%	-3.7%

7.5 The development impact at the junction would be relatively modest scenarios, with the largest reduction in reserve capacity being felt in the evening peak, where the PRC would reduce by 3.7%. In the morning peak the A447 Southbound would operate at 93.7% saturated, with the development in place. In the evening peak, the opposing approach, the B4677 northbound would operate at 91.2% saturation. In both peaks, the A47 westbound approach operates above 90% saturation.

7.6 The relative impact of the development in terms of DoS and mean-max queuing (MMQ) on these congested approaches is highlighted in the table below.

A47/A447/B4667 Junction Link comparison				
A447 Southbound				
Peak hour	DoS - Do Minimum	DoS – Do Something	MMQ – Do Minimum	MMQ – Do Something
AM 8-9	92.6%	93.7%	16.2	18.2
B4667 Northbound				
PM 17-18	90.5%	91.2%	17.0	17.1
A47 - Westbound				
AM 8-9	92.1%	94.3%	23.0	26.6
PM 17-18	92.2%	95.6%	24.7	26.7

7.7 As shown in the table, additional development traffic will present a modest impact on both capacity and queue lengths. Predicted mean-max queue lengths would increase by less than three vehicles on any given approach in the Do Something scenario. Likewise, the largest reduction in capacity is -5.5% on the B4667, in the evening peak. All approaches would still operate below 100% capacity with the development in place. The impact of the development traffic cannot be described as severe.

7.8 In their scoping response, LCC stated that they '*are investigating a potential improvement scheme for the junction and it is likely that as part of the proposed developments, a contribution towards an improvement scheme which is in proportion to the impact and scale of the development proposed, may be required.'* The applicant would be willing to discuss a contribution towards this future mitigation, should it be found to be deliverable, proportional to the impact described above.

7.9 As described in section 2, the junction has seen 8 PIA's over the last 5 years, at a rate of 1.4 per year. While there is a trend towards PIA's involving right turners, the amount of PIA's over the survey period does not indicated a severe road safety concern that would be made worse by the proposed development. Notwithstanding this, any improvement scheme proposed by LCC would have a positive impact on road safety.

8.0 SUMMARY AND CONCLUSIONS

8.1 ADC Infrastructure Ltd are commissioned by Davidsons Developments Ltd to provide transport and highways consultancy advice as part of an outline planning application for up to 110 dwellings on land to the east of Ashby Road, in Hinckley. The illustrative layout shows a development of 103 dwellings, however the TA and its associated modelling is based on a quantum of 110, making it a worst case assessment.

8.2 A Transport Assessment Scoping Study (TASS) was submitted to LCC Highways Development Management (HDM) in June 2024. Pre-application consultation comments were received in which LCC agreed the principle of access, and the trip generation for the development. They requested the use of the Pan Regional Transport Model to establish a trip disitribution, junction study area, future assessment year and committed development flows.

8.3 The proposed development would be accessed from the A447 Ashby Road, via a simple priority-controlled T junction approximately 350m north of the junction with the A47. The access design accords with LCC's design standards, and the required visibility splays can be achieved within the public highway, or land under the control of the applicant. The application will be in outline, apart from the access on Ashby Road.

8.4 The site is well located for residential development with the facilities/amenities in northern Hinckley within the walking distance of the site, accessed via excellent pedestrian network throughout Hinckley. All of Hinckley, Barwell and most of Earl Shilton are within cycling distance of the site and the facilities can be accessed via a combination of on-road/off-road cycle routes and quieter roads. The nearest public transport stops provide frequent services to Nuneaton, Leicester and Birmingham, with five bus services per hour past the site and bus stops within walking distance. There are therefore excellent opportunities for sustainable travel to and from the site.

8.5 The proposed development would generate up to 111 pedestrian trips, 15 cycle trips and 22 bus trips across a day. New sustainable transport infrastructure is proposed as part of the proposed development including the provision of dedicated pedestrian/cycle connections through the site boundary, along the access roads, along the western edge of A447, along with the installation of a new signalised pedestrian/cycle crossing on the A447. The existing and proposed infrastructure therefore has the capacity to accommodate the additional trips and no further change in infrastructure is required.

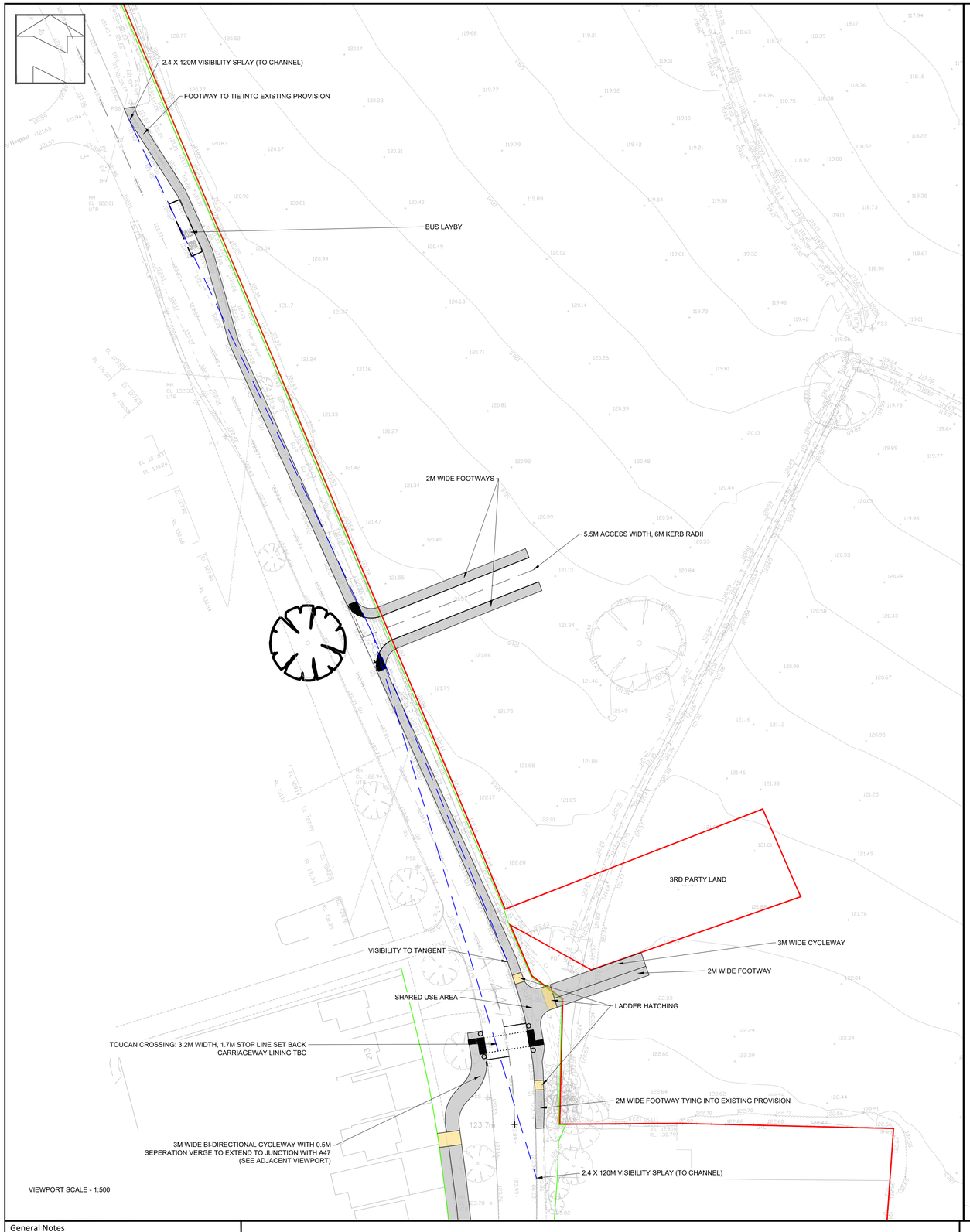
8.6 The proposed development would generate up to 72 two-way vehicle movements in a peak hour. This is based on trip rates from comparative developments nearby and is agreed by the local highway authority. LCC's strategic traffic model, the PRTM, was used to assign the development traffic to the local network. Away from the site access, only the A47/A447/B4667 crossroads would experience an increase greater than 30 additional two may movements in a peak hour.

8.7 The PRTM was also used to generate a series of future year 'Furnessed' matrices at both the site access and the A47/A447/B4667 crossroads, based on observed traffic data collected on 5 September 2024. These 'Furnessed' Matrices incorporate all local committed development traffic flows contained within the PRTM and therefore present a robust future year cumulative assessment of the local highway network from which to model the impact of the development traffic.

8.8 The site access has been modelled in Junction 9 PICADY and has ample capacity to accommodate the development traffic. The A47 crossroads has been modelled using LinSig V3, with information taken from the as built drawings and controller configuration documents purchased from LCC. Impacts on both capacity and queuing at the junction are minimal in all the tested scenarios.

8.9 The development therefore meets the key policy tests outlined in the NPPF: that safe and suitable access can be achieved for all users; that the development would not have a severe impact on the operation of the highway network, or an unacceptable impact on highway safety, and it is therefore concluded that the development should not be prevented on highways grounds.

DRAWINGS



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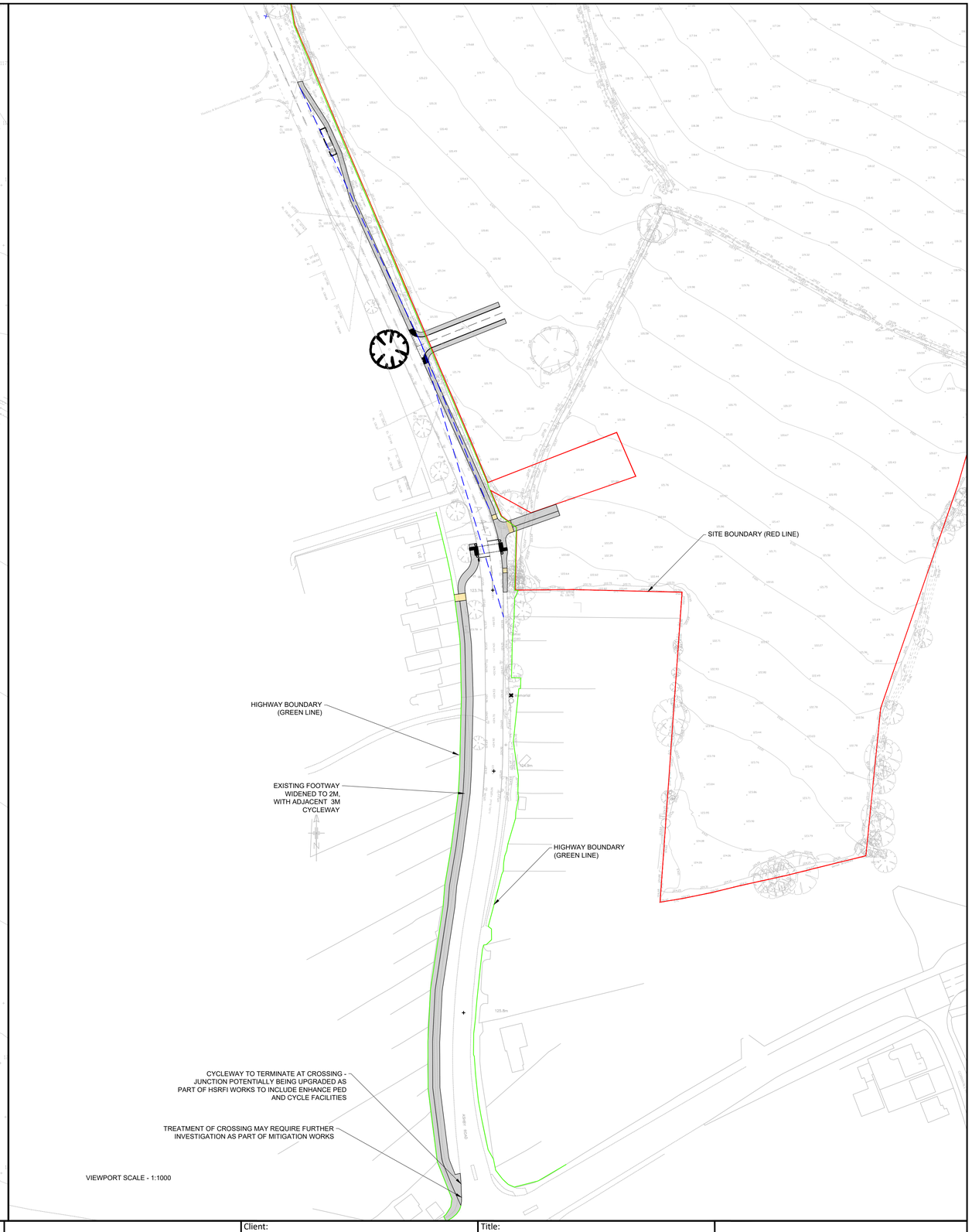


VIEWPORT SCALE - 1:1000

General Notes

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

Rev	Date	Description	Dr	Ch
P02	25.03.25	Access locations adjusted	DH	DH
P01	04.12.24	First issue to client team	DH	DH

Client: Davidsons Developments Ltd

Project: Land at Ashby Road, Hinckley

Title: Site Access

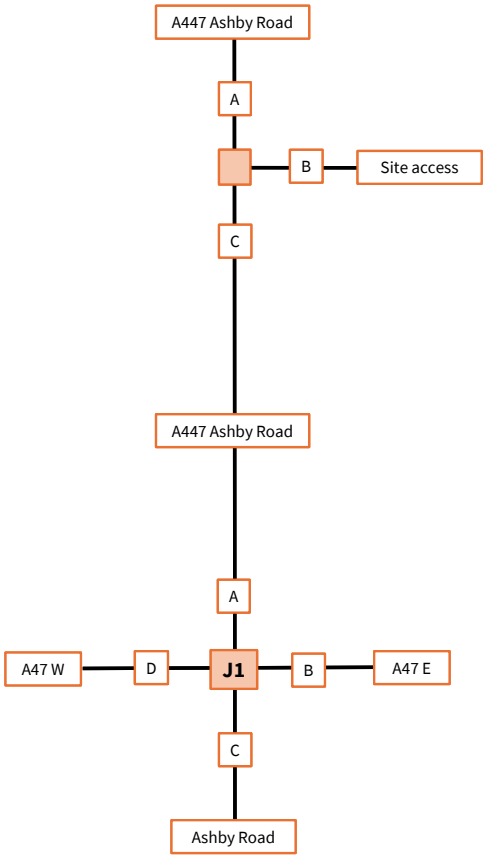
Status: PRELIMINARY

ADC INFRASTRUCTURE

Size: A1 | Scale: As Shown

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3280	ADC	HGN	XX	DR	CH	0103	S1	P02

TRAFFIC FLOW DIAGRAMS



TOTAL				
	A	B	C	Total
A			733	**733**
B				**0**
C	450			**450**
Total	**450**	**0**	**733**	**1183**

HGV				
	A	B	C	Total
A			28	**28**
B				**0**
C	34			**34**
Total	**34**	**0**	**28**	**62**

PCUs				
	A	B	C	Total
A			761	**761**
B				**0**
C	484			**484**
Total	**484**	**0**	**761**	**1245**

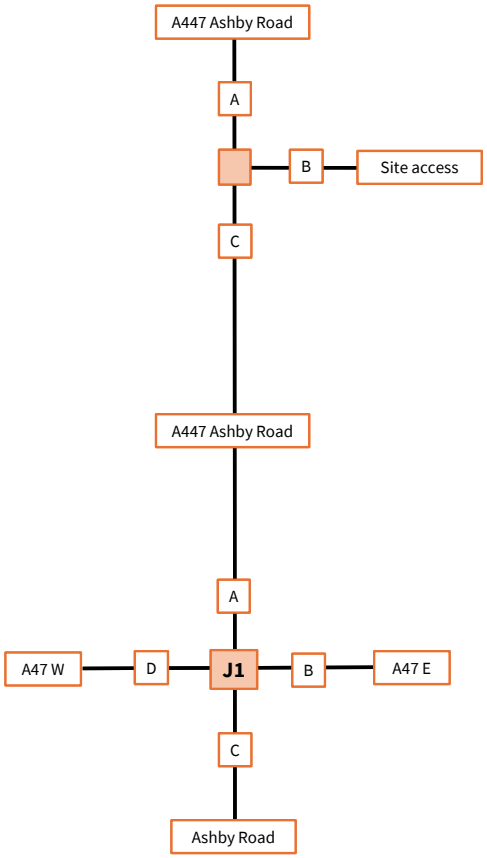
% HGV				
	A	B	C	Total
A			4%	
B				
C	8%			
Total				

TOTAL					
	A	B	C	D	Total
A	0	26	400	307	**733**
B	25	0	100	591	**716**
C	218	98	0	143	**459**
D	207	424	81	0	**712**
Total	**450**	**548**	**581**	**1041**	**2620**

HGV					
	A	B	C	D	Total
A	0	4	10	14	**28**
B	4	0	3	22	**29**
C	11	5	0	2	**18**
D	19	30	0	0	**49**
Total	**34**	**39**	**13**	**38**	**124**

PCUs					
	A	B	C	D	Total
A	0	30	410	321	**761**
B	29	0	103	613	**745**
C	229	103	0	145	**477**
D	226	454	81	0	**761**
Total	**484**	**587**	**594**	**1079**	**2744**

ADC3280	LAND AT ASHBY ROAD, HINCKLEY	DIAGRAM 1
2024 OBSERVED AM		ADC INFRASTRUCTURE



TOTAL				
	A	B	C	Total
A			790	**790**
B				**0**
C	758			**758**
Total	**758**	**0**	**790**	**1548**

HGV				
	A	B	C	Total
A			16	**16**
B				**0**
C	19			**19**
Total	**19**	**0**	**16**	**35**

PCUs				
	A	B	C	Total
A			806	**806**
B				**0**
C	777			**777**
Total	**777**	**0**	**806**	**1583**

% HGV				
	A	B	C	Total
A			2%	
B				
C	3%			
Total				

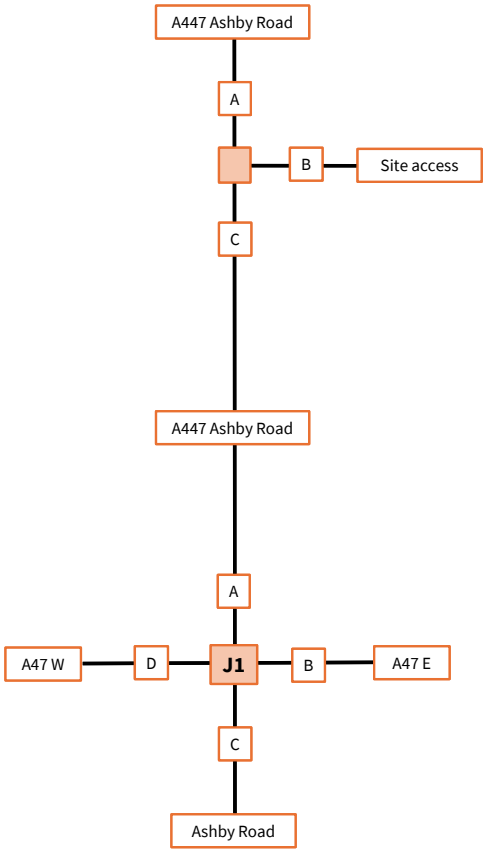
TOTAL					
	A	B	C	D	Total
A	0	50	480	260	**790**
B	35	0	171	529	**735**
C	352	156	0	96	**604**
D	371	460	39	0	**870**
Total	**758**	**666**	**690**	**885**	**2999**

HGV					
	A	B	C	D	Total
A	0	4	5	7	**16**
B	4	0	2	6	**12**
C	7	0	0	0	**7**
D	8	6	0	0	**14**
Total	**19**	**10**	**7**	**13**	**49**

PCUs					
	A	B	C	D	Total
A	0	54	485	267	**806**
B	39	0	173	535	**747**
C	359	156	0	96	**611**
D	379	466	39	0	**884**
Total	**777**	**676**	**697**	**898**	**3048**

ADC3280	LAND AT ASHBY ROAD, HINCKLEY	DIAGRAM 2
2024 OBSERVED PM		

ADC INFRASTRUCTURE



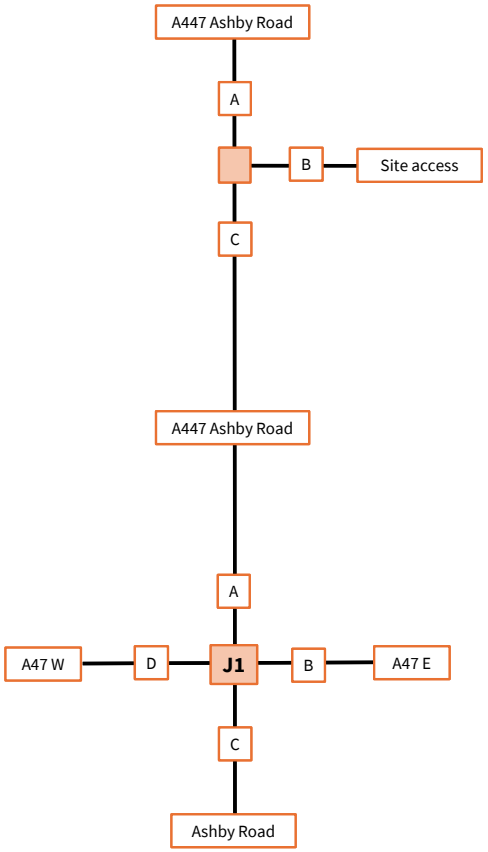
PCUs				
	A	B	C	Total
A	0	0	760	**760**
B	0	0	0	**0**
C	487	0	0	**487**
Total	**487**	**0**	**760**	**1247**

PCUs					
	A	B	C	D	Total
A	0	30	406	324	**760**
B	33	0	132	802	**967**
C	206	109	0	157	**472**
D	249	580	106	0	**935**
Total	**488**	**719**	**644**	**1283**	**3134**

ADC3280	LAND AT ASHBY ROAD, HINCKLEY	DIAGRAM 3

2030 FURNESSED 'DO NOTHING' TRAFFIC FLOWS, AM PEAK

ADC INFRASTRUCTURE



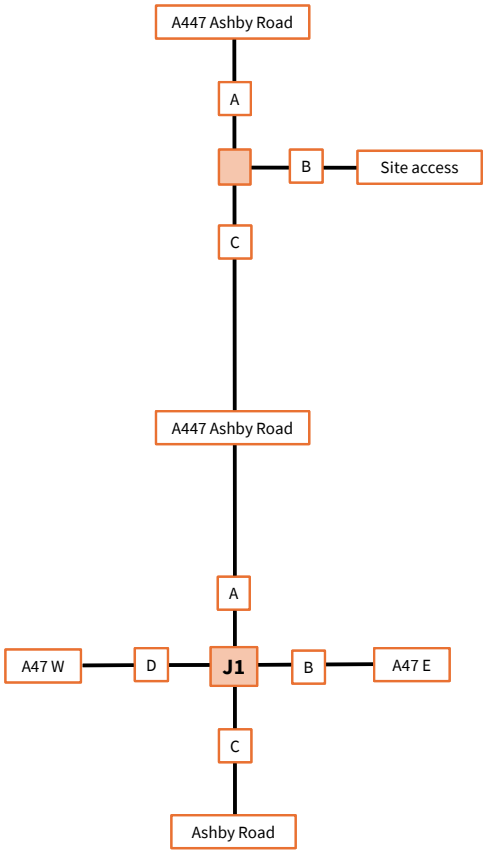
PCUs				
	A	B	C	Total
A	0	0	731	**731**
B	0	0	0	**0**
C	822	0	0	**822**
Total	**822**	**0**	**731**	**1553**

PCUs					
	A	B	C	D	Total
A	0	41	444	247	**732**
B	41	0	235	736	**1012**
C	340	161	0	121	**622**
D	443	583	58	0	**1084**
Total	**824**	**785**	**737**	**1104**	**3450**

ADC3280	LAND AT ASHBY ROAD, HINCKLEY	DIAGRAM 4

2030 FURNESSED 'DO NOTHING' TRAFFIC FLOWS, PM PEAK

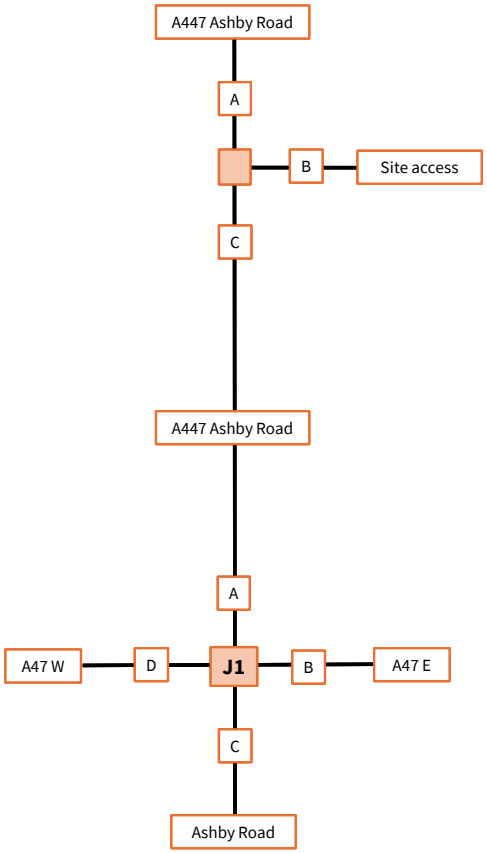
ADC INFRASTRUCTURE



Distribution (%)			
	A	B	C
A		20%	
B	15%		84%
C		80%	

Distribution (%)				
	A	B	C	D
A		25%	39%	20%
B	25%			
C	37%			
D	18%			

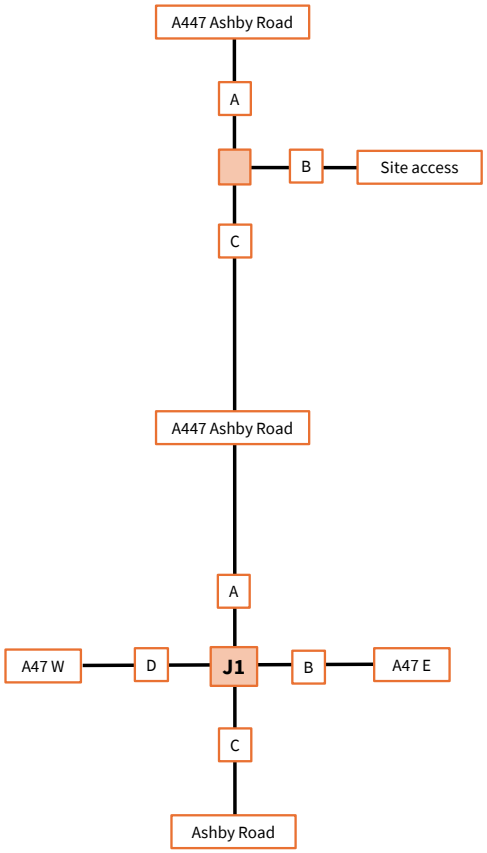
ADC3280	LAND AT ASHBY ROAD, HINCKLEY	DIAGRAM 5	ADC INFRASTRUCTURE
PRTM TRAFFIC DISTRIBUTION, AM PEAK			



Distribution (%)			
	A	B	C
A		16%	
B	22%		78%
C		84%	

Distribution (%)				
	A	B	C	D
A		25%	37%	16%
B	34%			
C	30%			
D	20%			

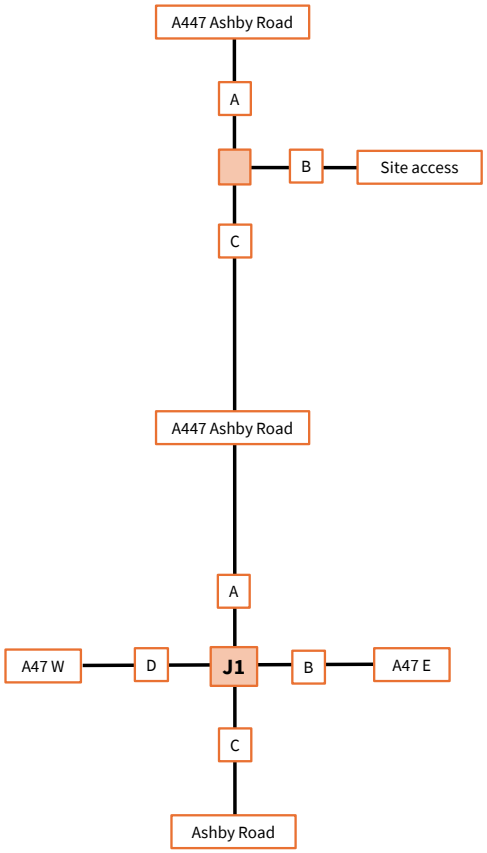
ADC3280	LAND AT ASHBY ROAD, HINCKLEY	DIAGRAM 6	ADC INFRASTRUCTURE
PRTM TRAFFIC DISTRIBUTION, PM PEAK			



TOTAL				
	A	B	C	Total
A		3		3
B	7		39	46
C		13		13
Total	7	16	39	62

TOTAL					
	A	B	C	D	Total
A		12	18	9	39
B	4				4
C	6				6
D	3				3
Total	13	12	18	9	52

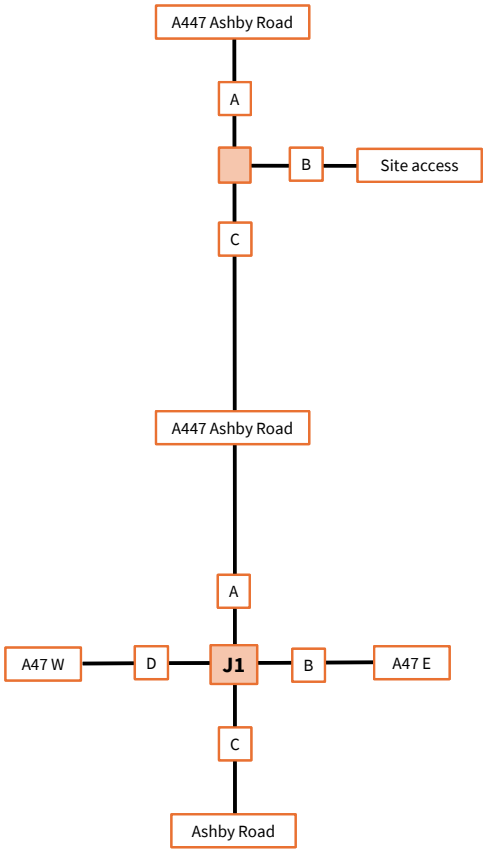
ADC3280	LAND AT HINCKLEY	DIAGRAM 7	ADC INFRASTRUCTURE
DEVELOPMENT TRAFFIC ASSIGNMENT AM PEAK			



TOTAL				
	A	B	C	Total
A		7		7
B	6		21	27
C		38		38
Total	6	45	21	72

TOTAL					
	A	B	C	D	Total
A		7	10	4	21
B	15				15
C	14				14
D	9				9
Total	38	7	10	4	59

ADC3280	LAND AT HINCKLEY	DIAGRAM 8
DEVELOPMENT TRAFFIC ASSIGNMENT PM PEAK		ADC INFRASTRUCTURE



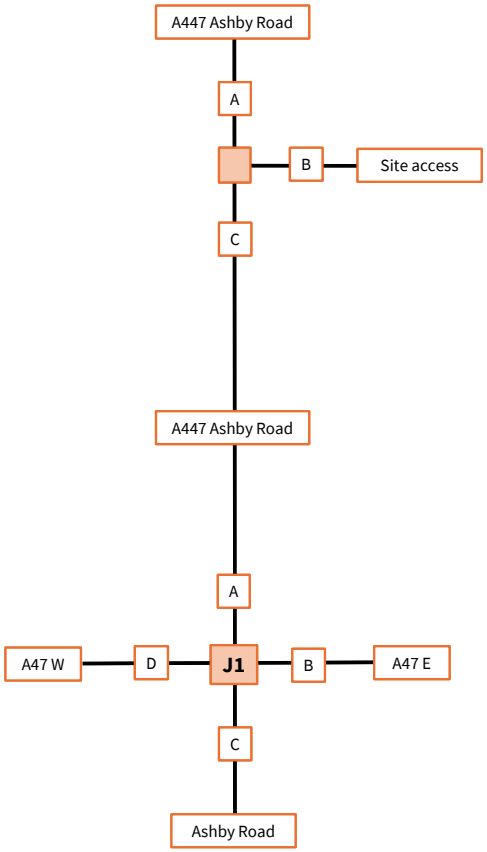
PCUs				
	A	B	C	Total
A	0	3	760	**763**
B	8	0	39	**47**
C	487	13	0	**500**
Total	**495**	**16**	**799**	**1310**

PCUs					
	A	B	C	D	Total
A	0	33	429	338	**800**
B	35	0	133	803	**971**
C	215	111	0	152	**478**
D	251	587	100	0	**938**
Total	**501**	**731**	**662**	**1293**	**3187**

ADC3280	LAND AT ASHBY ROAD, HINCKLEY	DIAGRAM 9

2030 DO SOMETHING 'DO SOMETHING' TRAFFIC FLOWS, AM PEAK

ADC INFRASTRUCTURE



PCUs				
	A	B	C	Total
A	0	7	731	**738**
B	7	0	20	**27**
C	822	38	0	**860**
Total	**829**	**45**	**751**	**1625**

PCUs					
	A	B	C	D	Total
A	0	46	456	250	**752**
B	47	0	238	743	**1028**
C	358	162	0	115	**635**
D	457	584	53	0	**1094**
Total	**862**	**792**	**747**	**1108**	**3509**

ADC3280	LAND AT ASHBY ROAD, HINCKLEY	DIAGRAM 10

2030 DO SOMETHING 'DO SOMETHING' TRAFFIC FLOWS, PM PEAK

ADC INFRASTRUCTURE

APPENDIX A

ILLUSTRATIVE LAYOUT

play area

suds

edge lane

primary street

connector street

courtyard

ecology corridor

ecology corridor

Primary street

ASHBY ROAD

GRANGE

ASHBY

Key

- Application site boundary
- Existing (retained) trees & hedgerow
- Proposed tree/hedge removal
- Root protection areas
- Indicative proposed planting
- Open space
- Indicative surface water attenuation basin
- Existing Public Right of Way
- Proposed pedestrian/cycle link
- Proposed vehicular access
- Potential for childrens play
- MANCO strip
- Indicative extent of residential area
- Potential locations of landmark buildings

0 10 20 m

DAVIDSONS HOMES

nineteen47
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project
Ashby Road, Hinckley

Drawing Title
Illustrative Layout

Project Code	Drawing Nr	Rev
n2452	005	J
Date	Drawing Scale	
25.07.2025	1:500 @ A0	

APPENDIX B

TRANSPORT ASSESSMENT SCOPING STUDY

TRANSPORT ASSESSMENT – SCOPING STUDY

PROPOSED RESIDENTIAL DEVELOPMENT
ASHBY ROAD, HINCKLEY

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

DOCUMENT CONTROL

project number: ADC3280			report reference: ADC3280-RP-D	
version	date	author	reviewer	comments
1		R Leconte/A Martha		internal draft
2	19/06/2023	R Leconte/A Martha	R Leconte	issued to Client team

CONTENTS

DRAWINGS

Drawing ADC3280-DR-001-P1 (Proposed site access layout – simple T-junction)
Drawing ADC3280-DR-002-P1 (Proposed site access layout – ghost island junction)

APPENDICES

Appendix A	TRICS Outputs
Appendix B	2011 Census Distribution
Appendix C	Distribution Pattern
Appendix D	Development Assignment

1.0 INTRODUCTION

1.1 ADC Infrastructure Limited are commissioned by Davidsons Developments Ltd to provide transport and highways consultancy advice in support of an outline planning application for up to 120 dwellings on land to the east of Ashby Road, in Hinckley. The general site location is shown in **Figure 1**, and the detailed site location is shown in **Figure 2**. The application is outline with all matter reserved except for means of access. An illustrative masterplan is not yet available.

Figure 1: general site location

Figure 2: detailed site location

1.2 Hinckley and Bosworth Borough Council are the Local Planning Authority (LPA) and Leicestershire County Council (LCC) are the Local Highway Authority (LHA).

1.3 There are a number of developments coming forward in the area, which would change traffic flows and highway infrastructure in the area. This includes, but is not limited to, two large residential developments on land to the north of the A47 and west of Ashby Road. The Transport Assessments, and associated comments from LCC, for those two schemes have been reviewed in the preparation of this Scoping Study. Those developments used the Pan Regional Transport Modal (PRTM) to understand the impacts of their additional traffic. However, given the small scale of the proposed development, with up to 120 dwellings, it is not proposed to use PRTM for this development.

1.4 This Scoping Study has therefore been prepared to present and agree with LCC the key parameters for use in the Transport Assessment that will be submitted with the forthcoming outline planning application. It is structured as follows:

- Section 2 describes the existing conditions in the vicinity of the site. The local highway network is described. The existing opportunities for travel to the site by sustainable modes are also examined, including walking, cycling, and bus. Traffic counts have not yet been completed, due to ongoing roadworks.
- Section 3 describes the outline development proposals, including the proposed vehicular access junction options, and the new infrastructure that would be provided to encourage the use of sustainable travel modes. Agreement is sought to the principle of the access.
- Section 4 summarises the forecast trip generation of the development using trip rates and the modal split from the TRICS database. Average vehicle trip rates are used to determine

the peak hour traffic flows, whilst average person trip rates and modal split are used to determine the daily person trip generation. Agreement is sought on the trip rates.

- Section 5 details the distribution pattern and assigns the development traffic on the local highway network, using 2011 Census travel to work data. Agreement is sought on the distribution pattern.
- Section 6 presents the proposed study area and the 2029 assessment year traffic flows, including TEMPRO growth rates and various committed development. Agreement is sought on this.
- Section 7 presents a summary of the key parameters for agreement.

1.5 This Scoping Study considers the transport implications of the development proposal in respect of the NPPF[1], in particular the following paragraphs:

"114. 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.

115. 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."

[1] National Planning Policy Framework, Department for Levelling Up, Housing and Communities, December 2023

2.0 EXISTING CONDITIONS

Local highway conditions

2.1 The proposed development would be accessed from the A447 Ashby Road. The A447 runs north-south between the A511 at Coalville to the north, and the A47 to the south of the site. Along the site frontage, it is sub-urban in character with houses along the western side of the carriageway, becoming rural as it exits the built-up area north of the Hinckley and Bosworth Community Hospital. It is a single carriageway A-road, governed by a 40mph speed limit. Where there are houses fronting onto the carriageway, it has footways, with the footway along the western side road set back from the carriageway by a wide grassed verge. There is currently no footway provision along the site frontage. There is street lighting along the site frontage.

2.2 Ashby Road joins the A47 and B4667 at a signal-controlled crossroads to the south of the site. The A47 forms the northern bypass around Hinckley, before continuing northeast to Leicester and beyond. It is governed by the National Speed Limit (NSL), reducing to 40mph on the approach to the junction with the A447 Ashby Road. There is street lighting in the 40mph zone, which ceases as it exits the built-up area and becomes the NSL. There is a segregated footway cycleway running along its southern edge, segregated from the carriageway by a 0.5m wide grassed verge.

2.3 The A47/A447/B4667 signal controlled crossroads has two lane approaches on all arms. It is understood that LCC have a mitigation scheme which involves widening each arm, and an additional lane on both the western and southern arms of the junction (drawing reference A1-4332.000/H1/**/**), and a copy of this drawing is requested.

2.4 As part of the Transport Assessment, a traffic count will be undertaken at the A47/A447/B4667 signal controlled crossroads which will form the study area.

2.5 Accident data will also be obtained for the study area, and an analysis of all recorded accidents will be included in the Transport Assessment.

Traffic flows and vehicle speeds

2.6 Two Automatic Traffic Counters (ATC) were commissioned on Ashby Road to understand the traffic flows along Ashby Road and record existing vehicle speeds along the site frontage. This was to inform the layout of the proposed site access junction, and the visibility splay requirements. However, roadworks have recently been commenced on Ashby Road and temporary traffic lights are in place until 11 July 2024, as shown in **Figure 3** below. Therefore, the surveys were paused, and it is proposed that the surveys would be carried out once the obstructions have been cleared and after the school summer holidays. This is of relevance to the site access designs presented in Section 3.

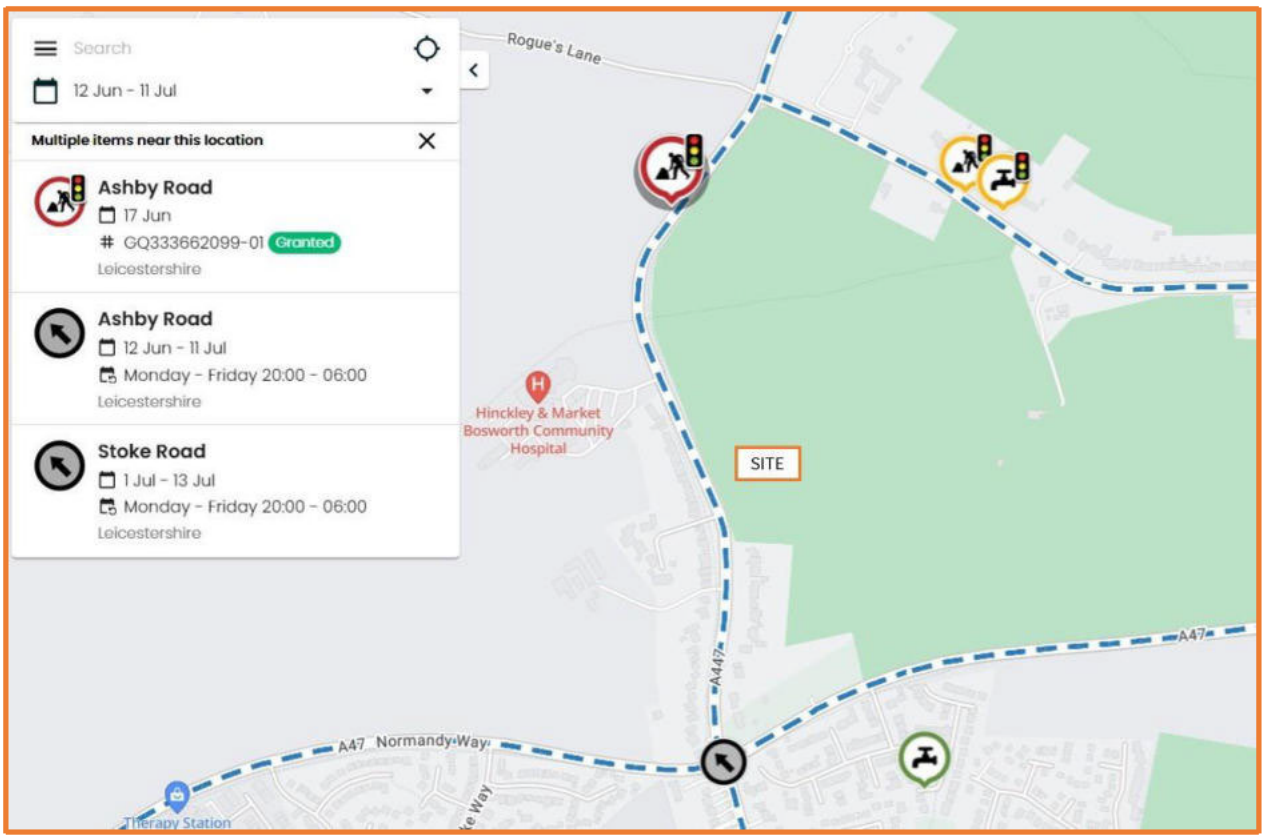


Figure 3: An extract from Causeway one. Network

Opportunities for sustainable transport – Pedestrians

2.7 For commuters and school pupils without mobility impairment, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance[2]. **Figure 3** shows a 2km pedestrian catchment from the centre of the site.

[2] Guidelines for Providing for Journeys on Foot, Chartered Institution of Highways and Transportation, 2000

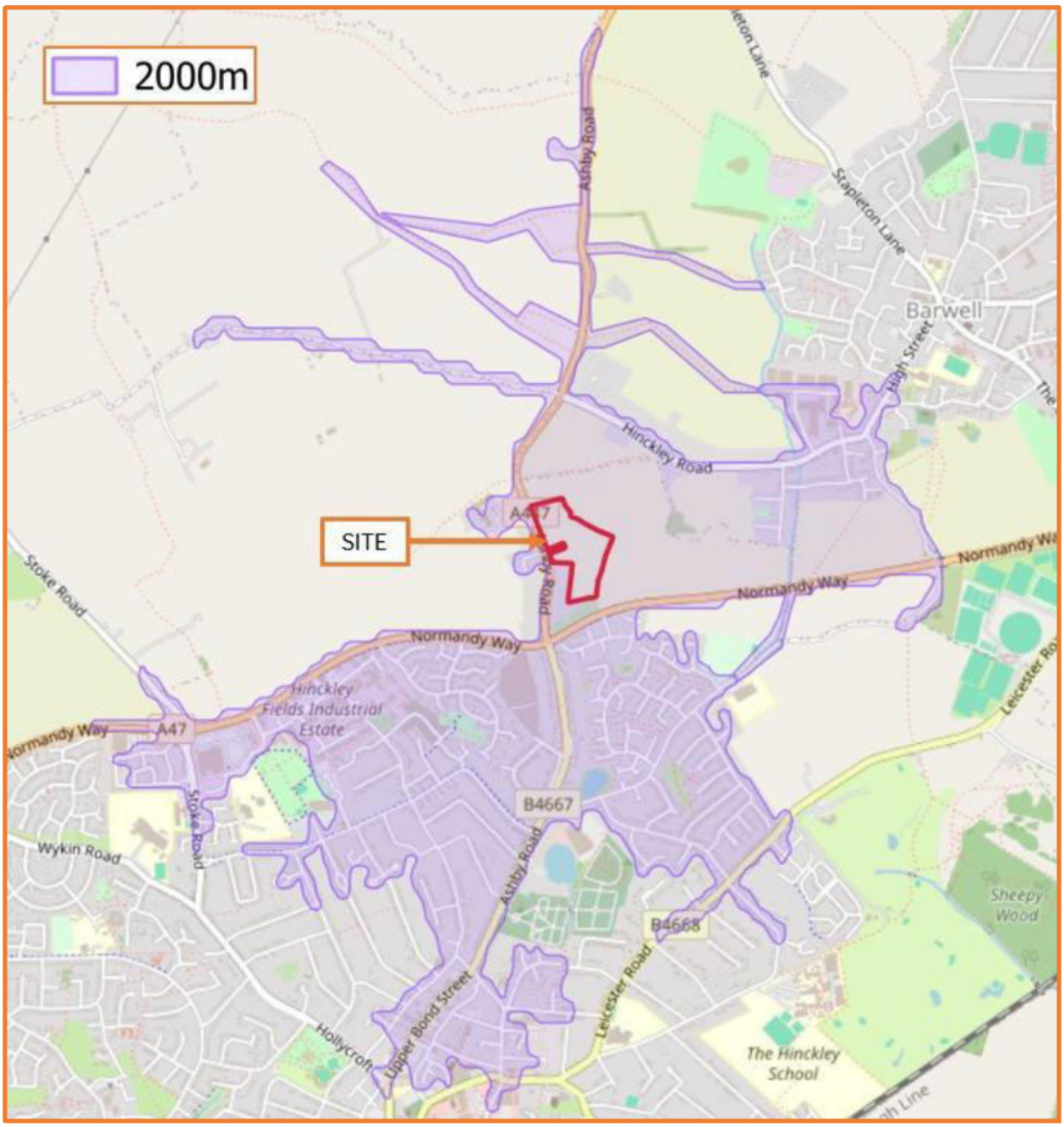


Figure 3: pedestrian catchment area

2.8 The proposed development is within reasonable walking distances of the many available services and amenities on the northern side of Hinckley. The site is also within walking distance of the neighbouring village of Barwell, although pedestrian connectivity is less favourable in that direction.

2.9 Pedestrian connectivity between the site and Hinckley is excellent. There is a footway along the western side of the A447 Ashby Road, which is set back from the carriageway edge by a wide grassed verge. On the eastern side of the carriageway there is a footway which ceases after the row of houses south of the site. As part of the development proposals, a new footway would be provided along the site frontage to connect to the existing footway.

2.10 South of the site, the A47/A447 signal controlled junction has pedestrian crossing facilities on each arm. In addition to the improvements detailed in Section 2.3, it is understood that it is proposed that these will be upgraded to staggered crossings as part of the remedial works for the

nearby proposed Hinckley Strategic Rail Freight Interchange (decision due September 2024) as shown in **Figure 4** below. Confirmation is therefore sought from LCC on the consented scheme at the junction.

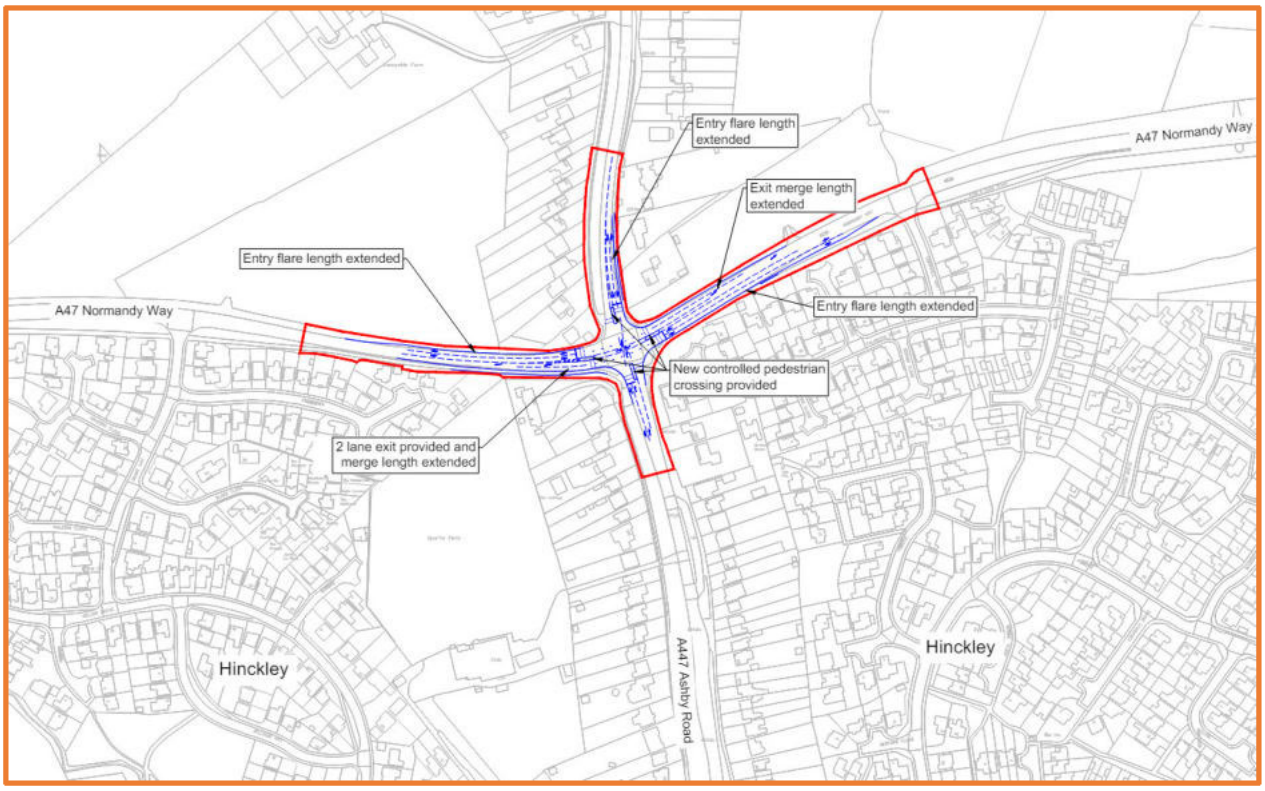


Figure 4: Extract from HNRFI Highway Plans Sheet 8

2.11 The site is therefore well located for pedestrian travel.

Opportunities for sustainable transport – Cyclists

2.12 Data from the 2021 National Travel Survey indicates that the average length of a cycle journey is approximately 5km, although cyclists will commute significantly longer distances than this if the topography and highway conditions are favourable. A 5km catchment from the centre of the site is shown in **Figure 5** below.

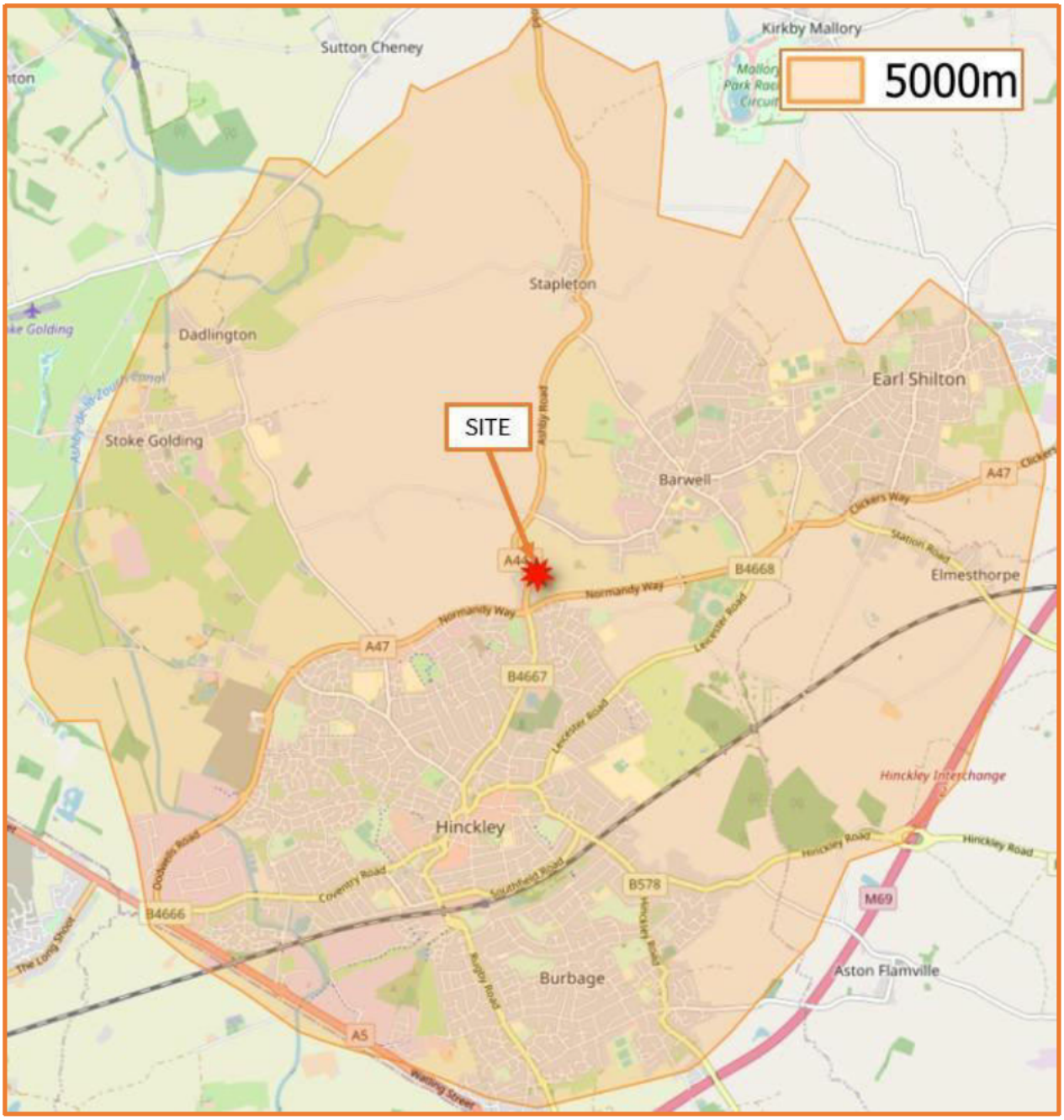


Figure 5: cycle catchment area

2.13 The site is located within realistic cycling distance of Hinckley for commuters, or utility cyclists. The town centre is approximately a 15-minute bike ride from the site, at typical cycling speeds of 15kph.

2.14 **Figure 6** shows an extract of the LCC's cycle map. As shown, along the site frontage, Ashby Road is marked as a quieter route. From the A47/A447/B4667 signal controlled junction, there is a segregated footway/cycleway running along the B4667 Ashby Road, which extends as far south as the crossroads with Upper Bond Street and Derby Road, on the edge of the town centre after which cyclists must rejoin the carriageway, marked as a quieter route.

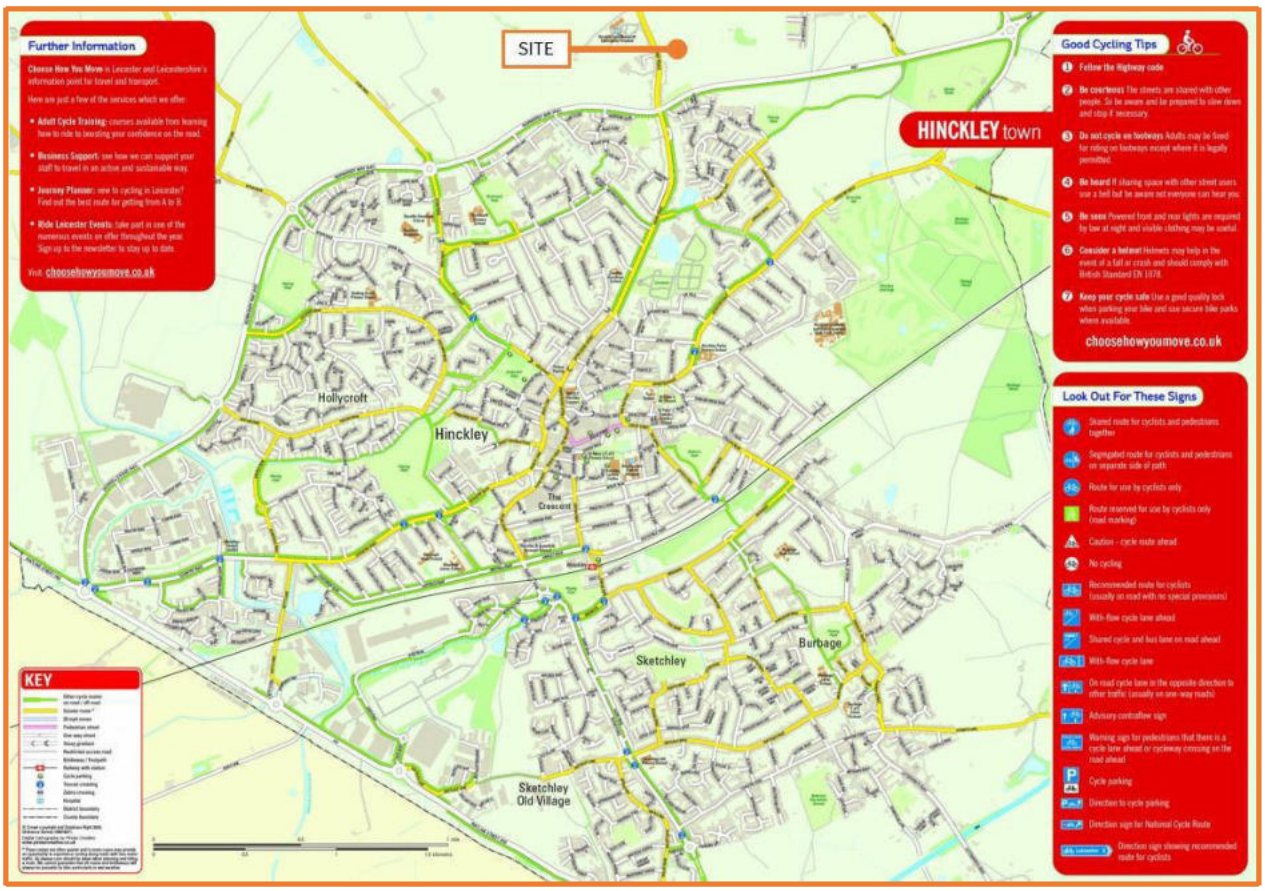


Figure 6: Extract from the LCC Cycle Map

2.15 In addition, the A47 has a fully segregated footway/cycleway running along its southern edge.

2.16 It is understood that the junction is to be upgraded with full puffin/toucan facilities, as part of the mitigation scheme for another nearby development. Confirmation is sought from LCC on this. If the application does not come forward, the proposed improvements could be explored as part of the active travel measures offered by the proposed development.

2.17 North of the junction with the A47, the A447 has no dedicated infrastructure for cyclists, meaning that future residents of the proposed development would need to cycle on carriageway for a short distance until they reached the segregated footway/cycleway. This section of road is categorised as a 'recommended on-road route' by LCC, hence it is safe for residents to cycle on carriageway.

2.18 The A47 has a fully segregated footway/cycleway running along its southern edge, connecting the site with Barwell and shared footway/cycleway with Earl Shilton.

2.19 South of the junction, there is a segregated footway/cycleway running along the B4667 Ashby Road, which extends as far south as the crossroads with Upper Bond Street and Derby Road, on the edge of the town centre after which cyclists must rejoin the carriageway.

Opportunities for sustainable transport – Public Transport

2.20 The nearest bus stops to the proposed development are on the A447 just north of the proposed site access, adjacent to the Hinckley and Bosworth Community Hospital. There are more stops to the south between the site and the A47 junction. Both the northbound and southbound stops nearest the site are marked by flag/pole arrangement with timetable information and the southbound stop has a shelter. The bus stops provide access to the following services:

A447 Stops					
Service	Route	Frequency	Starts	Ends	Journey Duration
148	Nuneaton - Leicester	Every 30 mins Mon-Sat, no Sunday Services.	06:08	22:25	Nuneaton: 26 mins Hinckley: 7 mins Leicester: 44 mins
158	Nuneaton - Leicester	Every 20 mins Mon-Sat, hourly Sunday Services	05:30	22:55	Same as above

2.21 The proposed development site is therefore well located for bus travel, with existing stops within 400m of the site, and five services an hour into Hinckley, Nuneaton and Leicester, as well as the smaller villages on route.

2.22 Hinckley railway station is located approximately 3km from the site and is accessible by cycle and using the bus services 148 and 158. The station provides the following services:

- Daily hourly services to Leicester and Birmingham
- One early morning train to Stansted Airport and evening train to Gloucester on weekdays
- Three additional peak services as far as Cambridge via Peterborough

Summary

2.23 Overall, the site is well located for residential development with the facilities/amenities in northern Hinckley within the walking distance of the site, accessed via excellent pedestrian network throughout Hinckley. All of Hinckley, Barwell and most of Earl Shilton are within cycling distance of the site and the facilities can be accessed via a combination of on-road/off-road cycle routes and quieter roads. The nearest public transport stops provide frequent services to Nuneaton, Leicester and Birmingham, with five bus services per hour past the site and bus stops within walking distance. There are therefore excellent opportunities for sustainable travel to and from the site.

3.0 PROPOSED DEVELOPMENT

Development proposals

3.1 The outline planning application is for up to 120 dwellings, to be accessed from Ashby Road.

Access

3.2 LCC's Highway Design Guide states that a Residential Access Road with a carriageway width of 5.5m is sufficient to serve up to 400 dwellings, with normally no more than 150 from a single point of access. Therefore, as the application is for less than this, at up to 120 dwellings, it is proposed that the development will have a single point of access on Ashby Road, with a 5.5m carriageway width.

3.3 The form of the junction is still to be confirmed. Whilst a simple T-junction is considered appropriate at this stage, we await ATC data for Ashby Road to understand whether a ghost island right turn lane will be required based on existing traffic flows.

3.4 Paragraph 2.3.1 of CD123 provides information on how to determine the appropriate level of junction provision based on the traffic flows on major and minor roads. A ghost island junction would be required if the two-way AADT flows exceed 300 on the minor road (the site access) and 13,000 on the major road (the A447 Ashby Road).

3.5 Both a simple T-junction layout and a ghost island right tun lane are deliverable within land owned by Davidsons and the adopted highway boundary. An indicative simple T-junction arrangement is shown in **Drawing ADC3280-DR-001-P1**, whilst an indicative T-junction with ghost island right turn lane is shown in **Drawing ADC3280-DR-002 P1.**

3.6 Advice is sought at this stage on whether LCC have a preference to the junction form. The drawing will be updated with visibility splays based on the recorded vehicle speeds, once the ATC data is available. The proposed junction arrangement will be detailed in the Transport Assessment, together with a Stage One Road Safety Audit and associated Response Report.

Sustainable travel measures

3.7 As shown in the drawings, as part of the development proposals, it is proposed to provide a new 2m wide footway extending north from the site access junction to the bus layby, beyond which there is an existing footway to connect to.

3.8 South of the junction, the proposed active travel provision consists of a separate 2m footway and 3m cycleway, which is segregated from the carriageway edge by a 0.5m wide verge. A third-party land constraint to the south of the site means that whilst the 2m wide footway can continue along the eastern edge of A447, connecting into the existing provision, cyclists will need to be taken across the carriageway via a crossing. The location and form of the crossing is to be determined depending on the existing traffic flows from the ATC. The western edge of the A447 has a wide verge, and an existing footway, meaning that there is sufficient space to accommodate a 3m wide cycleway to connect to the junction with the A47 and continue their onward journey via segregated footway/cycleway on Ashby Road into Hinckley or the A47 to Barwell and further.

3.9 Further south, as detailed in Section 2, it is understood that there are consented proposals to upgrade the crossing facilities at the A47/A447/B4667 junction to provide controlled staggered

crossings. Consideration will need to be given to how cyclists cross, to allow a continuous off-road cycle route from the site into Hinckley Town Centre.

3.10 As part of the Transport Assessment, a Stage One Road Safety Audit of the proposals will be provided.

4.0 DEVELOPMENT TRIP GENERATION

Peak hour traffic generation

4.1 In order to determine the forecast traffic generation of up to 120 dwellings, reference was made to the TRICS 7.11.1 database. The following selection criteria was applied:

- all multi-modal sites in the 'residential - privately owned houses' category were selected.
- only sites in England, excluding Greater London, were selected.
- only sites in a suburban area or edge of town location were selected.
- trip rate per dwelling selected.
- sites with 50 to 200 dwellings were selected.
- sites surveyed during a time when Covid restrictions were in place were deselected
- sites that included flats were deselected.

4.2 This selection resulted in 16 sites on 16 survey days. The sites are considered to be comparable to the proposed development site in terms of location, accessibility and scale. The TRICS outputs are contained in **Appendix A.**

4.3 Given the location of the site, and the excellent existing opportunities for pedestrian, cycle and bus travel (as detailed in Section 2), together with the proposed infrastructure to further improve the accessibility of the site, the average trip rates are considered appropriate to use.

4.4 The average vehicle trip rates, and the resultant morning and evening peak hour traffic generation for 120 dwellings is shown in the table. Based on a worst case of 120 dwellings, the proposed development would generate up to 58 two-way trips in a typical peak hour.

Proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.13	0.353	0.483
	PM peak hour	0.327	0.16	0.487
vehicle trips (120 dwellings)	AM peak hour	16	42	58
	PM peak hour	39	19	58

4.5 As detailed in Section 1, there are a number of developments in the area. Therefore, the trip rates of those developments were examined for comparative purposes. The trip rates for the large-scale residential developments to the west of Ashby Road are shown in the table below, together with the traffic generation of 120 dwellings:

LCC vehicle trip rates and traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.148	0.425	0.573
	PM peak hour	0.409	0.244	0.653
vehicle trips (120 dwellings)	AM peak hour	18	51	69
	PM peak hour	49	29	78

4.6 As shown, the trip rates for the larger scale developments are higher. However, given the location of the development with excellent opportunities for sustainable travel, together with the proposed improvements to further facilitate the use of sustainable travel modes, the average trip rates remain appropriate to use.

4.7 Agreement is sought from LCC on the proposed vehicle trip rates in the table at paragraph 4.4.

Proposed daily modal split and person trip generation

4.8 In order to calculate the forecast modal split and daily trip generation of the development by all modes and for all journey purposes, reference was again made to the TRICS 7.11.1 database.

4.9 To be consistent with the selection criteria used to select the vehicle trip rates, the same filter selection process was applied, and this selection resulted in 16 sites on 16 survey days. The average daily person trip rates from the 16 comparable sites were selected, and resultant total trip generation of 120 dwellings is shown in the table below. The TRICS outputs are in **Appendix A**.

	daily (0700-1900)		
	arrival	depart	two-way
person trip rates	4.02	4.064	8.084
total person trip generation	482	488	970

4.10 The average daily modal split from the most comparable sites from TRICS selection was applied to the total person trip generation, to calculate the forecast daily number of trips by each travel mode, as shown in the table below. The proportion of trips by foot, cycle and bus are considered appropriate given the location of the site and the excellent opportunities for sustainable travel. The number of vehicle passengers was calculated from the average car occupancy rate of 1.18 from the TRICS data. The TRICS outputs are in **Appendix A**.

	Foot	Bicycle	Bus	Train	Driver	Passenger	**Total**
Modal Split	16.4%	1.5%	6.7%	4.0%	66.0%	5.4%	**100.0%**
Daily	159	15	65	39	639	53	**970**

4.11 Agreement is sought from LCC on the proposed person trip rates and the modal split.

5.0 VEHICLE DISTRIBUTION AND ASSIGNMENT

5.1 In order to determine the likely distribution pattern of the development traffic shown in the table at paragraph 4.4, reference was made to the 2011 National Census 'Location of usual residence and place of work by method of travel to work' dataset (reference WU03EW). The data provides information on the in moves and out moves to and from each middle layer super output area (MSOA) associated with journeys to work by car.

5.2 The site is located in the 'Hinckley and Bosworth 009' MSOA. Therefore, the data was examined to identify where people living within the Hinckley and Bosworth 009 MSOA travel to. From this information, the travel routes and the proportion using each highway route were identified using GIS. A copy of the Census data is contained in **Appendix B**. This approach is appropriate given that it is likely that new residents within the development will display similar travel patterns to existing residents in the area.

5.3 The use of 2011 Census data remains appropriate, given that the 2021 Census was undertaken when travel patterns were affected by the Covid pandemic.

5.4 The resultant distribution pattern is shown in **Diagram 1 in Appendix C.** It assumes that:

- 28.4% travel to and from the A47 East
- 22.7%, to and from the A47 West
- 12.7% travel to and from the A447 North
- 36.2% travel to and from the Ashby Road South through Hinckley

5.5 The development traffic in the table at paragraph 4.4 was assigned to the local highway network in accordance with the distribution pattern shown in **Diagram 1**. The morning and evening peak hour development traffic assignment is shown in **Diagrams 2 and 3 in Appendix D.**

5.6 Agreement is sought from LCC on the proposed distribution pattern.

6.0 ASSESSMENT TRAFFIC FLOWS

Study area

6.1 The study area will be limited to any junction experiencing an increase of 30 or more two-way trips as a result of the proposed development.

6.2 As shown in **Diagrams 2 and 3**, the proposed development would add 51 trips to the A47/A447/B4667 signal controlled junction.

6.3 Beyond that junction, the development would add 16 two-way on the A47 east of the junction, 14 two-way on the A47 west of the junction, and 21 two-way on the B4667 south of the junction. Therefore, no further assessment is required in any direction.

6.4 The development would add 7 two-way traffic flows on the A447 Ashby Road to the north of the site, and therefore no further assessment is required.

6.5 Therefore, the study area is limited to the proposed site access junction, and the A47/A447/B4667 signal-controlled junction.

6.6 Agreement is sought from LCC on the proposed study area.

Observed traffic flows

6.7 As discussed in Section 2, traffic counts will be undertaken on Ashby Road along the site frontage in July 2024.

6.8 In addition, a new traffic count will be undertaken at the A47/A447/B4667 signal controlled junction in 2024. This is considered more appropriate than using data from the October 2021 survey undertaken for the two residential developments west of Ashby Road, given the age of the data and potential implications from Covid.

Assessment year base traffic flows

6.9 The 2024 observed traffic flows will be growthed to a future assessment year of 2029 (five years after submission of the planning application). The following Core Scenario growth rates were obtained for the Hinckley and Bosworth 009 MSOA from TEMPRO (v8, dataset 80).

- 2024 to 2029 (AM) 1.0481
- 2024 to 2029 (PM) 1.0485

6.10 These growth rates will be applied to the observed traffic flows at the study area junction, to create 2029 base traffic flows.

6.11 Agreement is sought from LCC on the proposed future assessment year, and the proposed growth rates.

Committed development and background traffic flows

6.12 It is necessary to include traffic flows associated with any committed developments within the assessment year traffic flows. The NPPF states that *"it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will*

proceed within the next three years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval."

6.13 The following developments have been identified which could potentially impact the traffic flows through the study area junction:

committed development	status	Size
Land East of Stoke Road Phase 1 (23/00432/OUT)	awaiting decision	500
Land East of Stoke Road Phase 2 (24/00264/OUT)	awaiting decision	415
Land North East of Triumph Motorcycles	permitted	850
Earl Shilton SUE	awaiting decision	1,500
Barwell SUE	awaiting decision	2,500

6.14 The two residential developments on Land East of Stoke Road (referred to previously in this report as land west of Ashby Road) are not allocated, and are awaiting decision. Confirmation is therefore sought from LCC on whether the traffic flows associated with these developments should be separately included. If they are to be included, advice is sought from LCC on the likely timescales for construction and operation, and hence what proportion of traffic should be included in the 2029 assessment traffic flows.

6.15 With respect to land north east of Triumph Motorcycles, the Bloor Homes website shows 451 out of 850 homes have been constructed, of which 434 have been occupied. Therefore, much of the traffic will already be included for in the observed flows from the July 2024 traffic count. It is considered that the remaining flows will be covered in the TEMPRO growth rates, and therefore it is not proposed to separately include for this development.

6.16 The bigger developments, Earl Shilton SUE and Barwell SUE are awaiting decision. However, as allocated sites, it is not proposed to separately include traffic associated with these schemes, as they will be included for in the TEMPRO growth factors. Furthermore, the PRTM assumed timescales of 2029 to 2045 for Earl Shilton and 2028-2051 for Barwell, meaning there would be limited traffic in the 2029 assessment year.

6.17 Agreement is sought from LCC on the committed developments that need to be included within the Transport Assessment. Advice is also sought on the proportion of development that will be built out by the 2029 assessment year, and thus the proportion of traffic that should be included in the 2029 background traffic flows.

2029 with development traffic flows

6.18 The proposed development traffic flows will be added to the 2029 background traffic flows to provide 2029 with development traffic flows for use in the junction assessments within the Transport Assessment.

7.0 SUMMARY AND CONCLUSIONS

7.1 Davidsons commissioned ADC Infrastructure Limited to provide transport and highways consultancy advice in support of an outline planning application for up to 120 dwellings on land at Ashby Road, in Hinckley.

7.2 There are a number of developments coming forward in the area, which would change traffic flows and highway infrastructure in the area. This includes two large residential developments on land to the north of the A47 and west of Ashby Road referred to as Land East of Stoke Road. Those developments used the Pan Regional Transport Modal (PRTM) to understand the impacts of the additional traffic. However, given the small scale of the proposed development, with up to 120 dwellings, it is not proposed to use PRTM for this development.

7.3 This Scoping Study has therefore been prepared to present and agree with LCC the key parameters for use in the Transport Assessment.

7.4 There are good opportunities for pedestrian travel with the many available services and amenities in northern Hinckley accessible via excellent pedestrian network in the town. All of Hinckley, Barwell and most of Earl Shilton are within cycling distance of the site and the facilities can be accessed via a combination of on-road/off-road cycle routes and quieter roads. The nearest public transport stops provide frequent services to Nuneaton, Leicester and Birmingham, with five bus services per hour past the site and bus stops within walking distance of the site.

7.5 The development would be accessed from a single point of access onto Ashby Road. Two access options have been considered - simple priority-controlled T-junction and a ghost island right turn lane junction. The form of the junction will be informed by an ATC on Ashby Road once current roadworks are lifted, and a Stage One Road Safety Audit and associated Response Report will be prepared.

7.6 The development proposals include the provision of a new 2m wide footway to the north and south of the junction tying into the existing footway provision on the eastern side of Ashby Road. The proposals also include a 3m wide footway/cycleway on the western side of Ashby Road, connection to the facilities south of the A47/A447 signal controlled junction. The form of the crossing on Ashby Road will be informed by the ATC data.

7.7 Given the excellent opportunities for sustainable travel, average vehicle trip rates from the TRICS database were selected, and the proposed development would generate up to 58 two-way vehicle trips in a typical peak hour. Agreement is sought from LCC on the proposed trip rates.

7.8 Average person trip rates were also selected, together with a modal split. The development would generate up to 159 pedestrian trips, 15 cycle trips, 65 bus trips and 39 train trips in a day. Agreement is sought from LCC on the proposed person trip rates and modal split.

7.9 The development traffic was distributed to the highway network using 2011 Census travel to work data. Agreement is sought from LCC on the proposed distribution pattern.

7.10 Based on the likely increase in trips, the study area for the Transport Assessment is limited to the proposed site access junction and the A47/A447 signal controlled junction. Agreement is sought from LCC on the proposed study area.

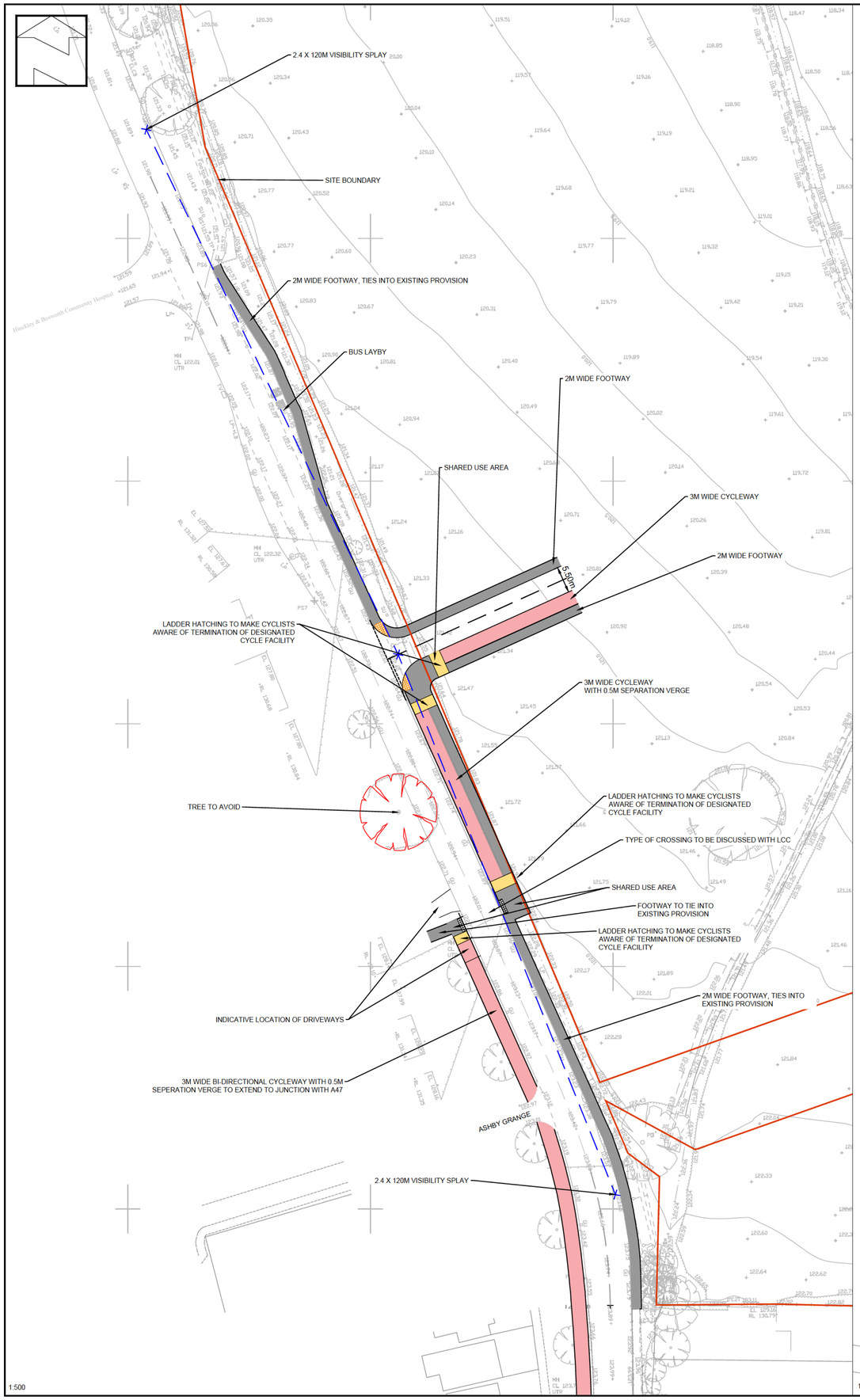
7.11 New traffic counts will be undertaken, and the observed flows growthed to a future year of 2029. Agreement is sought from LCC on the proposed future assessment year and TEMPRO growth rates.

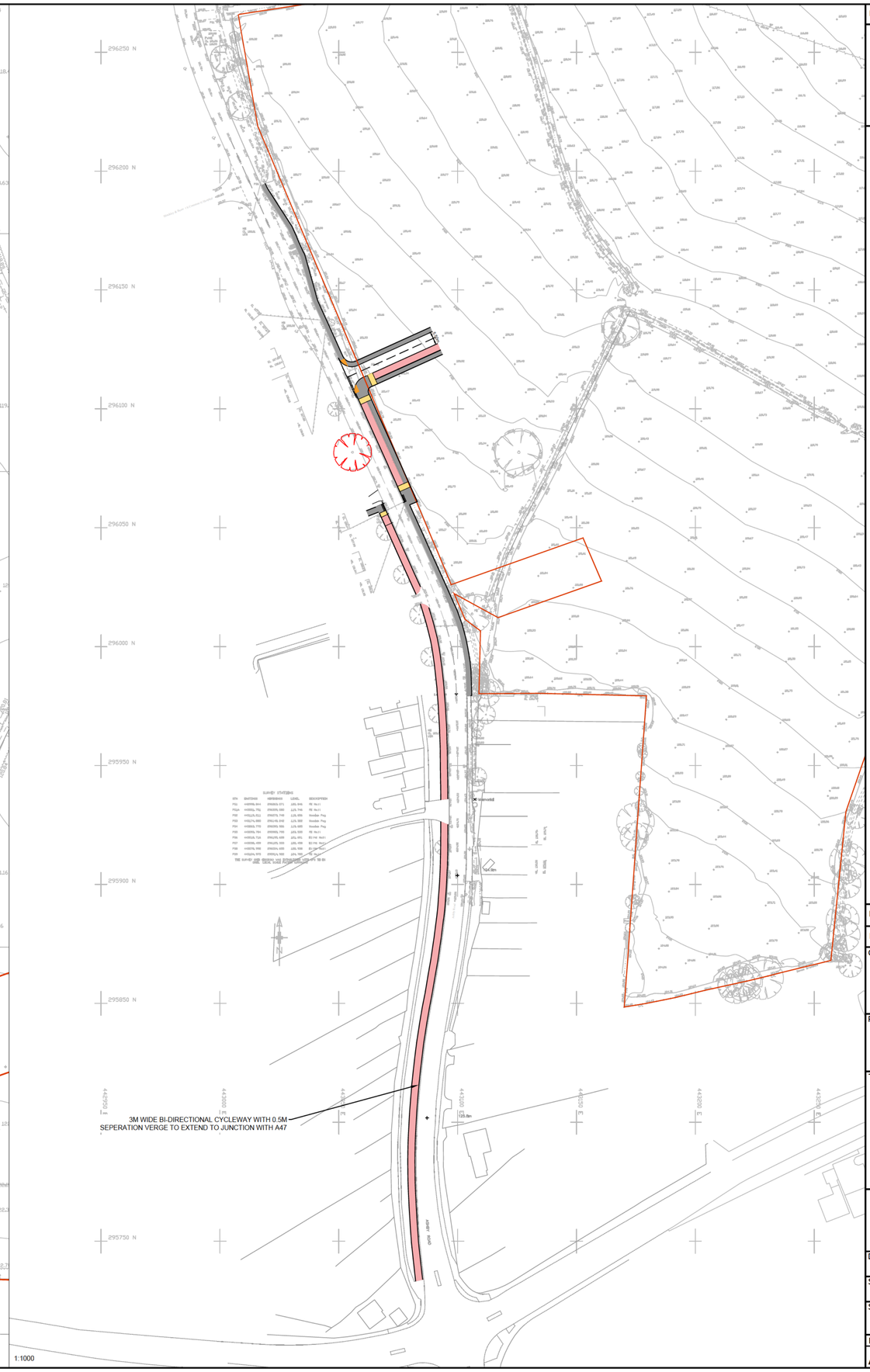
7.12 Several committed developments were considered for inclusion within the 2029 assessment flows. Agreement is sought from LCC on the committed developments to include, as well as the proportion of development that would be built out by the 2029 assessment year and thus the proportion of traffic that needs to be included in the assessment flows.

7.13 Plans of the consented improvement scheme at the A47/A447/B4667 junction are also requested from LCC.

7.14 ADC welcome LCC's response to this Scoping Study and would like to attend a meeting to discuss the key parameters for agreement, if that would be useful to LCC.

DRAWING ADC3280-DR-001-P1
(PROPOSED SITE ACCESS LAYOUT – SIMPLE T-JUNCTION)





Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Rev
P1	20.06.24	First issue	AM	RL

Client:
Davidsons Developments Ltd

Project:
Land at Hinckley

Title:
Proposed site access layout
(Simple T-junction)

ADC INFRASTRUCTURE

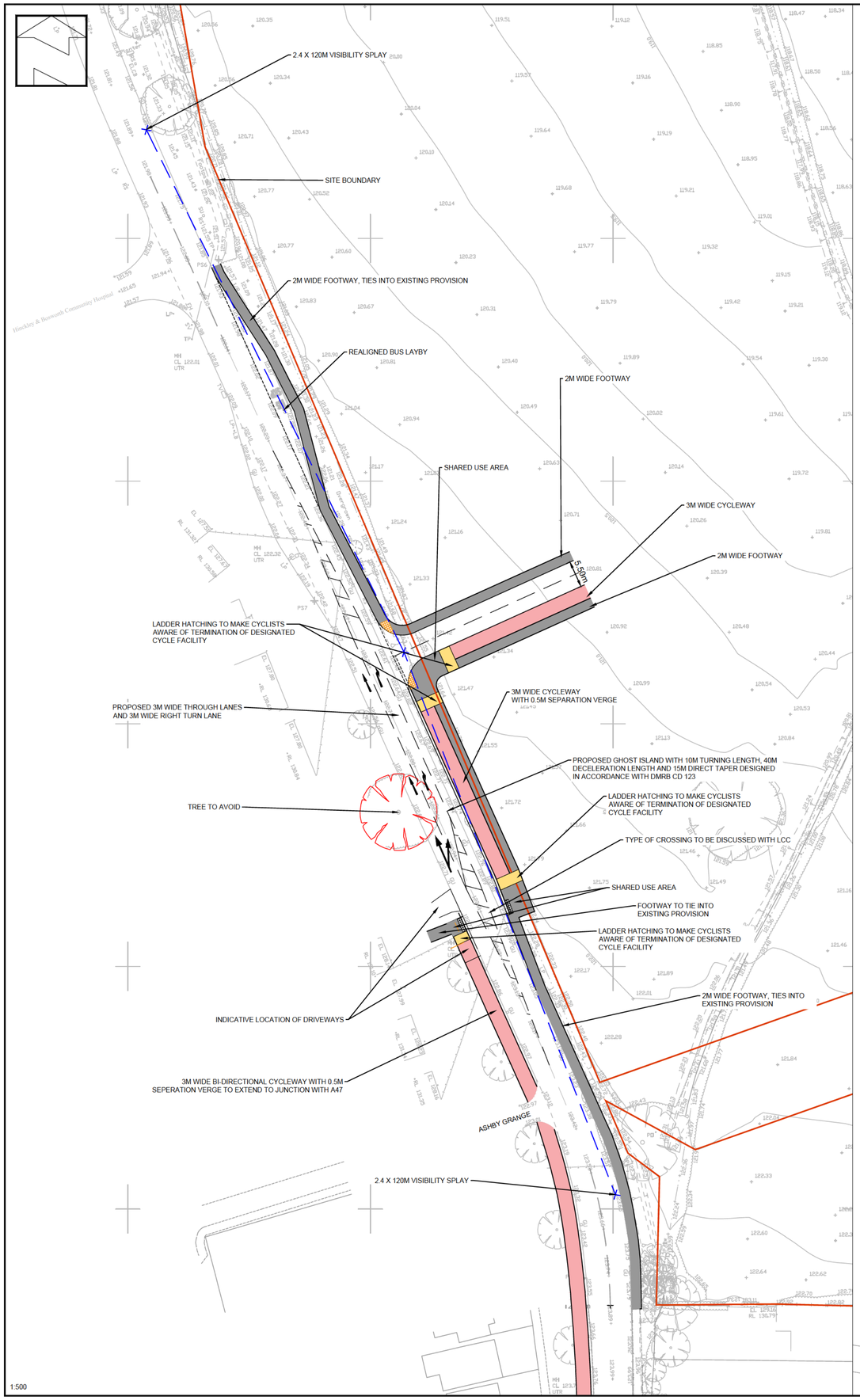
Drawn:	Reviewed:
A. Martha	R. Leconte

Size:	Scale:	Date:
A1	AS SHOWN	20 / 06 / 2024

Status:
PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC3280-DR-		001	P1

DRAWING ADC3280-DR-002-P1
(PROPOSED SITE ACCESS LAYOUT – GHOST ISLAND)



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

Rev	Date	Description	Dr	Rev
P1	19.06.24	First issue	AM	RL

Client:
Davidsons Developments Ltd

Project:
Land at Hinckley

Title:
Proposed site access layout
(Ghost Island)

ADC INFRASTRUCTURE

Drawn:	Reviewed:	
A. Martha	R. Leconte	
Size: A1	Scale: AS SHOWN	Date: 19 / 06 / 2024

Status: PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC3280-DR-		002	P1

APPENDIX A

TRICS OUTPUTS

Calculation Reference: AUDIT-855401-240611-0605

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**		
	CT	CENTRAL BEDFORDSHIRE	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	4 days
09	**NORTH**		
	DH	DURHAM	2 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 180 (units:)
Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/11/23

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	2 days
Tuesday	6 days
Wednesday	1 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	16 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)	2
Edge of Town	14

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	13
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days	- Selected
Servicing vehicles Excluded	29 days	- Selected

Secondary Filtering selection:

Use Class:

C3	16 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	11 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	12 days
No	4 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	16 days

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

LIST OF SITES relevant to selection parameters

1 **CT-03-A-03** **MIXED HOUSES** **CENTRAL BEDFORDSHIRE**
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

2 **DC-03-A-09** **MIXED HOUSES** **DORSET**
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *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 **EX-03-A-03** **MIXED HOUSES** **ESSEX**
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

6 **HC-03-A-27** **MIXED HOUSES** **HAMPSHIRE**
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

7 **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*

LIST OF SITES relevant to selection parameters (Cont.)

8 **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*

9 **KC-03-A-10** **MIXED HOUSES** **KENT**
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

10 **NF-03-A-33** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

11 **NF-03-A-34** **MIXED HOUSES** **NORFOLK**
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

12 **NF-03-A-36** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

13 **NF-03-A-52** **MIXED HOUSES** **NORFOLK**
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

14 **WB-03-A-03** **MIXED HOUSES** **WEST BERKSHIRE**
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 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*

16 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-05	Site includes flats
ES-03-A-08	Site includes flats
ES-03-A-10	Site includes flats
HC-03-A-23	Site includes flats
HC-03-A-28	Site includes flats
HC-03-A-33	Site includes flats
HC-03-A-36	Site includes flats
KC-03-A-03	Site includes flats
NF-03-A-25	Site includes flats
NF-03-A-35	Site includes flats
SF-03-A-09	Covid
SF-03-A-10	Covid
WS-03-A-12	Covid
WS-03-A-13	Covid
WS-03-A-17	Site includes flats
WS-03-A-19	Site includes flats

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

Total People to Total Vehicles ratio (all time periods and directions): 1.80

	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	16	102	0.081	16	102	0.298	16	102	0.379
08:00 - 09:00	16	102	0.130	**16**	**102**	**0.353**	16	102	0.483
09:00 - 10:00	16	102	0.147	16	102	0.178	16	102	0.325
10:00 - 11:00	16	102	0.132	16	102	0.172	16	102	0.304
11:00 - 12:00	16	102	0.127	16	102	0.143	16	102	0.270
12:00 - 13:00	16	102	0.142	16	102	0.146	16	102	0.288
13:00 - 14:00	16	102	0.161	16	102	0.160	16	102	0.321
14:00 - 15:00	16	102	0.174	16	102	0.186	16	102	0.360
15:00 - 16:00	16	102	0.268	16	102	0.162	16	102	0.430
16:00 - 17:00	16	102	0.245	16	102	0.155	16	102	0.400
17:00 - 18:00	**16**	**102**	**0.327**	16	102	0.160	**16**	**102**	**0.487**
18:00 - 19:00	16	102	0.297	16	102	0.147	16	102	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.231			2.260			4.491

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.*

Parameter summary

Trip rate parameter range selected:	50 - 180 (units:)
Survey date date range:	01/01/16 - 07/11/23
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	16

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 TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.80

	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	16	102	0.126	16	102	0.513	16	102	0.639
08:00 - 09:00	16	102	0.223	**16**	**102**	**0.779**	**16**	**102**	**1.002**
09:00 - 10:00	16	102	0.240	16	102	0.300	16	102	0.540
10:00 - 11:00	16	102	0.205	16	102	0.273	16	102	0.478
11:00 - 12:00	16	102	0.215	16	102	0.253	16	102	0.468
12:00 - 13:00	16	102	0.249	16	102	0.235	16	102	0.484
13:00 - 14:00	16	102	0.254	16	102	0.253	16	102	0.507
14:00 - 15:00	16	102	0.291	16	102	0.329	16	102	0.620
15:00 - 16:00	**16**	**102**	**0.638**	16	102	0.319	16	102	0.957
16:00 - 17:00	16	102	0.489	16	102	0.285	16	102	0.774
17:00 - 18:00	16	102	0.566	16	102	0.275	16	102	0.841
18:00 - 19:00	16	102	0.524	16	102	0.250	16	102	0.774
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.020			4.064			8.084

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.*

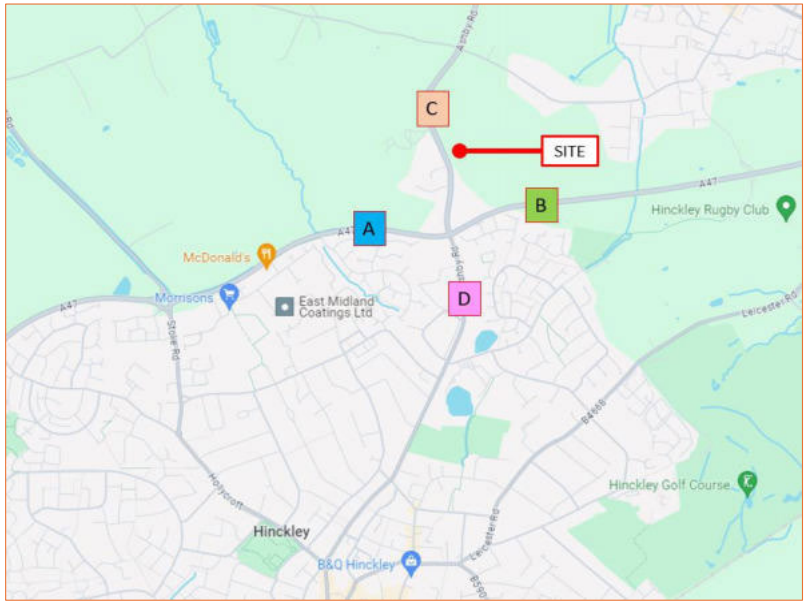
APPENDIX B

2011 CENSUS DISTRIBUTION

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

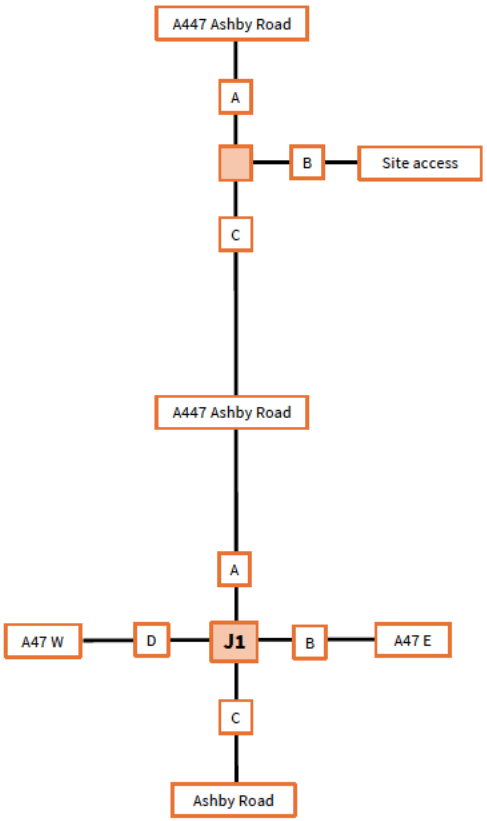
	usual residence	A	B	C	D	
place of work : 2011 census merged local authority district	**E02005385 : Hinckley and Bosworth 009**	A47 W	A47 E	A447 N	Ashby Road S	
E02005386 : Hinckley and Bosworth 010	245				245	
Leicester	183		183			
Blaby	177		177			
E02005387 : Hinckley and Bosworth 011	143	143				
Coventry	126	63			63	
E02005385 : Hinckley and Bosworth 009	119	11.9	11.9	11.9	83.3	
Harborough	115		115			
Nuneaton and Bedworth	115	115				
E02005388 : Hinckley and Bosworth 012	81				81	
Rugby	77				77	
E02005390 : Hinckley and Bosworth 014	60	30			30	
E02005383 : Hinckley and Bosworth 007	53			53		
E02005384 : Hinckley and Bosworth 008	51	25.5		25.5		
North Warwickshire	49	24.5		24.5		
Warwick	42				42	
North West Leicestershire	39			39		
Birmingham	39	19.5			19.5	
E02005381 : Hinckley and Bosworth 005	35		17.5	17.5		
E02005382 : Hinckley and Bosworth 006	34		25.5	8.5		
Charnwood	25		12.5	12.5		
E02005380 : Hinckley and Bosworth 004	24			24		
E02005389 : Hinckley and Bosworth 013	21				21	
Northampton	17				17	
Melton	15		5	5	5	
Oadby and Wigston	15		15			
Derby	10			10		
Solihull	9	4.5			4.5	
Tamworth	8	8				
Milton Keynes	8				8	
Daventry	7				7	
Stratford-on-Avon	7				7	
E02005377 : Hinckley and Bosworth 001	6			6		
Nottingham	6		3	3		
South Northamptonshire	5				5	
Ashfield	5			5		
Shropshire	5	5				
Walsall	5	5				
Wakefield	4			4		
Amber Valley	4		2	2		
East Staffordshire	4			4		
Lichfield	4	4				
Peterborough	4		2		2	
Corby	3		3			
Rushcliffe	3		3			
Sandwell	3	1.5			1.5	
Wolverhampton	3	1.5			1.5	
Hillingdon	3				3	
Erewash	2			2		
East Northamptonshire	2		1		1	
Kettering	2				2	
Luton	2				2	
Broxbourne	2				2	
King's Lynn and West Norfolk	2		2			
Norwich	2				2	
South Norfolk	2				2	
Westminster,City of London	2				2	
TOTAL		462	578	257	736	2033
PERCENTAGE		22.7%	28.4%	12.6%	36.2%	
VEHICLE TRIPS		14	16	7	21	
		A47 W	A47 E	A447 N	Ashby Road S	



120

APPENDIX C

DISTRIBUTION PATTERN



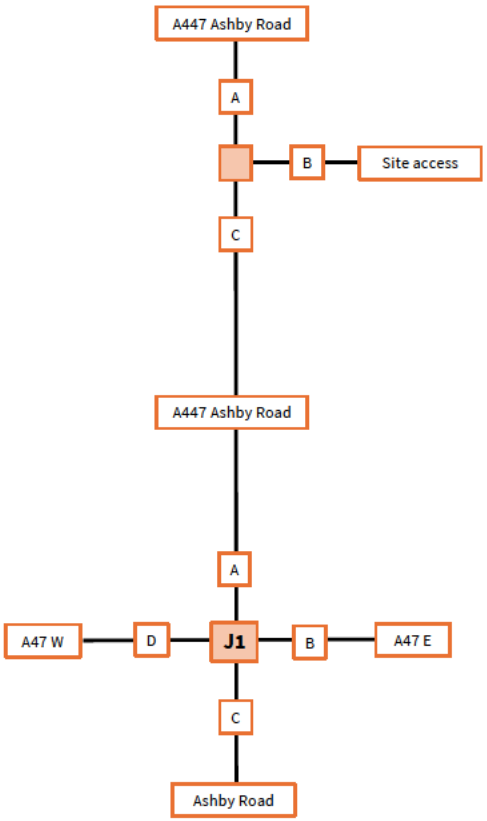
TOTAL				
	A	B	C	Total
A		13%		13%
B	13%		87%	100%
C		87%		87%
Total	13%	100%	87%	

TOTAL					
	A	B	C	D	Total
A		28%	36%	23%	87%
B	28%				28%
C	36%				36%
D	23%				23%
Total	87%	28%	36%	23%	

ADC3280	LAND AT HINCKLEY	DIAGRAM 1	ADC INFRASTRUCTURE
Distribution Pattern			

APPENDIX D

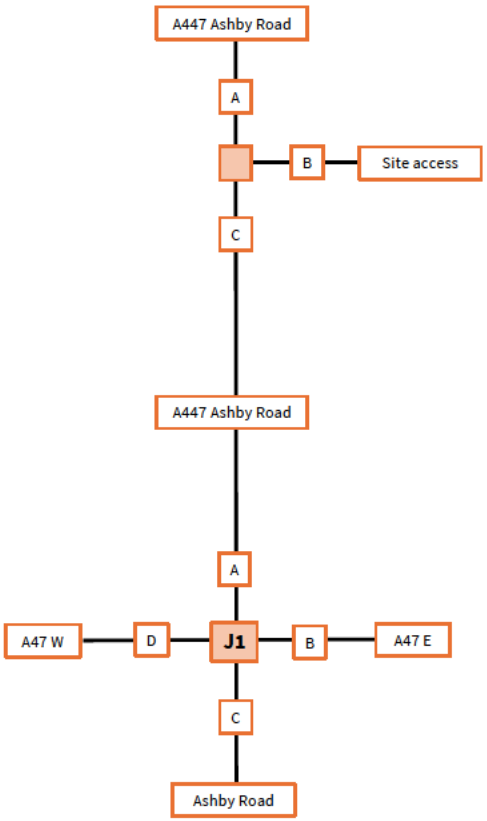
TRAFFIC ASSIGNMENT



TOTAL				
	A	B	C	Total
A		2		2
B	5		37	42
C		14		14
Total	5	16	37	58

TOTAL					
	A	B	C	D	Total
A		12	15	10	37
B	5				5
C	6				6
D	4				4
Total	15	12	15	10	52

ADC3280	LAND AT HINCKLEY	DIAGRAM 2	ADC INFRASTRUCTURE
Development Assignment AM Peak Hour			



TOTAL				
	A	B	C	Total
A		5		5
B	2		17	19
C		34		34
Total	2	39	17	58

TOTAL					
	A	B	C	D	Total
A		5	7	4	16
B	11				11
C	14				14
D	9				9
Total	34	5	7	4	50

ADC3280	LAND AT HINCKLEY	DIAGRAM 3
Development Assignment PM Peak Hour		

ADC INFRASTRUCTURE

APPENDIX C

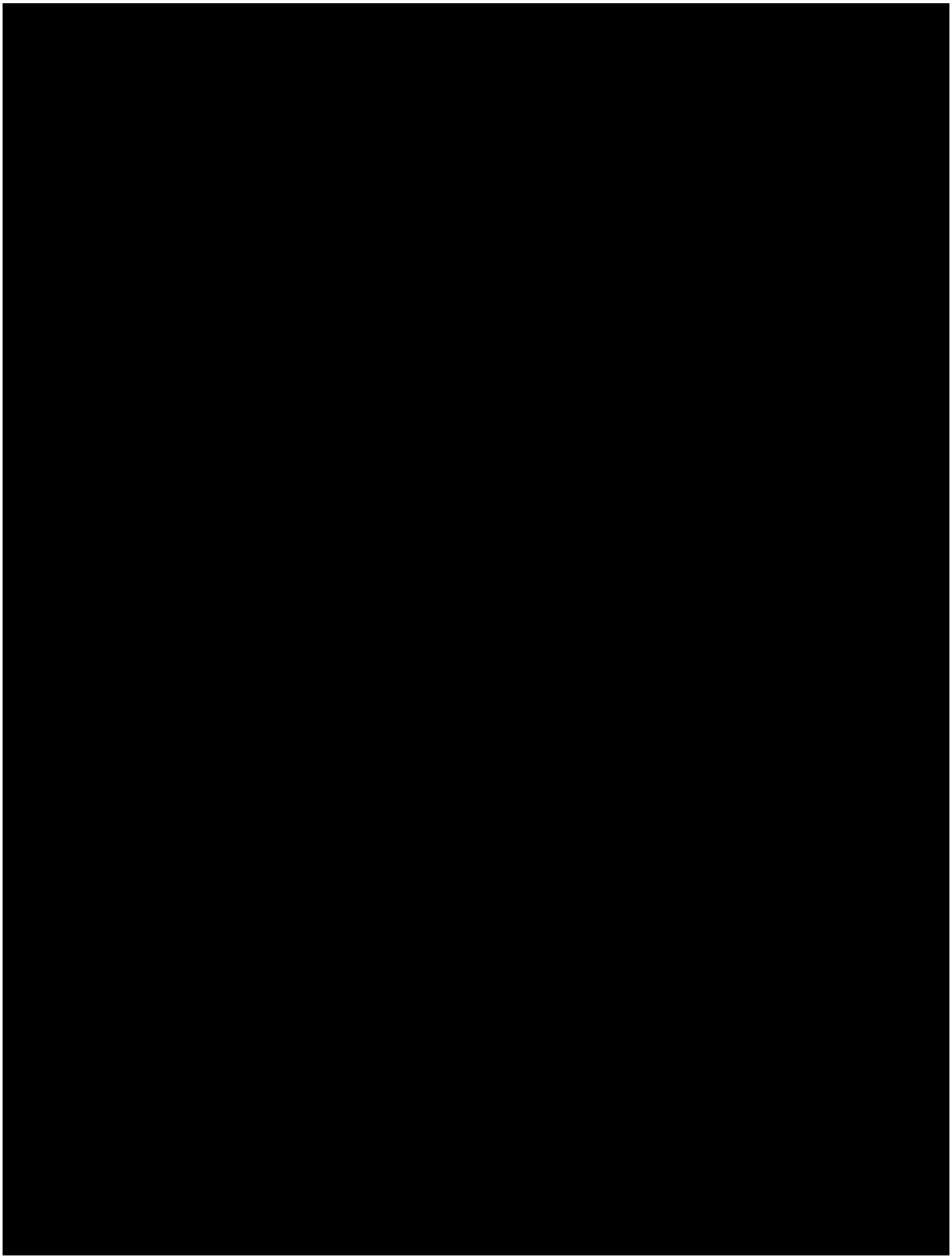
LCC SCOPING RESPONSE

Leicestershire County Council

PRE-APPLICATION DETAILS

[redacted]

[redacted]



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[redacted]

[redacted]

[redacted]

[redacted]

Date Received	Case Officer	Reviewer	Date issued
24 June 2024	Ben Dutton	DH	08 August 2024

APPENDIX D

TRAFFIC COUNT DATA

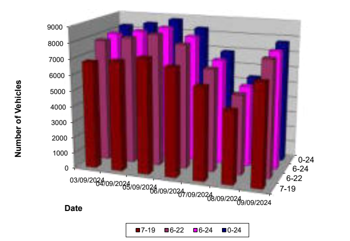
Hinckley ATC 1, A447 Ashby Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound — Vehicle Flow — **Week 1**

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday	Weekday Average	Average
1	25	20	24	21	49	63	12	20	31
2	15	6	20	11	25	24	10	12	16
3	17	17	12	24	17	18	12	16	17
4	17	18	17	20	15	11	16	18	16
5	45	49	39	40	19	23	46	44	37
6	139	118	132	127	60	35	132	130	106
7	352	326	316	304	105	56	345	329	258
8	630	657	622	581	182	85	622	622	483
9	709	709	713	658	332	130	603	678	551
10	571	584	544	541	517	331	521	552	516
11	488	502	502	498	610	456	484	495	506
12	520	515	488	511	628	497	507	508	524
13	507	522	489	593	615	583	522	527	547
14	519	514	490	561	627	528	477	512	531
15	522	573	612	615	531	517	522	569	556
16	541	608	686	618	509	457	571	605	570
17	656	641	773	672	504	408	612	671	609
18	652	624	757	579	449	311	579	638	564
19	472	523	609	443	345	272	408	491	439
20	334	388	394	315	278	234	271	340	316
21	209	212	237	233	153	126	213	221	198
22	152	188	173	182	137	85	131	165	150
23	111	111	96	111	102	60	66	99	94
24	39	46	58	73	84	33	49	53	55
7-19	6787	6972	7285	6870	5849	4575	6428	6868	6395
6-22	7834	8086	8405	7904	6522	5076	7388	7923	7316
6-24	7984	8243	8559	8088	6708	5169	7503	8075	7465
0-24	8242	8471	8803	8331	6893	5343	7731	8316	7688

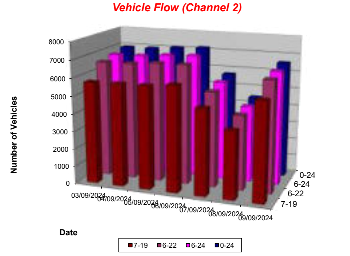
Vehicle Flow (Channel 1)



Channel 2 - Northbound — Vehicle Flow — **Week 1**

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday	Weekday Average	Average
1	28	22	28	25	48	62	20	25	33
2	22	18	23	18	18	24	11	18	19
3	17	17	11	22	22	15	16	17	17
4	15	18	13	25	13	14	16	17	16
5	21	18	21	24	11	19	31	23	21
6	78	80	80	77	29	17	70	77	62
7	189	162	171	172	53	39	141	167	132
8	367	415	389	361	149	76	389	384	307
9	401	344	433	439	241	134	357	395	336
10	399	413	376	407	370	194	439	407	371
11	422	424	395	393	460	333	387	404	402
12	431	434	460	478	524	446	427	446	457
13	441	466	419	506	536	519	422	451	473
14	445	409	432	577	501	456	413	455	462
15	498	504	477	556	519	471	487	504	502
16	519	554	623	563	469	363	511	554	515
17	602	628	552	612	408	341	599	599	535
18	734	756	745	665	359	251	672	714	597
19	493	439	504	401	310	217	431	454	399
20	313	311	382	281	212	162	310	319	282
21	190	213	233	193	157	127	174	201	184
22	155	146	146	155	111	91	116	144	131
23	113	111	104	118	120	62	83	106	102
24	44	54	66	90	74	30	51	61	58
7-19	5752	5786	5805	5958	4846	3801	5534	5767	5355
6-22	6599	6618	6737	6759	5379	4220	6275	6598	6084
6-24	6756	6783	6907	6967	5573	4312	6409	6764	6244
0-24	6937	6956	7083	7158	5714	4463	6573	6941	6412

Vehicle Flow (Channel 2)



Hinckley ATC 1, A447 Ashby Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound — Average Speed — **Week 1**

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
1	36.6	38.8	39.0	39.8	39.0	36.7	40.0
2	38.3	40.2	37.9	39.1	39.7	40.7	40.8
3	40.6	41.7	37.6	39.5	40.9	39.8	36.5
4	39.2	40.0	41.5	40.5	37.3	38.8	39.4
5	40.5	40.1	39.3	38.7	37.3	38.6	38.7
6	38.7	39.7	39.0	38.9	38.8	37.3	37.2
7	35.5	38.8	37.5	38.9	38.9	38.3	37.2
8	32.1	35.8	37.0	36.6	38.7	39.1	34.0
9	25.2	25.3	34.4	33.7	38.3	38.4	14.2
10	33.5	34.1	35.0	34.5	35.3	37.8	35.2
11	35.5	34.6	35.0	35.4	35.8	37.2	36.4
12	34.3	34.7	35.4	35.9	34.8	36.0	35.3
13	34.6	35.9	34.9	36.1	33.5	36.5	35.3
14	35.1	35.6	34.7	35.5	35.8	36.7	35.9
15	35.5	35.4	30.5	36.5	35.2	37.6	36.0
16	36.4	35.5	35.4	37.2	35.8	37.4	36.1
17	34.7	36.0	21.4	36.1	36.1	37.7	35.8
18	36.2	36.0	27.5	36.6	37.0	38.2	36.9
19	36.8	37.1	36.2	36.9	37.5	37.5	37.1
20	38.1	38.2	36.9	37.6	36.3	38.2	37.7
21	37.6	37.1	37.3	36.0	37.5	36.6	36.9
22	37.2	38.0	36.9	36.2	36.0	38.5	37.6
23	37.5	38.6	37.6	37.2	37.1	36.9	38.3
24	39.3	39.5	38.9	38.1	38.4	38.6	39.0
10-12	34.9	34.7	35.2	35.7	35.3	36.6	35.8
14-16	36.0	35.5	33.1	36.9	35.5	37.5	36.0
0-24	34.5	35.2	33.5	36.2	36.1	37.3	34.4

Mean (ALL)	35.2
Weekday Inter-Peak	35.4

Channel 1 - Southbound — 85th Percentile

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
1	40.8	45.1	44.8	48.8	47.9	43.3	49.6
2	42.8	45.1	44.7	46.4	44.2	47.2	47.1
3	45.2	50.0	41.6	45.6	45.8	47.7	44.6
4	44.4	45.1	50.9	46.8	45.9	44.7	44.1
5	46.0	46.4	45.1	43.8	41.3	46.9	43.6
6	44.5	45.6	44.6	45.7	44.2	43.6	42.2
7	42.6	44.3	42.6	43.8	44.3	45.2	42.5
8	42.4	41.1	41.4	42.0	43.9	43.9	40.2
9	37.3	36.7	39.9	38.5	43.4	44.1	23.5
10	41.4	40.0	39.5	40.4	41.3	42.3	39.8
11	40.2	40.1	40.2	41.2	41.8	41.5	40.4
12	39.4	39.5	39.5	40.3	39.7	42.3	40.6
13	40.1	40.4	39.5	41.0	40.5	40.4	40.5
14	40.4	40.1	40.1	41.0	40.4	41.6	41.2
15	40.7	40.8	40.3	41.1	40.7	42.5	40.5
16	40.8	40.6	40.1	41.8	41.1	42.4	40.9
17	40.4	40.4	34.3	41.7	41.7	42.6	41.3
18	41.3	41.6	41.1	41.9	41.7	43.5	41.9
19	42.9	42.3	41.1	42.6	42.1	42.3	43.0
20	43.5	43.3	41.6	43.2	40.9	43.5	42.7
21	42.5	41.9	42.1	41.8	42.3	42.0	41.8
22	42.4	43.0	42.8	41.0	41.3	43.8	43.8
23	42.4	43.5	44.3	42.4	42.3	42.7	45.2
24	46.1	46.3	45.3	43.8	44.3	46.0	44.9
10-12	39.9	39.8	39.9	40.8	40.8	42.0	40.5
14-16	40.9	40.7	41.1	41.5	40.9	42.5	40.6
0-24	42.2	42.1	42.4	41.6	41.8	42.4	42.8

85th %ile (ALL)	42.4
Weekday Inter-Peak	40.9

Channel 2 - Northbound — Average Speed — **Week 1**

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
1	37.6	36.2	37.1	37.5	38.2	36.0	36.9
2	36.7	36.8	36.0	38.3	39.8	37.5	37.3
3	38.3	39.9	37.5	38.8	36.1	37.0	37.3
4	41.4	40.4	40.3	39.5	38.6	36.5	39.7
5	38.0	41.2	38.1	40.2	38.4	39.6	38.7
6	37.4	38.1	37.9	38.3	39.1	40.2	38.2
7	38.4	37.7	38.2	39.5	39.9	36.6	38.2
8	36.5	36.4	36.5	37.0	39.2	37.7	36.9
9	35.6	35.8	35.4	35.6	37.5	37.9	35.2
10	35.7	35.4	35.5	36.2	36.3	38.7	36.2
11	35.0	34.9	35.5	36.2	36.4	37.0	35.0
12	35.1	34.7	35.0	36.3	36.2	37.4	35.8
13	35.0	34.8	34.0	36.3	35.8	37.1	36.3
14	35.3	35.4	35.8	36.1	36.4	36.8	36.3
15	36.0	35.5	34.8	36.3	35.8	37.4	36.7
16	36.6	35.9	35.8	36.6	37.0	37.9	35.9
17	36.1	36.5	35.3	36.9	36.8	37.8	37.0
18	36.6	36.1	35.6	37.9	37.4	37.9	37.5
19	36.6	36.7	36.7	37.1	37.0	37.5	37.7
20	37.5	33.7	36.0	36.5	35.9	37.4	37.4
21	36.1	36.4	35.4	36.6	36.6	36.8	35.8
22	36.1	35.6	36.4	35.8	37.0	37.1	36.1
23	35.7	36.2	36.7	36.2	36.4	36.2	37.4
24	37.1	35.8	36.0	36.3	35.8	36.4	40.2
10-12	35.0	34.8	35.2	36.2	36.3	37.2	35.4
14-16	36.3	35.7	35.3	36.5	36.4	37.6	36.3
0-24	36.1	35.8	35.7	36.7	36.6	37.4	36.6

Average (ALL)	36.3
Weekday Inter-Peak	35.7

Channel 2 - Northbound — 85th Percentile

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
1	45.0	46.1	44.4	42.1	44.7	40.3	43.0
2	43.9	41.6	44.0	44.1	45.7	41.5	41.7
3	42.2	44.7	40.2	44.2	39.9	42.3	43.2
4	46.8	46.4	45.4	45.2	45.8	42.6	43.2
5	41.9	46.3	42.1	44.9	43.6	45.5	45.5
6	43.7	43.1	44.0	43.8	44.1	44.3	43.3
7	42.9	41.9	42.7	45.0	46.1	42.1	41.7
8	41.9	41.0	41.5	41.4	44.5	42.7	40.7
9	40.5	40.0	40.2	40.3	42.5	42.6	39.5
10	39.7	40.0	39.7	40.4	40.6	43.2	40.2
11	39.0	39.3	39.5	40.8	40.3	41.1	39.2
12	38.9	39.5	39.3	40.1	40.3	41.4	40.4
13	39.5	39.9	38.6	40.7	40.1	41.1	41.8
14	39.2	40.0	39.9	40.6	40.5	41.8	41.0
15	40.2	40.5	39.1	40.8	40.7	42.1	41.0
16	40.9	40.0	40.0	40.8	41.3	42.4	40.6
17	40.6	40.8	39.7	41.4	41.3	42.1	41.5
18	41.5	41.0	40.5	42.2	42.2	43.0	41.7
19	41.3	41.0	41.3	43.0	41.5	43.1	41.9
20	42.9	41.8	40.6	42.1	41.2	42.1	41.4
21	40.9	41.0	39.9	41.4	41.2	42.5	40.4
22	41.1	40.6	41.7	41.7	42.5	42.4	41.4
23	41.0	43.3	41.5	43.0	41.3	41.4	42.9
24	42.3	41.4	39.7	42.7	41.5	42.4	45.5
10-12	38.9	39.4	39.4	40.4	40.3	41.2	39.8
14-16	40.6	40.3	39.5	40.9	41.1	42.2	40.8
0-24	40.8	40.8	40.3	41.5	41.3	42.1	41.2

85th %ile (ALL)	41.0
Weekday Inter-Peak	40.1

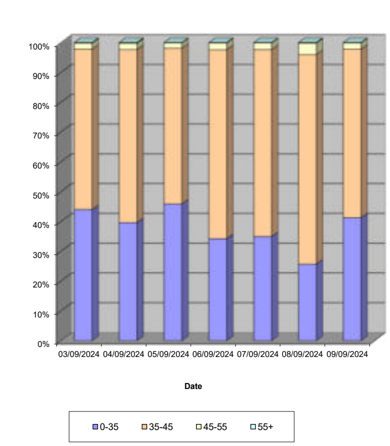
Hinckley ATC 1, A447 Ashby Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound — Speed Summary — **Week 1**

Speed (MPH)	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
0-35	3627	3358	4039	2851	2409	1372	3189
35-45	4435	4914	4602	5281	4322	3757	4370
45-55	167	184	154	189	156	205	164
55+	13	15	8	10	6	9	8
TOTAL	8242	8471	8803	8331	6893	5343	7731

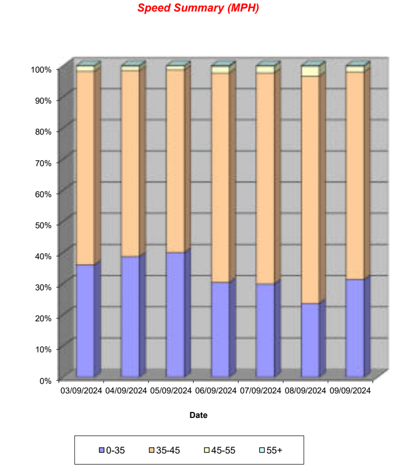
Speed Summary (MPH)



Channel 2 - Northbound — Speed Summary — **Week 1**

Speed (MPH)	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
0-35	2499	2690	2831	2175	1709	1054	2060
35-45	4310	4157	4158	4817	3873	3259	4380
45-55	124	102	91	155	127	145	125
55+	4	7	3	11	5	5	8
TOTAL	6937	6956	7083	7158	5714	4463	6573

Speed Summary (MPH)



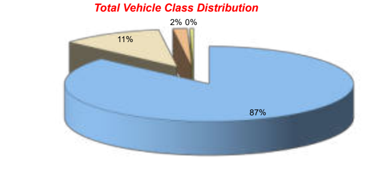
Hinckley ATC 1, A447 Ashby Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound — Vehicle Class — **Week 1**

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
03/09/2024					
7-19	5764	847	126	50	6787
6-22	6664	961	150	59	7834
6-24	6798	974	152	60	7984
0-24	6993	1014	165	-70	8102
04/09/2024					
7-19	5900	874	132	66	6972
6-22	6849	1006	159	72	8086
6-24	6975	1033	162	73	8243
0-24	7149	1069	174	79	8471
05/09/2024					
7-19	6219	895	111	60	7285
6-22	7176	1024	137	68	8405
6-24	7317	1033	141	68	8559
0-24	7509	1063	157	74	8803
06/09/2024					
7-19	5886	828	105	51	6870
6-22	6773	938	132	61	7904
6-24	6943	951	133	61	8088
0-24	7130	982	146	73	8331
07/09/2024					
7-19	5252	525	64	8	5849
6-22	5849	587	77	9	6522
6-24	6024	597	78	9	6708
0-24	6183	614	84	12	6893
08/09/2024					
7-19	4173	374	24	4	4575
6-22	4631	412	26	7	5076
6-24	4714	421	26	8	5169
0-24	4876	431	28	8	5343
09/09/2024					
7-19	5509	776	96	47	6428
6-22	6328	895	109	56	7388
6-24	6430	907	110	56	7503
0-24	6617	934	119	61	7731
Average					
7-19	5529	731	94	41	6395
6-22	6324	832	113	47	7316
6-24	6457	845	115	48	7465
0-24	6637	872	125	34	7668

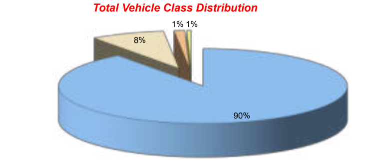
Total Vehicle Class Distribution



Channel 2 - Northbound — Vehicle Class — **Week 1**

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
03/09/2024					
7-19	5088	534	88	42	5752
6-22	5872	587	96	44	6599
6-24	6018	594	99	45	6756
0-24	6182	610	100	45	6937
04/09/2024					
7-19	5121	536	93	36	5786
6-22	5892	579	105	42	6618
6-24	6048	586	107	42	6783
0-24	6207	599	107	43	6956
05/09/2024					
7-19	5127	570	72	36	5805
6-22	5983	633	80	41	6737
6-24	6143	638	84	42	6907
0-24	6298	657	85	43	7083
06/09/2024					
7-19	5272	554	91	41	5958
6-22	5995	609	108	47	6759
6-24	6191	617	112	47	6967
0-24	6359	638	113	48	7158
07/09/2024					
7-19	4514	293	32	7	4846
6-22	5008	327	36	8	5379
6-24	5193	334	38	8	5573
0-24	5321	344	39	10	5714
08/09/2024					
7-19	3527	245	22	7	3801
6-22	3919	269	25	7	4220
6-24	4009	271	25	7	4312
0-24	4152	277	26	8	4463
09/09/2024					
7-19	4926	525	57	26	5534
6-22	5604	577	67	27	6275
6-24	5724	586	72	27	6409
0-24	5881	593	72	27	6573
Average					
7-19	4796	465	65	28	5355
6-22	5468	512	74	31	6084
6-24	5618	518	77	31	6244
0-24	5771	531	77	32	6412

Total Vehicle Class Distribution

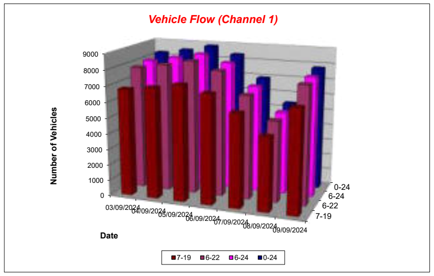


Hinckley ATC 2, A447 Ashby Road (Southern Site)

Produced by Road Data Services Ltd.

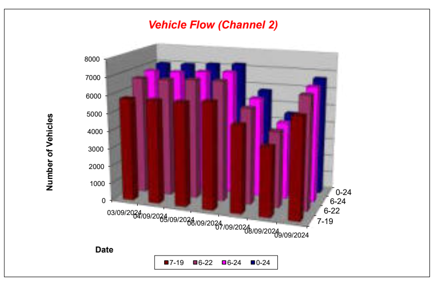
Channel 1 - Southbound — Vehicle Flow — **Week 1**

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday	Weekday Average	Average
1	27	21	25	24	50	67	12	22	32
2	15	5	19	11	26	24	10	12	16
3	17	18	12	22	18	18	12	16	17
4	17	19	21	19	15	11	16	18	17
5	46	49	44	42	19	23	44	45	38
6	139	116	133	131	60	35	138	131	107
7	348	321	321	306	106	55	339	327	257
8	620	660	623	583	189	94	627	623	485
9	701	709	717	657	335	137	602	677	551
10	588	595	549	547	516	338	524	561	522
11	482	509	503	504	612	462	487	497	508
12	523	516	492	518	621	506	517	513	528
13	508	526	499	596	620	586	540	534	554
14	521	515	490	563	645	536	486	515	537
15	522	566	615	618	537	519	528	570	558
16	544	617	688	617	512	462	574	608	573
17	654	658	763	675	504	409	622	674	612
18	653	620	760	581	448	311	589	641	566
19	473	522	609	452	350	279	413	494	443
20	338	380	396	318	288	234	279	342	319
21	208	216	238	234	155	131	214	222	199
22	153	188	177	185	137	87	132	167	151
23	112	111	100	112	104	61	67	100	95
24	40	47	60	73	82	35	49	54	55
7-19	6789	7013	7308	6911	5889	4639	6509	6906	6437
6-22	7836	8118	8440	7954	6575	5146	7473	7964	7363
6-24	7988	8276	8600	8139	6761	5242	7589	8118	7514
0-24	8249	8504	8854	8388	6949	5420	7821	8363	7741



Channel 2 - Northbound — Vehicle Flow — **Week 1**

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday	Weekday Average	Average
1	28	23	30	29	48	64	20	26	35
2	19	18	25	18	17	25	11	18	19
3	15	16	10	24	20	16	16	16	17
4	16	19	18	23	13	14	13	18	17
5	23	16	22	22	11	19	30	23	20
6	80	84	73	74	29	16	71	76	61
7	192	169	170	176	64	40	147	171	137
8	385	416	399	365	151	76	391	391	312
9	400	343	439	450	242	135	351	397	337
10	401	420	373	404	364	200	442	408	372
11	426	440	391	399	467	344	398	411	409
12	432	441	481	480	516	450	435	454	462
13	442	469	425	508	551	523	434	456	479
14	447	412	432	579	502	461	443	463	468
15	500	509	478	554	522	472	479	504	502
16	526	564	625	570	477	374	530	563	524
17	605	601	551	614	415	340	606	595	533
18	736	761	742	670	360	257	677	717	600
19	495	440	503	402	313	226	436	455	402
20	315	314	381	289	214	163	307	321	283
21	190	225	234	195	152	123	173	203	185
22	156	148	149	153	114	93	119	145	133
23	113	110	105	116	123	62	81	105	101
24	43	53	67	91	74	30	50	61	58
7-19	5795	5816	5839	5995	4880	3858	5622	5813	5401
6-22	6648	6672	6773	6808	5424	4277	6368	6654	6139
6-24	6804	6835	6945	7015	5621	4369	6499	6820	6298
0-24	6985	7011	7123	7205	5759	4523	6660	6997	6467



Hinckley ATC 2, A447 Ashby Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Southbound — Average Speed — **Week 1**

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
1	34.9	38.9	37.4	36.5	38.0	36.2	36.3
2	37.9	36.1	37.7	38.3	38.2	39.3	38.2
3	38.9	39.4	35.4	37.9	39.3	39.6	37.4
4	36.9	36.6	40.0	38.7	38.7	38.6	38.4
5	39.9	39.5	38.1	38.0	37.2	39.0	38.1
6	37.1	38.0	36.7	38.2	38.7	37.6	36.5
7	36.0	37.4	36.5	37.3	37.9	38.3	36.7
8	28.5	34.6	36.1	36.4	36.9	37.9	33.6
9	22.1	15.2	28.9	31.7	37.8	37.3	11.4
10	32.1	32.6	34.5	32.7	35.2	36.6	33.9
11	34.9	34.9	34.3	35.2	34.7	36.6	35.5
12	33.6	34.8	35.3	34.8	32.4	35.9	34.9
13	35.3	34.8	34.4	35.4	33.0	35.7	34.5
14	34.7	34.0	35.2	35.3	35.6	36.4	36.0
15	34.7	34.5	27.1	35.7	34.4	36.3	35.9
16	33.9	34.6	31.2	35.6	35.0	36.1	35.6
17	35.1	33.1	16.9	35.4	35.4	36.8	34.8
18	32.5	34.0	23.4	36.0	36.5	38.0	36.1
19	36.5	36.2	35.2	36.4	36.8	37.0	36.5
20	37.0	36.2	34.8	36.2	35.8	37.6	36.9
21	36.7	35.4	36.3	36.6	36.2	35.7	36.3
22	36.5	36.7	36.5	36.0	35.8	37.8	36.6
23	36.2	36.5	36.6	36.8	36.0	35.9	37.6
24	37.9	38.5	36.8	37.3	38.4	36.7	39.0
10-12	34.2	34.8	34.8	35.0	33.5	36.2	35.2
14-16	34.3	34.6	29.3	35.6	34.7	36.2	35.7
0-24	33.2	33.2	31.3	35.3	35.3	36.6	33.6

Mean (ALL)	33.9
Weekday Inter-Peak	34.3

Channel 1 - Southbound — 85th Percentile

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
1	39.5	44.3	42.8	47.1	46.1	42.3	44.4
2	41.9	39.3	45.7	44.6	42.2	45.5	45.7
3	44.0	45.8	40.3	43.3	44.7	45.1	46.2
4	42.2	40.6	49.3	43.6	44.7	44.2	42.7
5	46.4	45.7	43.4	43.6	41.0	46.2	43.8
6	42.8	43.9	42.1	43.6	43.6	42.9	41.5
7	40.8	42.3	40.7	42.1	43.2	45.1	41.7
8	40.5	39.5	40.3	40.5	42.4	43.4	39.6
9	34.3	24.3	38.4	38.9	42.9	44.1	17.6
10	40.9	39.9	38.7	40.2	40.7	41.1	39.8
11	39.2	38.9	39.5	40.0	41.2	40.6	39.6
12	38.6	39.1	39.0	39.7	40.8	40.9	39.4
13	39.4	39.0	39.7	39.9	40.1	39.9	39.9
14	39.7	40.2	39.7	40.0	39.9	40.8	40.4
15	39.4	40.3	39.5	40.9	39.8	41.0	40.5
16	40.8	39.8	39.6	40.7	40.1	41.2	40.3
17	39.9	40.3	28.1	39.9	40.2	41.6	40.1
18	41.2	40.4	37.7	40.7	40.9	42.3	40.8
19	41.1	40.4	39.8	40.9	41.3	41.5	41.1
20	42.1	40.5	40.8	41.7	40.6	42.4	42.1
21	42.1	40.2	41.4	42.2	40.9	40.3	40.7
22	41.9	41.7	42.2	41.4	40.1	43.0	42.9
23	41.8	41.2	42.2	42.0	41.1	41.5	43.8
24	45.9	45.4	43.2	43.5	43.6	43.4	44.2
10-12	38.9	39.0	39.3	39.9	41.1	40.8	39.5
14-16	40.2	40.1	40.0	40.7	39.9	41.1	40.4
0-24	41.6	41.5	41.5	40.8	41.2	41.4	42.1

85th %ile (ALL)	41.8
Weekday Inter-Peak	40.5

Channel 2 - Northbound — Average Speed — **Week 1**

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
1	40.5	37.7	40.6	37.2	38.3	37.5	38.4
2	37.1	39.3	39.7	40.1	41.5	37.5	38.1
3	39.5	41.2	39.4	39.8	38.0	40.0	39.9
4	44.4	41.8	40.6	39.7	40.3	40.4	40.6
5	39.1	41.1	41.7	42.9	38.7	42.2	40.8
6	39.0	39.7	40.6	40.2	41.3	43.2	37.4
7	38.2	37.9	39.2	39.6	39.1	37.1	38.5
8	37.2	36.8	38.0	37.7	39.1	38.5	36.9
9	34.6	34.7	36.0	35.4	37.8	38.0	34.3
10	34.9	35.5	35.9	36.1	36.3	38.5	35.4
11	35.7	35.2	35.6	35.6	36.3	37.8	35.5
12	35.3	35.3	35.5	35.8	35.3	37.4	35.5
13	35.7	32.4	35.1	36.2	35.9	36.9	36.4
14	36.1	35.2	36.0	36.0	36.0	37.0	36.7
15	36.3	35.7	34.7	36.3	36.0	38.0	37.0
16	36.7	35.6	35.8	36.4	36.6	37.6	36.8
17	37.4	36.2	34.7	37.2	36.4	38.3	37.4
18	38.1	35.5	35.0	37.4	37.3	39.0	38.0
19	37.8	37.0	36.3	37.4	37.3	39.0	38.3
20	38.3	36.8	36.2	36.6	36.7	38.2	38.0
21	37.0	36.4	35.5	36.7	38.1	38.6	37.9
22	36.9	36.9	37.3	36.9	39.2	38.4	37.4
23	36.9	38.5	37.6	39.0	38.1	38.8	40.0
24	38.7	39.2	35.7	38.1	39.1	35.8	42.0
10-12	35.5	35.3	35.5	35.7	35.8	37.6	35.5
14-16	36.5	35.6	35.3	36.4	36.3	37.8	36.9
0-24	36.7	35.8	35.9	36.7	36.7	37.9	36.9

Average (ALL)	36.6
Weekday Inter-Peak	35.9

Channel 2 - Northbound — 85th Percentile

Hr Ending	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
1	49.1	47.9	47.7	44.8	44.7	43.1	47.1
2	42.8	46.0	44.5	46.4	47.2	44.8	42.6
3	44.7	47.6	47.4	46.7	42.6	51.8	45.8
4	51.5	47.5	50.9	45.1	47.8	48.4	44.7
5	43.5	46.8	48.2	50.3	44.3	48.5	47.8
6	45.5	45.5	47.3	46.4	47.4	49.0	45.3
7	44.1	43.7	44.7	46.2	45.1	43.0	42.5
8	41.8	41.6	43.4	43.5	45.3	44.3	41.3
9	40.4	40.1	40.3	41.0	42.7	43.6	39.6
10	40.2	40.7	41.4	41.1	41.4	43.2	40.7
11	39.9	40.0	40.0	40.6	40.9	41.9	40.8
12	39.8	39.7	39.8	40.3	40.3	41.8	40.6
13	39.9	40.5	39.3	40.9	40.6	41.4	41.0
14	40.2	40.1	41.0	41.1	41.0	42.0	41.8
15	40.9	40.7	39.5	41.2	41.1	43.4	42.0
16	41.5	39.9	40.0	41.2	40.8	43.2	41.4
17	42.0	41.1	39.9	41.7	41.4	43.8	42.4
18	43.1	41.1	39.6	42.9	42.2	43.8	42.7
19	42.6	42.0	40.7	43.5	41.9	44.0	43.1
20	44.5	41.5	41.9	43.3	42.2	43.9	43.1
21	43.6	42.6	41.1	42.4	42.7	45.3	42.8
22	42.6	42.9	43.7	42.6	45.9	44.7	43.8
23	43.3	44.5	43.5	46.2	43.8	45.5	46.8
24	45.7	45.6	41.6	45.7	45.0	43.0	49.1
10-12	39.9	39.9	39.9	40.4	40.6	41.9	40.7
14-16	41.2	40.2	39.8	41.3	41.0	43.3	41.7
0-24	41.9	41.4	41.0	42.2	41.8	43.2	42.1

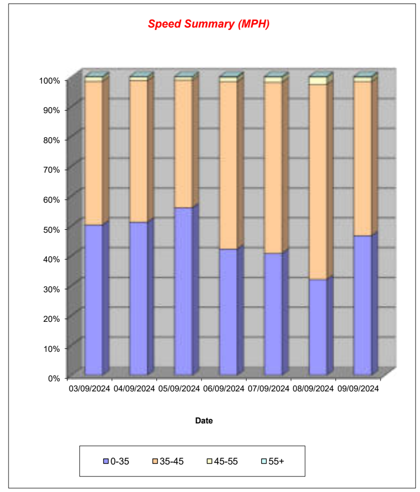
85th %ile (ALL)	41.9
Weekday Inter-Peak	40.6

Hinckley ATC 2, A447 Ashby Road (Southern Site)

Produced by Road Data Services Ltd.

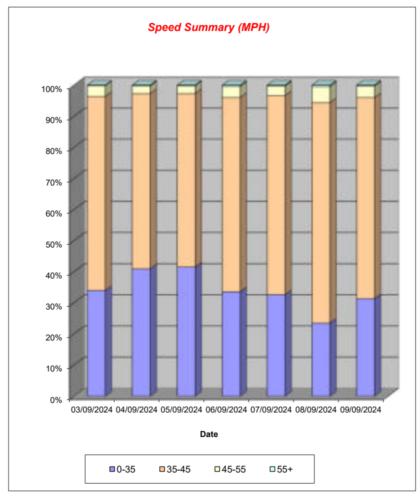
Channel 1 - Southbound — Speed Summary — **Week 1**

Speed (MPH)	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
0-35	4153	4359	4965	3543	2835	1736	3653
35-45	3974	4041	3790	4707	3985	3543	4043
45-55	116	99	94	126	123	137	115
55+	6	5	5	12	6	4	10
TOTAL	8249	8504	8854	8388	6949	5420	7821



Channel 2 - Northbound — Speed Summary — **Week 1**

Speed (MPH)	03/09/2024 Tuesday	04/09/2024 Wednesday	05/09/2024 Thursday	06/09/2024 Friday	07/09/2024 Saturday	08/09/2024 Sunday	09/09/2024 Monday
0-35	2373	2869	2957	2418	1878	1063	2085
35-45	4361	3954	3975	4502	3689	3205	4311
45-55	241	175	179	255	179	234	245
55+	10	13	12	30	13	21	19
TOTAL	6985	7011	7123	7205	5759	4523	6660

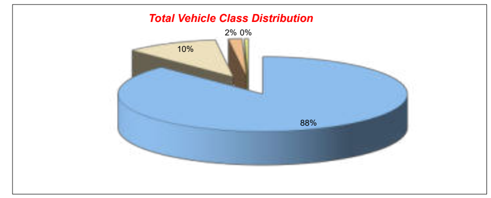


Hinckley ATC 2, A447 Ashby Road (Southern Site)

Produced by Road Data Services Ltd.

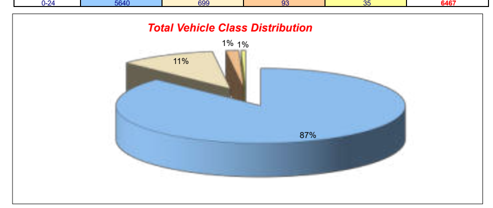
Channel 1 - Southbound — Vehicle Class — **Week 1**

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
03/09/2024					
7-19	5874	757	112	46	6789
6-22	6787	866	130	53	7836
6-24	6923	878	132	55	7988
0-24	7127	913	145	-64	8121
04/09/2024					
7-19	6049	776	125	63	7013
6-22	7007	899	140	72	8118
6-24	7145	916	142	73	8276
0-24	7328	943	155	78	8504
05/09/2024					
7-19	6320	814	112	62	7308
6-22	7299	936	136	69	8440
6-24	7448	944	139	69	8600
0-24	7655	969	154	76	8854
06/09/2024					
7-19	5985	785	93	48	6911
6-22	6893	881	121	59	7954
6-24	7064	893	123	59	8139
0-24	7261	922	135	70	8388
07/09/2024					
7-19	5343	480	57	9	5889
6-22	5952	544	69	10	6575
6-24	6128	553	70	10	6761
0-24	6289	571	76	13	6949
08/09/2024					
7-19	4291	312	32	4	4639
6-22	4756	349	33	8	5146
6-24	4844	357	33	8	5242
0-24	5014	363	35	8	5420
09/09/2024					
7-19	5587	770	102	50	6509
6-22	6413	884	117	59	7473
6-24	6519	892	119	59	7589
0-24	6709	919	129	64	7821
Average					
7-19	5636	671	90	40	6437
6-22	6444	766	107	47	7363
6-24	6582	776	108	48	7514
0-24	6769	800	118	35	7722



Channel 2 - Northbound — Vehicle Class — **Week 1**

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
03/09/2024					
7-19	5004	679	79	33	5795
6-22	5766	751	93	38	6648
6-24	5908	761	97	38	6804
0-24	6066	778	98	43	6985
04/09/2024					
7-19	4997	682	104	33	5816
6-22	5757	758	117	40	6672
6-24	5902	770	122	41	6835
0-24	6054	789	124	44	7011
05/09/2024					
7-19	5012	701	81	45	5839
6-22	5837	791	96	49	6773
6-24	5995	799	101	50	6945
0-24	6151	818	101	53	7123
06/09/2024					
7-19	5147	690	112	46	5995
6-22	5867	765	128	48	6808
6-24	6050	784	132	49	7015
0-24	6212	806	134	53	7205
07/09/2024					
7-19	4422	414	41	3	4880
6-22	4900	468	53	3	5424
6-24	5081	482	55	3	5621
0-24	5204	496	55	4	5759
08/09/2024					
7-19	3495	330	26	7	3858
6-22	3879	362	29	7	4277
6-24	3967	364	31	7	4369
0-24	4112	373	31	7	4523
09/09/2024					
7-19	4761	738	88	35	5622
6-22	5417	810	102	39	6368
6-24	5531	820	107	41	6499
0-24	5679	831	109	41	6660
Average					
7-19	4691	605	76	29	5401
6-22	5346	672	88	32	6139
6-24	5491	683	92	33	6298
0-24	5640	699	93	35	6467



Road Data Services Ltd

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Medium / Large Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or cCoach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Classification Classes: Car/Van: 1 OGV1/Bus: 2,3,5,6,7,12 OGV2: 4,8,9,10,11,13

Road Data Services Ltd

Hinckley
Thursday 5th September 2024
Junction: 1
Approach: A447 Ashby Road

	Left to A47 Normandy Way (E)				Ahead to B4667 Ashby Road				Right to A47 Normandy Way (W)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	9	3	**12**	**15.9**	79	4	**83**	**88.2**	82	0	**82**	**82.0**
07:45 - 08:00	7	0	**7**	**7.0**	95	2	**97**	**99.6**	81	2	**83**	**85.6**
Hourly Total	**16**	**3**	**19**	**22.9**	**174**	**6**	**180**	**187.8**	**163**	**2**	**165**	**167.6**
08:00 - 08:15	4	0	**4**	**4.0**	92	4	**96**	**101.2**	61	4	**65**	**70.2**
08:15 - 08:30	5	1	**6**	**7.3**	104	1	**105**	**106.3**	83	6	**89**	**96.8**
08:30 - 08:45	6	3	**9**	**12.9**	99	3	**102**	**105.9**	68	2	**70**	**72.6**
08:45 - 09:00	2	2	**4**	**6.6**	108	5	**113**	**119.5**	55	3	**58**	**61.9**
Hourly Total	**17**	**6**	**23**	**30.8**	**403**	**13**	**416**	**432.9**	**267**	**15**	**282**	**301.5**
09:00 - 09:15	8	1	**9**	**10.3**	95	3	**98**	**101.9**	49	8	**57**	**67.4**
09:15 - 09:30	14	0	**14**	**14.0**	81	2	**83**	**85.6**	38	6	**44**	**51.8**
Hourly Total	**22**	**1**	**23**	**24.3**	**176**	**5**	**181**	**187.5**	**87**	**14**	**101**	**119.2**
TOTAL	**55**	**10**	**65**	**78.0**	**753**	**24**	**777**	**808.2**	**517**	**31**	**548**	**588.3**
16:30 - 16:45	9	1	**10**	**11.3**	111	1	**112**	**113.3**	80	3	**83**	**86.9**
16:45 - 17:00	13	1	**14**	**15.3**	121	3	**124**	**127.9**	55	3	**58**	**61.9**
Hourly Total	**22**	**2**	**24**	**26.6**	**232**	**4**	**236**	**241.2**	**135**	**6**	**141**	**148.8**
17:00 - 17:15	14	1	**15**	**16.3**	121	1	**122**	**123.3**	52	2	**54**	**56.6**
17:15 - 17:30	9	1	**10**	**11.3**	120	1	**121**	**122.3**	60	1	**61**	**62.3**
17:30 - 17:45	10	1	**11**	**12.3**	113	0	**113**	**113.0**	86	1	**87**	**88.3**
17:45 - 18:00	11	1	**12**	**13.3**	87	1	**88**	**89.3**	69	0	**69**	**69.0**
Hourly Total	**44**	**4**	**48**	**53.2**	**441**	**3**	**444**	**447.9**	**267**	**4**	**271**	**276.2**
18:00 - 18:15	17	4	**21**	**26.2**	78	3	**81**	**84.9**	71	2	**73**	**75.6**
18:15 - 18:30	12	0	**12**	**12.0**	63	1	**64**	**65.3**	61	1	**62**	**63.3**
Hourly Total	**29**	**4**	**33**	**38.2**	**141**	**4**	**145**	**150.2**	**132**	**3**	**135**	**138.9**
TOTAL	**95**	**10**	**105**	**118.0**	**814**	**11**	**825**	**839.3**	**534**	**13**	**547**	**563.9**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Hinckley
Thursday 5th September 2024
Junction: 1
Approach: A47 Normandy Way East

	Left to B4667 Ashby Road				Ahead to A47 Normandy Way (W)				Right to A447 Ashby Road			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	19	0	19	19.0	142	3	145	148.9	2	1	3	4.3
07:45 - 08:00	33	0	33	33.0	155	2	157	159.6	5	1	6	7.3
Hourly Total	**52**	**0**	**52**	**52.0**	**297**	**5**	**302**	**308.5**	**7**	**2**	**9**	**11.6**
08:00 - 08:15	25	1	26	27.3	150	7	157	166.1	7	1	8	9.3
08:15 - 08:30	19	2	21	23.6	116	4	120	125.2	3	1	4	5.3
08:30 - 08:45	20	0	20	20.0	148	9	157	168.7	6	1	7	8.3
08:45 - 09:00	42	2	44	46.6	124	5	129	135.5	5	1	6	7.3
Hourly Total	**106**	**5**	**111**	**117.5**	**538**	**25**	**563**	**595.5**	**21**	**4**	**25**	**30.2**
09:00 - 09:15	33	1	34	35.3	96	14	110	128.2	3	2	5	7.6
09:15 - 09:30	28	0	28	28.0	92	7	99	108.1	8	0	8	8.0
Hourly Total	**61**	**1**	**62**	**63.3**	**188**	**21**	**209**	**236.3**	**11**	**2**	**13**	**15.6**
TOTAL	**219**	**6**	**225**	**232.8**	**1023**	**51**	**1074**	**1140.3**	**39**	**8**	**47**	**57.4**
16:30 - 16:45	33	0	33	33.0	99	2	101	103.6	4	1	5	6.3
16:45 - 17:00	38	0	38	38.0	122	1	123	124.3	12	2	14	16.6
Hourly Total	**71**	**0**	**71**	**71.0**	**221**	**3**	**224**	**227.9**	**16**	**3**	**19**	**22.9**
17:00 - 17:15	45	1	46	47.3	137	1	138	139.3	7	0	7	7.0
17:15 - 17:30	48	1	49	50.3	125	3	128	131.9	5	2	7	9.6
17:30 - 17:45	38	0	38	38.0	139	1	140	141.3	7	0	7	7.0
17:45 - 18:00	49	1	50	51.3	114	0	114	114.0	2	1	3	4.3
Hourly Total	**180**	**3**	**183**	**186.9**	**515**	**5**	**520**	**526.5**	**21**	**3**	**24**	**27.9**
18:00 - 18:15	38	0	38	38.0	93	0	93	93.0	3	0	3	3.0
18:15 - 18:30	36	0	36	36.0	114	0	114	114.0	5	0	5	5.0
Hourly Total	**74**	**0**	**74**	**74.0**	**207**	**0**	**207**	**207.0**	**8**	**0**	**8**	**8.0**
TOTAL	**325**	**3**	**328**	**331.9**	**943**	**8**	**951**	**961.4**	**45**	**6**	**51**	**58.8**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

Hinckley
Thursday 5th September 2024
Junction: 1
Approach: B4667 Ashby Road

	Left to A47 Normandy Way (W)				Ahead to A447 Ashby Road				Right to A47 Normandy Way (E)			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	23	0	23	23.0	49	1	50	51.3	30	1	31	32.3
07:45 - 08:00	30	0	30	30.0	60	4	64	69.2	33	0	33	33.0
Hourly Total	**53**	**0**	**53**	**53.0**	**109**	**5**	**114**	**120.5**	**63**	**1**	**64**	**65.3**
08:00 - 08:15	34	1	35	36.3	52	3	55	58.9	24	1	25	26.3
08:15 - 08:30	41	3	44	47.9	48	2	50	52.6	20	0	20	20.0
08:30 - 08:45	33	1	34	35.3	47	2	49	51.6	19	1	20	21.3
08:45 - 09:00	26	2	28	30.6	58	2	60	62.6	30	0	30	30.0
Hourly Total	**134**	**7**	**141**	**150.1**	**205**	**9**	**214**	**225.7**	**93**	**2**	**95**	**97.6**
09:00 - 09:15	32	0	32	32.0	52	3	55	58.9	34	1	35	36.3
09:15 - 09:30	27	1	28	29.3	43	2	45	47.6	19	4	23	28.2
Hourly Total	**59**	**1**	**60**	**61.3**	**95**	**5**	**100**	**106.5**	**53**	**5**	**58**	**64.5**
TOTAL	**246**	**8**	**254**	**264.4**	**409**	**19**	**428**	**452.7**	**209**	**8**	**217**	**227.4**
16:30 - 16:45	32	0	32	32.0	71	3	74	77.9	40	2	42	44.6
16:45 - 17:00	19	0	19	19.0	76	2	78	80.6	30	0	30	30.0
Hourly Total	**51**	**0**	**51**	**51.0**	**147**	**5**	**152**	**158.5**	**70**	**2**	**72**	**74.6**
17:00 - 17:15	28	0	28	28.0	91	2	93	95.6	34	0	34	34.0
17:15 - 17:30	30	0	30	30.0	93	1	94	95.3	53	0	53	53.0
17:30 - 17:45	19	0	19	19.0	85	2	87	89.6	39	0	39	39.0
17:45 - 18:00	17	0	17	17.0	70	2	72	74.6	42	1	43	44.3
Hourly Total	**94**	**0**	**94**	**94.0**	**339**	**7**	**346**	**355.1**	**168**	**1**	**169**	**170.3**
18:00 - 18:15	29	0	29	29.0	60	0	60	60.0	43	0	43	43.0
18:15 - 18:30	31	0	31	31.0	67	5	72	78.5	33	0	33	33.0
Hourly Total	**60**	**0**	**60**	**60.0**	**127**	**5**	**132**	**138.5**	**76**	**0**	**76**	**76.0**
TOTAL	**205**	**0**	**205**	**205.0**	**613**	**17**	**630**	**652.1**	**314**	**3**	**317**	**320.9**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

Road Data Services Ltd

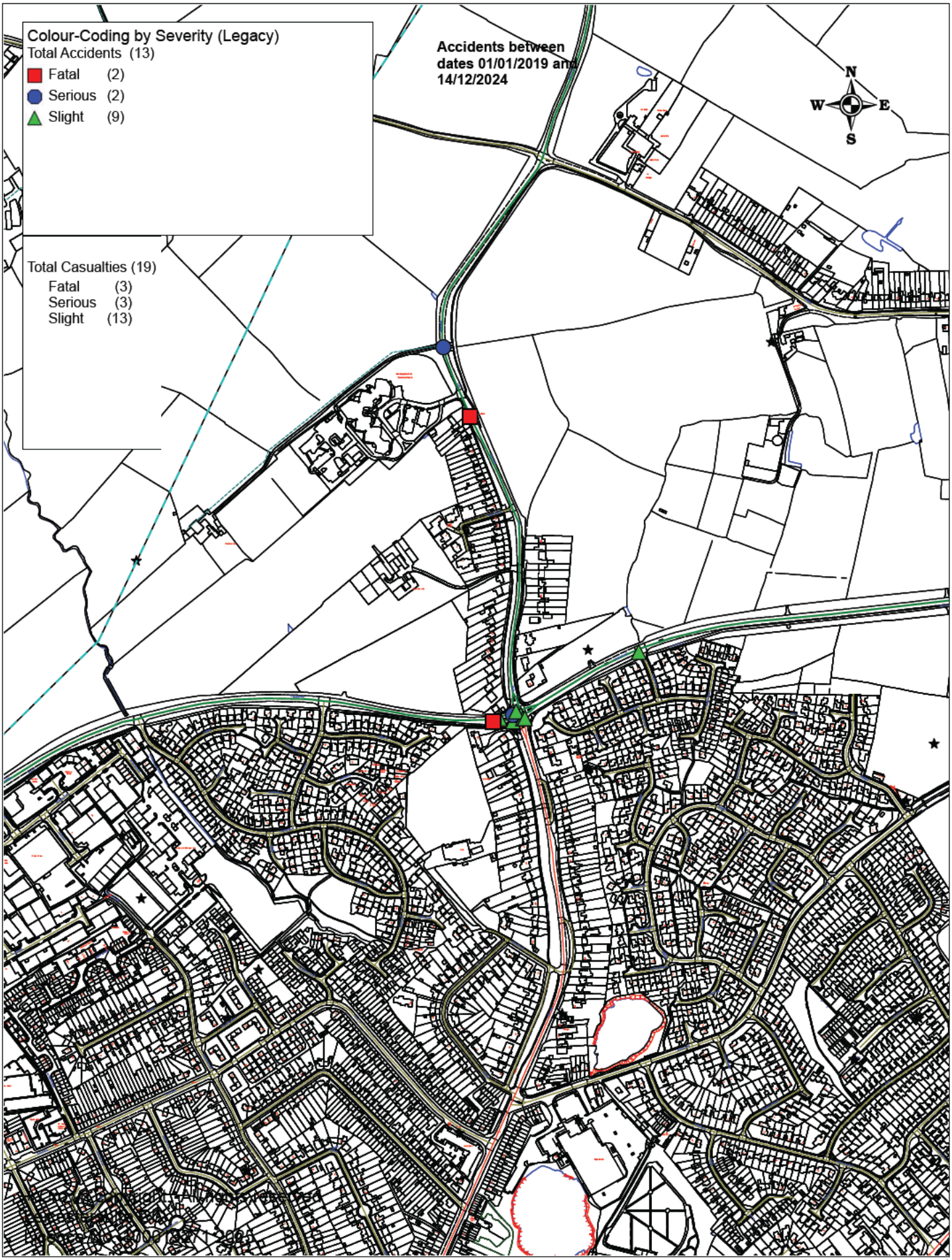
Hinckley
Thursday 5th September 2024
Junction: 1
Approach: A47 Normandy Way West

	Left to A447 Ashby Road				Ahead to A47 Normandy Way (E)				Right to B4667 Ashby Road			
TIME	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	51	3	54	57.9	97	5	102	108.5	8	0	8	8.0
07:45 - 08:00	43	2	45	47.6	79	5	84	90.5	17	0	17	17.0
Hourly Total	**94**	**5**	**99**	**105.5**	**176**	**10**	**186**	**199.0**	**25**	**0**	**25**	**25.0**
08:00 - 08:15	56	6	62	69.8	106	9	115	126.7	14	0	14	14.0
08:15 - 08:30	36	5	41	47.5	97	7	104	113.1	27	0	27	27.0
08:30 - 08:45	53	6	59	66.8	112	9	121	132.7	23	0	23	23.0
08:45 - 09:00	39	5	44	50.5	111	5	116	122.5	17	0	17	17.0
Hourly Total	**184**	**22**	**206**	**234.6**	**426**	**30**	**456**	**495.0**	**81**	**0**	**81**	**81.0**
09:00 - 09:15	34	3	37	40.9	91	9	100	111.7	14	1	15	16.3
09:15 - 09:30	32	7	39	48.1	97	9	106	117.7	17	1	18	19.3
Hourly Total	**66**	**10**	**76**	**89.0**	**188**	**18**	**206**	**229.4**	**31**	**2**	**33**	**35.6**
TOTAL	**344**	**37**	**381**	**429.1**	**790**	**58**	**848**	**923.4**	**137**	**2**	**139**	**141.6**
16:30 - 16:45	67	5	72	78.5	121	5	126	132.5	13	0	13	13.0
16:45 - 17:00	82	1	83	84.3	131	1	132	133.3	9	0	9	9.0
Hourly Total	**149**	**6**	**155**	**162.8**	**252**	**6**	**258**	**265.8**	**22**	**0**	**22**	**22.0**
17:00 - 17:15	92	4	96	101.2	101	2	103	105.6	13	0	13	13.0
17:15 - 17:30	99	0	99	99.0	118	2	120	122.6	9	0	9	9.0
17:30 - 17:45	90	3	93	96.9	104	1	105	106.3	8	0	8	8.0
17:45 - 18:00	89	0	89	89.0	127	0	127	127.0	18	0	18	18.0
Hourly Total	**370**	**7**	**377**	**386.1**	**450**	**5**	**455**	**461.5**	**48**	**0**	**48**	**48.0**
18:00 - 18:15	47	1	48	49.3	107	1	108	109.3	19	0	19	19.0
18:15 - 18:30	52	1	53	54.3	105	2	107	109.6	23	0	23	23.0
Hourly Total	**99**	**2**	**101**	**103.6**	**212**	**3**	**215**	**218.9**	**42**	**0**	**42**	**42.0**
TOTAL	**618**	**15**	**633**	**652.5**	**914**	**14**	**928**	**946.2**	**112**	**0**	**112**	**112.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

APPENDIX E

PERSONAL INJURY ACCIDENT DATA



Leicestershire County Council

ADC Hinckley

SCALE	1 : 7560
DATE	05/02/2025
DRAWING No.	
DRAWN BY	

Accidents between dates: 01/01/2019 and 14/12/2024
Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Table 1 - Accidents by Month	2019	2020	2021	2022	2023	2024	Total
January	-	2	-	1	-	-	3
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	1	1
May	-	-	-	-	-	1	1
June	-	-	-	-	1	-	1
July	1	-	-	-	-	-	1
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	1	1
November	-	2	-	2	-	-	4
December	-	1	-	-	-	-	1
TOTAL	1	5	0	3	1	3	13

Table 2 - Casualties by Month	2019	2020	2021	2022	2023	2024	Total
January	-	3	-	1	-	-	4
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	2	2
May	-	-	-	-	-	1	1
June	-	-	-	-	1	-	1
July	1	-	-	-	-	-	1
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	3	3
November	-	3	-	3	-	-	6
December	-	1	-	-	-	-	1
TOTAL	1	7	0	4	1	6	19

Table 3 - All Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	1	1	2
Serious	0	0	0	2	0	0	2
Slight	1	5	0	1	0	2	9
TOTAL	1	5	0	3	1	3	13

Table 4 - Casualties by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	1	2	3
Serious	0	0	0	2	0	1	3
Slight	1	7	0	2	0	3	13
TOTAL	1	7	0	4	1	6	19

Table 5 - Pedestrian Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Accidents between dates: 01/01/2019 and 14/12/2024
Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Table 6 - Cycle Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	1	1	2
Serious	0	0	0	2	0	0	2
Slight	1	5	0	1	0	2	9
TOTAL	1	5	0	3	1	3	13

Table 8 - 60 Plus Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	1	0	0	1
Slight	0	0	0	0	0	1	1
TOTAL	0	0	0	1	0	1	2

Table 9 - Child Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	1	0	1

Accidents between dates **01/01/2019** **and** **14/12/2024** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Notes:

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

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

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

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

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2019** **and** **14/12/2024** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Notes:

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

Location: A47 NORMANDY WAY HINCKLEY JW CORNWALL WAY.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2019** **and** **14/12/2024** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Notes:

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

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000927	30/11/2020	443090	295715	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2019** **and** **14/12/2024** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Notes:

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

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight

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

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2019** **and** **14/12/2024** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Notes:

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

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202201013	20/11/2022	442985	296265	Raining without high winds	Wet/Damp	Daylight	Serious

Location: A447 ASHBY ROAD HINCKLEY AT ENTRANCE TO HOSPITAL.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning left	S	W
Car	Jct Approach	Stopping	S	N
Car	Jct Approach	Going ahead other	S	N

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Serious

Accidents between dates **01/01/2019** **and** **14/12/2024** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300531	30/06/2023	443025	296160	Fine without high winds	Dry	Daylight	Fatal

Location: A447 ASHBY ROAD HINCKLEY OUTSIDE NUMBER 249.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	U-turn	N	N
Motorcycle over 500cc	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	N	S

Casualties:

Class	Severity
Driver / Rider	Fatal

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400300	05/04/2024	443070	295705	Fine without high winds	Dry	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead	W	E
Car	Jct Approach	Going ahead but held up	W	E

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2019** **and** **14/12/2024** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400415	12/05/2024	443108	295705	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead	N	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2019** **and** **14/12/2024** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Hinckley 05.02.2025")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400984	18/10/2024	443060	295700	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Fatal

Location: A47 NORMANDY WAY HINCKLEY 40M W ASHBY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Very serious
Vehicle Passenger	Fatal
Driver / Rider	Fatal

Number of records in selection: **13**

APPENDIX F

HIGHWAY BOUNDARY DATA

Section 1a: Roads, Footpaths and Verges

The following section shows the extent of publicly maintainable roads, footpaths and verges in and about the site.

Site Boundary

Public
Highway maintainable at public expense as defined under S36 of the Highways Act.

Private
Road has not been adopted as a highway maintainable at public expense.
Members of the public may still have the right to use the road in their vehicles or on foot but the responsibility for and cost of maintenance is held privately.

PMH/S38
Prospectively Maintainable Highway - Road is not currently adopted as a highway maintainable at public expense but the relevant authority has indicated through proposals, bonds, bond waivers or other means that they may adopt the road for maintenance at a future date.

Highways Agency
This road is managed and *maintained* by the Highways Agency.

Other Maintainable
Where identified please refer to the Notes box on the next page.

Roads investigated are shown coloured on the plan and listed by status in the table. Uncoloured roads have not been checked.

APPENDIX G

MULTI MODAL TRICS DATA

Calculation Reference: AUDIT-855401-250320-0348

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	3 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	6 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	7 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 days
09	**NORTH**		
	DH	DURHAM	2 days
	IM	ISLE OF MAN	3 days
11	**SCOTLAND**		
	AS	ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 50 to 248 (units:)
Range Selected by User: 50 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	4 days
Tuesday	16 days
Wednesday	6 days
Thursday	10 days
Friday	1 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)	5
Edge of Town	19
Neighbourhood Centre (PPS6 Local Centre)	13

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

Selected Location Sub Categories:

Residential Zone	21
Village	13
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	16 days	- Selected
Servicing vehicles Excluded	63 days	- Selected

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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	12 days
5,001 to 10,000	13 days
10,001 to 15,000	8 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	13 days
50,001 to 75,000	7 days
75,001 to 100,000	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	7 days
1.1 to 1.5	23 days
1.6 to 2.0	7 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	23 days
No	14 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **AC-03-A-06** **DETACHED HOUSES** **CHESHIRE WEST & CHESTER**
COMMON LANE
NEAR CHESTER
WAVERTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 99
Survey date: FRIDAY *29/04/22* *Survey Type: MANUAL*

2 **AS-03-A-02** **MIXED HOUSES** **ABERDEENSHIRE**
FARROCHIE ROAD
STONEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 131
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

3 **CA-03-A-08** **DETACHED & SEMI-DETACHED** **CAMBRIDGESHIRE**
GIDDING ROAD
SAWTRY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 83
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

4 **DC-03-A-11** **MIXED HOUSES** **DORSET**
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

5 **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*

6 **DH-03-A-02** **MIXED HOUSES** **DURHAM**
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

7 **ES-03-A-07** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

8 **ES-03-A-11** **MIXED HOUSES** **EAST SUSSEX**
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 105
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **ES-03-A-12** **MIXED HOUSES & FLATS** **EAST SUSSEX**
HOREBEECH LANE
HORAM

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 123
Survey date: TUESDAY *03/10/23* *Survey Type: MANUAL*

10 **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*

11 **HC-03-A-27** **MIXED HOUSES** **HAMPSHIRE**
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 **HC-03-A-38** **MIXED HOUSES & FLATS** **HAMPSHIRE**
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: WEDNESDAY *26/06/24* *Survey Type: MANUAL*

13 **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*

14 **HF-03-A-06** **MIXED HOUSES & FLATS** **HERTFORDSHIRE**
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *28/11/23* *Survey Type: MANUAL*

15 **IM-03-A-03** **MIXED HOUSES** **ISLE OF MAN**
MAIN ROAD
COLBY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 111
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **IM-03-A-04** **MIXED HOUSES** **ISLE OF MAN**
NEW CASTLETOWN ROAD
DOUGLAS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: MONDAY *20/05/24* *Survey Type: MANUAL*

17 **IM-03-A-06** **MIXED HOUSES** **ISLE OF MAN**
MOORAGH PROMENADE
RAMSEY

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

18 **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*

19 **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*

20 **KC-03-A-10** **MIXED HOUSES** **KENT**
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

21 **KC-03-A-12** **MIXED HOUSES & FLATS** **KENT**
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

22 **LE-03-A-02** **DETACHED & OTHERS** **LEICESTERSHIRE**
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

23 **NF-03-A-25** **MIXED HOUSES & FLATS** **NORFOLK**
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

24 **NF-03-A-27** **MIXED HOUSES & FLATS** **NORFOLK**
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY *16/09/21* *Survey Type: MANUAL*

25 **NF-03-A-33** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

26 **NF-03-A-34** **MIXED HOUSES** **NORFOLK**
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

27 **NF-03-A-36** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

28 **NF-03-A-39** **MIXED HOUSES** **NORFOLK**
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

29 **NF-03-A-52** **MIXED HOUSES** **NORFOLK**
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

30 **SC-03-A-09** **MIXED HOUSES & FLATS** **SURREY**
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

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 **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*

33 **WS-03-A-12** **MIXED HOUSES** **WEST SUSSEX**
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

34 **WS-03-A-14** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

35 **WS-03-A-16** **DETACHED & SEMI-DETACHED** **WEST SUSSEX**
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

36 **WS-03-A-18** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

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

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

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

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

Total People to Total Vehicles ratio (all time periods and directions): 1.72

	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	120	0.071	37	120	0.265	37	120	0.336
08:00 - 09:00	37	120	0.134	**37**	**120**	**0.340**	**37**	**120**	**0.474**
09:00 - 10:00	37	120	0.136	37	120	0.167	37	120	0.303
10:00 - 11:00	37	120	0.125	37	120	0.153	37	120	0.278
11:00 - 12:00	37	120	0.124	37	120	0.134	37	120	0.258
12:00 - 13:00	37	120	0.150	37	120	0.141	37	120	0.291
13:00 - 14:00	37	120	0.144	37	120	0.143	37	120	0.287
14:00 - 15:00	37	120	0.147	37	120	0.163	37	120	0.310
15:00 - 16:00	37	120	0.238	37	120	0.159	37	120	0.397
16:00 - 17:00	37	120	0.253	37	120	0.156	37	120	0.409
17:00 - 18:00	**37**	**120**	**0.311**	37	120	0.149	37	120	0.460
18:00 - 19:00	37	120	0.237	37	120	0.131	37	120	0.368
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.070			2.101			4.171

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.*

Parameter summary

Trip rate parameter range selected:	50 - 248 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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

	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	120	0.002	37	120	0.002	37	120	0.004
08:00 - 09:00	**37**	**120**	**0.007**	**37**	**120**	**0.006**	**37**	**120**	**0.013**
09:00 - 10:00	37	120	0.003	37	120	0.003	37	120	0.006
10:00 - 11:00	37	120	0.002	37	120	0.002	37	120	0.004
11:00 - 12:00	37	120	0.002	37	120	0.002	37	120	0.004
12:00 - 13:00	37	120	0.003	37	120	0.003	37	120	0.006
13:00 - 14:00	37	120	0.002	37	120	0.002	37	120	0.004
14:00 - 15:00	37	120	0.002	37	120	0.002	37	120	0.004
15:00 - 16:00	37	120	0.004	37	120	0.005	37	120	0.009
16:00 - 17:00	37	120	0.004	37	120	0.004	37	120	0.008
17:00 - 18:00	37	120	0.003	37	120	0.002	37	120	0.005
18:00 - 19:00	37	120	0.001	37	120	0.001	37	120	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.034			0.069

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	120	0.002	37	120	0.001	37	120	0.003
08:00 - 09:00	37	120	0.001	37	120	0.001	37	120	0.002
09:00 - 10:00	37	120	0.003	37	120	0.002	37	120	0.005
10:00 - 11:00	**37**	**120**	**0.003**	37	120	0.003	37	120	0.006
11:00 - 12:00	37	120	0.003	37	120	0.003	37	120	0.006
12:00 - 13:00	37	120	0.003	**37**	**120**	**0.004**	**37**	**120**	**0.007**
13:00 - 14:00	37	120	0.002	37	120	0.002	37	120	0.004
14:00 - 15:00	37	120	0.002	37	120	0.002	37	120	0.004
15:00 - 16:00	37	120	0.003	37	120	0.003	37	120	0.006
16:00 - 17:00	37	120	0.000	37	120	0.001	37	120	0.001
17:00 - 18:00	37	120	0.001	37	120	0.000	37	120	0.001
18:00 - 19:00	37	120	0.001	37	120	0.000	37	120	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.022			0.046

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

	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	120	0.000	37	120	0.000	37	120	0.000
08:00 - 09:00	37	120	0.000	37	120	0.000	37	120	0.000
09:00 - 10:00	**37**	**120**	**0.000**	**37**	**120**	**0.000**	37	120	0.000
10:00 - 11:00	37	120	0.000	37	120	0.000	37	120	0.000
11:00 - 12:00	37	120	0.000	37	120	0.000	37	120	0.000
12:00 - 13:00	37	120	0.000	37	120	0.000	37	120	0.000
13:00 - 14:00	37	120	0.000	37	120	0.000	37	120	0.000
14:00 - 15:00	37	120	0.000	37	120	0.000	37	120	0.000
15:00 - 16:00	37	120	0.000	37	120	0.000	37	120	0.000
16:00 - 17:00	37	120	0.000	37	120	0.000	37	120	0.000
17:00 - 18:00	37	120	0.000	37	120	0.000	37	120	0.000
18:00 - 19:00	37	120	0.000	37	120	0.000	37	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

	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	120	0.002	37	120	0.010	37	120	0.012
08:00 - 09:00	37	120	0.003	**37**	**120**	**0.019**	**37**	**120**	**0.022**
09:00 - 10:00	37	120	0.003	37	120	0.005	37	120	0.008
10:00 - 11:00	37	120	0.003	37	120	0.001	37	120	0.004
11:00 - 12:00	37	120	0.002	37	120	0.002	37	120	0.004
12:00 - 13:00	37	120	0.003	37	120	0.002	37	120	0.005
13:00 - 14:00	37	120	0.004	37	120	0.003	37	120	0.007
14:00 - 15:00	37	120	0.004	37	120	0.004	37	120	0.008
15:00 - 16:00	**37**	**120**	**0.013**	37	120	0.005	37	120	0.018
16:00 - 17:00	37	120	0.012	37	120	0.006	37	120	0.018
17:00 - 18:00	37	120	0.009	37	120	0.007	37	120	0.016
18:00 - 19:00	37	120	0.007	37	120	0.004	37	120	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.068			0.133

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	120	0.079	37	120	0.376	37	120	0.455
08:00 - 09:00	37	120	0.157	**37**	**120**	**0.564**	**37**	**120**	**0.721**
09:00 - 10:00	37	120	0.164	37	120	0.222	37	120	0.386
10:00 - 11:00	37	120	0.157	37	120	0.204	37	120	0.361
11:00 - 12:00	37	120	0.162	37	120	0.177	37	120	0.339
12:00 - 13:00	37	120	0.193	37	120	0.186	37	120	0.379
13:00 - 14:00	37	120	0.190	37	120	0.183	37	120	0.373
14:00 - 15:00	37	120	0.198	37	120	0.212	37	120	0.410
15:00 - 16:00	37	120	0.396	37	120	0.209	37	120	0.605
16:00 - 17:00	37	120	0.387	37	120	0.215	37	120	0.602
17:00 - 18:00	**37**	**120**	**0.463**	37	120	0.204	37	120	0.667
18:00 - 19:00	37	120	0.347	37	120	0.183	37	120	0.530
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.893			2.935			5.828

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

	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	120	0.017	37	120	0.043	37	120	0.060
08:00 - 09:00	37	120	0.040	**37**	**120**	**0.105**	**37**	**120**	**0.145**
09:00 - 10:00	37	120	0.039	37	120	0.041	37	120	0.080
10:00 - 11:00	37	120	0.025	37	120	0.035	37	120	0.060
11:00 - 12:00	37	120	0.038	37	120	0.035	37	120	0.073
12:00 - 13:00	37	120	0.035	37	120	0.030	37	120	0.065
13:00 - 14:00	37	120	0.032	37	120	0.031	37	120	0.063
14:00 - 15:00	37	120	0.037	37	120	0.033	37	120	0.070
15:00 - 16:00	**37**	**120**	**0.094**	37	120	0.050	37	120	0.144
16:00 - 17:00	37	120	0.061	37	120	0.039	37	120	0.100
17:00 - 18:00	37	120	0.043	37	120	0.039	37	120	0.082
18:00 - 19:00	37	120	0.044	37	120	0.029	37	120	0.073
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.505			0.510			1.015

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	120	0.000	37	120	0.015	37	120	0.015
08:00 - 09:00	37	120	0.002	**37**	**120**	**0.027**	**37**	**120**	**0.029**
09:00 - 10:00	37	120	0.002	37	120	0.009	37	120	0.011
10:00 - 11:00	37	120	0.005	37	120	0.004	37	120	0.009
11:00 - 12:00	37	120	0.004	37	120	0.004	37	120	0.008
12:00 - 13:00	37	120	0.005	37	120	0.005	37	120	0.010
13:00 - 14:00	37	120	0.005	37	120	0.002	37	120	0.007
14:00 - 15:00	37	120	0.006	37	120	0.006	37	120	0.012
15:00 - 16:00	**37**	**120**	**0.023**	37	120	0.005	37	120	0.028
16:00 - 17:00	37	120	0.013	37	120	0.003	37	120	0.016
17:00 - 18:00	37	120	0.010	37	120	0.002	37	120	0.012
18:00 - 19:00	37	120	0.006	37	120	0.001	37	120	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.083			0.164

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	120	0.000	**37**	**120**	**0.009**	**37**	**120**	**0.009**
08:00 - 09:00	37	120	0.000	37	120	0.007	37	120	0.007
09:00 - 10:00	37	120	0.000	37	120	0.002	37	120	0.002
10:00 - 11:00	37	120	0.000	37	120	0.000	37	120	0.000
11:00 - 12:00	37	120	0.000	37	120	0.000	37	120	0.000
12:00 - 13:00	37	120	0.000	37	120	0.001	37	120	0.001
13:00 - 14:00	37	120	0.000	37	120	0.000	37	120	0.000
14:00 - 15:00	37	120	0.001	37	120	0.000	37	120	0.001
15:00 - 16:00	37	120	0.002	37	120	0.000	37	120	0.002
16:00 - 17:00	37	120	0.003	37	120	0.000	37	120	0.003
17:00 - 18:00	**37**	**120**	**0.007**	37	120	0.000	37	120	0.007
18:00 - 19:00	37	120	0.005	37	120	0.000	37	120	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.019			0.037

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	120	0.000	37	120	0.000	37	120	0.000
08:00 - 09:00	37	120	0.000	**37**	**120**	**0.000**	37	120	0.000
09:00 - 10:00	37	120	0.000	37	120	0.000	37	120	0.000
10:00 - 11:00	37	120	0.000	37	120	0.000	37	120	0.000
11:00 - 12:00	37	120	0.000	37	120	0.000	37	120	0.000
12:00 - 13:00	37	120	0.000	37	120	0.000	37	120	0.000
13:00 - 14:00	37	120	0.000	37	120	0.000	37	120	0.000
14:00 - 15:00	37	120	0.000	37	120	0.000	37	120	0.000
15:00 - 16:00	37	120	0.000	37	120	0.000	37	120	0.000
16:00 - 17:00	**37**	**120**	**0.000**	37	120	0.000	37	120	0.000
17:00 - 18:00	37	120	0.000	37	120	0.000	37	120	0.000
18:00 - 19:00	37	120	0.000	37	120	0.000	37	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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	120	0.000	37	120	0.024	37	120	0.024
08:00 - 09:00	37	120	0.002	**37**	**120**	**0.034**	**37**	**120**	**0.036**
09:00 - 10:00	37	120	0.002	37	120	0.012	37	120	0.014
10:00 - 11:00	37	120	0.005	37	120	0.005	37	120	0.010
11:00 - 12:00	37	120	0.004	37	120	0.004	37	120	0.008
12:00 - 13:00	37	120	0.005	37	120	0.005	37	120	0.010
13:00 - 14:00	37	120	0.005	37	120	0.002	37	120	0.007
14:00 - 15:00	37	120	0.006	37	120	0.006	37	120	0.012
15:00 - 16:00	**37**	**120**	**0.025**	37	120	0.005	37	120	0.030
16:00 - 17:00	37	120	0.017	37	120	0.003	37	120	0.020
17:00 - 18:00	37	120	0.017	37	120	0.002	37	120	0.019
18:00 - 19:00	37	120	0.011	37	120	0.001	37	120	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.103			0.202

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

Total People to Total Vehicles ratio (all time periods and directions): 1.72

	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	120	0.098	37	120	0.454	37	120	0.552
08:00 - 09:00	37	120	0.202	**37**	**120**	**0.721**	**37**	**120**	**0.923**
09:00 - 10:00	37	120	0.208	37	120	0.279	37	120	0.487
10:00 - 11:00	37	120	0.189	37	120	0.244	37	120	0.433
11:00 - 12:00	37	120	0.206	37	120	0.219	37	120	0.425
12:00 - 13:00	37	120	0.236	37	120	0.225	37	120	0.461
13:00 - 14:00	37	120	0.232	37	120	0.219	37	120	0.451
14:00 - 15:00	37	120	0.245	37	120	0.255	37	120	0.500
15:00 - 16:00	37	120	0.527	37	120	0.269	37	120	0.796
16:00 - 17:00	37	120	0.477	37	120	0.262	37	120	0.739
17:00 - 18:00	**37**	**120**	**0.533**	37	120	0.251	37	120	0.784
18:00 - 19:00	37	120	0.408	37	120	0.217	37	120	0.625
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.561			3.615			7.176

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

	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	120	0.057	37	120	0.233	37	120	0.290
08:00 - 09:00	37	120	0.110	**37**	**120**	**0.307**	**37**	**120**	**0.417**
09:00 - 10:00	37	120	0.108	37	120	0.142	37	120	0.250
10:00 - 11:00	37	120	0.097	37	120	0.121	37	120	0.218
11:00 - 12:00	37	120	0.095	37	120	0.105	37	120	0.200
12:00 - 13:00	37	120	0.117	37	120	0.110	37	120	0.227
13:00 - 14:00	37	120	0.116	37	120	0.114	37	120	0.230
14:00 - 15:00	37	120	0.121	37	120	0.132	37	120	0.253
15:00 - 16:00	37	120	0.210	37	120	0.133	37	120	0.343
16:00 - 17:00	37	120	0.219	37	120	0.133	37	120	0.352
17:00 - 18:00	**37**	**120**	**0.277**	37	120	0.131	37	120	0.408
18:00 - 19:00	37	120	0.217	37	120	0.117	37	120	0.334
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.744			1.778			3.522

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	120	0.010	**37**	**120**	**0.027**	37	120	0.037
08:00 - 09:00	37	120	0.016	37	120	0.024	37	120	0.040
09:00 - 10:00	37	120	0.022	37	120	0.019	37	120	0.041
10:00 - 11:00	37	120	0.022	37	120	0.024	37	120	0.046
11:00 - 12:00	37	120	0.023	37	120	0.023	37	120	0.046
12:00 - 13:00	37	120	0.025	37	120	0.023	**37**	**120**	**0.048**
13:00 - 14:00	37	120	0.022	37	120	0.023	37	120	0.045
14:00 - 15:00	37	120	0.021	37	120	0.025	37	120	0.046
15:00 - 16:00	37	120	0.021	37	120	0.018	37	120	0.039
16:00 - 17:00	37	120	0.027	37	120	0.017	37	120	0.044
17:00 - 18:00	**37**	**120**	**0.028**	37	120	0.014	37	120	0.042
18:00 - 19:00	37	120	0.018	37	120	0.012	37	120	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.255			0.249			0.504

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

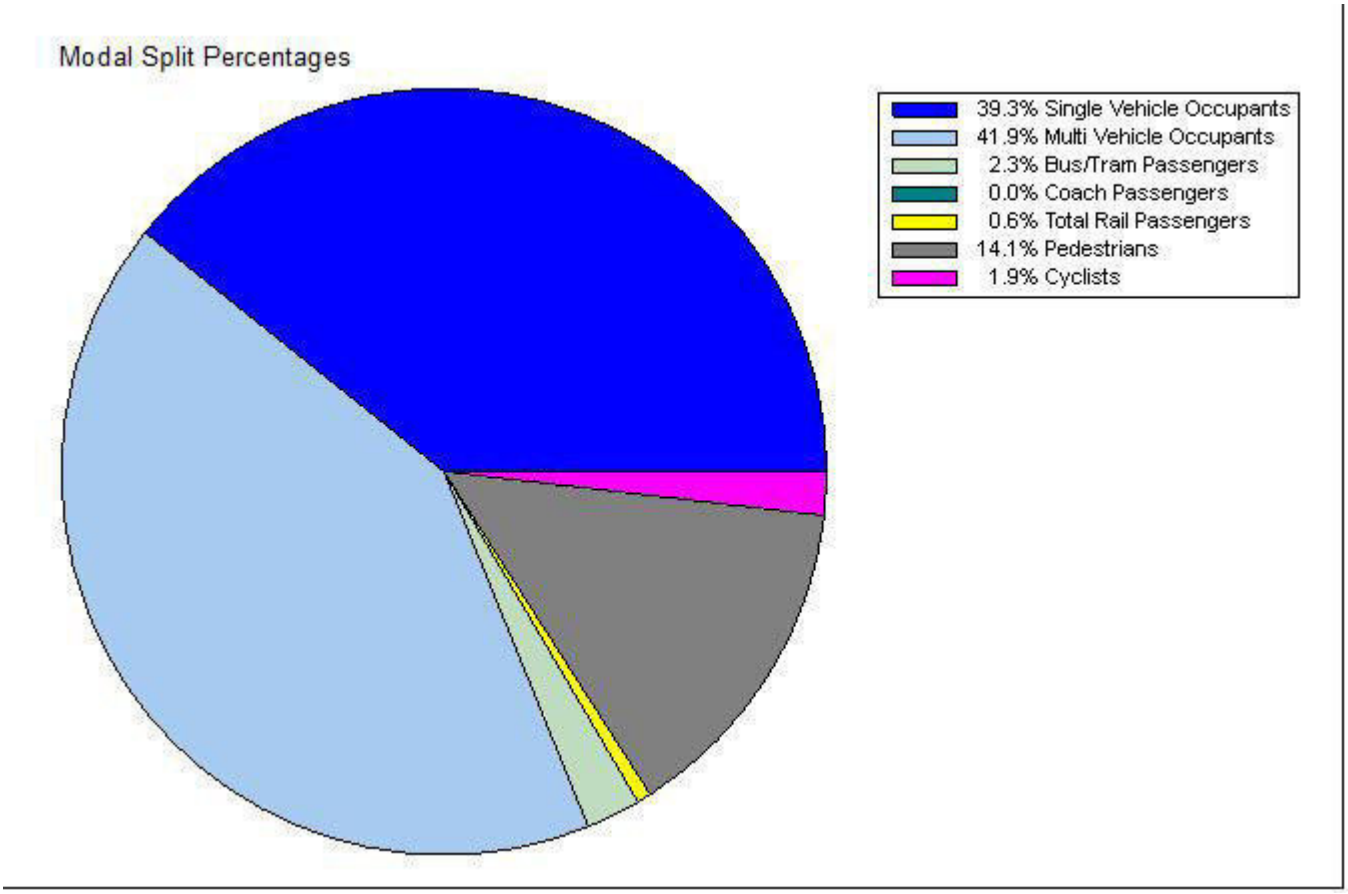
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	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	120	0.000	37	120	0.001	37	120	0.001
08:00 - 09:00	37	120	0.001	37	120	0.001	37	120	0.002
09:00 - 10:00	37	120	0.001	37	120	0.001	37	120	0.002
10:00 - 11:00	37	120	0.000	**37**	**120**	**0.001**	37	120	0.001
11:00 - 12:00	37	120	0.001	37	120	0.001	37	120	0.002
12:00 - 13:00	37	120	0.001	37	120	0.001	37	120	0.002
13:00 - 14:00	37	120	0.001	37	120	0.001	37	120	0.002
14:00 - 15:00	37	120	0.001	37	120	0.001	37	120	0.002
15:00 - 16:00	37	120	0.000	37	120	0.000	37	120	0.000
16:00 - 17:00	37	120	0.002	37	120	0.001	**37**	**120**	**0.003**
17:00 - 18:00	**37**	**120**	**0.002**	37	120	0.001	37	120	0.003
18:00 - 19:00	37	120	0.001	37	120	0.001	37	120	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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.*



Time Range/Peak Period Selection
Direction: Totals / Use All Times

APPENDIX H

PRTM OUTPUTS

Land East of Ashby Road, Hinckley

Parent Zone Trip Distribution + AoI

3852.011

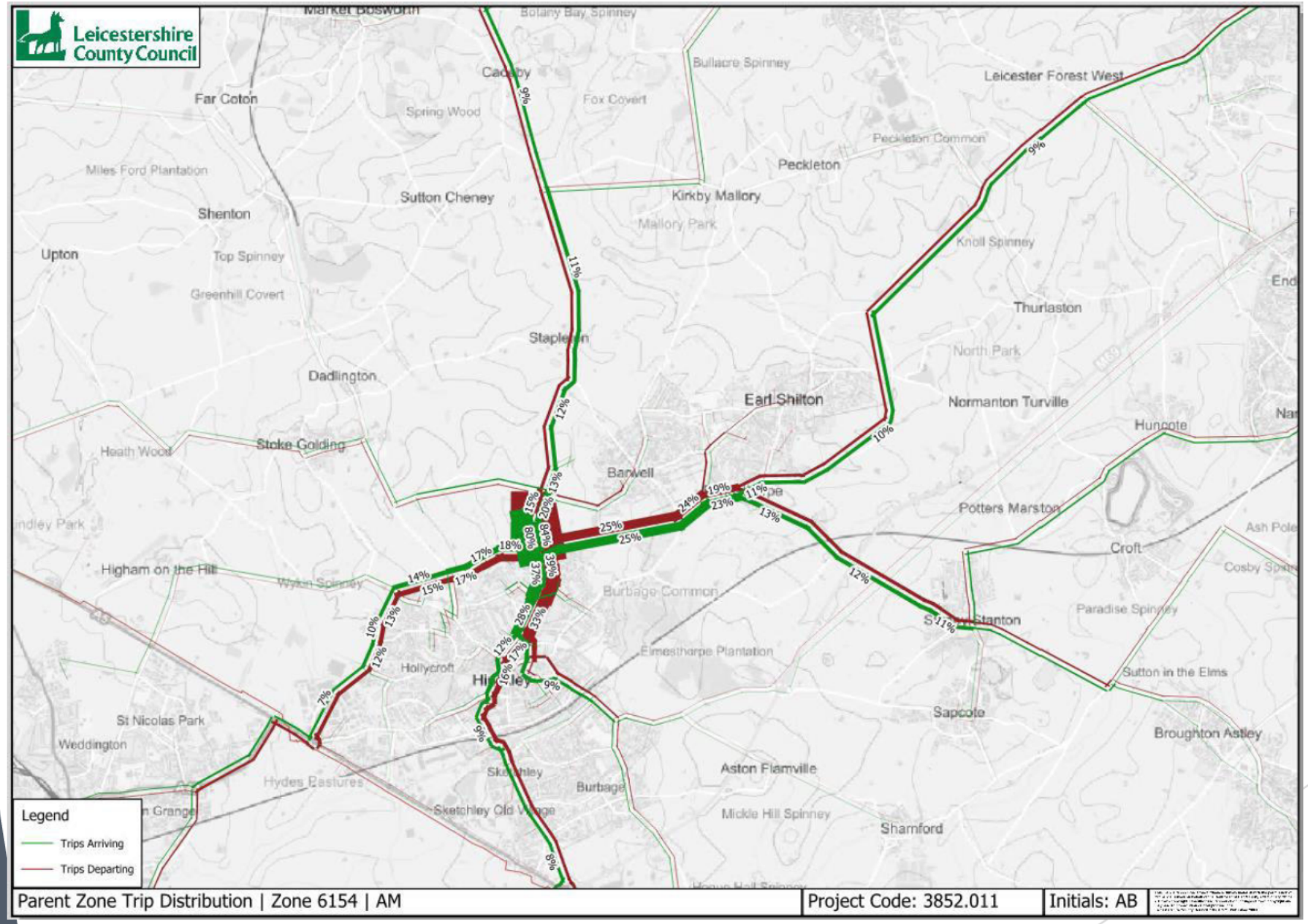
Alisha Baskcomb, Transport Modeller

Created on 10/02/2025

CONFIDENTIAL

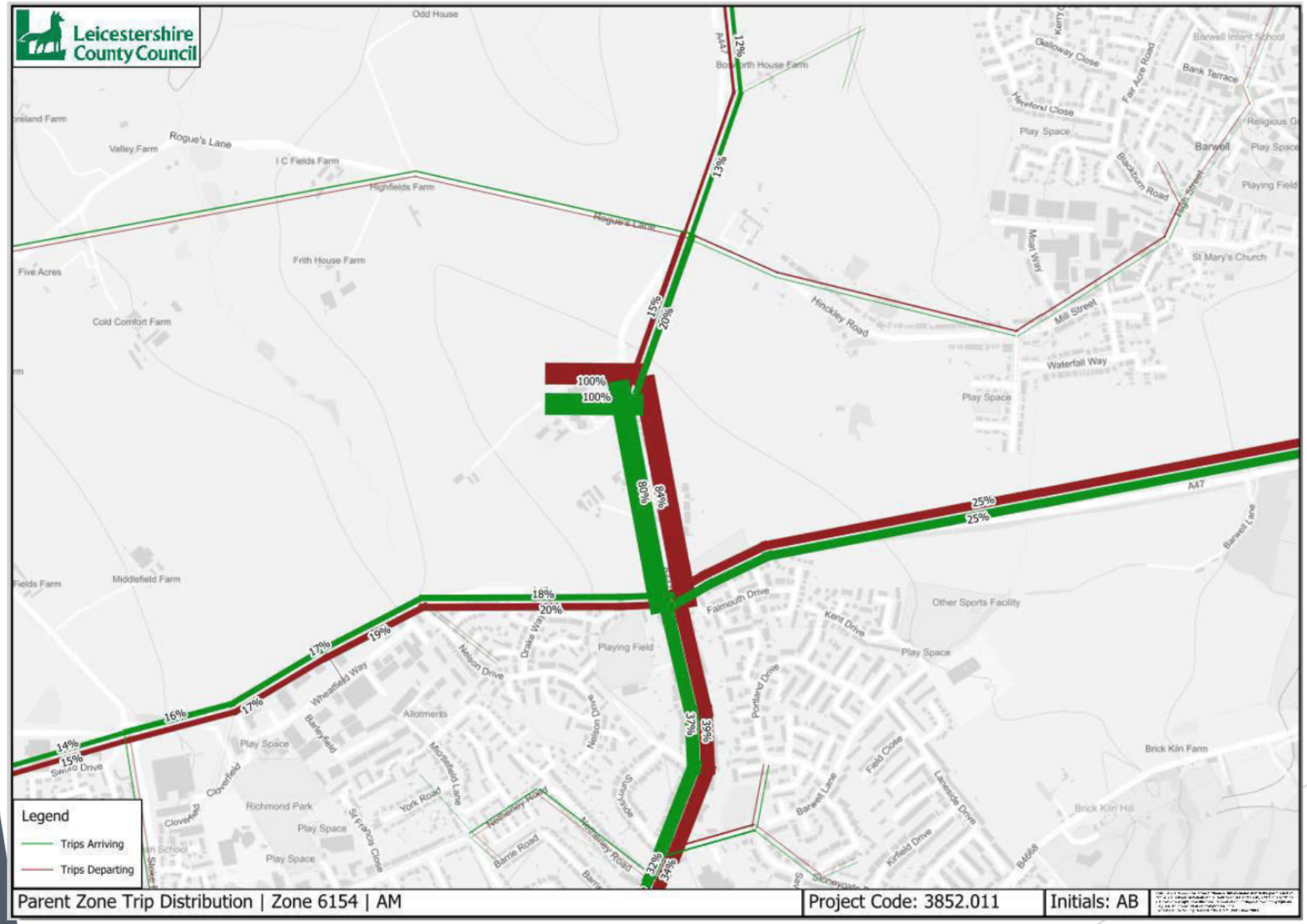
Parent Zone 6154 Trip Distribution – AM

Strategic scale



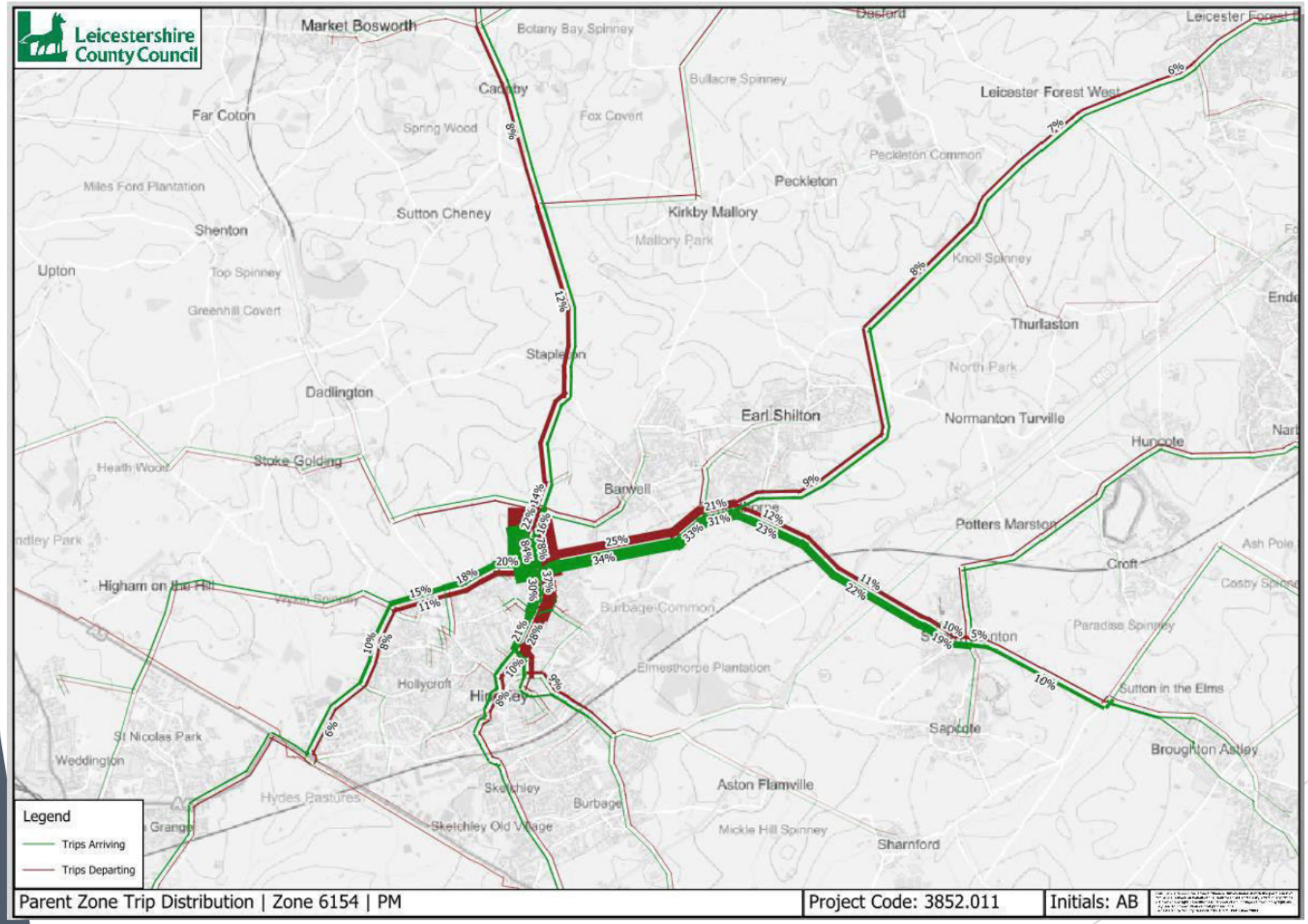
Parent Zone 6154 Trip Distribution – AM

Local scale



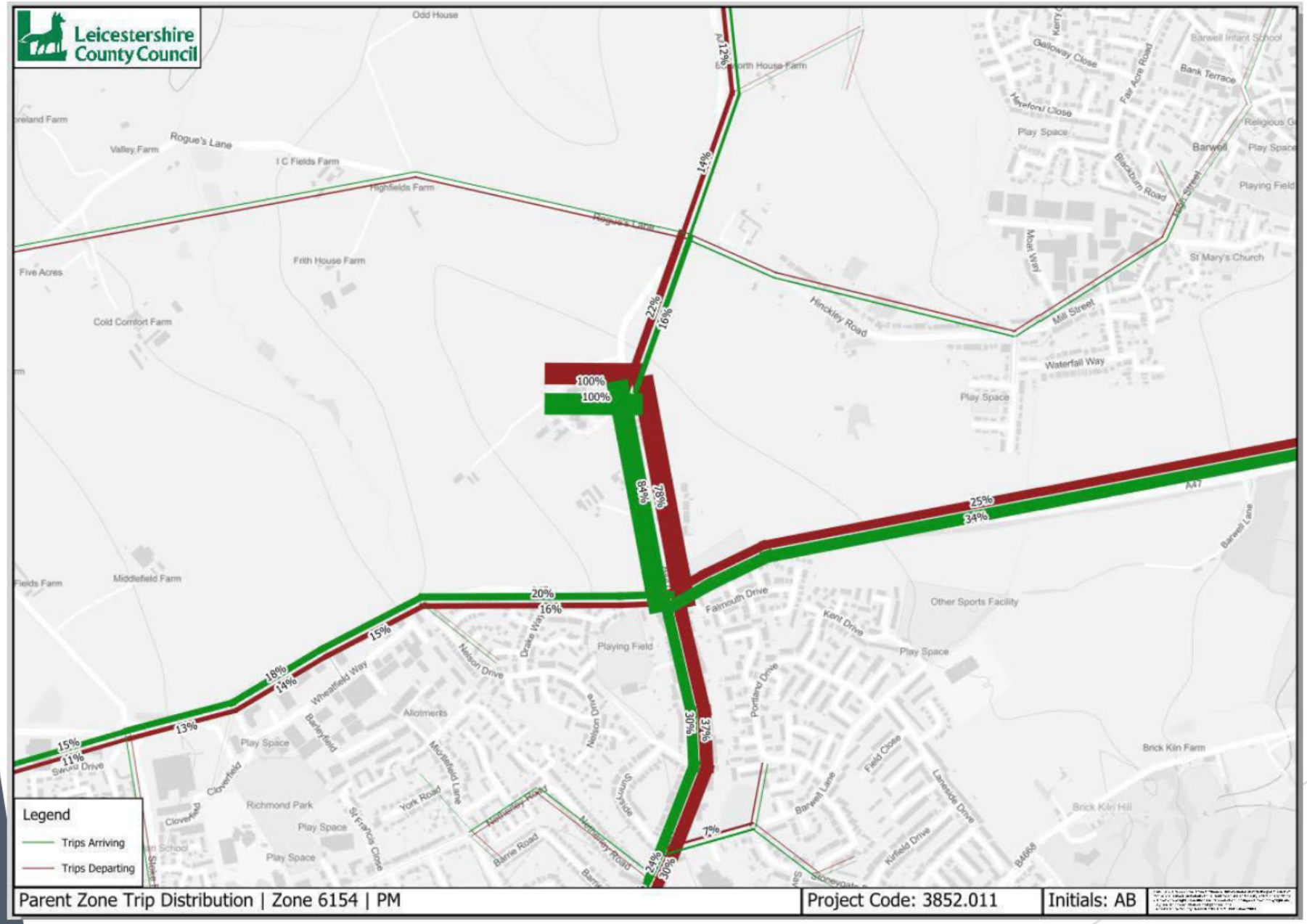
Parent Zone 6154 Trip Distribution – PM

Strategic scale



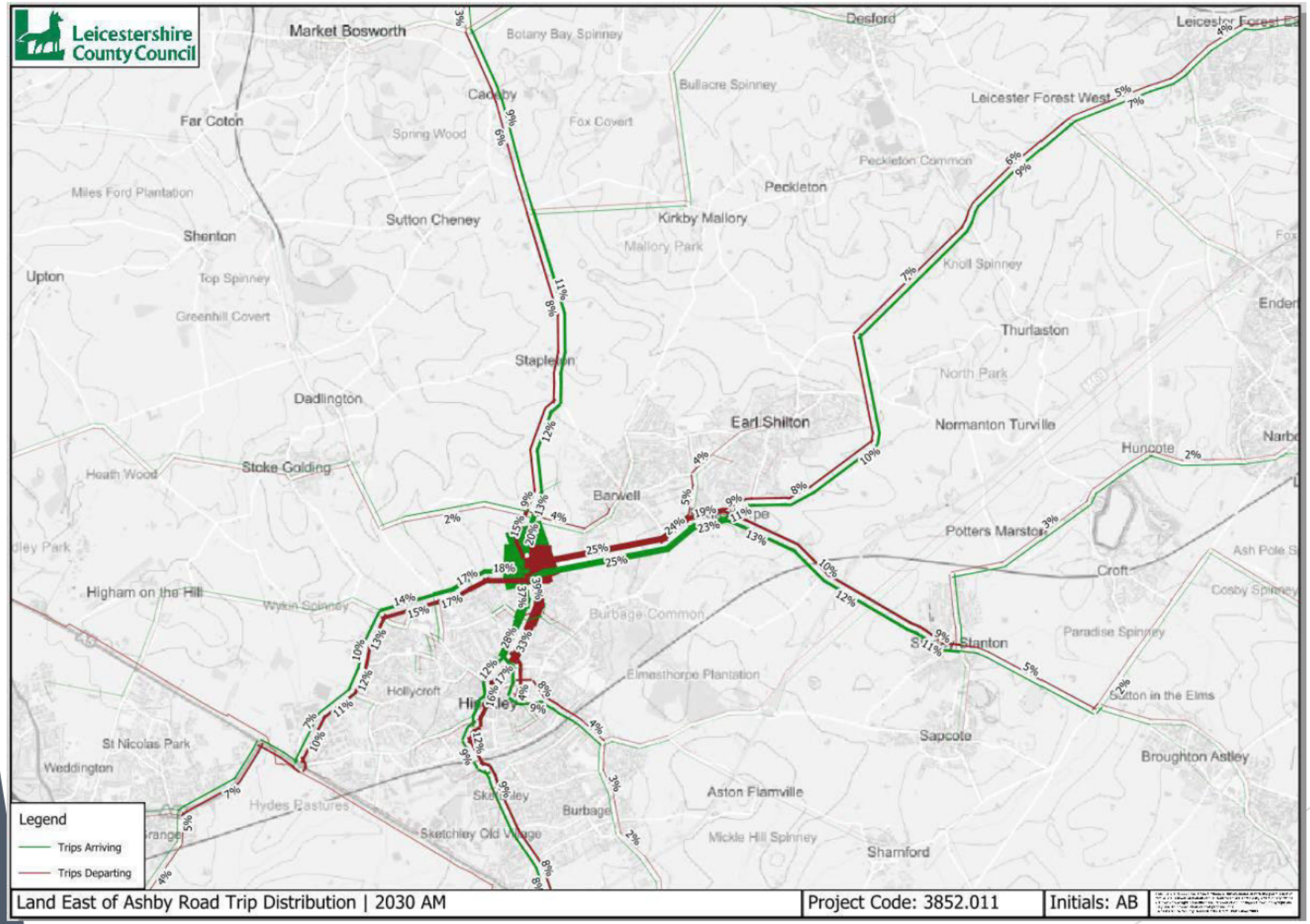
Parent Zone 6154 Trip Distribution – PM

Local scale



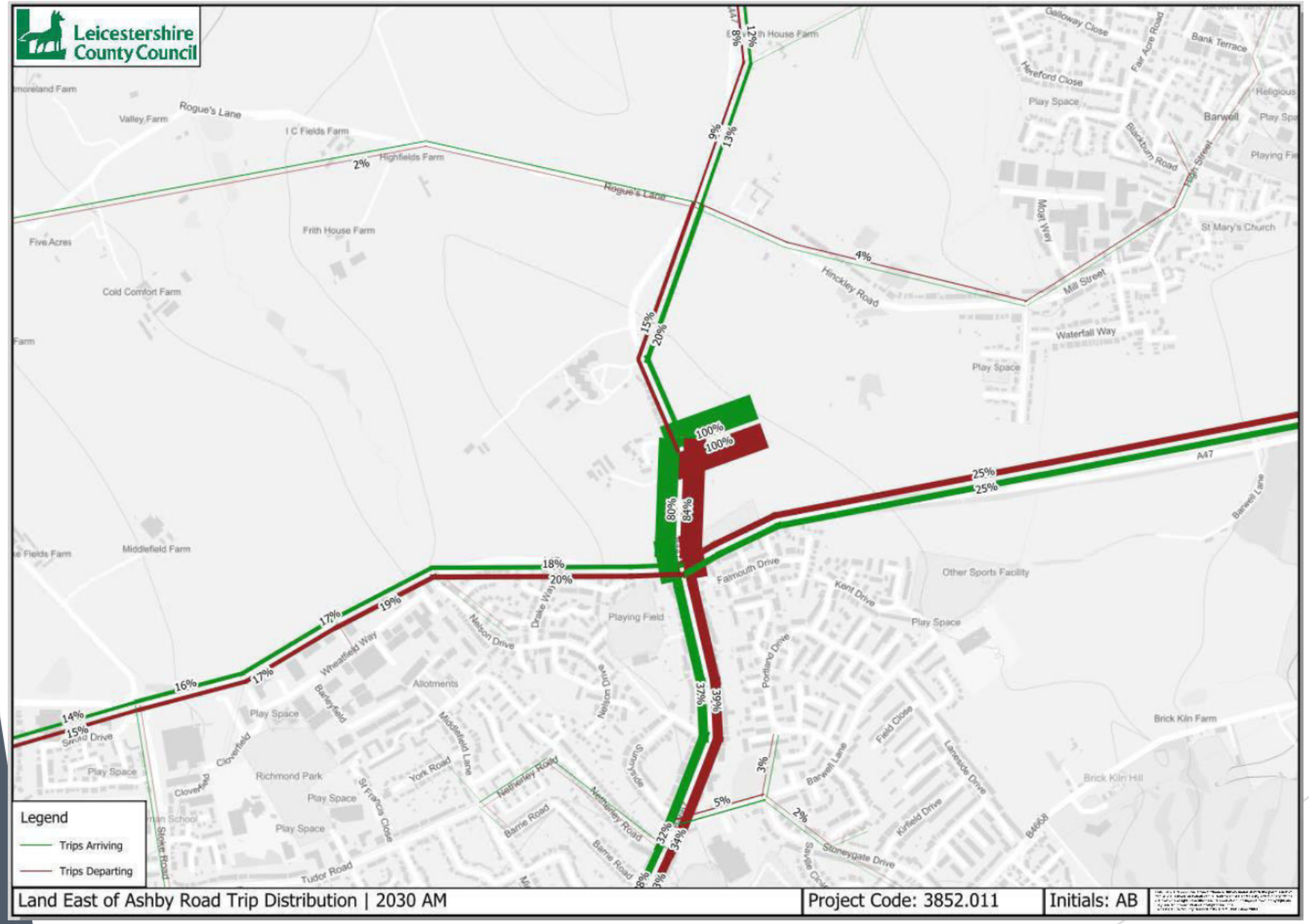
Land East of Ashby Road Trip Distribution – 2030 AM

Strategic scale



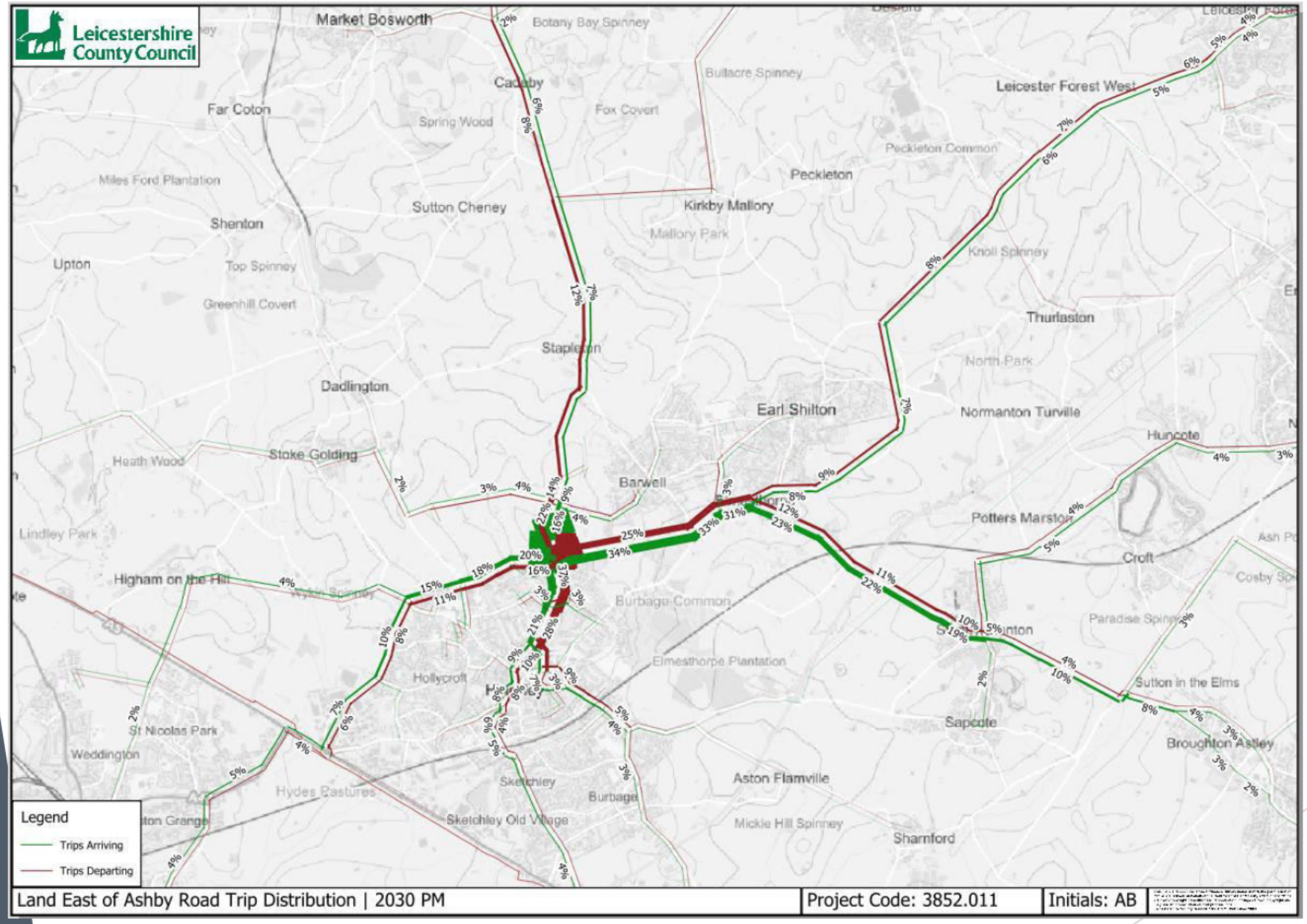
Land East of Ashby Road Trip Distribution – 2030 AM

Local scale



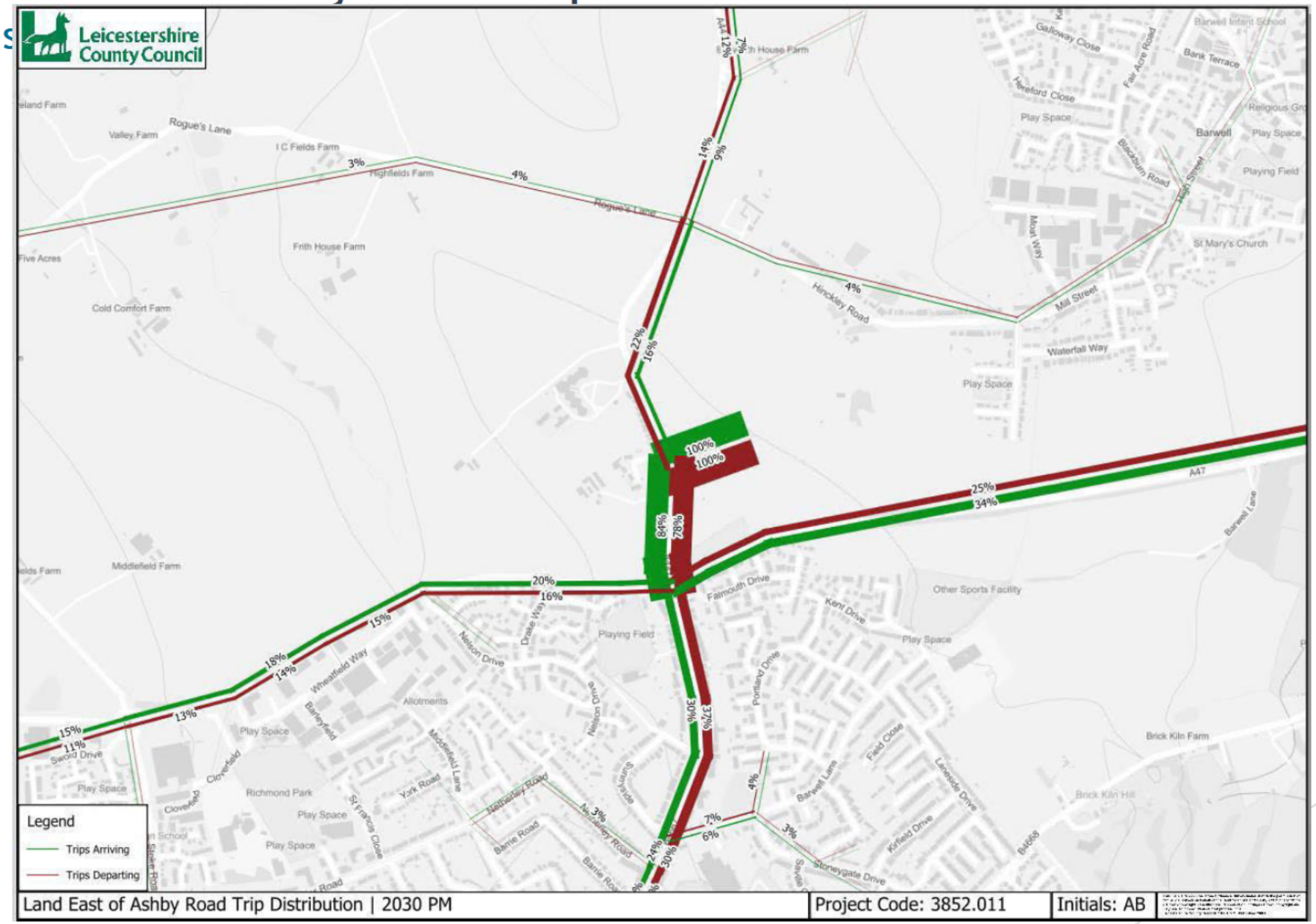
Land East of Ashby Road Trip Distribution – 2030 PM

Strategic scale



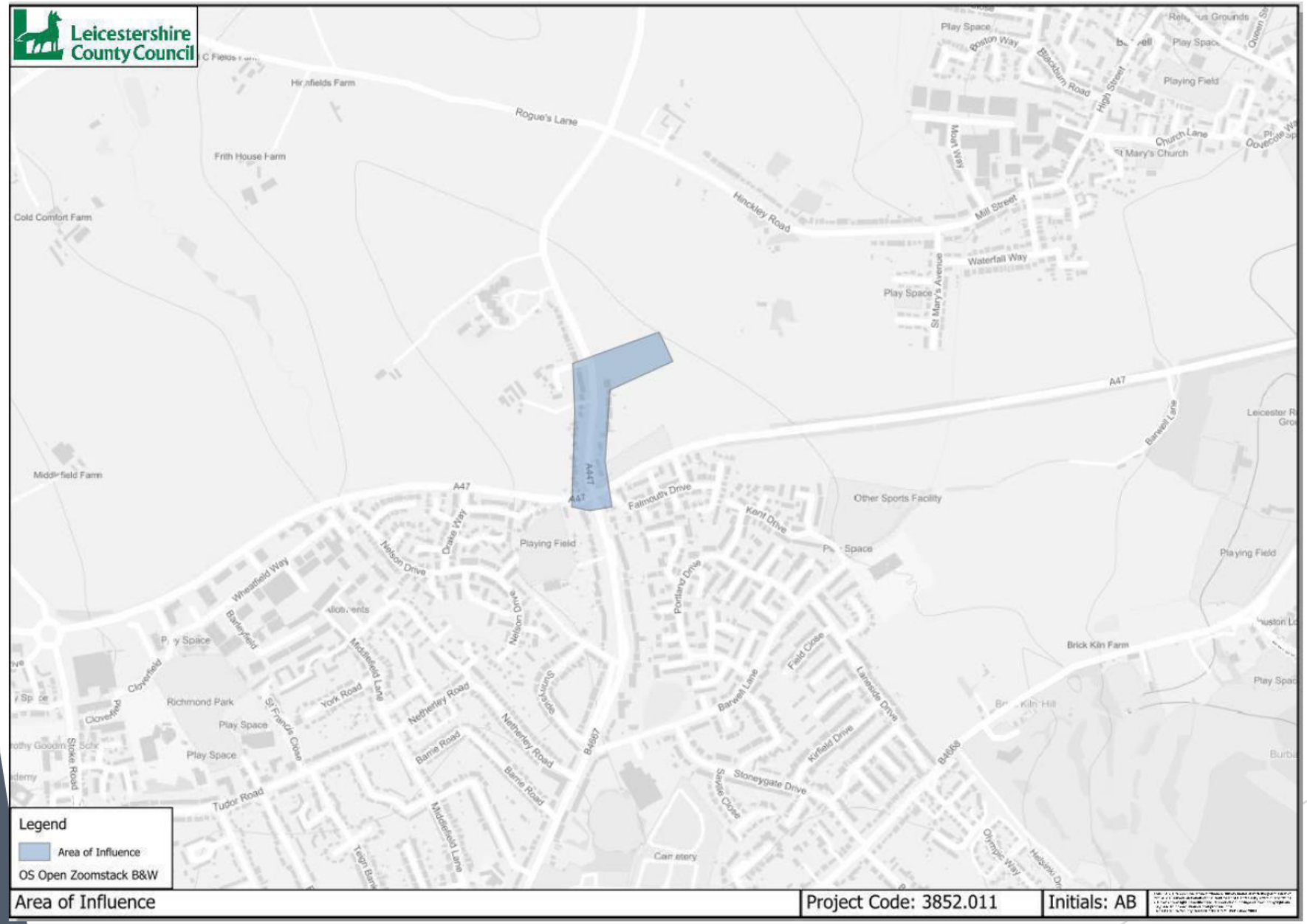
Land East of Ashby Road Trip Distribution – 2030 PM

Local s



Development Area of Influence

Defined by a change in 30 two-way PCU in 2029, 'Do Something' - 'Do Nothing'



APPENDIX I

PRTM FURNESSED MATRICES

Site Access/A447 Junction
A = A447 to the North
B = Site Access
C = A447 to the South

A47/A447/ Ashby Road Signalised Junction
A = A447 to the North
B = A47 East
C = Ashby Road
D = A47 West

Observed Counts - 2024

AM

	A	B	C	Total
A	0	0	761	761
B	0	0	0	0
C	484	0	0	484
Total	484	0	761	

PM

	A	B	C	Total
A	0	0	806	806
B	0	0	0	0
C	777	0	0	777
Total	777	0	806	

AM

	A	B	C	D	Total
A	0	30	410	321	761
B	29	0	103	613	745
C	229	103	0	145	477
D	226	454	81	0	761
Total	484	587	594	1079	

PM

	A	B	C	D	Total
A	0	54	485	267	806
B	39	0	173	535	747
C	359	156	0	96	611
D	379	466	39	0	884
Total	777	676	697	898	

PRTM Flows

2024 DN AM

	A	B	C	Total
A				724
B				0
C				496
Total	496	0	724	

2024 DN PM

	A	B	C	Total
A				685
B				0
C				622
Total	622	0	685	

2024 DN AM

	A	B	C	D	Total
A					724
B					744
C					520
D					822
Total	496	756	616	942	

2024 DN PM

	A	B	C	D	Total
A					685
B					806
C					673
D					918
Total	622	888	699	873	

2030 DN AM

	A	B	C	Total
A				723
B				0
C				499
Total	499	0	723	

2030 DN PM

	A	B	C	Total
A				610
B				0
C				667
Total	667	0	610	

2030 DN AM

	A	B	C	D	Total
A					723
B					966
C					515
D					996
Total	499	886	666	1148	

2030 DN PM

	A	B	C	D	Total
A					610
B					1071
C					684
D					1119
Total	667	995	741	1081	

2030 DS AM

	A	B	C	Total
A				726
B				47
C				512
Total	507	16	763	

2030 DS PM

	A	B	C	Total
A				617
B				27
C				705
Total	673	45	631	

2030 DS AM

	A	B	C	D	Total
A					763
B					970
C					521
D					999
Total	512	898	685	1157	

2030 DS PM

	A	B	C	D	Total
A					631
B					1087
C					697
D					1129
Total	705	1002	751	1085	

Prior Matrix + Targets

From observed matrix
From PRTM

2030 DN AM

	A	B	C	Target
A	0	0	761	760
B	0	0	0	0
C	484	0	0	487
Target	487	0	760	

2030 DN PM

	A	B	C	Target
A	0	0	806	731
B	0	0	0	0
C	777	0	0	822
Target	822	0	731	

2030 DN AM

	A	B	C	D	Target
A	0	30	410	321	760
B	29	0	103	613	967
C	229	103	0	145	472
D	226	454	81	0	935
Target	487	717	644	1285	

2030 DN PM

	A	B	C	D	Target
A	0	54	485	267	731
B	39	0	173	535	1012
C	359	156	0	96	622
D	379	466	39	0	1085
Target	822	783	739	1106	

2030 DS AM

	A	B	C	Target
A	0	3	761	763
B	8	0	40	47
C	484	13	0	500
Target	495	16	800	

2030 DS PM

	A	B	C	Target
A	0	7	806	738
B	6	0	21	27
C	777	38	0	860
Target	828	45	752	

2030 DS AM

	A	B	C	D	Target
A	0	30	410	321	800
B	29	0	103	613	971
C	229	103	0	145	478
D	226	454	81	0	938
Target	500	729	663	1294	

2030 DS PM

	A	B	C	D	Target
A	0	54	485	267	752
B	39	0	173	535	1028
C	359	156	0	96	635
D	379	466	39	0	1095
Target	860	790	749	1110	

Furnessed Matrices

2030 DN AM

	A	B	C	Total
A	0	0	760	760
B	0	0	0	0
C	487	0	0	487
Total	487	0	760	

2030 DN PM

	A	B	C	Total
A	0	0	731	731
B	0	0	0	0
C	822	0	0	822
Total	822	0	731	

2030 DN AM

	A	B	C	D	Total
A	0	30	406	324	760
B	33	0	132	802	967
C	206	109	0	157	472
D	249	580	106	0	935
Total	488	719	644	1283	

2030 DN PM

	A	B	C	D	Total
A	0	41	444	247	732
B	41	0	235	736	1012
C	340	161	0	121	622
D	443	583	58	0	1084
Total	824	785	737	1104	

2030 DS AM

	A	B	C	Total
A	0	3	760	763
B	8	0	39	47
C	487	13	0	500
Total	495	16	799	

2030 DS PM

	A	B	C	Total
A	0	7	731	738
B	7	0	20	27
C	822	38	0	860
Total	829	45	751	

2030 DS AM

	A	B	C	D	Total
A	0	33	429	338	800
B	35	0	133	803	971
C	215	111	0	152	478
D	251	587	100	0	938
Total	501	731	662	1293	

2030 DS PM

	A	B	C	D	Total
A	0	46	456	250	752
B	47	0	238	743	1028
C	358	162	0	115	635
D	457	584	53	0	1094
Total	862	792	747	1108	

APPENDIX J

PICADY REPORT – SITE ACCESS JUNCTION

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

Filename: Proposed site access junction.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3280 Land East of Ashby Road, Hinckley\Calculations\Junction Models
Report generation date: 04/04/2025 11:36:31

»2030 Furness 'Do Something' , AM
»2030 Furness 'Do Something' , PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2030 Furness 'Do Something'					
Stream B-AC	0.1	9.71	0.12	0.1	10.73	0.08
Stream C-AB	0.1	4.64	0.04	0.5	3.99	0.17

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	Proposed site access junction
Location	Hinckley
Site number	Site access
Date	28/11/2024
Version	v1
Status	Preliminary
Identifier	S.A
Client	Davidsons Group
Jobnumber	ADC3280
Enumerator	ADC-TOSHIBA-AIO\ADC
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	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	2030 Furness 'Do Something'	AM	ONE HOUR	07:45	09:15	15
D2	2030 Furness 'Do Something'	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 Furness 'Do Something' , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
0	Proposed site access	T-Junction	Two-way		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A447 (north)		Major
B	Site Access		Minor
C	A447 (south)		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 - A447 (south)	7.55			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
0	B-A	564	0.096	0.242	0.152	0.346
0	B-C	682	0.097	0.246	-	-
0	C-B	690	0.249	0.249	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 (north)		✓	763	100.000
B - Site Access		✓	47	100.000
C - A447 (south)		✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 (north)	B - Site Access	C - A447 (south)
From	A - A447 (north)	0	3	760
	B - Site Access	8	0	39
	C - A447 (south)	487	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A447 (north)	B - Site Access	C - A447 (south)
From	A - A447 (north)	0	0	2
	B - Site Access	0	0	0
	C - A447 (south)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	9.71	0.1	A
C-AB	0.04	4.64	0.1	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	35	500	0.071	35	0.1	7.738	A
C-AB	18	802	0.022	18	0.0	4.633	A
C-A	358			358			
A-B	2			2			
A-C	572			572			

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	42	468	0.090	42	0.1	8.450	A
C-AB	25	830	0.030	25	0.0	4.511	A
C-A	425			425			
A-B	3			3			
A-C	683			683			

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	52	423	0.122	52	0.1	9.697	A
C-AB	37	874	0.043	37	0.1	4.353	A
C-A	513			513			
A-B	3			3			
A-C	837			837			

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	52	423	0.122	52	0.1	9.705	A
C-AB	37	874	0.043	37	0.1	4.357	A
C-A	513			513			
A-B	3			3			
A-C	837			837			

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	42	468	0.090	42	0.1	8.461	A
C-AB	25	831	0.030	25	0.0	4.522	A
C-A	425			425			
A-B	3			3			
A-C	683			683			

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	35	500	0.071	35	0.1	7.750	A
C-AB	18	802	0.023	18	0.0	4.640	A
C-A	358			358			
A-B	2			2			
A-C	572			572			

2030 Furness 'Do Something' , 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
0	Proposed site access	T-Junction	Two-way		0.53	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)
D2	2030 Furness 'Do Something'	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A447 (north)		✓	738	100.000
B - Site Access		✓	27	100.000
C - A447 (south)		✓	860	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A447 (north)	B - Site Access	C - A447 (south)
From	A - A447 (north)	0	7	731
	B - Site Access	7	0	20
	C - A447 (south)	822	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A447 (north)	B - Site Access	C - A447 (south)
From	A - A447 (north)	0	0	0
	B - Site Access	0	0	0
	C - A447 (south)	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	10.73	0.1	B
C-AB	0.17	3.99	0.5	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	20	465	0.044	20	0.0	8.097	A
C-AB	78	981	0.079	77	0.1	3.984	A
C-A	570			570			
A-B	5			5			
A-C	550			550			

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	24	425	0.057	24	0.1	8.983	A
C-AB	116	1048	0.111	116	0.2	3.863	A
C-A	657			657			
A-B	6			6			
A-C	657			657			

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	30	365	0.081	30	0.1	10.714	B
C-AB	199	1148	0.174	198	0.5	3.795	A
C-A	748			748			
A-B	8			8			
A-C	805			805			

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	30	365	0.081	30	0.1	10.725	B
C-AB	200	1149	0.174	200	0.5	3.804	A
C-A	747			747			
A-B	8			8			
A-C	805			805			

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	24	425	0.057	24	0.1	8.993	A
C-AB	117	1049	0.112	118	0.3	3.876	A
C-A	656			656			
A-B	6			6			
A-C	657			657			

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	20	464	0.044	20	0.0	8.109	A
C-AB	78	981	0.080	79	0.2	3.993	A
C-A	569			569			
A-B	5			5			
A-C	550			550			

APPENDIX E

LINSIG REPORT - A47/A447/B4667 CROSSROADS

0	1	2	3	4
All Red Start up stage				Revert to All Red Overnight
All Red Start up stage	Normandy Way	Ashby Road	Ashby Road SB RT	All Red Overnight

Key,

- Pole & PBU
- Cranked Pole
- Primary Signal Head
- Secondary Signal Head
- Pedestrian Signal Head
- Microwave Detection
- Loops
- Feeder Pillar (F-P)
- Controller
- Existing Tactile paving slabs
- Type 'A' inspection Chamber
- Type 'B' inspection Chamber
- 1x100mm P.V.C duct
- 2x100mm P.V.C duct
- Pedestrian Studs

AIN1 100m from Stopline

CIN9 90m from Stopline and, CX10 42m from Stopline

BIN5 100m from Stopline

EIN14 100m from Stopline and, EX15 47m from Stopline

Phase	Link No'	Lane No'	Loop Name	Loop Distance	
A	1	1	AIN1	100m	DEMAND STAGE 1
			AX2	47m	
			ASL3		
	2	2	AX4	47m	
B	3	3	BIN5	100m	DEMAND STAGE 1
			BX6	47m	
			BSL7		
	4	4	BX8	47m	
C	5	5	CIN9	90m	DEMAND STAGE 2
			CX10	42m	
			CSL11	1m	
D	6	6	DX12	20m	DEMAND STAGE 3
			DOUT13		
E	7	7	EIN14	100m	DEMAND STAGE 2
			EX15	47m	
			ESL16	1m	
	8	8	EX17	20m	
REVERT STAGE 1	9	31			DAY TIME REVERT STAGE
REVERT STAGE 4	10	32			OVERNIGHT REVERT STAGE

NOTES:

ASHBY ROAD / NORMANDY WAY, HINCKLEY		
EXISTING	PROPOSED	DISTANCE
IN11	AIN1	100m
X1	AX2	47m
	ASL3	
X2	AX4	47m
IN13	BIN5	100m
X3	BX6	47m
	BSL7	
INSK20	BX8	47m
IN14	CIN9	90m
X4	CX10	42m
ST23	CSL11	1m
XSK21	DX12	20m
	DOUT13	
IN15	EIN14	100m
X5	EX15	47m
ST24	ESL16	1m
XSK22	EX17	20m

REVISION APPROVED	AMENDMENT	SIGNED/DATE	REV.

Leicestershire County Council

ENVIRONMENT AND TRANSPORT DEPARTMENT

INVESTOR IN PEOPLE

MATTHEW LUGG
DIRECTOR
B.Eng., C.Eng., MICE., MCIHT., DMS.

LEICESTERSHIRE HIGHWAYS

CLIENT: HIGHWAY DESIGN

TITLE:

ASHBY ROAD / NORMANDY WAY, HINCKLEY

TRAFFIC SIGNAL RENEWAL SIGNALS DRAWING

DRAWING NUMBER		SCALE
3081.46/A3/12/2		1:200
PREPARED BY:	R. UPTON	DATE:
CHECKED BY:	PV	SIZE : A1
APPROVED BY:	PP	CORR. FILE :
AUTOCAD PROJECT DIR:	K:\AdvDesign\3081.46_Ashby Rd_Normandy Way_Hinckley\Drawings	
AUTOCAD FILENAME:	Ashby Road_Normandy Way Detail Design.dwg	

COUNTY HALL * GLENFIELD * LEICESTER * LE3 8RJ
Tel:0116 2323232 * Direct Dial 0116 305**** * Fax * 0116 305****
E.Mail address: *********@leics.gov.uk www.leics.gov.uk

MICROFICHE SCALE 100mm x 150mm NORMANDY

Project data

Project	Ashby Road / Normandy Way
Program date	04-01-2013
Version	1
Programmer	Paul Hodgkiss
Country	The UK
City	Hinckley
Street1	Ashby Road
Street2	Normandy Way
Controller type	1
12NC	0
Serial number	0
Report created at	1/9/2013 1:37 PM
Database file	Ashby Rd Normandy Way.cpf
Tool version	8.0.22.20312

Detailed description: * This is memofield DESCRIPTION

FACILITIES MODES AND PRIORITIES

FACILITIES

Facility	Enabled
Manual Control	1
Manual Step On Mode	0
CLF	1
UTC Facility	1
Hurry Call Mode	0
Priority	0

MODES AND PRIORITY

Mode	PRIO	Dem. set leave	Dem. set enter
Hurry call (high priority)	1	-	-
Urban Traffic Control (UTC)	4	-	-
Hurry call (std priority)	-1	-	-
Manual control	2	Demandset 2	-
Cableless linking facility (CLF)	5	-	-
Vehicle actuated (VA)	6	-	-
Simple fix time (FT)	7	-	-
Public service vehicle priority	-1	-	-
Selected cableless linking	3	-	-
Selected vehicle actuated	3	-	-
Selected fix time	3	Demandset 2	-

```
Use hurry call (high priority) mode for all red moves: 1
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STREAMS AND STAGES

STREAM

ID	Name	Type	Stu	Art	swoff	All Red
1	STREAM1	Junction	***	***	***	***

STAGE

ID	Description	Stream	Set move before stage	Set move in stage	Ripple Change
1	STAGE1	1	0	1	0
2	STAGE2	1	0	1	0
3	STAGE3	1	0	1	0
4	AllRed	1	0	1	0

Phases in stages

	A	B	C	D	E	F
1	X	X	-	-	-	-
2	-	-	X	-	X	-
3	-	-	X	X	-	-
4	-	-	-	-	-	X

PHASES

Types

ID	Phase	Site Phase	Description	Type	APH	Demand	NCH	WL	TAC	NODEMAND
1	A	A	Normandy Way EastBND	T	-	Start of Green	1	0	0	0
2	B	B	Normandy Way WestBND	T	-	Start of Green	1	0	0	0
3	C	C	Ashby Road SouthBND	T	-	Start of Green	1	0	0	0
4	D	D	Ashby Road SouthBND RTA	I	C	Start of Green	1	0	0	0
5	E	E	Ashby Road NorthBND	T	-	Start of Green	1	0	0	0
6	F	F	Dummy All Red Overnight	-	-	Start of Green	1	0	0	1

CONDITIONS

ID	Phase	Type	Appearance type	Termination type
1	A	T	Always	At end of stage
2	B	T	Always	At end of stage
3	C	T	Always	At end of stage
4	D	I	Always	At end of stage
5	E	T	Always	At end of stage
6	F	-	Always	At end of stage

TIMINGS

ID	Phase	Type	Min green	Min red	Red/amber	Amber	Pre-timed
1	A	T	7	1	2	3	0
2	B	T	7	1	2	3	0
3	C	T	7	1	2	3	0
4	D	I	4	1			0
5	E	T	7	1	2	3	0
6	F	-	4	1			0

PEDESTRIAN TIMINGS

ID	Phase	Type	Period V	Period VI	Period VII	Period VIII
1	A	T				
2	B	T				
3	C	T				
4	D	I				
5	E	T				
6	F	-				

Note: Use of zero second blackout is not current Department of Transport policy and should be discouraged

Revertive demands

ID	Phase	Type	RDC	Start-up	2	3	4	5	6	7	8
1	A	T	A	1	1	0	0	0	0	0	0
2	B	T	B	1	1	0	0	0	0	0	0
3	C	T	C	1	1	0	0	0	0	0	0
4	D	I	C	1	0	0	0	0	0	0	0
5	E	T	E	1	1	0	0	0	0	0	0
6	F	-	-	0	0	0	0	0	0	0	0

Switches

Lamp type: Halogen (70/30)

ID	Phase	Type	SWR	SWA	SWG	SWWL
1	A	T	R01	A01	G01	
2	B	T	R02	A02	G02	
3	C	T	R03	A03	G03	
4	D	I			G04	
5	E	T	R05	A05	G05	
6	F	-				

MINIMUM GREEN

PHASE	MIN	MAX
A	5	15
B	5	15
C	5	15
D	4	15
E	5	15
F	0	10

MAXIMUM GREEN

PHASE	MIN	MAX
A	0	100
B	0	100
C	0	100
D	0	100
E	0	100
F	0	100

.	MIN	MAX
Minimum green	3	150
Maximum green	0	100
Starting intergreen	8	8

PHASE TIMING SETS

PHASE	TYPE
A	T
B	T
C	T
D	I
E	T
F	-

Regular maximus

	1	2	3	4
A	20	16	20	12
B	20	16	20	12
C	28	20	32	16
D	12	12	6	6
E	28	25	32	16
F				

Alternative maximums

	1	2	3	4
A				
B				
C				
D				
E				
F				

Variable blackout/red periods

	1	2	3	4
A				
B				
C				
D				
E				
F				

Minimum green

	1	2	3	4
A				
B				
C				
D				
E				
F				

PSVP inhibition times

	1	2	3	4
A				
B				
C				
D				
E				
F				

PSVP maximum green times

	1	2	3	4
A				
B				

	1	2	3	4
C				
D				
E				
F				

PHASE MATRICES

Starting intergreen 8

Handset maximum 15

Opposing and conflicting

	A	B	C	D	E	F
A	-	-	C	C	C	C
B	-	-	C	C	C	C
C	C	C	-	-	-	C
D	C	C	-	-	C	C
E	C	C	-	C	-	C
F	C	C	C	C	C	-

Intergreen times

	A	B	C	D	E	F
A			7	6	7	3
B			5	5	5	3
C	7	7				3
D	7	7			5	3
E	6	6		4		3
F	2	2	2	2	2	

Handset intergreen limits

	A	B	C	D	E	F
A			5	5	5	3
B			5	5	5	3
C	5	5				3
D	5	5			5	3
E	5	5		4		3
F	2	2	2	2	2	

RLM additional intergreens

	A	B	C	D	E	F
A						
B						
C						
D						
E						
F						

RLM phase inhibits

	A	B	C	D	E	F
A	-	-	-	-	-	-
B	-	-	-	-	-	-
C	-	-	-	-	-	-
D	-	-	-	-	-	-
E	-	-	-	-	-	-
F	-	-	-	-	-	-

PHASE DELAYS

FIXED TIME

FIXEDTIME TO CURRENT MAXIMUM

STREAM	Fixed
STREAM1	1

Phase	Demand	Extend
A	1	1
B	1	1
C	1	1
D	1	1
E	1	1
F	0	0

STAGE MOVES

Move sets

Mode	SET
Hurry call (high priority)	1
Urban Traffic Control (UTC)	1
Hurry call (std priority)	1
Manual control	1
Cableless linking facility (CLF)	1
Vehicle actuated (VA)	1
Simple fix time (FT)	1
Public service vehicle priority	1

Set 1

	1	2	3	4
1	-	A	2	A
2	A	-	A	A
3	A	1	-	A
4	A	A	2	-

Set 2

	1	2	3	4
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-

Set 3

	1	2	3	4
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-

Set 4

	1	2	3	4
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-

Set 5

	1	2	3	4
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-

Set 6

	1	2	3	4
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-

Set 7

	1	2	3	4
1	-	-	-	-
2	-	-	-	-

	1	2	3	4
3	-	-	-	-
4	-	-	-	-

Set 8

	1	2	3	4
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-

STREAM 1

No	Mode	FromStage	ToStage	1	2	3	4	5	6	7	8	9	D	I	E	X
1	PSVP	1	2	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	1	2	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	1	2	1	1	1	0	0	0	0	0	0	D	D	D	D
1	CLF	1	2	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	1	2	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	1	2	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	1	2	1	1	0	0	0	0	0	0	0	D	D	D	D
1	HCH	1	2	0	0	0	0	0	0	0	0	0	D	D	D	D
5	HCH	1	2	0	0	0	0	0	0	0	0	0	D	D	D	D
5	UTC	1	2	1	1	0	0	0	0	0	0	0	D	D	D	D
5	HCL	1	2	1	0	0	0	0	0	0	0	0	D	D	D	D
5	MAN	1	2	1	0	0	0	0	0	0	0	0	D	D	D	D
5	CLF	1	2	1	1	0	0	0	0	0	0	0	D	D	D	D
5	VA	1	2	1	1	1	0	0	0	0	0	0	U	D	D	D
5	FT	1	2	1	1	1	0	0	0	0	0	0	D	D	D	D
5	PSVP	1	2	1	1	1	0	0	0	0	0	0	D	D	D	D
1	PSVP	1	4	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	1	4	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	1	4	1	1	1	0	0	0	0	0	0	U	D	D	D
1	CLF	1	4	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	1	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	1	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	1	4	1	1	0	0	0	0	0	0	0	D	D	D	D
1	HCH	1	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	PSVP	2	3	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	2	3	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	2	3	1	1	1	0	0	0	0	0	0	U	D	D	D
1	CLF	2	3	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	2	3	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	2	3	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	2	3	1	1	0	0	0	0	0	0	0	D	D	D	D
1	HCH	2	3	0	0	0	0	0	0	0	0	0	D	D	D	D
1	PSVP	2	4	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	2	4	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	2	4	1	1	1	0	0	0	0	0	0	U	D	D	D
1	CLF	2	4	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	2	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	2	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	2	4	1	1	0	0	0	0	0	0	0	D	D	D	D
1	HCH	2	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	PSVP	2	1	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	2	1	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	2	1	1	1	1	0	0	0	0	0	0	U	D	D	D
1	CLF	2	1	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	2	1	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	2	1	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	2	1	1	1	0	0	0	0	0	0	0	D	D	D	D

No	Mode	FromStage	ToStage	1	2	3	4	5	6	7	8	9	D	I	E	X
1	HCH	2	1	0	0	0	0	0	0	0	0	0	D	D	D	D
1	PSVP	3	4	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	3	4	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	3	4	1	1	1	0	0	0	0	0	0	U	D	D	D
1	CLF	3	4	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	3	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	3	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	3	4	1	1	0	0	0	0	0	0	0	D	D	D	D
1	HCH	3	4	1	0	0	0	0	0	0	0	0	D	D	D	D
1	PSVP	3	1	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	3	1	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	3	1	1	1	1	0	0	0	0	0	0	U	D	D	D
1	CLF	3	1	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	3	1	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	3	1	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	3	1	1	1	0	0	0	0	0	0	0	D	D	D	D
1	HCH	3	1	0	0	0	0	0	0	0	0	0	D	D	D	D
5	HCH	3	1	0	0	0	0	0	0	0	0	0	D	D	D	D
5	UTC	3	1	1	1	0	0	0	0	0	0	0	D	D	D	D
5	HCL	3	1	1	0	0	0	0	0	0	0	0	D	D	D	D
5	MAN	3	1	1	0	0	0	0	0	0	0	0	D	D	D	D
5	CLF	3	1	1	1	0	0	0	0	0	0	0	D	D	D	D
5	VA	3	1	1	1	1	0	0	0	0	0	0	D	D	D	D
5	FT	3	1	1	1	1	0	0	0	0	0	0	D	D	D	D
5	PSVP	3	1	1	1	1	0	0	0	0	0	0	D	D	D	D
1	PSVP	4	1	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	4	1	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	4	1	1	1	1	0	0	0	0	0	0	U	D	D	D
1	CLF	4	1	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	4	1	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	4	1	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	4	1	1	1	0	0	0	0	0	0	0	D	D	D	D
1	HCH	4	1	0	0	0	0	0	0	0	0	0	D	D	D	D
1	PSVP	4	2	1	1	1	0	0	0	0	0	0	D	D	D	D
1	FT	4	2	1	1	1	0	0	0	0	0	0	D	D	D	D
1	VA	4	2	1	1	1	0	0	0	0	0	0	D	D	D	D
1	CLF	4	2	1	1	0	0	0	0	0	0	0	D	D	D	D
1	MAN	4	2	1	0	0	0	0	0	0	0	0	D	D	D	D
1	HCL	4	2	1	0	0	0	0	0	0	0	0	D	D	D	D
1	UTC	4	2	1	1	0	0	0	0	0	0	0	D	D	D	D
1	HCH	4	2	0	0	0	0	0	0	0	0	0	D	D	D	D
5	HCH	4	2	0	0	0	0	0	0	0	0	0	D	D	D	D
5	UTC	4	2	1	1	0	0	0	0	0	0	0	D	D	D	D
5	HCL	4	2	1	0	0	0	0	0	0	0	0	D	D	D	D
5	MAN	4	2	1	0	0	0	0	0	0	0	0	D	D	D	D
5	CLF	4	2	1	1	0	0	0	0	0	0	0	D	D	D	D
5	VA	4	2	1	1	1	0	0	0	0	0	0	U	D	D	D
5	FT	4	2	1	1	1	0	0	0	0	0	0	D	D	D	D
5	PSVP	4	2	1	1	1	0	0	0	0	0	0	D	D	D	D

MANUAL STAGE SELECTION

	1
But 1	1
But 2	2
But 3	3
But 4	-
But 5	-
But 6	-
But 7	-
But 8	-
But 9	-
But 10	-
But 11	-
But 12	-
But 13	-
But 14	-
But 15	-
But 16	-

Detectors

Application

ID	Detector	Type	Phase	DTO	DTC	DTG1	DTG2	DKS	DEM	CANCEL
1	AIN1	Vehicle loop	A					-	0	0
2	AX2	Vehicle loop	A			4		-	1	0
3	ASL3	Vehicle loop	A					-	1	0
4	AX4	Vehicle loop	A			4		-	1	0
5	BIN5	Vehicle loop	B					-	0	0
6	BX6	Vehicle loop	B			4		-	1	0
7	BSL7	Vehicle loop	B					-	1	0
8	BX8	Vehicle loop	B			4		-	1	0
9	CIN9	Vehicle loop	C					-	0	0
10	CX10	Vehicle loop	C			4		-	1	0
11	CSL11	Vehicle loop	C					-	1	0
12	DX12	Vehicle loop	D					-	1	0
13	DOUT13	Vehicle loop	D	2	4	1.6		-	1	1
14	EIN14	Vehicle loop	E					-	0	0
15	EX15	Vehicle loop	E			4		-	1	0
16	ESL16	Vehicle loop	E					-	1	0
17	EX17	Vehicle loop	E			2		-	1	0
18	AR1	Vehicle loop	F			2		-	0	0
19	AR2	Vehicle loop	F			2		-	0	0
20	AR3	Vehicle loop	F			2		-	0	0

Hardware

ID	Detector	Type	Inv	Unit	Nr	Occ1	Noc1	Occ2	Noc2	Occ3	Noc3	Occ4	Noc4	ErrState	OkCount
1	AIN1	Vehicle loop	0	MTS4E-1	1	30	900	30	1800					Occupied	32
2	AX2	Vehicle loop	0	MTS4E-1	2	30	900	30	1800					Occupied	32
3	ASL3	Vehicle loop	0	MTS4E-1	3	30	900	30	1800					Occupied	32
4	AX4	Vehicle loop	0	MTS4E-1	4	30	900	30	1800					Occupied	32
5	BIN5	Vehicle loop	0	MTS4E-2	1	30	900	30	1800					Occupied	32
6	BX6	Vehicle loop	0	MTS4E-2	2	30	900	30	1800					Occupied	32
7	BSL7	Vehicle loop	0	MTS4E-2	3	30	900	30	1800					Occupied	32
8	BX8	Vehicle loop	0	MTS4E-2	4	30	900	30	1800					Occupied	32
9	CIN9	Vehicle loop	0	MTS4E-3	1	30	900	30	1800					Occupied	32
10	CX10	Vehicle loop	0	MTS4E-3	2	30	900	30	1800					Occupied	32
11	CSL11	Vehicle loop	0	MTS4E-3	3	30	900	30	1800					Occupied	32
12	DX12	Vehicle loop	0	MTS4E-3	4	30	900	30	1800					Occupied	32
13	DOUT13	Vehicle loop	0	MTS4E-4	1	30	900	30	1800					Occupied	32
14	EIN14	Vehicle loop	0	MTS4E-4	2	30	900	30	1800					Occupied	32
15	EX15	Vehicle loop	0	MTS4E-4	3	30	900	30	1800					Occupied	32
16	ESL16	Vehicle loop	0	MTS4E-4	4	30	900	30	1800					Occupied	32
17	EX17	Vehicle loop	0	MTS4E-5	1	30	900	30	1800					Occupied	32
18	AR1	Vehicle loop	0	MTS4E-5	2	30	900	30	1800					Occupied	32
19	AR2	Vehicle loop	0	MTS4E-5	3	30	900	30	1800					Occupied	32

ID	Detector	Type	Inv	Unit	Nr	Occ1	Noc1	Occ2	Noc2	Occ3	Noc3	Occ4	Noc4	ErrState	OkCount
20	AR3	Vehicle loop	0	MTS4E-5	4	30	900	30	1800					Occupied	32

Supervision time

Day	On time	Off time
Monday	00:00	24:00
Tuesday	00:00	24:00
Wednesday	00:00	24:00
Thursday	00:00	24:00
Friday	00:00	24:00
Saturday	00:00	24:00
Sunday	00:00	24:00

MASTER TIME CLOCK

MTC table

ID	Function	Arg1	Arg2	Start	End	M	N	W	T	F	S	S	1	2	3	4	5	6	7	8	Description
1	Timing set	2	0	07:00:00	24:00:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
2	Timing set	1	0	07:30:00	24:00:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
3	Timing set	2	0	09:30:00	24:00:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
4	Timing set	3	0	15:00:00	24:00:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
5	Timing set	2	0	18:00:00	24:00:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
6	Timing set	4	0	22:00:00	24:00:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
7	Timing set	2	0	07:30:00	24:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
8	Timing set	4	0	22:00:00	24:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
9	Timing set	2	0	08:00:00	24:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
10	Timing set	4	0	22:00:00	24:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
11	User function 1	1	0	06:00:00	23:30:00	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	

CONFLICT EXTENSION RED

ID	From phase	To phase	Det	Max
1	A	C	AR1	6
2	A	E	AR1	6
3	A	C	AR2	6
4	A	E	AR2	6
5	B	C	AR1	6
6	B	E	AR1	6
7	B	C	AR2	6
8	B	E	AR2	6
9	C	A	AR3	6
10	C	B	AR3	6
11	E	A	AR3	6
12	E	B	AR3	6
13	C	A	DOUT13	6
14	C	B	DOUT13	6

CABLELESS LINKING FACILITY

Plans

Global settings

Sync. Mode: Continuous

Sync. Day: Monday

Ref. time: 02:00

Functions and actions

OTU

Units

GENERAL INTEGRAL OTU OPTIONS

Integral OTU: -

DISCRETE OTU

ID	Invert control bits	Invert reply bits
1	0	1

Control and reply bits

CONTROL BITS

ID	Function	Arg	Label
1	F	1	F1
2	F	2	F2
3	F	3	F3
4	F	4	F4
5	-	0	
6	-	0	
7	-	0	
8	-	0	
9	-	0	
10	-	0	
11	-	0	
12	-	0	
13	-	0	
14	-	0	
15	-	0	
16	TO	0	TO

REPLY BITS

ID	Function	Arg	Label
1	G	1	G1
2	G	2	G2
3	G	3	G3
4	G	4	G4
5	UF	1	PC
6	-	0	
7	-	0	
8	-	0	
9	-	0	
10	CF	0	CF
11	DF	0	DF
12	LF	0	LF
13	UF	2	RF1
14	UF	3	RF2
15	LE	0	LE
16	CRB	0	CRB

RTC

Synchronisation time (UTC TS input)	12:00
Confirm time (UTC RT output)	12:0:0

SPECIAL UTC REPLY BITS

.	G1/G2	RR
Manual mode operative	0	1
Manual mode selected	0	1
No lamp power (excluding RLM and PT)	1	.
Normal not selected on the manual panel	0	1

UG405 Bit Mapping

Settings

Enable UG405	0
OTU System Code Number(SCN)	

CONTROL BITS

ID	Function	Arg	Label	Controller SCN	UG405 Name	Bit Index
1	F	1	F1		-	
2	F	2	F2		-	
3	F	3	F3		-	
4	F	4	F4		-	
5	-	0			-	
6	-	0			-	
7	-	0			-	
8	-	0			-	
9	-	0			-	
10	-	0			-	
11	-	0			-	
12	-	0			-	
13	-	0			-	
14	-	0			-	
15	-	0			-	
16	TO	0	TO		-	

REPLY BITS

ID	Function	Arg	Label	Controller SCN	UG405 Name	Bit Index
1	G	1	G1		-	
2	G	2	G2		-	
3	G	3	G3		-	
4	G	4	G4		-	
5	UF	1	PC		-	
6	-	0			-	
7	-	0			-	
8	-	0			-	
9	-	0			-	
10	CF	0	CF		-	
11	DF	0	DF		-	
12	LF	0	LF		-	
13	UF	2	RF1		-	
14	UF	3	RF2		-	
15	LE	0	LE		-	
16	CRB	0	CRB		-	

UTC FAULT LOGGING REPLY BITS (FLOG)

General Faults and Events

Fault ID	Fault/Event Names	Flog1	Flog2	Flog3	Flog4
0	POWERFAIL	0	0	0	0
1	Mains Low	0	0	0	0
2	CPU-B CRC CODE (CRC check failed)	0	0	0	0
3	CPU-B CRC DATA (configuration error)	0	0	0	0
4	CPU-B LCM (error in current measuring)	0	0	0	0
6	CPU-B LCM DIAG (communication problem)	0	0	0	0
7	CPU-B LOT SLOW	0	0	0	0
8	CPU-A ALARM (CPU-A has switched the lights off.)	0	0	0	0
9	XP ALARM	0	0	0	0
10	USER ALARM	0	0	0	0
11	MAINS SYNC	0	0	0	0
13	LOC-LOC	0	0	0	0
14	CPU-B COM CPU-A	0	0	0	0
25	CPU-A COM CPU-B	0	0	0	0
28	CPU-A (EXT)	0	0	0	0
52	DEADLOCK SG	0	0	0	0
81	PHASE INH SG ON	0	0	0	0
100	CPU-A XLM name	0	0	0	0
101	CONFLICT	0	0	0	0
102	OMS ERROR	0	0	0	0
110	PARAM LOG 1	0	0	0	0
151	BATTERY ERROR	0	0	0	0
193	DIMMING FAIL	0	0	0	0
194	DIMMING OK	0	0	0	0
217	MIMIC MODE ON	0	0	0	0
218	CPU-A/B ID	0	0	0	0
243	WATCHDOG	0	0	0	0
250	MAINS OFF	0	0	0	0

Functional safety errors

Fault ID	Error Names	Flog1	Flog2	Flog3	Flog4
0	Switch off	0	0	0	0
1	Conflict between SG1 and SG2	0	0	0	0
2	Minimum timing violation of SG in state S	0	0	0	0
3	Maximum timing violation of SG in state S	0	0	0	0
4	Sequence error for SG in state S	0	0	0	0
5	Minimum timing violation of stream XP in state S	0	0	0	0
6	Maximum timing violation of stream XP in state S	0	0	0	0
7	Sequence error for stream XP in state S	0	0	0	0

Unit Errors

Fault ID	Error Names	Flog1	Flog2	Flog3	Flog4
1	LCM unit has failed or is missing	0	0	0	0
9	PAR-IO16 Error	0	0	0	0
10	Integral OTU has lost communication with the in-station or off-line due to F bit timeout.	0	0	0	0
11	MTS4E detector panel Error	0	0	0	0
13	Manual panel Error	0	0	0	0

Lamp switch errors

Fault ID	Error Names	Flog1	Flog2	Flog3	Flog4
0	All switches	0	0	0	0

Lamp errors

Fault ID	Error Names	Flog1 FIRST LAMP	Flog1 SECOND LAMP	Flog1 LAST LAMP	Flog2 FIRST LAMP	Flog2 SECOND LAMP	Flog2 LAST LAMP	Flog3 FIRST LAMP	Flog3 SECOND LAMP	Flog3 LAST LAMP	Flog4 FIRST LAMP	Flog4 SECOND LAMP	Flog4 LAST LAMP
0	All Lamps	0	0	0	0	0	0	0	0	0	0	0	0

Detector errors

ID	Detectors	Flog1 Fault	Flog1 Active alaram	Flog1 Inactive alaram	Flog1 Override	Flog2 Fault	Flog2 Active alaram	Flog2 Inactive alaram	Flog2 Override	Flog3 Fault	Flog3 Active alaram	Flog3 Inactive alaram	Flog3 Override	Flog4 Fault	Flog4 Active alaram	Flog4 Inactive alaram	Flog4 Override
1	AIN1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	AX2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	ASL3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	AX4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	BIN5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	BX6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	BSL7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	BX8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	CIN9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	CX10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	CSL11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	DX12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	DOUT13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	EIN14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	EX15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	ESL16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	EX17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	AR1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	AR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	AR3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HURRY CALLS

PUBLIC SERVICE VEHICLE PRIORITY

SPEED ASSESSMENT AND SPEED DISCRIMINATION

GENERAL PURPOSE I/O

Hardware

INPUTS

ID	Input	Invert	Toggle	Unit	Bit	Flag
1	UTC_I1	0	0	IO1616-1	1	
2	UTC_I2	0	0	IO1616-1	2	
3	UTC_I3	0	0	IO1616-1	3	
4	UTC_I4	0	0	IO1616-1	4	
5	UTC_I5	0	0	IO1616-1	5	
6	UTC_I6	0	0	IO1616-1	6	
7	UTC_I7	0	0	IO1616-1	7	
8	UTC_I8	0	0	IO1616-1	8	
9	UTC_I9	0	0	IO1616-1	9	
10	UTC_I10	0	0	IO1616-1	10	
11	UTC_I11	0	0	IO1616-1	11	
12	UTC_I12	0	0	IO1616-1	12	
13	UTC_I13	0	0	IO1616-1	13	
14	UTC_I14	0	0	IO1616-1	14	
15	UTC_I15	0	0	IO1616-1	15	
16	UTC_I16	0	0	IO1616-1	16	
17	DIM_IN	0	0	DIMMING	1	DIMR

OUTPUTS

ID	Output	Invert	Unit	Bit	Flag
1	MOVA31	0	IO1616-2	1	
2	MOVA32	0	IO1616-2	2	
3	UTC_O1	0	IO1616-1	1	
4	UTC_O2	0	IO1616-1	2	
5	UTC_O3	0	IO1616-1	3	
6	UTC_O4	0	IO1616-1	4	
7	UTC_O5	0	IO1616-1	5	
8	UTC_O6	0	IO1616-1	6	
9	UTC_O7	0	IO1616-1	7	
10	UTC_O8	0	IO1616-1	8	
11	UTC_O9	0	IO1616-1	9	
12	UTC_O10	1	IO1616-1	10	
13	UTC_O11	1	IO1616-1	11	
14	UTC_O12	1	IO1616-1	12	
15	UTC_O13	1	IO1616-1	13	
16	UTC_O14	1	IO1616-1	14	
17	UTC_O15	1	IO1616-1	15	
18	UTC_O16	0	IO1616-1	16	
19	DIM_OUT	0	DIMMING	1	DIMA

APPLICATION BUILDING BLOCKS

Event Pulses

ID	Name	Type	R	InType	On	OFF
1	Stage1	2	1	0	100	0
2	Stage4	2	1	0	100	0

VM FUNCTIONS

OTU

rf_2(arg) = cfa;
urG1() = (stgc(0)==1) && (stgr(0,0,0));
urDR1() = dr(A) ||dr(B);
urG2() = (stgc(0)==2) && (stgr(0,0,0));
urDR2() = dr(C) ||dr(E);
urG3() = (stgc(0)==3) && (stgr(0,0,0));
urDR3() = dr(C) ||dr(D);
urG4() = (stgc(0)==4) && (stgr(0,0,0));
urDR4() = dr(F);

CLF

UTC

r_uf1() = fcg(C);
r_uf2() = rf1(A) || rf1(B) || rf1(C) || rf1(E);
r_uf3() = rf2(A) || rf2(B) || rf2(C) || rf2(E);

PSVP

Hurry call

Phase delays

Phase delays

Streams

roffsync() = okoff(0);
mac1_swon(t) = yellow_period(0,t);
macon1() = minon(xp)==0;
macoff1() = (macm(xp) <= 1) && (mact(xp) <= tson(7));

Detectors

Phases
pd_ALL(ph)

```
if ((xsf(XSF_PSET_ERR) != AUTOSET_STATE_DONE) && (xsf(XSF_PSET_ERR) != AUTOSET_STATE_ERROR)) then return (1); endif
end

pe_ALL(ph) = ngp1(ph);
```

Timing sets

Dummy detectors

Modes

```
rHCH() = rar(xp);

rUTC() = ufav(xp)||ufpv(xp);

rMAN() = mpman(xp);

rCLF() = clfp && (clfi == 0);

rVA() = 1;

rFT() = 1;

rSCLF() = clfp && (mpclf(xp) || clfmp);

rSVA() = mpva(xp);

rSFT() = mpft(xp);
```

Integral OTU

```
otu_dstate(d) = get(h_xdet_sts, d) & DET_BEZET_MASK;

otu_dfault(d) = get(h_xdet_sts, d) & DET_FAULT_MASK;

otu_dcnt(d) = get(h_xdet_cnt, d);
```

Conflict extension red

Stage moves - HCH

```
mHCH1_4d() = rar(xp);

mHCH2_4d() = rar(xp);

mHCH3_4d() = rar(xp);
```

Stage moves - HCL

```
mHCL1_2d() = FALSE;

mHCL1_3_2d() = FALSE;

mHCL1_4d() = FALSE;

mHCL2_3d() = FALSE;

mHCL2_4d() = FALSE;

mHCL2_1d() = FALSE;

mHCL3_4d() = FALSE;

mHCL3_1d() = FALSE;
```

mHCL3_2_1d() = FALSE;

mHCL4_1d() = FALSE;

mHCL4_2d() = FALSE;

mHCL4_3_2d() = FALSE;

Stage moves - VA

mVA1_2d() = dSTGd(1, 2);

mVA1_2e() = dSTGe(1, 2);

mVA1_2i() = FALSE;

mVA1_3_2d() = dr(D);

mVA1_3_2e() = dSTGe(1, 2);

mVA1_3_2i() = FALSE;

mVA1_4d() = evp(2);

mVA1_4e() = dSTGe(1, 4);

mVA1_4i() = FALSE;

mVA2_3d() = dr(D) && (dr(A) || dr(B));

mVA2_3e() = dSTGe(2, 3);

mVA2_3i() = FALSE;

mVA2_4d() = evp(2);

mVA2_4e() = dSTGe(2, 4);

mVA2_4i() = FALSE;

mVA2_1d() = dr(A) ||dr(B) || evp(1);

mVA2_1e() = dSTGe(2, 1);

mVA2_1i() = FALSE;

mVA3_4d() = evp(2);

mVA3_4e() = dSTGe(3, 4);

mVA3_4i() = FALSE;

mVA3_1d() = dr(A) ||dr(B) || evp(1);

mVA3_1e() = dSTGe(3, 1);

mVA3_1i() = FALSE;

mVA3_2_1d() = dSTGd(3, 2);

mVA3_2_1e() = dSTGe(3, 1);

mVA3_2_1i() = FALSE;

mVA4_1d() = dr(A) ||dr(B) || evp(1);

mVA4_1e() = dSTGe(4, 1);

mVA4_1i() = FALSE;

mVA4_2d() = dSTGd(4, 2);

mVA4_2e() = dSTGe(4, 2);

mVA4_2i() = FALSE;

mVA4_3_2d() = dr(D) && (dr(A) || dr(B));

mVA4_3_2e() = dSTGe(4, 2);

mVA4_3_2i() = FALSE;

Stage moves - FT

```
mFT1_2d() = dSTGd(1, 2);
mFT1_2e() = dSTGe(1, 2);
mFT1_2i() = FALSE;
mFT1_3_2d() = dSTGd(1, 3);
mFT1_3_2e() = dSTGe(1, 2);
mFT1_3_2i() = FALSE;
mFT1_4d() = dSTGd(1, 4);
mFT1_4e() = dSTGe(1, 4);
mFT1_4i() = FALSE;
mFT2_3d() = dSTGd(2, 3);
mFT2_3e() = dSTGe(2, 3);
mFT2_3i() = FALSE;
mFT2_4d() = dSTGd(2, 4);
mFT2_4e() = dSTGe(2, 4);
mFT2_4i() = FALSE;
mFT2_1d() = dSTGd(2, 1);
mFT2_1e() = dSTGe(2, 1);
mFT2_1i() = FALSE;
mFT3_4d() = dSTGd(3, 4);
mFT3_4e() = dSTGe(3, 4);
mFT3_4i() = FALSE;
mFT3_1d() = dSTGd(3, 1);
mFT3_1e() = dSTGe(3, 1);
mFT3_1i() = FALSE;
mFT3_2_1d() = dSTGd(3, 2);
mFT3_2_1e() = dSTGe(3, 1);
mFT3_2_1i() = FALSE;
mFT4_1d() = dSTGd(4, 1);
mFT4_1e() = dSTGe(4, 1);
mFT4_1i() = FALSE;
mFT4_2d() = dSTGd(4, 2);
mFT4_2e() = dSTGe(4, 2);
mFT4_2i() = FALSE;
mFT4_3_2d() = dSTGd(4, 3);
mFT4_3_2e() = dSTGe(4, 2);
mFT4_3_2i() = FALSE;
```

Stage moves - CLF

```
mCLF1_2d() = dCLFd(1, 2);
mCLF1_2i() = dCLFi(1, 2);
mCLF1_3_2d() = dCLFd(1, 3);
mCLF1_3_2i() = dCLFi(1, 2);
mCLF1_4d() = dCLFd(1, 4);
mCLF1_4i() = dCLFi(1, 4);
mCLF2_3d() = dCLFd(2, 3);
```

mCLF2_3i() = dCLFi(2, 3);

mCLF2_4d() = dCLFd(2, 4);

mCLF2_4i() = dCLFi(2, 4);

mCLF2_1d() = dCLFd(2, 1);

mCLF2_1i() = dCLFi(2, 1);

mCLF3_4d() = dCLFd(3, 4);

mCLF3_4i() = dCLFi(3, 4);

mCLF3_1d() = dCLFd(3, 1);

mCLF3_1i() = dCLFi(3, 1);

mCLF3_2_1d() = dCLFd(3, 2);

mCLF3_2_1i() = dCLFi(3, 1);

mCLF4_1d() = dCLFd(4, 1);

mCLF4_1i() = dCLFi(4, 1);

mCLF4_2d() = dCLFd(4, 2);

mCLF4_2i() = dCLFi(4, 2);

mCLF4_3_2d() = dCLFd(4, 3);

mCLF4_3_2i() = dCLFi(4, 2);

Stage moves - UTC

mUTC1_2d() = dUTCd(1, 2);

mUTC1_2i() = dUTCi(1, 2);

mUTC1_3_2d() = dUTCd(1, 3);

mUTC1_3_2i() = dUTCi(1, 2);

mUTC1_4d() = dUTCd(1, 4);

mUTC1_4i() = dUTCi(1, 4);

mUTC2_3d() = dUTCd(2, 3);

mUTC2_3i() = dUTCi(2, 3);

mUTC2_4d() = dUTCd(2, 4);

mUTC2_4i() = dUTCi(2, 4);

mUTC2_1d() = dUTCd(2, 1);

mUTC2_1i() = dUTCi(2, 1);

mUTC3_4d() = dUTCd(3, 4);

mUTC3_4i() = dUTCi(3, 4);

mUTC3_1d() = dUTCd(3, 1);

mUTC3_1i() = dUTCi(3, 1);

mUTC3_2_1d() = dUTCd(3, 2);

mUTC3_2_1i() = dUTCi(3, 1);

mUTC4_1d() = dUTCd(4, 1);

mUTC4_1i() = dUTCi(4, 1);

mUTC4_2d() = dUTCd(4, 2);

mUTC4_2i() = dUTCi(4, 2);

mUTC4_3_2d() = dUTCd(4, 3);

mUTC4_3_2i() = dUTCi(4, 2);

Stage moves - PSVP

```
mPSVP1_2d() = dSTGd(1, 2);

mPSVP1_2e() = dSTGe(1, 2);

mPSVP1_2i() = FALSE;

mPSVP1_3_2d() = dSTGd(1, 3);

mPSVP1_3_2e() = dSTGe(1, 2);

mPSVP1_3_2i() = FALSE;

mPSVP1_4d() = dSTGd(1, 4);

mPSVP1_4e() = dSTGe(1, 4);

mPSVP1_4i() = FALSE;

mPSVP2_3d() = dSTGd(2, 3);

mPSVP2_3e() = dSTGe(2, 3);

mPSVP2_3i() = FALSE;

mPSVP2_4d() = dSTGd(2, 4);

mPSVP2_4e() = dSTGe(2, 4);

mPSVP2_4i() = FALSE;

mPSVP2_1d() = dSTGd(2, 1);

mPSVP2_1e() = dSTGe(2, 1);

mPSVP2_1i() = FALSE;

mPSVP3_4d() = dSTGd(3, 4);

mPSVP3_4e() = dSTGe(3, 4);

mPSVP3_4i() = FALSE;

mPSVP3_1d() = dSTGd(3, 1);

mPSVP3_1e() = dSTGe(3, 1);

mPSVP3_1i() = FALSE;

mPSVP3_2_1d() = dSTGd(3, 2);

mPSVP3_2_1e() = dSTGe(3, 1);

mPSVP3_2_1i() = FALSE;

mPSVP4_1d() = dSTGd(4, 1);

mPSVP4_1e() = dSTGe(4, 1);

mPSVP4_1i() = FALSE;

mPSVP4_2d() = dSTGd(4, 2);

mPSVP4_2e() = dSTGe(4, 2);

mPSVP4_2i() = FALSE;

mPSVP4_3_2d() = dSTGd(4, 3);

mPSVP4_3_2e() = dSTGe(4, 2);

mPSVP4_3_2i() = FALSE;
```

Stage moves - MAN

```
mMAN1_2d() = mstg(xp)==2;

mMAN1_3_2d() = mstg(xp)==3;

mMAN1_4d() = mstg(xp)==4;

mMAN2_3d() = mstg(xp)==3;

mMAN2_4d() = mstg(xp)==4;
```

```
mMAN2_1d() = mstg(xp)==1;

mMAN3_4d() = mstg(xp)==4;

mMAN3_1d() = mstg(xp)==1;

mMAN3_2_1d() = mstg(xp)==2;

mMAN4_1d() = mstg(xp)==1;

mMAN4_2d() = mstg(xp)==2;

mMAN4_3_2d() = mstg(xp)==3;
```

Stage moves - General

```
dSTGd(f,t) = drs(t);

dSTGe(f,t) = exm(t);

dUTCd(f,t) = uF(t) || (uFD(t) && (uD(t) || drs(t)));

dUTCi(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd(f,t) = cIM(t) || (cDD(t) && drs(t)) || (cPS(t) && drs(t));

dCLFi(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));

dPSVPd(f,t) = drs(t);

dPSVPe(f,t) = exm(t);

dSTGd1() = dr(A) ||dr(B);

dSTGe1() = er(A) ||er(B);

dPSVPd1() = pdp(A) ||pdp(B);

dPSVPe1() = pep(A) ||pep(B);

dUTCd1(t) = uF(t) || (uFD(t) && (uD(t) || dr(A) ||dr(B)));

dUTCi1(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd1(t) = cIM(t) || (cDD(t) && (dr(A) ||dr(B))) || (cPS(t) && (dr(A) ||dr(B)));

dCLFi1(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));

dSTGd2() = dr(C) ||dr(E);

dSTGe2() = er(C) ||er(E);

dPSVPd2() = pdp(C) ||pdp(E);

dPSVPe2() = pep(C) ||pep(E);

dUTCd2(t) = uF(t) || (uFD(t) && (uD(t) || dr(C) ||dr(E)));

dUTCi2(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd2(t) = cIM(t) || (cDD(t) && (dr(C) ||dr(E))) || (cPS(t) && (dr(C) ||dr(E)));

dCLFi2(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));

dSTGd3() = dr(C) ||dr(D);

dSTGe3() = er(C) ||er(D);

dPSVPd3() = pdp(C) ||pdp(D);

dPSVPe3() = pep(C) ||pep(D);

dUTCd3(t) = uF(t) || (uFD(t) && (uD(t) || dr(C) ||dr(D)));

dUTCi3(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd3(t) = cIM(t) || (cDD(t) && (dr(C) ||dr(D))) || (cPS(t) && (dr(C) ||dr(D)));

dCLFi3(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));

dSTGd4() = dr(F);

dSTGe4() = er(F);

dPSVPd4() = pdp(F);

dPSVPe4() = pep(F);
```

```
dUTCd4(t) = uF(t) || (uFD(t) && (uD(t) || dr(F)));

dUTCi4(f,t) = ((uF(f) || uFD(f)) && ((uGO(xp)==0) || ex(t)));

dCLFd4(t) = cIM(t) || (cDD(t) && (dr(F))) || (cPS(t) && (dr(F)));

dCLFi4(f,t) = cIM(f) || cDD(f) || cH(xp) || (cPS(t) && ex(t));
```

User functions

```
post_100ms()
outputs;
Leds;
end

outputs()
cout(MOVA31,evp(1));
cout(MOVA32,evp(2));
end

Leds()
if (fcrog(C) && ddo(AR1)) || (fcrog(E) && ddo(AR1)) then
cmled(0,1);
else
cmled(0,0);
endif

if (fcrog(C) && ddo(AR2)) || (fcrog(E) && ddo(AR2)) then
cmled(1,1);
else
cmled(1,0);
endif

if (fcrog(A) && ddo(AR3)) || (fcrog(B) && ddo(AR3)) then
cmled(2,1);
else
cmled(2,0);
endif

if (fcrog(A) && ddo(DOUT13)) || (fcrog(B) && ddo(DOUT13)) then
cmled(3,1);
else
cmled(3,0);
endif
end
```

SYSTEM PARAMETERS

UK Parameters

Name	Description	Min	Max	Def	-
MAN_TIMEOUT	Manual control timeout	60	600	300	300
MAN_DEMAND_ERROR	Duration of the manual demand error indication	0	60	5	5
MAN_ENABLE	Manual control enabled.	0	1	1	1
DFM_FUNC	Bit mask specifying behavior of DFM indicator	0	999	1	1
CLF_TIMER_SYNC	Duration of the CLF group Timer Synchronisation Signal	0	0	0	0
UTC_TS	Time in HH:MM used for COTU_TS	0	2359	0	1200
UTC_FORCE_TIMEOUT	The force bit watchdog timeout	120	300	200	200
UTC_FORCE_ACCEPT	The force accept timeout in system ticks.	1	10	4	4
UTC_LO_DELAY	Delay in seconds before COTU_LO changes is accepted.	0	99	10	10
UTC_RT_HOUR	Hours used for RT reply bit (-1 = any hour).	-1	23	0	12
UTC_RT_MIN	Minutes used for RT reply bit (-1 = any minute).	-1	59	0	0
UTC_RT_SEC	Seconds used for RT reply bit	-1	59	0	0
UTC_RT_DURATION	Duration of the RT reply bit in seconds	1	10	3	3
UTC_CG_DURATION	Duration of the CG reply bit in seconds	1	10	3	3
UTC_TSR_DURATION	Duration of the TSR reply bit in seconds	1	10	3	3
UTC_G1G2_FUNC	Bit mask specifying behavior of G1/G2 reply bits	0	255	1	1
UTC_RR_FUNC	Bit mask specifying behavior of RR reply bit	0	255	14	14
UTC_PV_ACCEPT	The PV accept time in system ticks	0	255	0	0
UTC_PV_HOLD	The PV hold time in system ticks	0	255	0	0
UKSTG_DIM_ALARM	The maximum time [in hours] for dimmed operation(-1 = solar cell disabled, 0 = enabled without timeout processing)	-1	100	24	24
UKSTG_DIM_FILTER	The call/cancel delay [in sec] for the DIM relais	0	255	0	0
UTC_CRB_PULSE_ON_TIME	CRB On Timer	0	1800	600	120
UTC_CRB_PULSE_OFF_TIME	CRB Off Timer	0	10	2	2

System Parameters

Name	Description	Min	Max	-
SYS_TSRC	System time source type; 0 = crystal, 1 = mains frequency (default)	1	1	1
MMI8408	XMMI: 8 x 40 MMI	0	1	1
XIN_L	XIN_L: Number of logging lines	1	999	10
XOUT_L	XOUT_L: Number of logging lines	1	999	10
XDET_L	XDET_L: Number of logging lines	1	999	100
XDET_F	XDET_F: Status in case of fault	0	2	0
XSG_L	XSG_L: Number of logging lines	0	999	10
XHTTP	XHTTP: Presence of web server	0	1	1
XHTTP_PORT	XHTTP_PORT: Webserver port	0	65535	80
XHTTP_SES	XHTTP_SES:	0	65535	200
XDLS	XDLS: Daylight saving	0	1	1
XLM_MAL	XLM_MAL: Go to major alarm if power reference(s) are not set	0	1	0
XLM_RLM	XLM_RLM: RLM callback interval in 0.1 [s]	0	100	10
XLM_T	XLM_T: Tracking off / on	0	20	5
XLM_TF	XLM_TF: Tracking filter	1	20	8
XLM_NV	XLM_NV: Nominal (bright) voltage	0	240	230
XLM_MON	XLM_MON: Monitoring type	0	10	3
XLM_AC	XLM_AC: Automatic calibration	0	1	1
XLM_DIM	XLM_DIM: Bright Din Calibration off / on	0	1	1
CLF_SYNC	CLF Synchronisation option.	0	3	3
CLF_SYNC_WDAY	CLF Weekly sync is done on..	1	7	1
CLF_TIMER_SYNC	Duration of the CLF group Timer Synchronisation Signal	0	2400	200
CLF_NON_BASE_TIME	Select base time or non base time (0 or 1)	0	1	0
XIOTU_RTS	RTS activated after # received characters (use 1, 2 or 3)	1	3	1
XIOTU_SCOOT	Default bit number used for scoot counted detectors (0 to 7)	0	7	0
XIOTU_CTS	CTS timeout per 10ms	4	10	6
UKMP_TYPE	UK Manual panel type (0=std, 1=ped, 2=multiple stages)	0	2	2
ENGTERM_SIM_PORT	Engterm simulation socket	0	99999	50001
ENGTERM_BAUD	Engterm baudrate	0	99999	9600

Name	Description	Min	Max	-
HCH_ALLRED	Use HCH for all red stage moves	0	1	1
HCH_SWOFF	Use HCH for switch off stage moves	0	1	0
PT_SYNC	Synchronize move to part time mode	0	1	1
CLF_MANUAL_STEP	Enable the Manual Step	0	1	0
CLF_DEFAULT_PLAN		-1	999	0
CLF_MANUAL_MEMOS	Memo for the manual step	0	1	0
COMPRESS_HARDWARE	Compress Hardware	0	1	0

MEMO FIELDS

HISTORY	
Description	Text in the History text block between: --CREDAT-- and --UPDATE--
Contents	* This is memofield HISTORY

B_HISTORY	
Description	Text in the History text block between: --CREDAT-- and --UPDATE-- (AMSEC1.CNF)
Contents	; This is memofield HISTORY_B

ABC_INC	
Description	Code at the end of the file before the end of file remark (AMSEC1.CNF)
Contents	; This is memofield AMSEC_INC

XP1_INC	
Description	Code at the begin of the file, juts below History, under the heading 'XP1_INC'.
Contents	**/* This is memofield XP1_INC** */

XP2_INC	
Description	Code under the heading 'XP2_INC', just before the 'XIN INPUTS' definitions.
Contents	**/* This is memofield XP2_INC** */

XP3_INC	
Description	Code under the heading 'XP3_INC', at the end of the file.

Contents	**/* This is memofield XP3_INC** */
	P("MPDISO.R1")
	{
	P(0);D(1);
	P(1);D(1);
	P(2);D(1);
	P(3);D(1);
	P(4);D(1);
	P(5);D(1);
	P(6);D(1);
	P(7);D(1);
	}

SADAT_INC	
Description	Code at end of the file. (SADAT.CNF)
Contents	**/* This is memofield SADAT_INC** */

DESCRIPTION	
Description	Detailed project description
Contents	* This is memofield DESCRIPTION

VMFUNC_INC1	
Description	VMFUNC process conditions
Contents	**/* This is memofield VMFUNC_INC1** */

VMFUNC_INC2	
Description	VMFUNC process conditions
Contents	**/* This is memofield VMFUNC_INC2** */

HARDWARE CONFIGURATION

Number of Devices	*	Optional Devices	*
LCM	2	Manual panel type	Multi stage
MTS4E	5	Dimming Operating	2
IO1616	2	Manual Panel Flashing	1
Dummy Detectors	0	Solar Cell Monitor	Disabled

Configuration

LCM	MTS4E	IO1616-IN	IO1616-OUT
DEVICE: LCM	DEVICE: MTS4E	DEVICE: IO1616-IN	DEVICE: IO1616-OUT
--- 01 ---	--- 01 ---	--- 01 ---	--- 01 ---
01: A (R)	01: AIN1	01: UTC_I1	01: UTC_O1
02: A (A)	02: AX2	02: UTC_I2	02: UTC_O2
03: A (G)	03: ASL3	03: UTC_I3	03: UTC_O3
04: B (R)	04: AX4	04: UTC_I4	04: UTC_O4
05: B (A)	--- 02 ---	05: UTC_I5	05: UTC_O5
06: B (G)	01: BIN5	06: UTC_I6	06: UTC_O6
07: C (R)	02: BX6	07: UTC_I7	07: UTC_O7
08: C (A)	03: BSL7	08: UTC_I8	08: UTC_O8
09: C (G)	04: BX8	09: UTC_I9	09: UTC_O9
10: -	--- 03 ---	10: UTC_I10	10: UTC_O10
11: -	01: CIN9	11: UTC_I11	11: UTC_O11
12: D (G)	02: CX10	12: UTC_I12	12: UTC_O12
--- 02 ---	03: CSL11	13: UTC_I13	13: UTC_O13
01: E (R)	04: DX12	14: UTC_I14	14: UTC_O14
02: E (A)	--- 04 ---	15: UTC_I15	15: UTC_O15
03: E (G)	01: DOUT13	16: UTC_I16	16: UTC_O16
04: -	02: EIN14	--- 02 ---	--- 02 ---
05: -	03: EX15	01: -	01: MOVA31
06: -	04: ESL16	02: -	02: MOVA32
07: -	--- 05 ---	03: -	03: -
08: -	01: EX17	04: -	04: -
09: -	02: AR1	05: -	05: -
10: -	03: AR2	06: -	06: -
11: -	04: AR3	07: -	07: -
12: -	--- 06 ---	08: -	08: -
--- 03 ---	01: -	09: -	09: -
01: -	02: -	10: -	10: -
02: -	03: -	11: -	11: -
03: -	04: -	12: -	12: -
04: -	--- 07 ---	13: -	13: -
05: -	01: -	14: -	14: -
06: -	02: -	15: -	15: -
07: -	03: -	16: -	16: -
08: -	04: -	--- 03 ---	--- 03 ---
09: -	--- 08 ---	01: -	01: -
10: -	01: -	02: -	02: -
11: -	02: -	03: -	03: -
12: -	03: -	04: -	04: -
--- 04 ---	04: -	05: -	05: -
01: -	--- 09 ---	06: -	06: -
02: -	01: -	07: -	07: -
03: -	02: -	08: -	08: -
04: -	03: -	09: -	09: -
05: -	04: -	10: -	10: -
06: -	--- 10 ---	11: -	11: -
07: -	01: -	12: -	12: -
08: -	02: -	13: -	13: -
09: -	03: -	14: -	14: -
10: -	04: -	15: -	15: -
11: -	--- 11 ---	16: -	16: -
12: -	01: -	--- 04 ---	--- 04 ---
--- 05 ---	02: -	01: -	01: -
01: -	03: -	02: -	02: -
02: -	04: -	03: -	03: -
03: -	--- 12 ---	04: -	04: -
04: -	01: -	05: -	05: -
05: -	02: -	06: -	06: -
06: -	03: -	07: -	07: -
07: -	04: -	08: -	08: -
08: -	--- 13 ---	09: -	09: -
09: -	01: -	10: -	10: -
10: -	02: -	11: -	11: -
11: -	03: -	12: -	12: -
12: -	04: -	13: -	13: -
--- 06 ---	--- 14 ---	14: -	14: -
01: -	01: -	15: -	15: -
02: -	02: -	16: -	16: -
03: -	03: -	--- 05 ---	--- 05 ---
04: -	04: -	01: -	01: -
05: -	--- 15 ---	02: -	02: -
06: -	01: -	03: -	03: -
07: -	02: -	04: -	04: -
08: -	03: -	05: -	05: -

LCM	MTS4E	IO1616-IN	IO1616-OUT
09: -	04: -	06: -	06: -
10: -	--- 16 ---	07: -	07: -
11: -	01: -	08: -	08: -
12: -	02: -	09: -	09: -
--- 07 ---	03: -	10: -	10: -
01: -	04: -	11: -	11: -
02: -	--- 17 ---	12: -	12: -
03: -	01: -	13: -	13: -
04: -	02: -	14: -	14: -
05: -	03: -	15: -	15: -
06: -	04: -	16: -	16: -
07: -	--- 18 ---	--- 06 ---	--- 06 ---
08: -	01: -	01: -	01: -
09: -	02: -	02: -	02: -
10: -	03: -	03: -	03: -
11: -	04: -	04: -	04: -
12: -	--- 19 ---	05: -	05: -
--- 08 ---	01: -	06: -	06: -
01: -	02: -	07: -	07: -
02: -	03: -	08: -	08: -
03: -	04: -	09: -	09: -
04: -	--- 20 ---	10: -	10: -
05: -	01: -	11: -	11: -
06: -	02: -	12: -	12: -
07: -	03: -	13: -	13: -
08: -	04: -	14: -	14: -
09: -	--- 21 ---	15: -	15: -
10: -	01: -	16: -	16: -
11: -	02: -	--- 07 ---	--- 07 ---
12: -	03: -	01: -	01: -
--- 09 ---	04: -	02: -	02: -
01: -	--- 22 ---	03: -	03: -
02: -	01: -	04: -	04: -
03: -	02: -	05: -	05: -
04: -	03: -	06: -	06: -
05: -	04: -	07: -	07: -
06: -	--- 23 ---	08: -	08: -
07: -	01: -	09: -	09: -
08: -	02: -	10: -	10: -
09: -	03: -	11: -	11: -
10: -	04: -	12: -	12: -
11: -	--- 24 ---	13: -	13: -
12: -	01: -	14: -	14: -
	02: -	15: -	15: -
	03: -	16: -	16: -
	04: -	--- 08 ---	--- 08 ---
	--- 25 ---	01: -	01: -
	01: -	02: -	02: -
	02: -	03: -	03: -
	03: -	04: -	04: -
	04: -	05: -	05: -
	--- 26 ---	06: -	06: -
	01: -	07: -	07: -
	02: -	08: -	08: -
	03: -	09: -	09: -
	04: -	10: -	10: -
	--- 27 ---	11: -	11: -
	01: -	12: -	12: -
	02: -	13: -	13: -
	03: -	14: -	14: -
	04: -	15: -	15: -
	--- 28 ---	16: -	16: -
	01: -		
	02: -		
	03: -		
	04: -		
	--- 29 ---		
	01: -		
	02: -		
	03: -		
	04: -		
	--- 30 ---		
	01: -		
	02: -		
	03: -		
	04: -		
	--- 31 ---		
	01: -		
	02: -		
	03: -		
	04: -		
	--- 32 ---		
	01: -		
	02: -		
	03: -		
	04: -		

IOT State

LCM

LCM

Unit Addr *

01	01	A (R)
01	02	A (A)
01	03	A (G)
01	04	B (R)
01	05	B (A)
01	06	B (G)
01	07	C (R)
01	08	C (A)
01	09	C (G)
01	12	D (G)
02	01	E (R)
02	02	E (A)
02	03	E (G)

MTS4E

MTS4E

Unit Addr *

01	01	AIN1
01	02	AX2
01	03	ASL3
01	04	AX4
02	01	BIN5
02	02	BX6
02	03	BSL7
02	04	BX8
03	01	CIN9
03	02	CX10
03	03	CSL11
03	04	DX12
04	01	DOUT13
04	02	EIN14
04	03	EX15
04	04	ESL16
05	01	EX17
05	02	AR1
05	03	AR2
05	04	AR3

IO1616-IN

IO1616-IN

Unit Addr *

01	01	UTC_I1
01	02	UTC_I2
01	03	UTC_I3
01	04	UTC_I4
01	05	UTC_I5
01	06	UTC_I6
01	07	UTC_I7
01	08	UTC_I8
01	09	UTC_I9
01	10	UTC_I10
01	11	UTC_I11
01	12	UTC_I12
01	13	UTC_I13
01	14	UTC_I14
01	15	UTC_I15
01	16	UTC_I16

IO1616-OUT

IO1616-OUT

Unit Addr *

01	01	UTC_O1
01	02	UTC_O2
01	03	UTC_O3
01	04	UTC_O4
01	05	UTC_O5
01	06	UTC_O6
01	07	UTC_O7
01	08	UTC_O8
01	09	UTC_O9
01	10	UTC_O10
01	11	UTC_O11
01	12	UTC_O12
01	13	UTC_O13
01	14	UTC_O14
01	15	UTC_O15
01	16	UTC_O16
02	01	MOVA31
02	02	MOVA32

LAMP MONITORING

Phase Lamp Types

ID	Phase	Description	Type	Red	Amber	Green	Wait	MonR A	Action A	MonR B	Action B	MonA	MonG
1	A	Normandy Way EastBND	T	Elite TLED 48	Elite TLED 48	Elite TLED 48	-	Safety 1/2	None	None	None	Maintenance	Maintenance
2	B	Normandy Way WestBND	T	Elite TLED 48	Elite TLED 48	Elite TLED 48	-	Safety 1/2	None	None	None	Maintenance	Maintenance
3	C	Ashby Road SouthBND	T	Elite TLED 48	Elite TLED 48	Elite TLED 48	-	Safety 1/2	None	None	None	Maintenance	Maintenance
4	D	Ashby Road SouthBND RTA	I	-	-	Elite TLED 48	-	None	None	None	None	None	Maintenance
5	E	Ashby Road NorthBND	T	Elite TLED 48	Elite TLED 48	Elite TLED 48	-	Safety 1/2	None	None	None	Maintenance	Maintenance
6	F	Dummy All Red Overnight	-	-	-	-	-	None	None	None	None	None	None

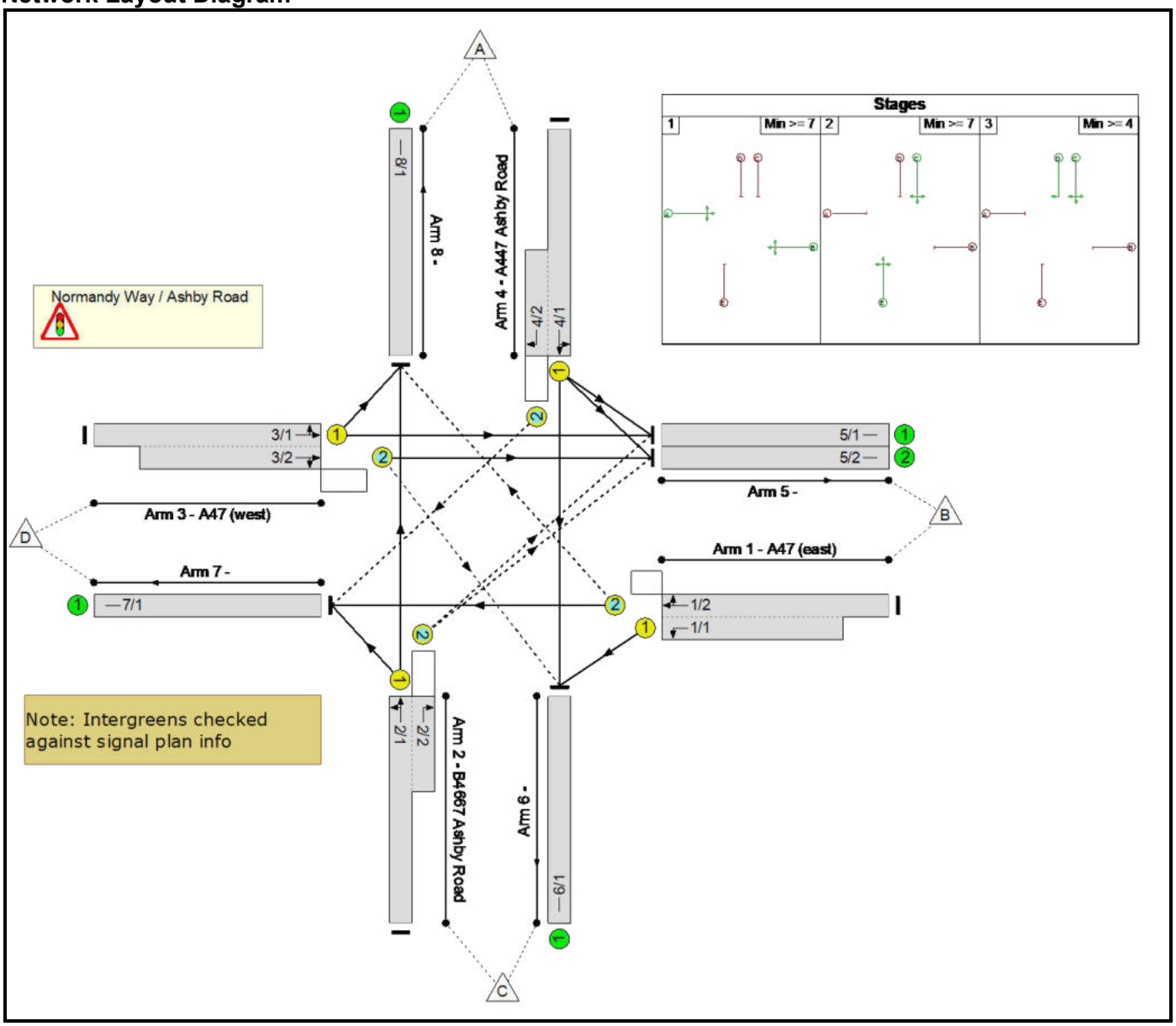
Report executed at 1/9/2013 1:37 PM

Full Input Data And Results

User and Project Details

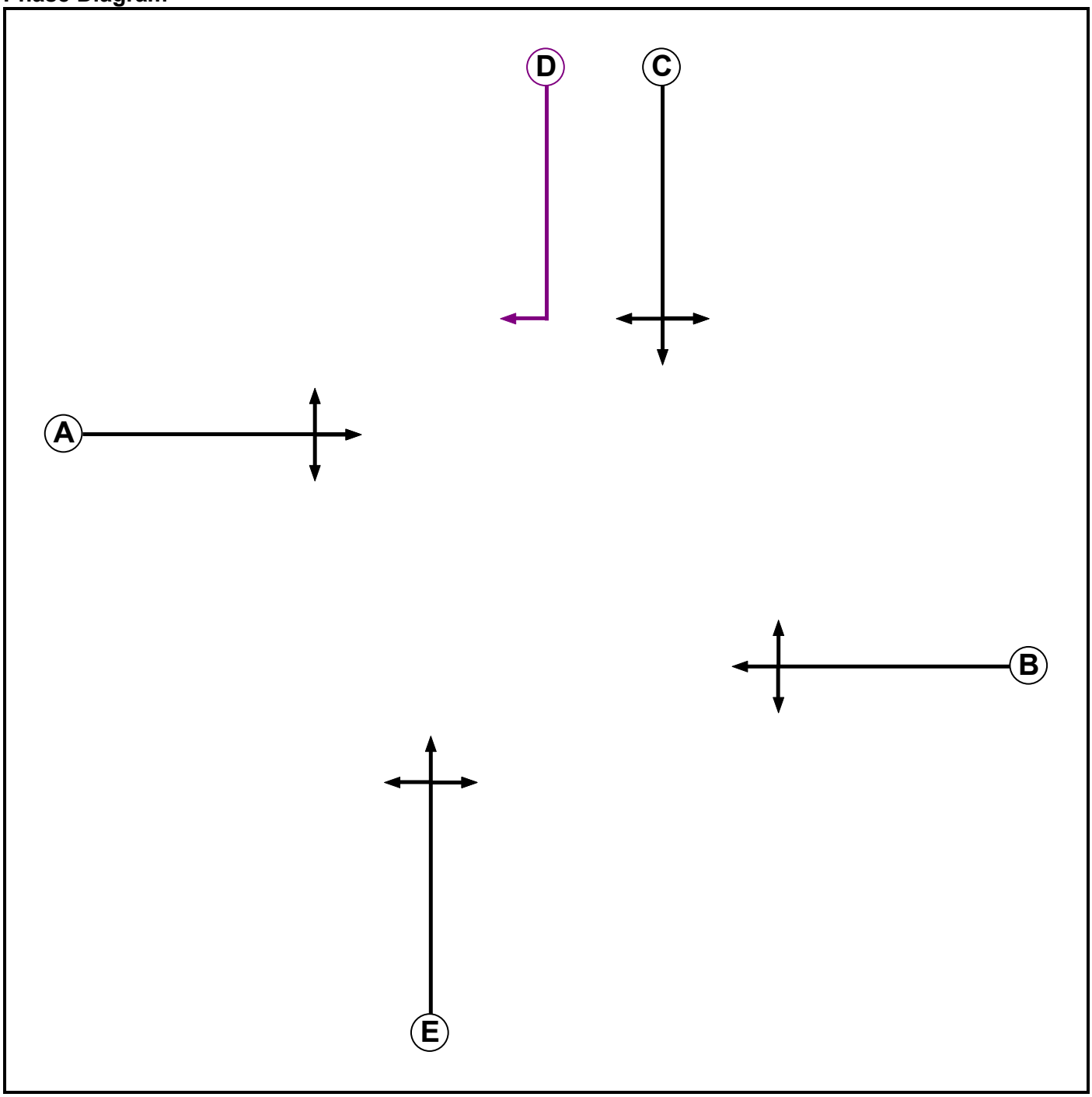
Project:	**Land east of Ashby Road, Hinckley**
Title:	**A47 Normandy Way / B4667 Ashby Road**
Location:	
Client:	Davidsons Developments Ltd
Additional detail:	
File name:	Junction 1 Ashby Road-A47 crossroads.lsg3x
Author:	
Company:	
Address:	

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	Ind. Arrow	C	4	4
E	Traffic		7	7

Full Input Data And Results

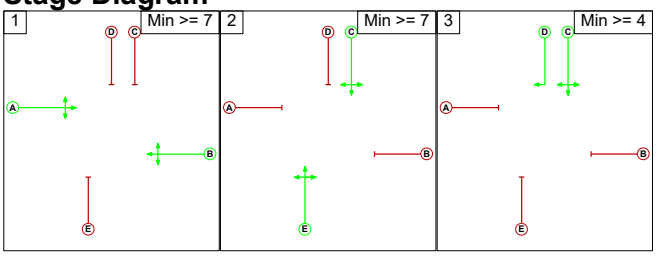
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	6	7
	B	-		5	5	5
	C	7	7		-	-
	D	7	7	-		7
	E	6	6	-	4	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C E
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	X
	2	7		4
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Normandy Way / Ashby Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A47 (east))	8/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00
				3/2	1.09	To 5/2 (Ahead)					
2/2 (B4667 Ashby Road)	5/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	3.00
	5/2 (Right)	1439	0	4/1	1.09	All					
3/2 (A47 (west))	6/1 (Right)	1439	0	1/2	1.09	To 7/1 (Ahead)	3.00	3.00	0.50	3	3.00
				1/1	1.09	All					
4/2 (A447 Ashby Road)	7/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Normandy Way / Ashby Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A47 (east))	U	B	2	3	19.1	Geom	-	3.00	0.00	Y	Arm 6 Left	15.00
1/2 (A47 (east))	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead Arm 8 Right	Inf 20.00
2/1 (B4667 Ashby Road)	U	E	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 7 Left Arm 8 Ahead	14.00 Inf
2/2 (B4667 Ashby Road)	O	E	2	3	6.3	Geom	-	2.90	0.00	Y	Arm 5 Right	25.00
3/1 (A47 (west))	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 20.00
3/2 (A47 (west))	O	A	2	3	15.7	Geom	-	4.50	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 25.00
4/1 (A447 Ashby Road)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left Arm 6 Ahead	12.00 Inf
4/2 (A447 Ashby Road)	O	C D	2	3	7.0	Geom	-	2.75	0.00	Y	Arm 7 Right	23.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 observed AM'	08:00	09:00	01:00	
2: '2024 observed PM '	16:00	17:00	01:00	
3: '2030 'Do Nothing' AM'	08:00	09:00	01:00	
4: '2030 'Do Nothing' PM'	16:00	17:00	01:00	
5: '2030 'Do Something' AM'	08:00	09:00	01:00	
6: '2030 'Do Something' PM'	16:00	17:00	01:00	

Scenario 1: '2024 observed AM ' (FG1: '2024 observed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	30	410	321	761
	B	29	0	103	613	745
	C	229	103	0	145	477
	D	226	454	81	0	761
	Tot.	484	587	594	1079	2744

Traffic Lane Flows

Lane	Scenario 1: 2024 observed AM
Junction: Normandy Way / Ashby Road	
1/1 (short)	103
1/2 (with short)	745(In) 642(Out)
2/1 (with short)	477(In) 374(Out)
2/2 (short)	103
3/1 (with short)	761(In) 361(Out)
3/2 (short)	400
4/1 (with short)	761(In) 440(Out)
4/2 (short)	321
5/1	202
5/2	385
6/1	594
7/1	1079
8/1	484

Full Input Data And Results

Lane Saturation Flows

Junction: Normandy Way / Ashby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47 (east))	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
1/2 (A47 (east))	3.00	0.00	Y	Arm 7 Ahead	Inf	95.5 %	1909	1909
				Arm 8 Right	20.00	4.5 %		
2/1 (B4667 Ashby Road)	2.90	0.00	Y	Arm 7 Left	14.00	38.8 %	1829	1829
				Arm 8 Ahead	Inf	61.2 %		
2/2 (B4667 Ashby Road)	2.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1797	1797
3/1 (A47 (west))	3.10	0.00	Y	Arm 5 Ahead	Inf	37.4 %	1839	1839
				Arm 8 Left	20.00	62.6 %		
3/2 (A47 (west))	4.50	0.00	Y	Arm 5 Ahead	Inf	79.8 %	2040	2040
				Arm 6 Right	25.00	20.3 %		
4/1 (A447 Ashby Road)	3.00	0.00	Y	Arm 5 Left	12.00	6.8 %	1899	1899
				Arm 6 Ahead	Inf	93.2 %		
4/2 (A447 Ashby Road)	2.75	0.00	Y	Arm 7 Right	23.00	100.0 %	1774	1774
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 observed PM' (FG2: '2024 observed PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	54	485	267	806
	B	39	0	173	535	747
	C	359	156	0	96	611
	D	379	466	39	0	884
	Tot.	777	676	697	898	3048

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 observed PM
Junction: Normandy Way / Ashby Road	
1/1 (short)	173
1/2 (with short)	747(In) 574(Out)
2/1 (with short)	611(In) 455(Out)
2/2 (short)	156
3/1 (with short)	884(In) 413(Out)
3/2 (short)	471
4/1 (with short)	806(In) 539(Out)
4/2 (short)	267
5/1	139
5/2	537
6/1	697
7/1	898
8/1	777

Full Input Data And Results

Lane Saturation Flows

Junction: Normandy Way / Ashby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47 (east))	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
1/2 (A47 (east))	3.00	0.00	Y	Arm 7 Ahead	Inf	93.2 %	1905	1905
				Arm 8 Right	20.00	6.8 %		
2/1 (B4667 Ashby Road)	2.90	0.00	Y	Arm 7 Left	14.00	21.1 %	1863	1863
				Arm 8 Ahead	Inf	78.9 %		
2/2 (B4667 Ashby Road)	2.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1797	1797
3/1 (A47 (west))	3.10	0.00	Y	Arm 5 Ahead	Inf	8.2 %	1801	1801
				Arm 8 Left	20.00	91.8 %		
3/2 (A47 (west))	4.50	0.00	Y	Arm 5 Ahead	Inf	91.7 %	2055	2055
				Arm 6 Right	25.00	8.3 %		
4/1 (A447 Ashby Road)	3.00	0.00	Y	Arm 5 Left	12.00	10.0 %	1891	1891
				Arm 6 Ahead	Inf	90.0 %		
4/2 (A447 Ashby Road)	2.75	0.00	Y	Arm 7 Right	23.00	100.0 %	1774	1774
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 'Do Nothing' AM' (FG3: '2030 'Do Nothing' AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	30	406	324	760
	B	33	0	132	802	967
	C	206	109	0	157	472
	D	249	580	106	0	935
	Tot.	488	719	644	1283	3134

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2030 'Do Nothing' AM
Junction: Normandy Way / Ashby Road	
1/1 (short)	132
1/2 (with short)	967(In) 835(Out)
2/1 (with short)	472(In) 363(Out)
2/2 (short)	109
3/1 (with short)	935(In) 444(Out)
3/2 (short)	491
4/1 (with short)	760(In) 436(Out)
4/2 (short)	324
5/1	265
5/2	454
6/1	644
7/1	1283
8/1	488

Full Input Data And Results

Lane Saturation Flows

Junction: Normandy Way / Ashby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47 (east))	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
1/2 (A47 (east))	3.00	0.00	Y	Arm 7 Ahead	Inf	96.0 %	1909	1909
				Arm 8 Right	20.00	4.0 %		
2/1 (B4667 Ashby Road)	2.90	0.00	Y	Arm 7 Left	14.00	43.3 %	1821	1821
				Arm 8 Ahead	Inf	56.7 %		
2/2 (B4667 Ashby Road)	2.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1797	1797
3/1 (A47 (west))	3.10	0.00	Y	Arm 5 Ahead	Inf	43.9 %	1847	1847
				Arm 8 Left	20.00	56.1 %		
3/2 (A47 (west))	4.50	0.00	Y	Arm 5 Ahead	Inf	78.4 %	2039	2039
				Arm 6 Right	25.00	21.6 %		
4/1 (A447 Ashby Road)	3.00	0.00	Y	Arm 5 Left	12.00	6.9 %	1899	1899
				Arm 6 Ahead	Inf	93.1 %		
4/2 (A447 Ashby Road)	2.75	0.00	Y	Arm 7 Right	23.00	100.0 %	1774	1774
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 'Do Nothing' PM' (FG4: '2030 'Do Nothing' PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	444	247	732
	B	41	0	235	736	1012
	C	340	161	0	121	622
	D	443	583	58	0	1084
	Tot.	824	785	737	1104	3450

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2030 'Do Nothing' PM
Junction: Normandy Way / Ashby Road	
1/1 (short)	235
1/2 (with short)	1012(In) 777(Out)
2/1 (with short)	622(In) 461(Out)
2/2 (short)	161
3/1 (with short)	1084(In) 594(Out)
3/2 (short)	490
4/1 (with short)	732(In) 485(Out)
4/2 (short)	247
5/1	253
5/2	532
6/1	737
7/1	1104
8/1	824

Full Input Data And Results

Lane Saturation Flows

Junction: Normandy Way / Ashby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47 (east))	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
1/2 (A47 (east))	3.00	0.00	Y	Arm 7 Ahead	Inf	94.7 %	1907	1907
				Arm 8 Right	20.00	5.3 %		
2/1 (B4667 Ashby Road)	2.90	0.00	Y	Arm 7 Left	14.00	26.2 %	1853	1853
				Arm 8 Ahead	Inf	73.8 %		
2/2 (B4667 Ashby Road)	2.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1797	1797
3/1 (A47 (west))	3.10	0.00	Y	Arm 5 Ahead	Inf	25.4 %	1823	1823
				Arm 8 Left	20.00	74.6 %		
3/2 (A47 (west))	4.50	0.00	Y	Arm 5 Ahead	Inf	88.2 %	2050	2050
				Arm 6 Right	25.00	11.8 %		
4/1 (A447 Ashby Road)	3.00	0.00	Y	Arm 5 Left	12.00	8.5 %	1895	1895
				Arm 6 Ahead	Inf	91.5 %		
4/2 (A447 Ashby Road)	2.75	0.00	Y	Arm 7 Right	23.00	100.0 %	1774	1774
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 'Do Something' AM' (FG5: '2030 'Do Something' AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	33	429	338	800
	B	35	0	133	803	971
	C	215	111	0	152	478
	D	251	587	100	0	938
	Tot.	501	731	662	1293	3187

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2030 'Do Something' AM
Junction: Normandy Way / Ashby Road	
1/1 (short)	133
1/2 (with short)	971(In) 838(Out)
2/1 (with short)	478(In) 367(Out)
2/2 (short)	111
3/1 (with short)	938(In) 446(Out)
3/2 (short)	492
4/1 (with short)	800(In) 462(Out)
4/2 (short)	338
5/1	268
5/2	463
6/1	662
7/1	1293
8/1	501

Full Input Data And Results

Lane Saturation Flows

Junction: Normandy Way / Ashby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47 (east))	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
1/2 (A47 (east))	3.00	0.00	Y	Arm 7 Ahead	Inf	95.8 %	1909	1909
				Arm 8 Right	20.00	4.2 %		
2/1 (B4667 Ashby Road)	2.90	0.00	Y	Arm 7 Left	14.00	41.4 %	1824	1824
				Arm 8 Ahead	Inf	58.6 %		
2/2 (B4667 Ashby Road)	2.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1797	1797
3/1 (A47 (west))	3.10	0.00	Y	Arm 5 Ahead	Inf	43.7 %	1847	1847
				Arm 8 Left	20.00	56.3 %		
3/2 (A47 (west))	4.50	0.00	Y	Arm 5 Ahead	Inf	79.7 %	2040	2040
				Arm 6 Right	25.00	20.3 %		
4/1 (A447 Ashby Road)	3.00	0.00	Y	Arm 5 Left	12.00	7.1 %	1898	1898
				Arm 6 Ahead	Inf	92.9 %		
4/2 (A447 Ashby Road)	2.75	0.00	Y	Arm 7 Right	23.00	100.0 %	1774	1774
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 'Do Something' PM' (FG6: '2030 'Do Something' PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	46	456	250	752
	B	47	0	238	743	1028
	C	358	162	0	115	635
	D	457	584	53	0	1094
	Tot.	862	792	747	1108	3509

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 'Do Something' PM
Junction: Normandy Way / Ashby Road	
1/1 (short)	238
1/2 (with short)	1028(In) 790(Out)
2/1 (with short)	635(In) 473(Out)
2/2 (short)	162
3/1 (with short)	1094(In) 605(Out)
3/2 (short)	489
4/1 (with short)	752(In) 502(Out)
4/2 (short)	250
5/1	252
5/2	540
6/1	747
7/1	1108
8/1	862

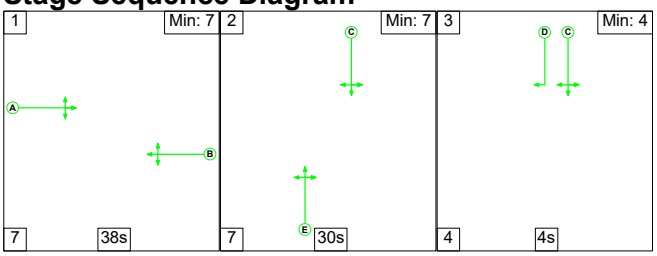
Full Input Data And Results

Lane Saturation Flows

Junction: Normandy Way / Ashby Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A47 (east))	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
1/2 (A47 (east))	3.00	0.00	Y	Arm 7 Ahead	Inf	94.1 %	1906	1906
				Arm 8 Right	20.00	5.9 %		
2/1 (B4667 Ashby Road)	2.90	0.00	Y	Arm 7 Left	14.00	24.3 %	1857	1857
				Arm 8 Ahead	Inf	75.7 %		
2/2 (B4667 Ashby Road)	2.90	0.00	Y	Arm 5 Right	25.00	100.0 %	1797	1797
3/1 (A47 (west))	3.10	0.00	Y	Arm 5 Ahead	Inf	24.5 %	1822	1822
				Arm 8 Left	20.00	75.5 %		
3/2 (A47 (west))	4.50	0.00	Y	Arm 5 Ahead	Inf	89.2 %	2052	2052
				Arm 6 Right	25.00	10.8 %		
4/1 (A447 Ashby Road)	3.00	0.00	Y	Arm 5 Left	12.00	9.2 %	1893	1893
				Arm 6 Ahead	Inf	90.8 %		
4/2 (A447 Ashby Road)	2.75	0.00	Y	Arm 7 Right	23.00	100.0 %	1774	1774
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2024 observed AM ' (FG1: '2024 observed AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

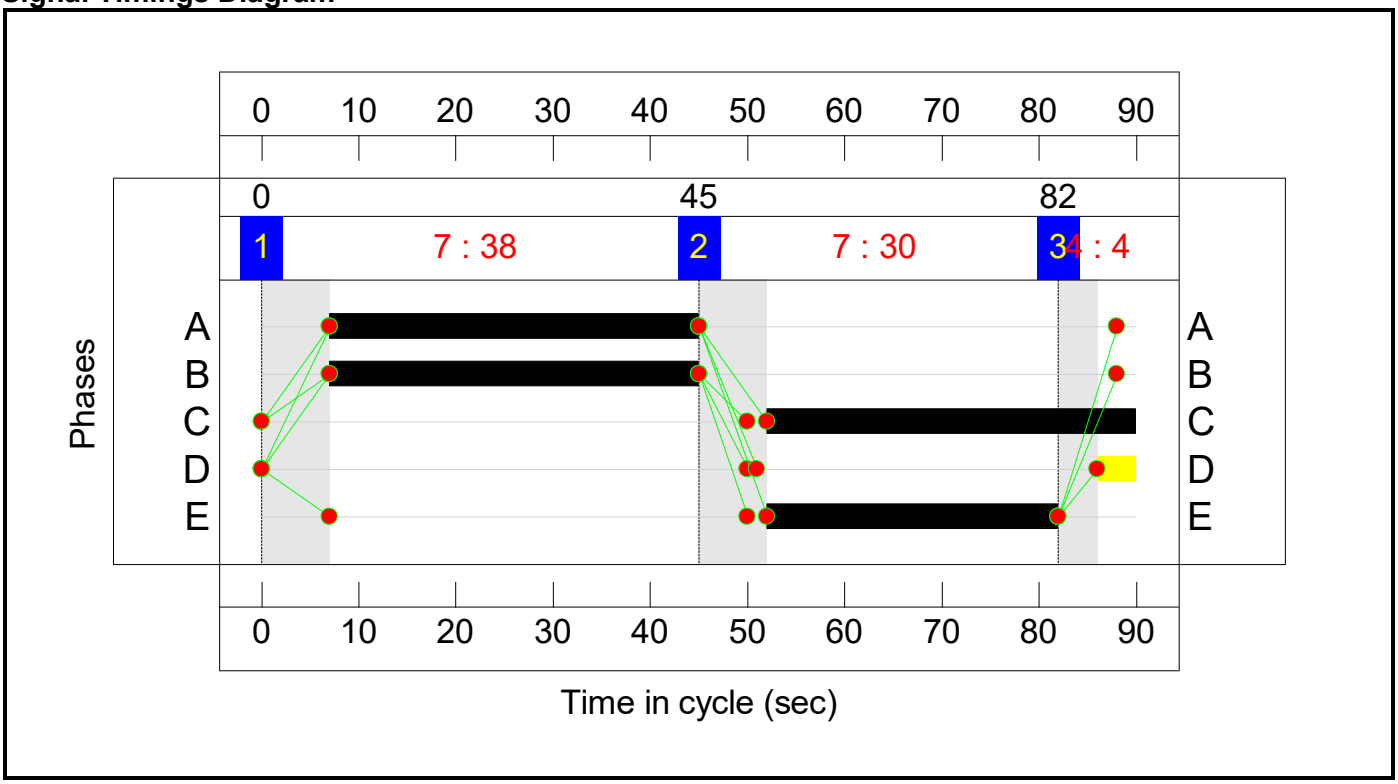


Stage Timings

Stage	1	2	3
Duration	38	30	4
Change Point	0	45	82

Full Input Data And Results

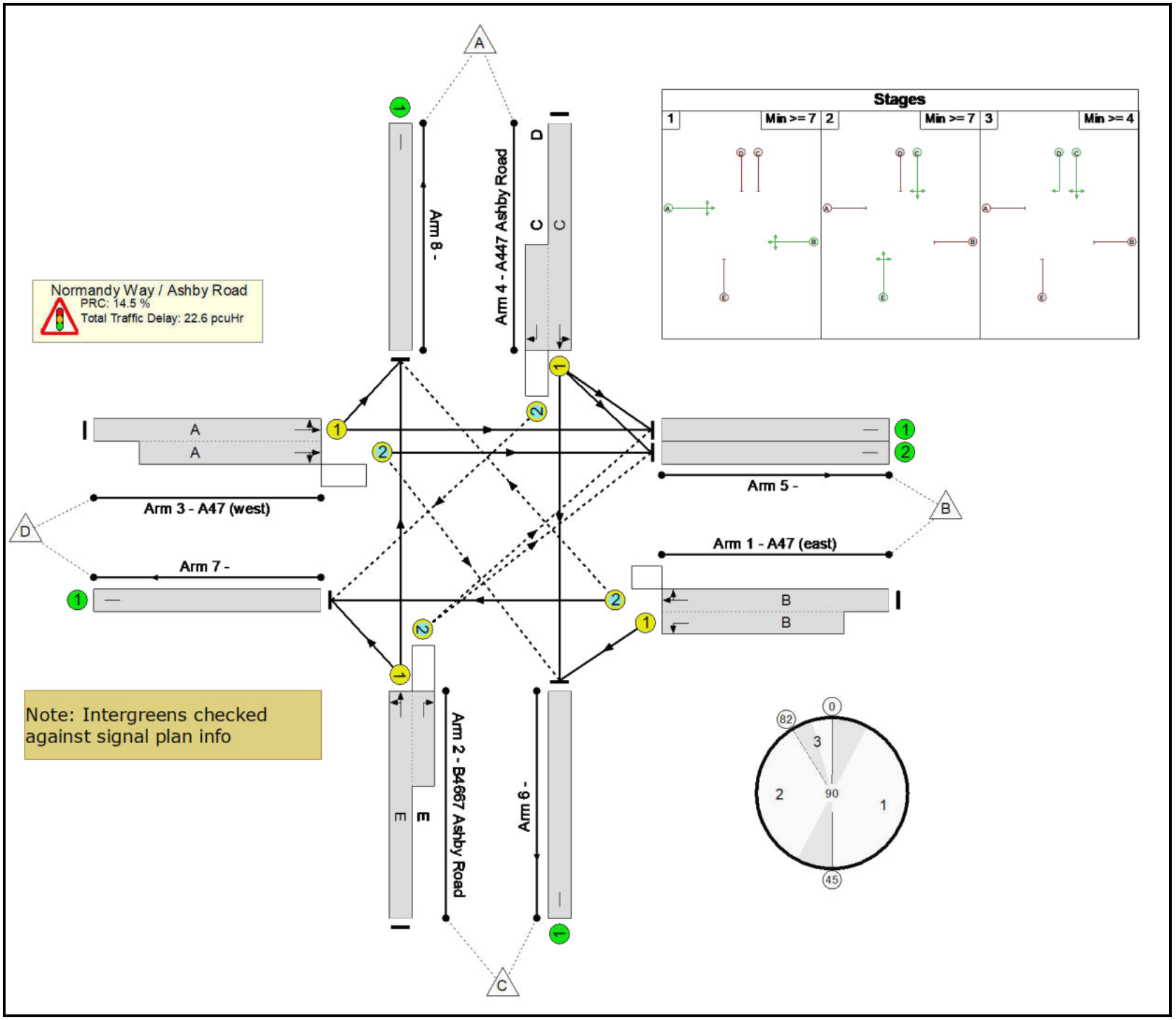
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: A47 Normandy Way / B4667 Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
Normandy Way / Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
1/2+1/1	A47 (east) Left Ahead Right	O+U	N/A	N/A	B		1	38	-	745	1909:1741	817+131	78.6 : 78.6%
2/1+2/2	B4667 Ashby Road Right Left Ahead	U+O	N/A	N/A	E		1	30	-	477	1829:1797	550+151	68.0 : 68.0%
3/1+3/2	A47 (west) Ahead Right Left	U+O	N/A	N/A	A		1	38	-	761	1839:2040	694+769	52.0 : 52.0%
4/1+4/2	A447 Ashby Road Left Ahead Right	U+O	N/A	N/A	C	D	1	38	4	761	1899:1774	562+410	78.2 : 78.3%
5/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%

Full Input Data And Results

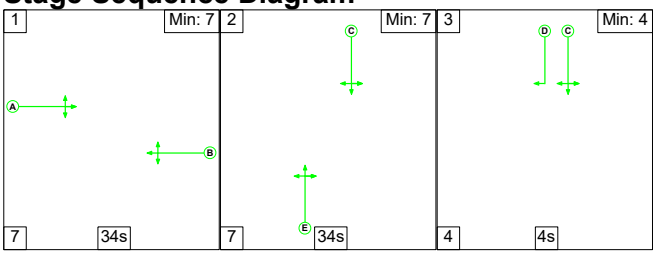
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 Normandy Way / B4667 Ashby Road	**-**	**-**	**384**	**118**	**32**	**15.7**	**5.2**	**1.7**	**22.6**	**-**	**-**	**-**	**-**
Normandy Way / Ashby Road	**-**	**-**	**384**	**118**	**32**	**15.7**	**5.2**	**1.7**	**22.6**	**-**	**-**	**-**	**-**
1/2+1/1	745	745	29	0	0	4.3	1.8	0.0	6.2	29.7	13.6	1.8	15.4
2/1+2/2	477	477	103	0	0	3.1	1.1	0.4	4.6	34.5	8.2	1.1	9.3
3/1+3/2	761	761	80	0	1	3.8	0.5	0.4	4.8	22.5	7.0	0.5	7.5
4/1+4/2	761	761	172	118	31	4.5	1.8	0.8	7.1	33.5	9.3	1.8	11.1
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	484	484	-	-	-	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): 22.58 Cycle Time (s): 90
PRC Over All Lanes (%): 14.5 Total Delay Over All Lanes(pcuHr): 22.58

Full Input Data And Results

Scenario 2: '2024 observed PM' (FG2: '2024 observed PM ', Plan 1: 'Network Control Plan 1')

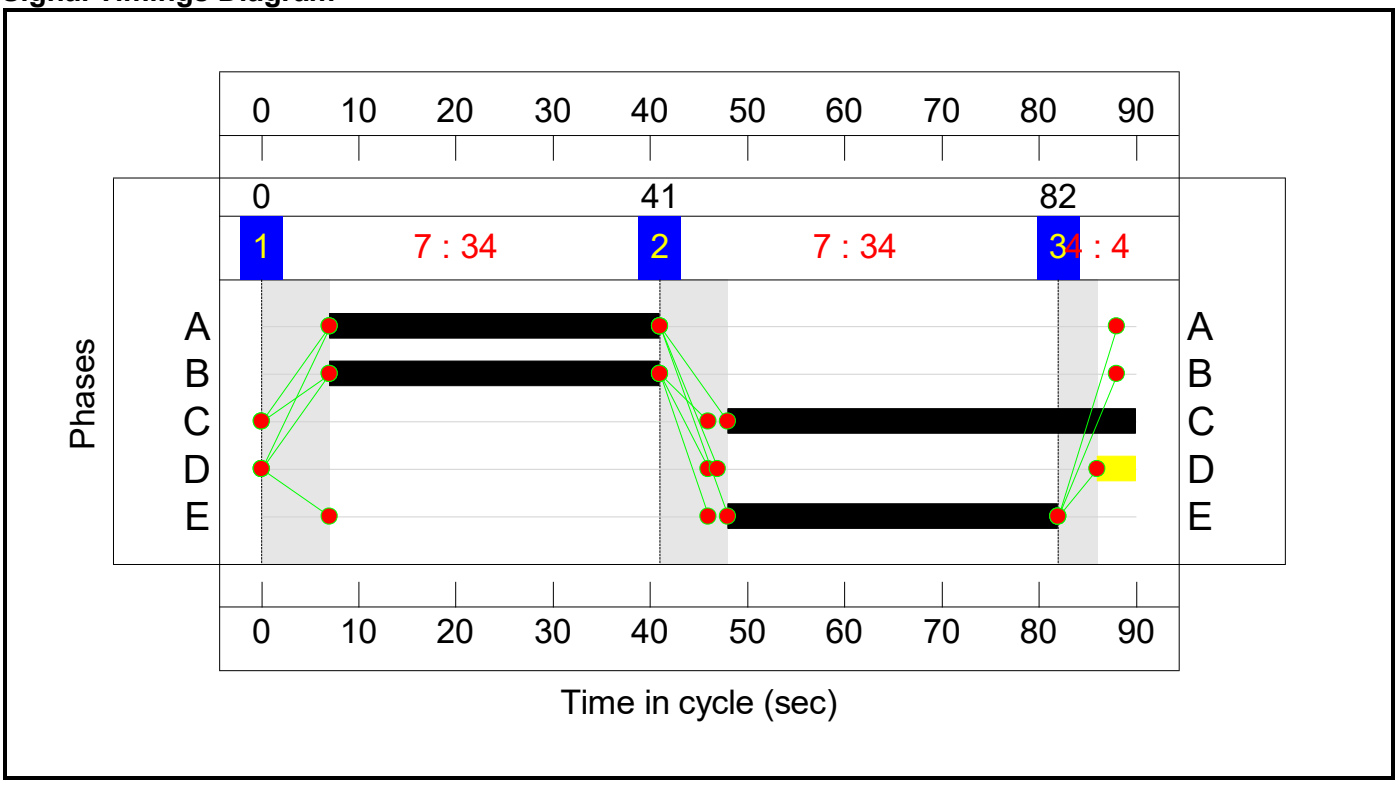
Stage Sequence Diagram



Stage Timings

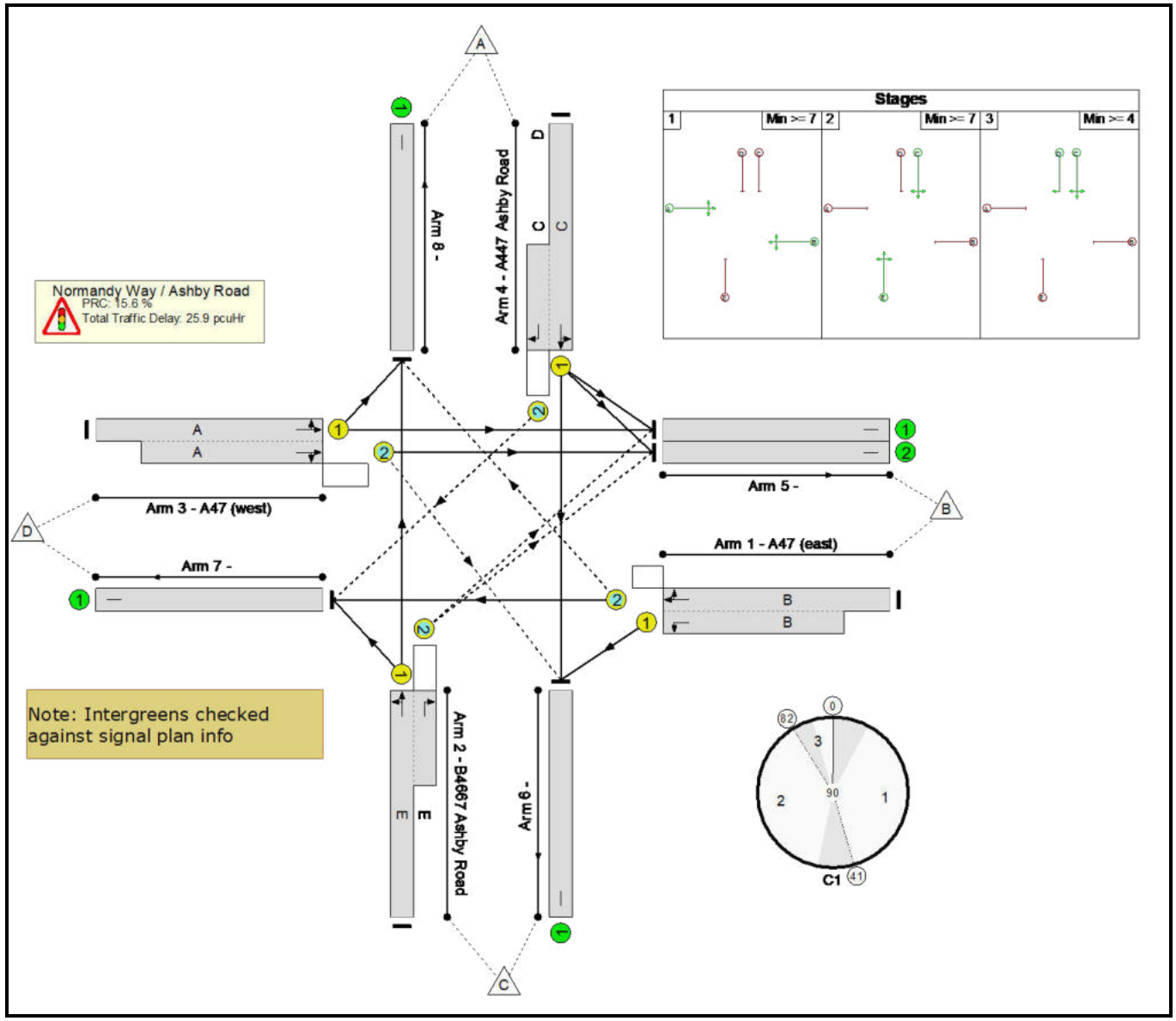
Stage	1	2	3
Duration	34	34	4
Change Point	0	41	82

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: A47 Normandy Way / B4667 Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
Normandy Way / Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.8%**
1/2+1/1	A47 (east) Left Ahead Right	O+U	N/A	N/A	B		1	34	-	747	1905:1741	741+223	77.5 : 77.5%
2/1+2/2	B4667 Ashby Road Right Left Ahead	U+O	N/A	N/A	E		1	34	-	611	1863:1797	600+206	75.9 : 75.9%
3/1+3/2	A47 (west) Ahead Right Left	U+O	N/A	N/A	A		1	34	-	884	1801:2055	635+725	65.0 : 65.0%
4/1+4/2	A447 Ashby Road Left Ahead Right	U+O	N/A	N/A	C	D	1	42	4	806	1891:1774	693+343	77.8 : 77.8%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%

Full Input Data And Results

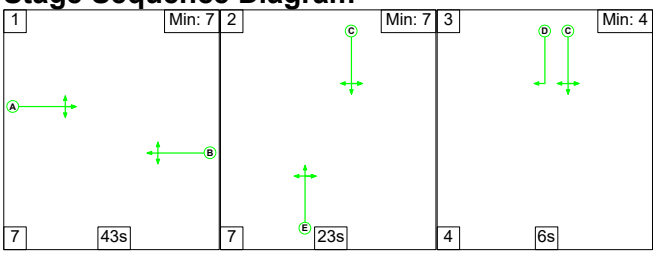
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 Normandy Way / B4667 Ashby Road	**-**	**-**	**381**	**110**	**9**	**18.0**	**5.9**	**2.0**	**25.9**	**-**	**-**	**-**	**-**
Normandy Way / Ashby Road	**-**	**-**	**381**	**110**	**9**	**18.0**	**5.9**	**2.0**	**25.9**	**-**	**-**	**-**	**-**
1/2+1/1	747	747	39	0	0	4.7	1.7	0.1	6.5	31.3	12.4	1.7	14.1
2/1+2/2	611	611	156	0	0	3.7	1.5	0.8	6.1	35.9	10.6	1.5	12.1
3/1+3/2	884	884	39	0	0	5.4	0.9	0.2	6.4	26.2	9.3	0.9	10.2
4/1+4/2	806	806	148	110	9	4.1	1.7	1.0	6.8	30.5	12.2	1.7	13.9
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 15.6 Total Delay for Signalled Lanes (pcuHr): 25.87 Cycle Time (s): 90
PRC Over All Lanes (%): 15.6 Total Delay Over All Lanes(pcuHr): 25.87

Full Input Data And Results

Scenario 3: '2030 'Do Nothing' AM' (FG3: '2030 'Do Nothing' AM', Plan 1: 'Network Control Plan 1')

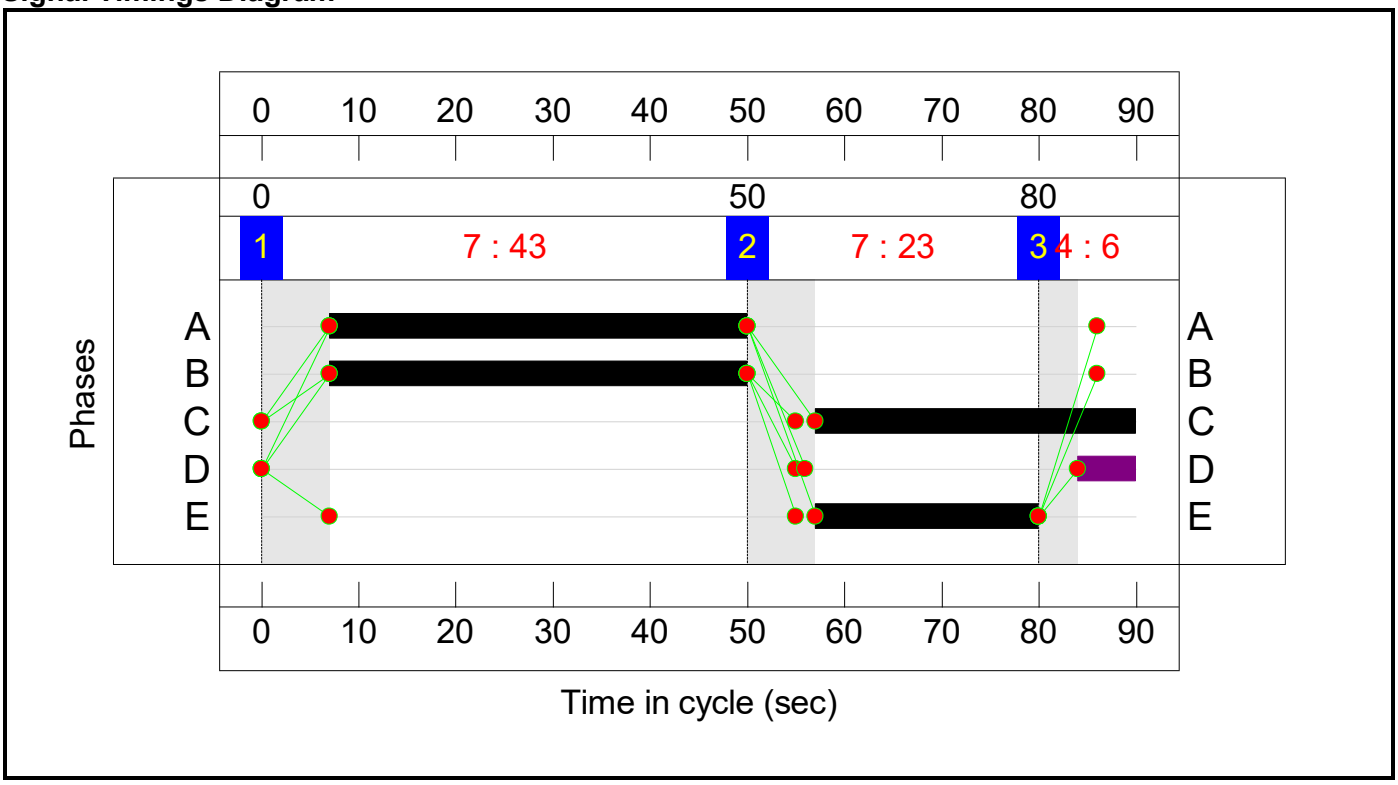
Stage Sequence Diagram



Stage Timings

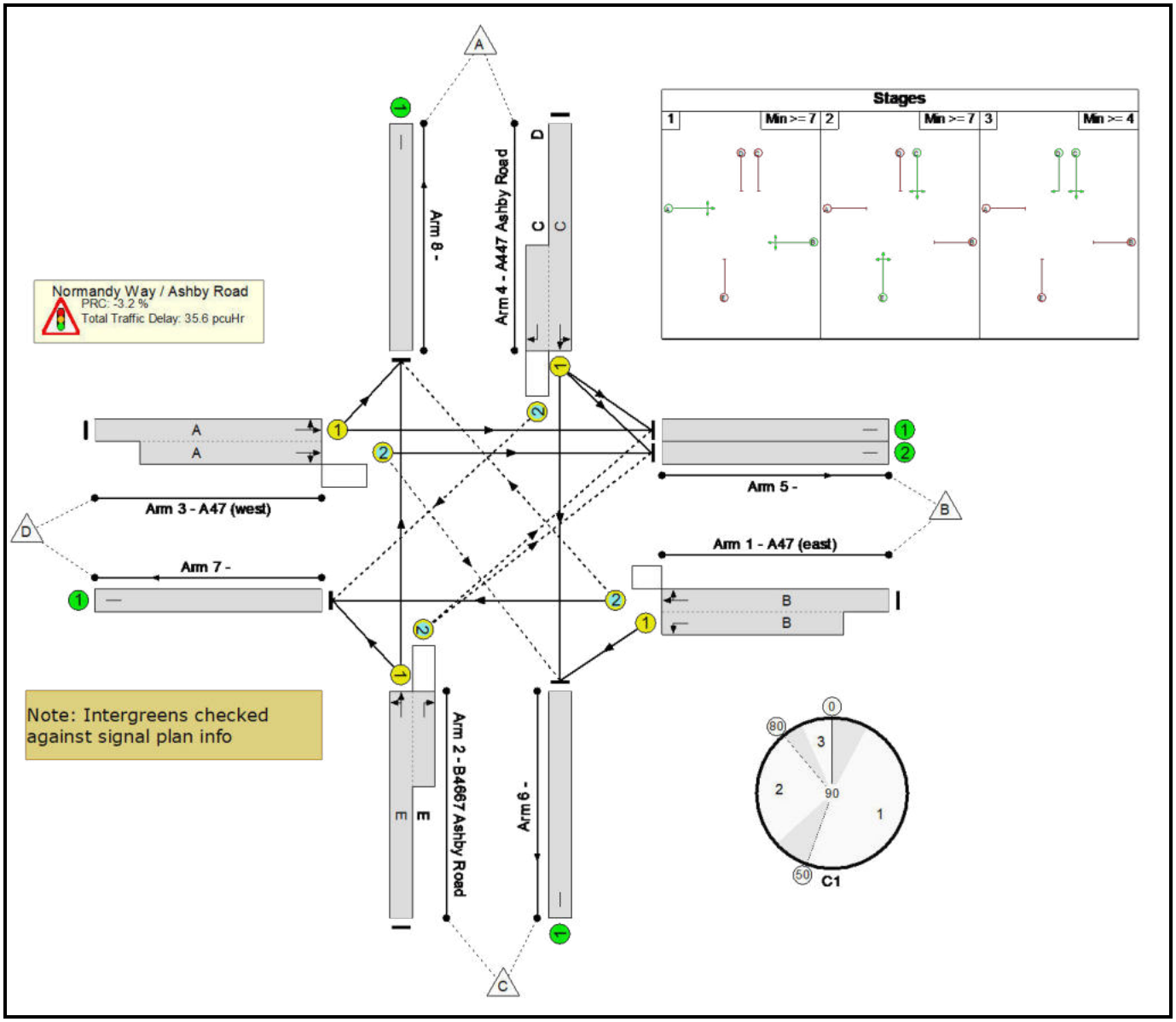
Stage	1	2	3
Duration	43	23	6
Change Point	0	50	80

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: A47 Normandy Way / B4667 Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**
Normandy Way / Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**
1/2+1/1	A47 (east) Left Ahead Right	O+U	N/A	N/A	B		1	43	-	967	1909:1741	907+143	92.1 : 92.1%
2/1+2/2	B4667 Ashby Road Right Left Ahead	U+O	N/A	N/A	E		1	23	-	472	1821:1797	434+130	83.6 : 83.6%
3/1+3/2	A47 (west) Ahead Right Left	U+O	N/A	N/A	A		1	43	-	935	1847:2039	561+621	79.1 : 79.1%
4/1+4/2	A447 Ashby Road Left Ahead Right	U+O	N/A	N/A	C	D	1	33	6	760	1899:1774	471+349	92.6 : 92.8%
5/1		U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1283	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 Normandy Way / B4667 Ashby Road	**-**	**-**	**251**	**158**	**164**	**18.6**	**14.8**	**2.1**	**35.6**	**-**	**-**	**-**	**-**
Normandy Way / Ashby Road	**-**	**-**	**251**	**158**	**164**	**18.6**	**14.8**	**2.1**	**35.6**	**-**	**-**	**-**	**-**
1/2+1/1	967	967	33	0	0	5.3	5.2	0.0	10.5	39.1	18.8	5.2	23.9
2/1+2/2	472	472	109	0	0	3.9	2.4	0.5	6.8	51.8	9.0	2.4	11.4
3/1+3/2	935	935	37	0	69	4.0	1.9	0.8	6.7	25.8	8.2	1.9	10.0
4/1+4/2	760	760	71	158	95	5.4	5.4	0.8	11.6	55.0	10.8	5.4	16.2
5/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1283	1283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

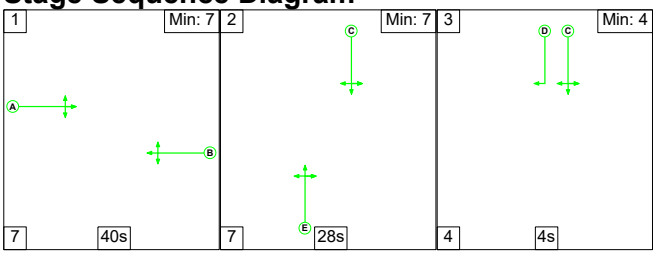
C1 PRC for Signalled Lanes (%): -3.2 Total Delay for Signalled Lanes (pcuHr): 35.61 Cycle Time (s): 90

PRC Over All Lanes (%): -3.2 Total Delay Over All Lanes(pcuHr): 35.61

Full Input Data And Results

Scenario 4: '2030 'Do Nothing' PM' (FG4: '2030 'Do Nothing' PM', Plan 1: 'Network Control Plan 1')

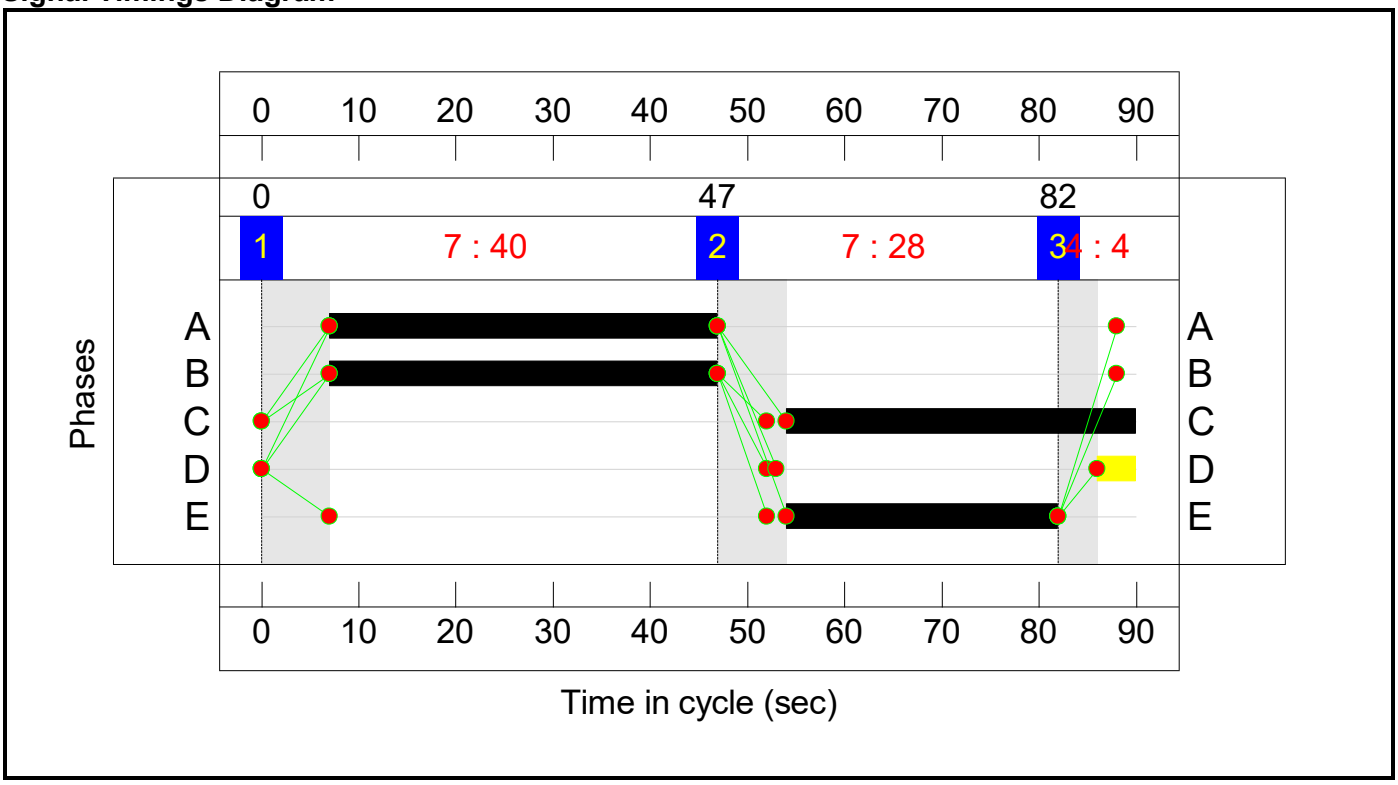
Stage Sequence Diagram



Stage Timings

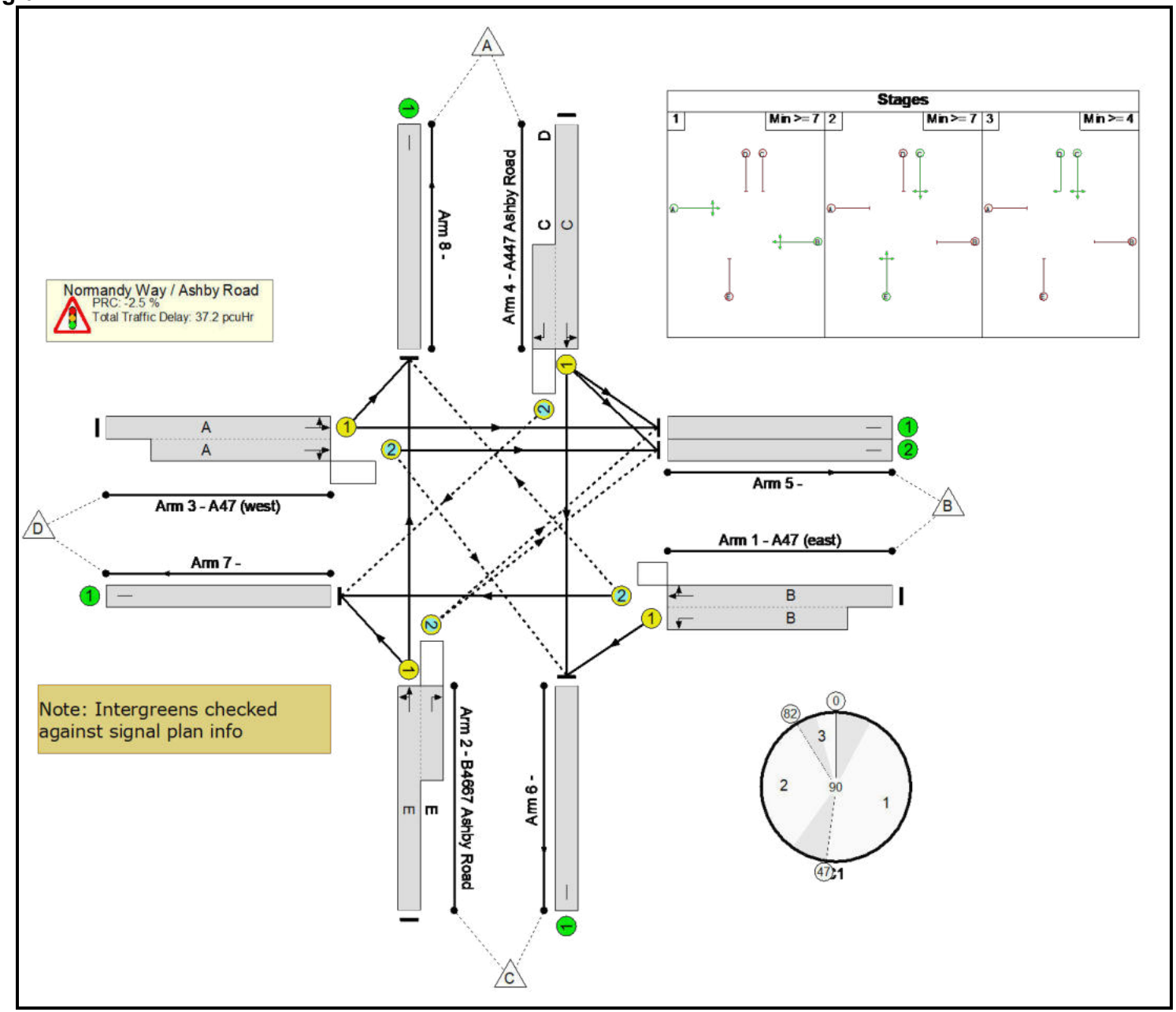
Stage	1	2	3
Duration	40	28	4
Change Point	0	47	82

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: A47 Normandy Way / B4667 Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.2%**
Normandy Way / Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.2%**
1/2+1/1	A47 (east) Left Ahead Right	O+U	N/A	N/A	B		1	40	-	1012	1907:1741	842+255	92.2 : 92.2%
2/1+2/2	B4667 Ashby Road Right Left Ahead	U+O	N/A	N/A	E		1	28	-	622	1853:1797	506+177	91.2 : 91.2%
3/1+3/2	A47 (west) Ahead Right Left	U+O	N/A	N/A	A		1	40	-	1084	1823:2050	750+619	79.2 : 79.2%
4/1+4/2	A447 Ashby Road Left Ahead Right	U+O	N/A	N/A	C	D	1	36	4	732	1895:1774	607+278	79.9 : 88.9%
5/1		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%

Full Input Data And Results

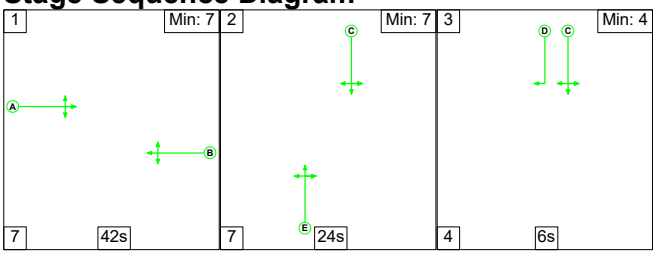
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 Normandy Way / B4667 Ashby Road	**-**	**-**	**276**	**118**	**113**	**21.0**	**14.0**	**2.3**	**37.2**	**-**	**-**	**-**	**-**
Normandy Way / Ashby Road	**-**	**-**	**276**	**118**	**113**	**21.0**	**14.0**	**2.3**	**37.2**	**-**	**-**	**-**	**-**
1/2+1/1	1012	1012	41	0	0	5.9	5.3	0.1	11.3	40.1	17.7	5.3	23.0
2/1+2/2	622	622	159	0	2	4.8	4.5	0.8	10.1	58.2	12.5	4.5	17.0
3/1+3/2	1084	1084	30	0	28	5.7	1.9	0.4	7.9	26.4	11.9	1.9	13.8
4/1+4/2	732	732	46	118	83	4.7	2.3	0.9	7.9	38.9	11.7	2.3	14.0
5/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 37.19 Cycle Time (s): 90
PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 37.19

Full Input Data And Results

Scenario 5: '2030 'Do Something' AM' (FG5: '2030 'Do Something' AM', Plan 1: 'Network Control Plan 1')

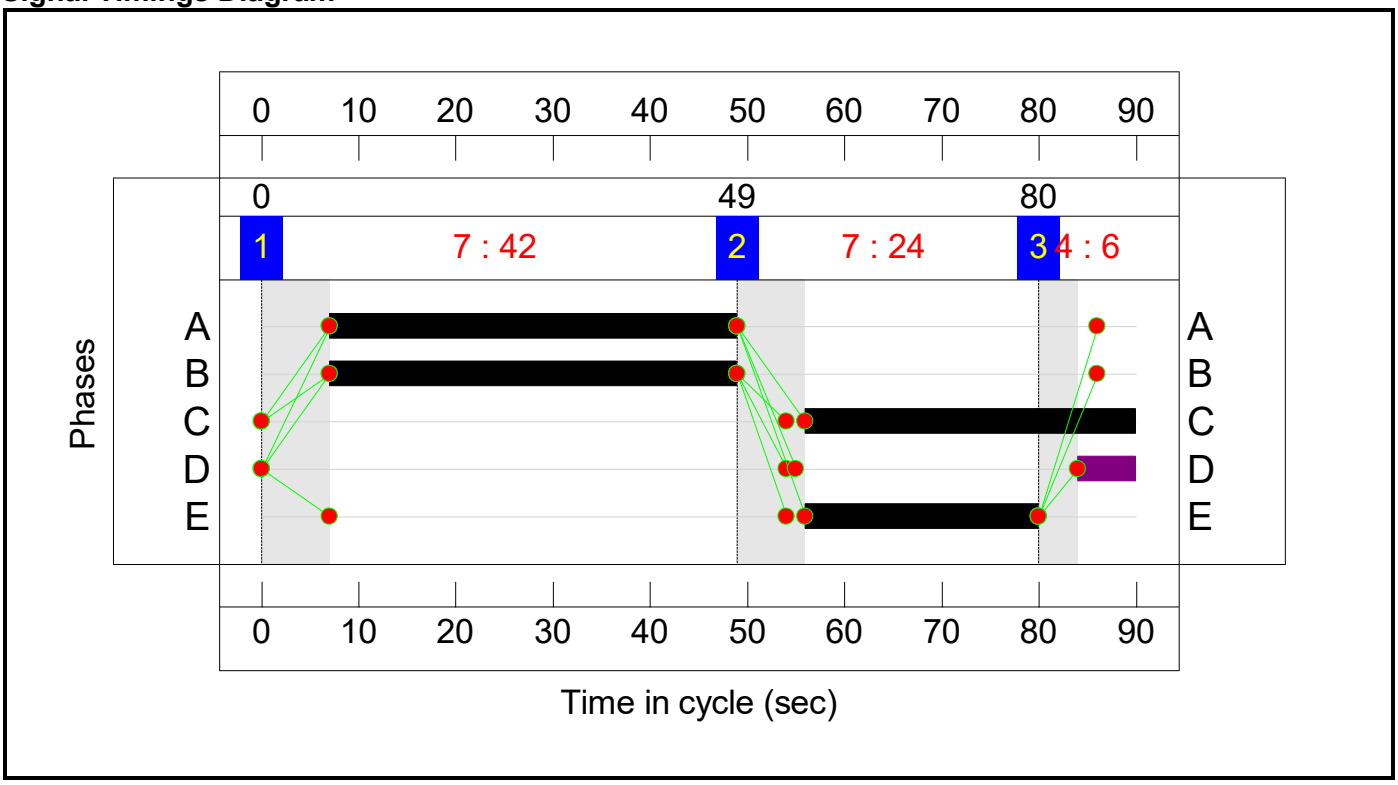
Stage Sequence Diagram



Stage Timings

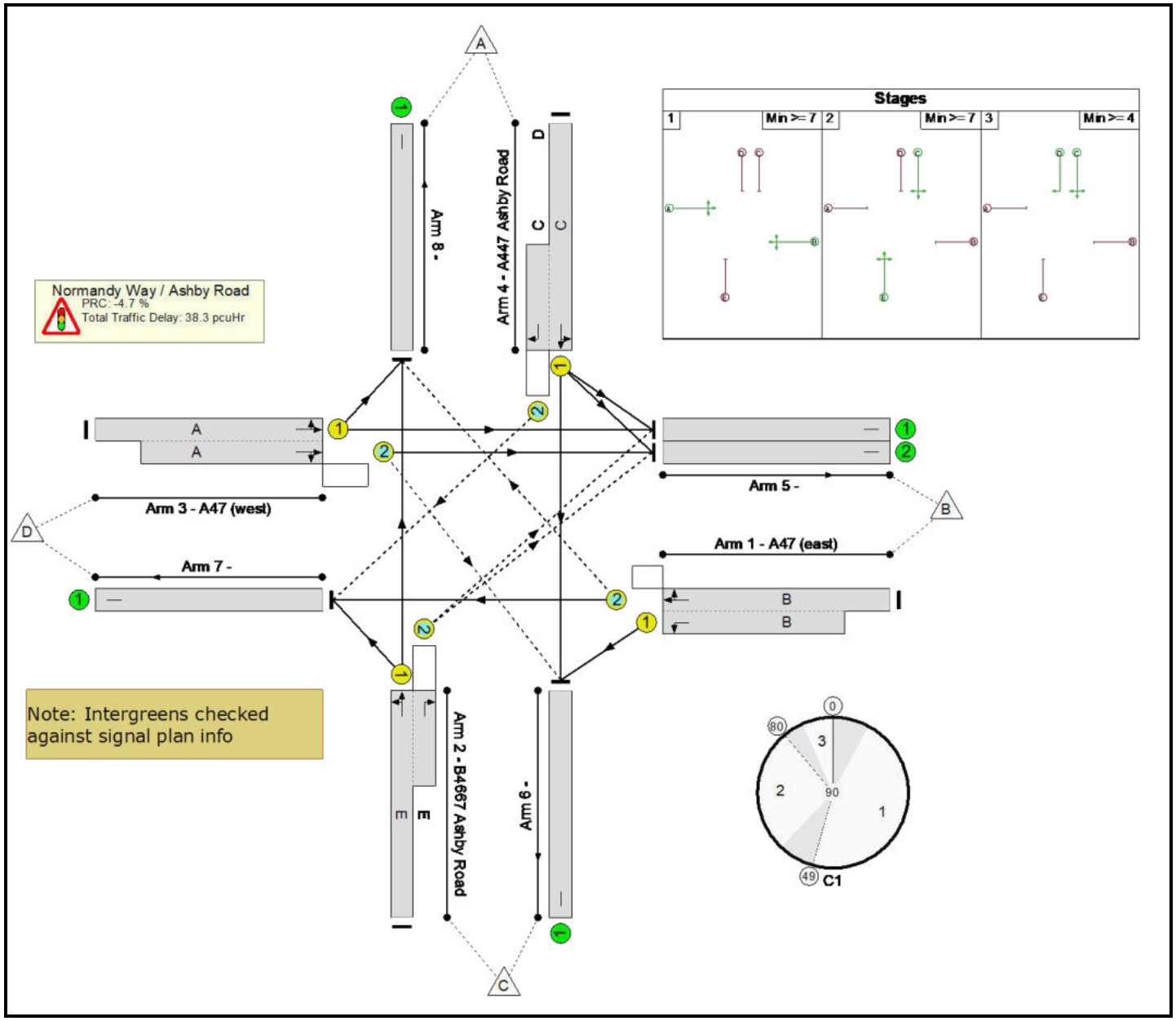
Stage	1	2	3
Duration	42	24	6
Change Point	0	49	80

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: A47 Normandy Way / B4667 Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
Normandy Way / Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
1/2+1/1	A47 (east) Left Ahead Right	O+U	N/A	N/A	B		1	42	-	971	1909:1741	889+141	94.3 : 94.3%
2/1+2/2	B4667 Ashby Road Right Left Ahead	U+O	N/A	N/A	E		1	24	-	478	1824:1797	450+136	81.6 : 81.6%
3/1+3/2	A47 (west) Ahead Right Left	U+O	N/A	N/A	A		1	42	-	938	1847:2040	554+612	80.4 : 80.4%
4/1+4/2	A447 Ashby Road Left Ahead Right	U+O	N/A	N/A	C	D	1	34	6	800	1898:1774	494+361	93.4 : 93.7%
5/1		U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1293	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%

Full Input Data And Results

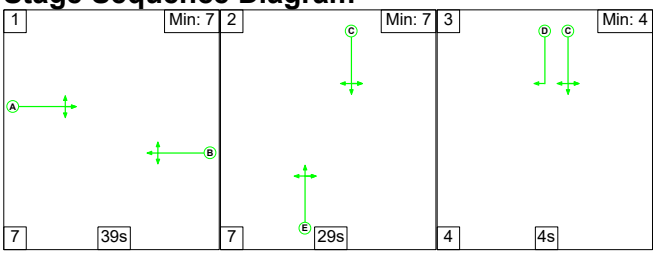
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 Normandy Way / B4667 Ashby Road	**-**	**-**	**255**	**158**	**171**	**19.3**	**16.8**	**2.2**	**38.3**	**-**	**-**	**-**	**-**
Normandy Way / Ashby Road	**-**	**-**	**255**	**158**	**171**	**19.3**	**16.8**	**2.2**	**38.3**	**-**	**-**	**-**	**-**
1/2+1/1	971	971	35	0	0	5.6	6.7	0.0	12.3	45.7	19.9	6.7	26.6
2/1+2/2	478	478	111	0	0	3.8	2.1	0.5	6.5	48.9	9.0	2.1	11.1
3/1+3/2	938	938	26	0	74	4.2	2.0	0.8	7.0	26.9	8.3	2.0	10.4
4/1+4/2	800	800	83	158	97	5.6	6.0	0.8	12.4	56.0	12.2	6.0	18.2
5/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1293	1293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 38.28 Cycle Time (s): 90
PRC Over All Lanes (%): -4.7 Total Delay Over All Lanes(pcuHr): 38.28

Full Input Data And Results

Scenario 6: '2030 'Do Something' PM' (FG6: '2030 'Do Something' PM', Plan 1: 'Network Control Plan 1')

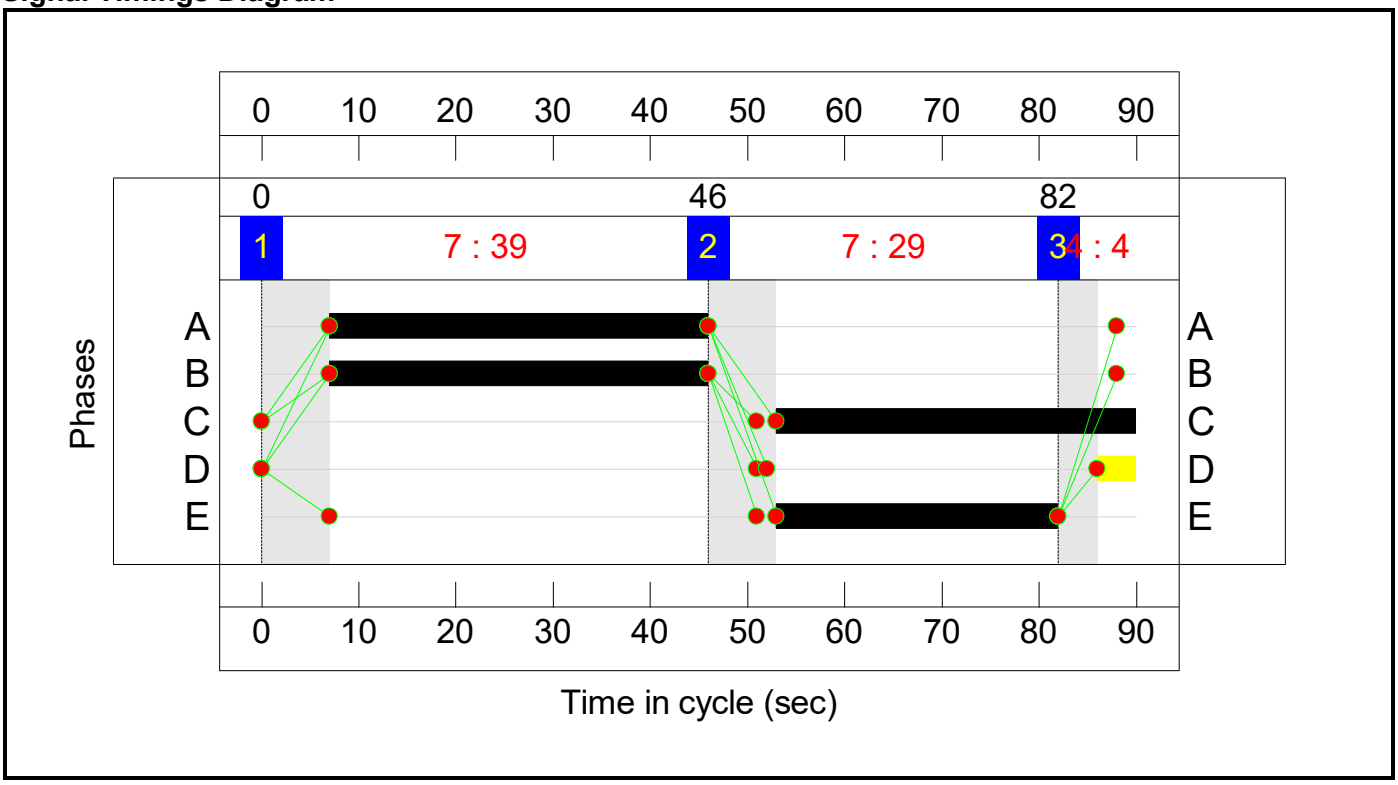
Stage Sequence Diagram



Stage Timings

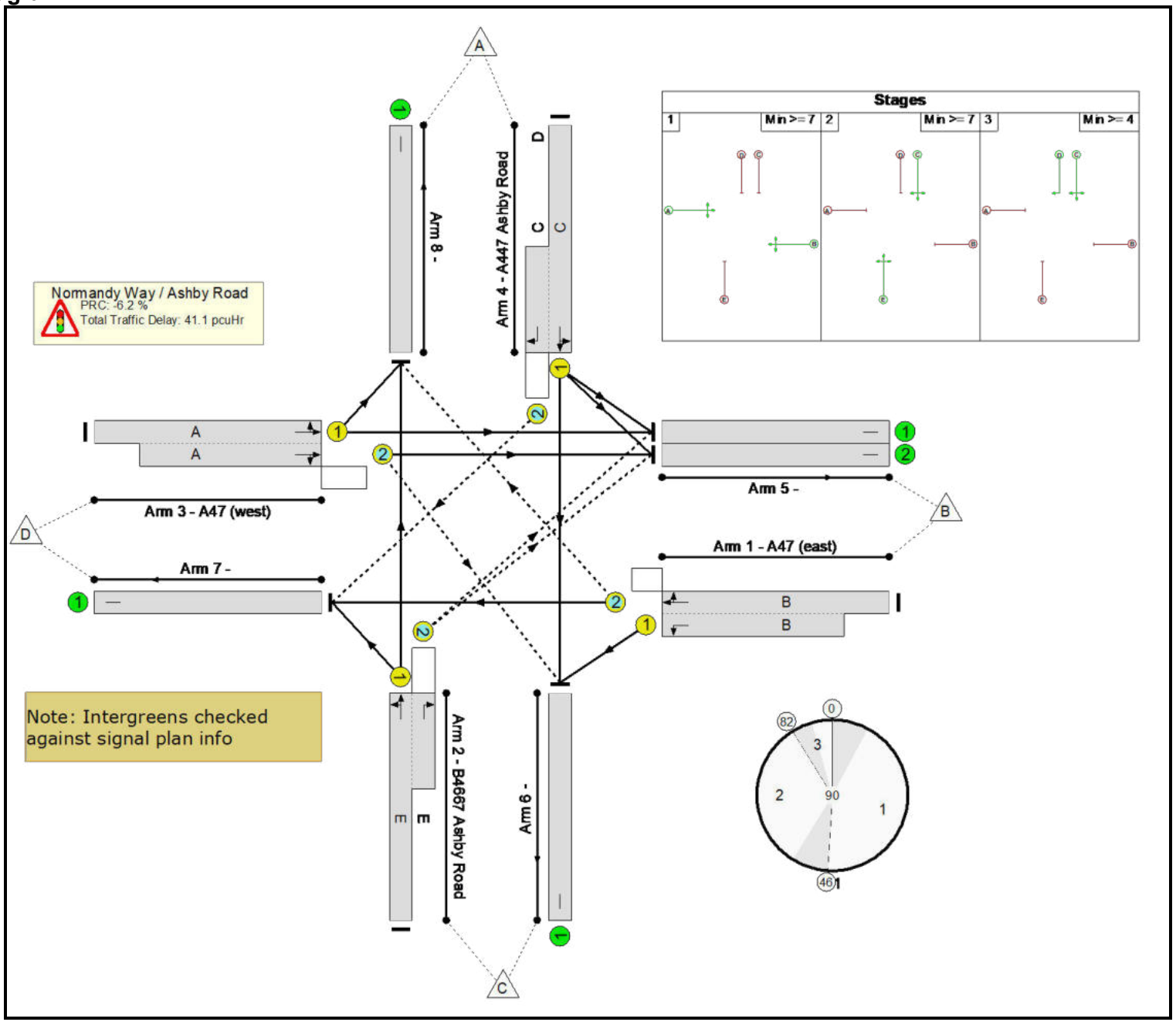
Stage	1	2	3
Duration	39	29	4
Change Point	0	46	82

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: A47 Normandy Way / B4667 Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.6%**
Normandy Way / Ashby Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.6%**
1/2+1/1	A47 (east) Left Ahead Right	O+U	N/A	N/A	B		1	39	-	1028	1906:1741	826+249	95.6 : 95.6%
2/1+2/2	B4667 Ashby Road Right Left Ahead	U+O	N/A	N/A	E		1	29	-	635	1857:1797	523+178	90.5 : 91.2%
3/1+3/2	A47 (west) Ahead Right Left	U+O	N/A	N/A	A		1	39	-	1094	1822:2052	739+597	81.9 : 81.9%
4/1+4/2	A447 Ashby Road Left Ahead Right	U+O	N/A	N/A	C	D	1	37	4	752	1893:1774	623+278	80.5 : 90.0%
5/1		U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A47 Normandy Way / B4667 Ashby Road	**-**	**-**	**271**	**118**	**123**	**21.7**	**17.0**	**2.3**	**41.1**	**-**	**-**	**-**	**-**
Normandy Way / Ashby Road	**-**	**-**	**271**	**118**	**123**	**21.7**	**17.0**	**2.3**	**41.1**	**-**	**-**	**-**	**-**
1/2+1/1	1028	1028	47	0	0	6.3	8.1	0.2	14.5	50.9	18.7	8.1	26.7
2/1+2/2	635	635	157	0	5	4.8	4.3	0.8	9.9	56.1	12.8	4.3	17.1
3/1+3/2	1094	1094	16	0	37	6.0	2.2	0.4	8.6	28.2	12.4	2.2	14.7
4/1+4/2	752	752	51	118	81	4.7	2.4	1.0	8.1	38.7	12.2	2.4	14.6
5/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -6.2 Total Delay for Signalled Lanes (pcuHr): 41.06 Cycle Time (s): 90
PRC Over All Lanes (%): -6.2 Total Delay Over All Lanes(pcuHr): 41.06