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Transport Assessment

Date: May 2024
Project: Brick Kiln Street, Hinckley
Client: Cadent Gas

Document Control Form

Project Title: Birck Kiln Street, Hinckley
Client: Cadent Gas

Document type: Transport Assessment
Document Date: May 2024

Project No/Ref: 210891-01
Document Status: First Issue

Doc Ref: 210891-01 TA Brick Kiln Street

Document Approval

Prepared by Sam Barber

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Technical Review/Audit James Corbett

Document Issue

Issue Date and History	First Issue	31.05.24
	Final	

Distribution	External	Cadent Gas/Fisher German
	Internal	File

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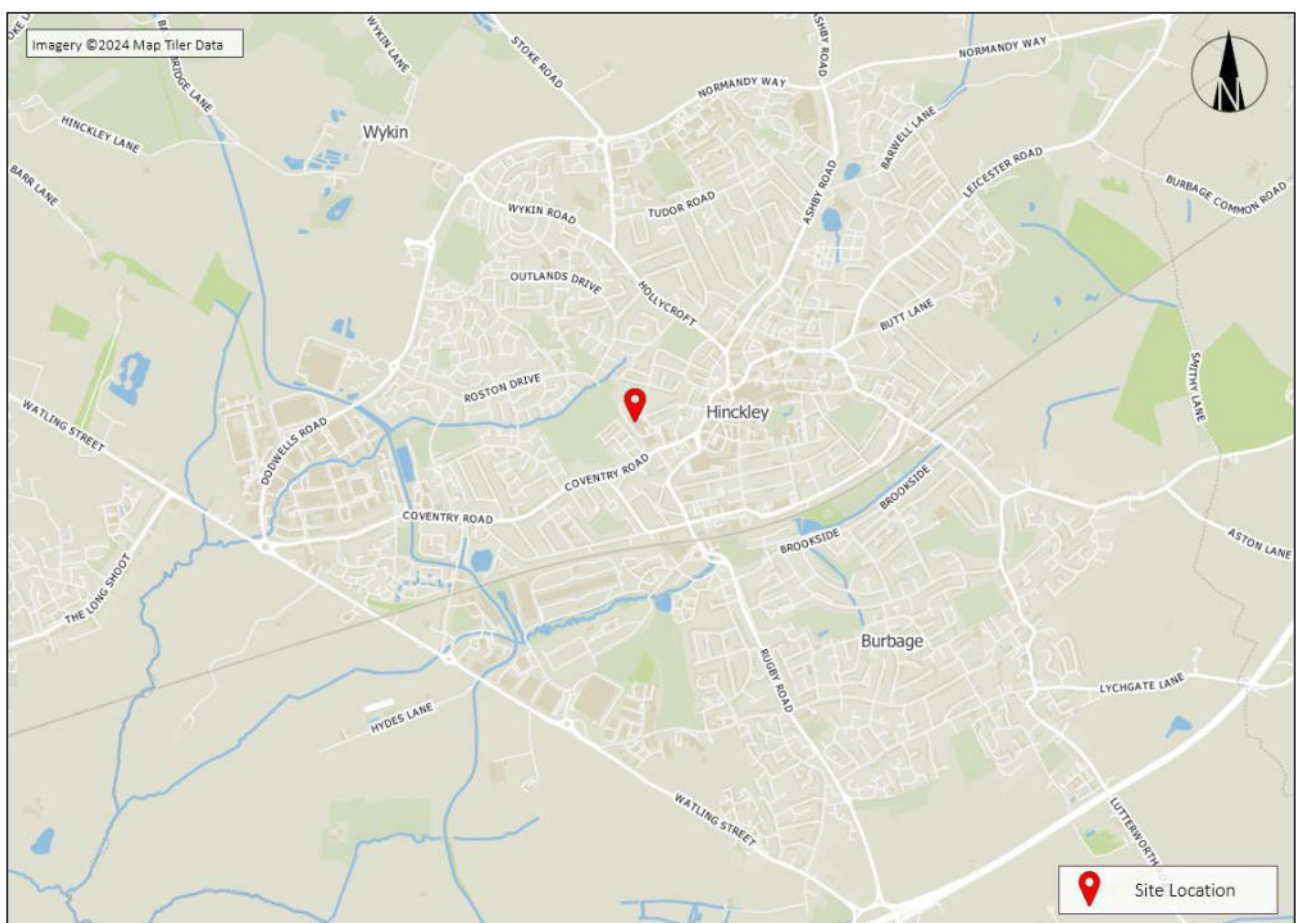
1. Introduction

1.1 Overview

This Transport Assessment (TA) has been prepared by the Transportation Consultancy Ltd ('ttc') to support an Outline Planning Application for up to 195no. new residential dwellings on the former Cadent Gas employment site off Brick Kiln Street, Hinckley.

The strategic location of the site can be seen in **Figure 1.1** below.

Figure 1.1 Site Location in Strategic Context



1.2 Purpose of Report

This TA has been prepared to support a planning application for a residential development situated off Brick Kiln Street, Hinckley.

The TA will outline the transport and highways characteristics of the proposed development and demonstrate how the development accords with relevant local and national planning policy.

1.3 Planning History

Background

In July 2021 a planning application was submitted for a residential development on the northern parcel of land which formed the former Cadent Gas office development (ref 21/00875/HYB). The application was for 110 residential dwellings with access off St George's Avenue, to the north of the proposed development site.

The site was predominantly located on the former car park, however the proposals involved demolition of several offices blocks which equated to approximately 100,000sqft of floor space.

The application was subsequently withdrawn before a decision notice was issued. Nevertheless, discussions were held with Leicestershire County Council (LCC) as Local Highway Authority (LHA) regarding the scope of that Transport Assessment (TA) that accompanied the now withdrawn application.

In order to support the current application for 195 dwellings, a Pre-Application Transport Assessment Scoping Report (TASR) was submitted to LCC in October 2023, setting out the proposed access strategy and the geographical and technical scope of the TA. This built on principles that were agreed with LCC as part of the original application that was withdrawn.

This TA report has been prepared to take account of the comments received by LCC as part of that scoping exercise. For example, with regard to trip rates, LCC noted that the residential rates proposed as part of the scoping note were slightly lower compared to those used as part of the original hybrid application. As a result, in the interest of robustness, the trip rates previously agreed as part of the previous application have been used.

It is noted that during scoping discussions, LCC did suggest the development be assessed using the Pan Regional Transport Model (PRTM). However, given that traffic associated with the former employment site would have been included within the base PRTM, this could have led to a double counting of trips. Therefore, a more conventional approach to the trip distribution has been applied and further details are provided later in this report.

Whilst this TA acknowledges that the site did generate significant levels of traffic under its former employment use, for the purpose of the traffic impact assessment presented later in this report, all vehicular trips have been robustly treated as being new to the network.

1.4 Structure of Report

This TA is structured as follows:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any existing highway safety concerns.
- **Chapter 3:** Outlines how the development proposals accord with relevant local and national policies.
- **Chapter 4:** Determines the Local and National Policy context in relation to the proposed development.
- **Chapter 5:** Provides a summary of the traffic generated by the proposals and determines the likely impact on the local highway network.
- **Chapter 6:** Provides a junction capacity assessment of key junctions on the local network that are impacted by the development proposals.
- **Chapter 7:** Presents a summary and conclusion of the report.

2. Existing Situation

2.1 Overview

This section of the TA outlines the existing conditions, existing access arrangements, sustainable transport links and local highway network. A review of personal injury accident data is also provided.

The content of the section has been collated to supplement the criteria of the Active Travel England (ATE) Application Assessment Toolkit: Checklist User Manual and sets out how the existing infrastructure compares to guidance set out in the LTN 1/20.

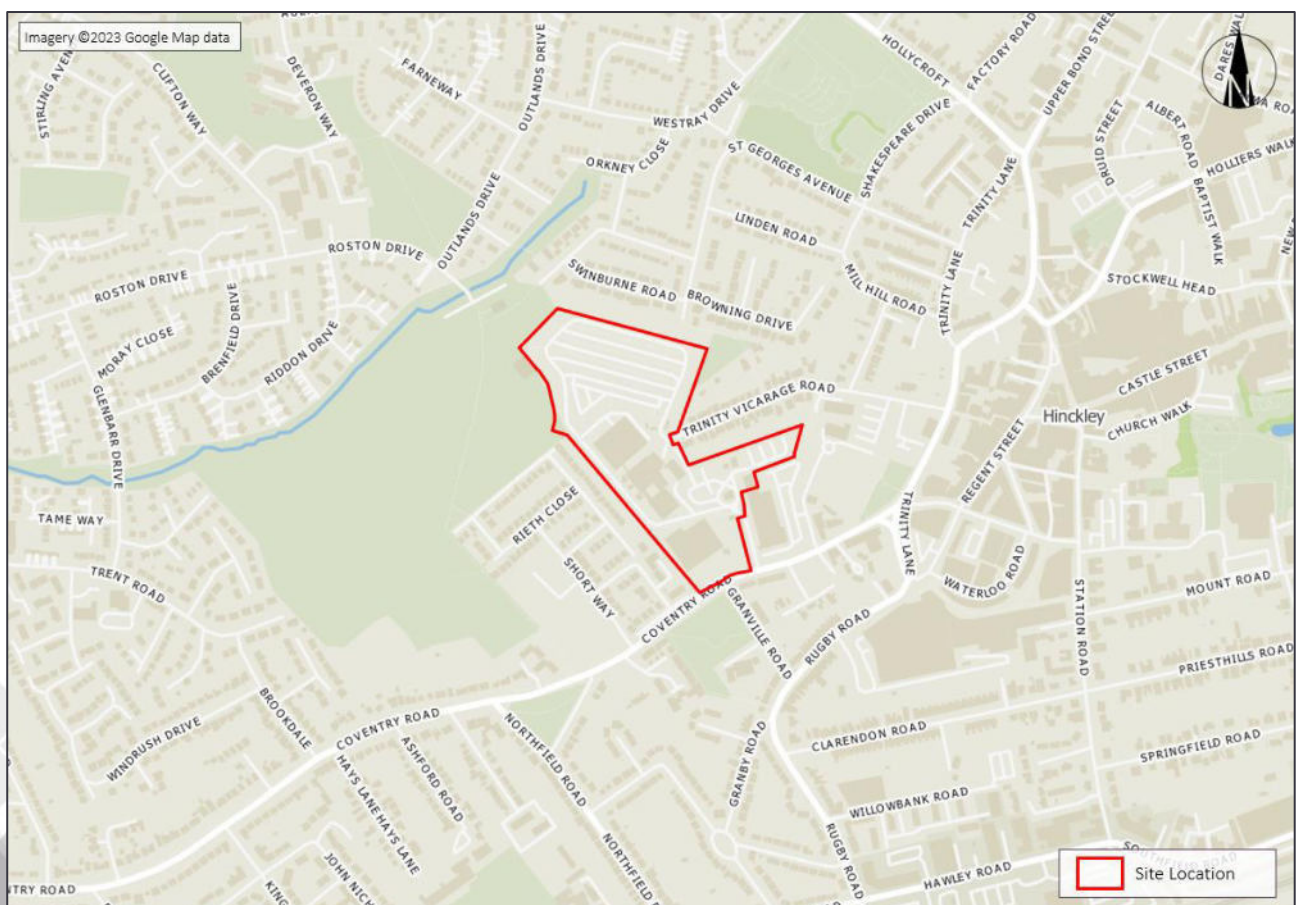
For ease of reference, an overview of the ATE criteria, the appraiser comments and report references is contained within **Appendix A**.

2.2 Site Location

The proposed development site is located in a predominantly residential area, c.530m to the west of Hinckley Town Centre.

Figure 2.1 illustrates the proposed development in the local context.

Figure 2.1 Site Location in Local Context



The proposed development site is bounded by residential estates to the north, east and southwest. The southeast boundary of the site is occupied by B4666 (Coventry Road), whilst the northeast extent is formed by Clarendon Park. A Lidl store is located in the southeast corner off Brick Kiln Street.

2.3 Existing Access

The main existing access to the site is currently located off Brick Kiln Street to the south of the site. Brick Kiln Street measures approximately 6.3m in width and has footways on both sides of the road. To the south, Brick Kiln Street forms a priority T-junction with ghost island provision with the B4666 (Coventry Road). Historically, a security gate was located at the northern end of Brick Kiln Street, and this controlled access into the former employment site.

A secondary access is located at the western end of Trinity Vicarage Road. This access is gated but historically it was opened and used by staff for two 15-minute periods between 16:00-16:15 and 17:00-17:15 Monday to Friday. Anecdotal evidence suggests that pre Covid-19, approximately 30 cars per day used the access when leaving the site in the afternoon. It is understood there are no existing planning conditions related to the former use of the site that would have prevented this access being used more regularly if desired.

A pedestrian only access to the site is also available from the northwest corner of the development. This provides access to the existing recreational grounds as well as providing a link to Roston Drive.

2.4 Local Highway Network

The key highway links in the vicinity of the proposed development site are managed and maintained by LCC, in their role as the Local Highway Authority. The key highway links are described below:

B4666 (Coventry Road)

The B4666 (Coventry Road) is a two-way single lane highway which runs along an east to west alignment along the southeastern extent of the site. The highway routes between its junction with the B4667/B590 junction to the east and Dodwell's Roundabout in the west, forming a key artery for traffic through Hinckley's western suburbs. Coventry Road is predominantly residential and nature and provides frontage access to numerous properties.

In the vicinity of the proposed development site, the Coventry Road is approximately 9.0m wide, is subject to a 30mph speed limit and provides street lighting at regular intervals. To the east, the road forms a four-arm traffic signal junctions with the B4667 and B590.

The B4666 (Coventry Road) provides pedestrian footways along both sides of the carriageway measuring c.2.1-5.6 in width. The closest signal controlled pedestrian crossings to the proposed development site are situated at the aforementioned B4666 (Coventry Road) / B4667 / B590 junction, whilst an uncontrolled pedestrian crossing with a central splitter island is provided adjacent to the highway's junction with Brick Kiln Street. Towards the west of the proposed development site, the B4666 (Coventry Road) provides a shared footway/cycleway along both sides of the carriageway which routes between Hinckley Town Centre in the east and the A5 in the west.

B4667

The B4667 runs to the east of the site and travels along the northwestern edge of Hinckley Town Centre, providing a link through to the A47 at the A47/Ashby Road traffic signal junction. The highway is subject to a 30mph speed limit, provides frontage access to a number of residential and commercial properties and provides street lighting at regular intervals.

Trinity Vicarage Road

Trinity Vicarage Road lies to the east of the site and is residential in nature. The highway is approximately 7.5m wide with footways on both sides of the carriageway. On-street parking is prevalent on both sides of Trinity Vicarage Road due to the lack of off-street parking associated with the residential dwellings.

2.5 Traffic Count Data

In order to establish the current traffic levels and vehicle speeds, a number of traffic surveys were commissioned on the local highway network in vicinity of the site. The counts were a mixture of Automatic Traffic Counts (ATCs) or Classified Turning Counts (CTCs).

Figure 2.2 below illustrates the location and type of the traffic survey in relation to the proposed development site.

Figure 2.2 Location of Traffic Surveys



A list of the location, type and date of the traffic counts undertaken is provided below, specifying whether the count was an ATC or CTC. The full traffic counts are provided in **Appendix B**.

Tuesday 23rd of April 2024

- CTC - B590 (Rugby Road) / B590 (Hawley Road) / B4109 (Rugby Road) / Westfield Road.
- CTC - B4667 (Trinity Lane) / Coventry Road / B590 (Trintiy Lane) / B4666 (Coventry Road).

- CTC - B590 (Trintiy Lane) / Rugby Road / B590 (Rugby Road).
- CTC - B590 (Rugby Road) / Brunel Road West.
- CTC - Granville Road / B590 (Rugby Road).

Tuesday 7th November 2023

- CTC – B4666 (Coventry Road)/Brick Kiln Street
- CTC - Granville Road / B4666 (Coventry Road).

Tuesday 7th November – Monday 13th November 2023

- ATC – B4666 (Coventry Road) east of Brick Kiln Street.

A summary of the ATC collected on B4666 (Coventry Road) is included in **Table 2.1** below.

Table 2.1 Summary of Traffic Survey – B4666 (Coventry Road)

Period/Data Type	Eastbound	Westbound	Two-way
Average Weekday AM Peak (08:00 – 09:00)	459	415	874
Average Weekday PM Peak (17:00 – 18:00)	484	492	976
Daily 07:00-19:00 (5-day average)	5665	5947	11,612
7 Day Average Speed	25.7mph	26.9mph	
7 Day 85 th Percentile Speed	30.3mph	30.8mph	

The table shows that in the vicinity of the site, during the busiest peak period, traffic flows are just under 1,000 vehicles per hour. Average traffic speeds are below the posted speed limit, whilst the 85th percentile speeds are marginally over.

2.6 Sustainable Travel

Introduction

Walking and cycling form sustainable modes of transport which not only provide benefits to residents but help to reduce the amount of congestion and pollution within the area.

Guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation (CIHT) document, *Providing for Journeys on Foot* (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips to bus stops and local shops, with 800m being the preferred maximum. The corresponding walking distances for trips to work and school are given as 500m and 1,000m, respectively. A preferred general maximum walking distance of 2,000m is identified.

The *Manual for Streets* (MfS) and the National Design Guide reinforces this advice, stating that "walkable neighbourhoods" should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

Table NTS0303 of the National Travel Survey states that the average walking distance in 2022 was 0.75miles, or 1.2km. Overall, it is therefore reasonable to assume that residents would walk between 800m and 2.0km to local facilities in the area, but also being mindful the average person walking distance of 1.2km.

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

‘The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).’

Table NTS0303 of the National Travel Survey states that the average cycling distance in 2022 was 3.6miles, or 5.8km.

Local Facilities and Amenities

The proposed development site is well situated to benefit from access to a number of local services and facilities which can be accessed by sustainable modes of transport. The proposed development site’s accessibility has been judged against the institute of Highways and Transportation (IHT) *‘Guidelines for providing for Journeys on Foot’* (2000) in relation to acceptable walking distances to services and facilities.

Table 2.2 summarises the desirable, acceptable, and preferred maximum walking distance to local community facilities and services.

Table 2.2 Recommended Accessibility Thresholds

Threshold Classification	Town Centre	Community / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: IHT (2000), *Guidelines for Providing Journeys on Foot*, IHT, London

Given the site’s relative proximity to Hinckley Town Centre, a number of services and facilities used on a regular basis could be readily accessed by future residents of the proposed development site and are situated within a comfortable walking distance. **Table 2.3** highlights the accessible services and amenities with their walking distance and journey time. Distances have been taken from the centre of the site.

Table 2.3 Summary of Services and Amenities

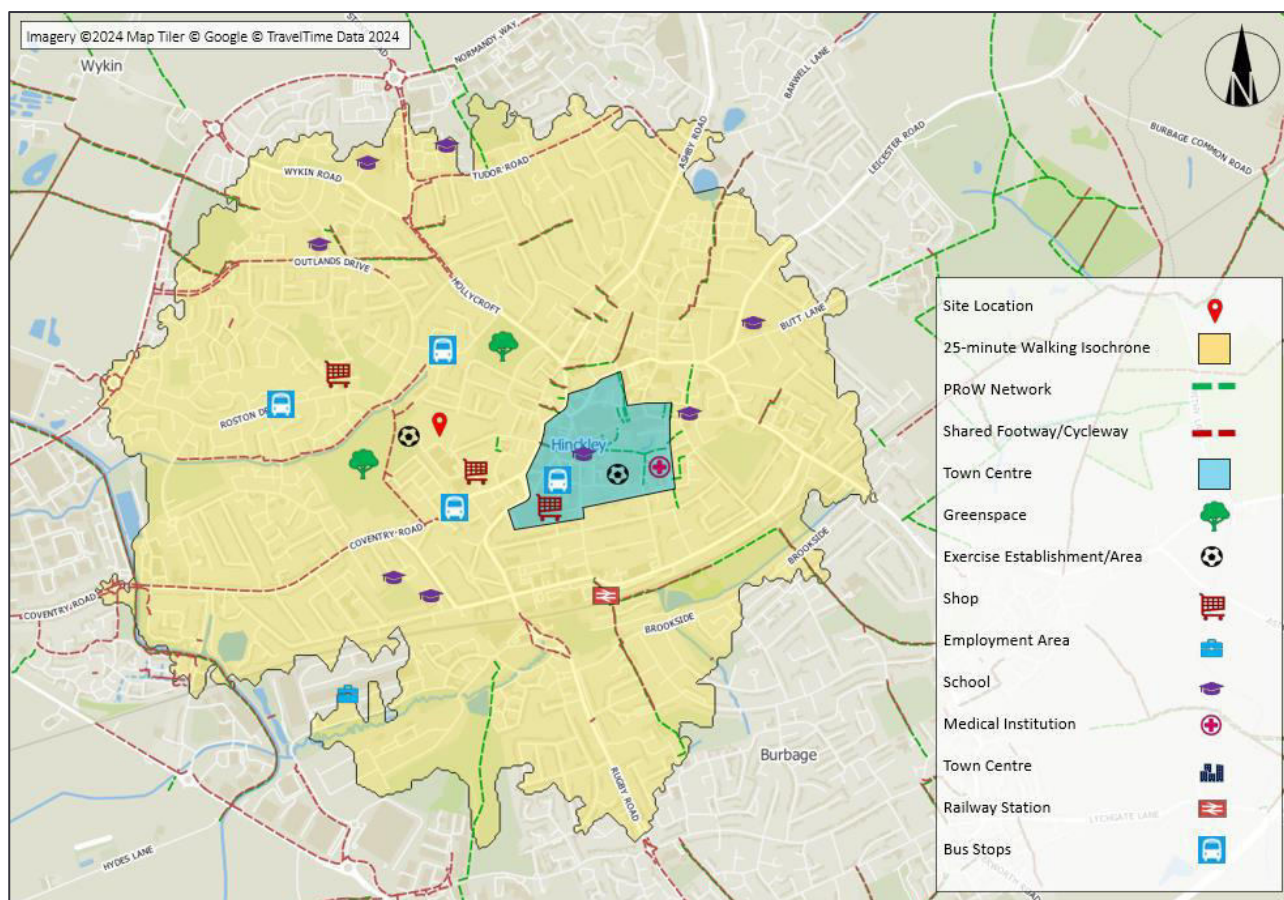
Service/Amenity	Distance	Walking Time	Threshold Classification
Clarendon Park	150m	2-mins	Desirable
Hinckley Gymnastics Club	170m	2-mins	Desirable
Lidl	300m	4-mins	Desirable
Hinckley Town Centre	550m	7-mins	Preferred Maximum

Service/Amenity	Distance	Walking Time	Threshold Classification
The Crescent Shopping Centre	590m	7-mins	Acceptable
Hollycroft Shops	600m	7-mins	Acceptable
Hollycroft Park	630m	8-mins	Acceptable
The Crescent Bus Station	640m	8-mins	Acceptable
St Marys C of E School	790m	9-mins	Acceptable
Hinckley Leisure Centre	940m	11-mins	Preferred Maximum
Westfield Infant School	990m	11-mins	Acceptable
Westfield Junior School	1.1km	13-mins	Preferred Maximum
Hinckley Train Station	1.2km	14-mins	Preferred Maximum
Hinckley and District Hospital	1.2km	14-mins	Preferred Maximum
Battling Brook Community School	1.2km	14-mins	Preferred Maximum
St Peters Catholic Primary School	1.3km	16-mins	Preferred Maximum
Redmoor Academy	1.5km	18-mins	Preferred Maximum
Hinckley Parks Primary School	1.6km	19-mins	Preferred Maximum
Richmond Primary School	1.7km	20-mins	Preferred Maximum

It can be seen from **Table 2.3** that the proposed development site is well located to benefit from a number of services and amenities which are within an acceptable walking distance. In particular, Hinckley Town Centre, where a great density and variation of services and amenities reside, is accessible within the 800m 'walkable neighbourhood' threshold referred to in MfS. This provides future site users with excellent access for everyday needs. Furthermore, Lidl supermarket is accessible within a 300m walk of the site. This will reduce the dependence on car journeys to access key services and facilities.

Figure 2.3 also illustrates a 2km, 25-minute walking isochrone with the locations of the services and facilities highlighted in **Table 2.3**.

Figure 2.3 2km, 25-Minute Walking Isochrone including Facilities and Walking Infrastructure



It is evident from **Table 2.3** and **Figure 2.3** above that the proposed development site is well situated to benefit from a range of services and facilities within a comfortable walking distance. In the following section, consideration has been given to the existing active travel connections which make the proposed development site accessible to the services and facilities identified.

Walking

The proposed development site is well situated to benefit from local walking infrastructure which connects the site to local services and facilities outlined earlier in **Section 2.6**. A review of the pedestrian infrastructure to key facilities such as the town centre, local shops, schools, and Hinckley train station are provided within this section.

Figure 2.4 below outlines the recognised pedestrian desire line to Hinckley Town Centre along Brick Kiln Street, the B4666 (Coventry Road), Coventry Road and Regent Street.

Figure 2.4 Hinckley Town Centre Desire Line



Pedestrians utilising the desire line identified in **Figure 2.4** above benefit from a connection via Brick Kiln Street to the continuous footway provision along the B4666 (Coventry Road), which measures between c.2.2-3.0m in width and provides a dropped kerb crossing with tactile paving across Marchant Road. Pedestrian connections towards Hinckley Town Centre moving further eastwards are supported by a signal controlled puffin crossing across the B4667 (Trinity Lane) to Coventry Road (see **Figure 2.4**). A continuous footway along Coventry Road leads onto Regent Street where the highway transitions to a level surface arrangement, which encourages and protects pedestrian movements across the carriageway to access Hinckley Town Centre.

It is recognised that further pedestrian desire lines would be concentrated towards accessing the local shops and shopping centres including Lidl, The Crescent and in Hollycroft local shops.

Figure 2.5 below outlines the recognised pedestrian desire line to Lidl via Brick Kiln Street and the B4666 (Coventry Road), The Crescent along Brick Kiln Street, the B4666 (Coventry Road), the B590 (Trinity Lane) and Rugby Road, and Hollycroft local shops via the Clarendon Park shared cycleway/footway network, Roston Drive and Clifton Way.

Figure 2.5 Local Shops and Shopping Centres Desire Lines



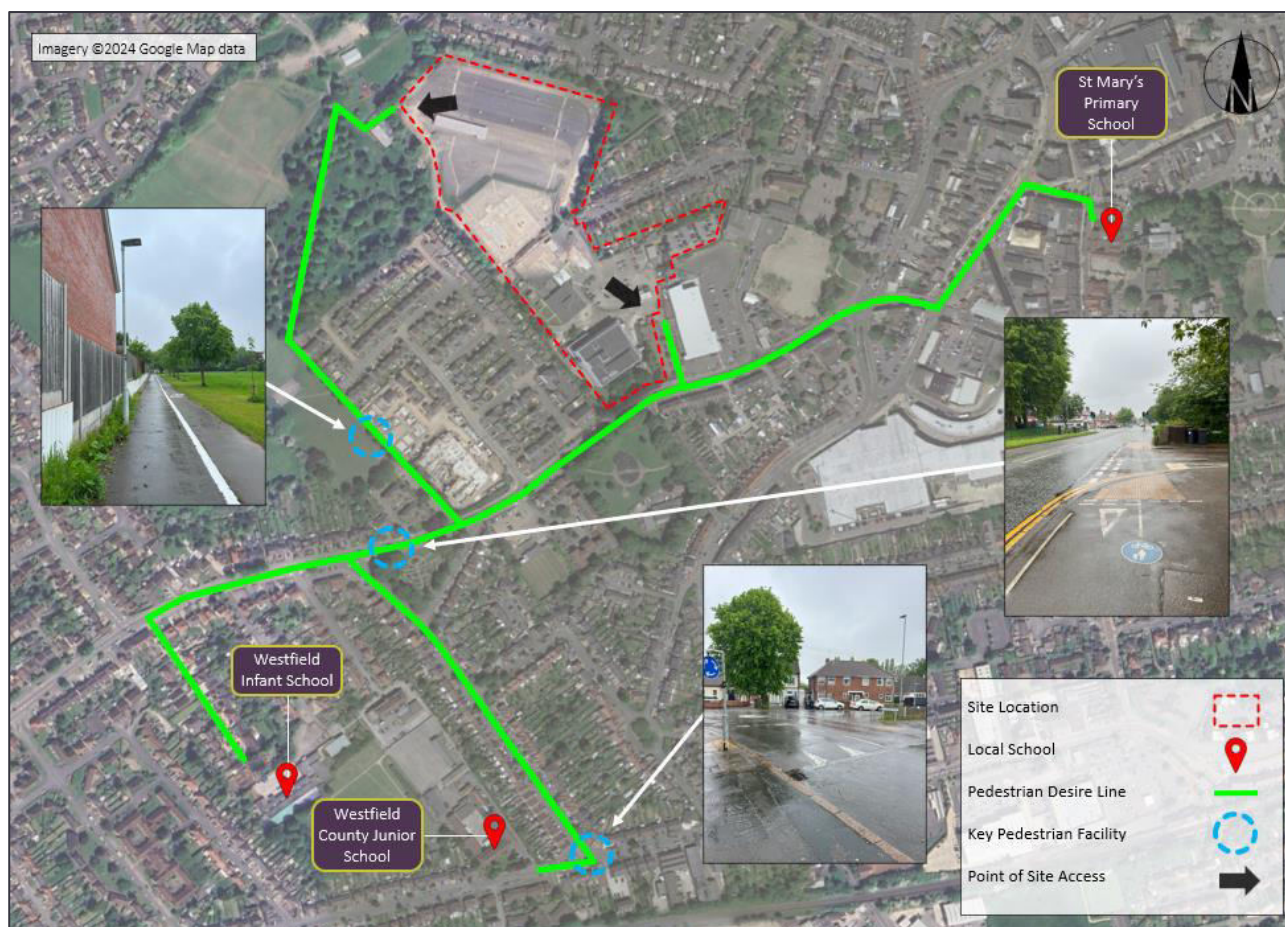
Access to the Lidl supermarket is available directly from B4666 (Coventry Road) immediately east of Brick Kiln Street, as outlined in **Figure 2.5** above. Existing footways are available along B4666 (Coventry Road) to facilitate safe pedestrian access to the site.

Pedestrians utilising the desire line identified in **Figure 2.5** above to access the Crescent Shopping Centre benefit from the aforementioned continuous footway provision along the B4666 (Coventry Road). A signal controlled puffin crossing is available across B4666 (Coventry Road) at its junction with the B590/B4667 which facilitates access onto the B590 (Trinity Lane). Pedestrian access across the B590 (Rugby Road) is also facilitated by an uncontrolled pedestrian crossing with dropped kerbs and tactile paving at the Rugby Road/B590 junction.

The pedestrian desire line accessing the local shops off Hollycroft benefit from a link into the existing footpath and shared cycleway/footway network in Clarendon Park, with the latter consistently measuring c.3.2m in width. As illustrated in **Figure 2.5**, the pedestrian connections form a continuous link into the footway provision alongside the carriageway of Roston Drive. The footway, which measures c.2.3-2.6 in width, forms a link with the footway alongside Clifton Way which provides pedestrians with safe and suitable access to the local shops.

Figure 2.6 below outlines the recognised pedestrian desire line to local schools, including St Mary's C of E Primary School, Westfield County Junior School, and Westfield Infant School.

Figure 2.6 Local Schools Desire Lines



Pedestrians travelling to St Mary's C of E Primary School would utilise the same route and infrastructure as if travelling to Hinckley Town Centre as presented in detail in Figure 2.3.

Pedestrian access towards Westfield County Junior School and Westfield Infant School is facilitated from both the north and south of the site by a shared cycleway/footway routes along the B4666 (Coventry Road) and through Clarendon Park. As shown in **Figure 2.6**, the shared cycleway/footway along the B4666 (Coventry Road) is supported by dropped kerb, tactile paving crossings at side road junctions, as well as a toucan crossing which provides access across the carriageway to the southern side of the road.

Pedestrian access to Westfield Infant School is provided via the footway along the southern portion of the carriageway along the B4666 (Coventry Road) and the shared use surface on Ashford Road. Towards Westfield County Junior School, pedestrian access is similarly afforded via footways, in this instance alongside the carriageway of Northfield Road, which measure between c.2.8-3.2 in width. Pedestrian movements across Northfield Road to Westfield Road are assisted by a raised pedestrian crossing with tactile paving, which is illustrated in **Figure 2.6** above.

Figure 2.7 below outlines the recognised pedestrian desire line to Hinckley Train Station. The route involves Brick Kiln Street, B4666 (Coventry Road), Granville Road, B590 (Trinity Lane) and Rugby Road, and Hollycroft via the Clarendon Park shared cycleway/footway network, Roston Drive and Clifton Way.

Figure 2.7 Hinckley Train Station Desire Line



Pedestrians utilising the desire line identified in **Figure 2.7** above to access Hinckley train station will benefit from improved crossing facilities across the B4666 (Coventry Road), where the existing dropped kerb and splitter island arrangement will be enhanced with widening and the introduction of tactile paving. Further consideration and detail of this is provided within **Section 4.4**. Pedestrian footways along Granville Road are provided measuring between c.1.7-1.9 in width, connect into the provision along the B590 (Rugby Road) which measure between c.2.1-4.2 in width.

Pedestrian movements across the B590 (Rugby Road) are supported by a signal controlled puffin crossing, which is illustrated in **Figure 2.7** above. The pedestrian desire line to Hinckley train station follows continuous footways alongside the aforementioned B590 (Rugby Road) and B590 (Hawley Road) until a pedestrian controlled toucan crossing facilitates movement across the former to Station Yard. The location and image of the pedestrian controlled toucan crossing is provided in **Figure 2.7** above.

Cycling

The proposed development site is situated within proximity of numerous dedicated cycle routes which provide traffic free access across Hinckley and to neighbouring settlements. As stated earlier in this section, a shared use footway/cycleway is provided through Clarendon Park which is located to the west of the site. A pedestrian cycle access will be available from the site to connect to this facility via the existing path.

Immediately south of the proposed development site, approximately 120 west of Brick Kiln Street, the B4666 (Coventry Road) provides shared use footway/cycleways along both sides of the carriageway. The route is supported by regular signposting, toucan crossings and dropped kerb crossings with tactile paving at junctions and continues westwards from the proposed development site to the A5. The routes vary in width but they

are typically 3.0m wide or greater. This is in line with LTN 1/20 which specifies that Shared use footway/cycleways of 3.0m in width would be able to accommodate 300 pedestrians and 300 cyclists per hour.

Figure 2.8 below provides images of the B4666 (Coventry Road) cycle route showing an example of crossing facilities and typical widths and surfacing.

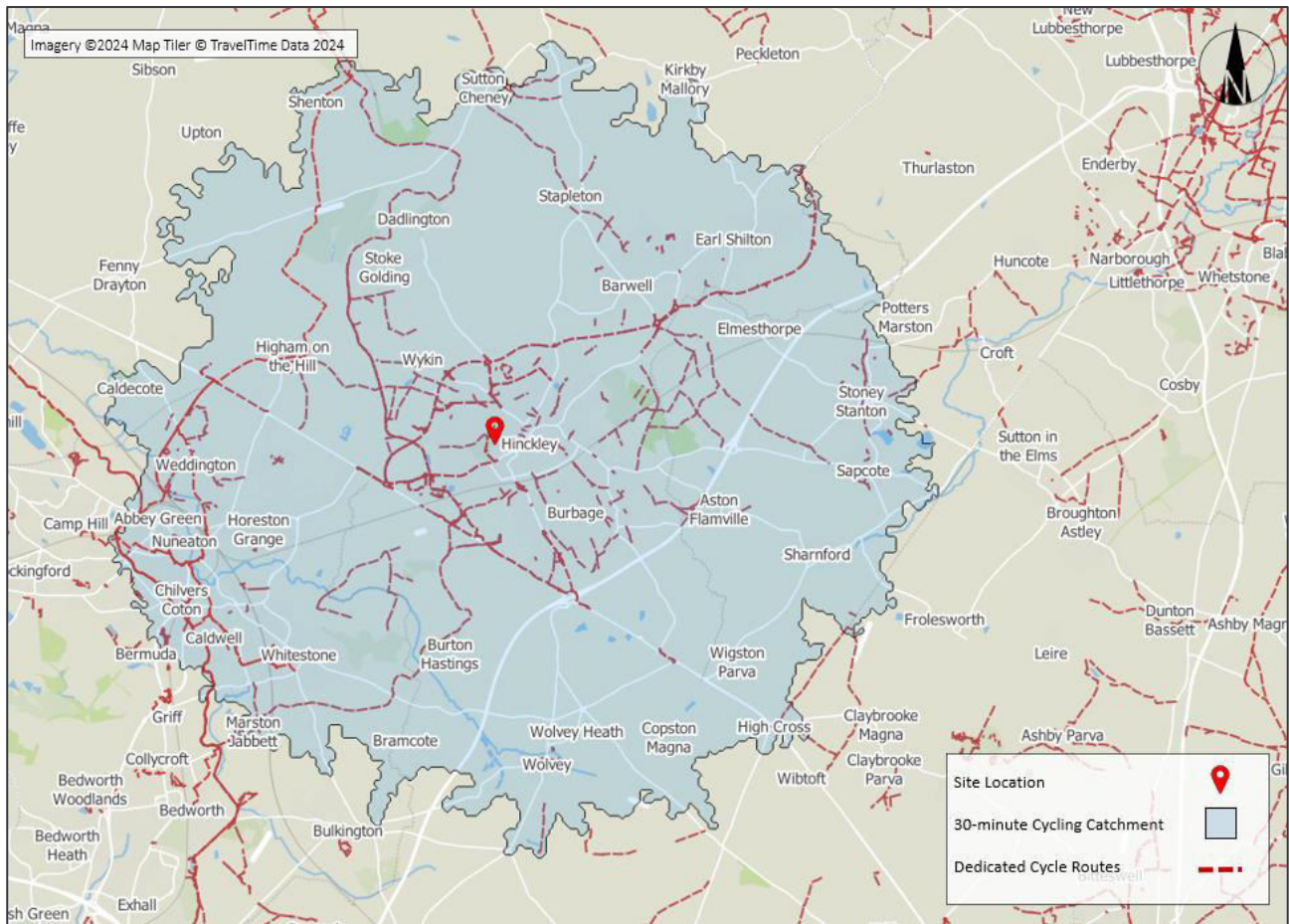
Figure 2.8 B4666 (Coventry Road) Cycle Route



Strategically, the proposed development site is situated to benefit from proximity to cycling opportunities along the Ashby de la Zouch Canal and the National Cycle Route 52. The Ashby de la Zouch Canal routes through Hinckley's western suburbs towards Bedworth in the south and Market Bosworth in the north via the aforementioned B4666 (Coventry Road), providing the proposed development site traffic free cycle access to important local centres. To the north, the Ashby de la Zouch Canal routes c.600m from the National Cycle Route 52, where onwards traffic free cycle movements are provided towards the major regional centre of Nuneaton.

Figure 2.9 Illustrates the dedicated cycle routes within a 30-minute cycling catchment from the proposed development site.

Figure 2.9 Hinckley Dedicated Cycle Routes



The site is considered to be located in an ideal location to benefit from the existing cycle infrastructure in the vicinity of the site.

Public Transport

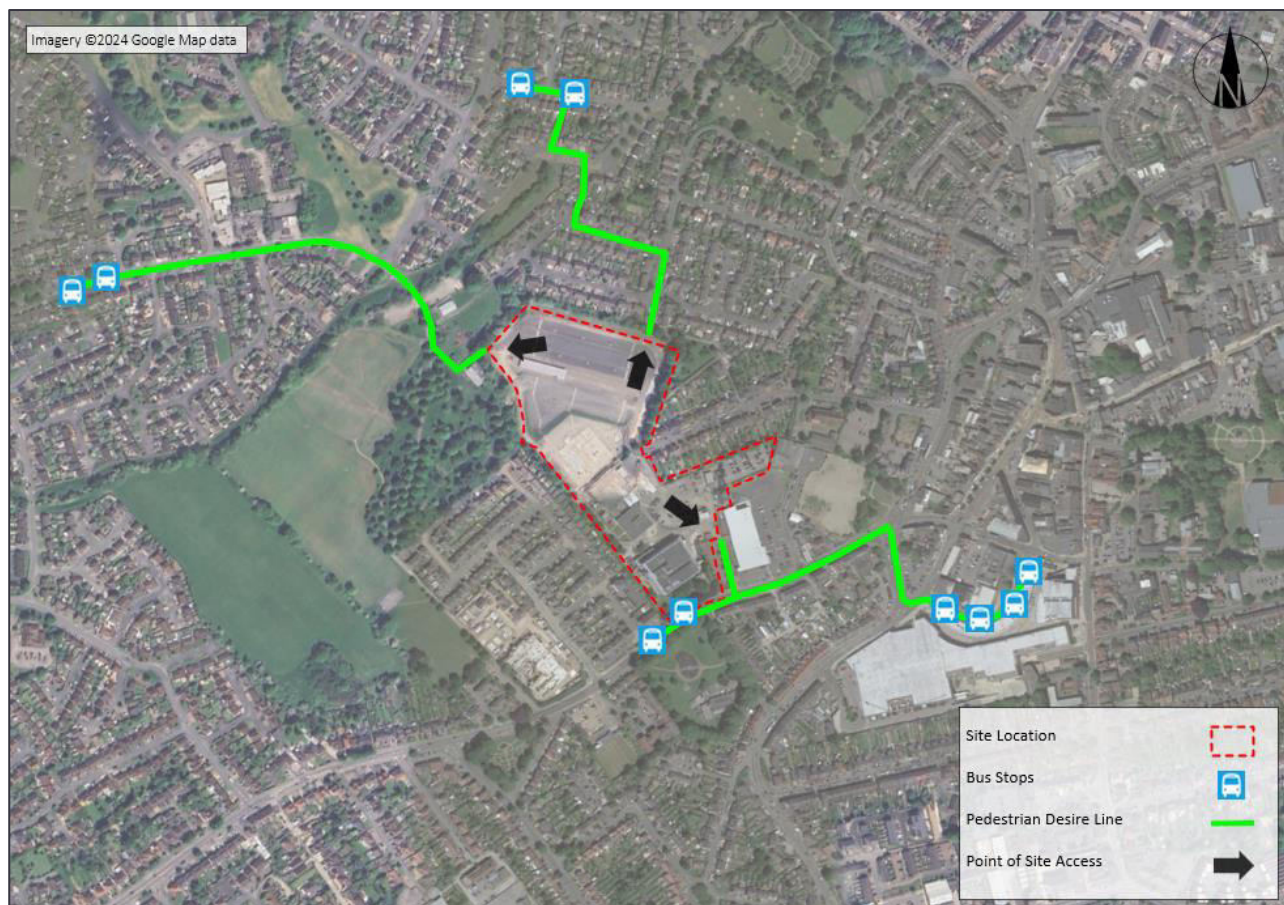
Bus Services

The nearest bus stops to the proposed development site are situated along the B4666 (Coventry Road), c.340m south of the proposed development site (3-minute walk) and are referred to locally as 'Granville Road' stops. Due to the extent of the proposed development, the effective nearest bus stop is relative to any given location within the site. Therefore, other bus stops within proximity of the proposed development site are as follows:

- 'The Crescent Bus Station' – 4 bus stops (570m);
- 'Westray Drive' – 2 bus stops (500m); and,
- 'Roston Drive' – 2 bus stops (700m).

Figure 2.10 below illustrates the locations of the aforementioned bus stops in proximity of the proposed development site and their corresponding pedestrian desire line routes.

Figure 2.10 Local Bus Stops Locations



A summary of the services and frequencies from the nearest above mentioned bus stops are provided in **Table 2.4**.

Table 2.4 Summary of Local Bus Services

Nearest Stop	Service	Route	Monday-Saturday Frequency		Sunday Frequency
			Daytime	Evening	
Stand CB (stop ID: lejajti)	7	Nuneaton – Burbage via Hinckley	Hourly	No Service	No Service
	7A	Nuneaton – Burbage via Hinckley	Hourly	No Service	No Service
	8	Hinckley – Lutterworth	Hourly	Once (21:10)	Thrice
	X6	Leicester – Coventry via Hinckley	2 hours	Twice	Twice
Stand CC (stop ID: lejajtg)	7	Burbage – Nuneaton via Hinckley	Hourly	No Service	No Service
	7A	Burbage – Nuneaton via Hinckley	Hourly	No Service	No Service
	210	Hinckley – Rugby	Monday Once (13:55)	No Service	No Service
Stand CE (stop ID: lejajta)	X6	Coventry – Leicester via Hinckley	2 hours	Twice	Twice

Nearest Stop	Service	Route	Monday-Saturday Frequency		Sunday Frequency
			Daytime	Evening	
Granville Road (stop ID: leijagwt)	11	Greenfinch Road – Hinckley	30-mins	Once (18:54)	No Service
	148	Coventry – Leicester via Hinckley	30-mins	Hourly	Hourly
	158	Nuneaton – Leicester via Hinckley	30-mins	Hourly	Hourly
Granville Road (stop ID: leijajad)	11	Hinckley – Greenfinch Road	30-mins	Once (19:03)	No Service
	148	Leicester – Coventry via Hinckley	30-mins	Hourly	Hourly
	158	Leicester – Nuneaton – via Hinckley	30-mins	Hourly	Hourly

As outlined in **Table 2.4** above, the proposed development site is well situated to benefit from access to bus services which serve important local destinations, particularly the regional centres of Leicester, Coventry, and Nuneaton, as well as suburban locations in and around Hinckley such as Burbage.

Rail Services

Hinckley train station is situated c.1.2km south of the proposed development site (as outlined earlier in this section) and is accessible via a 14-minute walking journey, 4-minute cycling journey or a 12-minute bus journey (7 or 7A service). The station is staffed and provides shelters, car parking (63no. spaces), bicycle storage (16no. spaces) and live timetable information.

Hinckley station is operated by East Midlands Railway and is situated on the Birmingham to Peterborough line, providing services to and between Birmingham and Peterborough, including Leicester and Nuneaton as well as numerous smaller settlements.

Table 2.5 below summarises the key services that Hinckley train station provides with frequencies and operational hours.

Table 2.5 Hinckley Railway Services

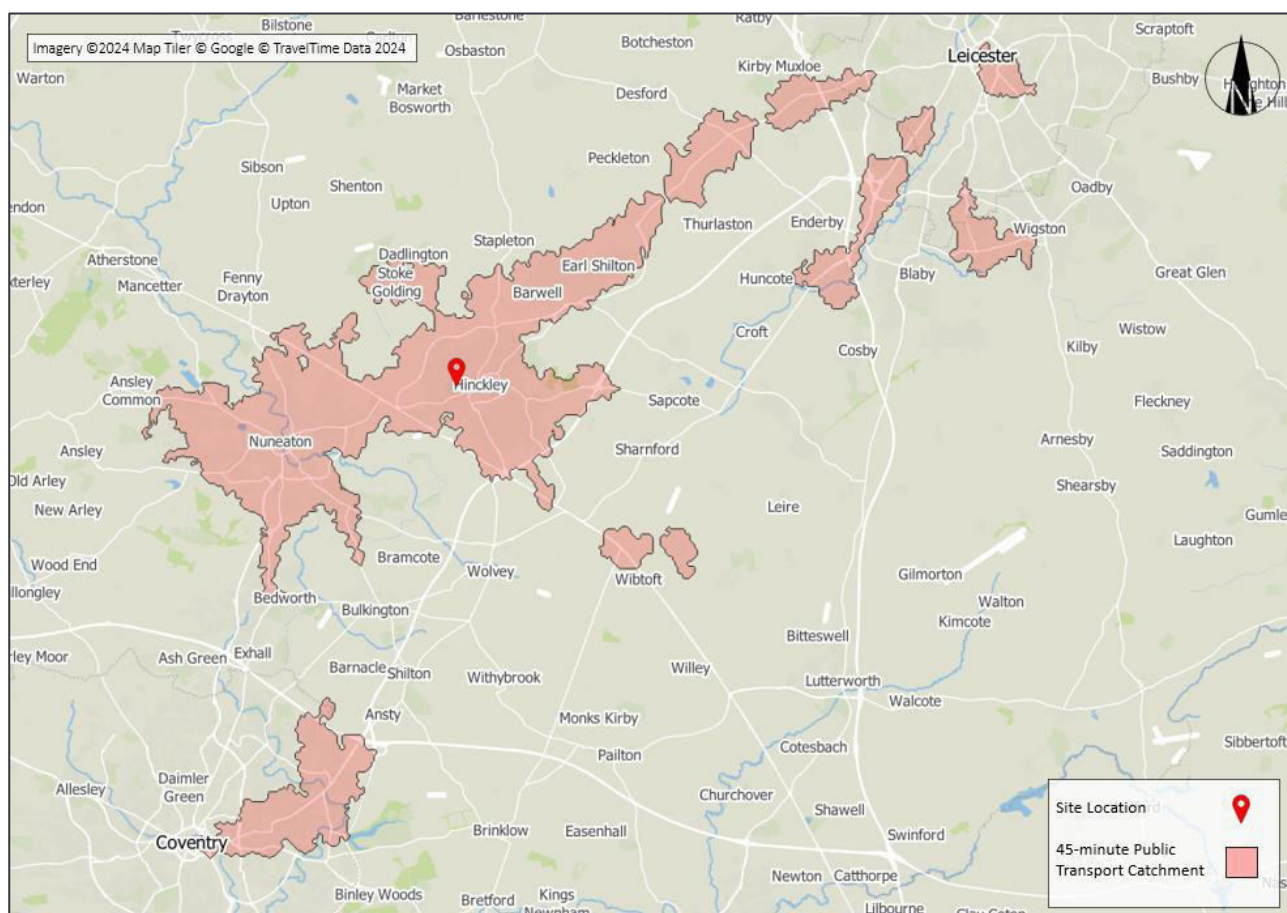
Destination	Journey Time	Peak Frequency	Operational Hours
Birmingham (BHM)	37-minutes	30-mins	06:38-22:46
Leicester (LEI)	21-minutes	30-mins	05:55-22:58
Nuneaton (NUN)	6-minutes	30-mins	06:38-22:46
Peterborough (PBO)	1-hour 16-minutes	4 per day	05:55-17:57
Narborough (NBR)	8-minutes	30-mins	05:55-22:58

As outlined in **Table 2.5** above, the proposed development site is connected to Leicester station via a 21-minute train journey. Leicester station is situated on the Midland Main Line and thus provides further onward services towards central London (St Pancras), with some services taking as little as 1-hour 7-minutes to complete the journey. The frequent and quick (37-minutes) services to Birmingham New Street also provides future residents with the opportunity to commute into a major hub for professional services, further reducing the need for private vehicle travel.

As a result, the proposed development is well situated within the regional, as well as national, strategic rail network where opportunities to access services and facilities for educational, employment and leisure purposes.

An illustration of the locations in which future residents can travel to from the proposed development site by public transport in 45-minutes is shown in **Figure 2.11** below.

Figure 2.11 Public Transport 45-minute Isochrone



2.7 Personal Injury Accident Data

Personal Injury Accident (PIA) data has been obtained from LCC for the latest 5-year period (2019-2024). The collision data is sourced from the police and only includes collisions that meet the Department for Transport STATS19 criteria:

“Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included.”

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the proposed development site and to investigate whether there are any patterns or contributing factors to the accidents recorded.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal:** any death that occurs within 30 days from causes arising out of the accident.
- **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

The PIA search area included major links and junctions within the vicinity of the proposed development site.

The PIA data from each of the links and junctions in relation to the proposed development site is outlined in **Table 2.6** below, whilst **Appendix C** contains a full copy of the PIA data across the search area.

Table 2.6 Summary PIA Data Across Assessed Links and Junctions

Name	Severity			Casualty	
	Slight	Serious	Fatal	Pedestrians	Cyclists
Links					
B4666 (Coventry Road)	4	1	0	0	1
B590 (Rugby Road)	3	1	0	2	0
Rugby Road	0	1	0	0	0
Junction					
Dodwell's Roundabout	5	2	0	0	0
B4666 (Coventry Road)/B4667/B590	5	1	0	3	0
B4666 / Nutts Lane	2	0	0	0	0
B4666 / Northfield Road	0	1	0	0	0
B4666 / Trinity Marina	0	1	0	0	0
B4666 / Harrowbrook Road	0	1	0	0	1
B590 / Rugby Road	0	1	0	0	1
B590 / Granville Road	1	0	0	1	0
B590 / Clarendon Road	2	1	0	0	1
B590/B4109/Westfield Road	1	1	1	1	0

Following a review of the PIA data from LCC, it is noted that seven accidents have been recorded at the Dodwell's Roundabout junction. Despite two of these accidents being recorded as 'serious' in severity, none of the PIAs involved vulnerable road users such as pedestrians or cyclists. Furthermore, whilst all accidents are regrettable, the busy nature of the Dodwell's Roundabout junction suggests that a total of seven PIAs in a 5-year period is relative low rate and does not indicate an underlying problem with highway safety that the proposed development would exacerbate.

It is also noted that six accidents were recorded at the B4666 (Coventry Road)/B4667/B590 junction, with one classed as 'serious' in severity and three involving pedestrians. Whilst all pedestrian accidents, particularly those of 'serious' severity, are regrettable, the recorded PIAs were all located on different arms of the junction and involved separate turning manoeuvres. This does not suggest that a pattern or common cause related to the layout of the B4666 (Coventry Road)/B4667/B590 junction exists which is negatively impacting highway safety issues. Furthermore, the proposed development is a low trip generator and is unlikely to result in a material impact on the accidents statistics at this junction and contribute towards the issue.

A total of five recorded PIAs within the latest 5-year period have been recorded along the B4666 (Coventry Road) link, with four of 'slight' severity and one of 'serious' severity. One of the recorded PIAs involved a cyclist casualty, however this was of 'slight' severity and does not represent a pattern.

Overall, whilst all PIAs are regrettable, the frequency and severity of accidents recorded does not suggest there are any inherent safety issues on the network. As a result, the proposed development is not predicted to have a material impact on highway safety.

2.8 Summary

Following a review of the existing situation, it can be concluded that the proposed development site is:

- Well connected to the surrounding highway network.
- Situated within proximity to a wide variety of local services and amenities. The available services and amenities will cater for day-to-day requirements without the need to use a private vehicle.
- Situated to benefit from existing pedestrian infrastructure which afford access to local services and amenities in Hinckley.
- Situated to benefit from local cycle friendly routes which connect to important local and regional centres.
- In proximity to bus services which provide access to larger regional centres such as Leicester, Coventry, and Nuneaton where a broader range of services and facilities reside.
- In proximity to rail services which afford the opportunity to work in the regional centre of Leicester and travel further to the major city of Birmingham.
- A review of the PIA data obtained from LCC did not reveal any existing highway safety issues that the proposed development would exacerbate.

3. Planning Policy

3.1 Introduction

This chapter of the TA outlines the relevant national and local policy guidance that the proposed development contributes to. This chapters will focus on the following documents:

- National Planning Policy Framework (2023).
- Leicestershire Local Transport Plan.
- Hinckley and Bosworth Council Core Strategy.
- Hinckley Town Centre Area Action Plan.

3.2 National Planning Policy Framework

In December 2023, the Department for Levelling Up, Housing and Communities published the revised National Planning Policy Framework (NPPF), which sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018, updated in February 2019 and revised in July 2021. Notably, the core revisions made to the NPPF do not involve transport. As a result, due consideration has been given to the recently revised NPPF, however, the fundamental transport planning principles remain unchanged.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan making and decision taking. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that *‘opportunities to promote walking, cycling and public transport use are identified and pursued.’*

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 108-113). Within this section of the NPPF it is recognised that transport policies have an important role to play in facilitating sustainable development and contribute to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choice, and to locate developments that generate significant movement where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

The location of residential developments is also an important factor and Paragraph 90(f), notes that planning policies should *‘recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.’*

Paragraph 114, pg. 32-33 identifies that plans and decisions should take account of whether:

- *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

- *b) safe and suitable access to the site can be achieved for all users;*
- *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

Paragraph 116, pg.33 identifies those developments should be located and designed where practical to:

- *'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

With regards to impacts on highways, Paragraph 115, states:

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

Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

The proposed development will be designed in accordance with the NPPF guidelines.

3.3 Local Planning Policy

Leicestershire Local Transport Plan

Leicestershire County Council (LCC) have produced their Local Transport Plan (LTP) outlining the strategic transport goals for the county:

- *'A transport system that supports a prosperous economy and provides successfully for population growth.*
- *An efficient, resilient, and sustainable transport system that is well managed and maintained.*
- *A transport system that helps to reduce the carbon footprint of Leicestershire.*
- *An accessible and integrated transport system that helps promote equality of opportunity for all our residents.*
- *A transport system that improves the safety, health, and security of our residents.*

- *A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more*
- *attractive place to live, work, and visit.'*

In terms of new developments, the LTP3 sets out a range of objectives that aim to ensure that new developments are sustainable and help to facilitate the above goals:

- *'Encourage more people to walk, cycle and use public transport will help to reduce congestion and achieve a transport system that provides for the effective and efficient movement of people, materials, and goods.*
- *Continuing to support bus services/alternative forms of public transport and seeking to ensure that new developments can access a range of facilities by means other than the private car, should help to promote equality of opportunity.*
- *Efforts to improve information about existing sustainable transport services and facilities should help to improve satisfaction with our transport system.'*

Hinckley & Bosworth Borough Council's Policy

Hinckley & Bosworth Borough Council's Core Strategy for the Local Plan sets out the overarching strategy and policies to guide the future development of the borough up to 2026. It builds on policy at a national and regional level.

Spatial Objective 13: Transportation and Need to Travel states:

'To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.'

Hinckley Town Centre Area Action Plan

The Hinckley Town Centre Area Action Plan (AAP) has been developed to provide specific development policies for the town centre. This is in conjunction with the Core Strategy and national policies.

The AAP identifies several Spatial Objectives to ensure that Hinckley town centre develops in a sustainable manner. Spatial Objective 2 addresses accessibility:

'To increase and improve accessibility within, to and from the town centre for pedestrians, cyclists and public transport and improve and rationalise car parking facilities in Hinckley town centre.'

Spatial Objective 4 addresses Hinckley town centre's image:

'To enhance Hinckley town centre's image to developers, retailers, residents and visitors by ensuring high quality, safe and well designed, environmentally friendly development in the town centre.'

Policy 15 of the AAP identifies transport infrastructure delivery and developer contributions:

'Developers will either make direct provision of infrastructure, or will contribute towards the overall provision of measures by way of providing contributions through Section 106 agreements (or equivalent) to an overall pot for transportation improvements in the town centre. Contributions will be negotiated between the developer and the local planning authority during the production of detailed schemes for major development.'

Policy 16 identifies the need for cycle routes within the town centre:

'To improve the attractiveness of cycling to and within Hinckley town centre, the Council will:

- *Require cycle route signage to be implemented for all cycle routes.*
- *Ensure that signage for cycle parking in Hinckley town centre is provided along cycle routes.*

Where necessary, developers will be required to contribute towards the implementation of these initiatives through developer contributions. New development that would prejudice their implementation will not be permitted.'

The Hinckley Town Centre Area Action Plan also identifies the site for employment use.

4. Development Proposals

4.1 Overview

This section of the TA examines the quantum of the development proposals, whilst identifying access arrangements for all modes, parking provision, and servicing arrangements.

4.2 Development Description

The proposed development comprises of up to 195 residential dwellings with Vehicular access off Brick Kiln Street. An illustrative masterplan of the site is provided in **Appendix D**.

4.3 Vehicle Access Arrangements

Vehicular access to the site is proposed via Brick Kiln Street. To support this arrangement, Brick Kiln Street will be upgraded to provide a 6.75m wide carriageway leading into the development, with 2.0m wide footways on both sides of the road. To accommodate the widening of the carriageway and footway the Brick Kiln Street/Coventry Road junction will be pushed approximately 4.0m to the west of the existing access. This will also enable 10.0m radii to be provided at the junction. The proposed site access arrangements are shown in **Drawing 210891-01 Sheet 1** contained in **Appendix E**.

The proposed site access layout has been designed in line with the LCC Highway Design Guide (LHDG). The access specification is in line with a 'Major Residential Access Road' category as set out in Table DG1 of the LHDG. The guidance states that a Major Residential Access Road could accommodate up to 1,000 dwellings but normally no more than 400 from a single point of access. The proposed road type is therefore considered to be acceptable.

The internal road network will be designed in line with the principles in LHDG and Manual for Streets (MfS) and subject to a 20mph design speed.

In order to determine the visibility requirements from the access, actual recorded vehicles speeds have been utilised from the ATC referred to earlier in this report. The 85th percentile speed have been calculated based on off peak (10:00-12:00 and 14:00-16:00) speeds as per guidance in 'DMRB CA185 – Vehicle Speed Measurement'. The data was collected during dry conditions, therefore no wet weather adjustment has been made. The calculated 85th percentile speeds are 30.6mph eastbound and 31.2mph westbound.

Note F under Table DG4: Visibility Splays in LCC's Highway Design Guide states that LCC '*will accept calculated values for actual agreed 85th percentile speeds*'. Therefore, based on the formula included within paragraph 10.1.5 of Manual for Streets 2, the calculated stopping site distances are 45.1m in the eastern direction and 43.8m in the western direction. Highway boundary data has been obtained from LCC which showed that the entire carriageway and the pavement along the B4666 (Coventry Road) in the vicinity of the proposed development site are adopted. A copy of this plan is included within **Appendix F**.

A plan showing that the aforementioned visibility splays can be accommodated within land under the control of the applicant or within the adopted highway is included within **Drawing 210891-01 Sheet 2**, included in **Appendix E**, whilst a copy of the SSD and speed calculations is provided in **Appendix G**.

Swept path analysis has been carried out showing a large refuse vehicle access the site. This is presented in **Drawing 210891-01 Sheet 1 and 2**.

The proposed site access layout also accommodates access to the existing Lidl plant compound. It should be noted that this is not used for general deliveries to the store, rather access would only be required for servicing and maintenance. The existing access to the compound measures 2.5m in width, so clearly this has not been designed to accommodate large HGVs as the gate would need to be wider to accommodate such vehicles. It should also be noted that in the proposed arrangement, the angle at which the service area meets the access road is slightly less acute compared to the existing arrangement.

It should also be noted that the existing arrangement was approved by LCC when the Cadent site was in full operation and would have generated significantly more trips compared to the proposed development site. The inclusion of a footway on the eastern side of Brick Kiln Street as it enters the site pushed the access road further away from the service entrance and is considered an improvement over the existing situation. Furthermore, the cross over arrangement prioritises pedestrian movement over the service access which would very rarely be accessed.

Swept Path Analysis demonstrating a van accessing the compound is included in **Drawing 210891-01 Sheet 3** within **Appendix E**.

4.4 Non-Motorised User Access

Primary access for pedestrians and cyclists will be provided via Brick Kiln Street. It is proposed to widen the existing footway provision to 2.0m on both sides of the road and this will be extended into the site and bring the access road in line with standards set out in LHDG.

Figure 4.1 of LTN 1/20 suggests that roads with a 20mph design speed and traffic flows less than 2,000 AADT would be suitable for 'mixed traffic'. As a result, on-road cycling is considered suitable within the development.

Additional pedestrian/cycle connections will be provided to Clarendon Park to the west of the site, through to Trinity Vicarage Road to the east of the site and St George's Avenue to the north. This will ensure the site is permeable and encourage sustainable travel to and from the development. The permeable nature of the site will also benefit existing residents in the area. At present, the site does not provide public access, however the development proposals will accommodate pedestrian/cycle movements across the site which would provide easier access to recreation areas and shops in the local area.

Figure 4.1 below illustrates the points of access for pedestrians and cyclists.

Figure 4.1 Site Non-Motorised Access Points



4.5 Road Safety Audit

A Stage 1 Road Safety Audit (RSA) has been carried out for the proposed access. A copy of the RSA1 with the designer's response is provided at **Appendix H**, whilst a summary is provided in **Table 4.1** below.

Table 4.1 Road Safety Audit Summary

Problem Ref.	Summary of Problem	Recommendation	Designers Response
2.1	Potential collisions due to standing water or service covers.	Ensure that surface water drainage is provided following the realignment of Brick Kiln Street proposed in order to mitigate the risk of collection of surface water.	Recommendation accepted. The surface water drainage will be considered further at detailed design stage.
2.2	Potential risk of vehicle turning collisions.	Ensure that vehicle swept path analysis are undertaken to ensure that largest anticipated vehicles expected to access the proposed development can negotiate the Brick Kiln Street/Coventry Road junction safely, if necessary, amend the layout of the junction.	Recommendation accepted. A swept path analysis exercise of an 11.2m refuse vehicle has been successfully conducted to show the Brick Kiln Street/Coventry Road junction can be safely negotiated. This is shown on Drawings '210891-02 S1' and '210891-02 S2'.

The Road Safety Audit has not raised any issues that can't be suitably mitigated at the preliminary or detailed design stage. Therefore, the proposed access to the site is deemed safe and suitable.

4.6 Parking Standards

Parking standards for new developments are set out in Appendix D of the 'Town Centre Strategic Transport Development Contributions Supplementary Planning Document (SPD)' which is part of the current Local Plan. The standards suggest the following on-site parking provision:

- Class C3 (Residential Dwellings)
 - Dwellings 4 or more beds – 3 spaces; and
 - Dwellings 3 or less beds – 2 spaces.

The development proposals will afford compliant parking provision in accordance with the Council's standards.

Cycle parking can be accommodated within the curtilage of all units, with back gardens accessible via dedicated paths and side gates.

4.7 Servicing

The development site will be serviced by large refuse vehicles. Drawings **210891-02 Sheet 1** and **210891-02 Sheet 2** in **Appendix E** demonstrate that such vehicles can successfully enter the site from the B4666 (Coventry Road). The internal layout of the site will be designed in accordance with MfS and LHDG. Suitable turning head provision will be provided to allow refuse vehicles to safely manoeuvre within the development.

4.8 Conclusions

This section of the report has demonstrated that the safe and suitable access can be provided to the development.

5. Traffic Generation

5.1 Introduction

This chapter of the TA outlines the estimated trip generation of the proposed residential development. The impact of this on the local highway network is considered in **Section 6**.

It should be recognised, however, that the former employment site did generate a significant number of trips, and the site was demolished to make way for the proposed residential site. Whilst it is recognised that the traffic associated with the former employment use is no longer on the network, the trips historically generated by the site were successfully accommodated on the local network until relatively recently. The site also has a designation as employment use within the local plan. Therefore, to provide an indication as to how the proposed development compares to the previous use, a trips comparison has been undertaken. This includes consideration of how the former and proposed trips are distributed and assigned across the local and strategic highway network.

It should be noted however, for robustness, **Section 6** assess the impact of the proposed residential development on the basis that all residential trips are new to the network, and no netting off of trips has been applied.

5.2 Methodology

This section sets out the traffic generation of the proposed and former use using trip rates from the Transport Assessment submitted to support the previous application for residential development on the site (ref 21/00875/HYB). Whilst this application was eventually withdrawn the trip rates presented for the residential and employment elements were accepted by LCC. Therefore, this provides an element of consistency between the applications and addresses comments with LCC's scoping response.

5.3 Trip Generation

Former Employment Use

The former employment site was made up of four main blocks, the largest of which was located towards the southern end of the site and consisted of three floors. The total GFA for the office blocks was approximately 16,258m² (175,000 sqft).

No survey data is available of the existing site when it was fully operational, however, anecdotal evidence suggests that the site was well used, with satellite images from 2016 showing the car park, which can accommodate around 900 cars, completely full – see **Figure 5.1**.

Figure 5.1 Satellite Image Dated 2016 (Source: Google Earth)



In order to estimate the traffic generation of the former use, trip rates have been obtained from the previous application which considered the net change in trips. The Transport Assessment utilised data from the TRICS database, with the full outputs and criteria used included in **Appendix I**.

Table 5.1 indicates the trip rates and resulting trips.

Table 5.1 Former Employment Use Trip Rates and Traffic Generation

Time Range	Arrive	Depart	Two-way
Trip Rates (per 100m²)			
AM Peak Period (08:00 – 09:00)	1.412	0.214	1.626
PM Peak Period (17:00 – 18:00)	0.165	0.921	1.086
Daily (07:00 – 19:00)	4.785	4.864	9.649
Trips (GFA - 16,258m²)			
AM Peak Period (08:00 – 09:00)	230	35	264
PM Peak Period (17:00 – 18:00)	27	150	177
Daily (07:00 – 19:00)	778	791	1569

Table 5.1 indicates that the former use would have generated 264 two-way trips in the AM peak and 177 two-way trips in the PM peak. This equates to over four vehicles every minute in the busiest peak hour.

Proposed Residential Use

Trip rate data from the previous application (ref 21/00875/HYB) have also been used to estimate the trip generation of the proposed residential development. The TA utilised data from the TRICS database, with the full outputs and criteria used included in **Appendix I**. **Table 5.2** sets out the trip rates and resulting trips.

Table 5.2 Residential Trip Rates and Traffic Generation

Time Range	Arrive	Depart	Two-way
Trip Rates (per dwellings)			
AM Peak Period (08:00 – 09:00)	0.12	0.375	0.495
PM Peak Period (17:00 – 18:00)	0.336	0.196	0.532
Daily (07:00 – 19:00)	2.036	2.199	4.235
Trips (195 dwellings)			
AM Peak Period (08:00 – 09:00)	23	73	97
PM Peak Period (17:00 – 18:00)	66	38	104
Daily (07:00 – 19:00)	397	429	826

The proposed development is predicted to generate approximately 97 two-way trips in the AM peak and 104 two-way trips in the PM peak. This equates to less than two vehicles every minute in the busiest peak hour.

Comparison

Table 5.3 indicates the comparative number of trips between the proposed development and the former employment use.

Table 5.3 Trip Comparison

Time Range	Use	Arrive	Depart	Two-way
Trips				
AM Peak Period (08:00 – 09:00)	Former Employment	230	35	264
	Proposed Residential	23	73	97
	Difference (Resi – Empl)	-207	+38	-167
PM Peak Period (17:00 – 18:00)	Former Employment	27	150	177
	Proposed Residential	66	38	104
	Difference (Resi – Empl)	+39	-112	-73
Daily (07:00-19:00)	Former Employment	778	791	1569
	Proposed Residential	397	429	826
	Difference (Resi – Empl)	-381	-362	-743

Table 5.3 demonstrates that the proposed development will generate significantly less traffic compared to the previous employment use. It is recognised however, that the two development uses have different traffic profiles, with the residential site generating more departures from the site during the AM peak, and more arrivals during the PM peak. As a result, the distribution and assignment of proposed and former development have been examined in more detail.

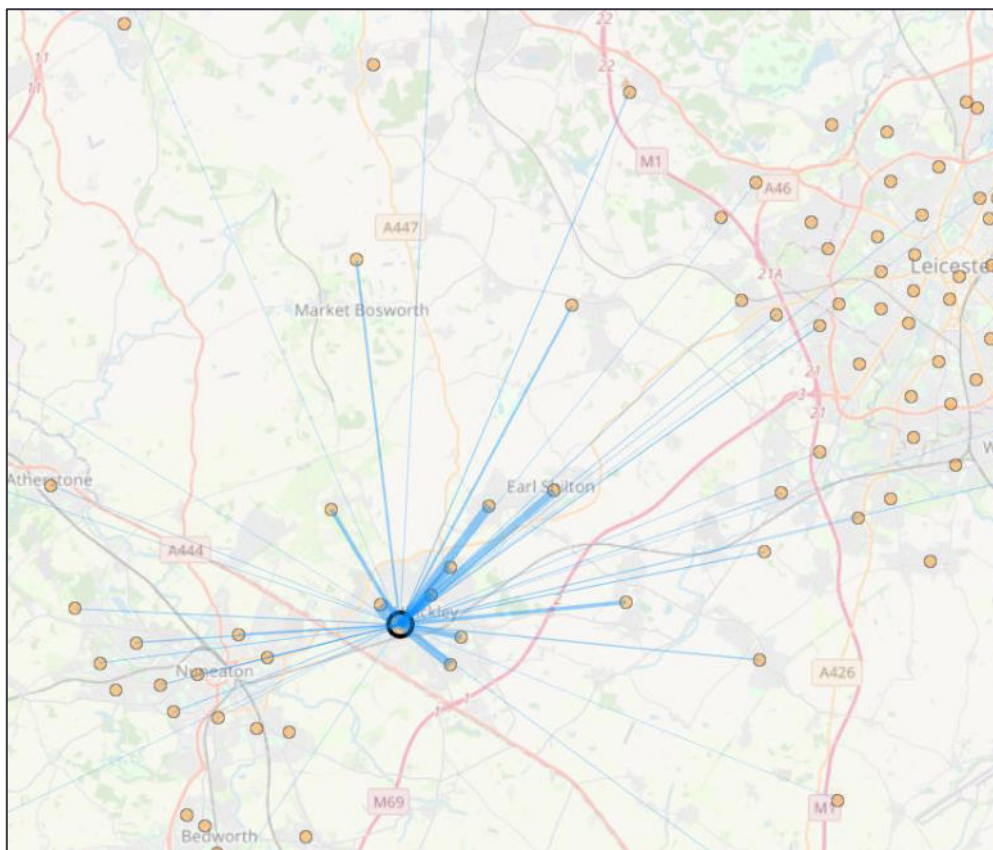
5.4 Development Traffic Distribution

In order to understand how the distribution of traffic differs between the former and proposed uses, the trips for both uses have been distributed and assigned to the network based on 2011 Census, Travel to Work, Origin Destination data.

Former Use

For the former use, MSOA area Hinckley and Bosworth 012 has been used as the work place origin. **Figure 5.2** below provides a graphical interpretation of the distribution. The MSOA data has been analysed in more detail within **Appendix J** and the traffic flow diagrams showing the former employment use distribution and assignment are included in **Figures TF10** and **TF11** included in **Appendix K**.

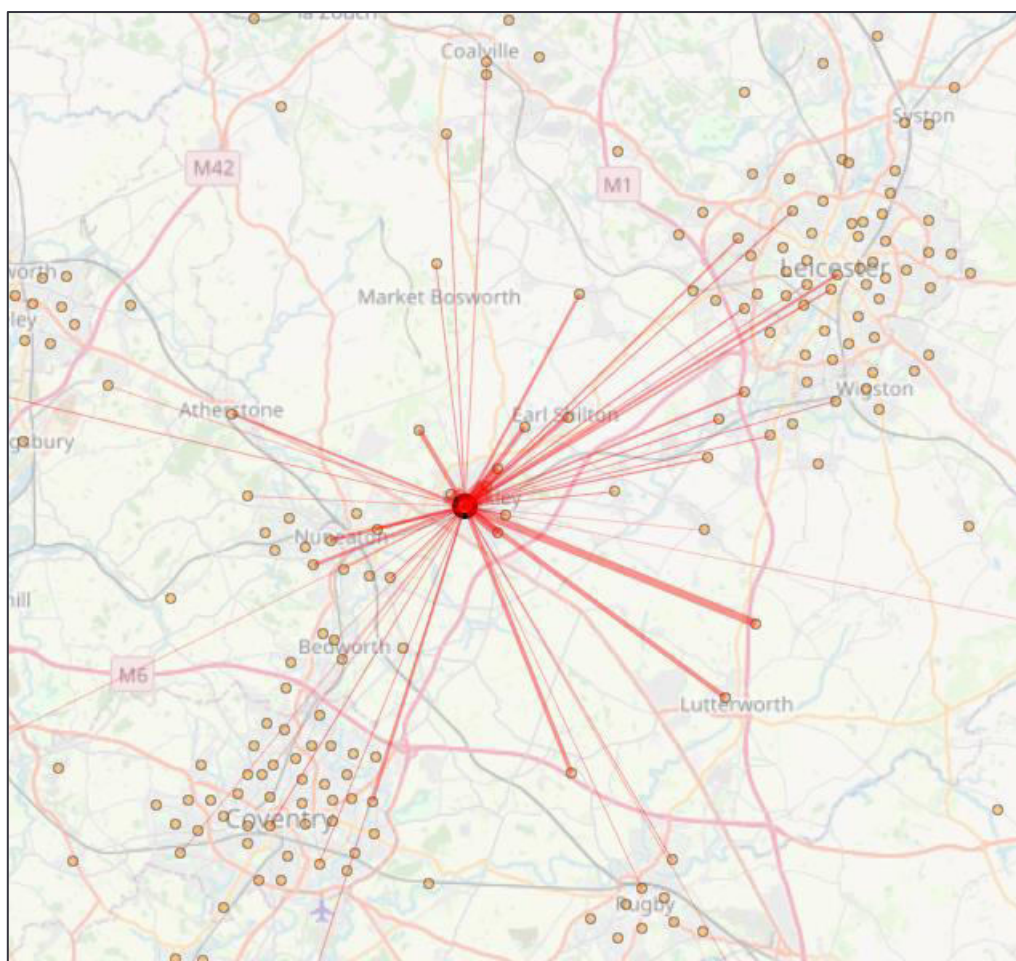
Figure 5.2 Former Employment Use Distribution



Proposed Use

To distribute traffic associated with the proposed residential use around the network, MSOA Hinckley and Bosworth 012 has been used as the usual residence. The MSOA data has been analysed in more detail within **Appendix J** and the traffic flow diagrams showing the proposed residential traffic distribution and assignment are included in **Figure TF12** and **TF13** included in **Appendix K**. **Figure 5.3** below provides a graphical interpretation of the distribution.

Figure 5.3 Proposed Residential Development Distribution



Comparative Difference in Flow

Traffic flow diagram **Figure TF14** included in **Appendix K** indicates a change in flow on the network when comparing the former and proposed uses. The figure indicates that when compared to the former use, the proposed development would result in some increases on specific arms of junctions but the overall number of trips passing through local junctions would be less.

Table 5.4 provides a comparison of trips at key junctions on the local highway network.

Table 5.4 Trip Comparison at Local Junctions

Junction	Arm	Proposed Residential Site	Former Site	Net Change	Proposed Residential Site	Former Site	Net Change
		AM Peak			PM Peak		
Brick Kiln Street/Coventry Road Junction	Brick Kiln Street	73	35	+38	38	149	-111
	Coventry Road East	12	120	-108	32	14	+18
	Coventry Road West	12	109	-97	33	13	+20
	Total Jct	97	264	-167	103	176	-73

Junction	Arm	Proposed Residential Site	Former Site	Net Change	Proposed Residential Site	Former Site	Net Change
Granville Road/Coventry Road	Coventry Road East	37	16	+21	19	71	-52
	Granville Road	4	36	-32	12	4	+8
	Coventry Road West	8	74	-66	21	9	+12
	Total Jct	49	126	-77	52	84	-32
Granville Road/Rugby Road B590	Granville Road	13	5	+8	7	23	-16
	Rugby Road East	13	5	+8	7	23	-16
	Rugby Road West	8	72	-64	24	8	+16
	Total jct	34	82	-48	38	54	-16
B4666 (Coventry Road)/B4667/B590	B46667	5	73	-68	14	9	+5
	Coventry Road East	2	11	-9	6	1	+5
	B590	4	36	-32	12	4	+8
	Coventry Road West	36	18	+18	19	78	-59
	Total Jct	45	138	-93	51	92	-41
Rugby Road/B590	B590 North	13	5	+7	7	23	-16
	Rugby Road East	0	0	0	0	0	0
	B590 West	4	36	-32	12	4	+8
	Total Jct	17	42	-25	19	27	-18
Rugby Road B590/Brunel Road West	Rugby Road East	13	5	+8	7	23	-16
	Brunel Road West	0	0	0	0	0	0
	Rugby Road West	4	36	-32	12	4	+8
	Total Jct	17	41	-24	19	27	-8
Westfield Road/Hawley Road (B590)/Rugby Road Signal Junction	Rugby Road North	27	11	+16	13	46	-33
	Hawley Road	2	24	-22	6	3	+3
	Rugby Road South	6	48	-42	18	6	+12
	Westfield Road	0	0	0	0	0	0
	Total Jct	35	83	-48	37	55	-18
Dodwells Roundabout	A47	0	0	0	0	0	0
	Coventry Road B4666	11	5	+6	6	24	-18
	A5 East	0	0	0	0	0	0
	A5 West	4	36	-32	10	4	+6

Junction	Arm	Proposed Residential Site	Former Site	Net Change	Proposed Residential Site	Former Site	Net Change
	Total Jct	15	41	-26	16	28	-12
Longshoot	A5 East	11	6	+5	6	24	-18
	A47	2	18	-16	5	2	+3
	A5 West	2	18	-16	5	2	+3
	Total Jct	15	42	-27	16	28	-12

Table 5.4 indicates that the whilst the development would result in slight increases in flows on various arms of the junction when compared to the former use, the overall trips through the junctions are lower.

The table indicates that at the Dodwells and Longshoot junctions the proposed residential development would result in 15 and 16 trips passing through both junctions in the AM and PM peak, respectively. The largest increase on any one arm is predicted on to be 11 vehicles. This equates to an increase of one additional vehicle every 5 – 6 minutes. Such increases would not be perceptible to existing users travelling through the junction. Therefore, the development would not have a material impact at this location.

When compared to the former employment use, the residential development would result in 26/27 trips less in the AM peak, and 12 trips less in the PM peak, passing through the Longshoot and Dodwells junction.

Overall, whilst it is recognised that the traffic associated with the former employment use is no longer on the network, it is clear that when the employment site was in operation it generated a significant number of trips which were successfully accommodated on the network at that time.

Nevertheless, the following chapter robustly considers the impact of the proposed development on the local highway network on the basis that all residential trips on the network are new trips.

5.5 Multi Modal Trip Generation

The multi modal trip generation for the proposed residential development has been estimated using multi modal trip rates extracted from the TRICS database. The trip rates for pedestrians, cyclist, buses, and rail users are set out in **Table 5.5** with the resulting trips set out in **Table 5.6**. The full trip rates and assessment criteria used are provided in **Appendix L**.

Table 5.5 Multi Modal Trip Rates – Houses Privately Owned

Time Range	Arrive	Depart	Two-way
Trip Rates (per dwellings)			
Pedestrians			
AM Peak Period (08:00 – 09:00)	0.065	0.262	0.327
PM Peak Period (17:00 – 18:00)	0.128	0.053	0.181
Daily (07:00 – 19:00)	0.995	1.116	2.111
Cyclists			

Time Range	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	0.002	0.018	0.020
PM Peak Period (17:00 – 18:00)	0.009	0.004	0.013
Daily (07:00 – 19:00)	0.084	0.083	0.167
Bus			
AM Peak Period (08:00 – 09:00)	0.001	0.031	0.032
PM Peak Period (17:00 – 18:00)	0.009	0.002	0.011
Daily (07:00 – 19:00)	0.104	0.125	0.229
Train			
AM Peak Period (08:00 – 09:00)	0.000	0.017	0.017
PM Peak Period (17:00 – 18:00)	0.017	0.000	0.017
Daily (07:00 – 19:00)	0.040	0.044	0.084

Table 5.6 Multi Modal Trips – Houses Privately Owned

Time Range	Arrive	Depart	Two-way
Trips (195 Dwellings)			
Pedestrians			
AM Peak Period (08:00 – 09:00)	13	50	63
PM Peak Period (17:00 – 18:00)	25	10	35
Daily (07:00 – 19:00)	194	218	412
Cyclists			
AM Peak Period (08:00 – 09:00)	0	4	4
PM Peak Period (17:00 – 18:00)	2	1	3
Daily (07:00 – 19:00)	16	16	32
Bus			
AM Peak Period (08:00 – 09:00)	0	6	6
PM Peak Period (17:00 – 18:00)	2	0	2
Daily (07:00 – 19:00)	20	24	44
Train			
AM Peak Period (08:00 – 09:00)	0	3	3
PM Peak Period (17:00 – 18:00)	3	0	3
Daily (07:00 – 19:00)	8	9	17

The proposed development is predicted to generate a modest level of multi modal trips to and from the site. The majority of multi modal trips are predicted to be pedestrian trips which is to be expected given the sites proximity to the town centre.

6. Traffic Impact Assessment

6.1 Introduction

The previous section indicates that the proposed residential development would generate significantly less trips compared to the former employment use. Nevertheless, it is acknowledged that traffic associated with the former employment site is no longer on the network. As a result, in the interests of robustness, an assessment has been carried out that assumes all of the proposed residential traffic is new to the network, with no allowance being made for the former office use.

The assessment has identified key junctions on the network where the proposed residential development will result in 30 or more additional trips. The junctions that have been formally assessed are as follows:

- Site Access (Brick Kiln Street)/B4666 (Coventry Road) Priority T-junction
- Granville Road/B4666 (Coventry Road) Priority T-junction
- Granville Road/Rugby Road (B590) Priority T-junction
- B590/ B4666 (Coventry Road)/B4667 Signal Junction;
- B590/Rugby Road Signal Junction;
- B590/Brunel Road West Signal Junction; and
- Westfield Road/Hawley Road (B590)/Rugby Road Signal Junction.

It is noted that the development is not expected to result in 30 or more trips through the B590/Rugby Road and B590/Brunel Road West signal junctions, however, given the proximity to the B590/ B4666 (Coventry Road)/B4667 signal junction, this has been modelled as a linked signal arrangement.

Analysis of the traffic count data indicates that the peak highway period generally falls between 08:00-09:00 and 17:00-18:00. This coincides with the peak traffic generation of the development.

6.2 Assessment Scenarios and Growth Factors

The capacity assessment at the junctions listed above will be carried out for the following scenarios:

- 2024 Base
- 2029 Base + Committed (Opening Year Full Occupation)
- 2029 Base + Committed + Development (Opening Year Full Occupation)
- 2034 Base + Committed (Sensitivity Test)
- 2034 Base + Committed + Development (Sensitivity Test)

TEMPro growth factors, taken from the NTEM Core Scenario, for the Hinckley and Bosworth 012 MSOA area have been used to growth up base traffic. The relevant factors are as follows:

- 2023 – 2024 – AM Peak 1.009, PM Peak 1.009
- 2024 to 2029 – AM Peak 1.038, PM Peak 1.038; and
- 2023 to 2034 – AM Peak 1.069, PM Peak 1.070

The traffic flow diagrams for all scenarios listed are provided in **Appendix K**.

6.3 Committed Development

This section sets out the committed developments that have been taken into account as part of the capacity assessments. All committed development traffic is shown in the traffic flow diagrams shown in **Figures TF07 – TF09** provided in **Appendix K**.

Land Adjacent to Hinckley Leisure Centre, Coventry Road (18/01237/FUL)

This residential development of 73 dwellings will generate traffic to/from its two proposed access points on Marchant Road and Trinity Vicarage Road. The development will therefore add traffic along Coventry Road past Brick Kiln Street.

Development traffic flow information has been extracted from the Transport Assessment that was prepared to support the application.

Transco Nts. Coventry Road (18/01073/FUL)

The redevelopment of the former National Grid employment site for 16 retirement bungalows and a 57-unit care home facility, with access via Short Way off Coventry Road. The proposed development is predominantly built out therefore traffic associated with this development will be on the network already.

Padge Hall Farm (21/01191/HYB)

This development is located to the south of the A5, to the west of the proposed development. The proposal is for distribution and industrial building (use class B2 and B8).

The proposed development was assessed using LCC's PRTM. The model predicted that the development would result in a marginal increase in flows along the B4666 (Coventry Road). The PRTM Link Flows included in Appendix I of the TA that supported the application indicated that in the AM peak the development would result in an additional 1 vehicle eastbound and 8 vehicles west bound past Brick Kiln Street. In the PM peak an additional 3 vehicles westbound and 1 vehicle eastbound were predicted. These traffic flows have been taken into account as part of the capacity assessments.

The TA did not indicate in any additional development traffic along Rugby Road (B590).

6.4 Site Access Junction

This proposed site access junction has been assessed using the PICADY module of Junctions 10. A summary of the Site Access junction capacity modelling results is presented in **Table 6.1** below, with full results included within **Appendix M**.

Table 6.1 Proposed Site Access Junction Modelling Summary

Arm	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2029 Base + Committed + Development						
Brick Kiln Street	0	10.9	0.2	0	10.71	0.11

Arm	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Coventry Road (B466)	0	4.64	0.05	0	4.73	0.1
2034 Base + Committed + Development (sensitivity test)						
Brick Kiln Street	0	11.09	0.2	0	10.92	0.12
Coventry Road (B466)	0	4.61	0.05	0	4.7	0.11

Table 6.1 indicates that the proposed site access junction is predicted to operate well within capacity with minimal queues and delays on the network. Furthermore, the development proposals will not result in material delays on the B4666 (Coventry Road).

6.5 Granville Road / B4666 (Coventry Road) Priority Junction

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from on-site measurements. A summary of the capacity modelling results is presented in **Table 6.2** below, with full results included within **Appendix N**.

Table 6.2 Granville Road / B4666 (Coventry Road) Modelling Summary

Arm	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Granville Road	0	7.9	0.09	0	9.41	0.18
B4666 (Coventry Road)	0	4.87	0.11	0	4.85	0.14
2029 Base + Committed						
Granville Road	0	8.09	0.09	0	9.77	0.19
B4666 (Coventry Road)	0	4.85	0.12			
2029 Base + Committed + Development						
Granville Road	0	8.89	0.11	0	11.25	0.24
B4666 (Coventry Road)	0	4.86	0.12	0	4.75	0.16
2034 Base + Committed (sensitivity test)						
Granville Road	0	8.3	0.1	0	9.93	0.2
B4666 (Coventry Road)	0	4.83	0.13	1	4.77	0.16

Arm	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2034 Base + Committed + Development (sensitivity test)						
Granville Road	0	8.99	0.11	0	11.46	0.24
B4666 (Coventry Road)	0	4.83	0.13	1	4.73	0.16

Table 6.2 indicates that the Granville Road/B4666 (Coventry Road) junction currently operates within capacity under current traffic conditions. This aligns with on-site observations and is considered an accurate indication of the current operation of the junction.

In the future year of 2029 and 2034 the junction is predicted to continue to operate within capacity. Once development traffic is added to the network the junction is predicted to operate within capacity with no increases in queues predicted.

6.6 Granville Road / Rugby Road (B590) Priority Junction

This junction has been assessed using the PICADY module of Junctions 10. The geometrical parameters to inform the model have been taken from on-site measurements. A summary of the capacity modelling results is presented in **Table 6.3** below, with full results included within **Appendix O**.

Table 6.3 Granville Road / Rugby Road (B590) Modelling Summary

Arm	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2024 Base						
Granville Road	0	11.92	0.16	0	15.01	0.26
Rugby Road (B4666)	0	4.50	0.03		0	4.91
2029 Base + Committed						
Granville Road	0	12.26	0.17	0	15.83	0.28
Rugby Road (B4666)	0	4.46	0.04		1	4.90
2029 Base + Committed + Development						
Granville Road	0	13.73	0.23	0	17.15	0.31
Rugby Road (B4666)	0	4.43	0.04		1	4.90
2034 Base + Committed (sensitivity test)						
Granville Road	0	12.61	0.18	0	16.45	0.29

Arm	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Rugby Road (B4666)	0	4.43	0.04	1	4.88	0.18
2034 Base + Committed + Development (sensitivity test)						
Granville Road	0	14.14	0.23	1	17.88	0.32
Rugby Road (B4666)	0	4.41	0.04	1	4.89	0.18

Table 6.2 indicates that the Granville Road/Rugby Road(B590) junction currently operates within capacity under current traffic conditions. This aligns with on-site observations and is considered an accurate indication of the current operation of the junction.

In the future year of 2029 and 2034 the junction is predicted to continue to operate within capacity. Once development traffic is added to the network the junction is predicted to operate within capacity without significant increases in queues or delays.

6.7 B590/ B4666 (Coventry Road)/B4667; B590/Rugby Road; B590/Brunel Road West Linked Signal Junction

These junctions have been modelled as a linked traffic signal junction using LinSig version 3. The signal arrangement has been based on the signal specification provided by LCC. A summary of the capacity modelling results is presented in **Table 6.4** below, with full results included within **Appendix P**.

Table 6.4 B590/ B4666 (Coventry Road)/B4667; B590/Rugby Road; B590/Brunel Road West Linked Signal Junction Summary Results

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (PCU)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (PCU)	Delay (sec/PCU)
2024 Base						
B4666 Coventry Road (W) Left Ahead Right	60.7%	5.2	27.0	68.8%	8.2	28.6
B590 Ahead Left	62.2%	6.1	33.0	68.0%	6.2	33.0
B590 Ahead	56.9%	5.1	33.7	63.5%	8.3	31.8
B4667 Left Ahead	62.9%	10.8	23.6	68.1%	11.3	29.2
B4667 Right	36.4%	5.2	19.4	37.9%	5.2	23.4
B4666 Coventry Road (E) Ahead Left	41.4%	3.1	45.1	49.1%	4.5	44.3
B590 (N) Left Ahead	31.2%	1.1	2.5	31.0%	0.2	1.8
B590 (S) Ahead Right	31.7%	10.9	4.4	51.7%	12.3	5.8

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (PCU)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (PCU)	Delay (sec/PCU)
Rigby Road Left	9.4%	0.6	4.1	12.7%	0.9	4.3
Rugby Road Right	33.2%	1.9	48.9	49.3%	3.3	50.6
B590 (NE) Left Ahead	45.4%	14.0	5.9	50.8%	3.8	10.4
B590 (SW) Ahead Right	42.2%	6.4	11.6	57.6%	9.9	17.6
Brunel Road W Right Left	21.8%	1.0	49.3	50.5%	3.4	40.6
Cycle Time	90s (Peds run every other cycle at B590/Brunel Road West Jct)			90s (Peds run every other cycle at B590/Brunel Road West Jct)		
PRC	43.0%			30.9%		
Junction Delay	20.12s			29.39s		
2029 Base + Committed						
B4666 Coventry Road (W) Left Ahead Right	63.2%	5.5	27.5	71.7%	9.2	29.9
B590 Ahead Left	65.2%	6.7	34.2	72.8%	7.3	28.7
B590 Ahead	58.7%	5.2	32.7	57.9%	7.4	33.3
B4667 Left Ahead	65.3%	11.4	24.3	72.7%	12.5	31.8
B4667 Right	38.8%	5.6	19.7	40.5%	5.6	24.6
B4666 Coventry Road (E) Ahead Left	43.1%	3.3	45.5	50.8%	4.5	44.6
B590 (N) Left Ahead	32.7%	1.3	2.6	32.5%	1.7	3.5
B590 (S) Ahead Right	33.7%	11.5	4.7	46.6%	12.2	6.4
Rigby Road Left	9.9%	0.7	4.4	13.2%	1.0	4.8
Rugby Road Right	33.1%	1.9	48.0	49.0%	3.4	49.5
B590 (NE) Left Ahead	47.1%	14.0	5.7	50.4%	13.6	8.3
B590 (SW) Ahead Right	43.9%	6.8	11.6	58.7%	10.0	18.3
Brunel Road W Right Left	22.5%	1.1	50.5	58.5%	4.0	46.0
Cycle Time	90s (Peds run every other cycle at B590/Brunel Road West Jct)			90s (Peds run every other cycle at B590/Brunel Road West Jct)		
PRC	37.8%			23.6%		
Junction Delay	21.26s			31.35s		
2029 Base + Committed + Development						

ARM	AM Peak Hour			PM Peak Hour			
	DoS (%)	Mean Max Queue (PCU)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (PCU)	Delay (sec/PCU)	
B4666 Coventry Road (W) Left Ahead Right	65.7%	6.0	27.9	71.0%	8.7	28.9	
B590 Ahead Left	65.8%	6.9	29.6	71.5%	8.2	26.7	
B590 Ahead	61.6%	5.5	32.0	66.0%	9.0	35.4	
B4667 Left Ahead	66.0%	12.1	24.9	72.7%	12.9	31.9	
B4667 Right		39.9%	6.1	20.3	42.7%	6.2	25.0
B4666 Coventry Road (E) Ahead Left		40.8%	3.5	43.7	49.4%	4.5	42.8
B590 (N) Left Ahead		32.5%	1.7	2.8	32.2%	1.9	2.8
B590 (S) Ahead Right		34.7%	12.0	3.3	50.8%	12.3	7.2
Rigby Road Left		10.1%	0.7	4.5	13.4%	1.1	4.9
Rugby Road Right		40.1%	2.4	55.8	55.4%	3.8	55.5
B590 (NE) Left Ahead		48.2%	14.6	7.6	50.5%	15.1	9.8
B590 (SW) Ahead Right		53.6%	9.8	18.7	62.2%	11.6	19.6
Brunel Road W Right Left		22.5%	1.1	49.0	60.3%	4.2	47.8
Cycle Time	90s (Peds run every other cycle at B590/Brunel Road West Jct)			90s (Peds run every other cycle at B590/Brunel Road West Jct)			
PRC	36.4%			23.9%			
Junction Delay	22.69s			32.53s			
2034 Base + Committed (sensitivity test)							
B4666 Coventry Road (W) Left Ahead Right	64.6%	5.3	27.5	773.4%	9.3	32.5	
B590 Ahead Left	66.4%	6.8	31.4	72.5%	7.6	30.1	
B590 Ahead	64.4%	6.7	31.7	68.1%	8.4	37.6	
B4667 Left Ahead	66.3%	11.8	24.2	72.9%	13.0	31.1	
B4667 Right	39.4%	5.8	19.5	40.6%	5.8	23.9	
B4666 Coventry Road (E) Ahead Left	44.1%	3.4	45.8	52.6%	5.2	45.9	
B590 (N) Left Ahead	32.5%	2.7	3.1	32.7%	1.7	2.6	
B590 (S) Ahead Right	37.8%	12.0	3.5	49.2%	12.2	5.2	
Rigby Road Left	10.3%	0.8	4.7	14.0%	1.1	5.0	

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (PCU)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (PCU)	Delay (sec/PCU)
Rugby Road Right	41.2%	2.5	56.2	57.2%	3.7	55.8
B590 (NE) Left Ahead	48.4%	15.6	7.0	52.4%	13.6	8.1
B590 (SW) Ahead Right	54.7%	10.0	18.9	59.3%	9.9	17.5
Brunel Road W Right Left	23.1%	1.1	49.1	59.0%	3.8	44.9
Cycle Time	90s (Peds run every other cycle at B590/Brunel Road West Jct)			90s (Peds run every other cycle at B590/Brunel Road West Jct)		
PRC	35.5%			22.7%		
Junction Delay	22.86s			32.92s		
2034 Base + Committed + Development (sensitivity test)						
B4666 Coventry Road (W) Left Ahead Right	67.4%	6.4	28.4	74.6%	10.6	32.0
B590 Ahead Left	63.1%	6.5	30.4	74.1%	9.3	35.1
B590 Ahead	67.9%	7.6	42.6	64.7%	8.7	29.5
B4667 Left Ahead	67.9%	13.7	25.8	74.9%	15.8	34.3
B4667 Right	41.0%	6.7	20.7	43.8%	7.4	26.4
B4666 Coventry Road (E) Ahead Left	41.7%	3.3	43.7	52.4%	5.2	44.9
B590 (N) Left Ahead	32.8%	0.4	1.9	33.7%	1.9	3.5
B590 (S) Ahead Right	38.2%	12.0	4.1	54.0%	12.3	8.6
Rigby Road Left	10.7%	0.9	4.9	14.0%	1.4	5.7
Rugby Road Right	48.9%	2.3	61.8	52.6%	3.8	52.4
B590 (NE) Left Ahead	49.6%	10.4	6.5	52.1%	13.6	7.3
B590 (SW) Ahead Right	46.8%	7.3	12.6	60.5%	9.9	18.1
Brunel Road W Right Left	23.1%	1.0	48.1	61.9%	4.1	47.4
Cycle Time	90s (Peds run every other cycle at B590/Brunel Road West Jct)			90s (Peds run every other cycle at B590/Brunel Road West Jct)		
PRC	32.5%			20.1%		
Junction Delay	23.45s			34.65s		

Table 6.4 indicates that the linked signal junction will operate within capacity under current traffic conditions. The predicted operation of the junction in the 2024 Base scenario is considered to be reflective of observed conditions.

In the future years of 2029 and 2034 the junction is still predicted to operate within capacity. Once development traffic is added to the network a slight increase in queues and delays is predicted but the junction still operates with a positive PRC. Overall, the development is not predicted to have a material impact on the linked signal junction.

6.8 Westfield Road/Hawley Road (B590)/Rugby Road Signal Junction

This junction has been modelled using LinSig Version 3. The model has been based on the traffic signal specifications obtained from LCC. A summary of the capacity modelling results is presented in **Table 6.5** below, with full results included within **Appendix Q**.

Table 6.5 Westfield Road/Hawley Road (B590)/Rugby Road Signal Junction Summary Results

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)
2024 Base						
B590 Rugby Road Left Ahead Right	58.9%	12	29.5	60.0%	12	27.3
B590 Hawley Road Left	50.1%	5	56.6	64.1%	9	55.7
B590 Hawley Road Ahead Right	86.4%	9	92.9	89.2%	10	94.7
Rugby Road Right Left Ahead	89.8%	28	43.0	90.4%	30	40.0
Westfield Road Ahead Right	87.8%	13	66.7	88.2%	10	75.1
Cycle Time	120s			120s		
PRC	0.2%			-0.4%		
Junction Delay	32.59s			35.90s		
2029 Base + Committed						
B590 Rugby Road Left Ahead Right	61.2%	12	30.2	61.2%	12	27.0
B590 Hawley Road Left	52.0%	6	57.2	69.4%	9	59.5
B590 Hawley Road Ahead Right	89.9%	10	102.5	92.6%	11	106.2
Rugby Road Right Left Ahead	93.2%	32	50.4	93.8%	35	47.8

ARM	AM Peak Hour			PM Peak Hour			
	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	
Westfield Road Ahead Right	91.0%	15	73.7	91.4%	12.0	82.8	
Cycle Time	120s			120s			
PRC	-3.6%			-4.3%			
Junction Delay	37.53s			41.65s			
2029 Base + Committed + Development							
B590 Rugby Road Left Ahead Right	63.0%	14	30.0	62.6%	13	27.3	
B590 Hawley Road Left		52.0%	6	57.2	66.6%	9	56.8
B590 Hawley Road Ahead Right		90.0%	10	102.5	92.9%	11	106.7
Rugby Road Right Left Ahead		92.6%	32	48.2	94.3%	36	48.6
Westfield Road Ahead Right		93.5%	16	83.1	94.2%	14	94.7
Cycle Time	120s			120s			
PRC	-3.9%			-4.8%			
Junction Delay	38.61s			43.78s			
2034 Base + Committed (sensitivity test)							
B590 Rugby Road Left Ahead Right	62.9%	14	30.7	64.2%	13	28.5	
B590 Hawley Road Left		53.5%	6	57.7	68.6%	10	57.8
B590 Hawley Road Ahead Right		92.4%	11	111.8	95.4%	13	120.1
Rugby Road Right Left Ahead		95.9%	36	60.2	96.7%	40	59.3
Westfield Road Ahead Right		93.9%	17	82.9	94.2%	14.0	92.8
Cycle Time	120s			120s			
PRC	-6.6%			-7.5%			
Junction Delay	43.30s			48.93s			
2034 Base + Committed + Development (sensitivity test)							
B590 Rugby Road Left Ahead Right	64.7%	14	30.5	64.5%	14	27.9	

ARM	AM Peak Hour			PM Peak Hour		
	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)	DoS (%)	Mean Max Queue (veh)	Delay (sec/PCU)
B590 Hawley Road Left	53.5%	6	57.7	68.6%	10	57.8
B590 Hawley Road Ahead Right	92.5%	11	111.8	95.7%	13	120.9
Rugby Road Right Left Ahead	95.2%	35	56.4	97.1%	42	60.7
Westfield Road Ahead Right	96.5%	19	96.9	97.2%	16	110.1
Cycle Time		120s			120s	
PRC		-7.2%			-8.0%	
Junction Delay		44.64s			52.18s	

As summarised in **Table 6.5** above, the Westfield Road / Hawley Road (B590) / Rugby Road signal junction is operating at or just above capacity during the 2024 baseline scenario, with PRC values of 0.2% and -0.4% during the AM and PM peak hours respectively. During the future 'Baseline + Committed' scenarios, the capacity is exceeded further, with maximum PRC values of -3.6% and -4.3% during the 2029 AM and PM peak hours, and -6.6% and -7.5% during the 2034 AM and PM peak hours.

The addition of proposed development traffic flows increases the 2029 capacity by -0.3% and -0.5% during the AM and PM peak hours respectively (to -3.9% and -4.8%), and the 2034 capacity by -0.6% and -0.5% during the AM and PM peak hours (to -7.2% and -8.0%). The maximum increase in queue on any one arm is predicted to be 2 vehicles.

It is noted that the junction was recently upgraded, therefore, opportunities to provide further improvements are limited due to land constraints surrounding the junction. Nevertheless, NPPF paragraph 115 states, '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*'

The demonstrated increase in PRC value, and predicted increase in queues and delays, indicates that the proposed development traffic will not result in a severe impact, and is unlikely to result in any discernible impact on the junction. As a result, this is considered in line with NPPF, and there is no reason why the proposed development should not be acceptable from a Transport and Highways perspective.

7. Summary & Conclusion

7.1 Summary

This Transport Assessment has been prepared in support of a Planning Application for the erection of no.195 residential dwellings on the former Cadent Gas employment site off Brick Kiln Street, Hinckley.

The Transport Assessment demonstrates that:

- Safe and suitable access to the proposed development can be provided from Brick Kiln Street, with the existing junction with the B4666 (Coventry Road) enhanced.
- The development site is located in a very sustainable location with good access to local services and facilities. The development will be permeable with connections provided at multiple points to connect the site to the existing walking infrastructure in the vicinity of the site.
- The development benefits from proximity to numerous cycleways, including along B4666 (Coventry Road). Cycle connections will be provided at multiple points to connect the site to the existing cycling infrastructure in the vicinity of the site.
- Existing bus stops can be accessed via suitable walking routes within the vicinity of the site. These stops provide access to the regional centres of Leicester, Coventry, and Nuneaton, as well as suburban locations in and around Hinckley such as Burbage.
- Hinckley train station is readily accessible via existing active travel connections and provides frequent services to the neighbouring cities of Birmingham and Leicester.
- There are no outstanding highway safety issues on the surrounding local highway network or at the proposed point of access which the development would be expected to exacerbate.
- It is anticipated that the proposed development will generate a maximum of 97 two-way vehicular trips in the AM peak and 104 two-way vehicular trips in the PM peak in the busiest peak period. This presents a reduction of 167 in the AM peak and 73 in the PM peak of two-way movements compared to the former employment use.
- Traffic distribution analysis has shown that whilst the development would result in slight increases in flows on various arms of the junction when compared to the former use, the overall trips through the junctions are lower.
- The proposed development is predicted to generate a modest level of multi modal trips to and from the site, with 76 two-way multi-modal trips in the AM peak and 43 in the PM. The majority of multi modal trips are predicted to be pedestrian trips which is to be expected given the sites proximity to the town centre.
- Junction capacity assessments were undertaken using relevant junction modelling software. The assessments treated all residential traffic as being new to the network. The results indicated that the level of traffic added to the network by the development proposals can be accommodated without having a material impact on queues and delays at local junctions.
- The proposed development is not predicted to result in a material increase in trips through the Longshoot or Dodwells junctions. Compared to the former use, the level of trips passing through these junctions is lower.

7.2 Conclusion

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area and safe and suitable access can be provided. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 115 of the NPPF, which states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

Appendix A

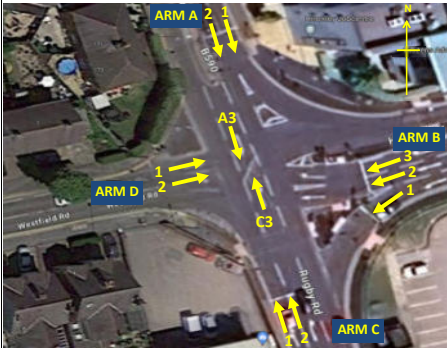
ATE Criteria Summary

Criterion	Appraiser Comments	Report Reference
Transport Assessment: Quantitative Analysis	Qualitative analysis is provided throughout.	Section 2
Transport Assessment: Qualitative Analysis	Quantitative analysis is provided throughout.	Section 2
Local Amenities	The site is located within proximity to numerous local services and facilities.	Section 2.6 (Table 2.3 and Figure 2.3)
Walking Routes to a Primary School	The site is located within proximity to numerous Primary Schools including St Mary's C of E Primary School, Westfield County Junior School, and Westfield Infant School. The Primary Schools are accessible via suitable walking routes with safe crossing points.	Section 2.6 (Figure 2.6)
Walking Routes to a Food Shop	The site is located within proximity to local food shops including Lidl, The Crescent and in Hollycroft. The local food shops are accessible via suitable walking routes.	Section 2.6 (Figure 2.5)
Sustainability for Walking and Wheeling (External to Site)	All surrounding highways on the local network provide footways alongside at least one side of the carriageway. Dropped kerbs and tactile paving are generally provided at crossing places.	Throughout Section 2
Safety at Junctions (off-site)	There are numerous crossing facilities for pedestrians and cyclists in proximity to the site that are signalised and provide priority for active travel users.	Throughout Section 2
Cycle Routes at Key Destinations	Cycling infrastructure in proximity to the site provides future residents with traffic free access to key local and regional centres	Section 2.6 (Figure 2.9)
Cycle Safety on Links (off-site)	Cycling infrastructure in proximity to the site is dedicated and provides suitable widths, signage, and crossings,	Section 2.6 (Figure 2.8)
Crossings	There are numerous crossing facilities for pedestrians and cyclists which provide safe access across key junction in the vicinity of the site.	Throughout Section 2
Shared Use Routes	There is an extensive shared footway/cycleway network within the vicinity of the site, particularly along the Coventry Road (B4666).	Section 2.6 (Figure 2.3)
Physical Barriers for Cycle Users	The Coventry Road (B4666) shared footway/cycleway does not continue across the front of the site access.	Section 2.6
Lighting	The local highway network provides street lightning at regular intervals.	Section 2.4
Walking Routes to Nearest Transport Nodes	Hinckley train station and local bus stops are accessing via suitable walking routes from the site.	Section 2.6 (Figure 2.7 and Figure 2.10)
Access and Provision of Public Transport	Hinckley train station and local bus stops provide an extensive array of services to important local, regional, and national destinations.	Section 2.6

Criterion	Appraiser Comments	Report Reference
Active Travel Infrastructure enabling use of Public Transport	Hinckley train station and local bus stops are accessing via suitable walking and cycling routes from the site.	Section 2.6 (Figure 2.7 and Figure 2.10)
Transport Assessment: Proposed Infrastructure	Information on the development proposals is outlined in the Transport Assessment.	Section 4
Site Permeability	It is proposed that the site contains numerous pedestrian and cycle permeable points of access which form a part of the access strategy.	Section 2.6 and Section 4.4
Walking and Cycling Access	Information on the existing and proposed access arrangements for active travel movements is outlined in the Transport Assessment.	Section 4
Futureproofing and Safeguarding	Development site is contained in all directions with no prospect for additional development on site. Therefore, the access strategy is fully contained within the Transport Assessment.	n/a
Through Traffic	The development proposals include plans for pedestrian and cyclist through traffic, but not vehicular.	Section 4
Safety at Junctions (Internal to Site)	Swept path analysis exercises have been conducted to show the largest excepted vehicles can enter a leave the site safely. The required junction visibility splays can also be achieved.	Section 4
Design Speed of New Streets	Designs speeds of new internal streets will be 20mph.	Section 4
Suitability for Walking and Wheeling (Internal to Site)	The site will contain footways along both sides of the carriageways measuring 2m. to support pedestrian movements. Notwithstanding, road links within the site are suitable for 'mixed traffic' and therefore are conducive for safe walking movements if required.	Section 4.4
Cycle Safety on Links (Internal to Site)	Road links within the site are suitable for 'mixed traffic' and therefore are conducive for safe cycling movements.	Section 4.4
Shared Use Routes (Internal to Site)	Road links within the site are suitable for 'mixed traffic' and therefore are conducive for safe shared use movements.	Section 4.4
Car Parking Layout	Car parking will be provided within the curtilage of each individual dwelling.	Section 4.6
Cycle Parking	Cycle parking will be provided within the curtilage of each individual dwelling.	Section 4.6
Trip End Facilities for Cycling (Destinations)	Trip end facilities for cycling will be provided at the destination.	n/a
Travel Plan	A Travel Plan, in accordance with LCC guidance, will be provided alongside the Transport Assessment.	n/a

Appendix B

Traffic Count Data

SITE: 1		DATE: 23/04/2024		SITE: 2		DATE: 23/04/2024		SITE: 3		DATE: 23/04/2024		SITE: 4		DATE: 23/04/2024	
LOCATION: B590 RUGBY ROAD / B590 HAWLEY ROAD / B4109 RUGBY / WESTFIELD ROAD		DAY: TUESDAY		LOCATION: B4667 / COVENTRY ROAD / B590 / B4666		DAY: TUESDAY		LOCATION: B590 (N) / RUGBY ROAD / B590 (S)		DAY: TUESDAY		LOCATION: RUGBY ROAD (NE) / BRUNEL ROAD W / RUGBY ROAD (SW)		DAY: TUESDAY	
															
JOB TITLE: HINCKLEY		JOB NUMBER: 13267		JOB TITLE: HINCKLEY		JOB NUMBER: 13267		JOB TITLE: HINCKLEY		JOB NUMBER: 13267		JOB TITLE: HINCKLEY		JOB NUMBER: 13267	

MANUAL CLASSIFIED COUNTS

JOB REF: 13267

JOB NAME: HINCKLEY

SITE: 1

LOCATION: B590 RUGBY ROAD / B590 HAWLEY ROAD / B4109 RUGBY / WESTFIELD ROAD



DATE: 23/04/2024

DAY: TUESDAY

TIME	A TO B FROM B590 RUGBY ROAD TO B590 HAWLEY ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	11	2	1	0	0	0	0
07:15	8	2	0	0	0	0	0
07:30	13	0	2	0	0	0	0
07:45	13	2	1	0	0	0	0
H/TOT	45	6	4	0	0	0	0
08:00	11	4	1	0	0	0	0
08:15	9	3	1	0	0	0	0
08:30	10	0	1	0	0	0	0
08:45	21	2	0	0	0	0	0
H/TOT	51	9	3	0	0	0	0
09:00	21	2	0	1	0	0	0
09:15	16	1	1	0	0	0	0
09:30	23	1	0	0	0	0	0
09:45	24	3	0	0	0	0	0
H/TOT	84	7	1	1	0	0	0
P/TOT	180	22	8	1	0	0	0

TIME	A TO B FROM B590 RUGBY ROAD TO B590 HAWLEY ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
15:00	23	2	0	0	1	0	0
15:15	14	5	1	0	0	0	0
15:30	27	3	0	0	0	0	0
15:45	29	2	0	0	0	0	0
H/TOT	93	12	1	0	1	0	0
16:00	31	1	0	0	1	0	0
16:15	33	1	0	0	0	0	0
16:30	25	0	0	0	0	0	0
16:45	29	1	0	0	0	0	0
H/TOT	118	3	0	0	0	1	0
17:00	28	5	1	0	0	1	0
17:15	29	2	0	0	0	0	0
17:30	29	4	1	0	0	0	0
17:45	22	4	0	0	0	0	0
H/TOT	108	15	2	0	0	1	0
18:00	26	1	0	0	1	0	0
18:15	20	2	0	0	0	0	0
18:30	16	2	0	2	0	0	0
18:45	17	2	0	0	0	0	0
H/TOT	79	7	0	2	1	0	0
P/TOT	398	37	3	2	2	2	0

A TO C FROM B590 RUGBY ROAD TO B4109 RUGBY						
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
66	17	3	0	1	0	1
78	15	2	0	1	1	0
110	15	4	0	1	0	0
103	20	1	0	0	1	0
357	67	10	0	3	2	1
93	21	2	0	0	0	1
76	15	2	1	0	1	0
99	16	5	0	2	0	0
73	13	2	1	0	0	0
341	65	11	2	2	1	1
77	20	1	0	1	1	0
62	14	2	0	0	2	0
59	10	6	0	0	0	0
63	14	0	0	0	0	0
261	58	9	0	1	3	0
959	190	30	2	6	6	2

A TO C FROM B590 RUGBY ROAD TO B4109 RUGBY						
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
74	7	3	0	0	0	0
83	17	0	1	1	0	1
90	9	2	0	1	1	0
66	16	2	1	0	3	0
315	49	7	2	2	4	1
60	8	1	0	0	0	0
103	13	0	0	0	0	0
71	13	1	1	1	2	0
87	17	0	0	0	1	0
321	51	2	1	1	3	0
89	9	1	0	1	0	0
116	15	1	0	0	1	0
82	8	1	0	1	0	1
81	3	0	0	0	0	1
368	35	3	0	2	1	2
74	10	0	0	0	1	1
76	6	0	2	0	0	0
68	6	2	0	0	0	0
47	2	0	0	0	2	0
265	24	2	2	0	3	1
1267	159	14	5	5	11	4

MANUAL CLASSIFIED COUNTS

JOB REF: 13267

JOB NAME: HINCKLEY

SITE: 1

LOCATION: B590 RUGBY ROAD / B590 HAWLEY ROAD / B4109 RUGBY / WESTFIELD ROAD



DATE: 23/04/2024

DAY: TUESDAY

TIME	A TO D FROM B590 RUGBY ROAD TO WESTFIELD ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	0	0	0	0	0	0	0
07:15	0	2	0	0	0	0	0
07:30	1	0	0	0	0	0	0
07:45	3	0	0	0	0	0	0
H/TOT	4	2	0	0	0	0	0
08:00	1	1	0	0	0	0	0
08:15	1	2	0	0	0	0	0
08:30	0	1	0	0	0	0	0
08:45	0	0	0	0	0	0	0
H/TOT	2	4	0	0	0	0	0
09:00	2	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0
09:45	3	0	0	0	0	0	0
H/TOT	5	2	0	0	0	0	0
P/TOT	11	8	0	0	0	0	0

A TO D FROM B590 RUGBY ROAD TO WESTFIELD ROAD						
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
15:00	3	0	0	0	0	0
15:15	2	0	0	0	0	0
15:30	0	1	0	0	0	0
15:45	3	0	0	0	0	0
H/TOT	8	1	0	0	0	0
16:00	0	0	0	0	0	0
16:15	1	0	0	0	0	0
16:30	2	0	0	0	0	0
16:45	4	1	0	0	0	0
H/TOT	7	1	0	0	0	0
17:00	4	0	0	0	1	0
17:15	3	0	0	0	0	0
17:30	1	0	0	0	0	0
17:45	0	0	0	0	0	0
H/TOT	8	0	0	0	1	0
18:00	3	0	0	0	0	0
18:15	1	1	0	0	0	0
18:30	1	0	0	0	0	0
18:45	3	0	0	0	0	0
H/TOT	8	1	0	0	0	0
P/TOT	31	3	0	0	1	0

B TO A FROM B590 HAWLEY ROAD TO B590 RUGBY ROAD						
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
2	0	0	1	0	0	0
5	0	0	0	0	0	0
11	1	0	1	1	0	0
9	1	0	0	0	0	0
27	2	0	2	1	0	0
14	1	0	0	0	0	0
18	1	0	0	0	0	0
14	0	0	0	0	0	0
17	3	0	0	0	0	0
63	5	0	0	0	0	0
13	0	0	0	0	0	0
18	2	0	0	0	0	0
16	1	0	0	0	0	0
22	3	1	0	0	0	0
69	6	1	0	0	0	0
159	13	1	2	1	0	0

B TO A FROM B590 HAWLEY ROAD TO B590 RUGBY ROAD						
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
23	5	1	0	0	0	0
16	2	0	0	0	0	0
22	3	0	2	0	0	0
22	2	0	1	0	0	0
82	12	1	2	0	0	0
24	2	0	0	0	0	0
19	4	0	0	0	0	0
33	1	0	0	0	0	0
25	2	1	0	0	0	0
101	9	1	0	0	0	0
21	0	0	0	0	0	0
16	0	0	0	0	0	0
29	0	0	0	0	0	0
28	1	1	0	0	0	0
94	1	1	0	0	0	0
30	3	0	0	0	0	0
15	3	0	0	0	0	0
19	1	1	0	0	0	0
16	2	0	0	0	0	0
80	9	1	0	0	0	0
358	31	4	3	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13267

JOB NAME: HINCKLEY

SITE: 1

LOCATION: B590 RUGBY ROAD / B590 HAWLEY ROAD / B4109 RUGBY / WESTFIELD ROAD



DATE: 23/04/2024

DAY: TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13267

JOB NAME: HINCKLEY

SITE: 1

LOCATION: B590 RUGBY ROAD / B590 HAWLEY ROAD / B4109 RUGBY / WESTFIELD ROAD



DATE: 23/04/2024

DAY: TUESDAY

TIME	B TO C FROM B590 HAWLEY ROAD TO B4109 RUGBY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	28	3	2	0	0	0	0	33
07:15	27	7	1	0	2	0	0	37
07:30	32	4	1	0	1	0	0	38
07:45	42	5	1	0	0	0	0	48
H/TOT	129	19	5	0	3	0	0	156
08:00	32	5	0	0	0	0	0	37
08:15	34	7	2	0	0	0	0	43
08:30	30	9	0	0	0	0	0	39
08:45	31	10	0	0	0	0	0	41
H/TOT	127	31	2	0	0	0	0	160
09:00	37	6	1	0	0	0	0	44
09:15	36	3	2	0	1	0	0	42
09:30	41	4	1	0	0	1	0	47
09:45	34	5	1	0	1	0	0	41
H/TOT	148	18	5	0	2	1	0	174
P/TOT	404	58	12	0	5	1	0	480

TIME	B TO C FROM B590 HAWLEY ROAD TO B4109 RUGBY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	51	5	1	0	0	0	0	57
15:15	40	2	0	0	0	0	0	42
15:30	49	6	1	0	1	0	0	57
15:45	49	9	2	0	0	1	0	61
H/TOT	189	22	4	0	1	1	0	217
16:00	44	6	0	0	0	1	1	52
16:15	33	2	0	0	1	0	1	37
16:30	58	4	1	0	0	1	3	67
16:45	40	11	0	0	0	0	0	51
H/TOT	175	23	1	0	1	2	5	207
17:00	63	5	1	0	1	1	0	71
17:15	65	6	0	0	0	0	0	71
17:30	47	2	1	0	0	0	0	50
17:45	58	4	0	0	1	0	0	63
H/TOT	233	17	2	0	2	1	0	255
18:00	50	4	1	0	1	1	0	57
18:15	52	1	0	0	0	0	0	53
18:30	58	1	0	0	0	0	0	59
18:45	49	4	0	0	0	0	0	53
H/TOT	209	10	1	0	1	1	0	222
P/TOT	806	72	8	0	5	5	5	901

B TO D FROM B590 HAWLEY ROAD TO WESTFIELD ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
21	1	0	0	0	0	0	22
30	10	1	0	0	0	0	41
32	6	0	0	0	0	0	38
42	9	0	0	0	0	0	51
H/TOT	125	26	1	0	0	0	152
32	3	0	0	0	0	0	35
40	9	1	1	0	0	0	51
40	6	0	0	0	0	0	46
34	4	1	0	0	1	0	40
H/TOT	146	22	2	1	0	1	172
25	12	0	0	1	0	0	38
26	8	2	0	0	0	0	36
25	3	0	0	1	0	0	29
18	1	1	0	0	0	0	20
H/TOT	94	24	3	0	2	0	123
365	72	6	1	2	1	0	447

B TO D FROM B590 HAWLEY ROAD TO WESTFIELD ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
40	1	0	0	0	0	0	41
43	5	0	0	1	0	1	50
35	7	1	0	0	0	0	43
37	5	0	0	0	0	0	42
H/TOT	155	18	1	0	1	0	176
47	2	0	0	0	0	0	49
37	6	0	0	0	0	0	43
45	6	1	0	0	0	0	52
37	6	1	0	0	1	0	45
H/TOT	166	20	2	0	0	1	189
43	11	0	0	0	0	0	54
33	6	1	0	0	0	0	40
43	5	1	0	0	0	0	49
38	4	0	0	0	0	1	43
H/TOT	157	26	2	0	0	1	186
29	4	0	0	0	0	0	33
38	7	0	0	0	0	0	45
26	6	0	0	0	0	0	32
27	2	0	0	0	0	0	29
H/TOT	120	19	0	0	0	0	139
598	83	5	0	1	1	2	690

TIME	C TO A FROM B4109 RUGBY TO B590 RUGBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
22	9	0	0	0	0	0	1	32
44	15	5	0	0	0	0	0	64
52	9	3	0	0	0	0	0	64
62	16	2	0	0	0	0	1	81
H/TOT	180	49	10	0	0	0	2	241
89	15	2	0	0	0	0	0	106
76	15	4	1	0	0	0	0	96
87	14	2	0	0	0	0	0	103
87	11	2	0	2	1	0	0	103
H/TOT	339	55	10	1	2	1	0	408
98	13	1	0	1	1	1	1	115
62	9	3	1	0	0	0	0	75
62	9	3	0	0	0	0	1	75
57	7	1	0	1	0	0	0	66
H/TOT	279	36	8	1	2	1	2	331
758	142	28	2	4	2	4	4	980

TIME	C TO A FROM B4109 RUGBY TO B590 RUGBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
76	7	1	1	0	1	0	0	86
107	10	3	1	1	0	0	0	122
81	7	1	0	0	0	0	1	90
101	13	4	1	0	1	0	0	120
H/TOT	365	37	9	3	1	2	1	428
84	15	2	0	0	3	1	0	105
100	26	5	1	0	0	0	0	132
95	15	2	0	0	1	1	1	114
95	17	0	0	0	0	2	0	114
H/TOT	374	73	9	1	0	6	2	465
97	11	2	0	2	1	0	0	113
104	13	2	1	0	0	0	0	120
113	19	1	0	0	2	0	0	135
109	17	0	0	0	0	0	0	126
H/TOT	423	60	5	1	2	3	0	494
84	8	0	0	0	0	0	0	92
86	14	0	0	1	0	0	0	101
64	4	1	0	0	0	0	0	69
66	4	1	0	0	0	0	0	71
H/TOT	300	30	2	0	1	0	0	333
1462	200	25	5	4	11	3	3	1710

C TO B FROM B4109 RUGBY TO B590 HAWLEY ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	2	1	0	0	0	0	8
22	2	0	0	0	0	0	24
28	2	0	0	0	0	0	30
34	4	1	0	0	1	0	40
H/TOT	89	10	2	0	1	0	102
43	5	0	0	0	0	0	48
42	4	0	0	0	0	0	46
53	3	1	0	0	0	0	57
47	6	1	0	1	1	0	56
H/TOT	185	18	2	0	3	1	207
59	4	0	0	1	0	0	64
55	7	1	0	0	1	0	64
50	4	1	0	0	0	0	55
43	2	0	0	1	1	0	47
H/TOT	207	17	2	0	2	2	230
481	45	6	0	4	3	0	539

C TO B FROM B4109 RUGBY TO B590 HAWLEY ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
54	6	0	0	0	0	0	60
43	7	0	0	1	0	0	51
47	6	2	0	0	0	1	56
47	5	2	0	0	0	0	54
H/TOT	191	24	4	0	1	0	221
64	6	0	0	1	1	0	72
58	6	0	0	0	0	0	64
57	5	0	0	1	0	0	63
52	9	1	0	0	0	0	62
H/TOT	231	26	1	0	2	1	261
62	3	0	0	0	0	0	65
71	4	1	0	0	0	0	76
63	6	0	0	1	0	0	70
80	2	0	0	0	0	1	83
H/TOT	276	15	1	0	1	1	294
45	6	0	0	1	0	0	52
48	2	0	0	0	0	0	50
55	6	1	0	0	0	0	62
49	0	0	0	0	0	0	49
H/TOT	197	14	1	0	1	0	213
895	79	7	0	5	2	1	989

**AUTO
SURVEYS LTD**

**AUTO
SURVEYS LTD**

DATE: 23/04/2024

SITE: 1

SITE: 1

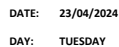
DATE: 23/04/2024

DAY: TUESDAY

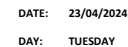
D TO C							
FROM WESTFIELD ROAD TO S4109 RUGBY							
CAR	LGW	OGV1	OGV2	PSV	MCL	PCL	TOT
37	6	1	2	0	0	0	46
27	5	1	0	0	0	0	33
48	6	0	0	1	0	0	55
56	16	2	0	0	0	0	74
16R	33	4	2	1	0	0	208
51	13	2	2	0	0	0	68
47	13	3	2	0	2	0	67
33	9	1	2	0	0	0	45
59	19	1	0	0	0	0	79
190	54	7	6	0	2	0	259
36	10	0	0	0	0	0	46
34	3	1	0	0	0	0	38
29	13	3	0	0	0	1	46
31	5	1	0	1	0	1	39
130	11	5	0	1	0	2	169
458	118	16	8	2	2	2	636

D T O C							
FROM WESTFIELD ROAD TO B4109 RUGBY							
CAR	LGW	OGV1	OGV2	PSV	MCL	PCL	TOT
25	4	1	0	0	0	1	31
33	7	3	1	1	0	1	46
47	5	0	0	0	0	1	63
48	1	1	0	0	0	0	63
158	24	5	1	1	0	3	192
52	6	0	0	0	3	0	61
55	8	2	0	0	0	0	55
51	11	1	0	0	0	0	63
53	7	0	0	1	1	1	63
301	32	3	3	1	4	4	242
38	7	0	0	0	0	0	45
48	5	0	0	1	0	0	54
48	2	0	0	0	0	0	50
60	4	1	0	0	1	1	67
104	18	1	0	0	1	1	216
46	9	1	0	0	2	0	58
47	3	0	0	1	4	0	55
39	3	0	0	0	1	0	43
22	1	0	0	0	0	0	23
154	16	1	0	1	7	0	179
707	90	10	1	4	12	3	824

JOB REF: 13267
JOB NAME: HINCKLEY
SITE: 2
LOCATION: B4667 / C



JOB REF: 13267
JOB NAME: HINCKLEY
SITE: 2
LOCATION: B4667 / C



TIME	A TO B FROM R4667 TO COVENTRY ROAD						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	6	0	0	0	1	0	0
07:15	18	0	0	0	3	0	0
07:30	15	1	1	0	0	0	0
07:45	19	3	0	0	1	0	0
M/TOT	58	4	1	0	5	0	0
08:00	19	2	0	0	1	0	1
08:15	38	1	0	0	1	0	0
08:30	23	1	0	0	1	0	0
08:45	30	1	1	0	0	2	0
M/TOT	110	7	1	0	3	2	1
09:00	27	4	0	0	2	0	0
09:15	18	4	0	0	1	0	0
09:30	19	0	0	0	2	0	0
09:45	22	3	0	0	0	0	0
M/TOT	96	15	0	0	5	0	0
P/TOT	254	26	2	0	13	2	1

A TO C							
FROM B4667 TO B590							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
55	19	3	0	1	0	0	78
97	16	2	0	0	1	0	116
91	16	6	0	0	0	1	113
90	21	1	0	0	1	0	124
342	72	14	0	1	2	0	431
91	17	1	0	0	0	0	109
80	19	2	1	0	0	0	102
88	12	3	0	0	0	0	103
90	14	2	0	0	0	0	106
349	62	8	1	0	0	0	420
84	15	1	0	1	1	0	102
82	13	2	0	0	1	0	98
56	5	5	0	0	0	0	66
66	12	0	0	0	0	0	78
238	45	1	0	0	2	0	347
979	179	30	1	2	4	0	1185

TIME	A TO D FROM B4567 TO B4566						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	40	4	0	0	0	1	0
07:15	51	1	0	0	0	0	52
07:30	39	6	1	0	0	2	0
07:45	64	4	3	0	0	0	0
M/TOT	214	15	4	0	0	3	0
08:00	73	7	1	0	0	0	81
08:15	70	12	1	0	0	0	83
08:30	56	8	0	0	0	0	64
08:45	65	8	0	0	0	0	73
M/TOT	264	35	2	0	0	0	301
09:00	65	5	2	0	0	0	72
09:15	40	8	3	0	1	0	52
09:30	42	7	0	0	0	0	49
09:45	34	12	2	0	0	0	48
M/TOT	181	32	7	0	1	0	223
P/TOT	659	82	13	0	1	3	0

[illegible]

TIME	A TO B FROM 84667 TO COVENTRY ROAD						
	CAR	LDV	OGV1	OGV2	PSV	MCL	PCL
15:00	29	0	0	0	0	0	29
15:15	26	1	0	0	0	0	27
15:30	22	1	0	0	1	1	26
15:45	25	3	0	0	2	0	30
M/TOT	102	6	0	0	3	1	0
16:00	17	1	1	1	1	0	20
16:15	28	2	0	0	1	0	31
16:30	21	2	0	1	1	0	25
16:45	18	2	0	0	1	0	21
M/TOT	84	7	1	1	4	0	0
17:00	28	2	1	0	1	0	32
17:15	33	1	0	0	0	0	34
17:30	30	0	0	0	2	0	32
17:45	25	0	1	0	1	0	27
M/TOT	116	3	2	0	4	0	125
18:00	17	2	0	0	0	0	19
18:15	16	0	0	0	1	0	17
18:30	27	1	0	0	2	0	30
18:45	13	0	0	0	0	0	13
M/TOT	73	3	0	0	3	0	79
P/TOT	375	19	3	1	14	1	0

A to C							TOT
FROM 84667 TO 8590							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TT
54	8	3	0	0	1	0	66
93	16	1	1	1	1	0	113
70	8	2	0	1	0	0	81
61	7	2	1	0	2	1	73
278	39	8	2	2	4	0	333
90	9	1	0	0	0	0	100
94	13	0	0	0	0	0	107
67	15	0	1	1	1	0	85
78	12	0	0	0	0	0	98
129	48	1	1	1	1	0	382
96	9	1	0	0	0	0	106
104	10	0	0	0	1	0	115
74	6	2	0	0	0	1	83
83	4	0	0	0	1	0	87
85	39	1	0	0	2	0	391
84	6	0	1	1	0	0	92
69	8	0	1	0	0	0	78
62	3	1	2	0	1	0	69
41	13	0	0	0	0	0	42
256	19	1	4	4	1	1	311
1219	135	13	7	4	8	1	1387

TIME	A TO D							TOT
	FROM B4567 TO B4666							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
15:00	56	8	3	0	0	0	0	67
15:15	65	8	2	1	0	0	0	76
15:30	58	8	1	0	0	0	0	65
15:45	53	12	2	0	0	0	0	67
M/TOT	232	34	8	1	0	0	0	275
16:00	55	8	1	0	1	1	0	66
16:15	45	6	1	0	0	0	0	52
16:30	70	12	0	0	0	0	0	82
16:45	61	8	0	0	1	0	0	70
M/TOT	231	34	2	0	2	1	0	270
17:00	64	5	0	0	0	0	1	70
17:15	50	3	0	1	0	0	0	53
17:30	63	2	1	1	0	0	0	67
17:45	72	5	2	0	0	0	0	79
M/TOT	240	15	3	1	0	0	1	260
18:00	63	5	0	0	0	0	0	68
18:15	64	5	1	0	0	0	0	70
18:30	45	7	0	0	0	0	0	52
18:45	39	6	0	1	0	0	0	46
M/TOT	211	23	1	1	0	0	0	236
P/TOT	923	106	14	3	2	1	1	1090

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 13267

JOB NAME: HINCKLEY

SITE: 2

LOCATION: B4667 / COVENTRY ROAD / B590 / B4666



DATE: 23/04/2024

DAY: TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13267

JOB NAME: HINCKLEY

SITE: 2

LOCATION: B4667 / COVENTRY ROAD / B590 / B4666



DATE: 23/04/2024

DAY: TUESDAY

TIME	B TO C FROM COVENTRY ROAD TO B590							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	1	0	0	0	0	0	2

TIME	B TO C FROM COVENTRY ROAD TO B590							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1
15:45	0	1	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	1	1	0	0	0	0	0	2
18:15	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4
P/TOT	7	2	0	0	0	0	0	9

B TO D FROM COVENTRY ROAD TO B4666							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13	1	0	0	0	0	1	15
20	3	0	0	0	0	0	23
18	2	1	0	0	0	0	21
22	4	0	0	0	0	0	26
73	10	1	0	0	0	1	85
14	1	1	0	1	0	0	17
22	7	2	0	0	0	0	31
33	3	0	0	0	0	1	37
27	5	0	0	0	0	0	32
96	16	3	0	1	0	1	117
17	1	2	0	0	0	0	20
19	3	1	0	0	0	0	23
22	2	1	0	0	0	0	25
16	2	0	1	0	0	0	19
74	8	4	1	0	0	0	87
243	34	8	1	1	0	2	289

B TO D FROM COVENTRY ROAD TO B4666							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
24	5	0	0	0	0	0	29
30	3	0	1	0	0	0	34
28	2	0	0	0	0	0	30
29	3	0	0	0	0	0	32
111	13	0	1	0	0	0	125
34	2	0	0	0	0	0	36
22	1	0	0	0	0	0	23
23	3	0	0	0	0	0	26
27	2	0	0	0	0	0	29
106	8	0	0	0	0	0	114
42	3	0	0	0	1	1	47
44	2	0	0	0	0	0	46
35	2	0	0	0	0	0	37
35	0	0	0	0	0	1	36
156	7	0	0	0	1	2	166
43	4	1	0	0	0	2	50
20	1	0	0	0	0	0	21
19	0	1	0	0	0	0	20
24	1	0	0	0	1	0	26
106	6	2	0	0	1	2	117
479	34	2	1	0	2	4	522

TIME	C TO A FROM B590 TO B4667							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
29	6	0	0	2	0	0	0	37
52	14	4	0	2	0	0	0	72
68	9	1	0	2	0	0	0	80
66	13	3	0	1	0	1	0	84
215	42	8	0	7	0	1	0	273
90	13	3	0	0	0	0	0	106
85	20	3	0	1	0	0	0	109
95	14	2	0	1	1	0	0	113
86	12	2	0	3	0	0	0	103
356	58	10	0	5	1	0	0	431
64	12	0	0	2	0	0	0	78
68	12	2	1	1	0	0	0	84
69	10	3	0	0	0	0	0	82
64	11	1	0	1	1	0	0	78
255	45	6	1	4	1	0	0	322
836	146	24	1	16	2	1	0	1026

TIME	C TO A FROM B590 TO B4667							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
96	5	1	1	2	1	1	1	107
107	13	2	1	1	0	0	0	124
100	11	0	0	0	0	0	0	111
89	16	2	1	2	0	0	0	110
392	45	5	3	5	1	0	0	452
108	19	1	0	1	2	0	0	121
95	21	6	1	1	0	0	0	124
116	16	3	0	1	1	1	0	138
122	21	0	0	1	1	0	0	145
441	77	10	1	4	4	1	0	538
125	10	1	0	1	0	0	0	137
114	16	1	0	1	0	0	0	132
136	17	3	0	1	2	0	0	159
119	15	2	0	1	0	0	0	137
494	58	7	0	4	2	0	0	565
115	6	1	0	1	0	0	0	123
99	11	0	0	1	2	0	0	113
70	4	0	0	2	0	0	0	76
83	7	1	0	0	0	1	0	92
367	28	2	0	4	3	0	0	404
1694	208	24	4	17	10	2	0	1959

C TO B FROM B590 TO COVENTRY ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	2	0	0	0	0	0	2

C TO B FROM B590 TO COVENTRY ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4

MANUAL CLASSIFIED COUNTS

JOB REF: 13267
JOB NAME: HINCKLEY
SITE: 2
LOCATION: B4667 / COVENTRY ROAD / B590 / B4666



DATE: 23/04/2024
DAY: TUESDAY

TIME	C TO D FROM B590 TO B4666							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	1	1	2	0	0	5
07:15	4	1	0	0	1	0	0	6
07:30	2	0	0	0	2	0	0	4
07:45	0	0	0	2	0	0	0	2
H/TOT	7	1	1	3	5	0	0	17
08:00	6	1	0	0	2	0	0	9
08:15	2	0	0	0	1	0	0	3
08:30	10	1	1	0	2	0	0	14
08:45	7	1	0	0	0	0	0	8
H/TOT	25	3	1	0	5	0	0	34
09:00	12	2	0	0	3	0	0	17
09:15	9	4	1	0	1	1	0	16
09:30	8	1	0	0	2	0	0	11
09:45	5	0	0	0	1	0	0	6
H/TOT	34	7	1	0	7	1	0	50
P/TOT	56	11	3	3	17	1	0	101

TIME	C TO D FROM B590 TO B4666							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	18	0	0	0	2	1	0	21
15:15	10	0	0	0	2	1	0	13
15:30	14	0	0	1	2	0	0	17
15:45	14	0	1	2	1	0	0	18
H/TOT	56	0	1	3	7	2	0	69
16:00	15	2	0	0	2	0	0	22
16:15	16	0	0	0	0	0	0	16
16:30	21	1	0	0	3	0	0	25
16:45	18	0	0	0	0	0	0	18
H/TOT	73	3	0	0	5	0	0	81
17:00	10	0	0	0	3	0	1	14
17:15	15	0	0	1	0	0	0	16
17:30	15	0	0	0	3	0	0	18
17:45	6	0	0	0	1	0	0	7
H/TOT	46	0	0	1	7	0	1	55
18:00	16	2	0	0	1	0	0	19
18:15	17	1	0	0	1	0	0	19
18:30	12	0	0	0	3	0	0	15
18:45	6	0	0	0	0	0	0	6
H/TOT	51	3	0	0	5	0	0	59
P/TOT	226	6	1	4	24	2	1	264

D TO A FROM B4666 TO B4667							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
22	3	0	0	0	0	0	25
19	7	2	0	0	1	0	29
31	6	2	0	0	0	0	39
43	10	3	0	1	2	0	59
H/TOT	115	26	7	0	1	3	152
08:00	52	12	1	1	0	0	67
08:15	57	11	2	0	1	0	71
08:30	55	7	3	0	0	1	66
08:45	68	7	1	0	0	0	76
H/TOT	232	37	7	1	1	1	280
09:00	44	9	1	0	0	0	54
09:15	40	6	3	0	0	0	49
09:30	39	12	1	0	0	2	54
09:45	36	5	2	0	0	0	43
H/TOT	159	32	7	0	0	2	200
P/TOT	506	95	21	1	2	6	632

D TO A FROM B4666 TO B4667							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
62	8	0	1	0	1	0	72
38	8	0	0	1	1	0	48
67	9	1	0	0	0	0	77
63	6	2	0	0	0	0	71
H/TOT	230	31	3	1	1	2	268
16:00	69	11	1	0	0	2	83
16:15	64	9	0	0	0	0	73
16:30	58	7	0	0	2	0	67
16:45	72	8	0	0	1	0	81
H/TOT	263	35	1	0	0	5	304
17:00	97	7	1	0	0	0	105
17:15	75	7	2	0	0	0	84
17:30	90	8	0	0	1	0	99
17:45	112	10	0	0	0	0	122
H/TOT	374	32	3	0	0	1	410
18:00	82	9	1	1	0	0	93
18:15	74	9	1	1	0	2	87
18:30	46	7	1	2	0	1	57
18:45	57	2	1	3	0	0	63
H/TOT	259	27	4	7	0	3	300
P/TOT	1126	125	11	8	1	11	1282

MANUAL CLASSIFIED COUNTS

JOB REF: 13267
JOB NAME: HINCKLEY
SITE: 2
LOCATION: B4667 / COVENTRY ROAD / B590 / B4666



DATE: 23/04/2024
DAY: TUESDAY

TIME	D TO B FROM B4666 TO COVENTRY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	2	1	0	2	0	0	17
07:15	15	1	1	0	2	0	0	19
07:30	17	0	1	0	0	0	1	19
07:45	25	1	1	1	2	1	0	31
H/TOT	69	4	4	1	6	1	1	86
08:00	22	2	0	0	1	0	0	25
08:15	36	1	2	0	2	0	0	41
08:30	29	0	0	0	1	0	0	30
08:45	28	4	0	0	2	0	0	34
H/TOT	115	7	2	0	6	0	0	130
09:00	31	3	3	0	1	0	0	38
09:15	20	5	0	0	2	0	2	29
09:30	28	6	1	1	0	0	0	36
09:45	23	2	0	0	3	0	0	28
H/TOT	101	16	4	1	6	0	2	131
P/TOT	286	27	10	2	18	1	3	347

TIME	D TO B FROM B4666 TO COVENTRY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	37	3	1	0	1	1	1	44
15:15	31	2	0	0	2	0	0	35
15:30	26	1	0	0	1	0	0	28
15:45	27	1	0	0	2	0	0	30
H/TOT	121	7	1	0	6	1	1	137
16:00	34	3	1	0	1	0	0	39
16:15	23	2	0	0	1	0	0	26
16:30	27	9	0	0	1	0	0	37
16:45	41	4	0	0	3	0	1	49
H/TOT	125	18	1	0	6	0	1	151
17:00	33	4	0	0	0	0	0	37
17:15	37	4	0	0	3	0	0	44
17:30	35	1	0	0	1	0	0	37
17:45	34	7	0	0	1	0	0	42
H/TOT	139	16	0	0	5	0	0	160
18:00	29	0	0	0	2	0	0	31
18:15	23	1	0	0	1	0	0	25
18:30	14	0	1	0	1	0	0	16
18:45	23	1	0	0	3	0	0	27
H/TOT	89	2	1	0	7	0	0	99
P/TOT	474	43	3	0	24	1	2	547

D TO C FROM B4666 TO B590							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	1	0	0	0	0	2
1	0	0	1	0	0	0	2
2	1	0	0	1	0	0	4
1	0	0	0	0	0	0	1
H/TOT	5	1	1	1	1	0	9
08:00	2	2	0	0	0	0	4
08:15	5	0	0	0	1	0	6
08:30	6	0	0	0	1	0	7
08:45	10	2	1	0	0	0	13
H/TOT	23	4	1	0	2	0	30
09:00	6	1	1	1	0	0	9
09:15	8	0	0	0	0	0	8
09:30	7	1	0	0	0	0	8
09:45	14	3	0	0	0	0	17
H/TOT	35	5	1	1	0	0	42
P/TOT	63	10	3	2	3	0	81

D TO C FROM B4666 TO B590							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	1	1	0	0	0	0	7
6	0	0	0	0	0	0	6
17	1	0	0	0	0	0	18
7	1	0	0	0	0	0	8
H/TOT	25	3	1	0	0	0	29
16:00	9	0	0	0	0	0	9
16:15	10	0	0	0	0	0	10
16:30	14	2	0	0	1	0	17
16:45	14	0	0	0	0	0	14
H/TOT	47	2	0	0	0	1	50
17:00	14	1	1	0	0	0	16
17:15	13	0	0	0	0	0	13
17:30	11	0	0	0	1	0	12
17:45	13	0	0	0	0	0	13
H/TOT	51	1	1	0	1	0	54
18:00	11	2	0	0	0	1	14
18:15	4	0	0	0	0	0	4
18:30	4	0	0	0	0	0	4
18:45	10	0	0	0	0	0	10
H/TOT	29	2	0	0	0	1	32
P/TOT	162	8	2	0	1	2	175

MANUAL CLASSIFIED COUNTS

JOB REF: 13267
JOB NAME: HINCKLEY
SITE: 3
LOCATION: B590 (N) / RUGBY ROAD / B590 (S)



DATE: 23/04/2024
DAY: TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13267
JOB NAME: HINCKLEY
SITE: 3
LOCATION: B590 (N) / RUGBY ROAD / B590 (S)



DATE: 23/04/2024
DAY: TUESDAY

TIME	A TO B FROM B590 (N) TO RUGBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	0	1	0	0	0	0	0	1
H/TOT	1	2	0	0	0	0	0	3
08:00	1	1	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2
08:45	4	1	0	0	0	0	0	5
H/TOT	7	2	0	0	0	0	0	9
09:00	2	0	0	0	0	0	0	2
09:15	1	0	0	0	0	0	0	1
09:30	2	0	0	0	0	0	0	2
09:45	4	0	0	0	0	0	0	4
H/TOT	9	0	0	0	0	0	0	9
P/TOT	17	4	0	0	0	0	0	21

TIME	A TO B FROM B590 (N) TO RUGBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	1	0	0	0	0	0	0	1
15:15	2	0	0	0	0	0	0	2
15:30	2	0	0	0	0	0	0	2
15:45	2	0	0	0	0	0	0	2
H/TOT	7	0	0	0	0	0	0	7
16:00	4	0	0	0	0	0	0	4
16:15	2	0	0	0	0	0	0	2
16:30	5	1	0	0	0	0	0	6
16:45	6	0	0	0	0	0	0	6
H/TOT	17	1	0	0	0	0	0	18
17:00	6	0	0	0	0	0	0	6
17:15	5	0	0	0	0	0	0	5
17:30	4	0	0	0	0	0	0	4
17:45	2	0	0	0	0	0	0	2
H/TOT	17	0	0	0	0	0	0	17
18:00	2	0	0	0	0	0	0	2
18:15	4	0	0	0	0	0	0	4
18:30	5	0	0	0	0	0	0	5
18:45	4	0	0	0	0	0	0	4
H/TOT	15	0	0	0	0	0	0	15
P/TOT	56	1	0	0	0	0	0	57

A TO C FROM B590 (N) TO B590 (S)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
57	19	4	0	1	0	0	81	
91	17	2	0	0	1	0	111	
94	17	6	1	1	0	0	119	
101	20	3	0	0	1	0	125	
343	73	15	1	2	2	0	436	
87	18	1	0	0	0	0	106	
87	19	2	1	1	0	0	110	
91	13	3	0	0	0	0	107	
96	15	3	0	0	0	0	114	
361	65	9	1	1	0	0	437	
87	16	1	2	1	1	0	108	
91	13	3	0	0	1	0	108	
62	7	5	0	0	0	0	74	
72	15	0	0	0	0	0	87	
312	51	9	2	1	2	0	377	
1016	189	33	4	4	4	0	1250	

A TO C FROM B590 (N) TO B590 (S)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
56	9	3	0	0	1	0	69	
97	16	1	1	1	1	0	117	
86	9	2	0	1	0	0	98	
65	9	2	1	0	2	0	79	
304	43	8	2	2	4	0	363	
90	9	1	0	0	0	0	100	
103	13	0	0	0	0	0	116	
77	15	0	1	1	2	0	96	
80	13	0	0	0	0	0	93	
350	50	1	1	1	2	0	405	
104	10	2	0	0	0	0	116	
112	10	0	0	0	1	0	123	
82	6	2	0	1	0	1	92	
92	4	0	0	0	1	0	97	
390	30	4	0	1	2	1	428	
90	9	0	1	1	1	0	102	
69	8	0	1	0	0	0	78	
64	3	1	2	0	1	0	71	
45	1	0	0	0	0	0	46	
268	21	1	4	1	2	0	297	
1312	144	14	7	5	10	1	1493	

TIME	B TO A FROM RUGBY ROAD TO B590 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	1	0	4	0	0	8
07:15	9	0	0	0	3	0	0	12
07:30	9	0	0	0	2	0	0	11
07:45	10	0	0	0	2	0	0	12
H/TOT	31	0	1	0	11	0	0	43
08:00	9	0	0	0	2	0	0	11
08:15	9	1	0	0	2	0	0	12
08:30	10	2	1	0	3	0	0	16
08:45	18	1	0	0	2	0	0	21
H/TOT	46	4	1	0	9	0	0	60
09:00	8	3	0	0	4	0	0	15
09:15	7	4	0	0	2	0	0	13
09:30	17	1	0	0	2	0	0	20
09:45	5	1	0	0	1	1	0	8
H/TOT	37	9	0	0	9	1	0	56
P/TOT	114	13	2	0	29	1	0	159

TIME	B TO A FROM RUGBY ROAD TO B590 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	16	1	0	0	4	0	0	21
15:15	27	2	0	0	2	0	0	31
15:30	12	2	0	0	3	0	0	17
15:45	13	1	0	0	2	0	0	16
H/TOT	68	6	0	0	11	0	0	85
16:00	23	2	0	0	3	0	0	28
16:15	19	2	0	0	1	0	0	22
16:30	25	1	1	0	4	0	0	31
16:45	21	2	0	0	1	0	0	24
H/TOT	88	7	1	0	9	0	0	105
17:00	22	2	0	0	4	0	1	29
17:15	24	3	0	0	2	0	0	29
17:30	22	1	1	0	3	0	0	27
17:45	16	3	0	0	2	0	0	21
H/TOT	84	9	1	0	11	0	1	106
18:00	23	0	1	0	3	0	0	27
18:15	24	0	0	0	1	0	0	25
18:30	17	1	0	0	4	0	0	22
18:45	15	1	0	0	0	0	0	16
H/TOT	79	2	1	0	8	0	0	90
P/TOT	319	24	3	0	39	0	1	386

B TO C FROM RUGBY ROAD TO B590 (S)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
12	1	0	0	0	0	0	13	
6	0	0	0	1	0	0	7	
10	2	0	0	0	0	1	13	
11	2	0	0	0	0	0	13	
39	5	0	0	1	0	1	46	
5	4	2	0	0	0	0	11	
19	3	1	0	0	1	1	25	
14	5	3	0	1	0	0	23	
21	11	0	0	0	0	0	32	
59	23	6	0	1	1	1	91	
28	4	0	0	0	0	0	32	
21	3	0	0	0	1	0	25	
21	1	0	0	0	0	0	22	
30	1	0	0	0	0	0	31	
100	9	0	0	0	2	1	110	
198	37	6	0	2	2	2	247	

B TO C FROM RUGBY ROAD TO B590 (S)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
24	4	1	0	0	0	0	29	
30	7	0	0	0	0	0	37	
27	5	0	0	0	0	0	32	
32	3	0	0	0	0	1	36	
113	19	1	0	0	0	1	134	
27	1	0	0	0	1	0	29	
27	1	1	0	0	0	0	29	
29	5	0	0	0	0	1	35	
29	3	0	0	0	1	0	33	
112	10	1	0	0	2	1	126	
31	2	1	0	2	0	0	36	
31	3	0	0	0	0	0	34	
31	1	0	0	0	0	0	32	
28	2	0	0	0	0	0	30	
121	8	1	0	2	0	0	132	
27	0	0	0	0	0	1	29	
25	1	0	0	0	0	0	26	
21	4	0	0	0	0	0	25	
21	2	0	0	0	1	0	24	
94	7	0	0	0	2	1	104	
440	44	3	0	2	4	3	496	

MANUAL CLASSIFIED COUNTS

JOB REF: 13267

JOB NAME: HINCKLEY

SITE: 3

LOCATION: B590 (N) / RUGBY ROAD / B590 (S)



DATE: 23/04/2024

DAY: TUESDAY

TIME	C TO A							
	FROM B590 (S) TO B590 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	6	0	1	0	0	0	31
07:15	50	14	4	0	0	0	0	68
07:30	58	11	2	1	1	0	0	73
07:45	61	13	2	1	0	0	1	78
H/TOT	193	44	8	3	1	0	1	250
08:00	92	14	3	0	0	0	0	109
08:15	80	20	4	0	0	0	0	104
08:30	97	11	1	0	0	1	0	110
08:45	81	13	2	0	2	0	0	98
H/TOT	350	58	10	0	2	1	0	421
09:00	73	11	0	0	0	0	0	84
09:15	71	12	3	1	0	1	0	88
09:30	58	10	3	0	0	0	0	71
09:45	62	11	1	0	1	0	0	75
H/TOT	264	44	7	1	1	1	0	318
P/TOT	807	146	25	4	4	2	1	989

	C TO B							
	FROM B590 (S) TO RUGBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	0	0	0	0	0	0	1	6
0	1	0	0	0	0	0	0	1
9	0	1	0	0	0	0	0	10
7	1	0	0	0	0	0	0	8
21	2	1	0	0	0	0	1	25
5	2	0	0	0	0	0	0	7
6	2	0	0	0	0	0	0	8
8	0	1	0	0	0	0	0	9
12	3	0	0	0	0	1	0	16
31	7	1	0	0	0	1	0	40
7	0	1	0	0	1	0	0	9
11	1	0	0	0	0	0	0	12
11	1	0	0	0	0	0	1	13
10	0	0	0	0	0	0	0	10
39	2	1	0	1	0	1	0	44
91	11	3	0	1	1	1	2	109

TIME	C TO A							
	FROM B590 (S) TO B590 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	91	5	1	1	0	2	0	100
15:15	103	10	2	1	1	1	0	118
15:30	92	8	0	1	0	0	0	101
15:45	88	16	3	3	0	0	0	110
H/TOT	374	39	6	6	1	3	0	429
16:00	106	19	1	0	0	2	0	128
16:15	94	21	6	1	0	0	0	122
16:30	103	13	2	0	0	1	1	120
16:45	118	20	0	0	0	1	0	139
H/TOT	421	73	9	1	0	4	1	509
17:00	104	7	1	0	0	0	0	112
17:15	115	14	1	1	0	0	0	131
17:30	121	16	2	0	0	2	0	141
17:45	112	12	2	0	0	0	0	126
H/TOT	452	49	6	1	0	2	0	510
18:00	109	6	0	0	0	0	0	115
18:15	88	14	0	0	0	2	0	104
18:30	60	3	0	0	1	0	0	64
18:45	77	6	1	0	0	1	0	85
H/TOT	334	29	1	0	1	3	0	368
P/TOT	1581	190	22	8	2	12	1	1816

	C TO B							
	FROM B590 (S) TO RUGBY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10	1	0	0	0	0	0	0	11
18	3	0	0	0	0	0	0	21
16	1	0	0	0	0	0	0	17
19	0	0	0	0	0	0	0	19
63	5	0	0	0	0	0	0	68
16	2	0	0	0	0	0	1	19
14	2	0	0	0	0	0	0	16
17	1	0	0	0	0	0	1	19
15	3	0	0	0	0	0	0	18
62	8	0	0	0	0	0	2	72
23	1	0	0	0	2	0	0	26
14	2	0	0	0	0	0	0	16
18	0	0	0	0	0	0	0	18
22	4	0	0	0	0	0	0	26
77	7	0	0	2	0	0	0	86
20	0	0	0	0	0	0	0	20
10	1	0	0	0	0	0	0	11
18	1	0	0	0	0	0	0	19
18	2	0	0	0	0	0	0	20
66	4	0	0	0	0	0	0	70
268	24	0	0	2	0	0	2	296

MANUAL CLASSIFIED COUNTS

JOB REF: 13267
JOB NAME: HINCKLEY
SITE: 4
LOCATION: RUGBY ROAD (NE) / BRUNEL ROAD W / RUGBY ROAD (SW)



DATE: 23/04/2024
DAY: TUESDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13267
JOB NAME: HINCKLEY
SITE: 4
LOCATION: RUGBY ROAD (NE) / BRUNEL ROAD W / RUGBY ROAD (SW)



DATE: 23/04/2024
DAY: TUESDAY

TIME	A TO B FROM RUGBY ROAD (NE) TO BRUNEL ROAD W							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	0	0	0	0	0	0	7
07:15	7	0	0	0	0	0	0	7
07:30	6	0	0	1	0	0	0	7
07:45	6	1	0	0	0	0	0	7
H/TOT	26	1	0	1	0	0	0	28
08:00	4	0	0	0	0	0	0	4
08:15	19	1	0	0	0	0	0	20
08:30	13	1	0	0	0	0	0	14
08:45	26	3	1	0	0	0	0	30
H/TOT	62	5	1	0	0	0	0	68
09:00	27	1	0	0	0	0	0	28
09:15	34	1	0	0	0	0	0	35
09:30	30	1	0	0	0	0	0	31
09:45	38	2	0	0	0	0	0	40
H/TOT	129	5	0	0	0	0	0	134
P/TOT	217	11	1	1	0	0	0	230

TIME	A TO B FROM RUGBY ROAD (NE) TO BRUNEL ROAD W							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	19	2	0	0	0	1	0	22
15:15	26	2	0	0	0	0	0	28
15:30	31	0	0	0	0	0	0	31
15:45	28	0	0	0	0	0	0	28
H/TOT	104	4	0	0	0	1	0	109
16:00	27	0	0	0	0	0	0	27
16:15	26	0	0	0	0	0	0	26
16:30	26	2	0	0	0	0	0	28
16:45	31	0	0	0	0	0	0	31
H/TOT	110	2	0	0	0	0	0	112
17:00	26	1	0	0	0	0	0	27
17:15	25	0	0	0	0	0	0	25
17:30	35	0	0	0	0	0	0	35
17:45	39	0	0	0	0	1	0	40
H/TOT	125	1	0	0	0	1	0	127
18:00	26	2	0	0	0	1	0	29
18:15	20	0	0	0	0	0	0	20
18:30	21	1	0	0	0	0	0	22
18:45	15	2	0	0	0	0	0	17
H/TOT	82	5	0	0	0	1	0	88
P/TOT	421	12	0	0	0	3	0	436

A TO C FROM RUGBY ROAD (NE) TO RUGBY ROAD (SW)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
65	20	4	0	1	0	0	90
95	17	2	0	1	1	0	116
98	19	6	0	1	0	1	125
107	21	3	0	0	1	0	132
H/TOT	365	77	15	0	3	2	463
86	22	3	0	0	0	0	111
93	21	3	1	1	1	1	121
93	17	6	1	1	0	0	118
93	22	2	0	0	0	0	117
H/TOT	365	82	14	2	2	1	467
90	20	1	1	1	1	0	114
76	15	3	0	0	2	0	96
58	7	5	0	0	0	0	70
65	13	0	0	0	0	0	78
H/TOT	289	55	9	1	1	3	358
P/TOT	1019	214	36	3	6	2	1268

A TO C FROM RUGBY ROAD (NE) TO RUGBY ROAD (SW)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
67	10	4	0	0	0	1	82
97	21	1	1	1	1	0	122
88	14	2	0	1	0	0	105
74	13	2	1	0	2	1	93
H/TOT	326	58	9	2	2	3	402
82	9	1	0	0	1	0	93
111	14	1	0	0	0	0	126
85	18	0	1	1	2	0	107
76	16	0	0	0	1	0	93
H/TOT	354	57	2	1	1	4	419
106	11	3	0	2	0	0	122
120	13	0	0	0	1	0	134
83	7	2	0	1	0	1	94
78	4	0	0	0	0	0	82
H/TOT	387	35	5	0	3	1	432
95	9	0	1	1	1	1	108
75	9	0	1	0	0	0	85
66	6	1	2	0	1	0	76
49	1	0	0	0	1	0	51
H/TOT	285	25	1	4	1	3	320
P/TOT	1352	175	17	7	7	11	1573

TIME	B TO A FROM BRUNEL ROAD W TO RUGBY ROAD (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	0	0	0	0	0	0	8
07:15	10	1	0	0	0	0	0	11
07:30	7	2	2	0	0	0	0	11
07:45	1	0	0	0	0	0	0	1
H/TOT	26	3	2	0	0	0	0	31
08:00	2	0	0	0	0	0	0	2
08:15	3	1	0	0	0	0	0	4
08:30	7	1	0	0	0	0	0	8
08:45	3	1	0	0	0	0	0	4
H/TOT	15	3	0	0	0	0	0	18
09:00	7	0	0	0	0	0	0	7
09:15	16	0	0	0	0	0	0	16
09:30	5	0	0	0	0	0	0	5
09:45	17	0	0	0	0	0	0	17
H/TOT	45	0	0	0	0	0	0	45
P/TOT	86	6	2	0	0	0	0	94

TIME	B TO A FROM BRUNEL ROAD W TO RUGBY ROAD (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	19	0	0	0	0	0	0	19
15:15	26	0	0	0	0	0	0	26
15:30	17	1	0	0	0	0	0	18
15:45	16	2	0	0	0	0	0	18
H/TOT	78	3	0	0	0	0	0	81
16:00	28	3	0	0	0	0	0	31
16:15	22	0	0	0	0	0	0	22
16:30	22	0	0	0	0	0	0	22
16:45	30	1	0	0	0	0	0	31
H/TOT	102	4	0	0	0	0	0	106
17:00	27	0	0	0	0	0	0	27
17:15	32	1	0	0	0	0	0	33
17:30	29	0	0	0	0	0	0	29
17:45	30	0	1	0	0	0	0	31
H/TOT	118	1	1	0	0	0	0	120
18:00	28	0	0	0	0	0	0	28
18:15	27	1	0	0	0	2	0	30
18:30	14	0	0	0	0	0	0	14
18:45	23	2	0	0	0	0	0	25
H/TOT	92	3	0	0	0	2	0	97
P/TOT	390	11	1	0	0	2	0	404

B TO C FROM BRUNEL ROAD W TO RUGBY ROAD (SW)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
6	0	0	0	0	0	0	6
7	0	0	0	0	0	0	7
2	0	0	0	0	0	0	2
10	0	0	0	0	0	0	10
H/TOT	25	0	0	0	0	0	25
13	0	0	0	0	0	0	13
5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4
8	1	0	1	0	0	0	10
H/TOT	30	1	0	1	0	0	32
3	1	0	0	0	0	0	4
11	0	0	0	0	0	0	11
15	1	1	0	0	0	0	17
16	3	0	0	0	0	0	19
H/TOT	45	5	1	0	0	0	51
P/TOT	100	6	1	1	0	0	108

B TO C FROM BRUNEL ROAD W TO RUGBY ROAD (SW)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
28	1	0	0	0	0	0	29
24	1	0	0	0	0	0	25
29	1	0	0	0	0	0	30
19	1	0	0	0	0	0	20
H/TOT	100	4	0	0	0	0	104
33	2	0	0	0	0	0	35
23	0	0	0	0	0	0	23
31	1	0	0	0	0	0	32
25	1	0	0	0	0	0	26
H/TOT	112	4	0	0	0	0	116
31	0	0	0	0	1	0	32
26	1	0	0	0	0	0	27
25	1	0	0	0	0	0	26
30	0	0	0	0	0	0	30
H/TOT	112	2	0	0	0	1	115
25	1	0	0	0	0	0	26
19	1	0	0	0	0	0	20
19	0	0	0	0	0	0	19
26	1	0	0	0	0	0	27
H/TOT	89	3	0	0	0	0	92
P/TOT	413	13	0	0	0	1	427

MANUAL CLASSIFIED COUNTS

JOB REF: 13267



JOB NAME: HINCKLEY

SITE: 4

DATE: 23/04/2024

LOCATION: RUGBY ROAD (NE) / BRUNEL ROAD W / RUGBY ROAD (SW)

DAY: TUESDAY

TIME	C TO A FROM RUGBY ROAD (SW) TO RUGBY ROAD (NE)								C TO B FROM RUGBY ROAD (SW) TO BRUNEL ROAD W							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	7	0	1	0	0	1	29	2	0	0	0	0	0	0	2
07:15	41	14	4	0	0	0	0	59	4	2	1	0	0	0	0	7
07:30	60	9	1	1	1	0	0	72	6	0	0	0	0	0	0	6
07:45	63	14	2	1	0	0	1	81	5	0	0	0	0	0	0	5
H/TOT	184	44	7	3	1	0	2	241	17	2	1	0	0	0	0	20
08:00	96	16	3	0	0	0	0	115	3	1	0	0	0	0	0	4
08:15	85	21	4	0	0	0	0	110	7	0	0	1	0	0	0	8
08:30	94	10	2	0	0	1	0	107	8	0	0	0	0	0	0	8
08:45	90	15	2	0	2	1	0	110	22	0	0	0	0	0	0	22
H/TOT	365	62	11	0	2	2	0	442	40	1	0	1	0	0	0	42
09:00	74	11	1	0	1	0	0	87	26	0	0	0	0	0	0	26
09:15	68	12	3	1	0	1	0	85	17	0	0	0	0	0	0	17
09:30	65	12	3	0	0	0	0	80	22	0	0	0	0	0	0	22
09:45	59	10	1	0	1	0	0	71	24	0	1	0	0	0	0	25
H/TOT	266	45	8	1	2	1	0	323	89	0	1	0	0	0	0	90
P/TOT	815	151	26	4	5	3	2	1006	146	3	2	1	0	0	0	152

TIME	C TO A FROM RUGBY ROAD (SW) TO RUGBY ROAD (NE)								C TO B FROM RUGBY ROAD (SW) TO BRUNEL ROAD W							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	83	6	1	1	0	1	0	92	12	1	0	0	0	0	0	13
15:15	97	13	2	1	1	1	0	115	12	1	0	0	0	0	0	13
15:30	88	9	0	1	0	0	0	98	22	1	0	0	0	0	1	24
15:45	95	13	3	3	0	0	0	114	20	1	0	0	0	0	0	21
H/TOT	363	41	6	6	1	2	0	419	66	4	0	0	0	0	1	71
16:00	91	18	1	0	0	2	0	112	22	1	0	0	0	0	0	23
16:15	90	21	6	1	0	0	0	118	19	0	1	0	0	0	0	20
16:30	101	16	2	0	0	1	2	122	28	1	0	0	0	0	0	29
16:45	110	22	0	0	0	1	0	133	22	0	1	0	0	1	0	24
H/TOT	392	77	9	1	0	4	2	485	91	2	2	0	0	1	0	96
17:00	103	8	1	0	2	0	0	114	19	0	0	0	0	0	0	19
17:15	106	15	1	1	0	0	0	123	25	1	0	0	0	0	0	26
17:30	115	16	2	0	0	2	0	135	26	1	0	0	0	0	0	27
17:45	105	16	1	0	0	0	0	122	24	0	0	0	0	0	0	24
H/TOT	429	55	5	1	2	2	0	494	94	2	0	0	0	0	0	96
18:00	100	6	0	0	0	0	0	106	20	2	0	0	0	0	0	22
18:15	77	12	0	0	0	0	0	89	13	1	0	0	0	0	0	14
18:30	64	6	0	0	1	0	0	71	23	0	0	0	0	0	0	23
18:45	74	5	1	0	0	1	0	81	17	1	0	0	0	0	0	18
H/TOT	315	29	1	0	1	1	0	347	73	4	0	0	0	0	0	77
P/TOT	1499	202	21	8	4	9	2	1745	324	12	2	0	0	1	1	340

SITE: 1		DATE: 23/04/2024		SITE: 2		DATE: 07/11/2023	
LOCATION: RUGBY ROAD (S) / GRANVILLE ROAD / RUGBY ROAD (N)		DAY: TUESDAY		LOCATION: COVENTRY ROAD (E) / GRANVILLE ROAD / COVENTRY ROAD (W)		DAY: TUESDAY	
							
JOB TITLE: HINCKLEY		JOB NUMBER: 13403		JOB TITLE: HINCKLEY		JOB NUMBER: 13403	

MANUAL CLASSIFIED COUNTS

JOB REF: 13403
JOB NAME: HINCKLEY
SITE: 1
LOCATION: RUGBY ROAD (S) / GRANVILLE ROAD / RUGBY ROAD (N)



MANUAL CLASSIFIED COUNTS

JOB REF: 13403
JOB NAME: HINCKLEY
SITE: 1
LOCATION: RUGBY ROAD (S) / GRANVILLE ROAD / RUGBY ROAD (N)
DATE: 23/04/2024
DAY: TUESDAY



TIME	A TO B FROM RUGBY ROAD (S) TO GRANVILLE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6
07:15	4	1	0	0	0	0	0	5
07:30	5	0	0	0	0	0	0	5
07:45	10	0	0	0	0	0	0	10
H/TOT	24	2	0	0	0	0	0	26
08:00	1	2	0	0	0	0	0	3
08:15	8	1	0	0	0	0	0	9
08:30	7	1	0	0	0	0	0	8
08:45	11	3	0	0	0	0	0	14
H/TOT	27	7	0	0	0	0	0	34
09:00	10	1	0	0	0	0	0	11
09:15	9	1	1	0	0	0	0	11
09:30	8	0	0	0	0	0	0	8
09:45	10	1	0	0	0	0	0	11
H/TOT	37	3	1	0	0	0	0	41
P/TOT	68	12	1	0	0	0	0	101

TIME	A TO B FROM RUGBY ROAD (S) TO GRANVILLE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	1	2	0	0	0	0	14
16:15	16	3	0	0	0	0	0	19
16:30	14	1	0	0	0	0	0	15
16:45	15	2	0	0	0	0	0	17
H/TOT	56	7	2	0	0	0	0	65
17:00	13	0	1	0	0	0	0	14
17:15	9	0	0	0	0	0	0	9
17:30	10	2	0	0	0	0	0	12
17:45	13	2	0	0	0	0	0	15
H/TOT	45	4	1	0	0	0	0	50
18:00	14	1	0	0	0	0	0	15
18:15	10	3	0	0	0	0	0	13
18:30	12	0	1	0	0	0	0	13
18:45	4	1	0	0	0	0	0	5
H/TOT	40	5	1	0	0	0	0	46
P/TOT	141	16	4	0	0	0	0	161

TIME	B TO A FROM GRANVILLE ROAD TO RUGBY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
6	1	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	2
12	0	0	0	0	0	0	0	12
6	4	0	0	0	0	0	0	10
26	5	0	0	0	0	0	0	31
8	3	0	0	0	0	0	0	11
8	1	0	0	0	0	0	0	9
11	0	0	0	0	0	0	0	11
2	1	0	0	0	0	0	0	3
29	5	0	0	0	0	0	0	34
5	2	0	0	0	0	0	0	7
5	2	0	0	1	0	0	0	8
10	0	0	0	0	0	0	0	10
8	1	0	0	0	0	0	0	9
28	5	0	0	1	0	0	0	34
83	15	0	0	1	0	0	0	99

TIME	B TO A FROM GRANVILLE ROAD TO RUGBY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12	0	0	0	0	0	0	0	12
5	2	0	0	0	0	0	0	7
8	2	0	0	0	0	0	0	10
13	1	0	0	0	0	0	0	14
38	5	0	0	0	0	0	0	43
14	0	0	0	0	0	0	0	14
12	0	1	0	0	0	0	0	13
6	3	1	0	0	0	0	0	10
8	2	0	0	0	0	0	0	10
40	5	2	0	0	0	0	0	47
3	2	0	0	0	0	0	0	5
7	0	0	0	0	0	0	0	7
4	0	0	0	0	0	0	0	4
4	1	0	0	0	0	0	0	5
18	3	0	0	0	0	0	0	21
96	13	2	0	0	0	0	0	111

TIME	B TO C FROM GRANVILLE ROAD TO RUGBY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	3
6	0	0	0	0	0	0	0	6
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	3
6	1	0	0	0	0	0	0	7
10	0	0	0	0	0	0	0	10
19	1	0	0	0	0	0	0	20
5	0	0	0	0	0	0	0	5
9	0	0	0	0	0	0	0	9
9	0	0	0	0	0	0	0	9
7	0	0	0	0	1	0	0	8
30	0	0	0	0	1	0	0	31
55	1	0	0	0	1	0	0	57

TIME	B TO C FROM GRANVILLE ROAD TO RUGBY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
7	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	2
9	0	0	0	0	0	0	0	9
9	0	0	0	0	0	0	0	9
4	0	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	4
27	0	0	0	0	0	0	0	27
13	0	0	0	0	0	0	0	13
6	0	0	0	0	0	0	0	6
4	0	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	4
27	0	0	0	0	0	0	0	27
11	0	0	0	0	0	0	0	11
2	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	4
22	0	0	0	0	0	0	0	22
76	0	0	0	0	0	0	0	76

TIME	C TO B FROM RUGBY ROAD (N) TO GRANVILLE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	1	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	3
7	1	0	0	0	0	0	0	8
6	0	0	0	0	0	0	0	6
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
11	0	0	0	0	0	0	0	11
1	0	0	0	0	0	0	0	1
9	0	0	0	0	0	0	0	9
3	1	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	4
17	1	0	0	0	0	0	0	18
35	2	0	0	0	0	0	0	37

TIME	C TO B FROM RUGBY ROAD (N) TO GRANVILLE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11	1	0	0	0	0	0	0	12
7	0	0	0	0	0	0	0	7
6	0	0	0	0	0	0	0	6
10	0	0	0	0	0	0	0	10
34	1	0	0	0	0	0	0	35
10	1	0	0	0	0	0	0	11
9	0	0	0	0	0	0	0	9
11	3	0	0	0	0	0	0	14
12	1	0	0	0	0	0	0	13
42	5	0	0	0	0	0	0	47
11	0	0	0	0	0	0	0	11
3	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	3
21	0	0	0	0	0	0	0	21
97	6	0	0	0	0	0	0	103

MANUAL CLASSIFIED COUNTS

JOB REF: 13403
JOB NAME: HINCKLEY
SITE: 2
LOCATION: COVENTRY ROAD (E) / GRANVILLE ROAD / COVENTRY ROAD (W)



MANUAL CLASSIFIED COUNTS

JOB REF: 13403
JOB NAME: HINCKLEY
SITE: 2
LOCATION: COVENTRY ROAD (E) / GRANVILLE ROAD / COVENTRY ROAD (W)
DATE: 07/11/2023
DAY: TUESDAY



TIME	A TO B FROM COVENTRY ROAD (E) TO GRANVILLE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2
08:00	1	1	0	0	0	0	0	2
08:15	8	0	0	0	0	0	0	8
08:30	3	1	0	0	0	0	0	4
08:45	2	0	0	0	0	0	0	2
H/TOT	14	2	0	0	0	0	0	16
09:00	3	0	0	0	0	0	0	3
09:15	8	0	0	0	0	0	0	8
09:30	3	0	0	0	0	0	0	3
09:45	3	0	0	0	0	0	0	3
H/TOT	17	0	0	0	0	0	0	17
P/TOT	32	3	0	0	0	0	0	35

TIME	A TO B FROM COVENTRY ROAD (E) TO GRANVILLE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	0	0	0	0	0	0	5
16:15	6	0	0	0	0	0	0	6
16:30	7	0	0	0	0	0	0	7
16:45	2	0	0	0	0	0	0	2
H/TOT	20	0	0	0	0	0	0	20
17:00	3	1	0	0	0	0	0	4
17:15	3	2	0	0	0	0	0	5
17:30	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1
H/TOT	8	3	0	0	0	0	0	11
18:00	3	0	0	0	0	0	0	3
18:15	1	0	0	0	0	0	0	1
18:30	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0
H/TOT	8	0	0	0	0	0	0	8
P/TOT	36	3	0	0	0	0	0	39

B TO A FROM GRANVILLE ROAD TO COVENTRY ROAD (E)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	0
1	0	0	0	0	0	0	1	0
2	0	0	0	0	0	0	2	0
2	1	0	0	0	0	0	3	0
5	2	0	0	0	0	0	7	0
3	0	0	0	0	0	0	3	0
4	0	0	0	0	0	0	4	0
2	0	0	0	0	0	0	2	0
3	0	0	0	0	0	0	3	0
12	0	0	0	0	0	0	12	0
17	2	0	0	0	0	0	19	0

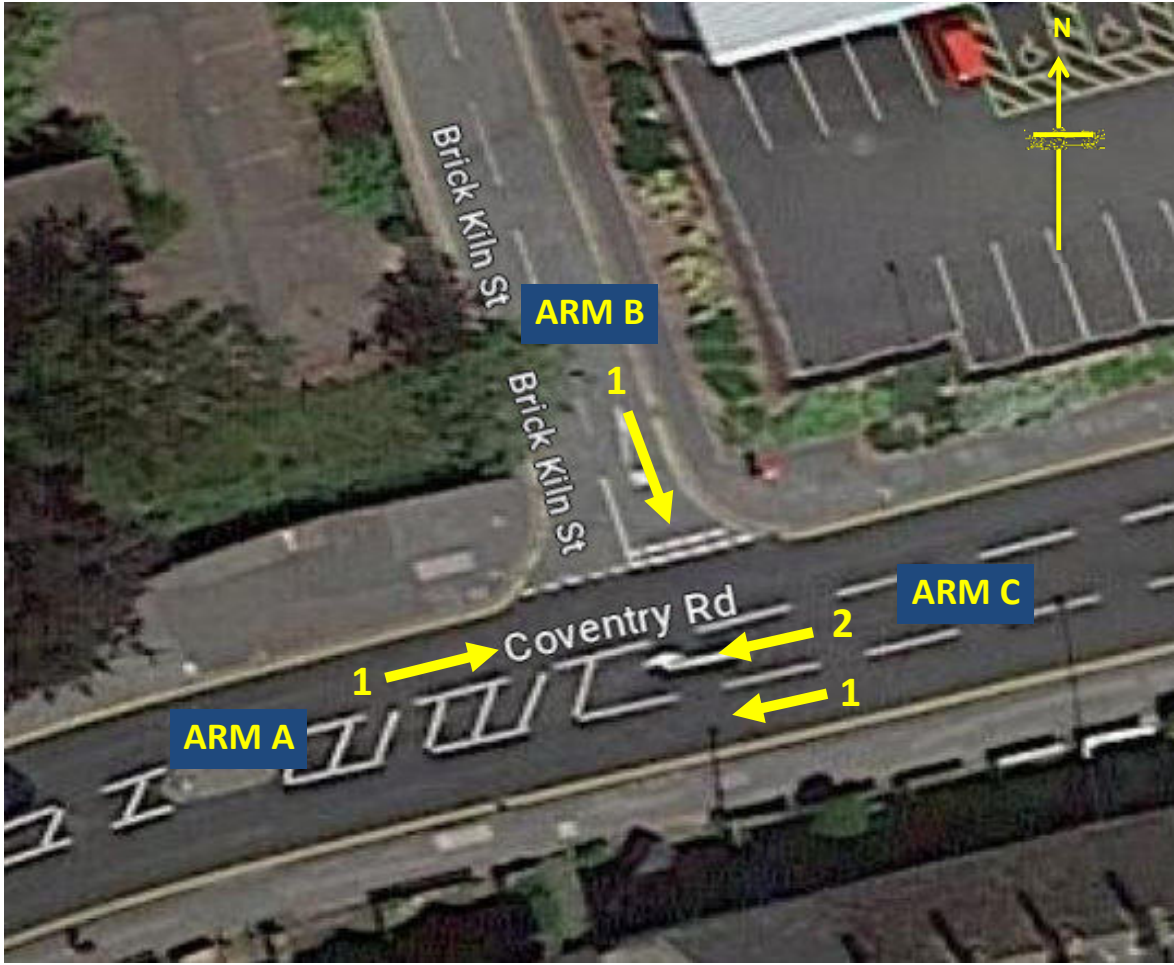
B TO A FROM GRANVILLE ROAD TO COVENTRY ROAD (E)								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
2	2	0	0	0	0	0	4	0
5	0	0	0	0	0	0	5	0
3	1	0	0	0	0	0	4	0
5	0	0	0	0	0	0	5	0
15	3	0	0	0	0	0	18	0
2	1	0	0	0	0	0	3	0
6	0	0	0	0	0	0	6	0
3	0	0	0	0	0	0	3	0
4	1	0	0	0	0	0	5	0
15	2	0	0	0	0	0	17	0
1	0	0	0	0	0	0	1	0
4	1	0	0	0	0	0	5	0
1	0	0	0	0	0	0	1	0
1	1	0	0	0	0	0	2	0
7	2	0	0	0	0	0	9	0
37	7	0	0	0	0	0	44	0

TIME	B TO C FROM GRANVILLE ROAD TO COVENTRY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3
08:00	8	0	0	0	0	0	2	10
08:15	7	1	0	0	0	0	0	8
08:30	8	0	0	0	0	0	0	8
08:45	5	1	0	0	0	0	0	6
H/TOT	28	2	0	0	0	0	2	32
09:00	7	1	0	0	0	0	0	8
09:15	9	1	0	0	0	0	0	10
09:30	8	1	1	0	1	0	0	11
09:45	7	0	0	0	0	0	0	7
H/TOT	31	3	1	0	1	0	0	36
P/TOT	62	5	1	0	1	0	2	71

TIME	B TO C FROM GRANVILLE ROAD TO COVENTRY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	17	1	0	0	0	0	0	18
16:15	10	0	0	0	0	0	0	10
16:30	12	0	0	0	0	0	0	12
16:45	12	1	0	0	0	0	0	13
H/TOT	51	2	0	0	0	0	0	53
17:00	19	1	0	0	0	0	0	20
17:15	12	1	0	0	0	0	0	13
17:30	11	0	0	0	0	0	0	11
17:45	11	0	1	0	0	0	0	12
H/TOT	53	2	1	0	0	0	0	56
18:00	14	0	0	0	0	0	0	14
18:15	10	1	0	0	0	0	0	11
18:30	16	0	0	0	0	0	0	16
18:45	9	1	0	0	0	0	0	10
H/TOT	49	2	0	0	0	0	0	51
P/TOT	153	6	1	0	0	0	0	160

C TO B FROM COVENTRY ROAD (W) TO GRANVILLE ROAD								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
6	0	0	0	0	0	0	6	0
6	0	0	0	0	0	0	6	0
5	0	0	0	0	0	0	5	0
4	0	0	0	0	0	0	4	0
21	0	0	0	0	0	0	21	0
9	0	1	0	0	0	0	10	0
3	2	0	0	0	0	0	5	0
8	1	0	0	0	0	0	9	0
10	0	0	0	0	0	0	10	0
30	3	1	0	0	0	0	34	0
17	0	0	0	0	0	0	17	0
11	0	0	0	0	0	0	11	0
5	2	0	0	0	0	0	7	0
13	1	0	0	0	0	0	14	0
46	3	0	0	0	0	0	49	0
97	6	1	0	0	0	0	104	0

C TO B FROM COVENTRY ROAD (W) TO GRANVILLE ROAD								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
6	0	0	0	0	0	0	6	0
8	0	0	0	0	0	0	8	0
7	0	0	0	0	0	0	7	0
9	0	0	0	0	0	0	9	0
30	0	0	0	0	0	0	30	0
8	1	0	0	0	0	0	9	0
14	1	0	0	0	0	0	15	0
12	0	0	0	0	1	0	13	0
5	0	0	0	0	0	0	5	0
39	2	0	0	0	1	0	42	0
9	1	0	0	0	0	0	10	0
10	0	1	0	0	0	0	11	0
8	0	0	0	0	0	0	8	0
4	0	0	0	0	0	0	4	0
31	1	1	0	0	0	0	33	0
100	3	1	0	0	1	0	105	0

SITE: 1		DATE: 07/11/2023
LOCATION: COVENTRY ROAD (W) / BRICK KILN STREET / COVENTRY ROAD (E)		DAY: TUESDAY
		
JOB TITLE: HINCKLEY	JOB NUMBER: 12812	

**AUTO
SURVEYS LTD**

**AUTO
SURVEYS LTD**

DATE: 07/11/2023

DAY: TUESDAY

DAY: TUESDAY

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 12812

JOB NAME: HINCKLEY

SITE: 1

LOCATION: COVENTRY ROAD (W) / BRICK KILN STREET / COVENTRY ROAD (E)



DATE: 07/11/2023

DAY: TUESDAY

TIME	C TO A FROM COVENTRY ROAD (E) TO COVENTRY ROAD (W)								C TO B FROM COVENTRY ROAD (E) TO BRICK KILN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	57	6	1	0	2	0	0	66	0	0	0	0	0	0	0	0
07:15	60	9	2	0	0	2	1	74	2	0	0	0	0	0	0	2
07:30	104	11	2	0	3	1	3	124	0	0	0	0	0	0	0	0
07:45	95	18	2	0	1	1	4	121	0	0	0	0	0	0	0	0
H/TOT	316	44	7	0	6	4	8	385	2	0	0	0	0	0	0	2
08:00	67	11	1	0	2	0	1	82	0	0	0	0	0	0	0	0
08:15	98	11	1	1	1	1	0	113	1	1	0	0	0	0	0	2
08:30	93	16	4	1	1	0	2	117	0	0	0	0	0	0	0	0
08:45	85	8	2	0	1	0	0	96	1	0	0	0	0	0	0	1
H/TOT	343	46	8	2	5	1	3	408	2	1	0	0	0	0	0	3
09:00	64	14	7	1	2	0	1	89	0	0	0	0	0	0	0	0
09:15	66	7	2	0	2	0	1	78	0	0	0	0	0	0	0	0
09:30	47	11	4	2	2	0	0	66	0	0	0	0	0	0	0	0
09:45	64	9	4	1	0	1	0	79	0	0	0	0	0	0	0	0
H/TOT	241	41	17	4	6	1	2	312	0	0	0	0	0	0	0	0
P/TOT	900	131	32	6	17	6	13	1105	4	1	0	0	0	0	0	5

TIME	C TO A FROM COVENTRY ROAD (E) TO COVENTRY ROAD (W)								C TO B FROM COVENTRY ROAD (E) TO BRICK KILN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	115	14	2	0	5	0	1	137	0	0	0	0	0	0	0	0
16:15	83	12	0	0	0	0	0	95	0	0	0	0	0	0	0	0
16:30	110	9	1	0	2	0	0	122	3	0	0	0	0	0	0	3
16:45	130	9	2	0	1	0	2	144	0	0	0	0	0	0	0	0
H/TOT	438	44	5	0	8	0	3	498	3	0	0	0	0	0	0	3
17:00	109	10	2	0	2	0	1	124	0	0	0	0	0	0	0	0
17:15	109	5	2	0	1	0	1	118	0	0	0	0	0	0	0	0
17:30	114	7	0	1	1	0	0	123	0	0	0	0	0	0	0	0
17:45	93	6	0	0	3	0	0	102	0	0	0	0	0	0	0	0
H/TOT	425	28	4	1	7	0	2	467	0	0	0	0	0	0	0	0
18:00	114	9	1	0	2	0	2	128	0	0	0	0	0	0	0	0
18:15	91	6	0	1	0	0	0	98	0	0	0	0	0	0	0	0
18:30	85	6	0	0	2	0	0	93	0	0	0	0	0	0	0	0
18:45	72	7	0	0	1	0	0	80	0	0	0	0	0	0	0	0
H/TOT	362	28	1	1	5	0	2	399	0	0	0	0	0	0	0	0
P/TOT	1225	100	10	2	20	0	7	1364	3	0	0	0	0	0	0	3

12812 HINCKLEY										
NOVEMBER 2023					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average
Site	Location	Direction	Start Date	End Date						Mean Speed
Site No: 12812001	Coventry Rd, Hinckley (I/c #67 W of Marchant Rd) 52.53948, -1.37800	Channel: Eastbound	Tue 07-Nov-23	Mon 13-Nov-23	30	37472	5665	5353	30.3	25.7
		Channel: Westbound	Tue 07-Nov-23	Mon 13-Nov-23		38970	5947	5567	30.8	26.9

12812 HINCKLEY					Site No: 12812001					Location Coventry Rd, Hinckley (l/c #67 W of Marchant Rd)						
Tue 07-Nov-23 to Mon 13-Nov-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 07-Nov-23																
00:00	17	34.7	29.7	6.1	0	0	0	1	3	7	4	1	1	0	0	0
01:00	16	36.2	30.7	6.2	0	0	0	1	3	3	6	3	0	0	0	0
02:00	8	-	32.3	6.5	0	0	0	0	1	3	2	1	1	0	0	0
03:00	4	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
04:00	15	34.9	29.8	6.5	0	0	1	0	3	2	8	1	0	0	0	0
05:00	66	35.1	29.3	6.2	0	0	3	2	7	33	13	6	2	0	0	0
06:00	133	34.5	29.7	4.8	0	0	3	1	13	70	37	9	0	0	0	0
07:00	376	32.7	28.6	4.4	0	0	1	4	81	208	72	7	0	3	0	0
08:00	413	30.7	27	4.6	0	1	6	20	123	214	40	8	1	0	0	0
09:00	306	30.5	27	4.3	0	1	3	15	77	183	24	2	1	0	0	0
10:00	321	30.3	26.6	4.3	0	1	5	20	83	191	19	2	0	0	0	0
11:00	333	30.5	26.8	4.4	0	0	3	22	96	180	29	2	0	1	0	0
12:00	382	30.4	26.1	4.8	0	2	5	44	110	184	35	1	1	0	0	0
13:00	413	30.1	25.9	4.4	0	0	7	38	152	187	27	2	0	0	0	0
14:00	393	30.4	26.2	4.6	0	0	5	41	123	186	35	2	1	0	0	0
15:00	479	30.5	26.3	4.6	0	1	6	45	151	225	48	3	0	0	0	0
16:00	510	30.4	26.2	4.7	1	0	4	52	172	231	45	4	1	0	0	0
17:00	472	30.2	26.1	4.4	1	3	5	25	182	222	31	3	0	0	0	0
18:00	385	30.8	26.9	4.9	0	0	2	29	120	185	43	3	1	0	1	1
19:00	346	31.9	27.8	4.4	0	0	1	19	77	187	56	5	1	0	0	0
20:00	183	32.9	28	4.9	0	0	1	14	34	93	35	5	1	0	0	0
21:00	182	33.6	28.8	5.1	0	0	1	8	32	95	35	8	2	1	0	0
22:00	120	33.4	28.7	4.6	0	0	1	2	25	61	26	4	1	0	0	0
23:00	26	34.8	30.2	8.4	0	0	0	3	3	11	6	0	1	1	1	0
12H,7-19	4783	30.5	26.6	4.6	2	9	52	355	1470	2396	448	39	6	4	1	1
16H,6-22	5627	30.7	26.9	4.7	2	9	58	397	1626	2841	611	66	10	5	1	1
18H,6-24	5773	30.8	26.9	4.7	2	9	59	402	1654	2913	643	70	12	6	2	1
24H,0-24	5899	30.8	27	4.8	2	9	63	406	1671	2964	677	82	16	6	2	1

12812		HINCKLEY			Site No: 12812001		Location Coventry Rd, Hinckley (l/c #67 W of Marchant Rd)									
Tue 07-Nov-23 to Mon 13-Nov-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 08-Nov-23																
00:00	14	34.7	30.6	4.9	0	0	0	1	0	6	6	1	0	0	0	0
01:00	5	-	30.5	4.7	0	0	0	0	0	4	0	1	0	0	0	0
02:00	7	-	33.5	6.5	0	0	0	0	1	1	3	1	1	0	0	0
03:00	6	-	28.5	4.7	0	0	0	0	2	2	2	0	0	0	0	0
04:00	20	34.2	28.8	6.7	0	0	2	1	0	9	7	1	0	0	0	0
05:00	68	35	28.9	7	0	2	1	5	6	32	14	5	3	0	0	0
06:00	112	33.9	29.8	4.3	0	0	1	0	10	67	29	4	0	1	0	0
07:00	377	31.2	27.6	4.4	0	1	6	8	94	209	52	7	0	0	0	0
08:00	421	30.8	27.5	4.7	0	0	2	21	111	231	50	2	1	2	0	1
09:00	361	30.3	26.5	4.3	0	0	1	32	114	185	26	2	1	0	0	0
10:00	337	29.5	25	4.3	0	0	9	38	149	128	13	0	0	0	0	0
11:00	364	30.1	25.5	4.9	0	0	8	47	133	149	23	3	0	1	0	0
12:00	378	29.7	25	4.9	0	0	10	48	169	128	20	0	2	0	1	0
13:00	426	29.6	25.2	4.3	0	0	7	49	178	177	13	2	0	0	0	0
14:00	390	30.4	26.2	4.7	0	0	6	39	124	184	31	6	0	0	0	0
15:00	440	30.3	26.3	4.7	0	0	5	32	168	197	28	7	1	2	0	0
16:00	422	30.3	26.4	4.2	0	0	4	30	147	205	34	2	0	0	0	0
17:00	519	30.3	26.6	4.6	0	0	4	35	170	268	34	4	0	4	0	0
18:00	366	30.8	27.2	4.5	0	0	3	20	99	198	39	5	1	1	0	0
19:00	311	31.5	27.3	4.9	0	0	2	28	75	154	45	5	2	0	0	0
20:00	210	32.4	28	4.5	0	0	1	13	38	115	38	5	0	0	0	0
21:00	206	32.6	27.3	5.6	0	2	3	22	39	96	39	4	1	0	0	0
22:00	109	32.5	28	4.7	0	0	1	5	23	57	21	1	1	0	0	0
23:00	41	35.3	30.3	5.8	0	1	0	0	4	19	12	4	1	0	0	0
12H,7-19	4801	30.3	26.3	4.6	0	1	65	399	1656	2259	363	40	6	10	1	1
16H,6-22	5640	30.5	26.5	4.7	0	3	72	462	1818	2691	514	58	9	11	1	1
18H,6-24	5790	30.6	26.6	4.7	0	4	73	467	1845	2767	547	63	11	11	1	1
24H,0-24	5910	30.6	26.6	4.8	0	6	76	474	1854	2821	579	72	15	11	1	1

12812		HINCKLEY			Site No: 12812001		Location Coventry Rd, Hinckley (l/c #67 W of Marchant Rd)									
Tue 07-Nov-23 to Mon 13-Nov-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 09-Nov-23																
00:00	19	33.1	26.9	7.4	0	1	1	1	3	8	4	1	0	0	0	0
01:00	11	34.9	31.7	3.7	0	0	0	0	0	5	5	1	0	0	0	0
02:00	5	-	30.5	3.1	0	0	0	0	0	3	2	0	0	0	0	0
03:00	8	-	28.5	6.7	0	0	1	0	0	4	3	0	0	0	0	0
04:00	20	33.5	32.3	5.8	0	0	0	1	0	7	9	1	2	0	0	0
05:00	63	35.5	30	5.8	0	0	1	2	10	23	19	7	1	0	0	0
06:00	108	35	30.4	4.9	0	0	1	1	8	56	32	8	1	1	0	0
07:00	351	31.4	27.5	4.2	0	0	4	6	104	179	55	3	0	0	0	0
08:00	429	30.8	27	5.1	0	0	1	30	144	197	49	5	0	0	0	3
09:00	343	30.4	26.1	4.9	1	0	6	32	116	154	29	4	1	0	0	0
10:00	343	30.2	25.8	4.5	0	1	2	36	133	142	27	2	0	0	0	0
11:00	391	29.9	25.4	4.8	0	2	8	45	146	167	17	6	0	0	0	0
12:00	427	30.3	25.9	4.6	0	0	7	49	147	186	36	2	0	0	0	0
13:00	398	30.6	26.5	4.9	0	0	6	36	123	188	39	3	1	2	0	0
14:00	410	30.4	26.6	5.2	0	0	6	34	121	213	31	2	0	0	0	3
15:00	452	30.5	26.3	4.6	0	0	5	39	158	202	41	7	0	0	0	0
16:00	431	30.3	26.2	4.3	0	0	7	32	148	210	33	1	0	0	0	0
17:00	493	30.2	26.3	5	0	0	5	35	195	216	35	3	0	0	2	2
18:00	413	30.5	26.7	4.3	0	0	3	31	118	223	34	3	1	0	0	0
19:00	308	31.6	27.7	4.8	0	0	2	19	72	164	38	11	2	0	0	0
20:00	234	30.8	26.9	4.9	0	0	3	24	55	122	24	6	0	0	0	0
21:00	178	32.7	27.9	5.1	0	0	5	10	30	94	34	4	1	0	0	0
22:00	137	32.9	28.1	4.8	0	0	1	10	24	70	29	3	0	0	0	0
23:00	56	35.2	31.1	5	0	0	0	0	5	26	19	4	1	1	0	0
12H,7-19	4881	30.4	26.4	4.7	1	3	60	405	1653	2277	426	41	3	2	2	8
16H,6-22	5709	30.6	26.6	4.8	1	3	71	459	1818	2713	554	70	7	3	2	8
18H,6-24	5902	30.7	26.7	4.8	1	3	72	469	1847	2809	602	77	8	4	2	8
24H,0-24	6028	30.7	26.7	4.9	1	4	75	473	1860	2859	644	87	11	4	2	8

12812		HINCKLEY			Site No: 12812001		Location Coventry Rd, Hinckley (l/c #67 W of Marchant Rd)									
Tue 07-Nov-23 to Mon 13-Nov-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 10-Nov-23																
00:00	19	34.3	30.1	4.3	0	0	0	0	2	11	4	2	0	0	0	0
01:00	14	36.7	32.8	4.5	0	0	0	0	1	3	7	3	0	0	0	0
02:00	12	37.8	29.3	8.8	0	0	1	1	2	3	2	2	1	0	0	0
03:00	6	-	30.2	5.4	0	0	0	0	2	0	4	0	0	0	0	0
04:00	14	35.1	31.4	5.2	0	0	0	1	1	2	9	1	0	0	0	0
05:00	52	37.1	30.8	6.4	0	0	1	3	4	19	15	8	2	0	0	0
06:00	111	33.9	29.2	4.5	0	0	2	1	15	58	31	4	0	0	0	0
07:00	363	32.1	28.2	4.2	0	0	3	5	82	206	56	11	0	0	0	0
08:00	423	30.6	27.1	4.1	0	0	2	18	130	226	42	4	1	0	0	0
09:00	354	30.5	26.6	4.4	1	0	1	31	104	182	33	2	0	0	0	0
10:00	364	30.1	26	4.4	0	1	6	26	130	179	19	3	0	0	0	0
11:00	380	30.5	26.2	4.9	1	1	6	38	117	179	34	4	0	0	0	0
12:00	458	30.1	26.3	4.2	0	1	3	44	130	255	24	1	0	0	0	0
13:00	475	30.5	26.6	4.4	0	0	4	36	150	239	40	4	2	0	0	0
14:00	444	30.2	25.9	4.7	0	0	10	46	145	207	32	4	0	0	0	0
15:00	487	30.4	26.1	4.5	0	0	5	40	197	194	47	4	0	0	0	0
16:00	487	30.1	26	4.2	0	0	5	39	180	231	31	0	1	0	0	0
17:00	536	30.2	25.9	4.7	0	1	5	54	210	218	42	4	1	1	0	0
18:00	418	30.8	26.9	4.6	0	0	7	28	115	214	51	2	1	0	0	0
19:00	331	30.8	26.9	4.5	0	0	2	23	102	160	41	1	2	0	0	0
20:00	236	30.7	26.6	4.7	0	0	5	18	69	114	28	2	0	0	0	0
21:00	196	33.5	27.5	6.2	0	1	4	17	55	73	32	11	2	0	1	0
22:00	124	31.8	27.3	4.8	0	0	0	9	37	56	19	2	1	0	0	0
23:00	90	33.2	28.8	5.4	0	0	1	3	15	49	18	2	1	0	1	0
12H,7-19	5189	30.5	26.4	4.5	2	4	57	405	1690	2530	451	43	6	1	0	0
16H,6-22	6063	30.6	26.6	4.6	2	5	70	464	1931	2935	583	61	10	1	1	0
18H,6-24	6277	30.6	26.6	4.6	2	5	71	476	1983	3040	620	65	12	1	2	0
24H,0-24	6394	30.7	26.7	4.7	2	5	73	481	1995	3078	661	81	15	1	2	0

12812		HINCKLEY			Site No: 12812001		Location Coventry Rd, Hinckley (l/c #67 W of Marchant Rd)									
Tue 07-Nov-23 to Mon 13-Nov-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 11-Nov-23																
00:00	56	34.6	29.3	5.3	0	0	1	2	8	26	14	5	0	0	0	0
01:00	29	34	29	5.3	0	0	1	0	5	14	7	2	0	0	0	0
02:00	19	35	30.3	5.2	0	0	0	1	2	7	7	2	0	0	0	0
03:00	21	36.6	31.4	7.3	0	0	0	1	2	9	5	3	0	0	1	0
04:00	16	36.2	29.8	6.3	0	0	0	1	4	4	4	3	0	0	0	0
05:00	18	34	29.1	7.4	0	0	1	1	2	9	3	0	2	0	0	0
06:00	35	33.4	28.9	4.2	0	0	0	0	8	17	9	1	0	0	0	0
07:00	100	34.1	28.8	5.4	0	0	3	2	19	45	25	5	1	0	0	0
08:00	201	32.8	27.8	5	0	1	2	15	37	101	41	4	0	0	0	0
09:00	367	30.3	26.4	5.1	0	0	6	31	124	173	22	9	0	0	1	1
10:00	422	30.1	26	4.4	0	1	7	39	132	219	21	3	0	0	0	0
11:00	475	30.1	26.2	4.1	0	0	2	31	189	219	32	1	0	1	0	0
12:00	488	30.3	26.1	5.6	0	0	11	54	165	212	33	8	1	1	0	3
13:00	455	30.5	26.5	5.3	0	1	5	45	136	220	41	4	0	0	0	3
14:00	403	30.4	26.5	4.5	0	0	4	32	127	205	30	4	0	0	1	0
15:00	388	30	25.7	4.6	0	0	7	44	138	174	21	3	1	0	0	0
16:00	379	30	25.7	4.4	0	0	3	39	154	157	24	1	0	1	0	0
17:00	372	30.6	26.5	4.7	0	0	1	39	115	176	35	3	3	0	0	0
18:00	344	30.6	26.7	4.4	0	0	3	18	124	159	35	4	1	0	0	0
19:00	241	32.6	28.5	4.9	0	0	1	8	47	138	33	7	7	0	0	0
20:00	187	31.9	27.6	5.7	0	0	2	19	38	96	20	9	2	0	1	0
21:00	161	32.9	27.5	5.3	0	0	2	13	42	68	30	5	1	0	0	0
22:00	114	32.6	28.3	4.5	0	0	2	3	20	64	23	2	0	0	0	0
23:00	117	33.8	29	5.3	0	0	1	3	22	60	23	5	2	1	0	0
12H,7-19	4394	30.4	26.4	4.8	0	3	54	389	1460	2060	360	49	7	3	2	7
16H,6-22	5018	30.6	26.6	4.9	0	3	59	429	1595	2379	452	71	17	3	3	7
18H,6-24	5249	30.6	26.7	4.9	0	3	62	435	1637	2503	498	78	19	4	3	7
24H,0-24	5408	30.7	26.8	5	0	3	65	441	1660	2572	538	93	21	4	4	7

12812		HINCKLEY			Site No: 12812001		Location Coventry Rd, Hinckley (l/c #67 W of Marchant Rd)									
Tue 07-Nov-23 to Mon 13-Nov-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 12-Nov-23																
00:00	55	33.6	29.6	4.7	0	0	0	1	6	34	10	2	2	0	0	0
01:00	35	33.4	28.9	4.2	0	0	0	0	8	17	9	1	0	0	0	0
02:00	22	35.3	31.5	7.1	0	0	0	1	1	11	6	1	1	0	1	0
03:00	20	37.3	32.5	6.3	0	0	0	0	2	7	7	2	1	1	0	0
04:00	17	35	30.3	7.2	0	0	1	0	2	7	5	0	2	0	0	0
05:00	16	35.4	31	5.3	0	0	0	1	1	5	7	2	0	0	0	0
06:00	21	35.4	30.4	5.7	0	0	0	1	2	10	5	2	1	0	0	0
07:00	36	34.9	31	4.8	0	0	0	1	3	12	18	1	1	0	0	0
08:00	79	34.1	29.1	8.5	0	0	2	7	14	33	17	2	0	0	1	3
09:00	148	32.7	28.7	4.3	0	0	1	3	23	90	24	7	0	0	0	0
10:00	319	30.9	27.3	4.4	1	0	1	25	62	186	43	1	0	0	0	0
11:00	315	30.5	25.9	5.2	0	0	5	55	80	141	29	4	1	0	0	0
12:00	453	30.4	26	4.8	0	1	8	44	161	192	43	3	1	0	0	0
13:00	415	30.4	25.8	4.9	0	0	7	61	121	187	34	5	0	0	0	0
14:00	378	30.3	26.2	4.6	0	0	5	45	103	194	29	2	0	0	0	0
15:00	381	30.6	26.5	4.8	0	0	2	42	115	177	39	4	1	1	0	0
16:00	288	31.5	28.2	4.1	0	0	1	9	54	176	41	7	0	0	0	0
17:00	191	32.2	28.3	4.7	0	0	1	6	37	110	33	3	0	0	0	1
18:00	190	32.5	28.1	4.7	0	1	0	4	52	95	30	6	2	0	0	0
19:00	167	32.6	28.4	4.4	0	0	0	5	35	94	24	9	0	0	0	0
20:00	110	34.3	29.3	5	0	0	0	3	21	52	26	6	2	0	0	0
21:00	91	34.4	29.5	5.2	0	0	1	2	13	46	22	6	0	1	0	0
22:00	52	35.7	32.1	6.3	0	0	0	0	4	22	18	5	1	1	0	1
23:00	26	35	31	6.2	0	0	0	0	4	12	6	2	1	1	0	0
12H,7-19	3193	30.9	26.9	4.9	1	2	33	302	825	1593	380	45	6	1	1	4
16H,6-22	3582	31	27.1	5	1	2	34	313	896	1795	457	68	9	2	1	4
18H,6-24	3660	31.3	27.2	5.1	1	2	34	313	904	1829	481	75	11	4	1	5
24H,0-24	3825	31.6	27.4	5.1	1	2	35	316	924	1910	525	83	17	5	2	5

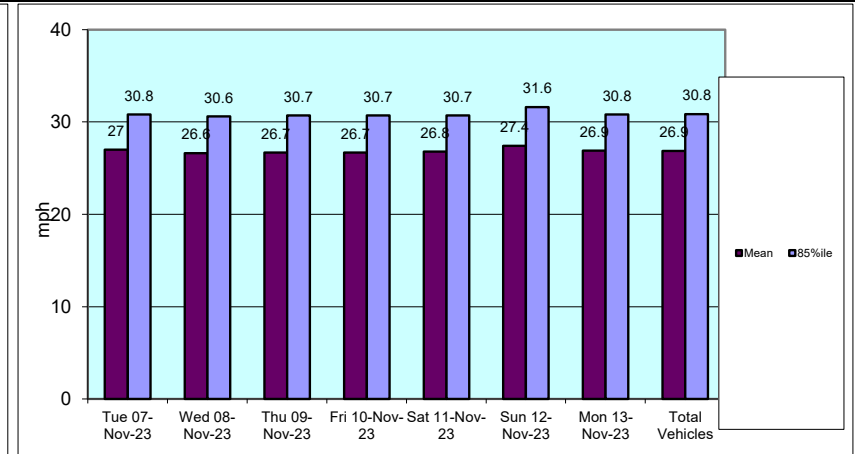
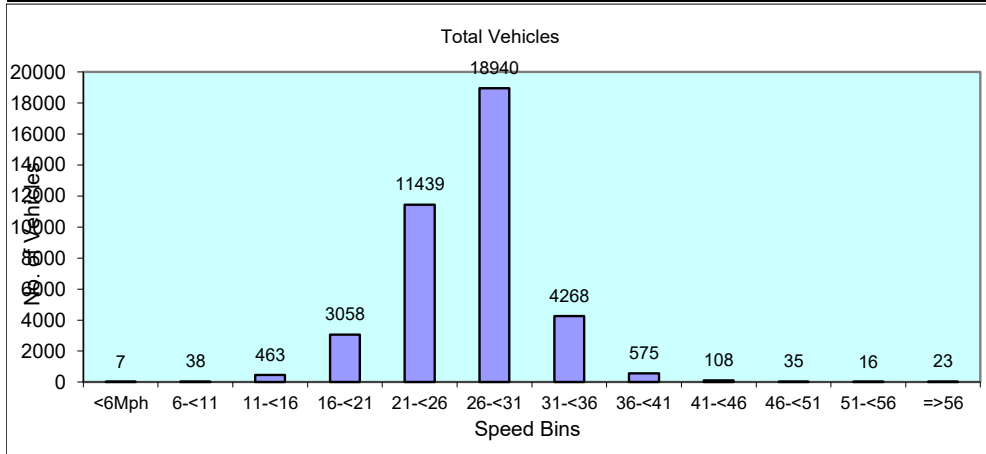
12812		HINCKLEY			Site No: 12812001		Location Coventry Rd, Hinckley (l/c #67 W of Marchant Rd)									
Tue 07-Nov-23 to Mon 13-Nov-23					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 13-Nov-23																
00:00	15	35.3	32.2	7.8	0	0	0	0	2	6	5	0	1	0	1	0
01:00	5	-	29.5	4.4	0	0	0	0	1	2	2	0	0	0	0	0
02:00	7	-	29.2	8.9	0	0	1	0	0	4	1	0	1	0	0	0
03:00	7	-	28.5	3.2	0	0	0	0	1	5	1	0	0	0	0	0
04:00	15	35.4	32.2	7.5	0	0	0	1	0	6	6	1	0	0	1	0
05:00	62	35.6	31.1	4.7	0	0	1	0	3	28	22	8	0	0	0	0
06:00	100	34.1	29.2	5.2	0	0	2	0	21	45	27	2	3	0	0	0
07:00	325	32.8	28.7	4	0	0	1	6	51	195	65	7	0	0	0	0
08:00	391	30.4	27.1	4.2	0	1	2	14	120	219	27	6	2	0	0	0
09:00	339	30.7	26.8	4.8	0	1	7	26	84	179	37	5	0	0	0	0
10:00	296	30.5	26.6	4.6	0	0	3	28	82	154	22	7	0	0	0	0
11:00	334	30.1	25.6	4.8	1	1	4	41	118	144	21	4	0	0	0	0
12:00	382	30.2	25.9	4.8	0	0	12	42	109	190	28	1	0	0	0	0
13:00	405	30.7	26.8	4.6	0	1	1	33	118	202	46	3	0	0	1	0
14:00	397	30.4	25.9	4.8	0	0	8	45	132	172	37	3	0	0	0	0
15:00	427	30.2	25.8	5	0	3	7	46	146	191	29	2	3	0	0	0
16:00	480	30.6	26.3	4.8	0	0	12	39	153	220	52	4	0	0	0	0
17:00	438	30.8	26.9	4.5	0	0	2	32	131	215	53	4	0	1	0	0
18:00	337	30.9	26.8	4.8	0	1	3	36	75	176	44	2	0	0	0	0
19:00	300	30.7	26.2	5.2	0	1	5	46	66	146	32	3	1	0	0	0
20:00	221	32.4	27.6	5.2	0	0	5	21	32	119	38	5	1	0	0	0
21:00	147	34.2	29.4	6	0	0	0	8	22	77	27	8	1	3	0	1
22:00	54	33.5	29.4	4	0	0	0	2	3	34	13	2	0	0	0	0
23:00	22	33.9	29	4.8	0	0	0	1	5	7	9	0	0	0	0	0
12H,7-19	4551	30.6	26.6	4.7	1	8	62	388	1319	2257	461	48	5	1	1	0
16H,6-22	5319	30.8	26.7	4.8	1	9	74	463	1460	2644	585	66	11	4	1	1
18H,6-24	5395	30.8	26.8	4.9	1	9	74	466	1468	2685	607	68	11	4	1	1
24H,0-24	5506	30.8	26.9	4.9	1	9	76	467	1475	2736	644	77	13	4	3	1

12812	HINCKLEY	Site No: 12812001	Location Coventry Rd, Hinckley (l/c #67 W of Marchant Rd)
Tue 07-Nov-23 to Mon 13-Nov-23		Channel: Westbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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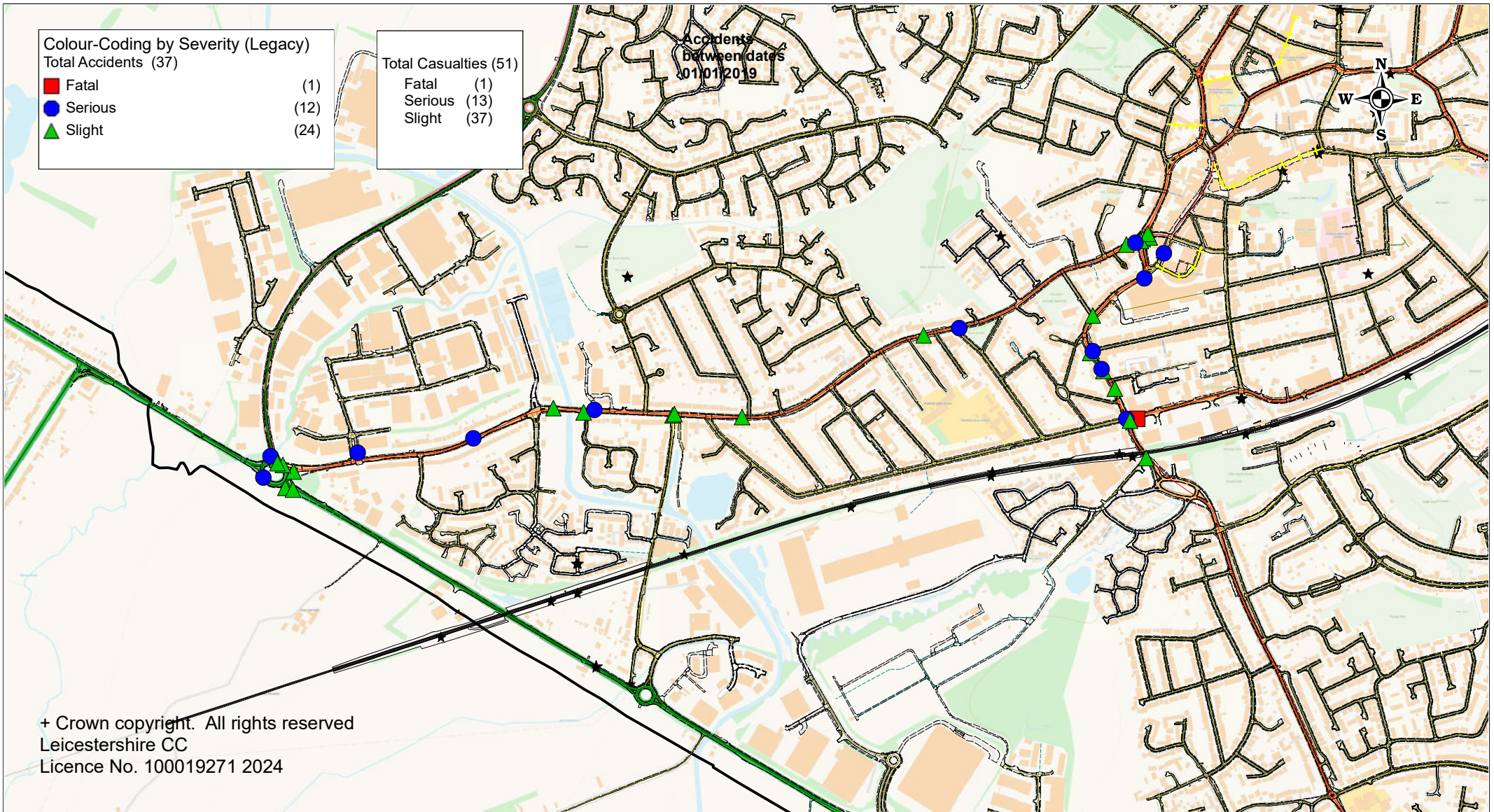
Daily Totals																
Tue 07-Nov-23	5899	30.8	27	4.8	2	9	63	406	1671	2964	677	82	16	6	2	1
Wed 08-Nov-23	5910	30.6	26.6	4.8	0	6	76	474	1854	2821	579	72	15	11	1	1
Thu 09-Nov-23	6028	30.7	26.7	4.9	1	4	75	473	1860	2859	644	87	11	4	2	8
Fri 10-Nov-23	6394	30.7	26.7	4.7	2	5	73	481	1995	3078	661	81	15	1	2	0
Sat 11-Nov-23	5408	30.7	26.8	5	0	3	65	441	1660	2572	538	93	21	4	4	7
Sun 12-Nov-23	3825	31.6	27.4	5.1	1	2	35	316	924	1910	525	83	17	5	2	5
Mon 13-Nov-23	5506	30.8	26.9	4.9	1	9	76	467	1475	2736	644	77	13	4	3	1

Total Vehicles																
[--]	38970	30.8	26.9	4.9	7	38	463	3058	11439	18940	4268	575	108	35	16	23



Appendix C

PIA Data



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TCC Coventry Road & Rugby Road

SCALE	1 : 14850
DATE	17/04/2024
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

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

Location: A47 DODWELLS ROAD HINCKLEY JW WATLING STREET

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

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

Location: B4666 COVENTRY ROAD HINCKLEY ROUNDABOUT JW WATLING STREET

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900269	21/02/2019	442257	293430	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: B590 RUGBY ROAD HINCKLEY JW CLARENDON ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	E	NW
Motorcycle 50cc and under	Mid Junction - on roundabout or main road	Going ahead left bend	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900310	20/03/2019	442401	293745	Fine without high winds	Dry	Daylight	Slight

Location: B4666 COVENTRY ROAD HINCKLEY CROSSROADS JW TRINITY LANE

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900473	30/04/2019	442253	293425	Other	Dry	Daylight	Slight

Location: B590 RUGBY ROAD HINCKLEY JW CLARENDON ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Waiting to turn right	SE	NE
Car	Jct Approach	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

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

Location: A5 DODWELL ISLAND HINCKLEY.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

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

Location: A5 HINCKLEY AT DODWELLS ROUNDABOUT.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900635	26/07/2019	442385	293240	Fine without high winds	Dry	Daylight	Fatal

Location: B580 HAWLEY ROAD HINCKLEY JW RUGBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Jct Approach	Going ahead other	E	W

Casualties:

Class	Severity
Pedestrian	Fatal

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

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

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900892	17/10/2019	442322	293325	Fine without high winds	Dry	Daylight	Slight

Location: B590 RUGBY ROAD HINCKLEY EXACT LOCATION UNKNOWN

Vehicles:

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

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901504	14/01/2019	442420	293750	Fine without high winds	Dry	Daylight	Slight

Location: COVENTRY ROAD HINCKLEY JW TRINITY LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	E	W

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

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

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

Vehicles:

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

Casualties:

Class	Severity
Vehicle Passenger	Slight

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

Location: B4666 COVENTRY ROAD HINCKLEY JW WHITWORTH AVENUE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000563	18/03/2020	442355	293240	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Serious

Location: B590 RUGBY ROAD HINCKLEY JW HAWLEY ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100194	13/04/2021	441275	293245	Fine without high winds	Dry	Daylight	Slight

Location: B4666 COVENTRY ROAD HINCKLEY JW THIRLMERE ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Stopping	W	E
Car	Jct Approach	Stopping	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

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

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

Vehicles:

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

Casualties:

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

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

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

Location: B4666 COVENTRY ROAD HINCKLEY NR NUMBER 433.

Vehicles:

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

Casualties:

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

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100799	08/10/2021	442260	293530	Fine without high winds	Dry	Daylight	Slight

Location: B590 RUGBY ROAD HINCKLEY JW GRANVILLE ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	NE	NW

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100890	04/11/2021	442405	293635	Fine without high winds	Dry	Daylight	Serious

Location: B590 TRINITY LANE HINCKLEY OUTSIDE SAINSBURYS.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead other	NE	SW
Pedal Cycle (Including pedal assisted electric bicycles)	Entering main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100938	16/11/2021	442410	293130	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: B4109 RUGBY ROAD BURBAGE UNDER RAILWAY BRIDGE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates **01/01/2019** and **02/01/2024** (60) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200318	18/04/2022	442365	293235	Fine without high winds	Dry	Daylight	Slight

Location: B590 RUGBY ROAD HINCKLEY JW HAWLEY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Going ahead other	E	W
Car	Mid Junction - on roundabout or main road	Going ahead other	N	S
Van / Goods 3.5 tonnes mgw and under	Cleared junction or waiting/parked at junction exit	Parked	Parked	Parked

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200370	06/05/2022	442260	293430	Fine without high winds	Wet/Damp	Daylight	Serious

Location: B590 RUGBY ROAD HINCKLEY JW CLARENDON ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200722	01/09/2022	442395	293740	Fine without high winds	Dry	Daylight	Slight

Location: B590 COVENTRY ROAD HINCKLEY JW TRINITY LANE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200739	03/09/2022	442290	293375	Fine without high winds	Dry	Daylight	Slight

Location: B590 RUGBY ROAD HINCKLEY OUTSIDE NUMBER 94/96.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200941	01/11/2022	441080	293250	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: B4666 COVENTRY ROAD HINCKLEY JW NUTTS LANE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

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

Location: A5 HINCKLEY ON DODWELLS ROUNDABOUT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Mid Junction - on roundabout or main road	Changing lane to right	W	S
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300326	07/05/2023	442285	293380	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Serious

Location: B590 RUGBY ROAD HINCKLEY OUTSIDE NUMBER 153.

Vehicles:

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

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300558	08/07/2023	441785	293475	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: B5366 COVENTRY ROAD HINCKLEY EXACT LOCATION NOT GIVEN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300561	09/07/2023	441885	293495	Fine without high winds	Dry	Daylight	Serious

Location: B5366 COVENTRY ROAD HINCKLEY JW NORTHFIELD ROAD.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300567	11/07/2023	442355	293730	Fine without high winds	Wet/Damp	Daylight	Slight

Location: B4666 COVENTRY ROAD HINCKLEY SW OF TRINITY LANE.

Vehicles:

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

Casualties:

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

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300613	18/07/2023	441085	293253	Raining without high winds	Wet/Damp	Daylight	Slight

Location: B4666 COVENTRY ROAD HINCKLEY JW NUTTS LANE.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300722	16/08/2023	442460	293705	Fine without high winds	Dry	Daylight	Serious

Location: RUGBY ROAD HINCKLEY APPROX 25M N WATERLOO ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 50 cc and up to 125cc	Not at, or within 20M of Jct	Stopping	N	S
Car	Not at, or within 20M of Jct	Starting	S	N

Casualties:

Class	Severity
Driver / Rider	Serious

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

Location: HARROWBROOK ROAD HINCKLEY OUTSIDE TRIUMPH.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle (Including pedal assisted electric bicycles)	Not at, or within 20M of Jct	Going ahead other	N	S
Car	Not at, or within 20M of Jct	Going ahead other	N	S

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202301074	23/08/2023	442415	293760	Fine without high winds	Dry	Daylight	Slight

Location: B4666 COVENTRY ROAD HINCKLEY JW TRINITY LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead right bend	SW	E

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202301091	05/11/2023	442380	293735	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Serious

Location: B4666 COVENTRY ROAD HINCKLEY JW TRINITY LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Turning right	NE	SW

Casualties:

Class	Severity
Pedestrian	Serious
Pedestrian	Serious

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2024 ("TCC Coventry Road & Rugby Road 17.04.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202301221	09/12/2023	439970	293115	Fine without high winds	Wet/Damp	Daylight	Slight

Location: A5/A47 ROUNDABOUT HINCKLEY.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202301278	23/12/2023	440860	293265	Fine without high winds	Dry	Darkness: street lights present and lit	Serious

Location: B4666 COVENTRY ROAD HINCKLEY AT ENTANCE TO PREMIER INN.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2019 and 02/01/2024 (60) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2024 ("TCC Coventry Road & Rugby Road
17.04.2024")

Number of records in selection: 37

Appendix D

Indicative Masterplan

Land Off Brick Kiln St, Hinckley

ILLUSTRATIVE
MASTERPLAN



0 | 10 | 20 | 30 | 40 | 50m

LEGEND

Site Allocation Boundary

Primary Movement Routes

Secondary Movement Routes

Shared/Private Drives

Proposed Attenuation

Indicative position of new tree planting

Proposed POS

Potential Site Access off Brick Kiln St

Potential Highway Emergency Link

Easement

Existing Mast

Proposed Development Structure

Existing Trees

Potential footpath connections

LEGEND

Site Allocation Boundary

Primary Movement Routes

Secondary Movement Routes

Shared/Private Drives

Proposed Attenuation

Proposed Pedestrian/Cycle Routes

Indicative position of new tree planting

Proposed Development Structure

Existing Trees

Proposed POS

Potential Highway Emergency Link

Easement

Existing Mast

TRINITY VICARAGE RD

PORTER CLOSE

COVENTRY RD

DGL Associates Limited
Barn Meadow House
Southfield Fold Farm
Southfield
Burnley
Lancashire
BB10 3RH

Tel : 01282 601157
Mbl : 07976 782876

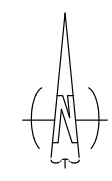
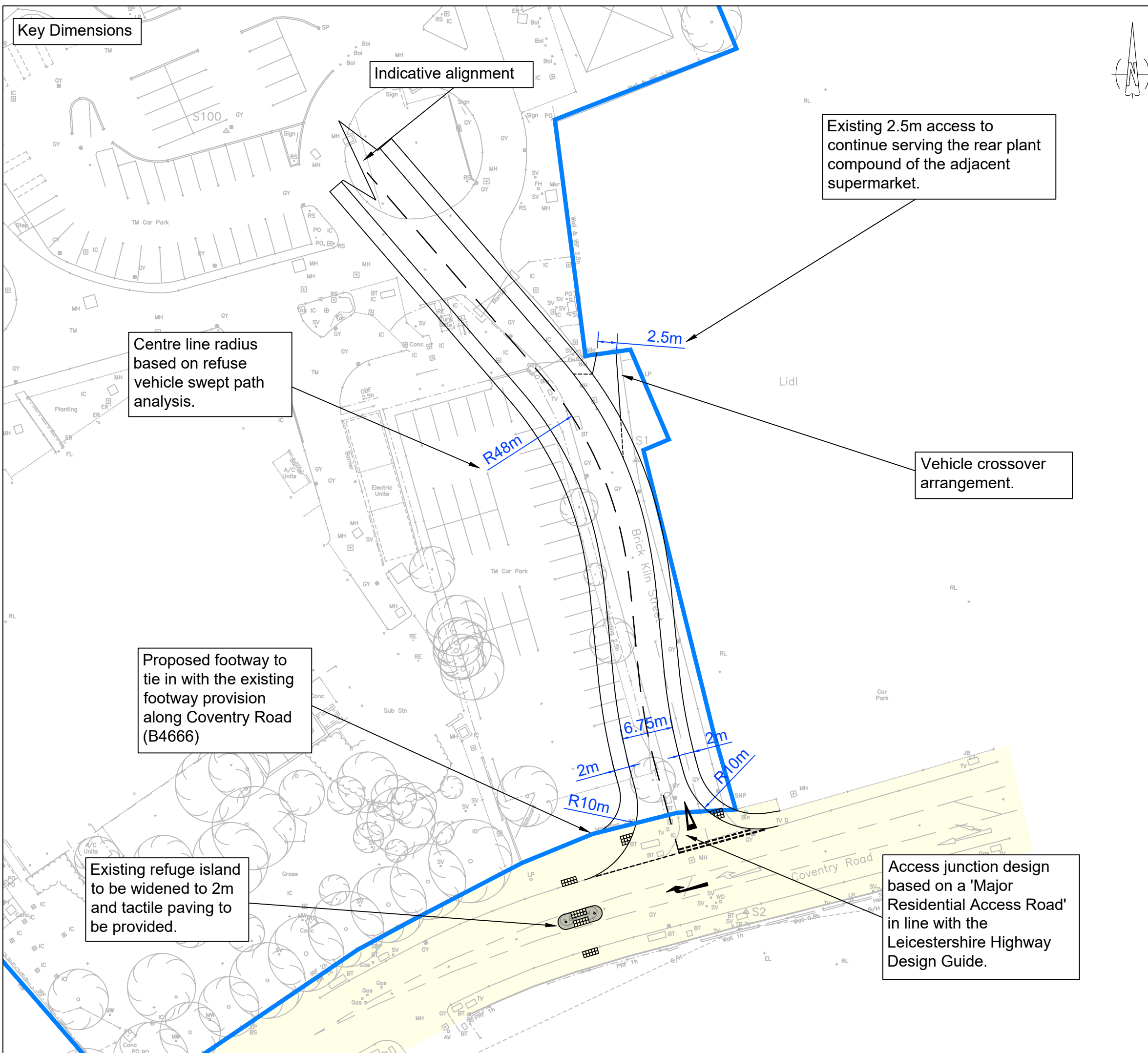
Revision:		Checked
B	Drawn B.O'Sullivan	
	Scale SEPT 2023	Approved
	Drawn 1:1000@A2	
E-mail :	ben.dglia@gmail.com	A2

Client	CADENT
Project	LAND OFF BRICK KILN ST, HINCKLEY
Drawing Title	ILLUSTRATIVE MASTERPLAN
Drawing No.	DGL_230929_5830.001



Appendix E

Site Access Drawings



Date of 1st Issue	Description	Drawn by	Checked by
06/10/23	First Issue	BH	JC

REVISIONS				
Mark	Revision	Drawn	Date	Chkd
A	Response to LHA Comments	BH	22/01/24	JC

Key:

- Topographical Survey
- Proposed
- Land within Applicant's Ownership
- Highway Boundary Extent
- Key Dimensions

Notes:

- Drawing based on topographical survey.
- Junction designed in accordance with the Leicestershire Highway Design Guide.
- The Highway Boundary has been drawn based on data received from Leicestershire County Council as the operating Local Highway Authority.

A3 SCALE 1:500

0 m 30 m

Scale 1:500 @ A3

Drawing Title

Brick Kiln Street, Leicestershire
Proposed Access Arrangements
Sheet 1 of 3

Architect

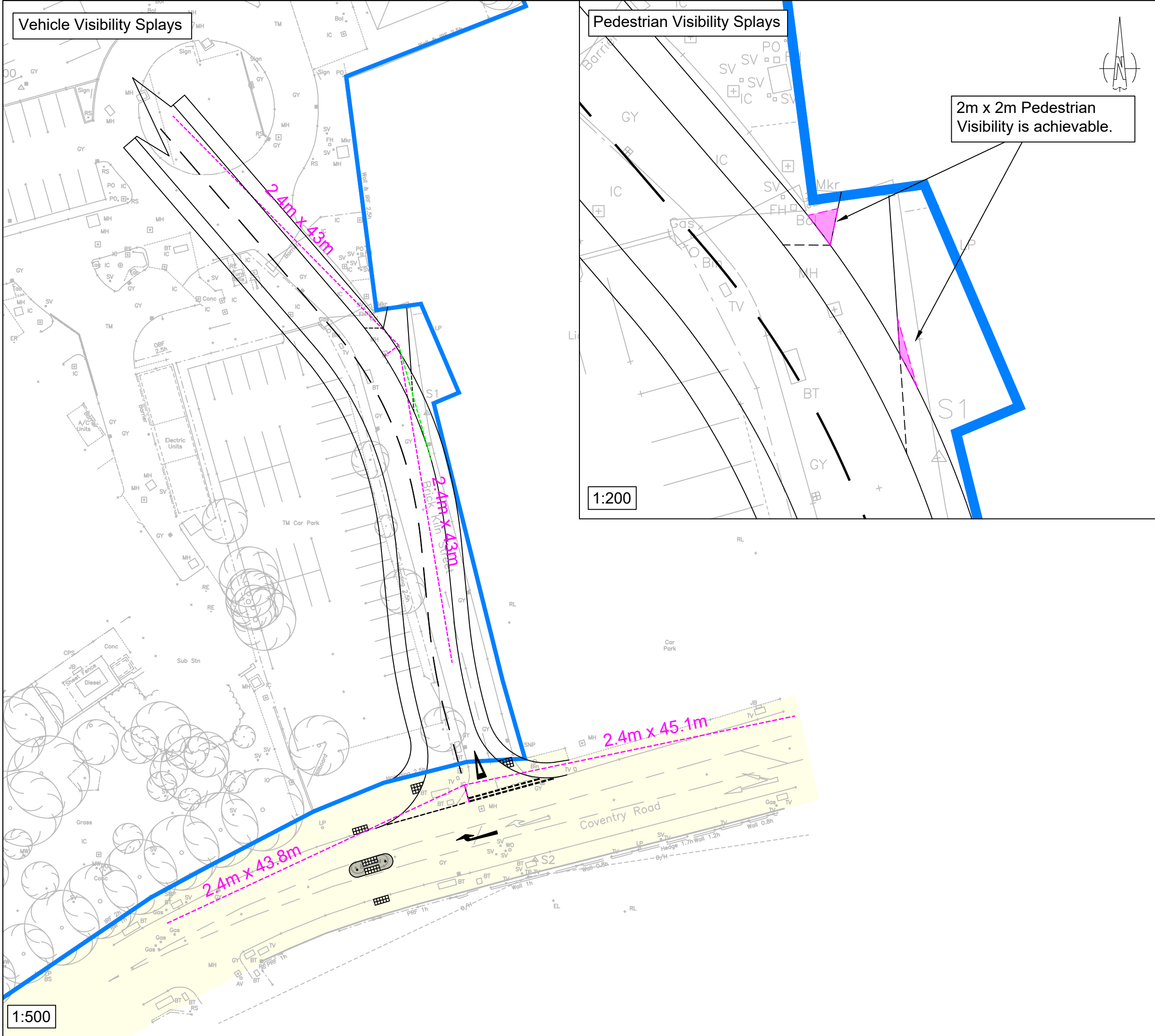
Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc the transportation consultancy

Drawing Number	Revision
210891-01	A



Pedestrian Visibility Splays

2m x 2m Pedestrian
Visibility is achievable.

1:200

Vehicle Visibility Splays

1:500

Date of 1st Issue 06/10/23	Description First Issue	Drawn by BH	Checked by JC	
REVISIONS				
Mark	Revision	Drawn	Date	Chkd
A	Response to LHA Comments	BH	22/01/24	JC

Key:

- Topographical Survey
- Proposed
- Land within Applicant's Ownership
- Highway Boundary Extent
- Vehicle Visibility Splays
- Tangential Visibility Splays
- Pedestrian Visibility

Notes:

- Drawing based on topographical survey.
- Junction designed in accordance with the Leicestershire Highway Design Guide.
- The Highway Boundary has been drawn based on data received from Leicestershire County Council as the operating Local Highway Authority.
- Coventry Road vehicle visibility splays have been based on the recorded 85th percentile speeds in either direction along the carriageway.

0 m10 m

Scale 1:200 @ A3

0 m30 m

Scale 1:500 @ A3

A3 SCALE
As Shown

Drawing Title

Brick Kiln Street, Leicestershire
Visibility Splays
Sheet 2 of 3

Architect

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc

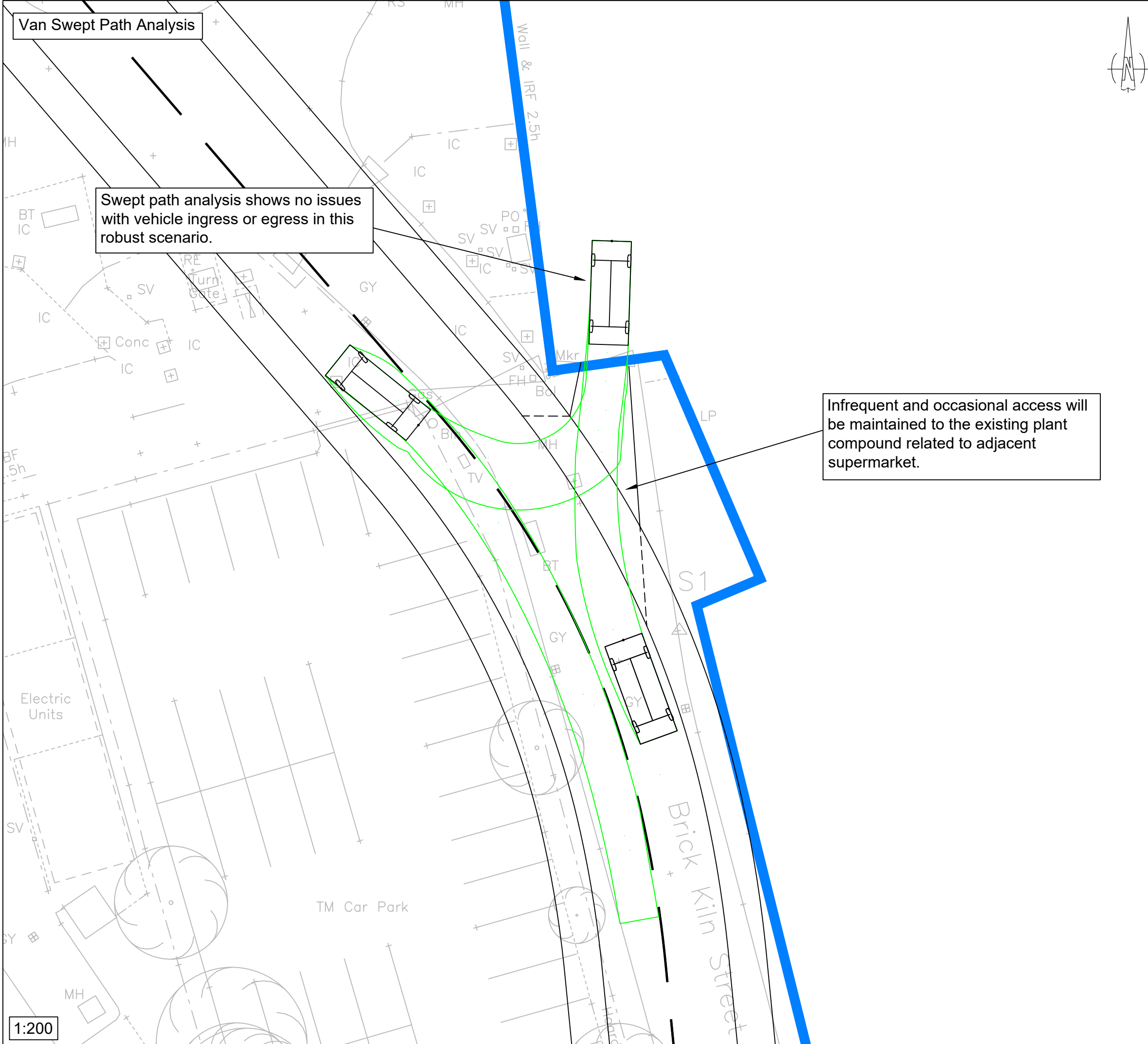
the
transportation
consultancy

Drawing Number

210891-01

Revision

A



Date of 1st Issue
06/10/23

Description
First Issue

Drawn by
BH

Checked by
JC

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Response to LHA Comments	BH	22/01/24	JC

Key:

Topographical Survey

Proposed

Land within Applicant's Ownership

Vehicle Body

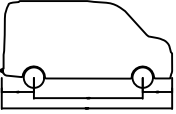
Notes:

1.

Drawing based on topographical survey.

2.

Junction designed in accordance with the Leicestershire Highway Design Guide.



Vehicle library: FTA_2016
Name: Van
Width [m]: 2.080
Height [m]: 2.800
Front track [m]: 2.100
Back track [m]: 2.100
Total vehicle length [m]: 5.500
Average steering angle: 38.449°
Turn time (sec.): 4.0
Turning radius (curb to curb) [m]: 6.500
Turning radius (wall to wall) [m]: 7.051

A3 SCALE
1:200

0 m

10 m

Scale 1:200 @ A3

Drawing Title

Brick Kiln Street, Leicestershire
Proposed Access Arrangements
Sheet 3 of 3

Architect

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc

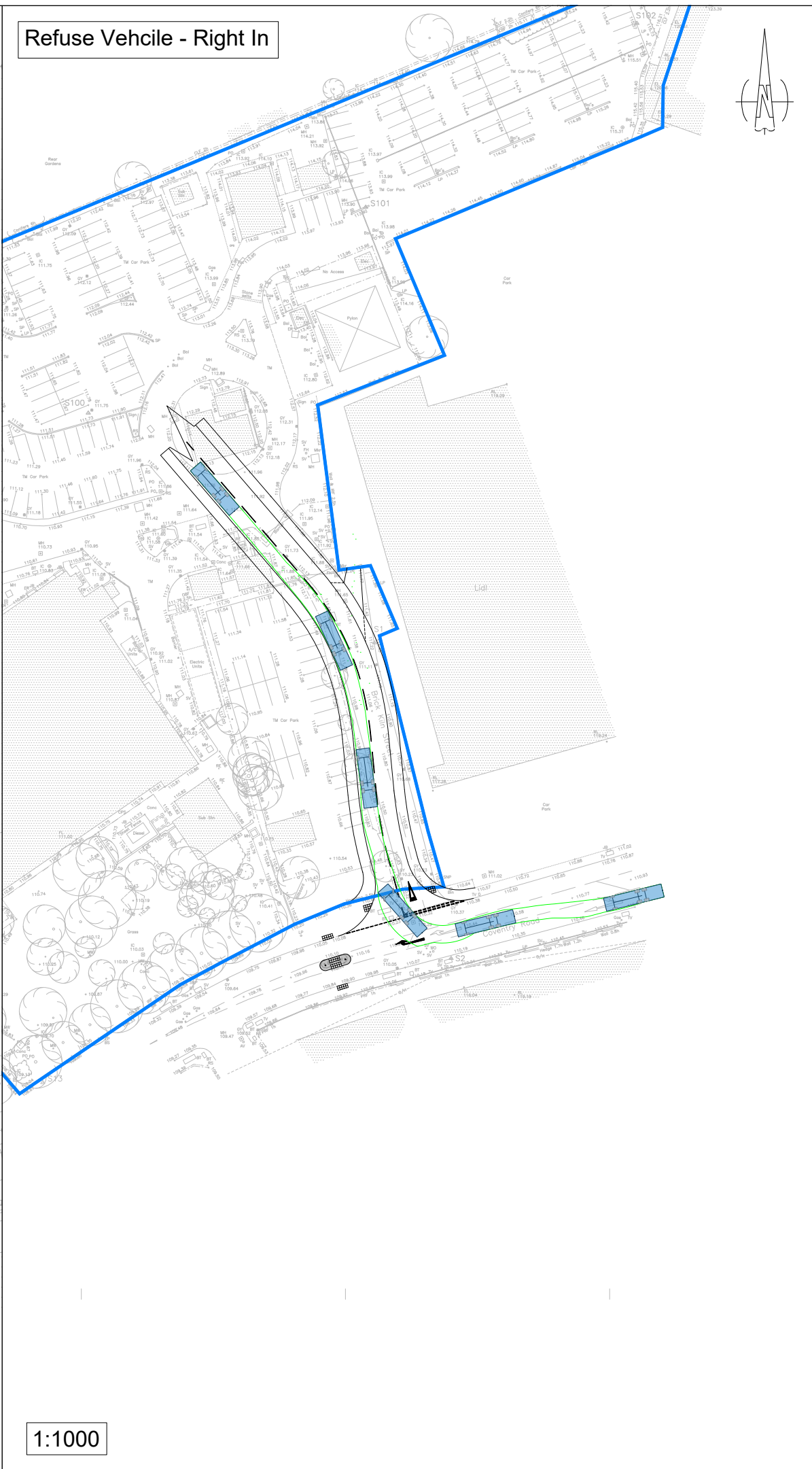
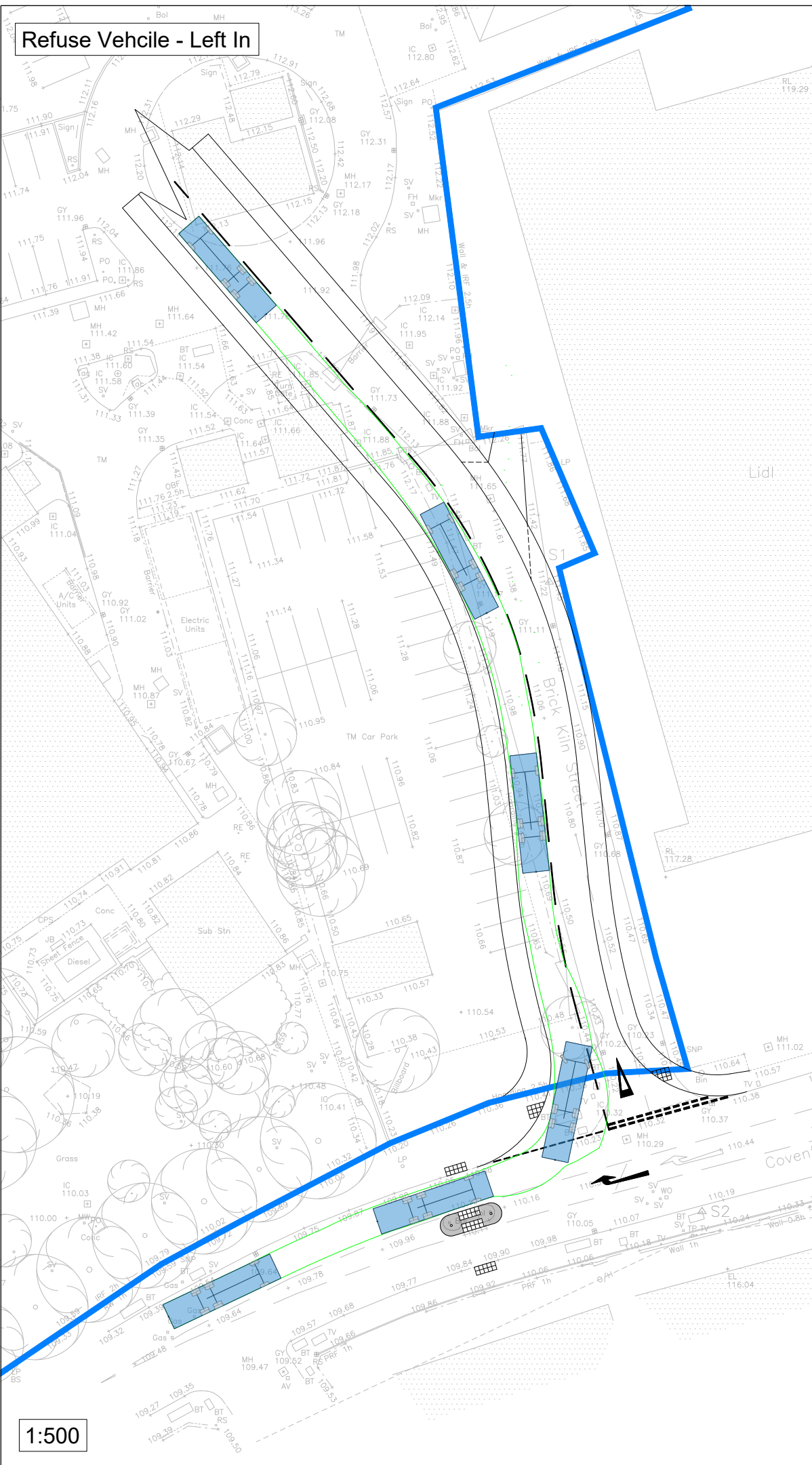
the
transportation
consultancy

Drawing Number

210891-01

Revision

A



Date of 1st Issue 22/05/24	Description First Issue	Drawn by SB	Checked by JC
-------------------------------	----------------------------	----------------	------------------

Key:

- Topographical Survey
- Proposed
- Land within Applicant's Ownership
- Vehicle Body

Notes:

- Drawing based on topographical survey.
- Junction designed in accordance with the Leicestershire Highway Design Guide.

Vehicle library: REFUSE_EUROPE
Name: Phoenix 2 Duo (P2-15W with Elite 6x4)
Width [m]: 2.530
Height [m]: 3.752
Front track [m]: 2.500
Back track [m]: 2.500
Total vehicle length [m]: 11.200
Average steering angle: 40.316°
Turn time (sec.): 4.0
Turning radius (curb to curb) [m]: 9.501
Turning radius (wall to wall) [m]: 10.568

0 m 50 m
0 m 30 m
Scale 1:1000 @ A3
Scale 1:500 @ A3

A3 SCALE
As Shown

Drawing Title

Brick Kiln Street, Leicestershire
Swept Path Analysis
Sheet 1 of 2

Architect

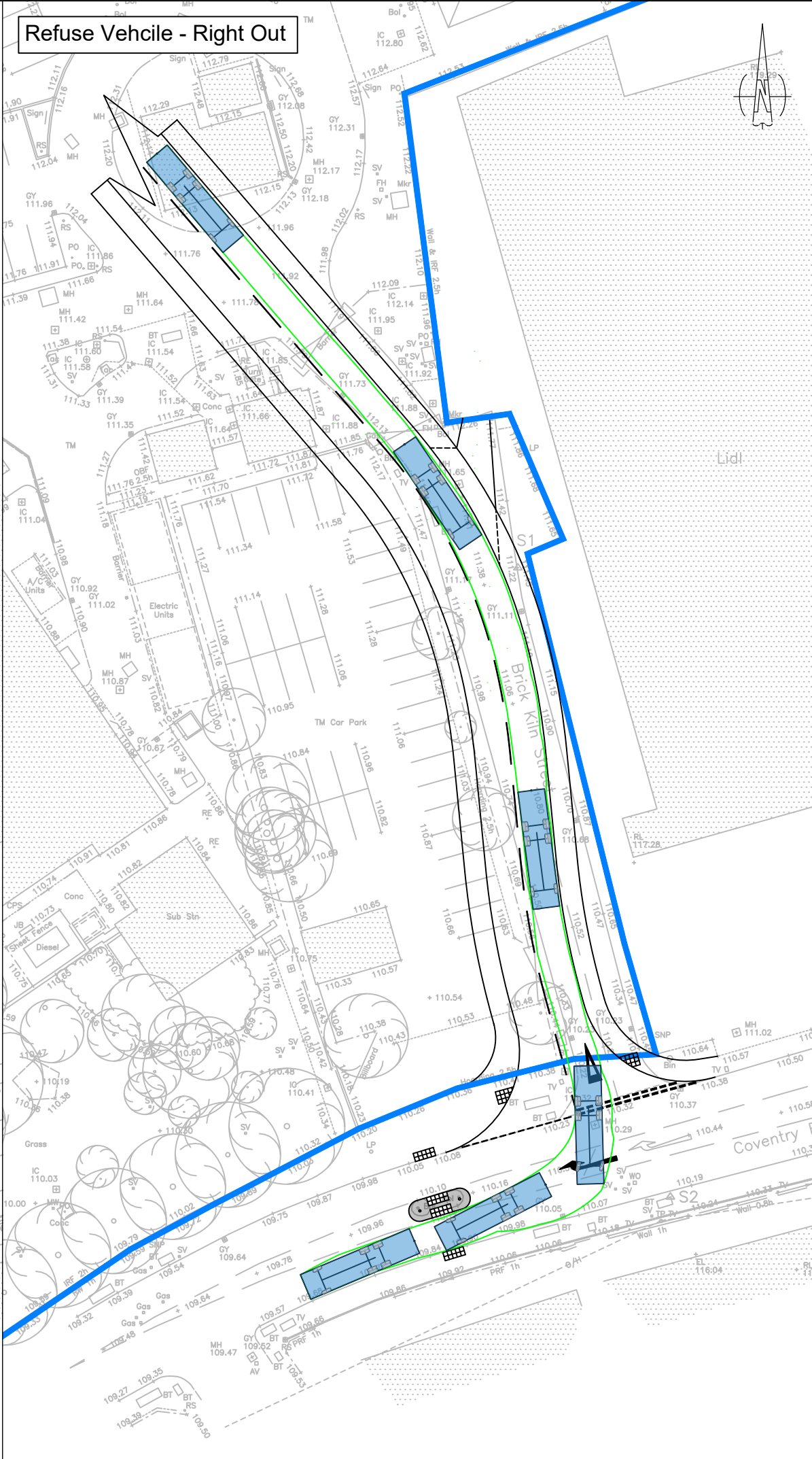
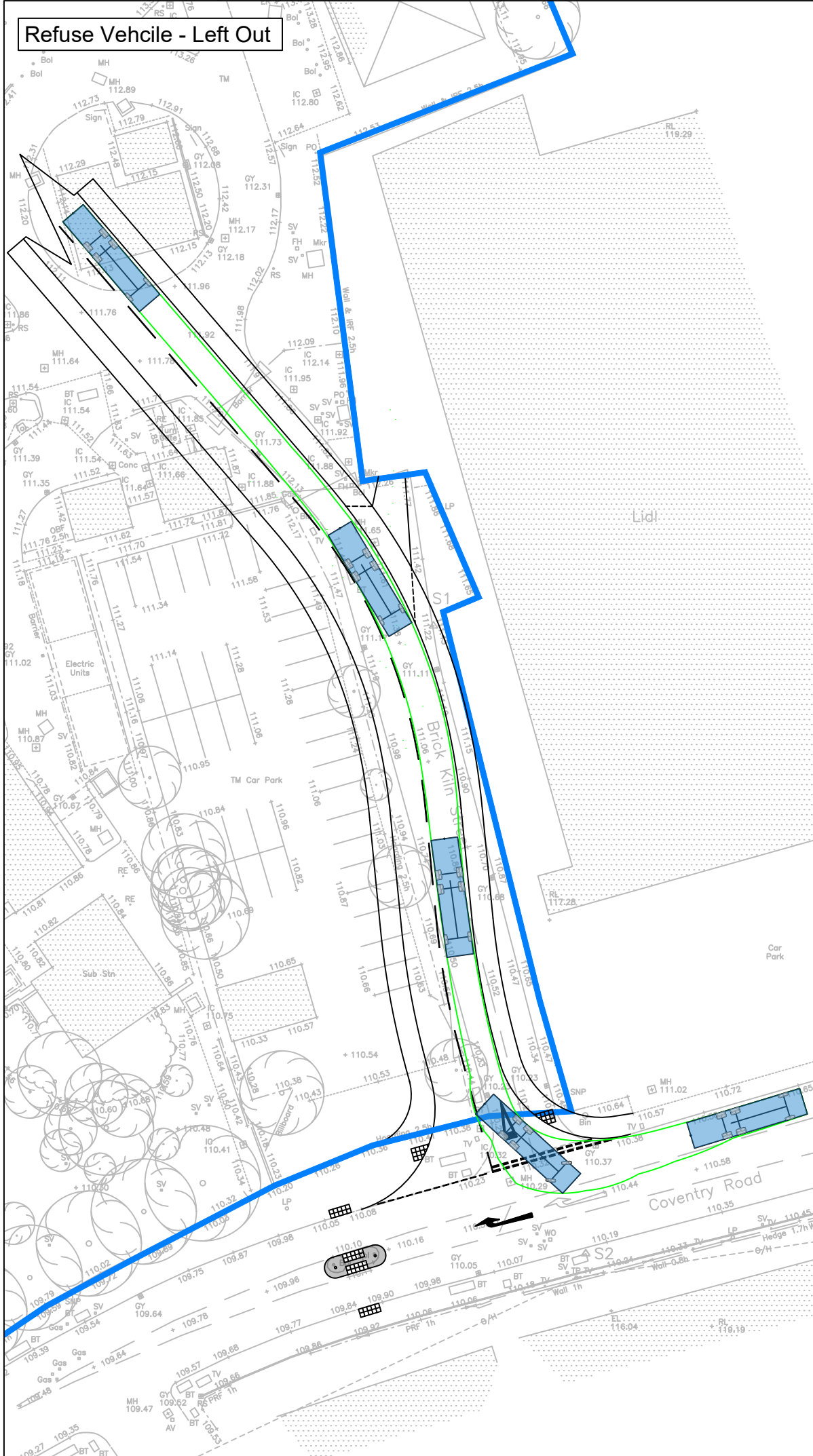
Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc the transportation consultancy

Drawing Number	210891-02	Revision	-
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Date of 1st Issue	Description	Drawn by	Checked by
22/05/24	First Issue	SB	JC

Key:

- Topographical Survey
- Proposed
- Land within Applicant's Ownership
- Vehicle Body

Notes:

- Drawing based on topographical survey.
- Junction designed in accordance with the Leicestershire Highway Design Guide.

Vehicle library: REFUSE EUROPE
Name: Phoenix 2 Duo (P2-15W with Elite 6x4)
Width [m]: 2.530
Height [m]: 3.752
Front track [m]: 2.500
Rear track [m]: 2.500
Total vehicle length [m]: 11.200
Average steering angle: 40.316°
Turn time (sec.): 4.0
Turning radius (curb to curb) [m]: 8.501
Turning radius (wall to wall) [m]: 10.568

A3 SCALE 1:500

0 m 30 m

Scale 1:500 @ A3

Drawing Title

Brick Kiln Street, Leicestershire
Swept Path Analysis
Sheet 2 of 2

Architect

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc the transportation consultancy

Drawing Number

210891-02

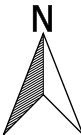
Revision

-

Appendix F

Highway Boundary Data

Brick Kiln Street, Trinity Vicarage Road and St Georges Avenue, Hinckley



Ref: NDI/HRE/2008097

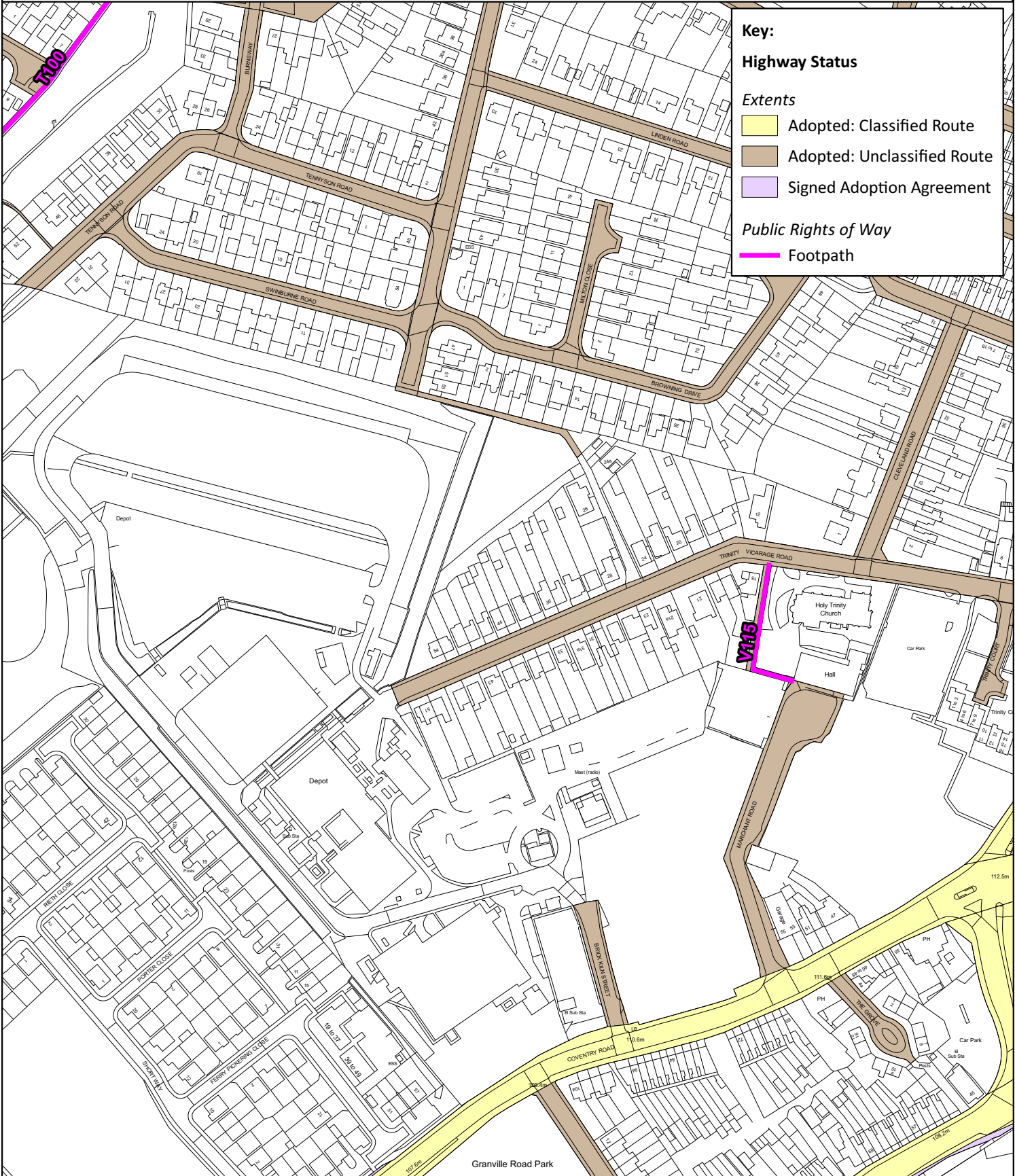
Scale: Not to Scale

Date: 25/08/2020

Highway Record Enquires
Environment & Transport Department
Leicestershire County Council
0116 305 7189 | hre@leics.gov.uk



**Leicestershire
County Council**



Key:

Highway Status

Extents

- Adopted: Classified Route
- Adopted: Unclassified Route
- Signed Adoption Agreement

Public Rights of Way

- Footpath

NOTES

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

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Appendix G

Speed and Visibility Calculations

Date/Time: 7th, 8th, 9th, 10th and 13th November 2023 between 10:00-12:00 and 14:00-16:00 (All Dry Days)

Direction: Eastbound					Direction: Westbound				
Date	Time	Volume	Speed	Total	Date	Time	Volume	Speed	Total
7.11.23	10:00	339	30.1	10203.9	7.11.23	10:00	321	30.5	9790.5
7.11.23	11:00	385	29.7	11434.5	7.11.23	11:00	333	30.5	10156.5
7.11.23	14:00	400	29.9	11960.0	7.11.23	14:00	393	30.4	11947.2
7.11.23	15:00	447	29.7	13275.9	7.11.23	15:00	479	30.5	14609.5
8.11.23	10:00	325	31.6	10270.0	8.11.23	10:00	337	32	10784.0
8.11.23	11:00	390	32	12480.0	8.11.23	11:00	364	32.6	11866.4
8.11.23	14:00	425	32.2	13685.0	8.11.23	14:00	390	32.9	12831.0
8.11.23	15:00	441	32.3	14244.3	8.11.23	15:00	440	32.8	14432.0
9.11.23	10:00	337	29.7	10008.9	9.11.23	10:00	343	30.2	10358.6
9.11.23	11:00	395	29.2	11534.0	9.11.23	11:00	391	29.9	11690.9
9.11.23	14:00	388	29.7	11523.6	9.11.23	14:00	410	30.4	12464.0
9.11.23	15:00	422	29.5	12449.0	9.11.23	15:00	452	30.5	13786.0
10.11.23	10:00	384	29.5	11328.0	10.11.23	10:00	364	30.1	10956.4
10.11.23	11:00	412	29.6	12195.2	10.11.23	11:00	380	30.5	11590.0
10.11.23	14:00	457	29.5	13481.5	10.11.23	14:00	444	30.2	13408.8
10.11.23	15:00	444	29.3	13009.2	10.11.23	15:00	487	30.4	14804.8
13.11.23	10:00	343	32.5	11147.5	13.11.23	10:00	296	33	9768.0
13.11.23	11:00	284	32.2	9144.8	13.11.23	11:00	334	32.6	10888.4
13.11.23	14:00	388	32.6	12648.8	13.11.23	14:00	397	32.9	13061.3
13.11.23	15:00	494	32	15808.0	13.11.23	15:00	427	32.7	13962.9
				0.0					0.0
Total		7900		241832.1	Total		7782		243157.2
Average 85th Percentile Speed =				30.61165823	Average 85th Percentile Speed =				31.2461064
Wet Weather Addition 0 or 2.5? - Added to 8th and 13th					Wet Weather Addition 0 or 2.5? - Added to 8th and 13th				
Dry Weather 85th Percentile Speed =				30.61165823	Dry Weather 85th Percentile Speed =				31.2461064

MFS Visibility Calculation

Direction: Eastbound		Direction: Westbound	
BELOW 60 KPH DESIGN/MEASURED SPEED		BELOW 60 KPH DESIGN/MEASURED SPEED	
<u>Para 10.1.5 MfS2</u>		<u>Para 10.1.5 MfS2</u>	
Calculation Params	Speed Survey Result	Calculation Params	Speed Survey Result
v 13.60518	30.61166 mph	v 13.88716	31.24611 mph
t 1.5		t 1.5	
d 4.41		d 4.41	
gradient 0		gradient 0	
SSD = 41.4 m	Vis required = 43.8 m	SSD = 42.7 m	Vis required = 45.1 m

Reference:

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

Appendix H

Road Safety Audit

**BRICK KILN STREET, HINKLEY,
LEICESTERSHIRE**

PROPOSED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
THE TRANSPORTATION
CONSULTANCY**

MAY 2024



RKS
Associates

Project: Brick Kiln Street, Hinkley, Leicestershire
Proposed Highway Works

Client: The Transportation Consultancy

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1751 - RSA 1

Issue date: 7th May 2024

Status: Final

Authorised by: VP/BN

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RKS
Associates

11 Falconer Road
Bushey
Hertfordshire
WD23 3AQ

CONTENTS

1 Introduction 1

2 Issues Identified During Stage 1 Road Safety Audit 3

3 Audit Team Statement 4

Appendices:

- Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit
- Appendix B: Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on a proposed highway works along Brick Kiln Street, Hinkley in Leicestershire. The proposed highway works are associated with a residential development comprising of up to 195 dwellings on land previously occupied by an office development for Cadent Gas.

1.2 The proposed highway works involve widening and realigning Brick Kiln Street/Coventry Road junction to provide a 6.75m access road with 10m junction radii. The highway works also include widening the existing pedestrian refuge island on Coventry Road to the west of Brick Kiln Street to 2m and the provision of 2m footways along both sides of Brick Kiln Street with a vehicle crossover arrangement on the eastern side serving a plant compound for the adjacent supermarket.

1.3 Brick Kiln Street is a single two-way road aligned in a north to south direction, it is currently stopped up at its northern extent and connects with Coventry Road at a simple priority junction to the south. Brick Kiln Street is lit with pedestrian footways and parking restrictions in the form of double yellow lines on either side of the carriageway. Coventry Road is a wide single two-way road aligned in an east to west direction with a ghost island right turn lane facility provided at the Brick Kiln Street junction. Coventry Road is lit and locally subject to a 30mph speed limit with footways on either side of the carriageway.

1.4 The Transportation Consultancy has supplied the following information upon which this Stage 1 RSA is based:

- DGL Associates Limited Drawing Number: DGL-230929-5830.001 – Illustrative Masterplan;
- Automated Traffic Count (ATC) Surveys (November 2023);
- The Transportation Consultancy Drawing Numbers:
 - 210891-01 (Sheet 1) – Proposed Access Arrangements;
 - 210891-01 (Sheet 2) – Visibility Splays; and
 - 210891-01 (Sheet 3) – Swept Path Analysis (Van).

1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA
Overseeing Organisation	Leicestershire City Council
Design Organisation	The Transportation Consultancy

1.6 The Audit has been undertaken following examination of the submitted documents, including a site visit carried out on Friday 3rd May 2024 between the hours of midday and 1pm. The weather was overcast, and the road surface was damp, no traffic congestion or incidents were observed during the site inspection. Brick Kiln Street is currently stopped up and hence no traffic, cycle and pedestrian flows were observed traveling along Brick Kiln Street.



Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team have not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.9** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.10** The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on completion.

Collision Data

- 1.11** Publicly available Personal Injury Collision (PIC) information obtained from the Crashmap UK website (www.crashmap.co.uk) indicates that no collisions have occurred along the Coventry Road in the immediate vicinity of brick Kiln Street junction during the 3-year period up to December 2022.

Traffic Data

- 1.12** The Automated Traffic Count (ATC) surveys undertaken during November 2023 at the Brick Kiln Street/Coventry Road junction indicate that the average two-way flows along Coventry Road was 437 and 503 vehicles during the AM and PM peak periods respectively and the 85th percentile speeds were 30.3mph and 30.8mph in the eastbound and westbound direction respectively.



2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers

Location: *Throughout*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted that the existing surface water drainage gullies located along Brick Kiln Street would need to be relocated following the realignment of the carriageway. The absence surface water inadequate drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:

Ensure that surface water drainage is provided following the realignment of Brick Kiln Street proposed in order to mitigate the risk of collection of surface water.

2.2 Problem:

Summary: Potential risk of vehicle turning collisions

Location: *Brick Kiln Street/Coventry Road junction*

No details relating to vehicle track plots for the Brick Kiln Street/Coventry Road junction have been provided, it is therefore not possible for the Audit Team to ascertain whether there will be any safety issues. There is concern that insufficient carriageway width may result in large vehicles overrunning the opposing carriageway/footway/verge or performing multiple manoeuvres to negotiate the junction. This may increase the risk of collisions with other road users.

Recommendation:

Ensure that vehicle swept path analysis are undertaken to ensure that largest anticipated vehicles expected to access the proposed development can negotiate the Brick Kiln Street/Coventry Road junction safely, if necessary amend the layout of the junction.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, Nh Cert Comp

Signed: 

Date: 7th May 2024

Audit Team Member

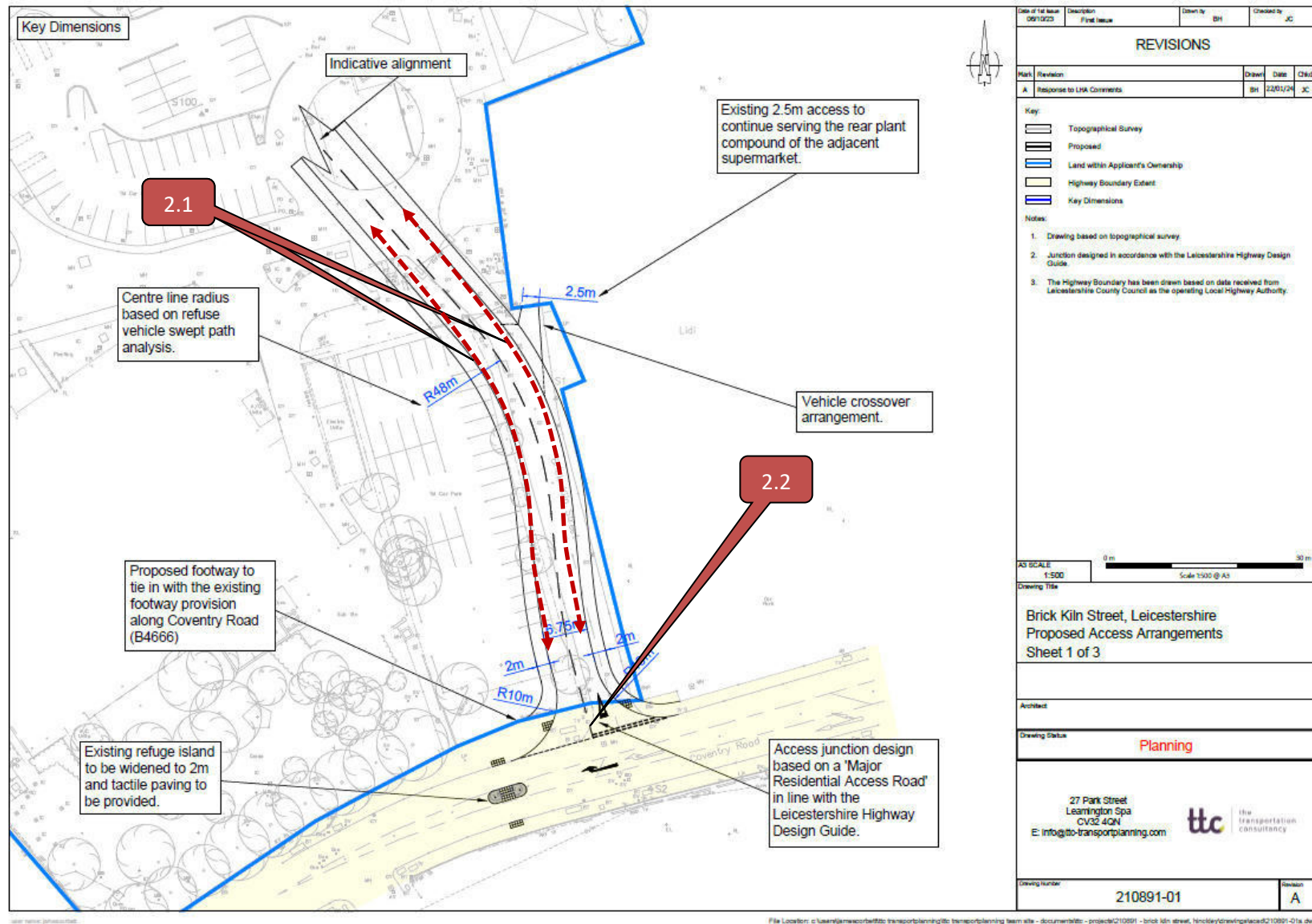
Beth Newiss
MCIHT, MSoRSA

Signed: 

Date: 7th May 2024



Appendix A





Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	Ensure that surface water drainage is provided following the realignment of Brick Kiln Street proposed in order to mitigate the risk of collection of surface water.	Recommendation accepted. The surface water drainage will be considered further at detailed design stage.
2.2	Ensure that vehicle swept path analysis are undertaken to ensure that largest anticipated vehicles expected to access the proposed development can negotiate the Brick Kiln Street/Coventry Road junction safely, if necessary amend the layout of the junction.	Recommendation accepted. A swept path analysis exercise of an 11.2m refuse vehicle has been successfully conducted to show the Brick Kiln Street/Coventry Road junction can be safely negotiated. This is shown on Drawings '210891-02 S1' and '210891-02 S2'.

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....
 Designer

Date:

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (please delete as appropriate)

.....

Date:

Appendix I

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	HI HIGHLAND	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: 40 to 180 (units:)
Range Selected by User: 40 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: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	10

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	12
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:Use Class:

C3	12 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	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	4 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 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:

1.1 to 1.5	12 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	3 days
No	9 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	12 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05	DETACHED/TERRACED HOUSING	CUMBRIA
	MACADAM WAY PENRITH		
	Edge of Town Centre Residential Zone Total No of Dwellings:	50	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
2	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
3	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
4	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
5	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD INVERNESS SCORGUIE		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
6	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
7	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD SCUNTHORPE		
	Edge of Town Centre Residential Zone Total No of Dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL
8	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD NORWICH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
9	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:		73
	Survey date: THURSDAY		09/05/19
			Survey Type: MANUAL
11	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:		54
	Survey date: WEDNESDAY		18/09/13
			Survey Type: MANUAL
12	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:		48
	Survey date: WEDNESDAY		18/04/12
			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
NR-03-A-01	Significantly lower than other sites

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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	75	0.058	12	75	0.273	12	75	0.331
08:00 - 09:00	12	75	0.120	12	75	0.375	12	75	0.495
09:00 - 10:00	12	75	0.148	12	75	0.157	12	75	0.305
10:00 - 11:00	12	75	0.109	12	75	0.138	12	75	0.247
11:00 - 12:00	12	75	0.136	12	75	0.128	12	75	0.264
12:00 - 13:00	12	75	0.161	12	75	0.136	12	75	0.297
13:00 - 14:00	12	75	0.134	12	75	0.153	12	75	0.287
14:00 - 15:00	12	75	0.130	12	75	0.152	12	75	0.282
15:00 - 16:00	12	75	0.209	12	75	0.150	12	75	0.359
16:00 - 17:00	12	75	0.262	12	75	0.162	12	75	0.424
17:00 - 18:00	12	75	0.336	12	75	0.196	12	75	0.532
18:00 - 19:00	12	75	0.233	12	75	0.179	12	75	0.412
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.036			2.199			4.235

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

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

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Parameter summary

Trip rate parameter range selected:	40 - 180 (units:)
Survey date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	1

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-141301-200907-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	PS POWYS	1 days
11	SCOTLAND	
	DU DUNDEE CITY	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: Gross floor area
 Actual Range: 3200 to 10100 (units: sqm)
 Range Selected by User: 3000 to 60000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/18

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	2

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:

Commercial Zone	2
Development Zone	1
Residential Zone	2
Built-Up Zone	3
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.

Secondary Filtering selection:Use Class:

A1	1 days
B1	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	4 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	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	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	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	2 days
No	8 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DU-02-A-01	OFFICES	DUNDEE CITY
	GREENMARKET DUNDEE		
	Edge of Town Centre Development Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: THURSDAY	27/04/17	Survey Type: MANUAL
2	ES-02-A-12	COUNCIL OFFICES	EAST SUSSEX
	VICARAGE LANE HAILSHAM		
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
3	HC-02-A-12	HMRC	HAMPSHIRE
	NORTHERN ROAD PORTSMOUTH COSHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	10100 sqm	
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL
4	HF-02-A-04	OFFICES	HERTFORDSHIRE
	STATION WAY ST ALBANS		
	Edge of Town Centre Residential Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL
5	LE-02-A-04	COUNCIL OFFICES	LEICESTERSHIRE
	BURTON STREET MELTON MOWBRAY		
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	3981 sqm	
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL
6	MT-02-A-02	COUNCIL OFFICES	MERTHYR TYDFIL
	CASTLE STREET MERTHYR TYDFIL		
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	5250 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
7	NF-02-A-03	OFFICES	NORFOLK
	NORTH QUAY GREAT YARMOUTH		
	Edge of Town Centre Commercial Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: TUESDAY	12/09/17	Survey Type: MANUAL
8	PS-02-A-01	COUNCIL OFFICES	POWYS
	SEVERN ROAD WELSHPOOL		
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-02-A-02	OFFICES	SUFFOLK
	BATH STREET IPSWICH		
	Edge of Town Centre Commercial Zone		
	Total Gross floor area:		6505 sqm
	Survey date: FRIDAY		19/07/13
			Survey Type: MANUAL
10	TW-02-A-08	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:		4800 sqm
	Survey date: FRIDAY		19/10/18
			Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SO-02-A-02	Significantly higher than other trips
SW-02-A-01	significantly higher than other trips

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	10100	0.406	1	10100	0.030	1	10100	0.436
06:30 - 07:00	1	10100	0.703	1	10100	0.139	1	10100	0.842
07:00 - 07:30	10	5190	0.233	10	5190	0.015	10	5190	0.248
07:30 - 08:00	10	5190	0.405	10	5190	0.073	10	5190	0.478
08:00 - 08:30	10	5190	0.680	10	5190	0.108	10	5190	0.788
08:30 - 09:00	10	5190	0.732	10	5190	0.106	10	5190	0.838
09:00 - 09:30	10	5190	0.499	10	5190	0.123	10	5190	0.622
09:30 - 10:00	10	5190	0.285	10	5190	0.166	10	5190	0.451
10:00 - 10:30	10	5190	0.154	10	5190	0.143	10	5190	0.297
10:30 - 11:00	10	5190	0.129	10	5190	0.116	10	5190	0.245
11:00 - 11:30	10	5190	0.123	10	5190	0.133	10	5190	0.256
11:30 - 12:00	10	5190	0.141	10	5190	0.110	10	5190	0.251
12:00 - 12:30	10	5190	0.121	10	5190	0.198	10	5190	0.319
12:30 - 13:00	10	5190	0.181	10	5190	0.214	10	5190	0.395
13:00 - 13:30	10	5190	0.146	10	5190	0.173	10	5190	0.319
13:30 - 14:00	10	5190	0.150	10	5190	0.173	10	5190	0.323
14:00 - 14:30	10	5190	0.135	10	5190	0.160	10	5190	0.295
14:30 - 15:00	10	5190	0.083	10	5190	0.229	10	5190	0.312
15:00 - 15:30	10	5190	0.083	10	5190	0.258	10	5190	0.341
15:30 - 16:00	10	5190	0.123	10	5190	0.274	10	5190	0.397
16:00 - 16:30	10	5190	0.085	10	5190	0.412	10	5190	0.497
16:30 - 17:00	10	5190	0.098	10	5190	0.395	10	5190	0.493
17:00 - 17:30	10	5190	0.096	10	5190	0.532	10	5190	0.628
17:30 - 18:00	10	5190	0.069	10	5190	0.389	10	5190	0.458
18:00 - 18:30	10	5190	0.019	10	5190	0.237	10	5190	0.256
18:30 - 19:00	10	5190	0.015	10	5190	0.127	10	5190	0.142
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	5.894			5.033			10.927		

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

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

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Parameter summary

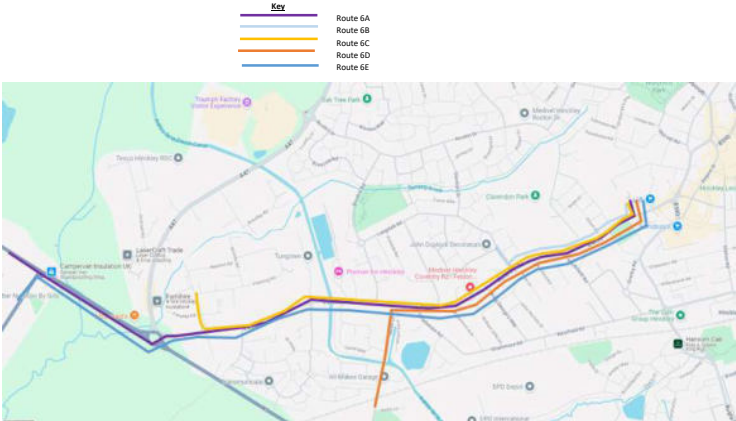
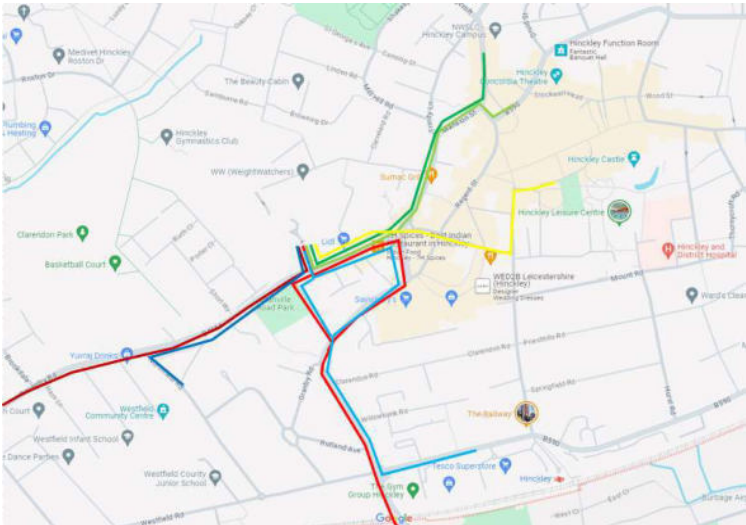
Trip rate parameter range selected:	3200 - 10100 (units: sqm)
Survey date date range:	01/01/12 - 13/11/18
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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.

Appendix J

Origin Destination Analysis

Emploment Use - Origin Destination Analysis



Usual Place of Work								
place of work	E02005388 - Hinckley and Bosworth 012	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
E02005377 - Hinckley and Bosworth 001	13	13						
E02005378 - Hinckley and Bosworth 002	7		7					
E02005379 - Hinckley and Bosworth 003	5	5						
E02005380 - Hinckley and Bosworth 004	24	24						
E02005381 - Hinckley and Bosworth 005	26	26						
E02005382 - Hinckley and Bosworth 006	75	75						
E02005383 - Hinckley and Bosworth 007	90	90						
E02005384 - Hinckley and Bosworth 008	42						42	
E02005385 - Hinckley and Bosworth 009	81	81						
E02005386 - Hinckley and Bosworth 010	73							73
E02005387 - Hinckley and Bosworth 011	163						163	
E02005388 - Hinckley and Bosworth 012	77						38.5	
E02005389 - Hinckley and Bosworth 013	61			30.5	30.5	38.5		
E02005390 - Hinckley and Bosworth 014	89			89				
Leicester	58							
South Derbyshire	6	6	29		29			
Blaby	124		62		62			
Charnwood	23		11.5		11.5			
Harleborough	45			45				
Melton	6		3		3			
North West Leicestershire	33	16.5					16.5	
Oadby and Wigston	26		13		13			
Daventry	7			7				
Northampton	9			9				
Lichfield	14						14	
Tamworth	6						6	
North Warwickshire	34						34	
Nuneaton and Bedworth	115						115	
Rugby	19			19				
Warwick	10			10				
Birmingham	20			20				
Coventry	47			47				
Solihull	25			25				
Total	1453	396.5	125.5	301.5	149	38.5	429	73
Percentages	100%	23.2%	8.6%	20.8%	10.3%	2.6%	25.5%	5.0%

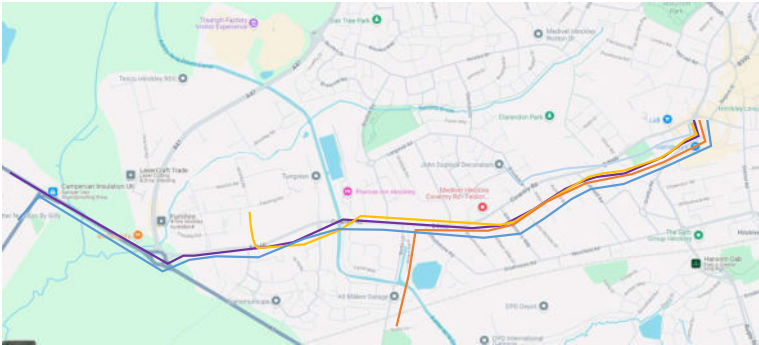
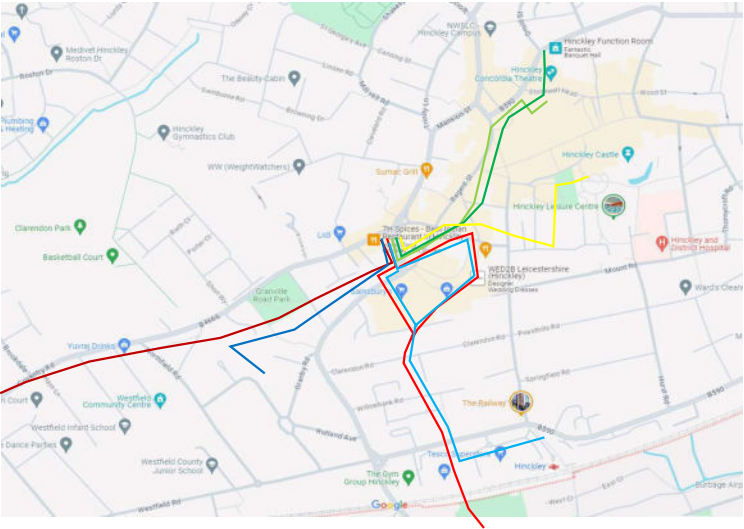
Note - Route 3 and 4 split 50/50 between B590 and Granville Road

Does not reach Dodwells
Does not reach Dodwells

Route 6 Split

Route 6A	7.7%
Route 6B	2.6%
Route 6C	11.2%
Route 6D	0.0%
Route 6E	7.9%

Residential Use - Origin Destination Analysis



usual residence								
place of work	E02005388 : Hinckley and Bosworth 012	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
E02005277 : Hinckley and Bosworth 001	4	4						
E02005378 : Hinckley and Bosworth 002	2		2					
E02005379 : Hinckley and Bosworth 003	3	3						
E02005380 : Hinckley and Bosworth 004	11	11						
E02005381 : Hinckley and Bosworth 005	25	25						
E02005382 : Hinckley and Bosworth 006	26	26						
E02005383 : Hinckley and Bosworth 007	38	38						
E02005384 : Hinckley and Bosworth 008	37							
E02005385 : Hinckley and Bosworth 009	71	71					37	
E02005386 : Hinckley and Bosworth 010	147						157	147
E02005387 : Hinckley and Bosworth 011	157					38.5	38.5	
E02005388 : Hinckley and Bosworth 012	77						34	
E02005389 : Hinckley and Bosworth 013	16			8	8			
E02005390 : Hinckley and Bosworth 014	68			34				
Derby	7		7					
Leicester	113		56.5		56.5			
Nottingham	8		8					
Blaby	115		57.5		57.5			
Charnwood	19		9.5		9.5			
Harborough	124			124				
Melton	6		3		3			
North West Leicestershire	40	20					20	
Oadby and Wigston	13		6.5		6.5			
Daventry	14			14				
Northampton	11			11			11	
Shropshire	11						6	
Tamworth	6						43	
North Warwickshire	43						128	
Nuneaton and Bedworth	128							
Rugby	66			66				
Stratford-on-Avon	6			6				
Warwick	26			26				
Birmingham	18			18				
Coventry	110			110				
Solihull	17			17				
Total	1583	198	150	434	141	38.5	474.5	147
Percentages	100%	12.5%	9.5%	27.4%	8.9%	2.4%	30.0%	9.3%

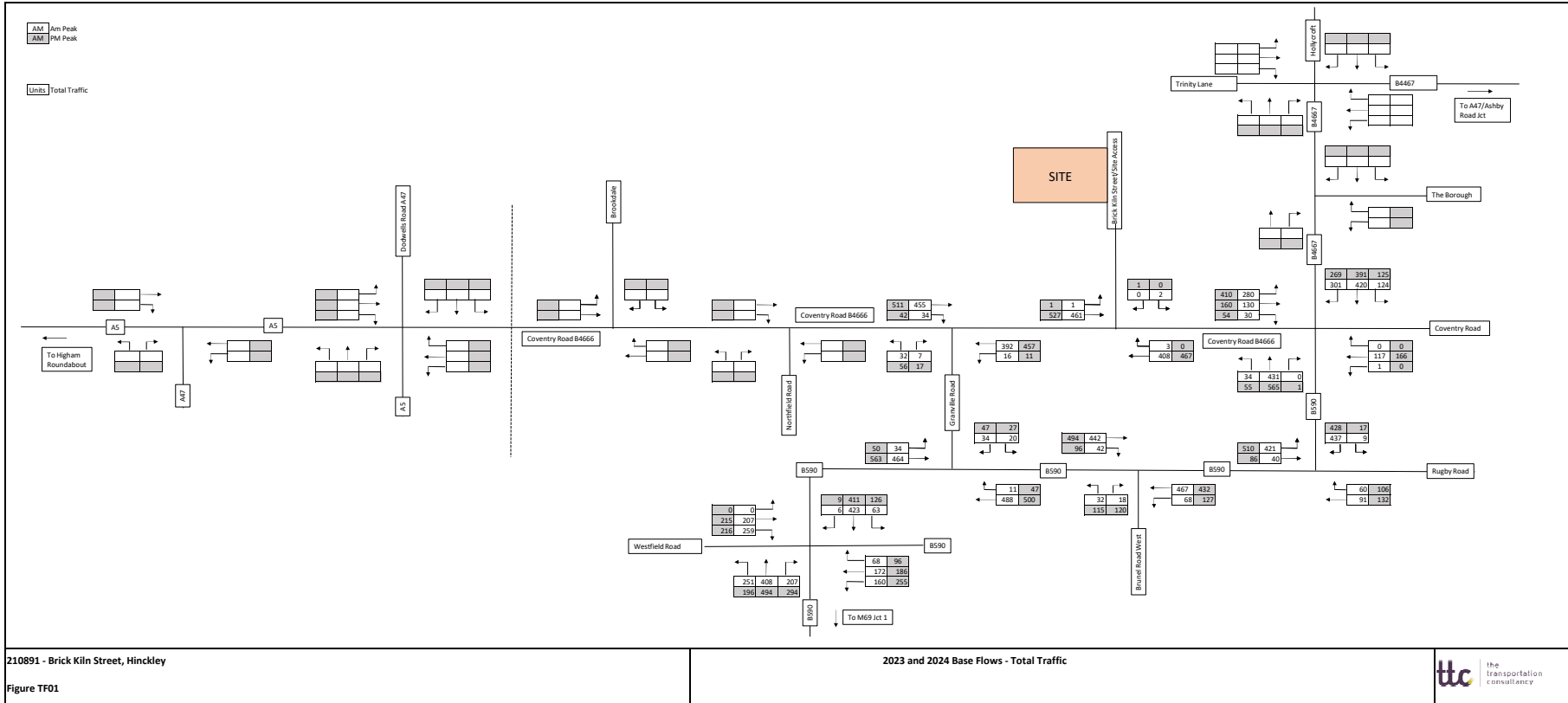
Note - Route 3 and 4 split 50/50 between B590 and Granville Road

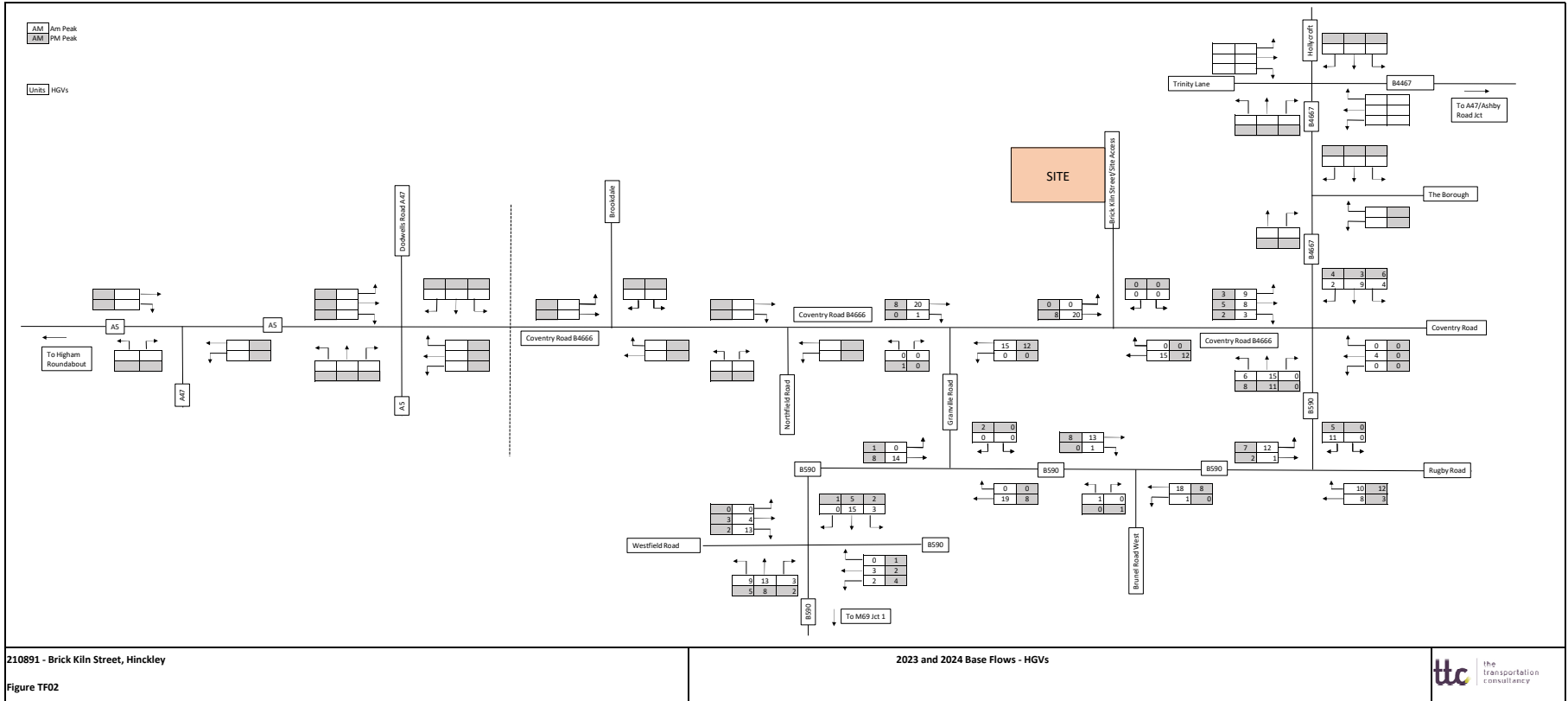
Route 6 Split

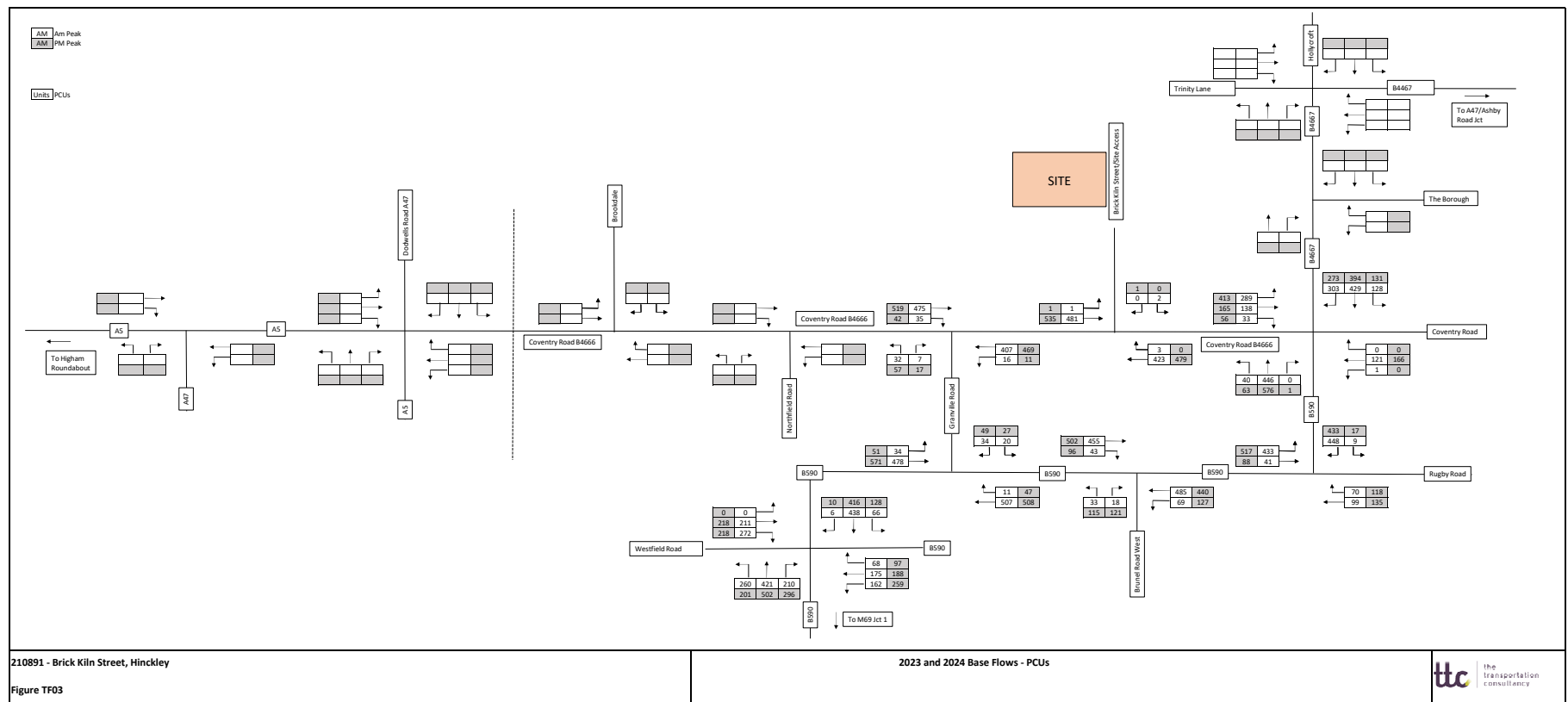
Route 6A	7.4%
Route 6B	2.4%
Route 6C	9.9%
Route 6D	2.1%
Route 6E	8.1%

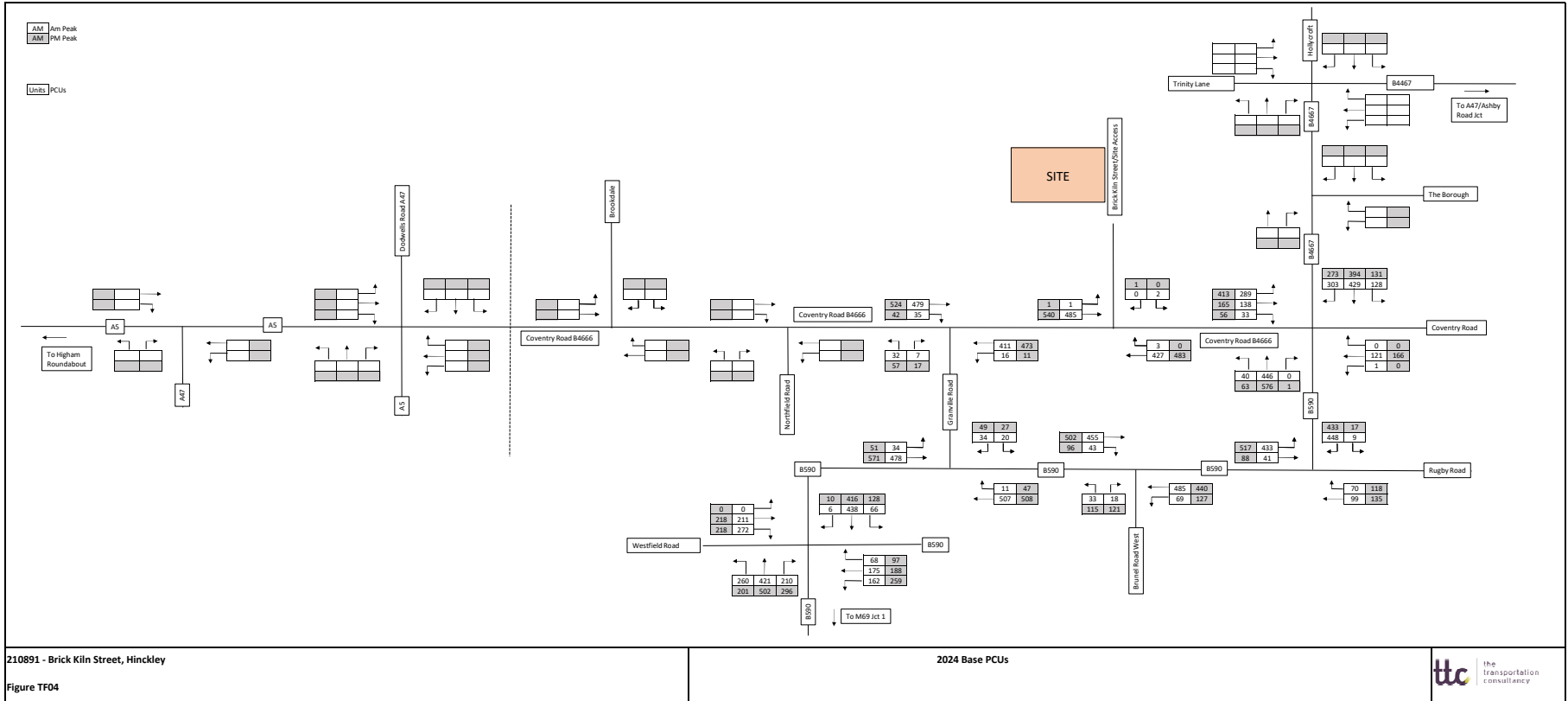
Appendix K

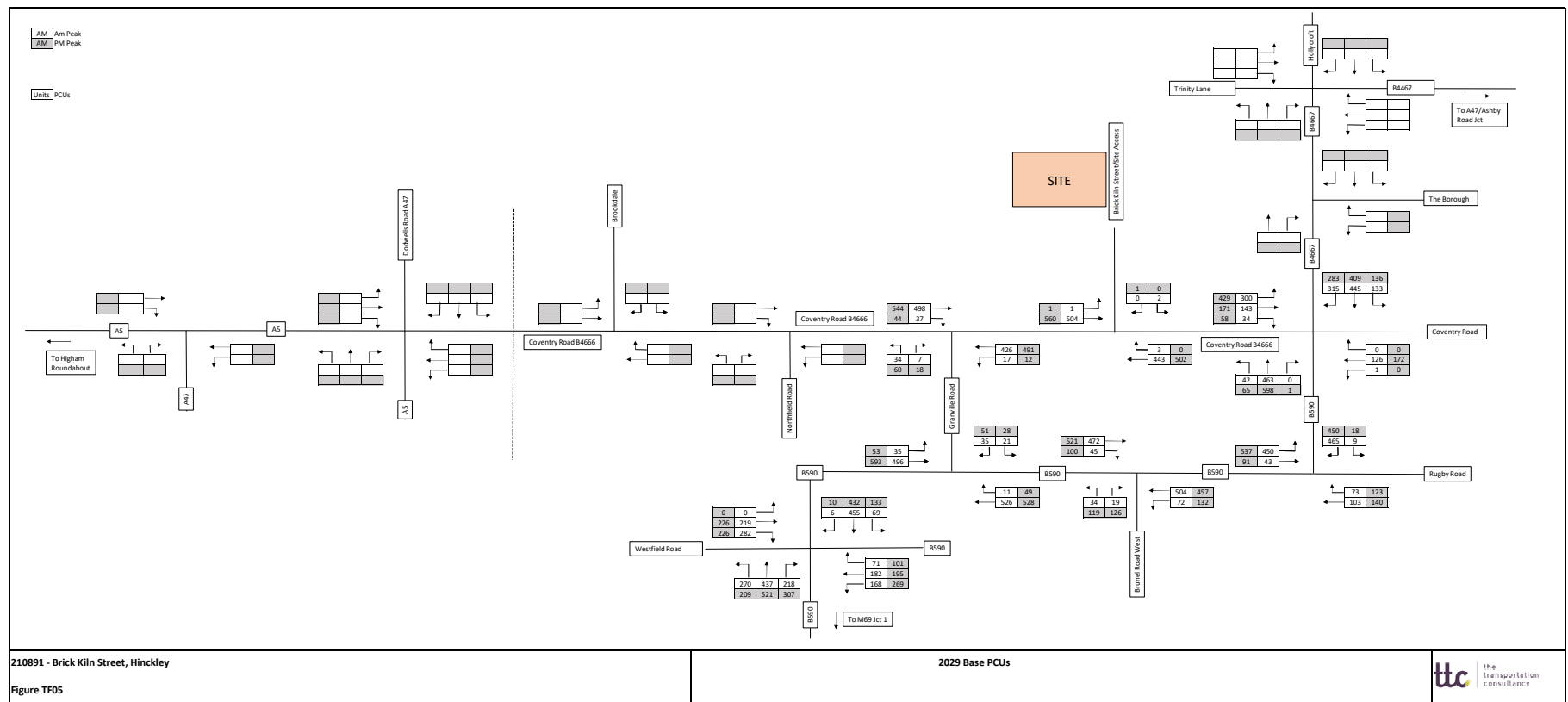
Traffic Flow Diagrams

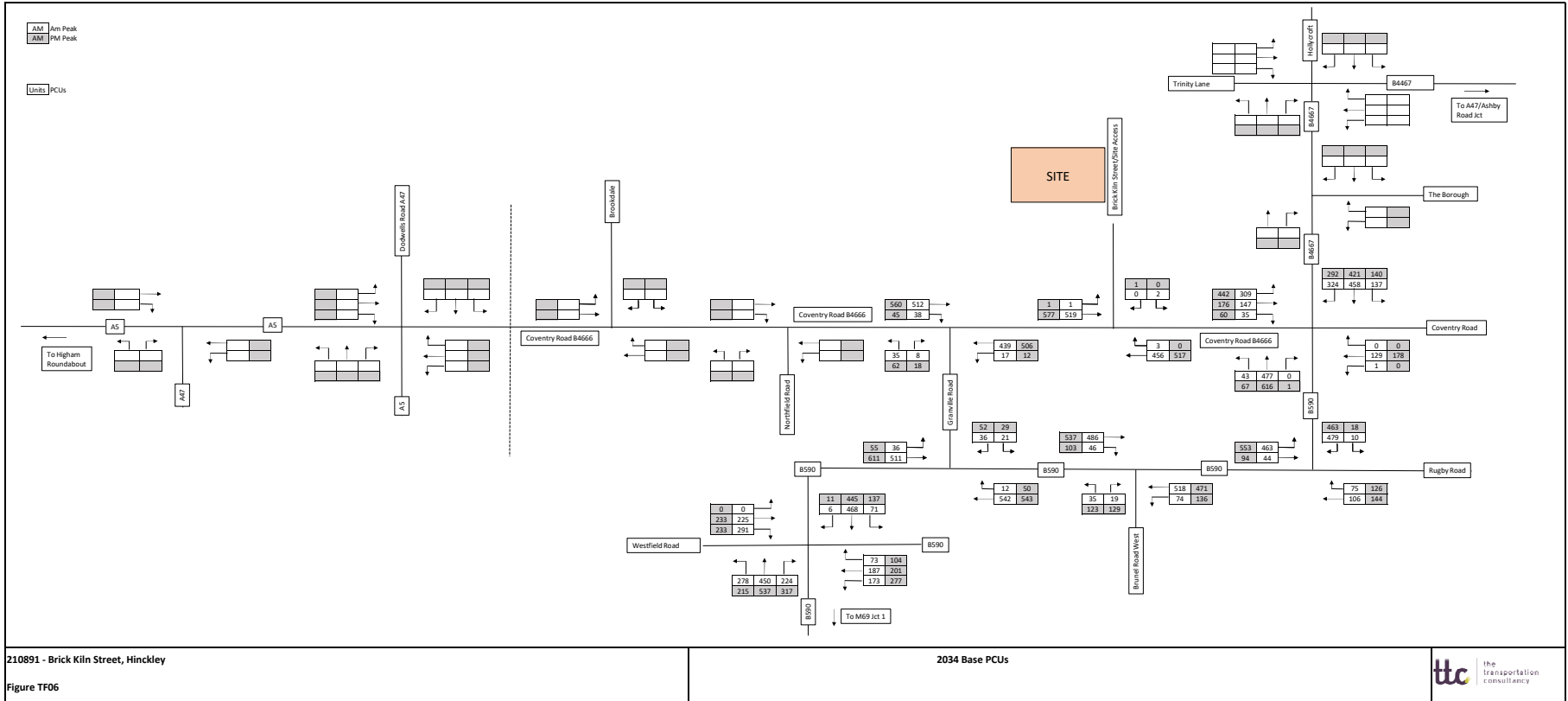


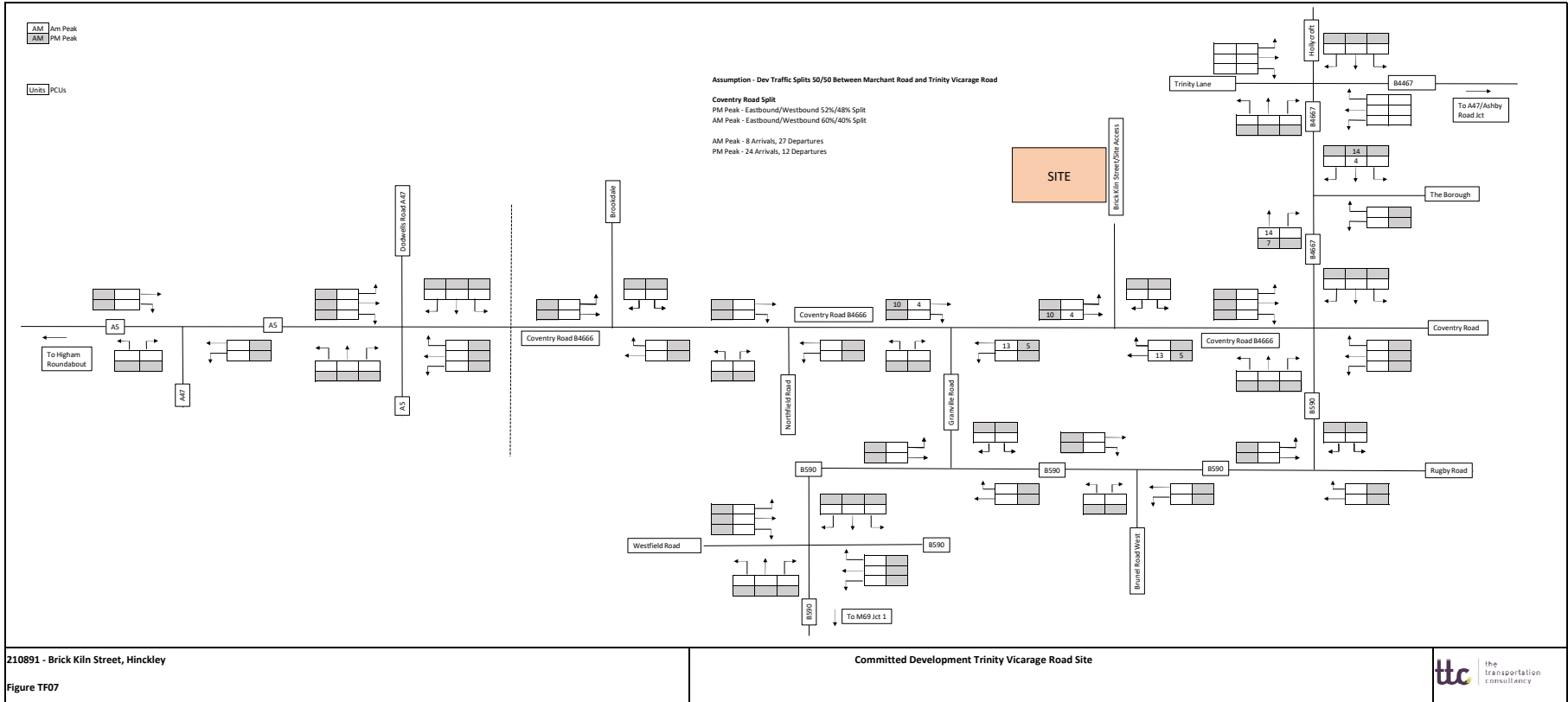






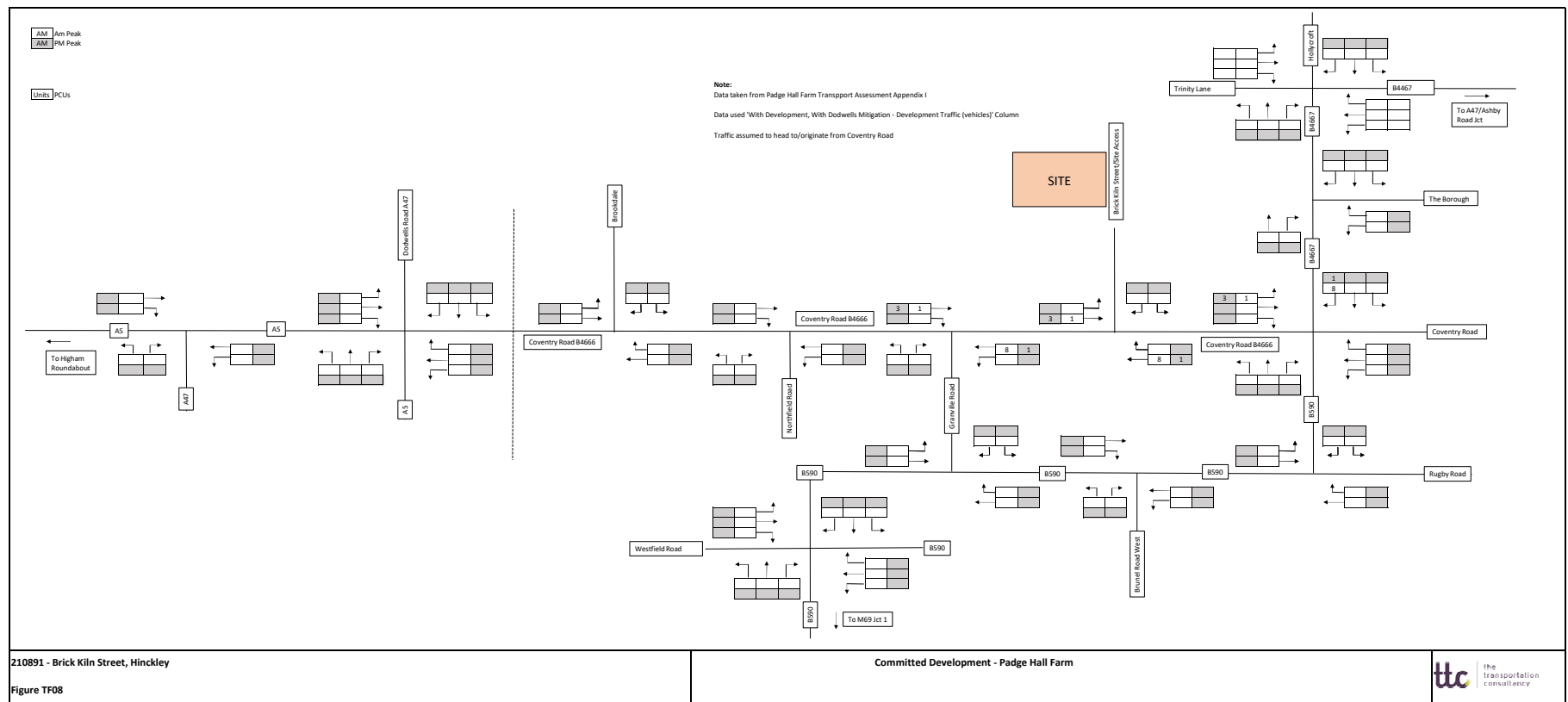


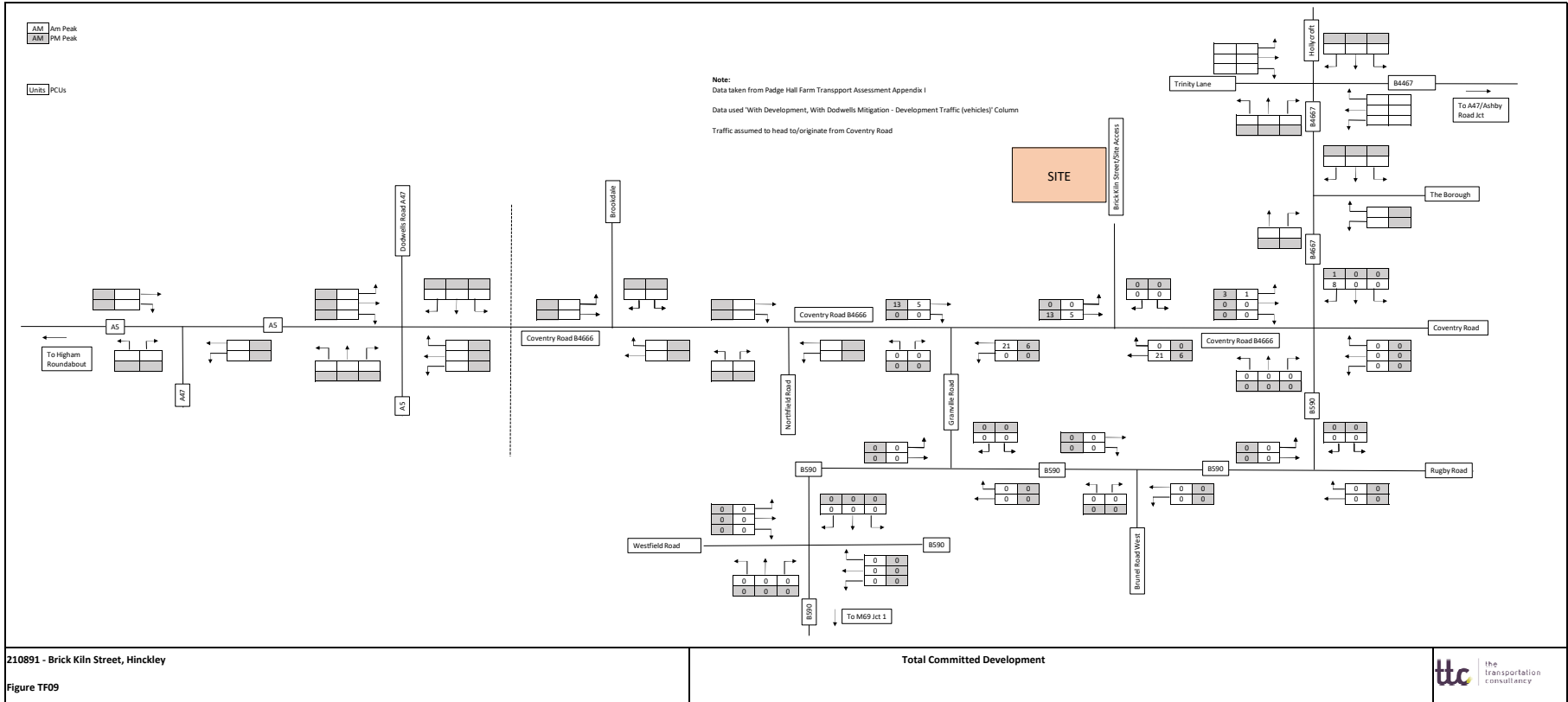


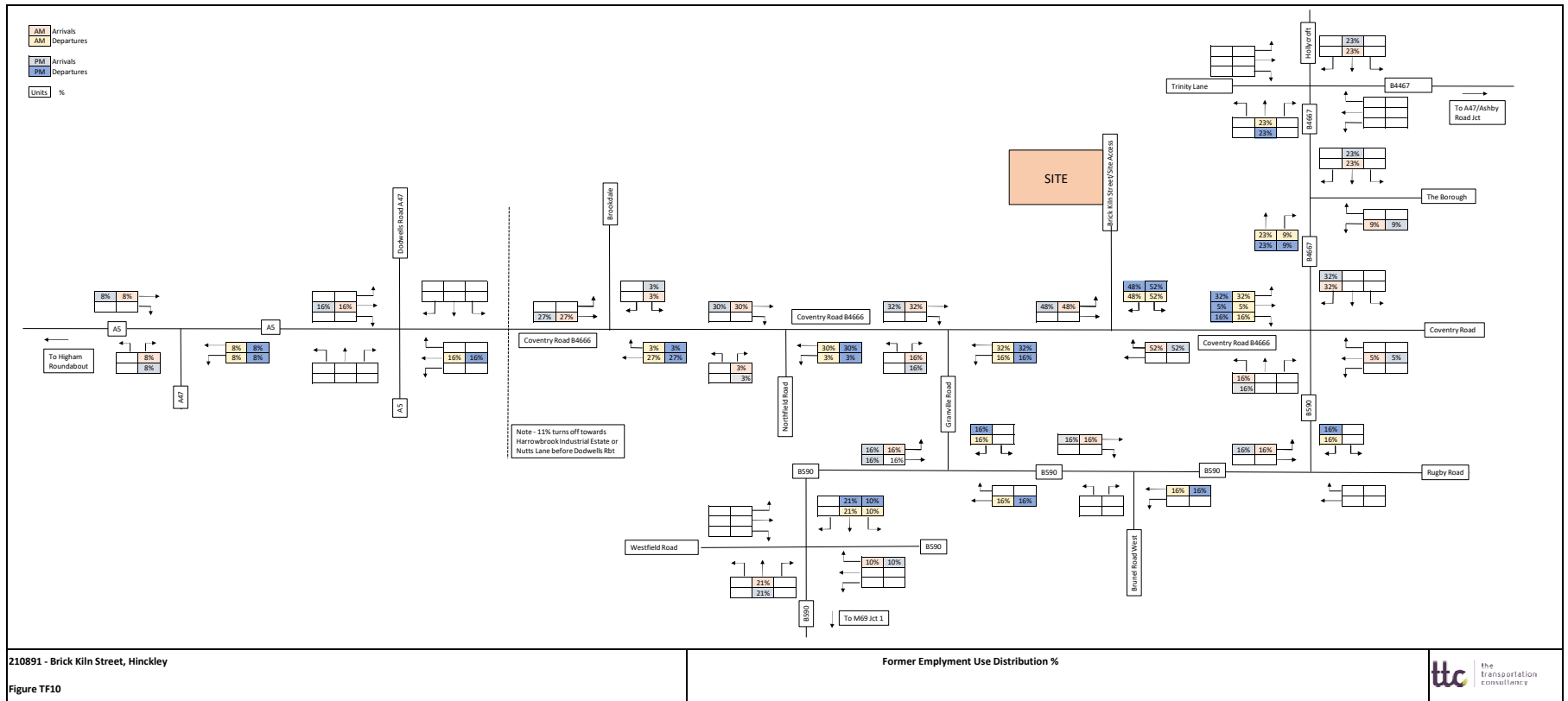


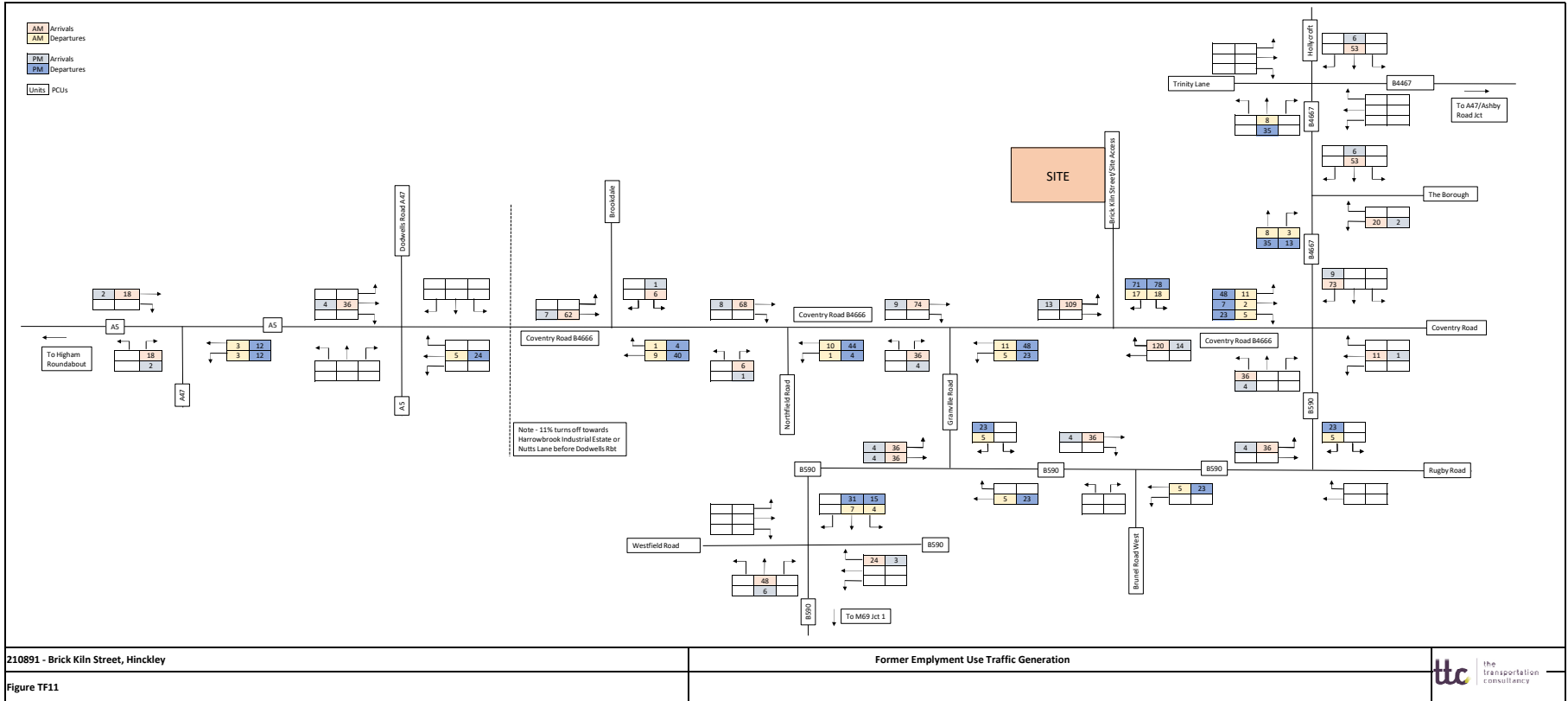
210891 - Brick Kiln Street, Hinckley

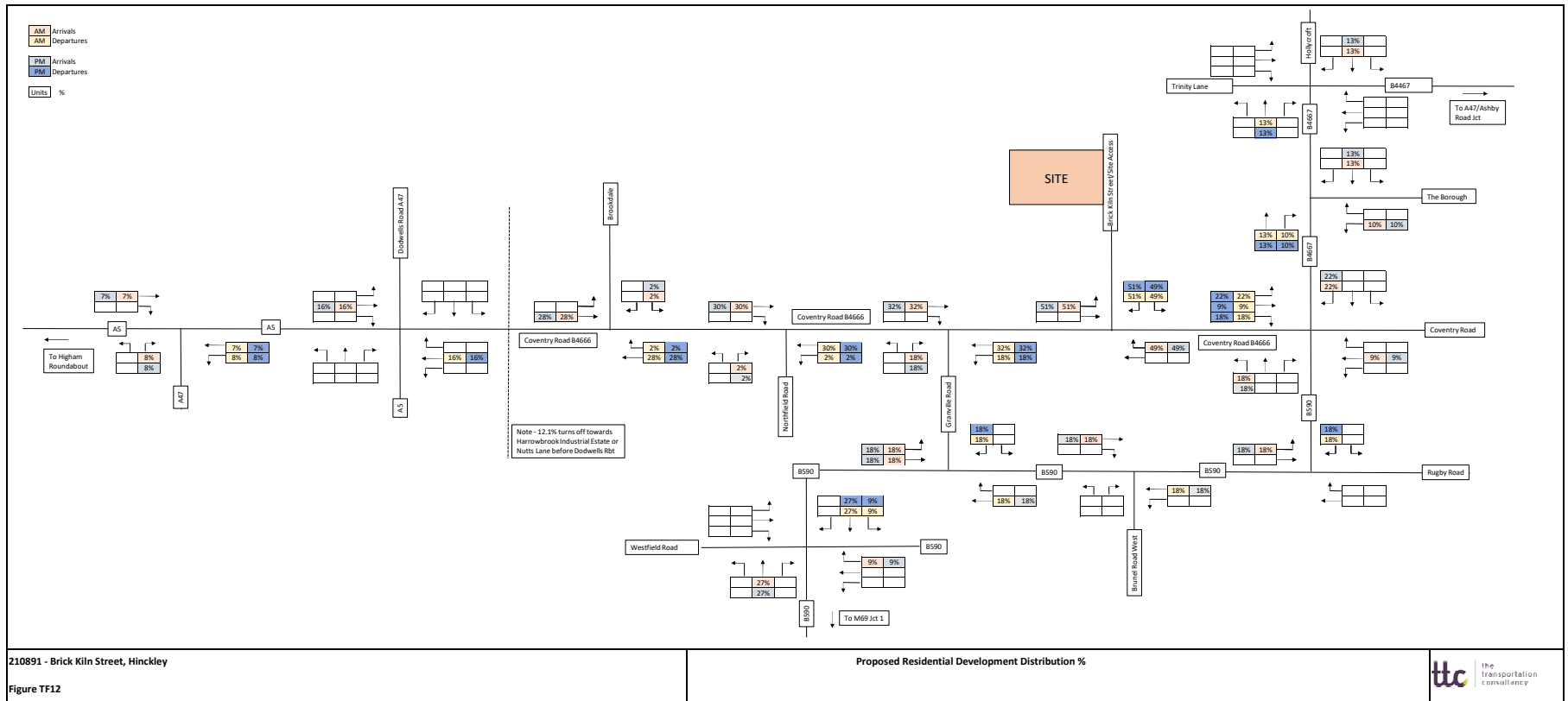
Committed Development Trinity Vicarage Road Site

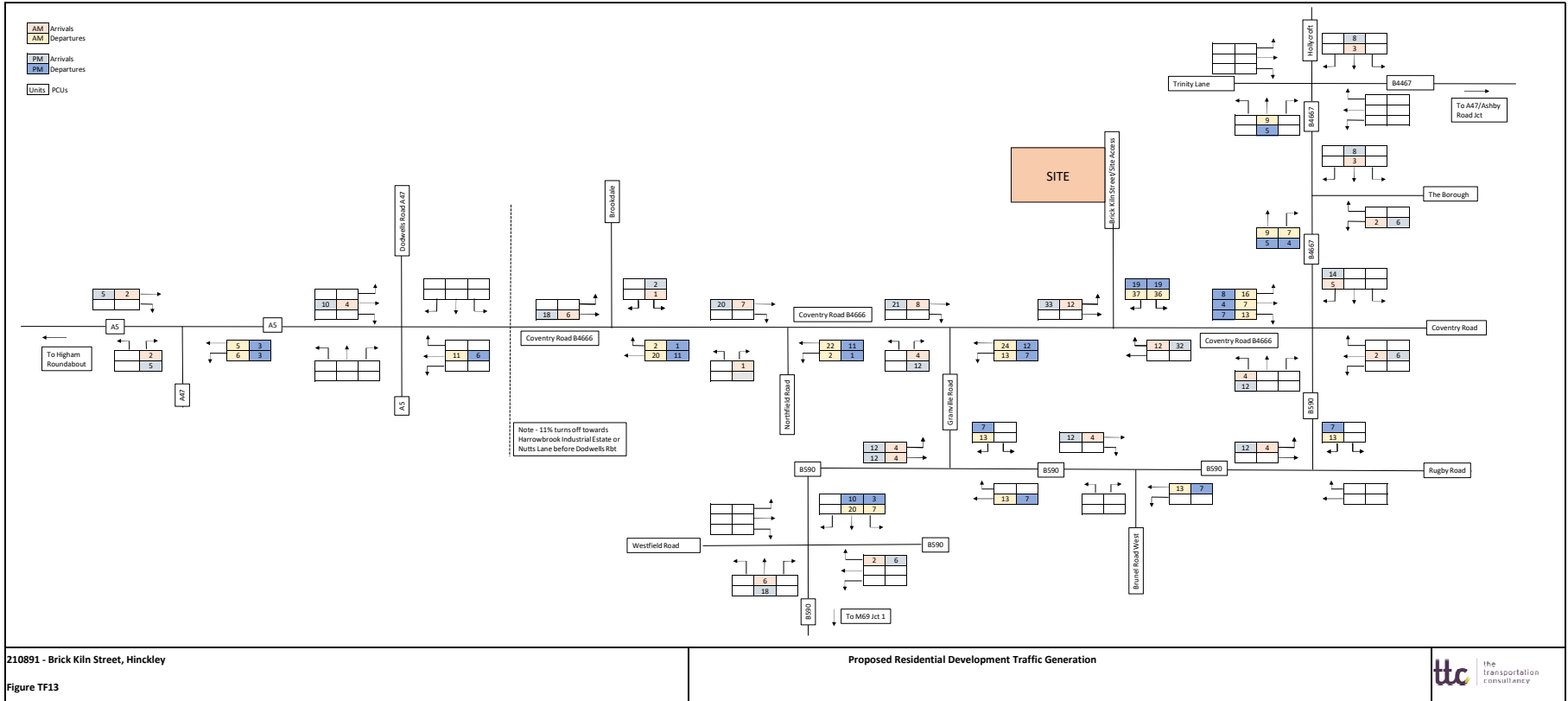


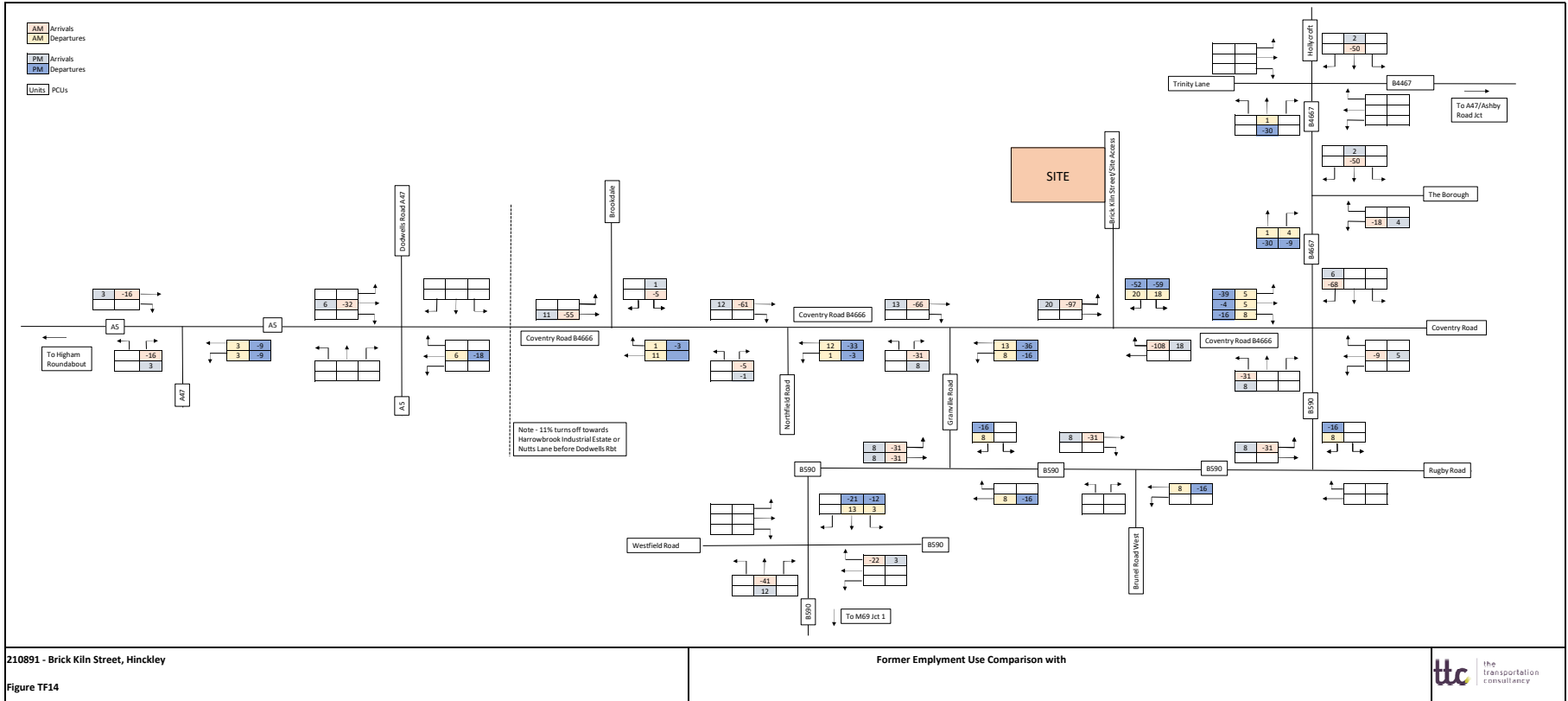


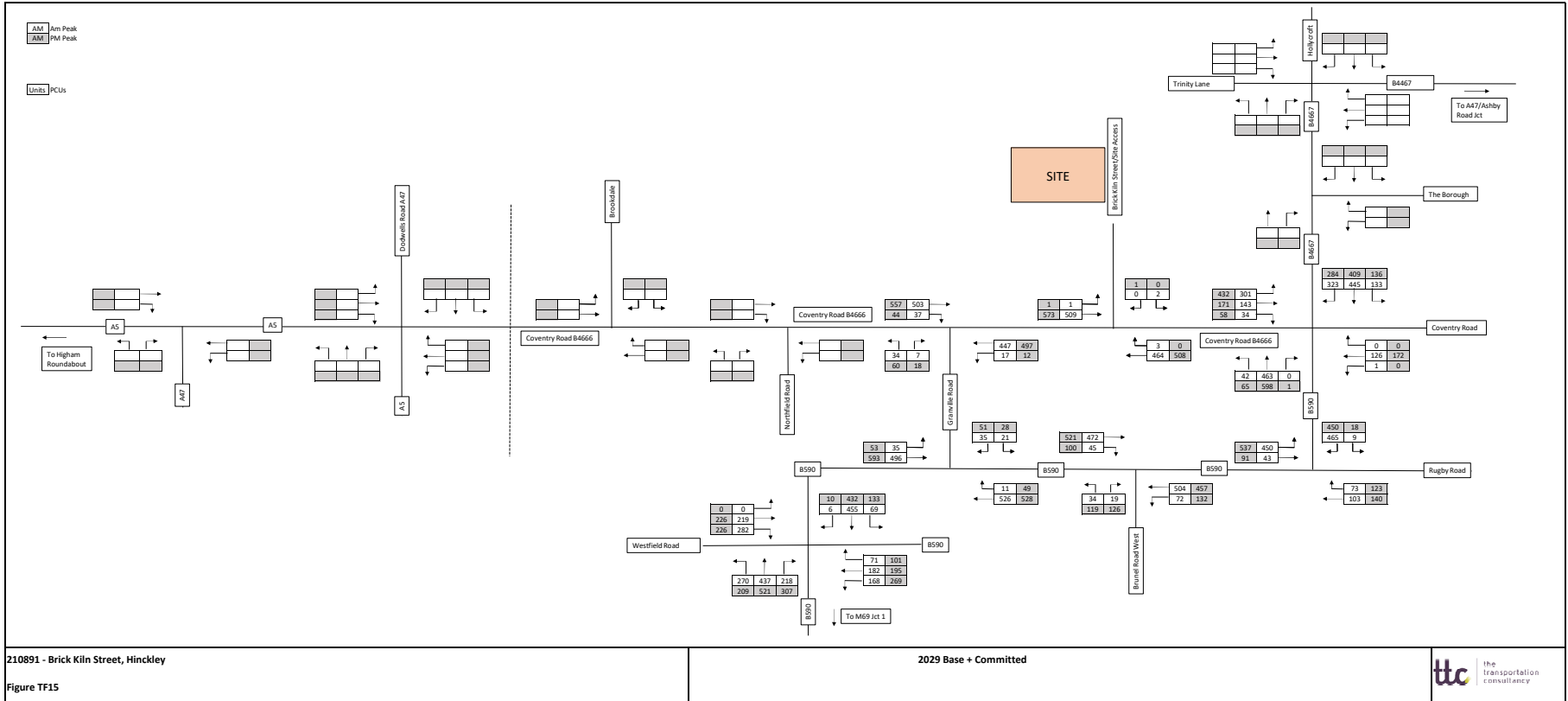


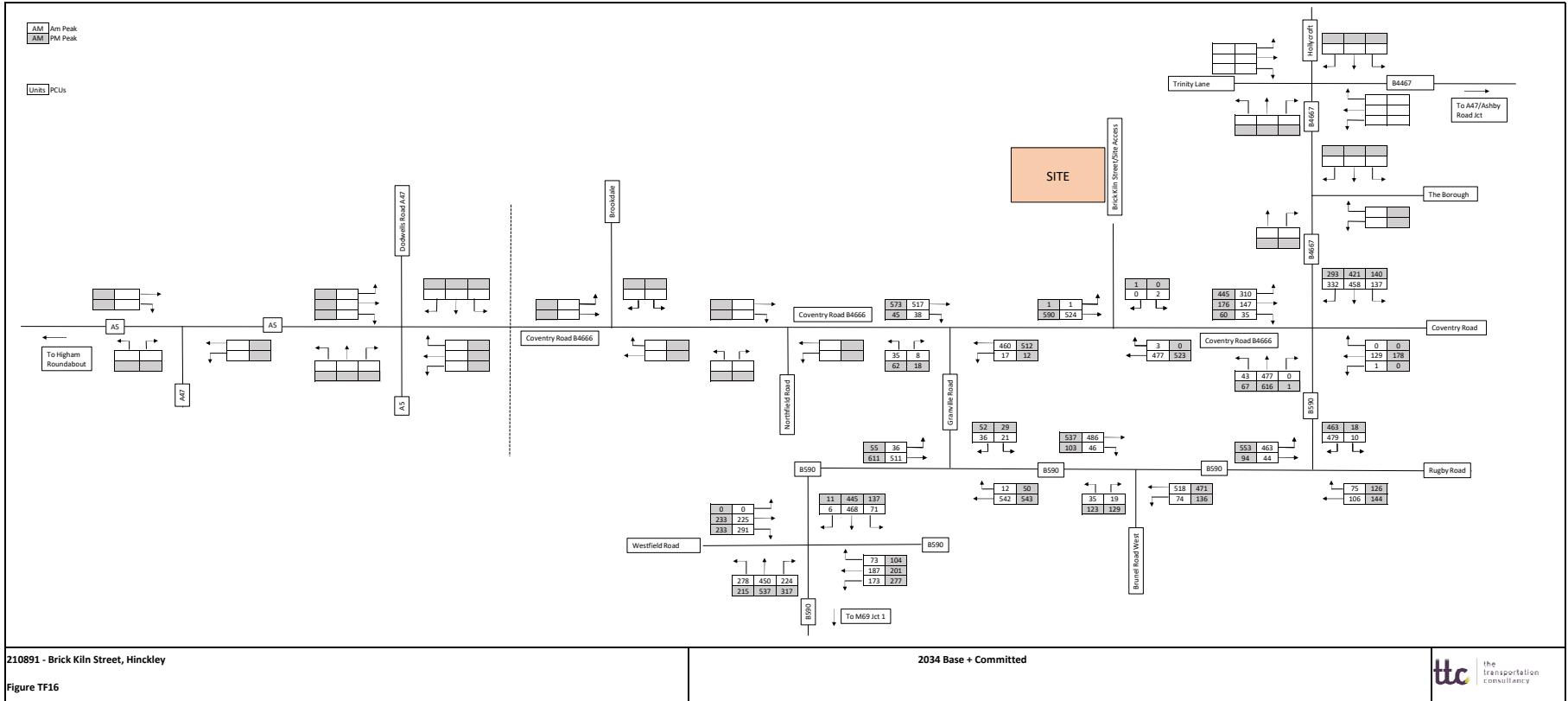


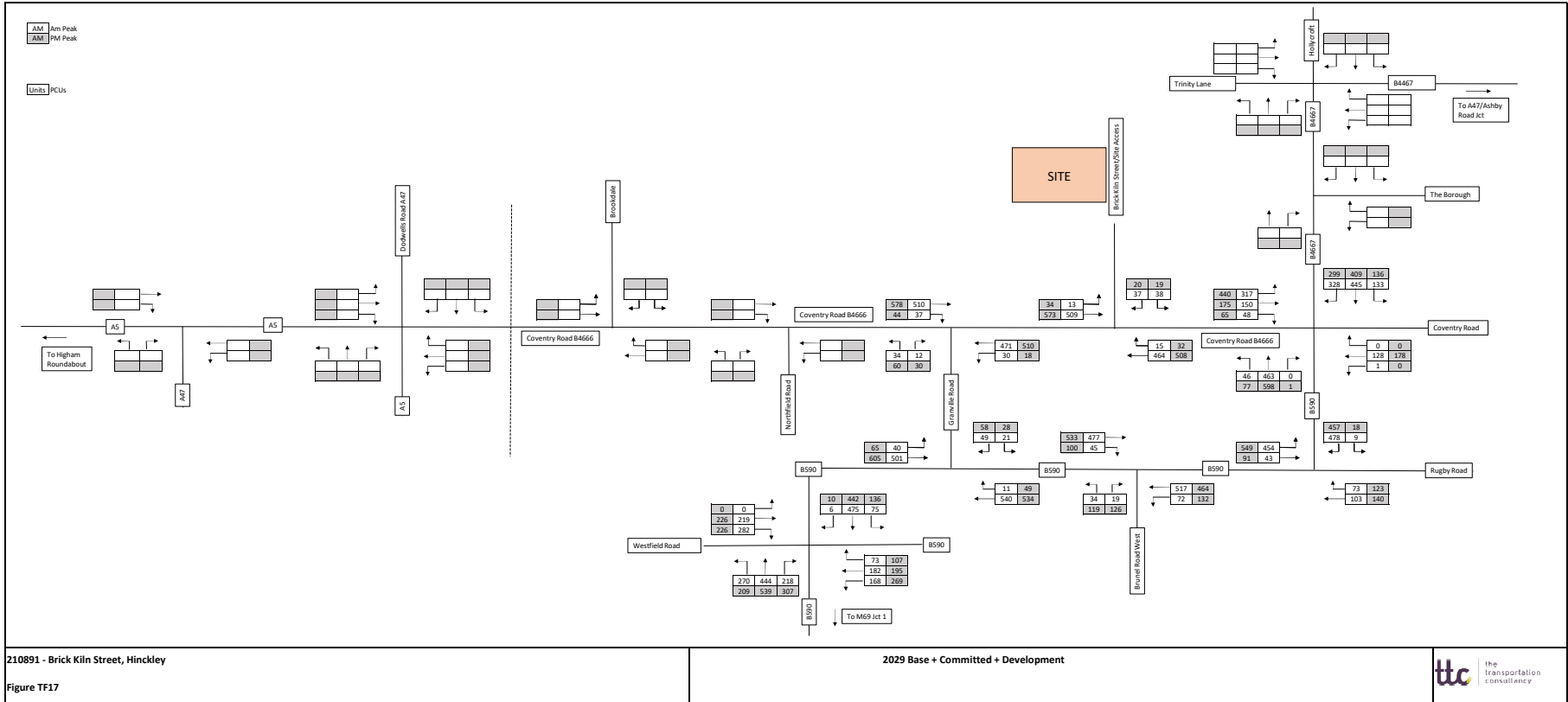


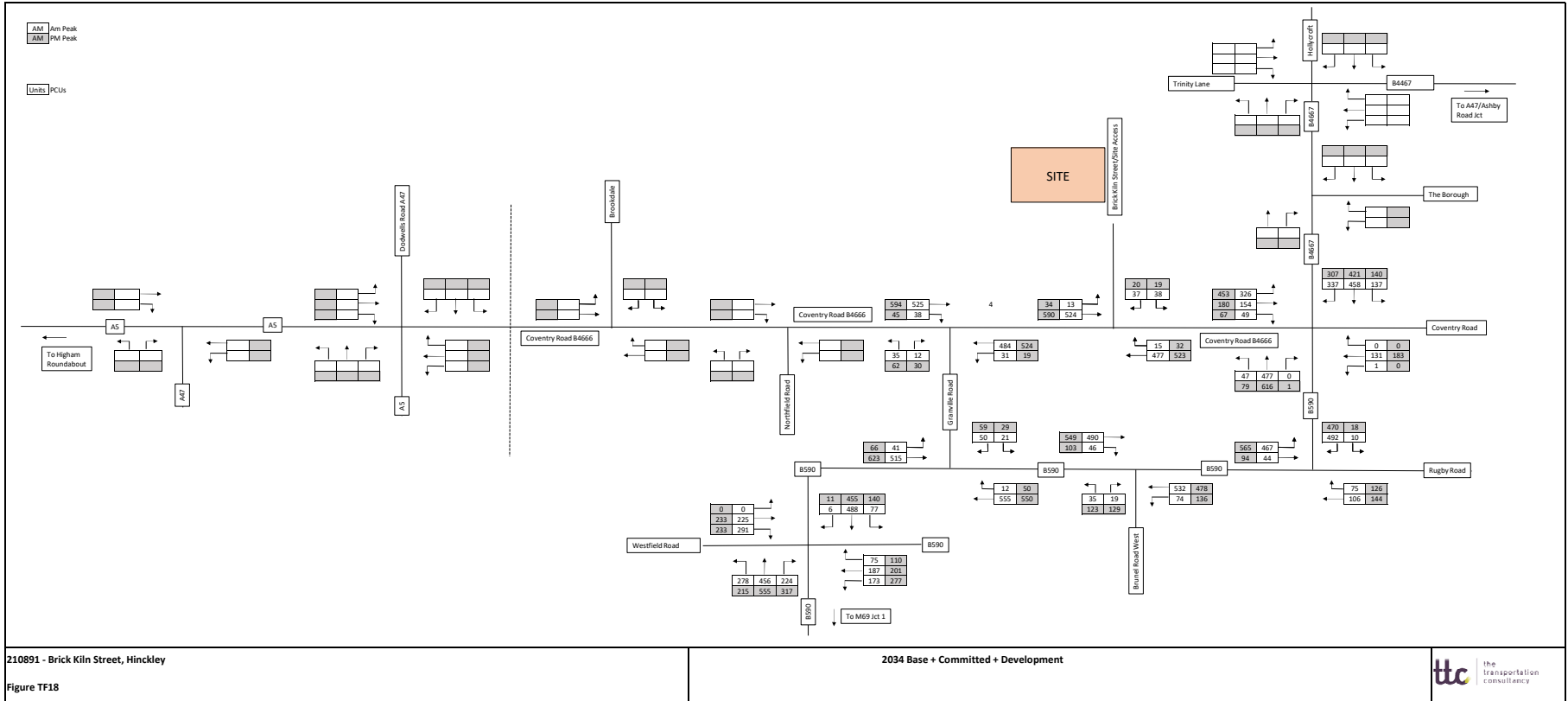












Appendix L

Multi Modal TRICS Outputs

Calculation Reference: AUDIT-154301-231020-1043

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days
11	SCOTLAND	
	FA FALKIRK	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 180 (units:)
 Range Selected by User: 50 to 300 (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: 01/01/13 to 29/06/23

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

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	8

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	11
------------------	----

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	5 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 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	3 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	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	4 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
250,001 to 500,000	2 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	8 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	1 days
No	10 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17 Survey Type: MANUAL		
2	DR-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	DONCASTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL		
3	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15 Survey Type: MANUAL		
4	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15 Survey Type: MANUAL		
5	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK	MIXED HOUSES	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 161 Survey date: WEDNESDAY 29/05/13 Survey Type: MANUAL		
6	FU-03-A-02 MACADAM WAY PENRITH	DETACHED/ TERRACED HOUSING	WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16 Survey Type: MANUAL		
7	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
9	NE-03-A-03 STATION ROAD SCUNTHORPE Edge of Town Centre Residential Zone Total No of Dwellings: 180 Survey date: TUESDAY 20/05/14	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
10	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 Survey date: MONDAY 16/09/13	MIXED HOUSING	NORTH YORKSHIRE	Survey Type: MANUAL
11	WM-03-A-05 COUNDON ROAD COVENTRY Edge of Town Centre Residential Zone Total No of Dwellings: 89 Survey date: MONDAY 21/11/16	TERRACED & DETACHED	WEST MIDLANDS	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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-03-A-09	24/06/21	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	85	0.001	11	85	0.020	11	85	0.021
08:00 - 09:00	11	85	0.002	11	85	0.018	11	85	0.020
09:00 - 10:00	11	85	0.002	11	85	0.006	11	85	0.008
10:00 - 11:00	11	85	0.009	11	85	0.004	11	85	0.013
11:00 - 12:00	11	85	0.002	11	85	0.004	11	85	0.006
12:00 - 13:00	11	85	0.005	11	85	0.005	11	85	0.010
13:00 - 14:00	11	85	0.005	11	85	0.002	11	85	0.007
14:00 - 15:00	11	85	0.006	11	85	0.005	11	85	0.011
15:00 - 16:00	11	85	0.018	11	85	0.003	11	85	0.021
16:00 - 17:00	11	85	0.012	11	85	0.005	11	85	0.017
17:00 - 18:00	11	85	0.009	11	85	0.004	11	85	0.013
18:00 - 19:00	11	85	0.013	11	85	0.007	11	85	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.083			0.167

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	85	0.017	11	85	0.088	11	85	0.105
08:00 - 09:00	11	85	0.065	11	85	0.262	11	85	0.327
09:00 - 10:00	11	85	0.076	11	85	0.098	11	85	0.174
10:00 - 11:00	11	85	0.053	11	85	0.093	11	85	0.146
11:00 - 12:00	11	85	0.070	11	85	0.064	11	85	0.134
12:00 - 13:00	11	85	0.074	11	85	0.055	11	85	0.129
13:00 - 14:00	11	85	0.055	11	85	0.082	11	85	0.137
14:00 - 15:00	11	85	0.065	11	85	0.081	11	85	0.146
15:00 - 16:00	11	85	0.176	11	85	0.119	11	85	0.295
16:00 - 17:00	11	85	0.155	11	85	0.077	11	85	0.232
17:00 - 18:00	11	85	0.128	11	85	0.053	11	85	0.181
18:00 - 19:00	11	85	0.061	11	85	0.044	11	85	0.105
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.995			1.116			2.111

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	85	0.000	11	85	0.013	11	85	0.013
08:00 - 09:00	11	85	0.001	11	85	0.031	11	85	0.032
09:00 - 10:00	11	85	0.005	11	85	0.018	11	85	0.023
10:00 - 11:00	11	85	0.015	11	85	0.009	11	85	0.024
11:00 - 12:00	11	85	0.007	11	85	0.005	11	85	0.012
12:00 - 13:00	11	85	0.009	11	85	0.016	11	85	0.025
13:00 - 14:00	11	85	0.010	11	85	0.004	11	85	0.014
14:00 - 15:00	11	85	0.006	11	85	0.010	11	85	0.016
15:00 - 16:00	11	85	0.017	11	85	0.013	11	85	0.030
16:00 - 17:00	11	85	0.014	11	85	0.004	11	85	0.018
17:00 - 18:00	11	85	0.009	11	85	0.002	11	85	0.011
18:00 - 19:00	11	85	0.011	11	85	0.000	11	85	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.125			0.229

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	85	0.000	11	85	0.019	11	85	0.019
08:00 - 09:00	11	85	0.000	11	85	0.017	11	85	0.017
09:00 - 10:00	11	85	0.000	11	85	0.004	11	85	0.004
10:00 - 11:00	11	85	0.000	11	85	0.001	11	85	0.001
11:00 - 12:00	11	85	0.000	11	85	0.001	11	85	0.001
12:00 - 13:00	11	85	0.001	11	85	0.001	11	85	0.002
13:00 - 14:00	11	85	0.000	11	85	0.000	11	85	0.000
14:00 - 15:00	11	85	0.001	11	85	0.001	11	85	0.002
15:00 - 16:00	11	85	0.000	11	85	0.000	11	85	0.000
16:00 - 17:00	11	85	0.004	11	85	0.000	11	85	0.004
17:00 - 18:00	11	85	0.017	11	85	0.000	11	85	0.017
18:00 - 19:00	11	85	0.017	11	85	0.000	11	85	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.044			0.084

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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	85	0.000	11	85	0.032	11	85	0.032
08:00 - 09:00	11	85	0.001	11	85	0.048	11	85	0.049
09:00 - 10:00	11	85	0.005	11	85	0.022	11	85	0.027
10:00 - 11:00	11	85	0.015	11	85	0.010	11	85	0.025
11:00 - 12:00	11	85	0.007	11	85	0.006	11	85	0.013
12:00 - 13:00	11	85	0.010	11	85	0.017	11	85	0.027
13:00 - 14:00	11	85	0.010	11	85	0.004	11	85	0.014
14:00 - 15:00	11	85	0.007	11	85	0.011	11	85	0.018
15:00 - 16:00	11	85	0.017	11	85	0.013	11	85	0.030
16:00 - 17:00	11	85	0.018	11	85	0.004	11	85	0.022
17:00 - 18:00	11	85	0.026	11	85	0.002	11	85	0.028
18:00 - 19:00	11	85	0.028	11	85	0.000	11	85	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.169			0.313

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 M

Site Access PICADY Outputs

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Brick Kiln Street - Coventry Road B4666.j10

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210891 - Brick Kiln Street, Hinckley\Data\Junction Modelling\Priority

Report generation date: 30/05/2024 16:25:57

- »2029 Base + Com + Dev, AM
- »2029 Base + Com + Dev, PM
- »2034 Base + Com + Dev (Sens), AM
- »2034 Base + Com + Dev (Sens), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Base + Com + Dev									
Stream B-AC	D1	0.2	10.90	0.20	B	D2	0.1	10.71	0.11	B
Stream C-AB		0.1	4.64	0.05	A		0.2	4.73	0.10	A
	2034 Base + Com + Dev (Sens)									
Stream B-AC	D3	0.3	11.09	0.20	B	D4	0.1	10.92	0.12	B
Stream C-AB		0.1	4.61	0.05	A		0.2	4.70	0.11	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	24/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamBarber
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	2029 Base + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2029 Base + Com + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2034 Base + Com + Dev (Sens)	AM	ONE HOUR	07:45	09:15	15
D4	2034 Base + Com + Dev (Sens)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Base + Com + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.90	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.15			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.78	21	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	531	0.088	0.222	0.139	0.317
B-C	684	0.095	0.240	-	-
C-B	643	0.226	0.226	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Base + Com + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	522	100.000
B		✓	75	100.000
C		✓	479	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	13	509
	B	37	0	38
	C	464	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	10.90	0.2	B
C-AB	0.05	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	56	473	0.119	56	0.1	8.611	A
C-AB	20	796	0.025	20	0.0	4.637	A
C-A	340			340			
A-B	10			10			
A-C	383			383			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	448	0.150	67	0.2	9.445	A
C-AB	27	830	0.033	27	0.0	4.483	A
C-A	403			403			
A-B	12			12			
A-C	458			458			

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	83	413	0.200	82	0.2	10.883	B
C-AB	40	879	0.045	39	0.1	4.289	A
C-A	488			488			
A-B	14			14			
A-C	560			560			

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	83	413	0.200	83	0.2	10.903	B
C-AB	40	879	0.045	40	0.1	4.290	A
C-A	488			488			
A-B	14			14			
A-C	560			560			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	448	0.150	68	0.2	9.466	A
C-AB	27	830	0.033	27	0.0	4.484	A
C-A	403			403			
A-B	12			12			
A-C	458			458			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	473	0.119	57	0.1	8.641	A
C-AB	20	796	0.025	20	0.0	4.638	A
C-A	340			340			
A-B	10			10			
A-C	383			383			

2029 Base + Com + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Base + Com + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	607	100.000
B		✓	39	100.000
C		✓	540	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	34	573
	B	20	0	19
	C	508	32	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	10.71	0.1	B
C-AB	0.10	4.73	0.2	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	29	450	0.065	29	0.1	8.538	A
C-AB	46	808	0.057	45	0.1	4.721	A
C-A	361			361			
A-B	26			26			
A-C	431			431			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	421	0.083	35	0.1	9.325	A
C-AB	63	845	0.074	63	0.1	4.602	A
C-A	423			423			
A-B	31			31			
A-C	515			515			

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	43	379	0.113	43	0.1	10.697	B
C-AB	94	899	0.104	93	0.2	4.471	A
C-A	501			501			
A-B	37			37			
A-C	631			631			

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	43	379	0.113	43	0.1	10.707	B
C-AB	94	899	0.104	94	0.2	4.476	A
C-A	501			501			
A-B	37			37			
A-C	631			631			

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	35	421	0.083	35	0.1	9.337	A
C-AB	63	845	0.075	63	0.1	4.608	A
C-A	422			422			
A-B	31			31			
A-C	515			515			

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	29	450	0.065	29	0.1	8.553	A
C-AB	46	808	0.057	46	0.1	4.729	A
C-A	361			361			
A-B	26			26			
A-C	431			431			

2034 Base + Com + Dev (Sens), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034 Base + Com + Dev (Sens)	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		✓	537	100.000
B		✓	75	100.000
C		✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	13	524
	B	37	0	38
	C	477	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To
--	----

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	11.09	0.3	B
C-AB	0.05	4.61	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	56	470	0.120	56	0.1	8.686	A
C-AB	20	801	0.026	20	0.0	4.611	A
C-A	350			350			
A-B	10			10			
A-C	394			394			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	444	0.152	67	0.2	9.556	A
C-AB	28	836	0.033	28	0.0	4.454	A
C-A	415			415			
A-B	12			12			
A-C	471			471			

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	83	407	0.203	82	0.3	11.069	B
C-AB	41	886	0.046	41	0.1	4.256	A
C-A	501			501			
A-B	14			14			
A-C	577			577			

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	83	407	0.203	83	0.3	11.089	B
C-AB	41	886	0.046	41	0.1	4.258	A
C-A	501			501			
A-B	14			14			
A-C	577			577			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	444	0.152	68	0.2	9.580	A
C-AB	28	836	0.033	28	0.0	4.455	A
C-A	414			414			
A-B	12			12			
A-C	471			471			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	470	0.120	57	0.1	8.718	A
C-AB	21	801	0.026	21	0.0	4.614	A
C-A	350			350			
A-B	10			10			
A-C	394			394			

2034 Base + Com + Dev (Sens), 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034 Base + Com + Dev (Sens)	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		✓	624	100.000
B		✓	39	100.000
C		✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	34	590
	B	20	0	19
	C	523	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To
--	----

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	10.92	0.1	B
C-AB	0.11	4.70	0.2	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	29	446	0.066	29	0.1	8.624	A
C-AB	47	814	0.057	46	0.1	4.692	A
C-A	371			371			
A-B	26			26			
A-C	444			444			

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	35	416	0.084	35	0.1	9.451	A
C-AB	64	852	0.076	64	0.1	4.572	A
C-A	434			434			
A-B	31			31			
A-C	530			530			

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	43	373	0.115	43	0.1	10.906	B
C-AB	97	908	0.107	96	0.2	4.439	A
C-A	514			514			
A-B	37			37			
A-C	650			650			

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	43	373	0.115	43	0.1	10.917	B
C-AB	97	908	0.107	97	0.2	4.441	A
C-A	514			514			
A-B	37			37			
A-C	650			650			

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	35	416	0.084	35	0.1	9.464	A
C-AB	65	852	0.076	65	0.1	4.576	A
C-A	434			434			
A-B	31			31			
A-C	530			530			

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	29	446	0.066	29	0.1	8.640	A
C-AB	47	814	0.058	47	0.1	4.698	A
C-A	371			371			
A-B	26			26			
A-C	444			444			

Appendix N

Granville Road/B4666 PICADY Outputs

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Granville Road - Coventry Road B4666.j10

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210891 - Brick Kiln Street, Hinckley\Data\Junction Modelling\Priority

Report generation date: 30/05/2024 16:29:04

»2024 Base, AM
 »2024 Base, PM
 »2029 Base + Com, AM
 »2029 Base + Com, PM
 »2029 Base + Com + Dev, AM
 »2029 Base + Com + Dev, PM
 »2034 Base + Com (Sens), AM
 »2034 Base + Com (Sens), PM
 »2034 Base + Com + Dev (Sens), AM
 »2034 Base + Com + Dev (Sens), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 Base									
Stream B-AC	D1	0.1	7.90	0.09	A	D2	0.2	9.41	0.18	A
Stream C-AB		0.2	4.87	0.11	A		0.4	4.85	0.14	A
	2029 Base + Com									
Stream B-AC	D3	0.1	8.09	0.09	A	D4	0.2	9.77	0.19	A
Stream C-AB		0.3	4.85	0.12	A		0.4	4.79	0.15	A
	2029 Base + Com + Dev									
Stream B-AC	D5	0.1	8.89	0.11	A	D6	0.3	11.25	0.24	B
Stream C-AB		0.3	4.86	0.12	A		0.4	4.75	0.16	A
	2034 Base + Com (Sens)									
Stream B-AC	D7	0.1	8.30	0.10	A	D8	0.2	9.93	0.20	A
Stream C-AB		0.3	4.83	0.13	A		0.5	4.77	0.16	A
	2034 Base + Com + Dev (Sens)									
Stream B-AC	D9	0.1	8.99	0.11	A	D10	0.3	11.46	0.24	B
Stream C-AB		0.3	4.83	0.13	A		0.5	4.73	0.16	A

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

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

File summary

File Description

--	--

Title	
Location	
Site number	
Date	24/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamBarber
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	2024 Base	AM	ONE HOUR	07:45	09:15	15
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15
D3	2029 Base + Com	AM	ONE HOUR	07:45	09:15	15
D4	2029 Base + Com	PM	ONE HOUR	16:45	18:15	15
D5	2029 Base + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2029 Base + Com + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2034 Base + Com (Sens)	AM	ONE HOUR	07:45	09:15	15
D8	2034 Base + Com (Sens)	PM	ONE HOUR	16:45	18:15	15
D9	2034 Base + Com + Dev (Sens)	AM	ONE HOUR	07:45	09:15	15
D10	2034 Base + Com + Dev (Sens)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.30			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.48	21	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	516	0.085	0.214	0.135	0.306
B-C	665	0.092	0.232	-	-
C-B	603	0.210	0.210	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	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		✓	427	100.000
B		✓	39	100.000
C		✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	16	411
	B	7	0	32
	C	479	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.90	0.1	A
C-AB	0.11	4.87	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

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Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	542	0.054	29	0.1	7.009	A
C-AB	49	789	0.062	48	0.1	4.861	A
C-A	338			338			
A-B	12			12			
A-C	309			309			

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	35	524	0.067	35	0.1	7.357	A
C-AB	66	828	0.079	66	0.1	4.725	A
C-A	396			396			
A-B	14			14			
A-C	369			369			

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	43	499	0.086	43	0.1	7.895	A
C-AB	96	884	0.109	96	0.2	4.570	A
C-A	470			470			
A-B	18			18			
A-C	453			453			

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	43	499	0.086	43	0.1	7.899	A
C-AB	96	884	0.109	96	0.2	4.573	A
C-A	470			470			
A-B	18			18			
A-C	453			453			

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	35	524	0.067	35	0.1	7.360	A
C-AB	66	828	0.080	66	0.2	4.729	A
C-A	396			396			
A-B	14			14			
A-C	369			369			

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	29	542	0.054	29	0.1	7.020	A
C-AB	49	789	0.062	49	0.1	4.867	A
C-A	338			338			
A-B	12			12			
A-C	309			309			

2024 Base, 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

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

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	2024 Base	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		✓	484	100.000
B		✓	74	100.000
C		✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	11	473
	B	17	0	57
	C	524	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	9.41	0.2	A
C-AB	0.14	4.85	0.4	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	56	517	0.108	55	0.1	7.790	A
C-AB	62	805	0.077	61	0.1	4.837	A
C-A	364			364			
A-B	8			8			
A-C	356			356			

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	67	495	0.134	66	0.2	8.395	A
C-AB	85	849	0.100	85	0.2	4.715	A
C-A	424			424			
A-B	10			10			
A-C	425			425			

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	81	464	0.176	81	0.2	9.399	A
C-AB	127	911	0.139	126	0.4	4.595	A
C-A	496			496			
A-B	12			12			
A-C	521			521			

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	81	464	0.176	81	0.2	9.412	A
C-AB	127	911	0.140	127	0.4	4.602	A
C-A	496			496			
A-B	12			12			
A-C	521			521			

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	67	495	0.134	67	0.2	8.412	A
C-AB	86	849	0.101	86	0.2	4.727	A
C-A	423			423			
A-B	10			10			
A-C	425			425			

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	56	517	0.108	56	0.1	7.813	A
C-AB	62	806	0.077	63	0.1	4.848	A
C-A	364			364			
A-B	8			8			
A-C	356			356			

2029 Base + Com, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Base + Com	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		✓	464	100.000
B		✓	41	100.000
C		✓	540	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	17	447
	B	7	0	34
	C	503	37	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	8.09	0.1	A
C-AB	0.12	4.85	0.3	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	31	537	0.057	31	0.1	7.101	A
C-AB	53	797	0.067	53	0.1	4.838	A
C-A	353			353			
A-B	13			13			
A-C	337			337			

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	37	518	0.071	37	0.1	7.484	A
C-AB	73	838	0.087	72	0.2	4.704	A
C-A	413			413			
A-B	15			15			
A-C	402			402			

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	45	490	0.092	45	0.1	8.086	A
C-AB	107	897	0.119	107	0.3	4.557	A
C-A	488			488			
A-B	19			19			
A-C	492			492			

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	45	490	0.092	45	0.1	8.090	A
C-AB	107	897	0.119	107	0.3	4.562	A
C-A	487			487			
A-B	19			19			
A-C	492			492			

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	37	518	0.071	37	0.1	7.491	A
C-AB	73	838	0.087	73	0.2	4.710	A
C-A	413			413			
A-B	15			15			
A-C	402			402			

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	31	537	0.057	31	0.1	7.109	A
C-AB	53	797	0.067	54	0.1	4.845	A
C-A	353			353			
A-B	13			13			
A-C	337			337			

2029 Base + Com, 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Base + Com	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		✓	509	100.000
B		✓	78	100.000
C		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	12	497
	B	18	0	60
	C	557	44	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.77	0.2	A
C-AB	0.15	4.79	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	511	0.115	58	0.1	7.948	A
C-AB	68	820	0.083	67	0.2	4.781	A
C-A	385			385			
A-B	9			9			
A-C	374			374			

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	70	487	0.144	70	0.2	8.620	A
C-AB	94	867	0.109	94	0.2	4.660	A
C-A	446			446			
A-B	11			11			
A-C	447			447			

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	86	454	0.189	86	0.2	9.756	A
C-AB	142	933	0.152	141	0.4	4.551	A
C-A	520			520			
A-B	13			13			
A-C	547			547			

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	86	454	0.189	86	0.2	9.771	A
C-AB	143	934	0.153	142	0.4	4.559	A
C-A	519			519			
A-B	13			13			
A-C	547			547			

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	70	487	0.144	70	0.2	8.639	A
C-AB	95	867	0.109	95	0.2	4.674	A
C-A	446			446			
A-B	11			11			
A-C	447			447			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	511	0.115	59	0.1	7.973	A
C-AB	68	820	0.083	69	0.2	4.795	A
C-A	384			384			
A-B	9			9			
A-C	374			374			

2029 Base + Com + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Base + Com + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	501	100.000
B		✓	46	100.000
C		✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	30	471
	B	12	0	34
	C	510	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	8.89	0.1	A
C-AB	0.12	4.86	0.3	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	509	0.068	34	0.1	7.571	A
C-AB	54	796	0.068	53	0.1	4.849	A
C-A	358			358			
A-B	23			23			
A-C	355			355			

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	41	487	0.085	41	0.1	8.072	A
C-AB	74	837	0.088	74	0.2	4.714	A
C-A	418			418			
A-B	27			27			
A-C	423			423			

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	51	456	0.111	51	0.1	8.883	A
C-AB	110	897	0.122	109	0.3	4.575	A
C-A	493			493			
A-B	33			33			
A-C	519			519			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	456	0.111	51	0.1	8.889	A
C-AB	110	897	0.122	110	0.3	4.580	A
C-A	492			492			
A-B	33			33			
A-C	519			519			

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	41	487	0.085	41	0.1	8.079	A
C-AB	74	838	0.088	75	0.2	4.724	A
C-A	418			418			
A-B	27			27			
A-C	423			423			

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	509	0.068	35	0.1	7.587	A
C-AB	54	796	0.068	54	0.1	4.856	A
C-A	358			358			
A-B	23			23			
A-C	355			355			

2029 Base + Com + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 Base + Com + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	528	100.000
B		✓	90	100.000
C		✓	622	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	18	510
	B	30	0	60
	C	578	44	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	11.25	0.3	B
C-AB	0.16	4.75	0.4	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	68	482	0.141	67	0.2	8.668	A
C-AB	70	829	0.084	69	0.2	4.737	A
C-A	399			399			
A-B	14			14			
A-C	384			384			

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	81	456	0.177	81	0.2	9.587	A
C-AB	97	878	0.111	97	0.2	4.616	A
C-A	462			462			
A-B	16			16			
A-C	458			458			

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	99	419	0.236	99	0.3	11.226	B
C-AB	149	948	0.157	148	0.4	4.507	A
C-A	536			536			
A-B	20			20			
A-C	562			562			

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	99	419	0.236	99	0.3	11.250	B
C-AB	149	948	0.157	149	0.4	4.516	A
C-A	536			536			
A-B	20			20			
A-C	562			562			

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	81	456	0.177	81	0.2	9.619	A
C-AB	98	878	0.111	99	0.3	4.628	A
C-A	461			461			
A-B	16			16			
A-C	458			458			

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	68	482	0.141	68	0.2	8.706	A
C-AB	70	829	0.085	71	0.2	4.749	A
C-A	398			398			
A-B	14			14			
A-C	384			384			

2034 Base + Com (Sens), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2034 Base + Com (Sens)	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		✓	477	100.000
B		✓	43	100.000
C		✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	17	460
	B	8	0	35
	C	517	38	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.30	0.1	A
C-AB	0.13	4.83	0.3	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	32	531	0.061	32	0.1	7.220	A
C-AB	56	803	0.069	55	0.1	4.813	A
C-A	362			362			
A-B	13			13			
A-C	346			346			

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	39	510	0.076	39	0.1	7.636	A
C-AB	76	845	0.090	76	0.2	4.683	A
C-A	423			423			
A-B	15			15			
A-C	414			414			

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	47	481	0.098	47	0.1	8.297	A
C-AB	113	906	0.125	113	0.3	4.540	A
C-A	498			498			
A-B	19			19			
A-C	506			506			

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	47	481	0.098	47	0.1	8.301	A
C-AB	113	907	0.125	113	0.3	4.547	A
C-A	498			498			
A-B	19			19			
A-C	506			506			

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	39	510	0.076	39	0.1	7.640	A
C-AB	76	846	0.090	77	0.2	4.689	A
C-A	422			422			
A-B	15			15			
A-C	414			414			

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	32	530	0.061	32	0.1	7.231	A
C-AB	56	803	0.070	56	0.1	4.826	A
C-A	362			362			
A-B	13			13			
A-C	346			346			

2034 Base + Com (Sens), 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2034 Base + Com (Sens)	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		✓	524	100.000
B		✓	80	100.000
C		✓	618	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	12	512
	B	18	0	62
	C	573	45	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	9.93	0.2	A
C-AB	0.16	4.77	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	60	509	0.118	60	0.1	8.012	A
C-AB	71	827	0.086	70	0.2	4.758	A
C-A	394			394			
A-B	9			9			
A-C	385			385			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	485	0.148	72	0.2	8.715	A
C-AB	99	875	0.113	98	0.3	4.639	A
C-A	457			457			
A-B	11			11			
A-C	460			460			

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	88	451	0.195	88	0.2	9.913	A
C-AB	150	944	0.159	150	0.5	4.539	A
C-A	530			530			
A-B	13			13			
A-C	564			564			

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	88	451	0.195	88	0.2	9.929	A
C-AB	151	945	0.160	151	0.5	4.548	A
C-A	530			530			
A-B	13			13			
A-C	564			564			

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	72	485	0.148	72	0.2	8.733	A
C-AB	99	876	0.113	100	0.3	4.652	A
C-A	456			456			
A-B	11			11			
A-C	460			460			

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	60	509	0.118	60	0.1	8.034	A
C-AB	71	827	0.086	72	0.2	4.772	A
C-A	394			394			
A-B	9			9			
A-C	385			385			

2034 Base + Com + Dev (Sens), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2034 Base + Com + Dev (Sens)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	515	100.000
B		✓	47	100.000
C		✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	31	484
	B	12	0	35
	C	525	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To
--	----

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	8.99	0.1	A
C-AB	0.13	4.83	0.3	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	508	0.070	35	0.1	7.613	A
C-AB	56	802	0.070	56	0.1	4.822	A
C-A	367			367			
A-B	23			23			
A-C	364			364			

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	485	0.087	42	0.1	8.134	A
C-AB	78	845	0.092	77	0.2	4.693	A
C-A	428			428			
A-B	28			28			
A-C	435			435			

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	452	0.114	52	0.1	8.982	A
C-AB	116	907	0.128	116	0.3	4.554	A
C-A	504			504			
A-B	34			34			
A-C	533			533			

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	452	0.114	52	0.1	8.988	A
C-AB	116	907	0.128	116	0.3	4.560	A
C-A	504			504			
A-B	34			34			
A-C	533			533			

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	485	0.087	42	0.1	8.142	A
C-AB	78	846	0.092	78	0.2	4.701	A
C-A	428			428			
A-B	28			28			
A-C	435			435			

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	508	0.070	35	0.1	7.628	A
C-AB	57	802	0.071	57	0.1	4.832	A
C-A	367			367			
A-B	23			23			
A-C	364			364			

2034 Base + Com + Dev (Sens), 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2034 Base + Com + Dev (Sens)	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		✓	543	100.000
B		✓	92	100.000
C		✓	639	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	
	0	19	524	
	30	0	62	
	594	45	0	

Vehicle Mix

Heavy Vehicle Percentages

	To
--	----

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	11.46	0.3	B
C-AB	0.16	4.73	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	69	480	0.144	69	0.2	8.738	A
C-AB	73	836	0.087	72	0.2	4.714	A
C-A	408			408			
A-B	14			14			
A-C	394			394			

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	83	453	0.182	82	0.2	9.698	A
C-AB	102	886	0.115	102	0.3	4.594	A
C-A	472			472			
A-B	17			17			
A-C	471			471			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	415	0.244	101	0.3	11.431	B
C-AB	157	958	0.164	156	0.5	4.496	A
C-A	546			546			
A-B	21			21			
A-C	577			577			

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	101	415	0.244	101	0.3	11.462	B
C-AB	158	959	0.164	158	0.5	4.505	A
C-A	546			546			
A-B	21			21			
A-C	577			577			

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	83	453	0.182	83	0.2	9.736	A
C-AB	103	887	0.116	104	0.3	4.607	A
C-A	472			472			
A-B	17			17			
A-C	471			471			

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	69	480	0.144	69	0.2	8.778	A
C-AB	73	836	0.088	74	0.2	4.727	A
C-A	408			408			
A-B	14			14			
A-C	394			394			

Appendix O

Granville Road/B590 PICADY Outputs

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Granville Road - Rugby Road B590.j10

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210891 - Brick Kiln Street, Hinckley\Data\Junction Modelling\Priority

Report generation date: 30/05/2024 16:36:49

»2024 Base, AM
 »2024 Base, PM
 »2029 Base + Com, AM
 »2029 Base + Com, PM
 »2029 Base + Com + Dev, AM
 »2029 Base + Com + Dev, PM
 »2034 Base + Com (Sens), AM
 »2034 Base + Com (Sens), PM
 »2034 Base + Com + Dev (Sens), AM
 »2034 Base + Com + Dev (Sens), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 Base									
Stream B-AC	D1	0.2	11.92	0.16	B	D2	0.3	15.01	0.26	C
Stream C-AB		0.0	4.50	0.03	A		0.4	4.91	0.16	A
	2029 Base + Com									
Stream B-AC	D3	0.2	12.26	0.17	B	D4	0.4	15.83	0.28	C
Stream C-AB		0.0	4.46	0.04	A		0.5	4.90	0.17	A
	2029 Base + Com + Dev									
Stream B-AC	D5	0.3	13.73	0.23	B	D6	0.4	17.15	0.31	C
Stream C-AB		0.0	4.43	0.04	A		0.5	4.90	0.17	A
	2034 Base + Com (Sens)									
Stream B-AC	D7	0.2	12.61	0.18	B	D8	0.4	16.45	0.29	C
Stream C-AB		0.1	4.43	0.04	A		0.5	4.88	0.18	A
	2034 Base + Com + Dev (Sens)									
Stream B-AC	D9	0.3	14.14	0.23	B	D10	0.5	17.88	0.32	C
Stream C-AB		0.1	4.41	0.04	A		0.5	4.89	0.18	A

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

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

File summary

File Description

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Title	
Location	
Site number	
Date	24/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamBarber
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	2024 Base	AM	ONE HOUR	07:45	09:15	15
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15
D3	2029 Base + Com	AM	ONE HOUR	07:45	09:15	15
D4	2029 Base + Com	PM	ONE HOUR	16:45	18:15	15
D5	2029 Base + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2029 Base + Com + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2034 Base + Com (Sens)	AM	ONE HOUR	07:45	09:15	15
D8	2034 Base + Com (Sens)	PM	ONE HOUR	16:45	18:15	15
D9	2034 Base + Com + Dev (Sens)	AM	ONE HOUR	07:45	09:15	15
D10	2034 Base + Com + Dev (Sens)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.05			110.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	20	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	496	0.082	0.208	0.131	0.297
B-C	640	0.089	0.226	-	-
C-B	638	0.225	0.225	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	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		✓	512	100.000
B		✓	54	100.000
C		✓	518	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	34	478
	B	34	0	20
	C	507	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	11.92	0.2	B
C-AB	0.03	4.50	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

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Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	420	0.097	40	0.1	9.473	A
C-AB	16	816	0.019	15	0.0	4.498	A
C-A	374			374			
A-B	26			26			
A-C	360			360			

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	49	396	0.123	48	0.1	10.368	B
C-AB	21	855	0.025	21	0.0	4.319	A
C-A	444			444			
A-B	31			31			
A-C	430			430			

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	59	361	0.164	59	0.2	11.902	B
C-AB	31	911	0.034	31	0.0	4.093	A
C-A	539			539			
A-B	37			37			
A-C	526			526			

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	59	361	0.164	59	0.2	11.919	B
C-AB	31	911	0.034	31	0.0	4.094	A
C-A	539			539			
A-B	37			37			
A-C	526			526			

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	49	396	0.123	49	0.1	10.387	B
C-AB	21	855	0.025	21	0.0	4.319	A
C-A	444			444			
A-B	31			31			
A-C	430			430			

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	41	420	0.097	41	0.1	9.501	A
C-AB	16	816	0.019	16	0.0	4.498	A
C-A	374			374			
A-B	26			26			
A-C	360			360			

2024 Base, 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base	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		✓	622	100.000
B		✓	76	100.000
C		✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	51	571
	B	49	0	27
	C	508	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	15.01	0.3	C
C-AB	0.16	4.91	0.4	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	57	394	0.145	57	0.2	10.642	B
C-AB	68	802	0.084	67	0.2	4.900	A
C-A	350			350			
A-B	38			38			
A-C	430			430			

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	68	365	0.187	68	0.2	12.125	B
C-AB	93	839	0.111	93	0.2	4.829	A
C-A	406			406			
A-B	46			46			
A-C	513			513			

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	84	324	0.259	83	0.3	14.951	B
C-AB	139	893	0.156	139	0.4	4.779	A
C-A	472			472			
A-B	56			56			
A-C	629			629			

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	84	323	0.259	84	0.3	15.011	C
C-AB	140	893	0.156	140	0.4	4.789	A
C-A	471			471			
A-B	56			56			
A-C	629			629			

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	68	365	0.187	69	0.2	12.188	B
C-AB	94	839	0.111	94	0.3	4.843	A
C-A	405			405			
A-B	46			46			
A-C	513			513			

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	57	394	0.145	57	0.2	10.709	B
C-AB	68	802	0.085	68	0.2	4.915	A
C-A	350			350			
A-B	38			38			
A-C	430			430			

2029 Base + Com, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029 Base + Com	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		✓	531	100.000
B		✓	56	100.000
C		✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	35	496
	B	35	0	21
	C	526	11	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	12.26	0.2	B
C-AB	0.04	4.46	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	416	0.101	42	0.1	9.603	A
C-AB	16	823	0.019	16	0.0	4.459	A
C-A	388			388			
A-B	26			26			
A-C	373			373			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	391	0.129	50	0.1	10.565	B
C-AB	22	864	0.025	22	0.0	4.275	A
C-A	461			461			
A-B	31			31			
A-C	446			446			

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	62	355	0.174	61	0.2	12.236	B
C-AB	33	922	0.035	33	0.0	4.045	A
C-A	559			559			
A-B	39			39			
A-C	546			546			

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	62	355	0.174	62	0.2	12.256	B
C-AB	33	922	0.035	33	0.0	4.047	A
C-A	559			559			
A-B	39			39			
A-C	546			546			

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	50	391	0.129	51	0.1	10.591	B
C-AB	22	864	0.025	22	0.0	4.277	A
C-A	461			461			
A-B	31			31			
A-C	446			446			

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	42	416	0.101	42	0.1	9.639	A
C-AB	16	823	0.019	16	0.0	4.461	A
C-A	388			388			
A-B	26			26			
A-C	373			373			

2029 Base + Com, 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029 Base + Com	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		✓	646	100.000
B		✓	79	100.000
C		✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	53	593
	B	51	0	28
	C	528	49	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	15.83	0.4	C
C-AB	0.17	4.90	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	59	388	0.153	59	0.2	10.910	B
C-AB	73	809	0.090	72	0.2	4.883	A
C-A	362			362			
A-B	40			40			
A-C	446			446			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	357	0.199	71	0.2	12.543	B
C-AB	101	848	0.119	100	0.3	4.818	A
C-A	418			418			
A-B	48			48			
A-C	533			533			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	315	0.277	86	0.4	15.749	C
C-AB	152	905	0.168	151	0.5	4.782	A
C-A	483			483			
A-B	58			58			
A-C	653			653			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	314	0.277	87	0.4	15.826	C
C-AB	152	906	0.168	152	0.5	4.791	A
C-A	483			483			
A-B	58			58			
A-C	653			653			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	357	0.199	72	0.3	12.617	B
C-AB	101	849	0.119	102	0.3	4.830	A
C-A	418			418			
A-B	48			48			
A-C	533			533			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	388	0.153	60	0.2	10.982	B
C-AB	73	810	0.090	73	0.2	4.899	A
C-A	361			361			
A-B	40			40			
A-C	446			446			

2029 Base + Com + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029 Base + Com + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	541	100.000
B		✓	70	100.000
C		✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	40	501
	B	49	0	21
	C	540	11	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	13.73	0.3	B
C-AB	0.04	4.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	402	0.131	52	0.1	10.282	B
C-AB	16	829	0.020	16	0.0	4.427	A
C-A	399			399			
A-B	30			30			
A-C	377			377			

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	63	376	0.168	63	0.2	11.498	B
C-AB	22	871	0.026	22	0.0	4.240	A
C-A	473			473			
A-B	36			36			
A-C	450			450			

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	77	339	0.227	77	0.3	13.695	B
C-AB	34	932	0.036	33	0.0	4.007	A
C-A	573			573			
A-B	44			44			
A-C	552			552			

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	77	339	0.227	77	0.3	13.733	B
C-AB	34	932	0.036	34	0.0	4.009	A
C-A	573			573			
A-B	44			44			
A-C	552			552			

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	63	376	0.168	63	0.2	11.540	B
C-AB	22	871	0.026	22	0.0	4.243	A
C-A	473			473			
A-B	36			36			
A-C	450			450			

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	53	402	0.131	53	0.2	10.331	B
C-AB	16	829	0.020	16	0.0	4.428	A
C-A	399			399			
A-B	30			30			
A-C	377			377			

2029 Base + Com + Dev, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029 Base + Com + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	670	100.000
B		✓	86	100.000
C		✓	583	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	65	605
	B	58	0	28
	C	534	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	17.15	0.4	C
C-AB	0.17	4.90	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	65	380	0.170	64	0.2	11.360	B
C-AB	73	809	0.091	73	0.2	4.888	A
C-A	366			366			
A-B	49			49			
A-C	455			455			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	349	0.222	77	0.3	13.238	B
C-AB	102	849	0.120	102	0.3	4.823	A
C-A	422			422			
A-B	58			58			
A-C	544			544			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	305	0.311	94	0.4	17.041	C
C-AB	155	906	0.171	154	0.5	4.795	A
C-A	487			487			
A-B	72			72			
A-C	666			666			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	305	0.311	95	0.4	17.148	C
C-AB	155	906	0.171	155	0.5	4.805	A
C-A	487			487			
A-B	72			72			
A-C	666			666			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	349	0.222	78	0.3	13.333	B
C-AB	102	849	0.121	103	0.3	4.838	A
C-A	422			422			
A-B	58			58			
A-C	544			544			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	380	0.170	65	0.2	11.449	B
C-AB	74	810	0.091	74	0.2	4.902	A
C-A	365			365			
A-B	49			49			
A-C	455			455			

2034 Base + Com (Sens), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2034 Base + Com (Sens)	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		✓	547	100.000
B		✓	57	100.000
C		✓	554	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	36	511
	B	36	0	21
	C	542	12	0

Vehicle Mix

Heavy Vehicle Percentages

To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	12.61	0.2	B
C-AB	0.04	4.43	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	43	411	0.104	42	0.1	9.760	A
C-AB	18	829	0.021	18	0.0	4.434	A
C-A	399			399			
A-B	27			27			
A-C	385			385			

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	51	385	0.133	51	0.2	10.784	B
C-AB	25	872	0.028	24	0.0	4.249	A
C-A	474			474			
A-B	32			32			
A-C	459			459			

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	63	348	0.180	62	0.2	12.592	B
C-AB	37	932	0.039	37	0.1	4.019	A
C-A	573			573			
A-B	40			40			
A-C	563			563			

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	63	348	0.180	63	0.2	12.615	B
C-AB	37	933	0.040	37	0.1	4.019	A
C-A	573			573			
A-B	40			40			
A-C	563			563			

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	51	385	0.133	51	0.2	10.811	B
C-AB	25	872	0.028	25	0.0	4.252	A
C-A	473			473			
A-B	32			32			
A-C	459			459			

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	43	411	0.104	43	0.1	9.791	A
C-AB	18	830	0.022	18	0.0	4.435	A
C-A	399			399			
A-B	27			27			
A-C	385			385			

2034 Base + Com (Sens), 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2034 Base + Com (Sens)	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		✓	666	100.000
B		✓	81	100.000
C		✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	55	611
	B	52	0	29
	C	543	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	16.45	0.4	C
C-AB	0.18	4.88	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	61	384	0.159	60	0.2	11.091	B
C-AB	76	814	0.093	75	0.2	4.868	A
C-A	371			371			
A-B	41			41			
A-C	460			460			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	353	0.207	73	0.3	12.843	B
C-AB	105	855	0.123	105	0.3	4.806	A
C-A	428			428			
A-B	49			49			
A-C	549			549			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	308	0.289	89	0.4	16.355	C
C-AB	160	914	0.175	159	0.5	4.779	A
C-A	493			493			
A-B	61			61			
A-C	673			673			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	308	0.290	89	0.4	16.445	C
C-AB	161	914	0.176	161	0.5	4.790	A
C-A	492			492			
A-B	61			61			
A-C	673			673			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	352	0.207	73	0.3	12.927	B
C-AB	106	856	0.124	107	0.3	4.820	A
C-A	427			427			
A-B	49			49			
A-C	549			549			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	384	0.159	61	0.2	11.171	B
C-AB	76	815	0.093	77	0.2	4.884	A
C-A	370			370			
A-B	41			41			
A-C	460			460			

2034 Base + Com + Dev (Sens), AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2034 Base + Com + Dev (Sens)	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		✓	556	100.000
B		✓	71	100.000
C		✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	41	515
	B	50	0	21
	C	555	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To
--	----

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	14.14	0.3	B
C-AB	0.04	4.41	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	53	397	0.135	53	0.2	10.440	B
C-AB	18	835	0.022	18	0.0	4.405	A
C-A	409			409			
A-B	31			31			
A-C	388			388			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	370	0.172	64	0.2	11.729	B
C-AB	25	879	0.029	25	0.0	4.217	A
C-A	485			485			
A-B	37			37			
A-C	463			463			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	333	0.235	78	0.3	14.100	B
C-AB	38	941	0.040	38	0.1	3.984	A
C-A	586			586			
A-B	45			45			
A-C	567			567			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	333	0.235	78	0.3	14.142	B
C-AB	38	941	0.040	38	0.1	3.986	A
C-A	586			586			
A-B	45			45			
A-C	567			567			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	370	0.172	64	0.2	11.774	B
C-AB	25	879	0.029	25	0.0	4.219	A
C-A	485			485			
A-B	37			37			
A-C	463			463			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	397	0.135	54	0.2	10.488	B
C-AB	18	835	0.022	18	0.0	4.406	A
C-A	409			409			
A-B	31			31			
A-C	388			388			

2034 Base + Com + Dev (Sens), 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2034 Base + Com + Dev (Sens)	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		✓	689	100.000
B		✓	88	100.000
C		✓	600	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	66	623
	B	59	0	29
	C	550	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To
--	----

From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.32	17.88	0.5	C
C-AB	0.18	4.89	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	66	376	0.176	65	0.2	11.556	B
C-AB	77	815	0.094	76	0.2	4.869	A
C-A	375			375			
A-B	50			50			
A-C	469			469			

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	79	344	0.230	79	0.3	13.566	B
C-AB	107	856	0.125	107	0.3	4.807	A
C-A	432			432			
A-B	59			59			
A-C	560			560			

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	97	298	0.325	96	0.5	17.750	C
C-AB	164	916	0.179	163	0.5	4.789	A
C-A	497			497			
A-B	73			73			
A-C	686			686			

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	97	298	0.325	97	0.5	17.878	C
C-AB	164	916	0.179	164	0.5	4.801	A
C-A	496			496			
A-B	73			73			
A-C	686			686			

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	79	344	0.230	80	0.3	13.684	B
C-AB	107	857	0.125	108	0.3	4.822	A
C-A	432			432			
A-B	59			59			
A-C	560			560			

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	66	376	0.176	67	0.2	11.654	B
C-AB	77	816	0.094	78	0.2	4.886	A
C-A	375			375			
A-B	50			50			
A-C	469			469			

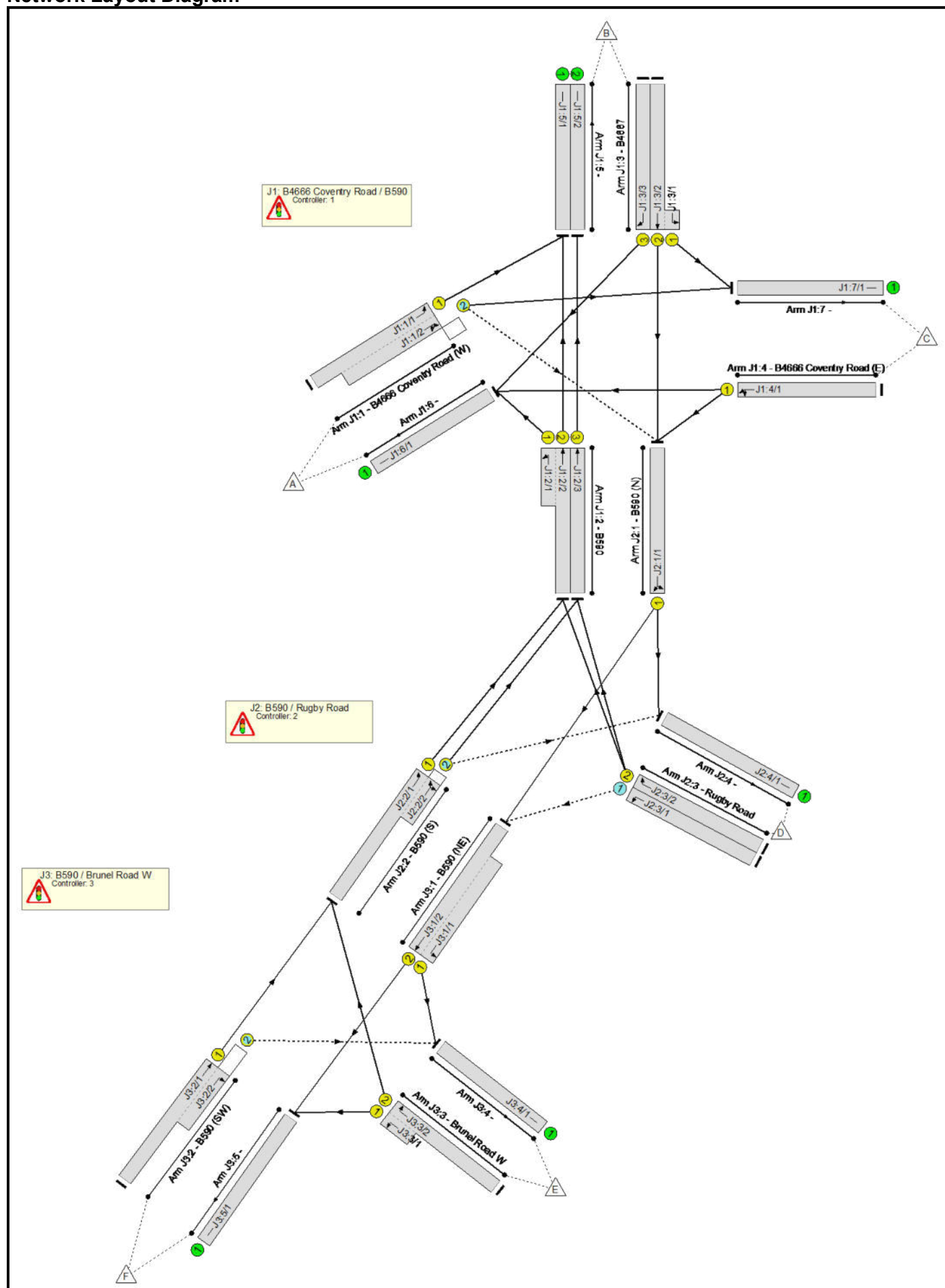
Appendix P

B590/ B4666 (Coventry Road)/B4667; B590/Rugby Road;
B590/Brunel Road West Linked Signal Junction LinSig
Outputs

Full Input Data And Results

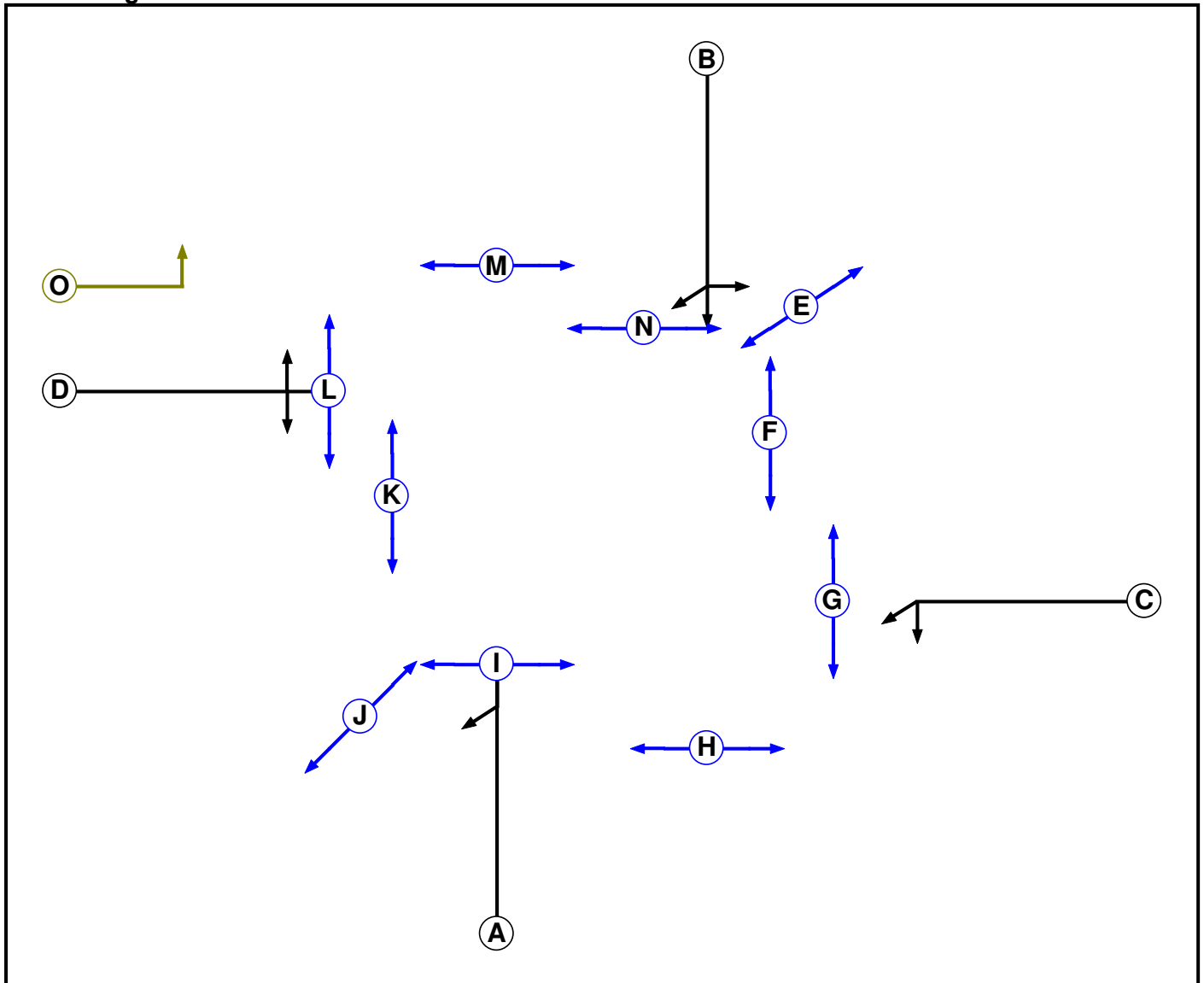
User and Project Details

Project:	210891
Title:	Brick Kiln Street, Hinckley
Location:	Hinckley, Leicestershire
Additional detail:	
File name:	Linked Junction.lsg3x
Author:	Luke Ford
Company:	The Transportation Consultancy
Address:	21 Park Street, Leaming Spa, Warwickshire, CV32 4QN



C1

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	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Filter	D	4	0

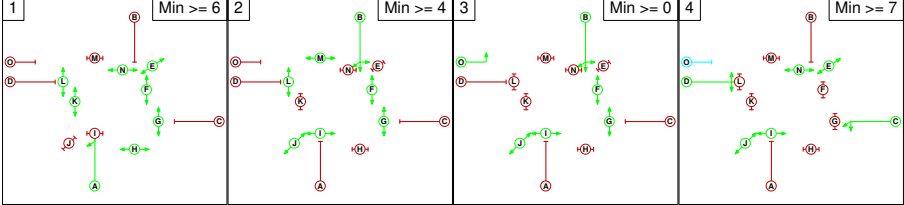
Phase Intergreens Matrix

Terminating Phase	Starting Phase															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
	A		6	6	6	-	-	-	-	5	5	-	-	7	-	6
	B	6		6	6	6	-	-	7	-	-	7	-	-	6	-
	C	8	8		-	-	-	7	7	-	-	7	-	-	-	-
	D	8	8	-		-	7	-	7	-	-	-	7	7	-	-
	E	-	6	-	-		-	-	-	-	-	-	-	-	-	-
	F	-	-	-	6	-		-	-	-	-	-	-	-	-	-
	G	-	-	6	-	-	-		-	-	-	-	-	-	-	-
	H	-	6	6	6	-	-	-		-	-	-	-	-	-	-
	I	6	-	-	-	-	-	-	-		-	-	-	-	-	-
	J	6	-	-	-	-	-	-	-	-		-	-	-	-	-
	K	-	6	6	-	-	-	-	-	-	-		-	-	-	-
	L	-	-	-	6	-	-	-	-	-	-	-		-	-	6
	M	6	-	-	6	-	-	-	-	-	-	-	-		-	6
	N	-	6	-	-	-	-	-	-	-	-	-	-	-		-
	O	8	-	-	-	-	-	-	-	-	-	-	7	7	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E F G H K L N
2	B F G I J L M
3	B F G I J O
4	C D E I J N

Stage Diagram



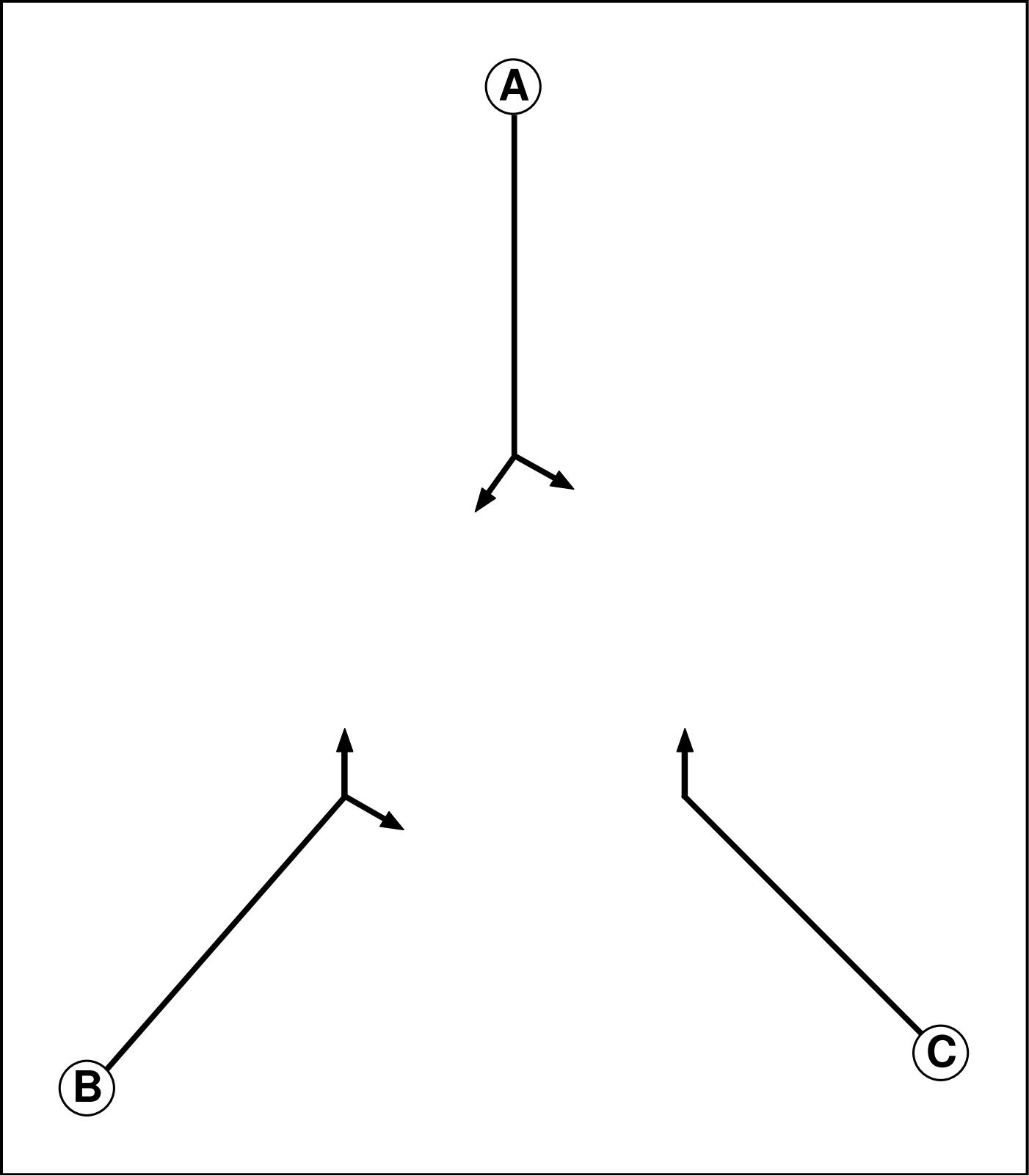
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		7	6	6
	2	7		6	6
	3	X	X		6
	4	8	8	8	

C2
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

Full Input Data And Results

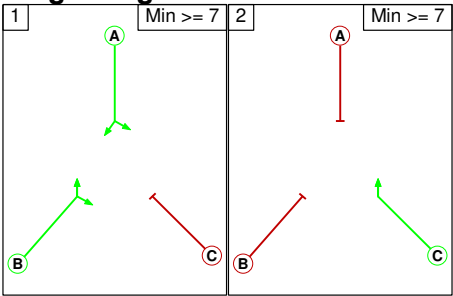
Phase Intergreens Matrix

Terminating Phase	Starting Phase			
		A	B	C
	A		-	5
	B	-		5
	C	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram



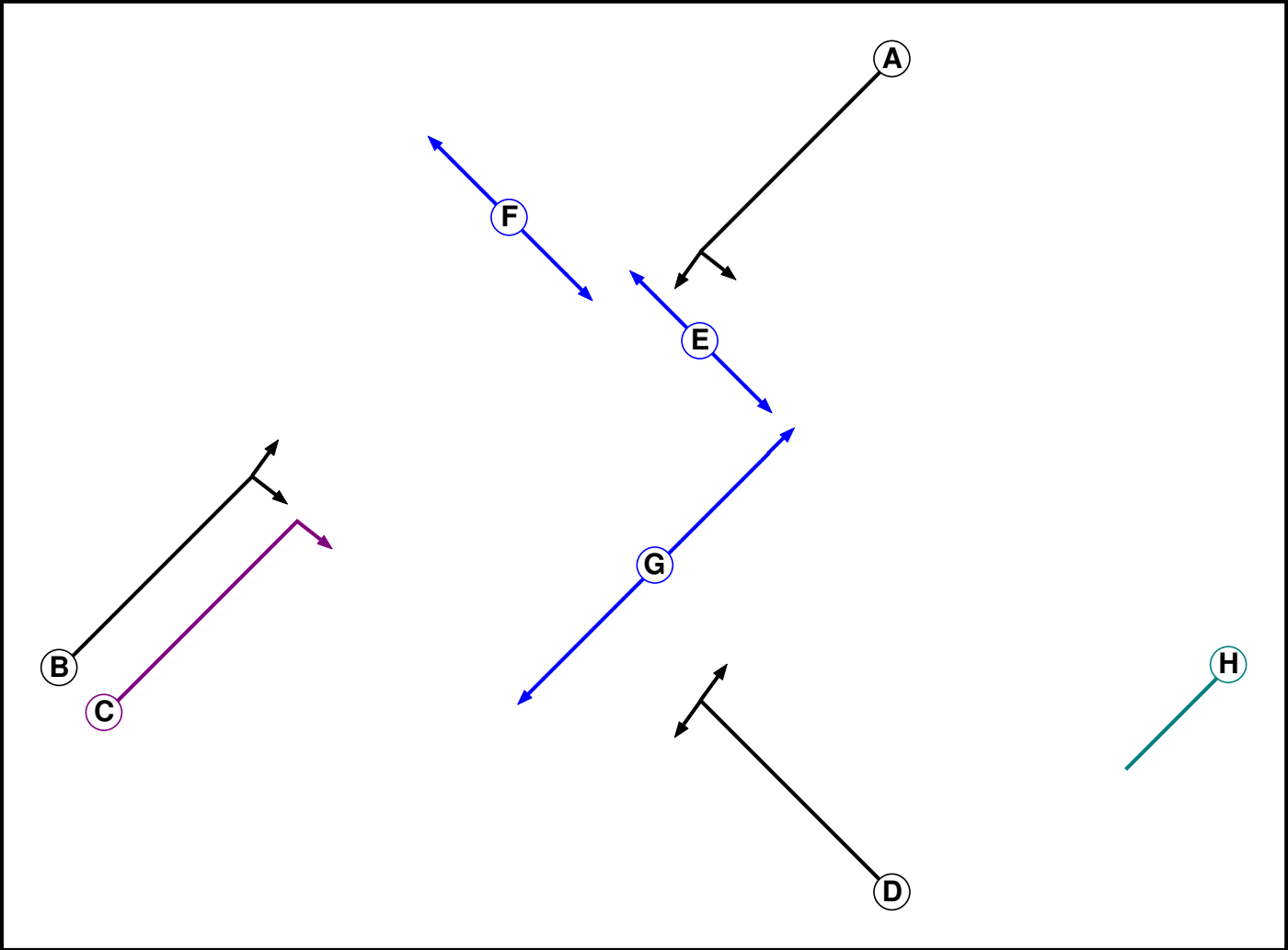
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	6	

C3
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		14	14
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		9	9
H	Dummy		11	11

Full Input Data And Results

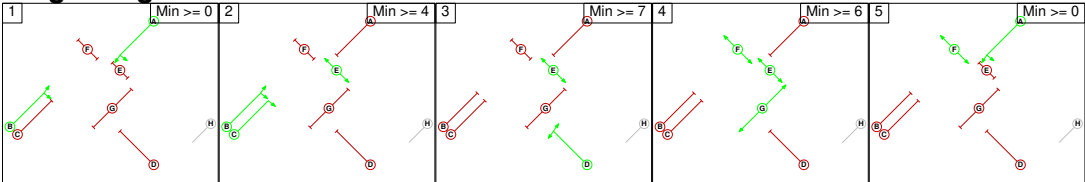
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	5	5	5	-	7	-
	B	-		-	5	-	8	8	-
	C	5	-		5	-	-	8	-
	D	5	5	5		-	8	5	-
	E	6	-	-	-		-	-	-
	F	-	6	-	6	-		-	-
	G	12	12	12	13	-	-		-
	H	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B C E
3	D E
4	E F G
5	A F

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		5	5	8	8
	2	6		5	8	8
	3	6	5		8	8
	4	12	12	13		12
	5	6	X	6	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: B4666 Coventry Road / B590											
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)
J1:1/2 (B4666 Coventry Road (W))	J2:1/1 (Right)	1400	0	J1:4/1	1.10	All	2.00	2.00	0.50	2	2.00

Junction: J2: B590 / Rugby 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)
J2:2/2 (B590 (S))	J2:4/1 (Right)	1400	0	J2:1/1	1.10	All	1.00	-	0.50	1	2.00
J2:3/1 (Rugby Road)	J3:1/2 (Left)	1439	0	J2:1/1	1.09	All	-	-	-	-	-

Junction: J3: B590 / Brunel Road W											
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)
J3:2/2 (B590 (SW))	J3:4/1 (Right)	1440	0	J3:1/1	1.10	All	3.00	-	0.50	3	2.00
				J3:1/2	1.10	All					

Full Input Data And Results

Lane Input Data

Junction: J1: B4666 Coventry Road / B590												
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)
J1:1/1 (B4666 Coventry Road (W))	U	D O	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:5 Left	90.00
J1:1/2 (B4666 Coventry Road (W))	O	D	2	3	12.0	Geom	-	3.00	0.00	Y	Arm J1:7 Ahead	Inf
											Arm J2:1 Right	15.00
J1:2/1 (B590)	U	A	2	3	6.0	Geom	-	3.50	0.00	Y	Arm J1:6 Left	13.00
J1:2/2 (B590)	U	A	2	3	11.0	Geom	-	3.50	0.00	Y	Arm J1:5 Ahead	Inf
J1:2/3 (B590)	U	A	2	3	11.0	Geom	-	3.50	0.00	Y	Arm J1:5 Ahead	Inf
J1:3/1 (B4667)	U	B	2	3	2.0	Geom	-	3.25	0.00	Y	Arm J1:7 Left	12.00
J1:3/2 (B4667)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:1 Ahead	Inf
J1:3/3 (B4667)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:6 Right	20.00
J1:4/1 (B4666 Coventry Road (E))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:6 Ahead	Inf
											Arm J2:1 Left	20.00
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: B590 / Rugby 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)
J2:1/1 (B590 (N))	U	A	2	3	10.0	Geom	-	3.00	0.00	Y	Arm J2:4 Left	12.00
											Arm J3:1 Ahead	Inf
J2:2/1 (B590 (S))	U	B	2	3	15.0	Geom	-	3.50	0.00	Y	Arm J1:2 Ahead	30.00
J2:2/2 (B590 (S))	O	B	2	3	5.0	Geom	-	3.50	0.00	Y	Arm J1:2 Ahead	30.00
											Arm J2:4 Right	12.00
J2:3/1 (Rugby Road)	O		2	3	8.0	User	1800	-	-	-	-	-
J2:3/2 (Rugby Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	12.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: B590 / Brunel Road W												
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)
J3:1/1 (B590 (NE))	U	A	2	3	13.0	Geom	-	3.00	0.00	Y	Arm J3:4 Left	14.00
J3:1/2 (B590 (NE))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J3:5 Ahead	Inf
J3:2/1 (B590 (SW))	U	B	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J2:2 Ahead	Inf
J3:2/2 (B590 (SW))	O	B C	2	3	7.0	Geom	-	2.50	0.00	Y	Arm J3:4 Right	14.00
J3:3/1 (Brunel Road W)	U	D	2	3	3.5	Geom	-	3.00	0.00	Y	Arm J3:5 Left	12.00
J3:3/2 (Brunel Road W)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:2 Right	Inf
J3:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	08:00	09:00	01:00	
2: '2024 Base PM'	17:00	18:00	01:00	
3: '2029 Base AM'	08:00	09:00	01:00	
4: '2029 Base PM'	17:00	18:00	01:00	
5: '2029 Base + Comm AM'	08:00	09:00	01:00	
6: '2029 Base + Comm PM'	17:00	18:00	01:00	
7: '2029 Base + Comm + Dev AM'	08:00	09:00	01:00	
8: '2029 Base + Comm + Dev PM'	17:00	18:00	01:00	
9: '2034 Base + Comm AM'	08:00	09:00	01:00	
10: '2034 Base + Comm PM'	17:00	18:00	01:00	
11: '2034 Base + Comm + Dev AM'	08:00	09:00	01:00	
12: '2034 Base + Comm + Dev PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	289	138	1	4	28	460
	B	303	0	128	7	53	370	861
	C	121	0	0	0	0	1	122
	D	6	64	0	0	12	87	169
	E	1	15	0	1	0	33	50
	F	35	385	0	35	43	0	498
	Tot.	466	753	266	44	112	519	2160

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	460(In) 289(Out)
J1:1/2 (short)	171
J1:2/1 (short)	42
J1:2/2 (with short)	276(In) 234(Out)
J1:2/3	230
J1:3/1 (short)	128
J1:3/2 (with short)	558(In) 430(Out)
J1:3/3	303
J1:4/1	122
J1:5/1	523
J1:5/2	230
J1:6/1	466
J1:7/1	266
Junction: J2: B590 / Rugby Road	
J2:1/1	464
J2:2/1 (with short)	472(In) 236(Out)
J2:2/2 (short)	236
J2:3/1	99
J2:3/2	70
J2:4/1	44
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	69
J3:1/2 (with short)	555(In) 486(Out)
J3:2/1 (with short)	498(In) 455(Out)
J3:2/2 (short)	43
J3:3/1 (short)	33
J3:3/2 (with short)	50(In) 17(Out)
J3:4/1	112
J3:5/1	519

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	1.7 %	1911	1911
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J3:1 Ahead	Inf	98.3 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1851	1851
				Arm J2:4 Right	12.00	15.3 %		
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	413	165	2	12	42	634
	B	273	0	131	11	86	297	798
	C	166	0	0	0	0	0	166
	D	12	106	0	0	30	105	253
	E	10	96	0	15	0	115	236
	F	43	397	1	61	96	0	598
	Tot.	504	1012	297	89	224	559	2685

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	634(In) 413(Out)
J1:1/2 (short)	221
J1:2/1 (short)	65
J1:2/2 (with short)	359(In) 294(Out)
J1:2/3	305
J1:3/1 (short)	131
J1:3/2 (with short)	525(In) 394(Out)
J1:3/3	273
J1:4/1	166
J1:5/1	707
J1:5/2	305
J1:6/1	504
J1:7/1	296
Junction: J2: B590 / Rugby Road	
J2:1/1	450
J2:2/1 (with short)	622(In) 252(Out)
J2:2/2 (short)	370
J2:3/1	135
J2:3/2	118
J2:4/1	89
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	128
J3:1/2 (with short)	572(In) 444(Out)
J3:2/1 (with short)	597(In) 501(Out)
J3:2/2 (short)	96
J3:3/1 (short)	115
J3:3/2 (with short)	236(In) 121(Out)
J3:4/1	224
J3:5/1	559

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	2.9 %	1908	1908
				Arm J3:1 Ahead	Inf	97.1 %		
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	79.5 %	1844	1844
				Arm J2:4 Right	12.00	20.5 %		
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	300	143	1	4	30	478
	B	315	0	133	7	55	384	894
	C	126	0	0	0	0	1	127
	D	6	67	0	0	13	90	176
	E	1	16	0	1	0	34	52
	F	36	400	0	37	45	0	518
	Tot.	484	783	276	46	117	539	2245

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2029 Base AM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	478(In) 300(Out)
J1:1/2 (short)	178
J1:2/1 (short)	43
J1:2/2 (with short)	289(In) 246(Out)
J1:2/3	237
J1:3/1 (short)	133
J1:3/2 (with short)	579(In) 446(Out)
J1:3/3	315
J1:4/1	127
J1:5/1	546
J1:5/2	237
J1:6/1	484
J1:7/1	276
Junction: J2: B590 / Rugby Road	
J2:1/1	482
J2:2/1 (with short)	491(In) 248(Out)
J2:2/2 (short)	243
J2:3/1	103
J2:3/2	73
J2:4/1	46
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	72
J3:1/2 (with short)	577(In) 505(Out)
J3:2/1 (with short)	518(In) 473(Out)
J3:2/2 (short)	45
J3:3/1 (short)	34
J3:3/2 (with short)	52(In) 18(Out)
J3:4/1	117
J3:5/1	539

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	1.7 %	1911	1911
				Arm J3:1 Ahead	Inf	98.3 %		
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	84.4 %	1851	1851
				Arm J2:4 Right	12.00	15.6 %		
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	429	171	2	13	44	659
	B	283	0	136	12	89	308	828
	C	172	0	0	0	0	0	172
	D	12	110	0	0	31	109	262
	E	11	99	0	15	0	119	244
	F	45	412	1	63	100	0	621
	Tot.	523	1050	308	92	233	580	2786

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2029 Base PM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	659(In) 429(Out)
J1:1/2 (short)	230
J1:2/1 (short)	68
J1:2/2 (with short)	357(In) 289(Out)
J1:2/3	332
J1:3/1 (short)	136
J1:3/2 (with short)	545(In) 409(Out)
J1:3/3	283
J1:4/1	172
J1:5/1	718
J1:5/2	332
J1:6/1	523
J1:7/1	307
Junction: J2: B590 / Rugby Road	
J2:1/1	468
J2:2/1 (with short)	645(In) 272(Out)
J2:2/2 (short)	373
J2:3/1	140
J2:3/2	122
J2:4/1	92
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	133
J3:1/2 (with short)	594(In) 461(Out)
J3:2/1 (with short)	620(In) 520(Out)
J3:2/2 (short)	100
J3:3/1 (short)	119
J3:3/2 (with short)	244(In) 125(Out)
J3:4/1	233
J3:5/1	580

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	3.0 %	1908	1908
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J3:1 Ahead	Inf	97.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	79.1 %	1844	1844
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J2:4 Right	12.00	20.9 %	1844	1844
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2029 Base + Comm AM' (FG5: '2029 Base + Comm AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	301	143	1	4	30	479
	B	323	0	133	7	55	384	902
	C	126	0	0	0	0	1	127
	D	6	67	0	0	13	90	176
	E	1	16	0	1	0	34	52
	F	36	400	0	37	45	0	518
	Tot.	492	784	276	46	117	539	2254

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2029 Base + Comm AM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	479(In) 301(Out)
J1:1/2 (short)	178
J1:2/1 (short)	43
J1:2/2 (with short)	289(In) 246(Out)
J1:2/3	237
J1:3/1 (short)	133
J1:3/2 (with short)	579(In) 446(Out)
J1:3/3	323
J1:4/1	127
J1:5/1	547
J1:5/2	237
J1:6/1	492
J1:7/1	276
Junction: J2: B590 / Rugby Road	
J2:1/1	482
J2:2/1 (with short)	491(In) 248(Out)
J2:2/2 (short)	243
J2:3/1	103
J2:3/2	73
J2:4/1	46
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	72
J3:1/2 (with short)	577(In) 505(Out)
J3:2/1 (with short)	518(In) 473(Out)
J3:2/2 (short)	45
J3:3/1 (short)	34
J3:3/2 (with short)	52(In) 18(Out)
J3:4/1	117
J3:5/1	539

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	1.7 %	1911	1911
				Arm J3:1 Ahead	Inf	98.3 %		
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	84.4 %	1851	1851
				Arm J2:4 Right	12.00	15.6 %		
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2029 Base + Comm PM' (FG6: '2029 Base + Comm PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	432	171	2	13	44	662
	B	284	0	136	12	89	308	829
	C	172	0	0	0	0	0	172
	D	12	110	0	0	31	109	262
	E	11	99	0	15	0	119	244
	F	45	412	1	63	100	0	621
	Tot.	524	1053	308	92	233	580	2790

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2029 Base + Comm PM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	662(In) 432(Out)
J1:1/2 (short)	230
J1:2/1 (short)	68
J1:2/2 (with short)	398(In) 330(Out)
J1:2/3	291
J1:3/1 (short)	136
J1:3/2 (with short)	545(In) 409(Out)
J1:3/3	284
J1:4/1	172
J1:5/1	762
J1:5/2	291
J1:6/1	524
J1:7/1	307
Junction: J2: B590 / Rugby Road	
J2:1/1	468
J2:2/1 (with short)	645(In) 329(Out)
J2:2/2 (short)	316
J2:3/1	140
J2:3/2	122
J2:4/1	92
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	133
J3:1/2 (with short)	594(In) 461(Out)
J3:2/1 (with short)	620(In) 520(Out)
J3:2/2 (short)	100
J3:3/1 (short)	119
J3:3/2 (with short)	244(In) 125(Out)
J3:4/1	233
J3:5/1	580

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	3.0 %	1908	1908
				Arm J3:1 Ahead	Inf	97.0 %		
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	75.3 %	1839	1839
				Arm J2:4 Right	12.00	24.7 %		
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2029 Base + Comm + Dev AM' (FG7: '2029 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	317	150	1	6	41	515
	B	328	0	133	7	53	385	906
	C	128	0	0	0	0	1	129
	D	7	66	0	0	13	90	176
	E	2	16	0	1	0	34	53
	F	40	400	0	37	45	0	522
	Tot.	505	799	283	46	117	551	2301

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2029 Base + Comm + Dev AM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	515(In) 317(Out)
J1:1/2 (short)	198
J1:2/1 (short)	49
J1:2/2 (with short)	289(In) 240(Out)
J1:2/3	242
J1:3/1 (short)	133
J1:3/2 (with short)	578(In) 445(Out)
J1:3/3	328
J1:4/1	129
J1:5/1	557
J1:5/2	242
J1:6/1	505
J1:7/1	283
Junction: J2: B590 / Rugby Road	
J2:1/1	494
J2:2/1 (with short)	496(In) 251(Out)
J2:2/2 (short)	245
J2:3/1	103
J2:3/2	73
J2:4/1	46
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	72
J3:1/2 (with short)	589(In) 517(Out)
J3:2/1 (with short)	522(In) 477(Out)
J3:2/2 (short)	45
J3:3/1 (short)	34
J3:3/2 (with short)	53(In) 19(Out)
J3:4/1	117
J3:5/1	551

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	1.6 %	1911	1911
				Arm J3:1 Ahead	Inf	98.4 %		
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	84.5 %	1851	1851
				Arm J2:4 Right	12.00	15.5 %		
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2029 Base + Comm + Dev PM' (FG8: '2029 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	440	175	2	14	49	680
	B	299	0	136	12	88	309	844
	C	178	0	0	0	0	0	178
	D	14	108	0	0	31	109	262
	E	13	98	0	15	0	119	245
	F	54	415	1	63	100	0	633
	Tot.	558	1061	312	92	233	586	2842

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2029 Base + Comm + Dev PM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	680(In) 440(Out)
J1:1/2 (short)	240
J1:2/1 (short)	81
J1:2/2 (with short)	385(In) 304(Out)
J1:2/3	317
J1:3/1 (short)	136
J1:3/2 (with short)	545(In) 409(Out)
J1:3/3	299
J1:4/1	178
J1:5/1	744
J1:5/2	317
J1:6/1	558
J1:7/1	311
Junction: J2: B590 / Rugby Road	
J2:1/1	474
J2:2/1 (with short)	658(In) 303(Out)
J2:2/2 (short)	355
J2:3/1	140
J2:3/2	122
J2:4/1	92
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	133
J3:1/2 (with short)	600(In) 467(Out)
J3:2/1 (with short)	632(In) 532(Out)
J3:2/2 (short)	100
J3:3/1 (short)	119
J3:3/2 (with short)	245(In) 126(Out)
J3:4/1	233
J3:5/1	586

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	3.0 %	1908	1908
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J3:1 Ahead	Inf	97.0 %		
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	78.0 %	1843	1843
				Arm J2:4 Right	12.00	22.0 %		
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2034 Base + Comm AM' (FG9: '2034 Base + Comm AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	310	147	1	4	30	492
	B	332	0	137	7	56	395	927
	C	129	0	0	0	0	1	130
	D	6	69	0	0	13	93	181
	E	1	16	0	1	0	35	53
	F	37	412	0	38	46	0	533
	Tot.	505	807	284	47	119	554	2316

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2034 Base + Comm AM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	492(In) 310(Out)
J1:1/2 (short)	182
J1:2/1 (short)	44
J1:2/2 (with short)	288(In) 244(Out)
J1:2/3	253
J1:3/1 (short)	137
J1:3/2 (with short)	595(In) 458(Out)
J1:3/3	332
J1:4/1	130
J1:5/1	554
J1:5/2	253
J1:6/1	505
J1:7/1	284
Junction: J2: B590 / Rugby Road	
J2:1/1	494
J2:2/1 (with short)	505(In) 238(Out)
J2:2/2 (short)	267
J2:3/1	106
J2:3/2	75
J2:4/1	47
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	73
J3:1/2 (with short)	592(In) 519(Out)
J3:2/1 (with short)	533(In) 487(Out)
J3:2/2 (short)	46
J3:3/1 (short)	35
J3:3/2 (with short)	53(In) 18(Out)
J3:4/1	119
J3:5/1	554

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	1.6 %	1911	1911
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J3:1 Ahead	Inf	98.4 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	85.4 %	1852	1852
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J2:4 Right	12.00	14.6 %	1852	1852
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2034 Base + Comm PM' (FG10: '2034 Base + Comm PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	445	176	2	13	45	681
	B	293	0	140	12	92	318	855
	C	178	0	0	0	0	0	178
	D	12	114	0	0	32	112	270
	E	11	102	0	16	0	123	252
	F	46	425	1	65	103	0	640
	Tot.	540	1086	317	95	240	598	2876

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2034 Base + Comm PM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	681(In) 445(Out)
J1:1/2 (short)	236
J1:2/1 (short)	69
J1:2/2 (with short)	383(In) 314(Out)
J1:2/3	327
J1:3/1 (short)	140
J1:3/2 (with short)	562(In) 422(Out)
J1:3/3	293
J1:4/1	178
J1:5/1	759
J1:5/2	327
J1:6/1	540
J1:7/1	316
Junction: J2: B590 / Rugby Road	
J2:1/1	482
J2:2/1 (with short)	665(In) 301(Out)
J2:2/2 (short)	364
J2:3/1	144
J2:3/2	126
J2:4/1	95
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	137
J3:1/2 (with short)	612(In) 475(Out)
J3:2/1 (with short)	639(In) 536(Out)
J3:2/2 (short)	103
J3:3/1 (short)	123
J3:3/2 (with short)	252(In) 129(Out)
J3:4/1	240
J3:5/1	598

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	2.9 %	1908	1908
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J3:1 Ahead	Inf	97.1 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	77.7 %	1842	1842
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J2:4 Right	12.00	22.3 %	1842	1842
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2034 Base + Comm + Dev AM' (FG11: '2034 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	326	154	1	6	42	529
	B	337	0	137	7	55	396	932
	C	131	0	0	0	0	1	132
	D	7	68	0	0	13	93	181
	E	2	16	0	1	0	35	54
	F	41	412	0	38	46	0	537
	Tot.	518	822	291	47	120	567	2365

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2034 Base + Comm + Dev AM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	529(In) 326(Out)
J1:1/2 (short)	203
J1:2/1 (short)	50
J1:2/2 (with short)	279(In) 229(Out)
J1:2/3	267
J1:3/1 (short)	137
J1:3/2 (with short)	595(In) 458(Out)
J1:3/3	337
J1:4/1	132
J1:5/1	555
J1:5/2	267
J1:6/1	518
J1:7/1	291
Junction: J2: B590 / Rugby Road	
J2:1/1	508
J2:2/1 (with short)	510(In) 204(Out)
J2:2/2 (short)	306
J2:3/1	106
J2:3/2	75
J2:4/1	47
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	74
J3:1/2 (with short)	606(In) 532(Out)
J3:2/1 (with short)	537(In) 491(Out)
J3:2/2 (short)	46
J3:3/1 (short)	35
J3:3/2 (with short)	54(In) 19(Out)
J3:4/1	120
J3:5/1	567

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	1.6 %	1911	1911
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J3:1 Ahead	Inf	98.4 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	87.3 %	1855	1855
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J2:4 Right	12.00	12.7 %	1855	1855
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2034 Base + Comm + Dev PM' (FG12: '2034 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination							
		A	B	C	D	E	F	Tot.
	A	0	453	180	2	14	51	700
	B	307	0	140	12	91	319	869
	C	183	0	0	0	0	0	183
	D	14	112	0	0	32	112	270
	E	13	101	0	15	0	123	252
	F	55	428	1	65	103	0	652
	Tot.	572	1094	321	94	240	605	2926

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2034 Base + Comm + Dev PM
Junction: J1: B4666 Coventry Road / B590	
J1:1/1 (with short)	700(In) 453(Out)
J1:1/2 (short)	247
J1:2/1 (short)	82
J1:2/2 (with short)	405(In) 323(Out)
J1:2/3	318
J1:3/1 (short)	140
J1:3/2 (with short)	562(In) 422(Out)
J1:3/3	307
J1:4/1	183
J1:5/1	776
J1:5/2	318
J1:6/1	572
J1:7/1	320
Junction: J2: B590 / Rugby Road	
J2:1/1	489
J2:2/1 (with short)	677(In) 329(Out)
J2:2/2 (short)	348
J2:3/1	144
J2:3/2	126
J2:4/1	94
Junction: J3: B590 / Brunel Road W	
J3:1/1 (short)	137
J3:1/2 (with short)	619(In) 482(Out)
J3:2/1 (with short)	651(In) 548(Out)
J3:2/2 (short)	103
J3:3/1 (short)	123
J3:3/2 (with short)	252(In) 129(Out)
J3:4/1	240
J3:5/1	605

Junction: J2: B590 / Rugby Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (B590 (N))	3.00	0.00	Y	Arm J2:4 Left	12.00	2.9 %	1908	1908
J2:2/1 (B590 (S))	3.50	0.00	Y	Arm J3:1 Ahead	Inf	97.1 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	100.0 %	1871	1871
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J1:2 Ahead	30.00	77.0 %	1841	1841
J2:2/2 (B590 (S))	3.50	0.00	Y	Arm J2:4 Right	12.00	23.0 %	1841	1841
J2:3/1 (Rugby Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/2 (Rugby Road)	3.25	0.00	Y	Arm J1:2 Right	12.00	100.0 %	1724	1724
J2:4/1	Infinite Saturation Flow						Inf	Inf

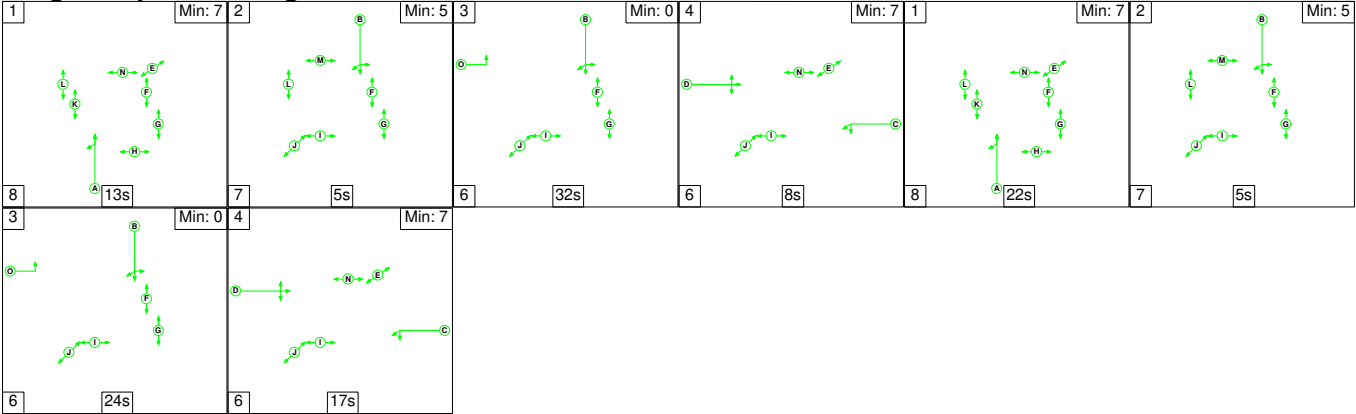
Full Input Data And Results

Junction: J3: B590 / Brunel Road W								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (B590 (NE))	3.00	0.00	Y	Arm J3:4 Left	14.00	100.0 %	1730	1730
J3:1/2 (B590 (NE))	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:2/1 (B590 (SW))	2.50	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1865	1865
J3:2/2 (B590 (SW))	2.50	0.00	Y	Arm J3:4 Right	14.00	100.0 %	1685	1685
J3:3/1 (Brunel Road W)	3.00	0.00	Y	Arm J3:5 Left	12.00	100.0 %	1702	1702
J3:3/2 (Brunel Road W)	3.00	0.00	Y	Arm J2:2 Right	Inf	100.0 %	1915	1915
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

C1

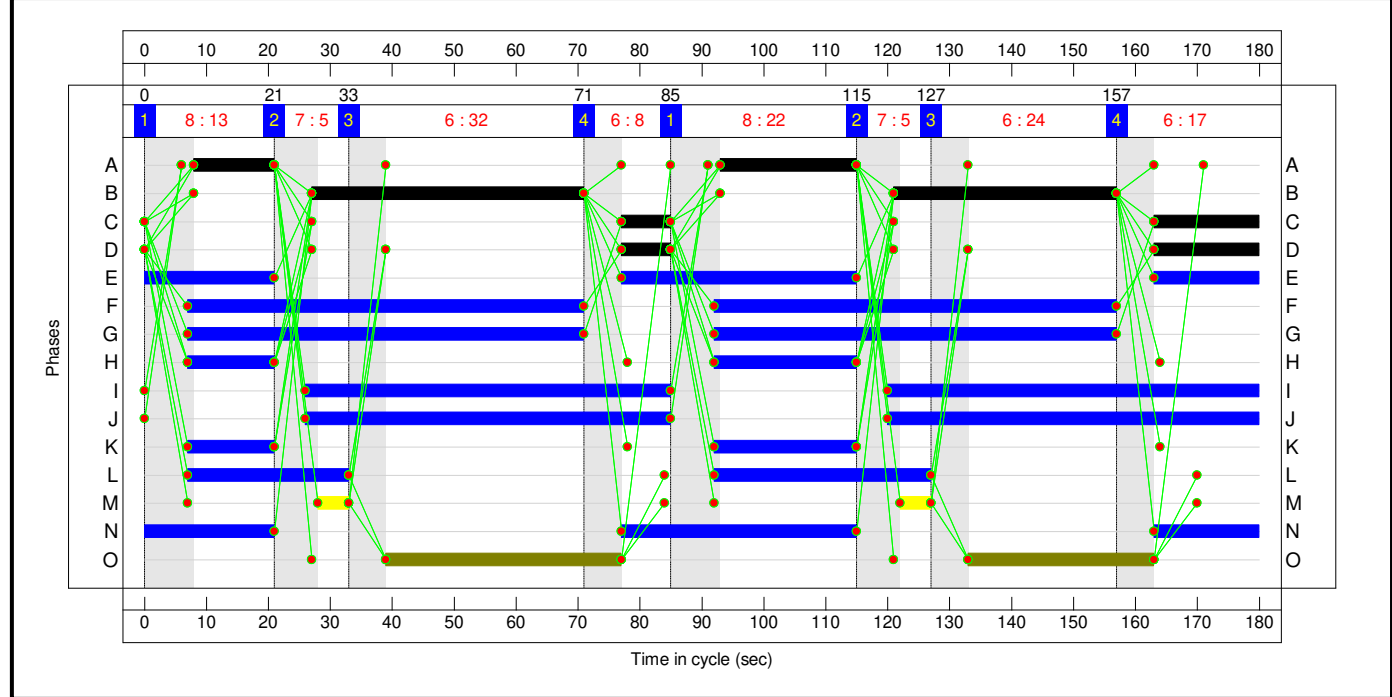
Stage Sequence Diagram



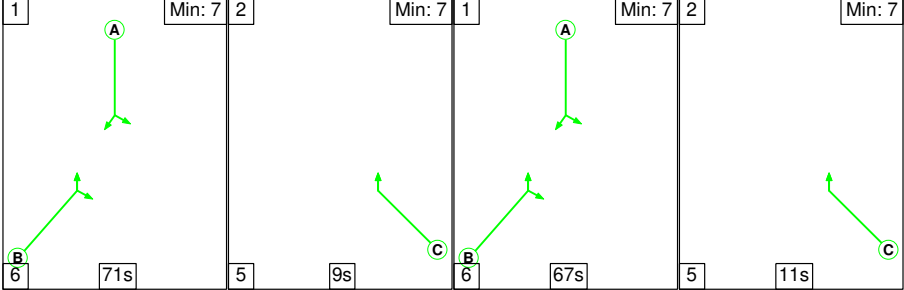
Stage Timings

Stage	1	2	3	4	1	2	3	4
Duration	13	5	32	8	22	5	24	17
Change Point	0	21	33	71	85	115	127	157

Signal Timings Diagram



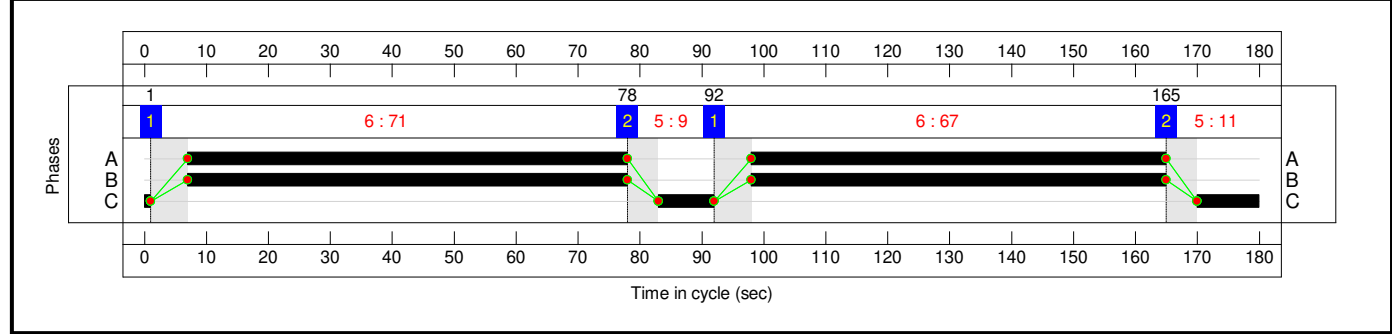
C2
Stage Sequence Diagram



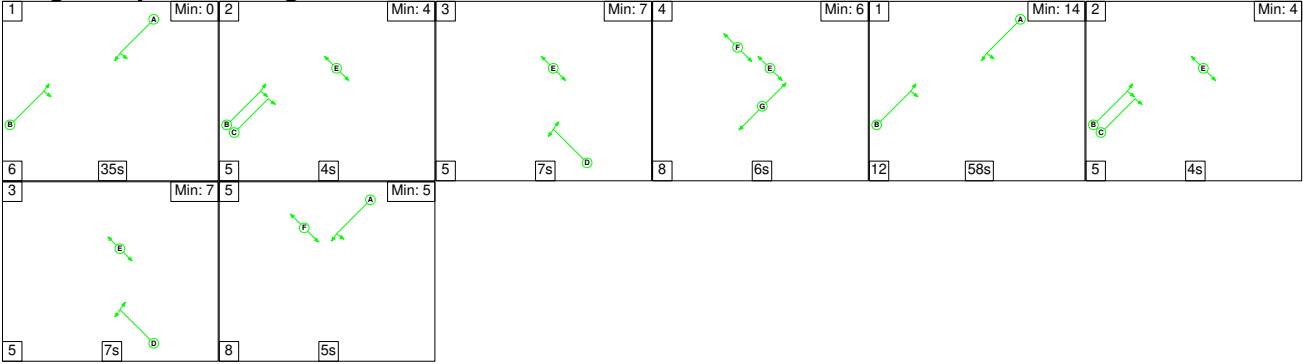
Stage Timings

Stage	1	2	1	2
Duration	71	9	67	11
Change Point	1	78	92	165

Signal Timings Diagram



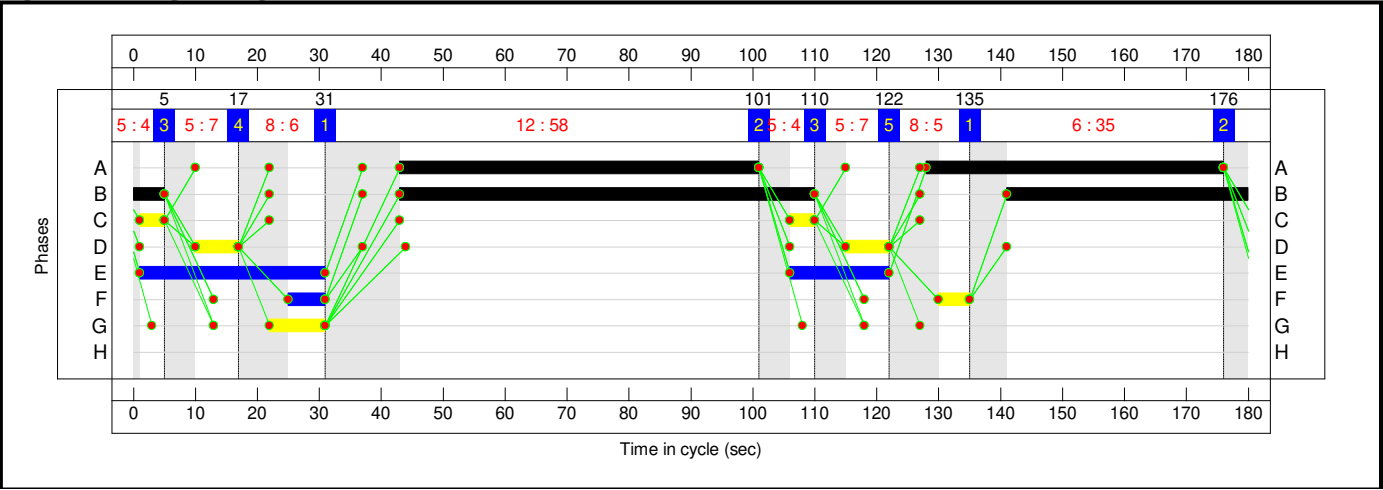
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	35	4	7	6	58	4	7	5
Change Point	135	176	5	17	31	101	110	122

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.9%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	62.9%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	93:25	68	460	1884:1879	476+282	60.7 : 60.7%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	35	-	276	1965:1762	376+68	62.2 : 62.2%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	35	-	230	1965	404	56.9%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	80	-	558	1965:1724	683+203	62.9 : 62.9%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	80	-	303	1828	833	36.4%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	25	-	122	1964	295	41.4%
5/1		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	33.2%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	138	-	464	1911	1486	31.2%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	138	-	472	1871:1851	744+744	31.7 : 31.7%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	99	1800	1052	9.4%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	20	-	70	1724	211	33.2%
4/1		U	N/A	N/A	-		-	-	-	44	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	45.4%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	106	-	555	1915:1730	1072+152	45.4 : 45.4%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	111	8	498	1865:1685	1077+102	42.2 : 42.2%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	14	-	50	1915:1702	78+151	21.8 : 21.8%
4/1		U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%

Full Input Data And Results

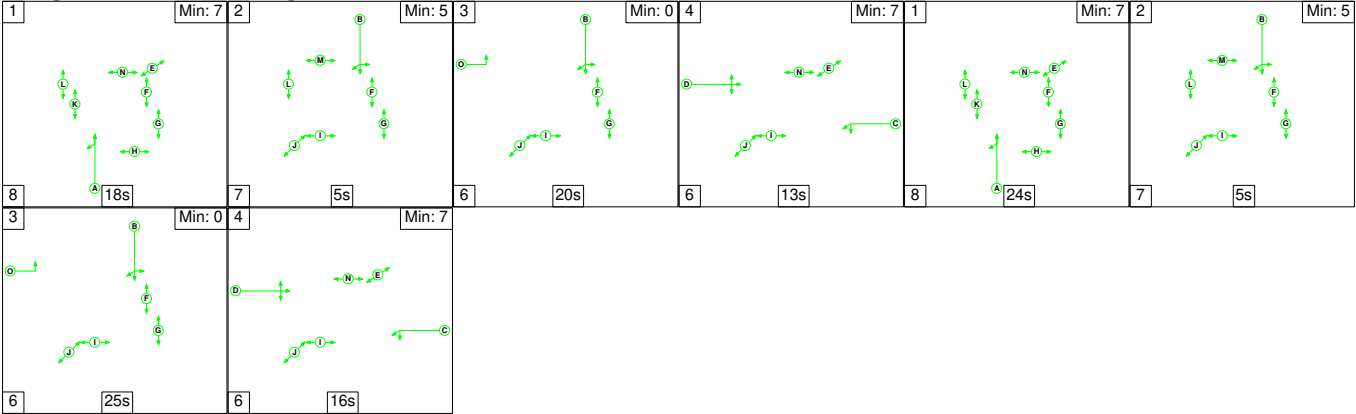
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	184	25	2	14.6	5.4	0.1	20.1	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	33	0	0	11.2	3.7	0.0	15.0	-	-	-	-
1/1+1/2	460	460	33	0	0	2.7	0.8	0.0	3.5	27.0	4.4	0.8	5.2
2/2+2/1	276	276	-	-	-	1.7	0.8	-	2.5	33.0	5.3	0.8	6.1
2/3	230	230	-	-	-	1.5	0.7	-	2.2	33.7	4.5	0.7	5.1
3/2+3/1	558	558	-	-	-	2.8	0.8	-	3.7	23.6	9.9	0.8	10.8
3/3	303	303	-	-	-	1.3	0.3	-	1.6	19.4	4.9	0.3	5.2
4/1	122	122	-	-	-	1.2	0.4	-	1.5	45.1	2.8	0.4	3.1
5/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	113	22	0	1.2	0.8	0.0	2.0	-	-	-	-
1/1	464	464	-	-	-	0.1	0.2	-	0.3	2.5	0.9	0.2	1.1
2/1+2/2	472	472	36	0	0	0.3	0.2	0.0	0.6	4.4	10.7	0.2	10.9
3/1	99	99	77	22	0	0.1	0.1	-	0.1	4.1	0.6	0.1	0.6
3/2	70	70	-	-	-	0.7	0.2	-	1.0	48.9	1.6	0.2	1.9
4/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	38	3	1	2.2	0.9	0.1	3.2	-	-	-	-
1/2+1/1	555	555	-	-	-	0.5	0.4	-	0.9	5.9	13.5	0.4	14.0
2/1+2/2	498	498	38	3	1	1.1	0.4	0.1	1.6	11.6	6.1	0.4	6.4
3/2+3/1	50	50	-	-	-	0.5	0.1	-	0.7	49.3	0.9	0.1	1.0
4/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%)	43.0	Total Delay for Signalled Lanes (pcuHr):	14.96	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%)	170.9	Total Delay for Signalled Lanes (pcuHr):	1.85	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%)	98.5	Total Delay for Signalled Lanes (pcuHr):	3.19	Cycle Time (s):	180
	PRC Over All Lanes (%)	43.0	Total Delay Over All Lanes(pcuHr):	20.12		

Full Input Data And Results
Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')
C1

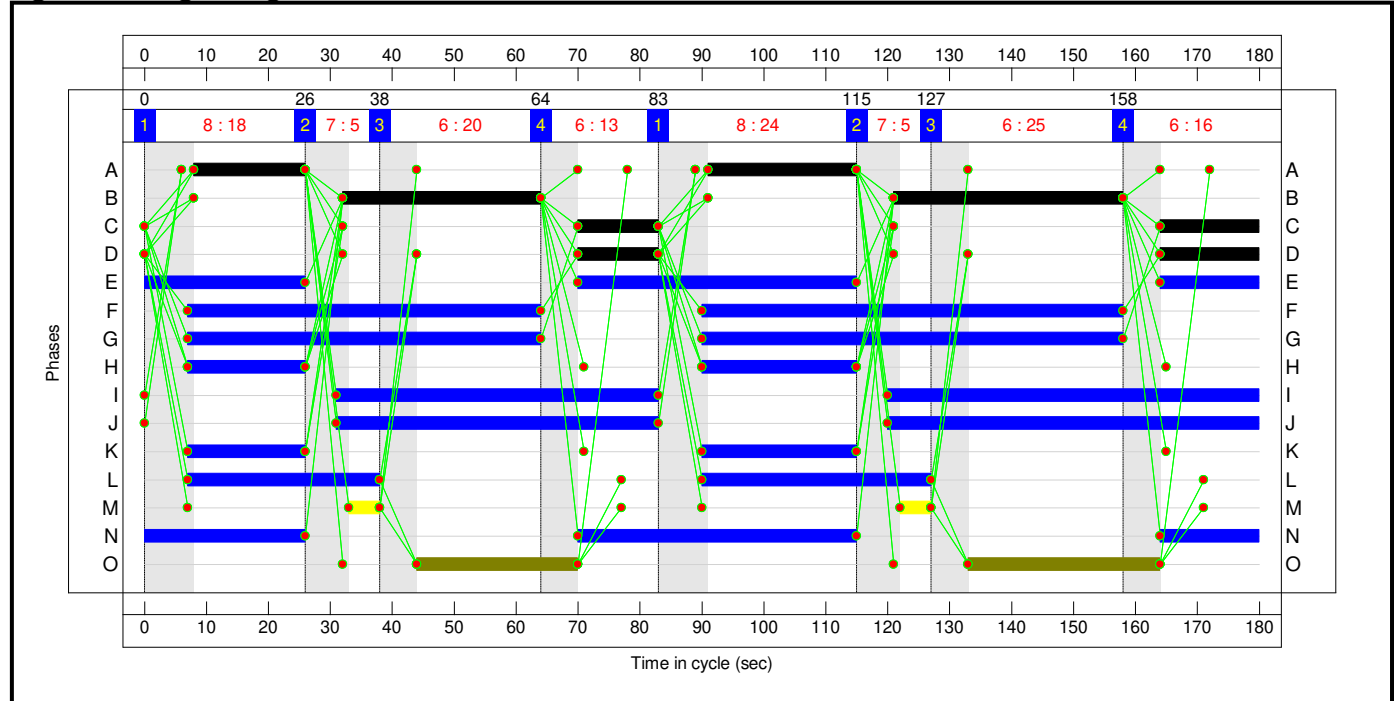
Stage Sequence Diagram



Stage Timings

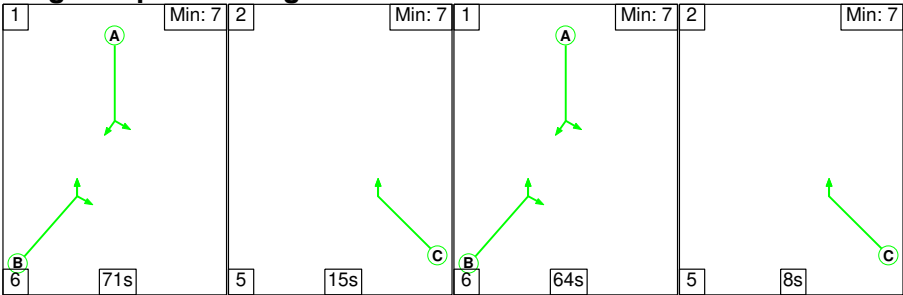
Stage	1	2	3	4	1	2	3	4
Duration	18	5	20	13	24	5	25	16
Change Point	0	26	38	64	83	115	127	158

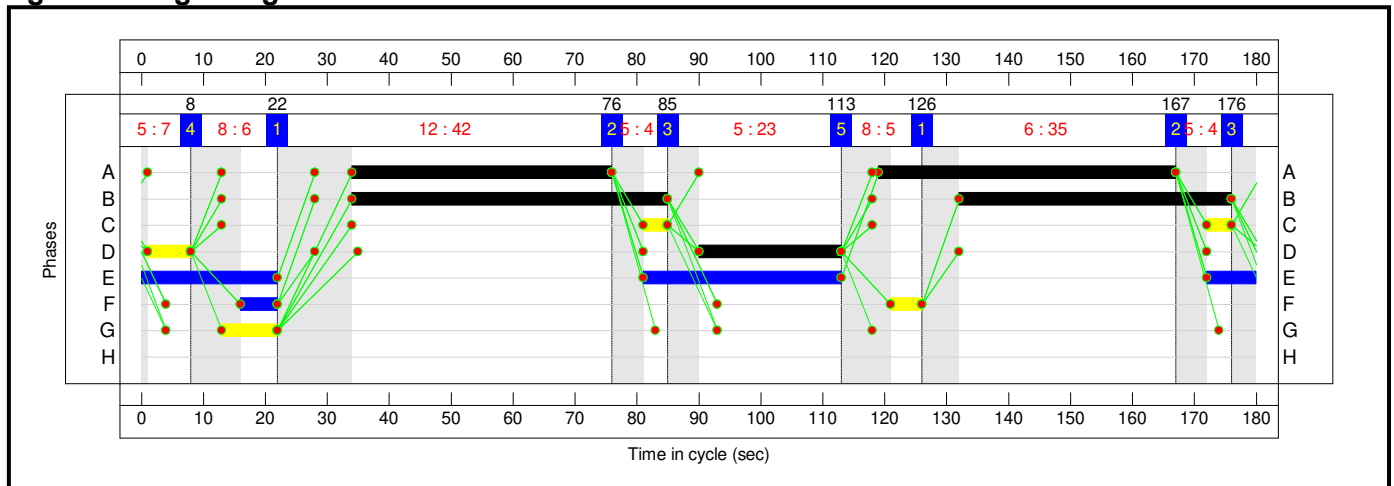
Signal Timings Diagram



C2

Stage Sequence Diagram





Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.8%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	68.8%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	86:29	57	634	1884:1868	601+321	68.8 : 68.8%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	42	-	359	1965:1762	433+96	68.0 : 68.0%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	42	-	305	1965	480	63.5%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	69	-	525	1965:1724	579+192	68.1 : 68.1%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	69	-	273	1828	721	37.9%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	29	-	166	1965	338	49.1%
5/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	51.7%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	135	-	450	1908	1452	31.0%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	135	-	622	1871:1844	487+715	51.7 : 51.7%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	135	1800	1059	12.7%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	23	-	118	1724	239	49.3%
4/1		U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	57.6%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	90	-	572	1915:1730	875+252	50.8 : 50.8%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	95	8	597	1865:1685	870+167	57.6 : 57.6%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	30	-	236	1915:1702	239+228	50.5 : 50.5%
4/1		U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	559	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	-	-	318	40	5	21.3	7.9	0.2	29.4	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	56	0	0	14.2	4.8	0.1	19.1	-	-	-	-
1/1+1/2	634	634	56	0	0	3.9	1.1	0.1	5.0	28.6	7.1	1.1	8.2
2/2+2/1	359	359	-	-	-	2.2	1.0	-	3.3	33.0	5.1	1.0	6.2
2/3	305	305	-	-	-	1.8	0.9	-	2.7	31.8	7.5	0.9	8.3
3/2+3/1	525	525	-	-	-	3.2	1.1	-	4.3	29.2	10.3	1.1	11.3
3/3	273	273	-	-	-	1.5	0.3	-	1.8	23.4	4.9	0.3	5.2
4/1	166	166	-	-	-	1.6	0.5	-	2.0	44.3	4.0	0.5	4.5
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	177	32	2	1.7	1.3	0.0	3.0	-	-	-	-
1/1	450	450	-	-	-	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
2/1+2/2	622	622	74	0	2	0.4	0.5	0.0	1.0	5.8	11.7	0.5	12.3
3/1	135	135	103	32	0	0.1	0.1	-	0.2	4.3	0.9	0.1	0.9
3/2	118	118	-	-	-	1.2	0.5	-	1.7	50.6	2.8	0.5	3.3
4/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	85	7	3	5.4	1.7	0.1	7.2	-	-	-	-
1/2+1/1	572	572	-	-	-	1.1	0.5	-	1.6	10.4	3.3	0.5	3.8
2/1+2/2	597	597	85	7	3	2.1	0.7	0.1	2.9	17.6	9.3	0.7	9.9
3/2+3/1	236	236	-	-	-	2.2	0.5	-	2.7	40.6	2.9	0.5	3.4
4/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

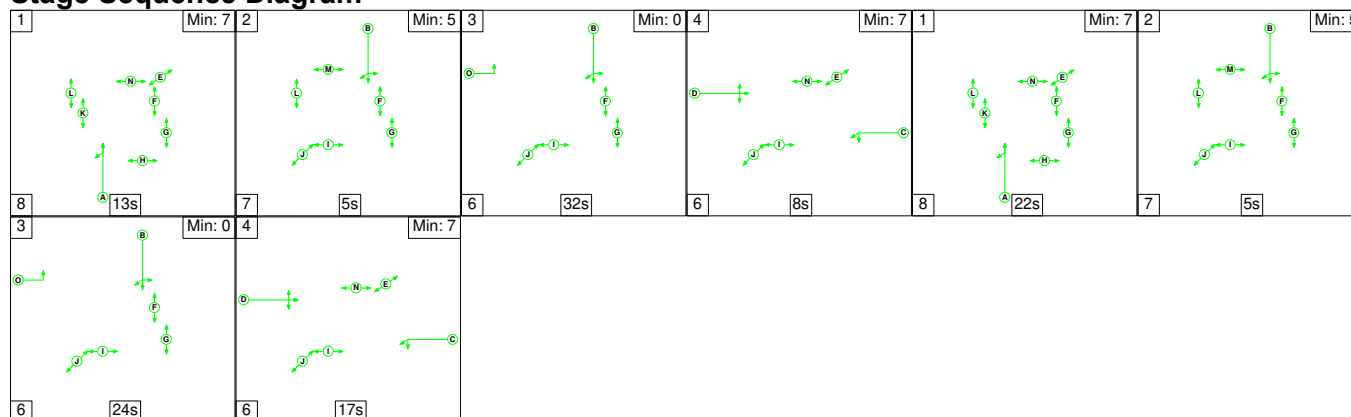
C1	PRC for Signalled Lanes (%)	30.9	Total Delay for Signalled Lanes (pcuHr):	19.11	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%)	74.0	Total Delay for Signalled Lanes (pcuHr):	2.89	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%)	56.3	Total Delay for Signalled Lanes (pcuHr):	7.23	Cycle Time (s):	180
	PRC Over All Lanes (%)	30.9	Total Delay Over All Lanes(pcuHr):	29.39		

Full Input Data And Results

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')

C1

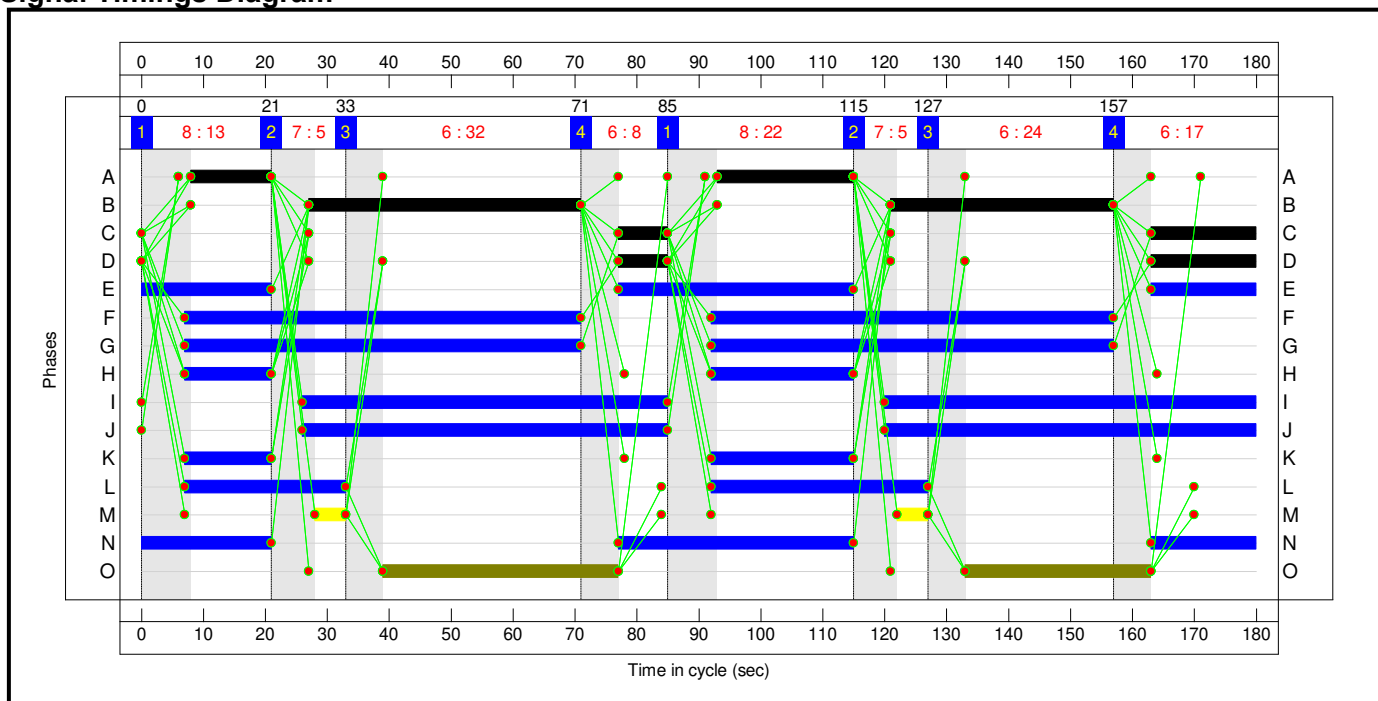
Stage Sequence Diagram



Stage Timings

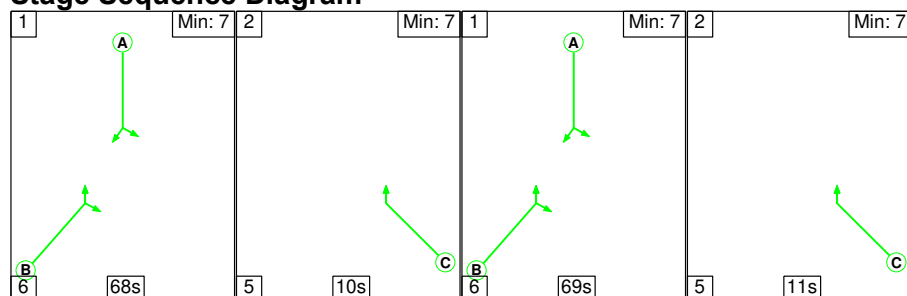
Stage	1	2	3	4	1	2	3	4
Duration	13	5	32	8	22	5	24	17
Change Point	0	21	33	71	85	115	127	157

Signal Timings Diagram



C2

Stage Sequence Diagram

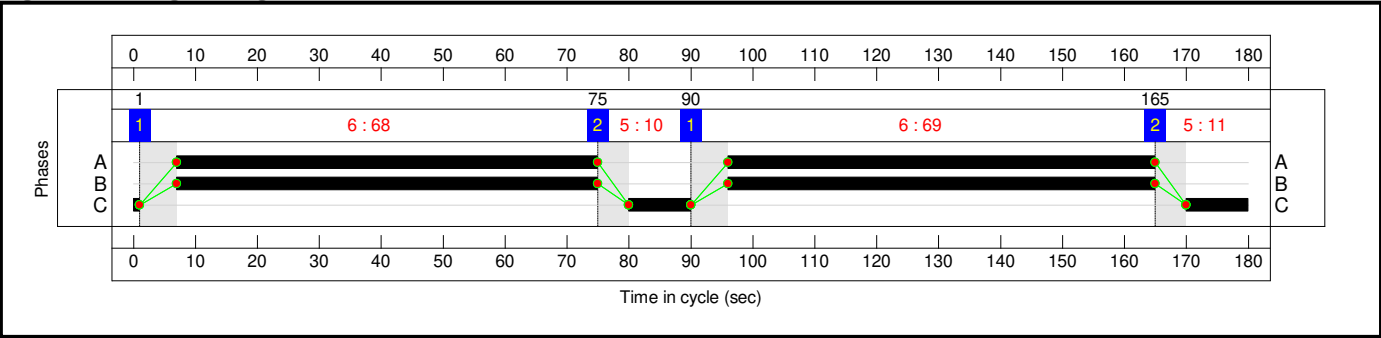


Full Input Data And Results

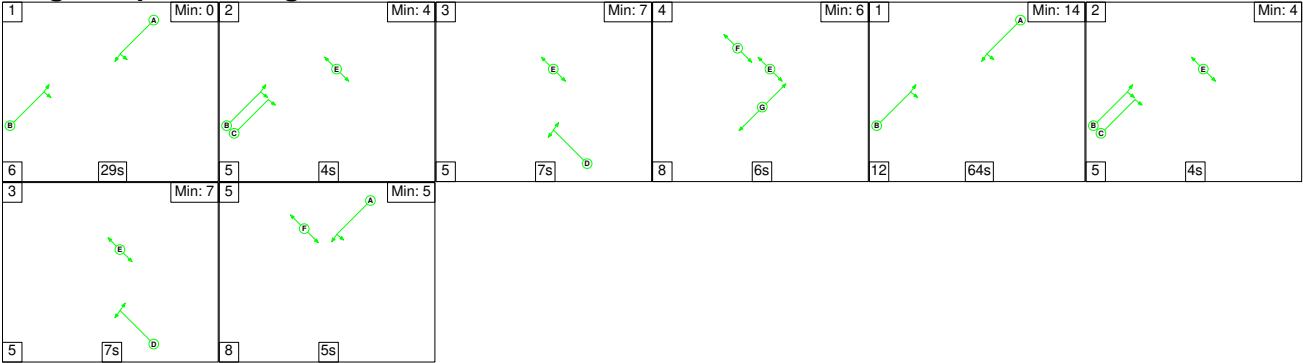
Stage Timings

Stage	1	2	1	2
Duration	68	10	69	11
Change Point	1	75	90	165

Signal Timings Diagram



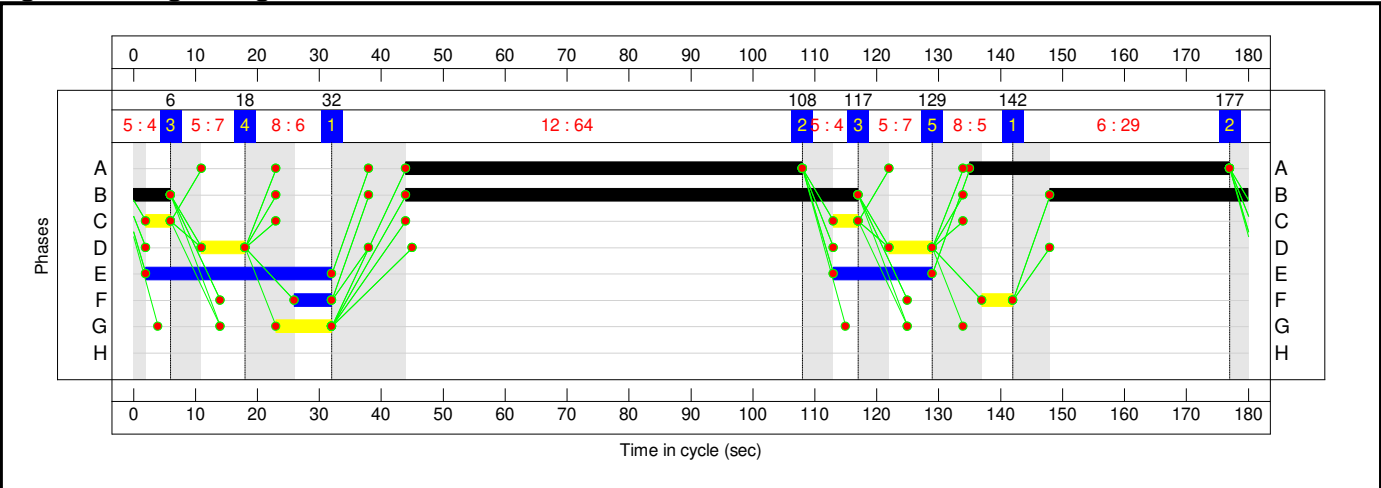
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	29	4	7	6	64	4	7	5
Change Point	142	177	6	18	32	108	117	129

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.3%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	65.3%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	93:25	68	478	1884:1878	475+282	63.2 : 63.2%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	35	-	289	1965:1762	377+66	65.2 : 65.2%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	35	-	237	1965	404	58.7%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	80	-	579	1965:1724	683+204	65.3 : 65.3%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	80	-	315	1828	833	37.8%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	25	-	127	1964	295	43.1%
5/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	33.7%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	137	-	482	1911	1476	32.7%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	137	-	491	1871:1851	736+721	33.7 : 33.7%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	103	1800	1040	9.9%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	21	-	73	1724	220	33.1%
4/1		U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	47.1%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	106	-	577	1915:1730	1071+153	47.1 : 47.1%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	111	8	518	1865:1685	1077+102	43.9 : 43.9%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	14	-	52	1915:1702	80+151	22.5 : 22.5%
4/1		U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	539	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	-	-	192	27	2	15.2	5.9	0.1	21.2	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	35	0	0	11.7	4.1	0.0	15.8	-	-	-	-
1/1+1/2	478	478	35	0	0	2.8	0.9	0.0	3.7	27.6	4.6	0.9	5.4
2/2+2/1	289	289	-	-	-	1.8	0.9	-	2.7	34.2	5.7	0.9	6.7
2/3	237	237	-	-	-	1.4	0.7	-	2.2	32.7	4.5	0.7	5.2
3/2+3/1	579	579	-	-	-	3.0	0.9	-	3.9	24.3	10.5	0.9	11.4
3/3	315	315	-	-	-	1.4	0.3	-	1.7	19.6	5.2	0.3	5.5
4/1	127	127	-	-	-	1.2	0.4	-	1.6	45.5	2.9	0.4	3.3
5/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	117	23	0	1.3	0.8	0.0	2.1	-	-	-	-
1/1	482	482	-	-	-	0.1	0.2	-	0.3	2.6	1.0	0.2	1.3
2/1+2/2	491	491	38	0	0	0.4	0.3	0.0	0.6	4.7	11.2	0.3	11.5
3/1	103	103	80	23	0	0.1	0.1	-	0.1	4.4	0.7	0.1	0.7
3/2	73	73	-	-	-	0.7	0.2	-	1.0	48.0	1.7	0.2	1.9
4/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	40	4	2	2.3	1.0	0.1	3.3	-	-	-	-
1/2+1/1	577	577	-	-	-	0.5	0.4	-	0.9	5.7	13.5	0.4	14.0
2/1+2/2	518	518	40	4	2	1.2	0.4	0.1	1.7	11.6	6.4	0.4	6.8
3/2+3/1	52	52	-	-	-	0.6	0.1	-	0.7	50.5	1.0	0.1	1.1
4/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

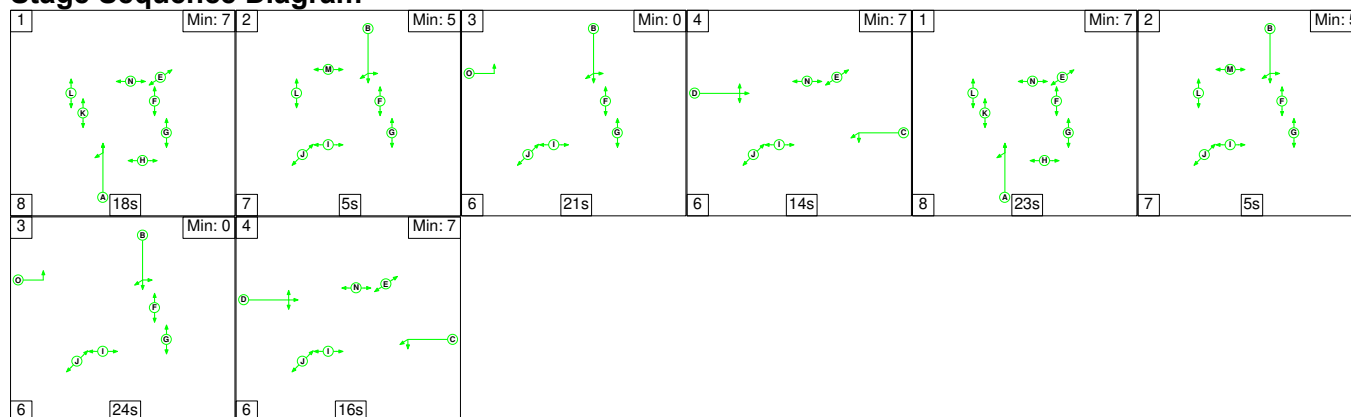
C1	PRC for Signalled Lanes (%):	37.8	Total Delay for Signalled Lanes (pcuHr):	15.78	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%):	167.0	Total Delay for Signalled Lanes (pcuHr):	1.96	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%):	90.9	Total Delay for Signalled Lanes (pcuHr):	3.33	Cycle Time (s):	180
	PRC Over All Lanes (%):	37.8	Total Delay Over All Lanes(pcuHr):	21.20		

Full Input Data And Results

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')

C1

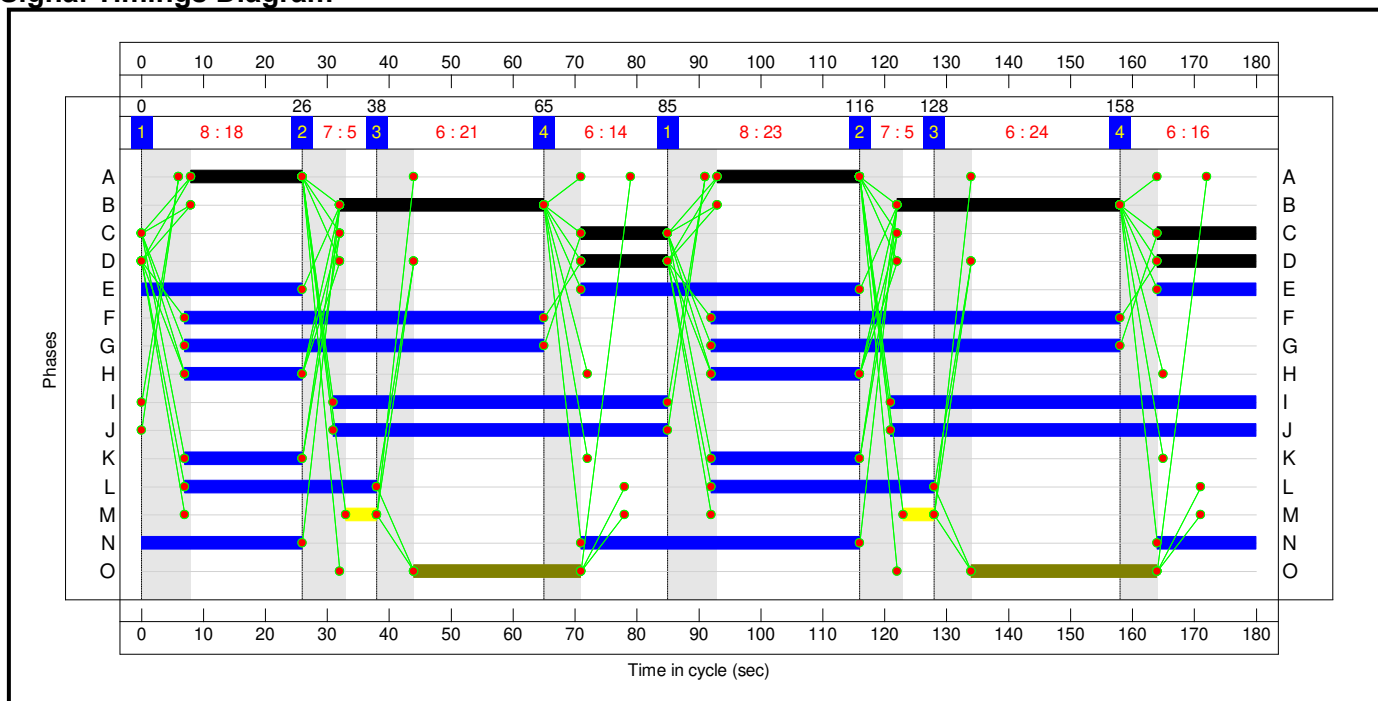
Stage Sequence Diagram



Stage Timings

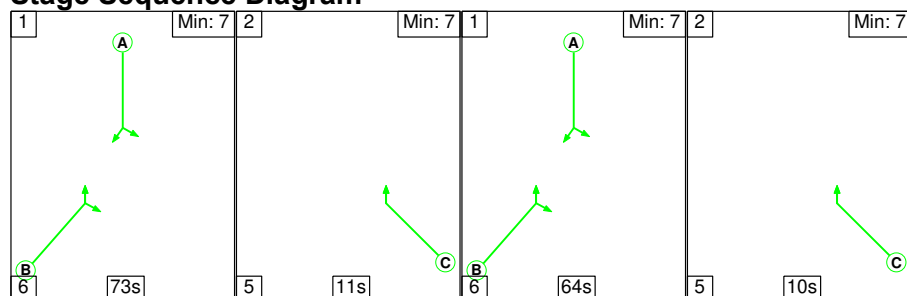
Stage	1	2	3	4	1	2	3	4
Duration	18	5	21	14	23	5	24	16
Change Point	0	26	38	65	85	116	128	158

Signal Timings Diagram



C2

Stage Sequence Diagram

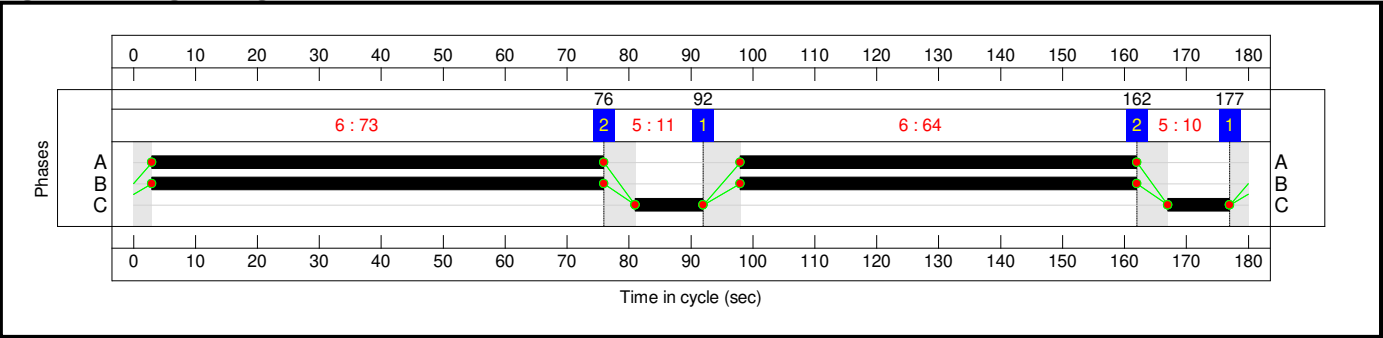


Full Input Data And Results

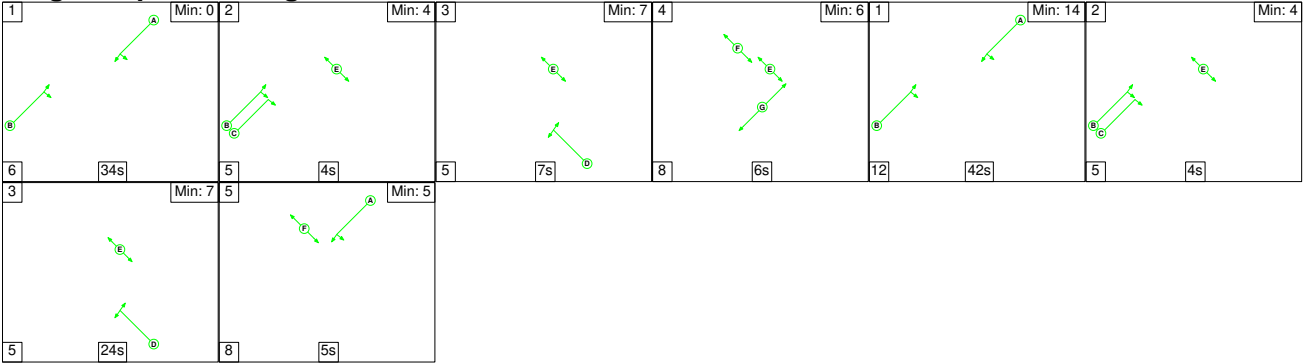
Stage Timings

Stage	1	2	1	2
Duration	73	11	64	10
Change Point	177	76	92	162

Signal Timings Diagram



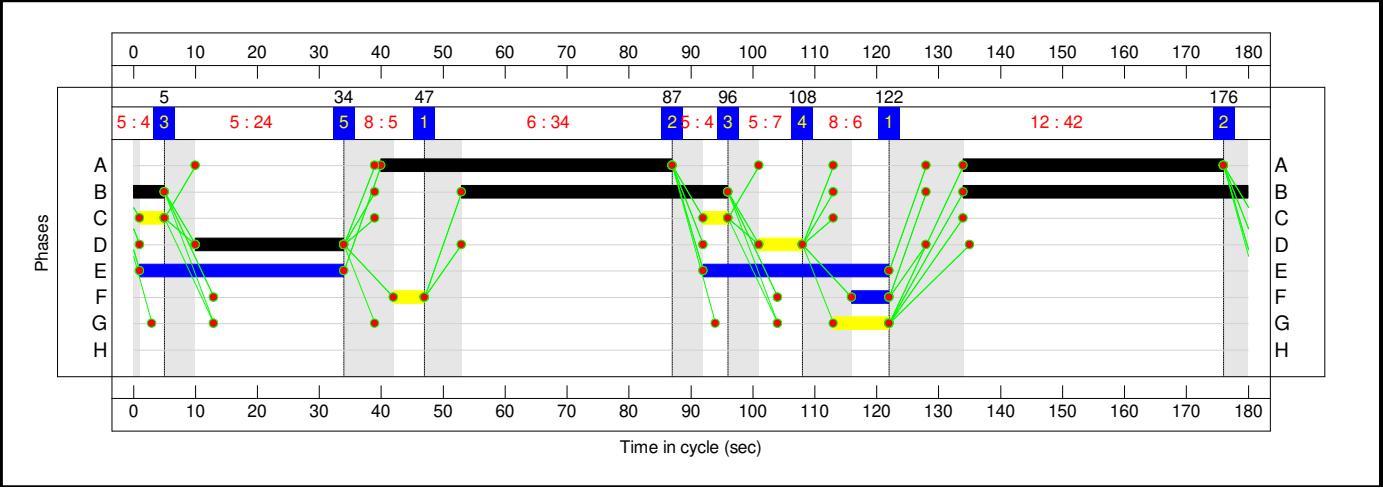
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	34	4	7	6	42	4	24	5
Change Point	47	87	96	108	122	176	5	34

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	87:30	57	659	1884:1867	617+331	69.6 : 69.6%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	41	-	357	1965:1762	422+99	68.5 : 68.5%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	41	-	332	1965	469	70.7%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	69	-	545	1965:1724	579+192	70.7 : 70.7%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	69	-	283	1828	721	39.2%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	30	-	172	1965	349	49.2%
5/1		U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	55.4%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	137	-	468	1908	1473	31.8%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	137	-	645	1871:1844	542+743	50.2 : 50.2%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	140	1800	1055	13.3%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	21	-	122	1724	220	55.4%
4/1		U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	60.4%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	89	-	594	1915:1730	867+250	53.2 : 53.2%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	94	8	620	1865:1685	861+166	60.4 : 60.4%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	31	-	244	1915:1702	245+233	51.1 : 51.1%
4/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	580	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	-	-	333	40	5	21.6	8.7	0.5	30.8	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	59	0	0	14.1	5.4	0.1	19.6	-	-	-	-
1/1+1/2	659	659	59	0	0	4.0	1.1	0.1	5.2	28.4	7.4	1.1	8.5
2/2+2/1	357	357	-	-	-	2.0	1.1	-	3.1	30.8	7.2	1.1	8.3
2/3	332	332	-	-	-	1.6	1.2	-	2.8	30.6	6.1	1.2	7.3
3/2+3/1	545	545	-	-	-	3.4	1.2	-	4.6	30.2	11.0	1.2	12.2
3/3	283	283	-	-	-	1.5	0.3	-	1.9	23.6	5.2	0.3	5.5
4/1	172	172	-	-	-	1.6	0.5	-	2.1	43.5	4.1	0.5	4.5
5/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	185	32	1	2.1	1.4	0.0	3.5	-	-	-	-
1/1	468	468	-	-	-	0.1	0.2	-	0.4	2.8	1.6	0.2	1.9
2/1+2/2	645	645	77	0	1	0.6	0.5	0.0	1.1	6.2	11.7	0.5	12.2
3/1	140	140	108	32	0	0.1	0.1	-	0.2	4.7	1.0	0.1	1.0
3/2	122	122	-	-	-	1.3	0.6	-	1.9	55.1	3.0	0.6	3.6
4/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	89	8	3	5.4	1.8	0.4	7.7	-	-	-	-
1/2+1/1	594	594	-	-	-	0.9	0.6	-	1.5	8.9	13.1	0.6	13.6
2/1+2/2	620	620	89	8	3	2.3	0.8	0.4	3.5	20.3	10.2	0.8	11.0
3/2+3/1	244	244	-	-	-	2.2	0.5	-	2.7	40.2	3.0	0.5	3.5
4/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

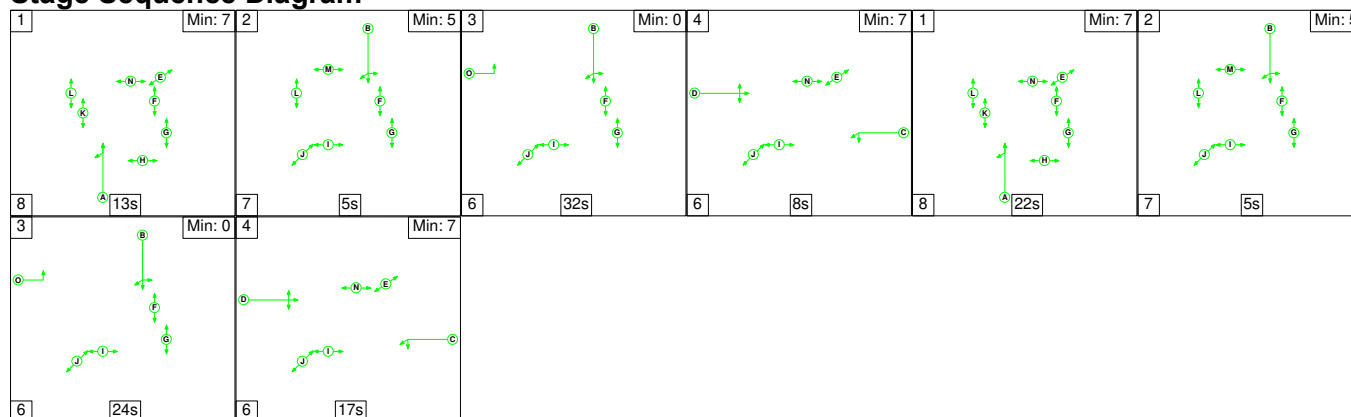
C1	PRC for Signalled Lanes (%)	27.3	Total Delay for Signalled Lanes (pcuHr):	19.59	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%)	62.5	Total Delay for Signalled Lanes (pcuHr):	3.34	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%)	49.0	Total Delay for Signalled Lanes (pcuHr):	7.69	Cycle Time (s):	180
	PRC Over All Lanes (%)	27.3	Total Delay Over All Lanes(pcuHr):	30.80		

Full Input Data And Results

Scenario 5: '2029 Base + Comm AM' (FG5: '2029 Base + Comm AM', Plan 1: 'Network Control Plan 1')

C1

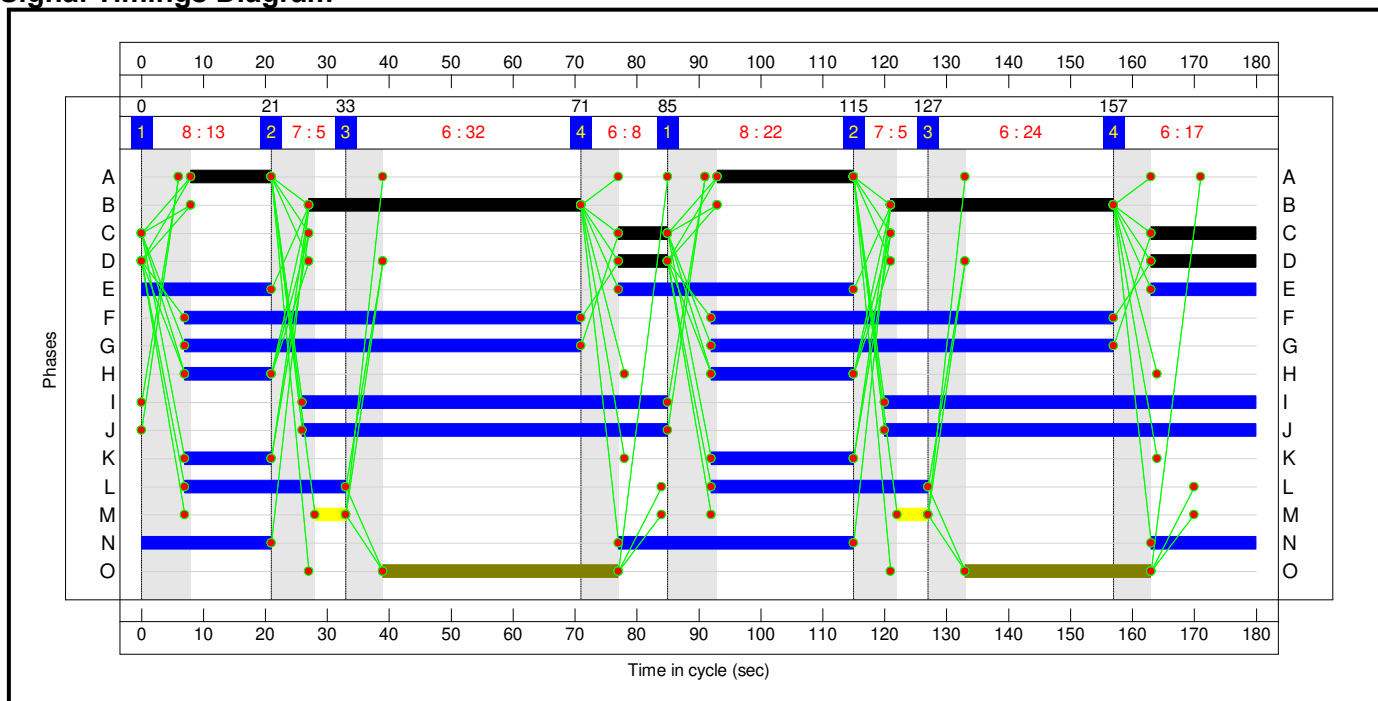
Stage Sequence Diagram



Stage Timings

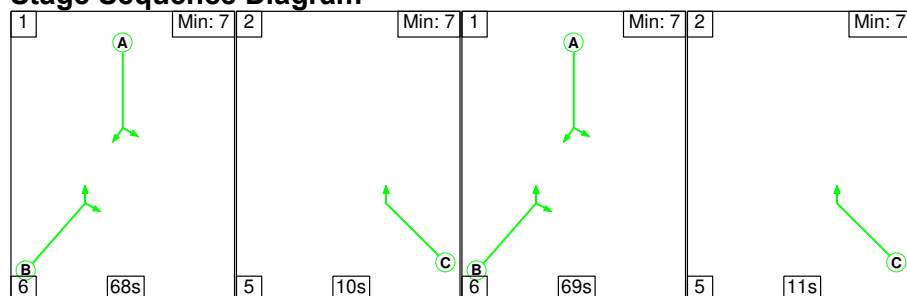
Stage	1	2	3	4	1	2	3	4
Duration	13	5	32	8	22	5	24	17
Change Point	0	21	33	71	85	115	127	157

Signal Timings Diagram



C2

Stage Sequence Diagram

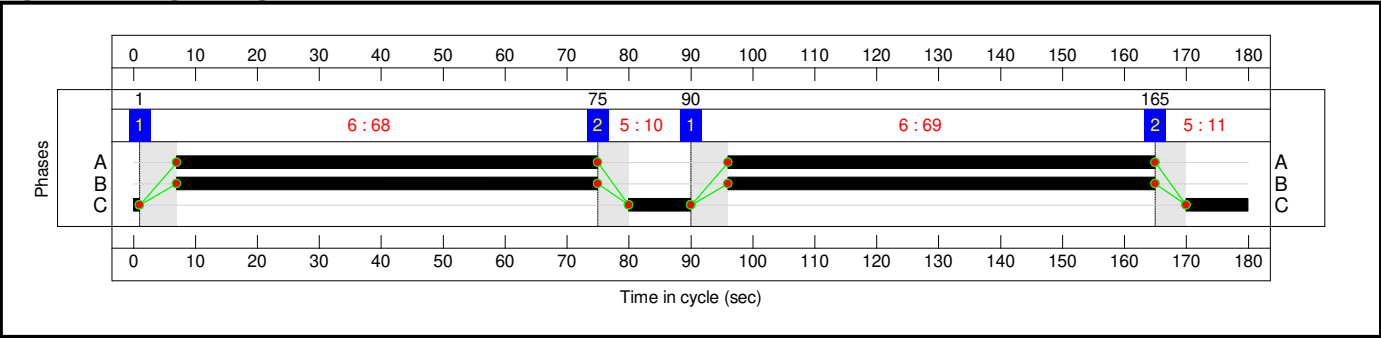


Full Input Data And Results

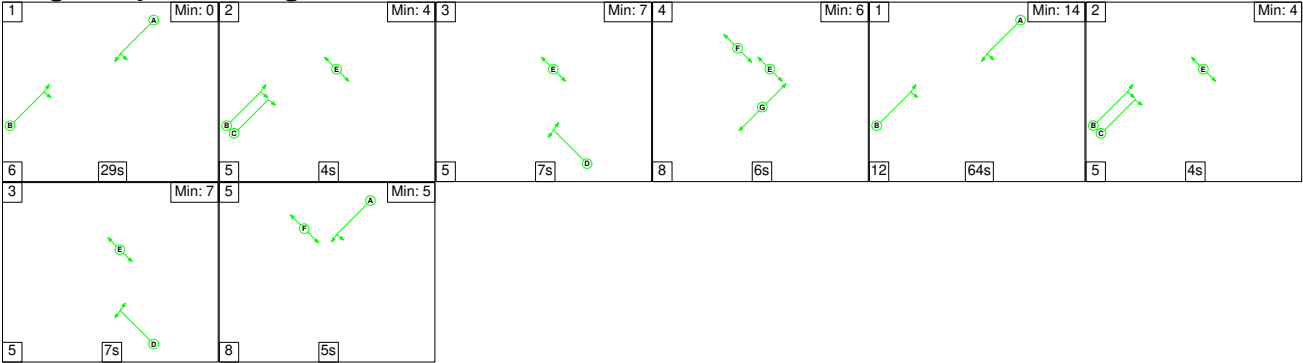
Stage Timings

Stage	1	2	1	2
Duration	68	10	69	11
Change Point	1	75	90	165

Signal Timings Diagram



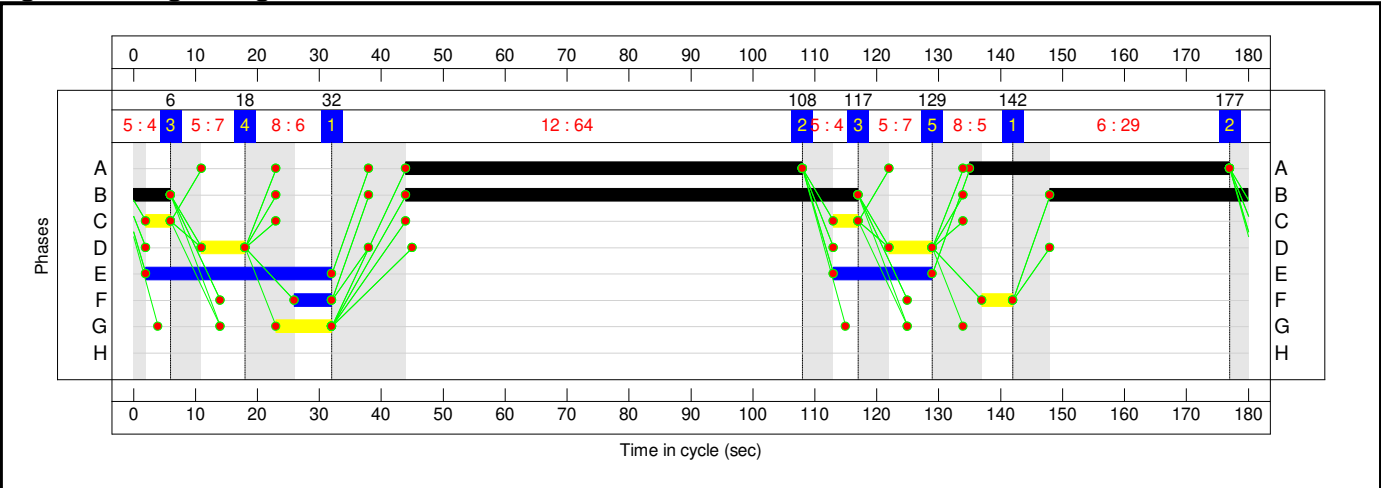
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	29	4	7	6	64	4	7	5
Change Point	142	177	6	18	32	108	117	129

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.3%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	65.3%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	93:25	68	479	1884:1878	476+282	63.2 : 63.2%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	35	-	289	1965:1762	377+66	65.2 : 65.2%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	35	-	237	1965	404	58.7%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	80	-	579	1965:1724	683+204	65.3 : 65.3%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	80	-	323	1828	833	38.8%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	25	-	127	1964	295	43.1%
5/1		U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	33.7%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	137	-	482	1911	1476	32.7%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	137	-	491	1871:1851	736+721	33.7 : 33.7%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	103	1800	1040	9.9%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	21	-	73	1724	220	33.1%
4/1		U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	47.1%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	106	-	577	1915:1730	1071+153	47.1 : 47.1%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	111	8	518	1865:1685	1077+102	43.9 : 43.9%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	14	-	52	1915:1702	80+151	22.5 : 22.5%
4/1		U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	539	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	-	-	192	27	2	15.2	5.9	0.1	21.3	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	35	0	0	11.7	4.1	0.0	15.8	-	-	-	-
1/1+1/2	479	479	35	0	0	2.8	0.9	0.0	3.7	27.5	4.6	0.9	5.5
2/2+2/1	289	289	-	-	-	1.8	0.9	-	2.7	34.2	5.7	0.9	6.7
2/3	237	237	-	-	-	1.4	0.7	-	2.2	32.7	4.5	0.7	5.2
3/2+3/1	579	579	-	-	-	3.0	0.9	-	3.9	24.3	10.5	0.9	11.4
3/3	323	323	-	-	-	1.5	0.3	-	1.8	19.7	5.3	0.3	5.6
4/1	127	127	-	-	-	1.2	0.4	-	1.6	45.5	2.9	0.4	3.3
5/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	117	23	0	1.3	0.8	0.0	2.1	-	-	-	-
1/1	482	482	-	-	-	0.1	0.2	-	0.3	2.6	1.0	0.2	1.3
2/1+2/2	491	491	38	0	0	0.4	0.3	0.0	0.6	4.7	11.2	0.3	11.5
3/1	103	103	80	23	0	0.1	0.1	-	0.1	4.4	0.7	0.1	0.7
3/2	73	73	-	-	-	0.7	0.2	-	1.0	48.0	1.7	0.2	1.9
4/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	40	4	2	2.3	1.0	0.1	3.3	-	-	-	-
1/2+1/1	577	577	-	-	-	0.5	0.4	-	0.9	5.7	13.5	0.4	14.0
2/1+2/2	518	518	40	4	2	1.2	0.4	0.1	1.7	11.6	6.4	0.4	6.8
3/2+3/1	52	52	-	-	-	0.6	0.1	-	0.7	50.5	1.0	0.1	1.1
4/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

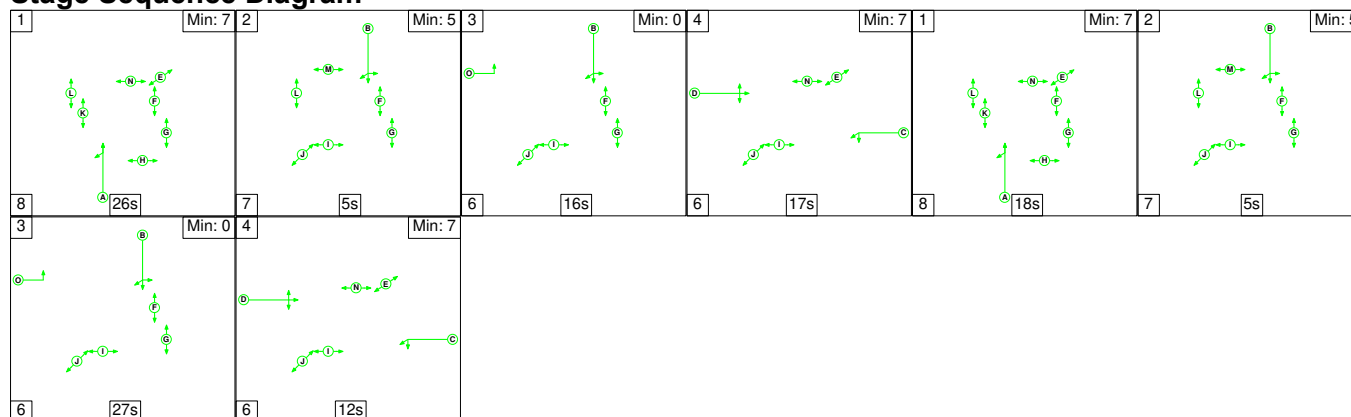
C1	PRC for Signalled Lanes (%)	37.8	Total Delay for Signalled Lanes (pcuHr):	15.84	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%)	167.0	Total Delay for Signalled Lanes (pcuHr):	1.96	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%)	90.9	Total Delay for Signalled Lanes (pcuHr):	3.33	Cycle Time (s):	180
	PRC Over All Lanes (%)	37.8	Total Delay Over All Lanes(pcuHr):	21.26		

Full Input Data And Results

Scenario 6: '2029 Base + Comm PM' (FG6: '2029 Base + Comm PM', Plan 1: 'Network Control Plan 1')

C1

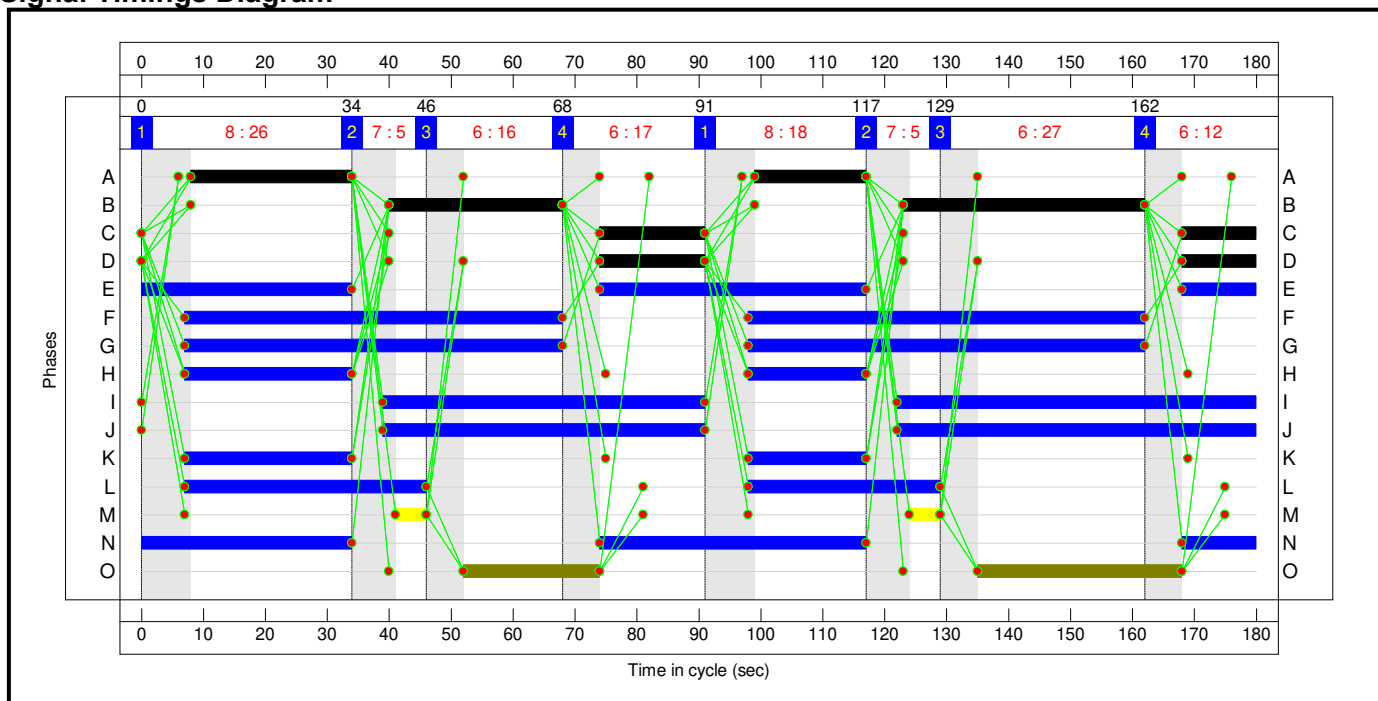
Stage Sequence Diagram



Stage Timings

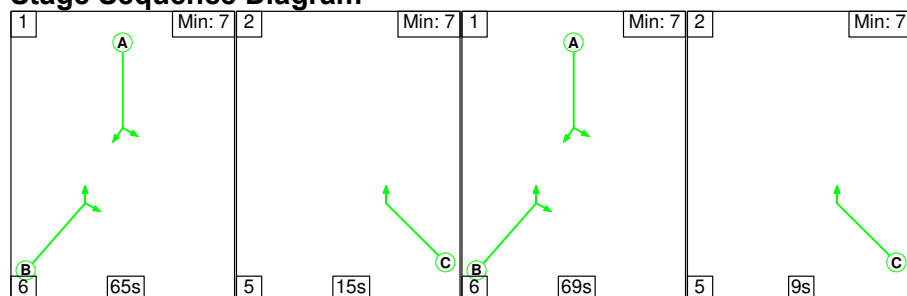
Stage	1	2	3	4	1	2	3	4
Duration	26	5	16	17	18	5	27	12
Change Point	0	34	46	68	91	117	129	162

Signal Timings Diagram



C2

Stage Sequence Diagram

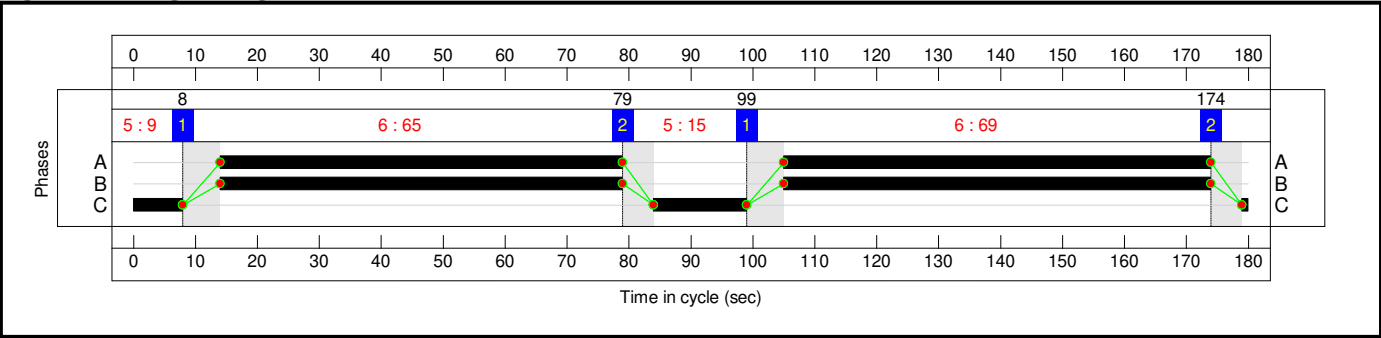


Full Input Data And Results

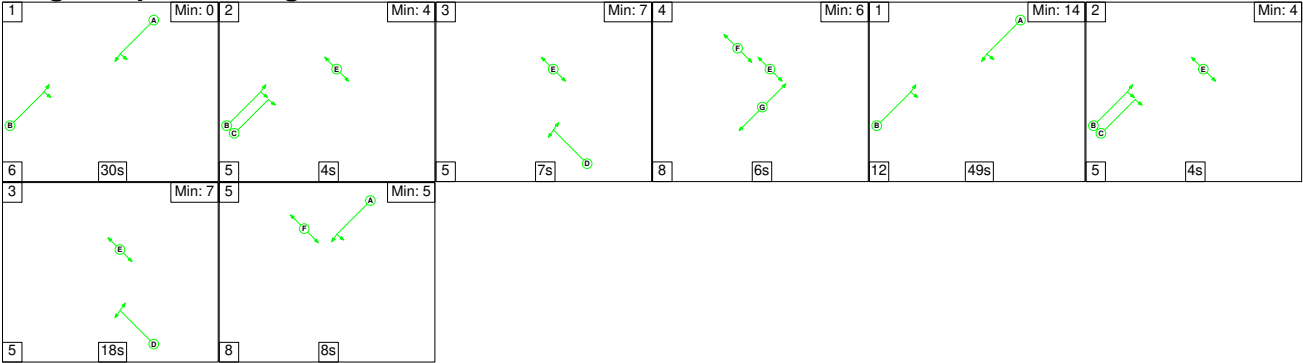
Stage Timings

Stage	1	2	1	2
Duration	65	15	69	9
Change Point	8	79	99	174

Signal Timings Diagram



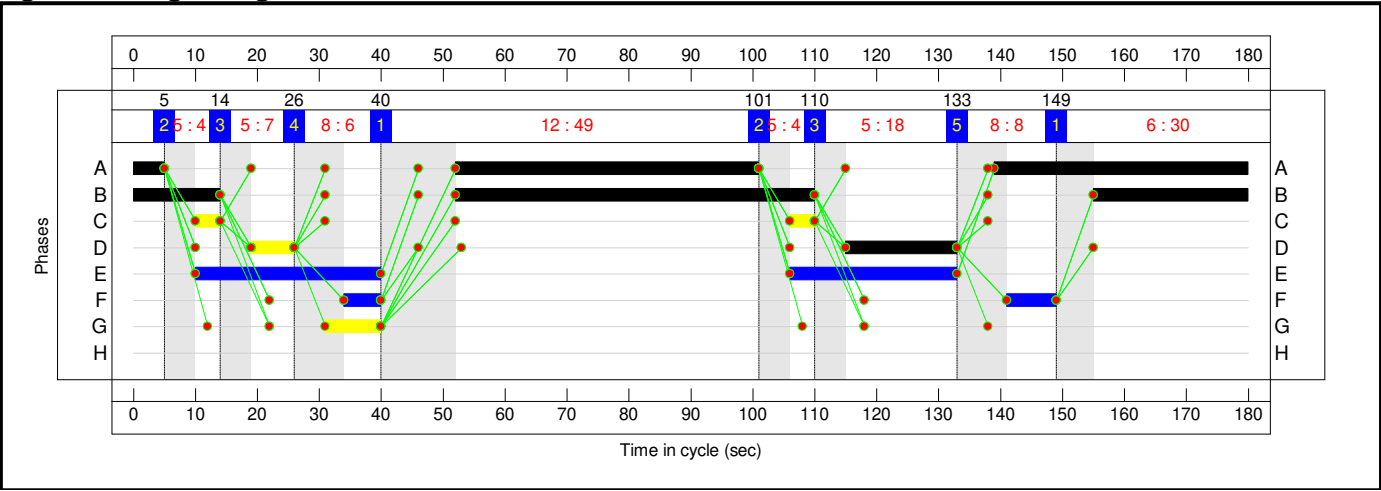
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	30	4	7	6	49	4	18	8
Change Point	149	5	14	26	40	101	110	133

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	72.8%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	84:29	55	662	1884:1867	602+321	71.7 : 71.7%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	44	-	398	1965:1762	453+93	72.8 : 72.8%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	44	-	291	1965	502	57.9%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	67	-	545	1965:1724	563+187	72.7 : 72.7%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	67	-	284	1828	701	40.5%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	29	-	172	1965	338	50.8%
5/1		U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	49.0%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	134	-	468	1908	1442	32.5%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	134	-	645	1871:1839	706+678	46.6 : 46.6%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	140	1800	1060	13.2%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	24	-	122	1724	249	49.0%
4/1		U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	58.7%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	95	-	594	1915:1730	915+264	50.4 : 50.4%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	97	8	620	1865:1685	887+170	58.7 : 58.7%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	25	-	244	1915:1702	214+203	58.5 : 58.5%
4/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	580	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	-	-	330	42	5	22.4	8.6	0.4	31.3	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	59	0	0	14.8	5.4	0.1	20.2	-	-	-	-
1/1+1/2	662	662	59	0	0	4.2	1.3	0.1	5.5	29.9	7.9	1.3	9.2
2/2+2/1	398	398	-	-	-	1.9	1.3	-	3.2	28.7	6.0	1.3	7.3
2/3	291	291	-	-	-	2.0	0.7	-	2.7	33.3	6.7	0.7	7.4
3/2+3/1	545	545	-	-	-	3.5	1.3	-	4.8	31.8	11.1	1.3	12.5
3/3	284	284	-	-	-	1.6	0.3	-	1.9	24.6	5.3	0.3	5.6
4/1	172	172	-	-	-	1.6	0.5	-	2.1	44.6	4.0	0.5	4.5
5/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	182	34	1	2.2	1.2	0.0	3.5	-	-	-	-
1/1	468	468	-	-	-	0.2	0.2	-	0.5	3.5	1.5	0.2	1.7
2/1+2/2	645	645	77	0	1	0.7	0.4	0.0	1.2	6.4	11.7	0.4	12.2
3/1	140	140	106	34	0	0.1	0.1	-	0.2	4.8	1.0	0.1	1.0
3/2	122	122	-	-	-	1.2	0.5	-	1.7	49.5	2.9	0.5	3.4
4/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	89	8	3	5.4	1.9	0.3	7.6	-	-	-	-
1/2+1/1	594	594	-	-	-	0.9	0.5	-	1.4	8.3	13.1	0.5	13.6
2/1+2/2	620	620	89	8	3	2.1	0.7	0.3	3.2	18.3	9.3	0.7	10.0
3/2+3/1	244	244	-	-	-	2.4	0.7	-	3.1	46.0	3.3	0.7	4.0
4/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

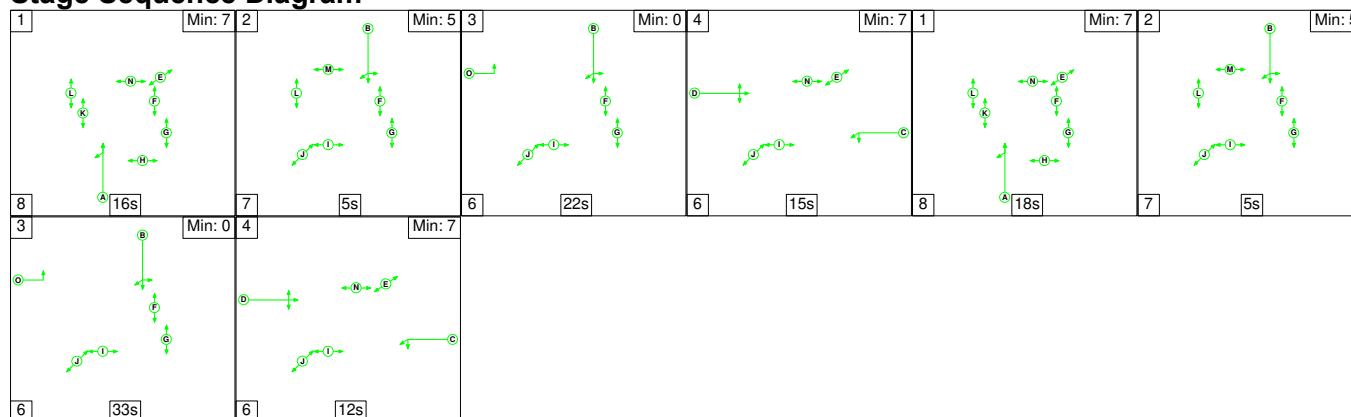
C1	PRC for Signalled Lanes (%)	23.6	Total Delay for Signalled Lanes (pcuHr):	20.24	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%)	83.7	Total Delay for Signalled Lanes (pcuHr):	3.28	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%)	53.4	Total Delay for Signalled Lanes (pcuHr):	7.63	Cycle Time (s):	180
	PRC Over All Lanes (%)	23.6	Total Delay Over All Lanes(pcuHr):	31.35		

Full Input Data And Results

Scenario 7: '2029 Base + Comm + Dev AM' (FG7: '2029 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

C1

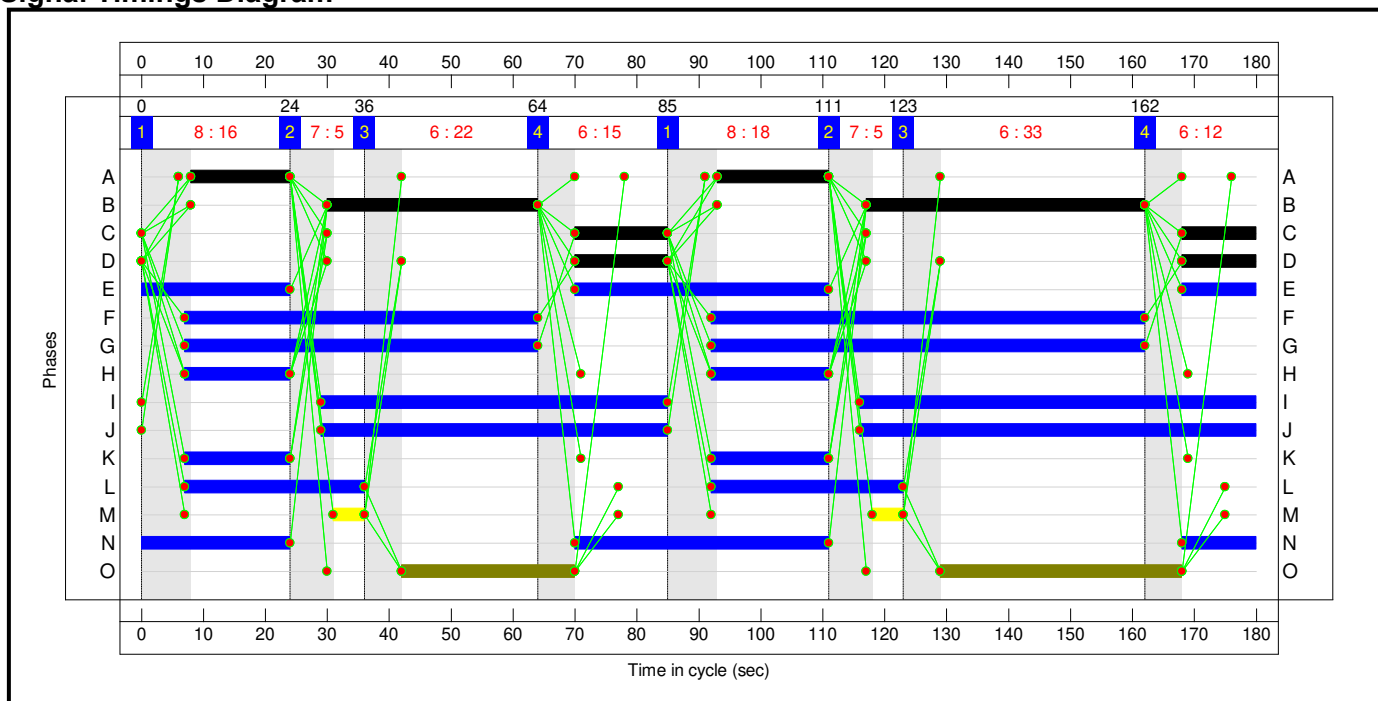
Stage Sequence Diagram



Stage Timings

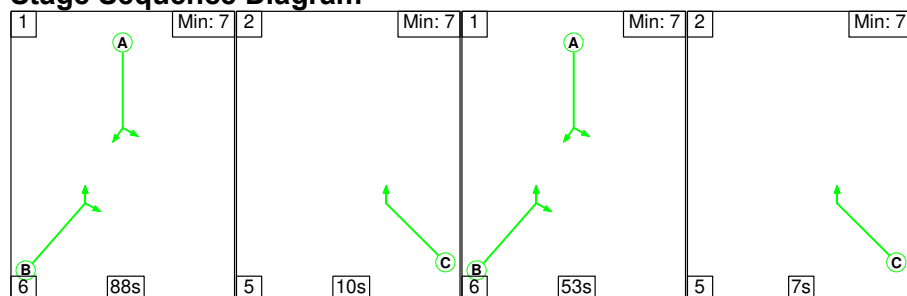
Stage	1	2	3	4	1	2	3	4
Duration	16	5	22	15	18	5	33	12
Change Point	0	24	36	64	85	111	123	162

Signal Timings Diagram



C2

Stage Sequence Diagram

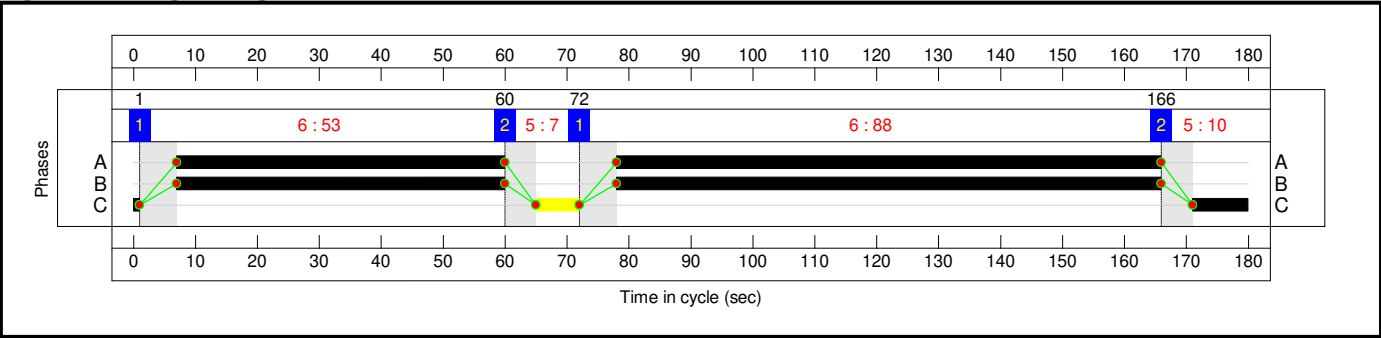


Full Input Data And Results

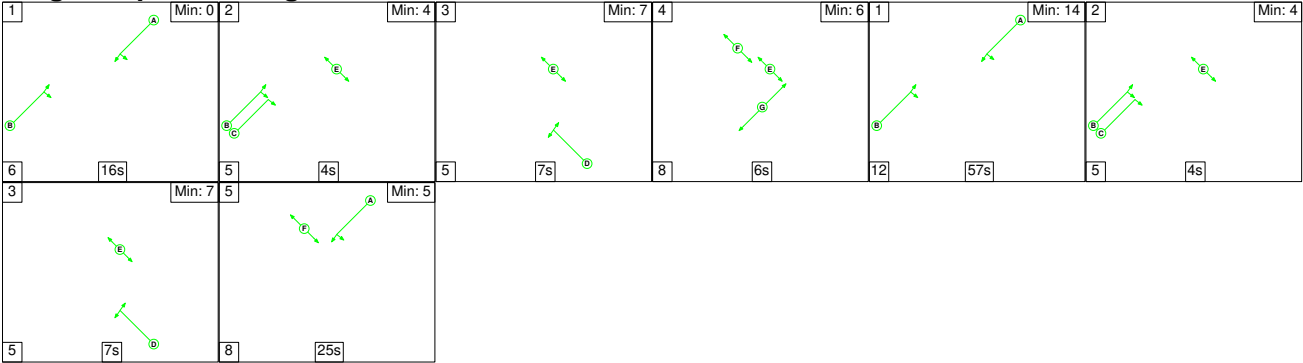
Stage Timings

Stage	1	2	1	2
Duration	88	10	53	7
Change Point	72	166	1	60

Signal Timings Diagram



C3
Stage Sequence Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	66.0%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	66.0%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	94:27	67	515	1884:1870	482+301	65.7 : 65.7%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	34	-	289	1965:1762	364+74	65.8 : 65.8%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	34	-	242	1965	393	61.6%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	79	-	578	1965:1724	674+202	66.0 : 66.0%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	79	-	328	1828	823	39.9%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	27	-	129	1964	316	40.8%
5/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	40.1%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	141	-	494	1911	1518	32.5%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	141	-	496	1871:1851	723+706	34.7 : 34.7%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	103	1800	1022	10.1%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	17	-	73	1724	182	40.1%
4/1		U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	53.6%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	106	-	589	1915:1730	1073+149	48.2 : 48.2%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	91	8	522	1865:1685	890+84	53.6 : 53.6%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	14	-	53	1915:1702	85+151	22.5 : 22.5%
4/1		U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	551	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	-	-	205	28	2	16.2	6.4	0.1	22.7	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	48	0	0	11.6	4.3	0.0	15.9	-	-	-	-
1/1+1/2	515	515	48	0	0	3.0	1.0	0.0	4.0	27.9	5.0	1.0	6.0
2/2+2/1	289	289	-	-	-	1.4	1.0	-	2.4	29.6	5.9	1.0	6.9
2/3	242	242	-	-	-	1.4	0.8	-	2.1	32.0	4.7	0.8	5.5
3/2+3/1	578	578	-	-	-	3.0	1.0	-	4.0	24.9	11.1	1.0	12.1
3/3	328	328	-	-	-	1.5	0.3	-	1.8	20.3	5.7	0.3	6.1
4/1	129	129	-	-	-	1.2	0.3	-	1.6	43.7	3.1	0.3	3.5
5/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	120	21	0	1.2	0.9	0.0	2.1	-	-	-	-
1/1	494	494	-	-	-	0.1	0.2	-	0.4	2.8	1.4	0.2	1.7
2/1+2/2	496	496	38	0	0	0.2	0.3	0.0	0.5	3.3	11.7	0.3	12.0
3/1	103	103	82	21	0	0.1	0.1	-	0.1	4.5	0.7	0.1	0.7
3/2	73	73	-	-	-	0.8	0.3	-	1.1	55.8	2.1	0.3	2.4
4/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	37	6	2	3.4	1.2	0.1	4.7	-	-	-	-
1/2+1/1	589	589	-	-	-	0.8	0.5	-	1.2	7.6	14.1	0.5	14.6
2/1+2/2	522	522	37	6	2	2.1	0.6	0.1	2.7	18.7	9.2	0.6	9.8
3/2+3/1	53	53	-	-	-	0.6	0.1	-	0.7	49.0	0.9	0.1	1.1
4/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

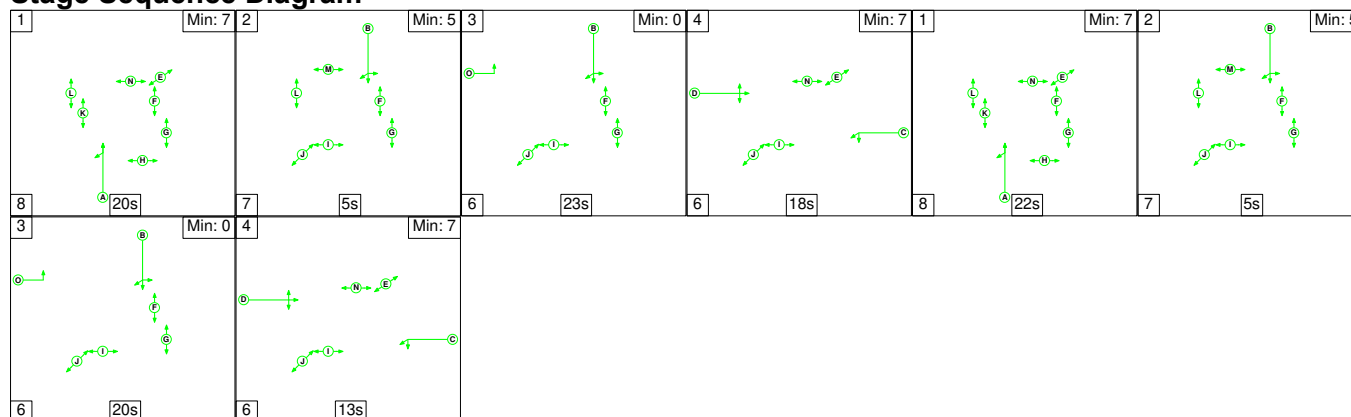
C1	PRC for Signalled Lanes (%)	36.4	Total Delay for Signalled Lanes (pcuHr):	15.92	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%)	124.4	Total Delay for Signalled Lanes (pcuHr):	1.97	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%)	67.9	Total Delay for Signalled Lanes (pcuHr):	4.67	Cycle Time (s):	180
	PRC Over All Lanes (%)	36.4	Total Delay Over All Lanes(pcuHr):	22.69		

Full Input Data And Results

Scenario 8: '2029 Base + Comm + Dev PM' (FG8: '2029 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

C1

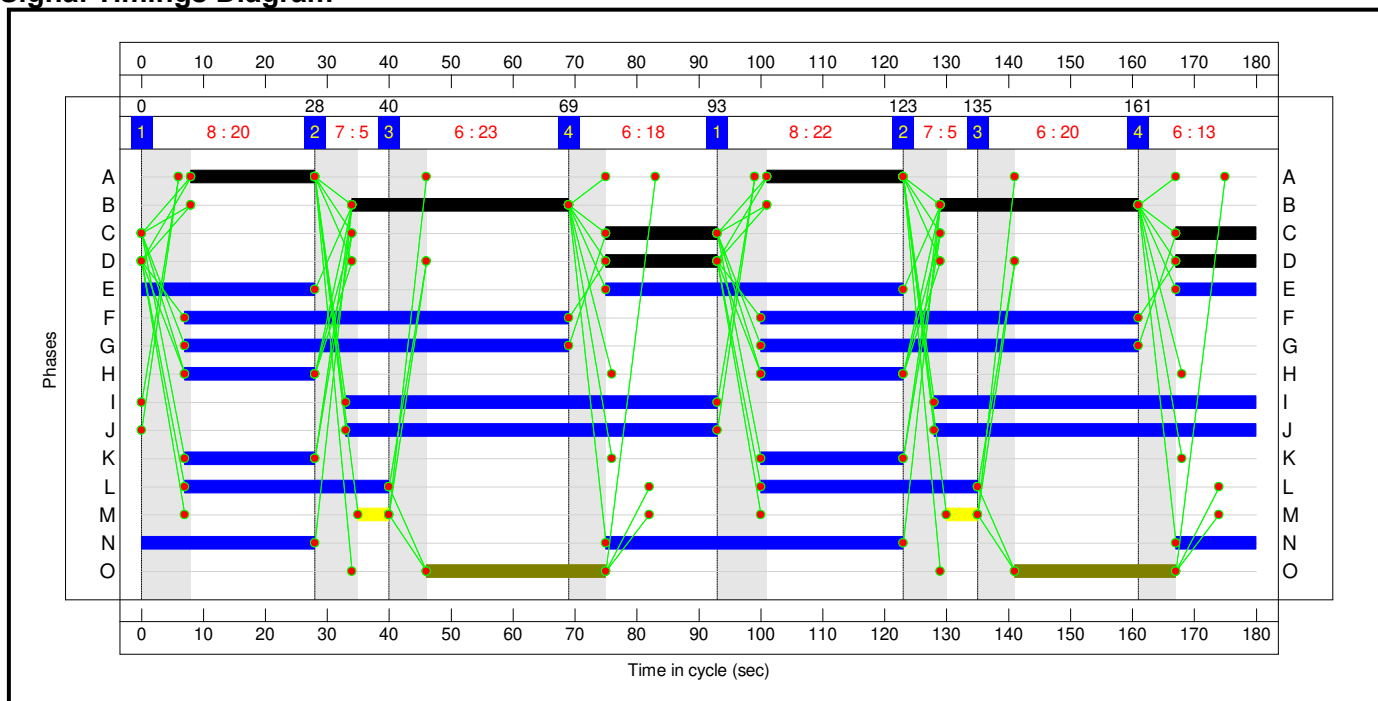
Stage Sequence Diagram



Stage Timings

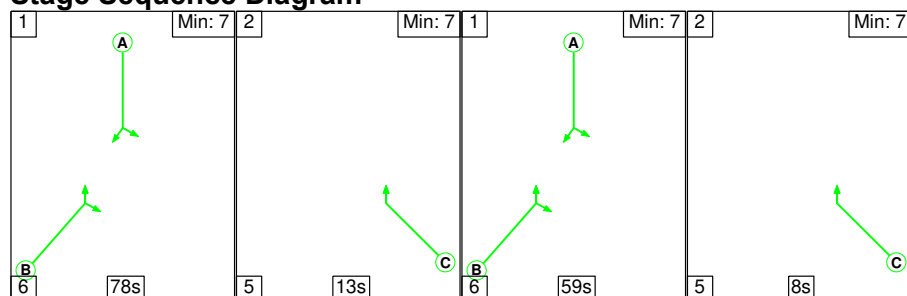
Stage	1	2	3	4	1	2	3	4
Duration	20	5	23	18	22	5	20	13
Change Point	0	28	40	69	93	123	135	161

Signal Timings Diagram



C2

Stage Sequence Diagram

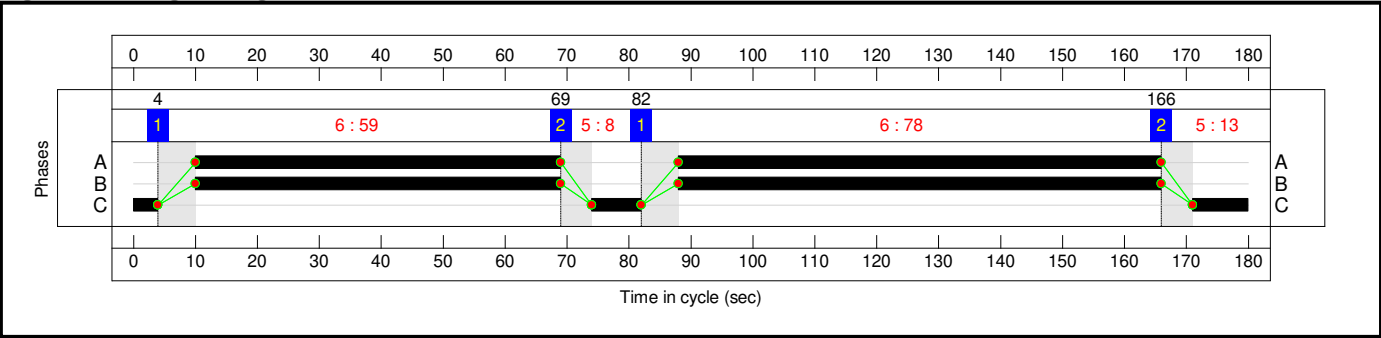


Full Input Data And Results

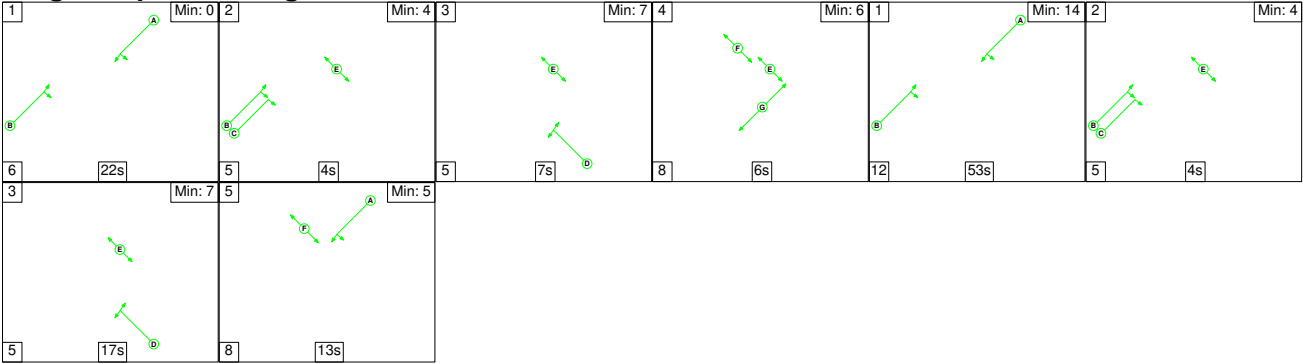
Stage Timings

Stage	1	2	1	2
Duration	78	13	59	8
Change Point	82	166	4	69

Signal Timings Diagram



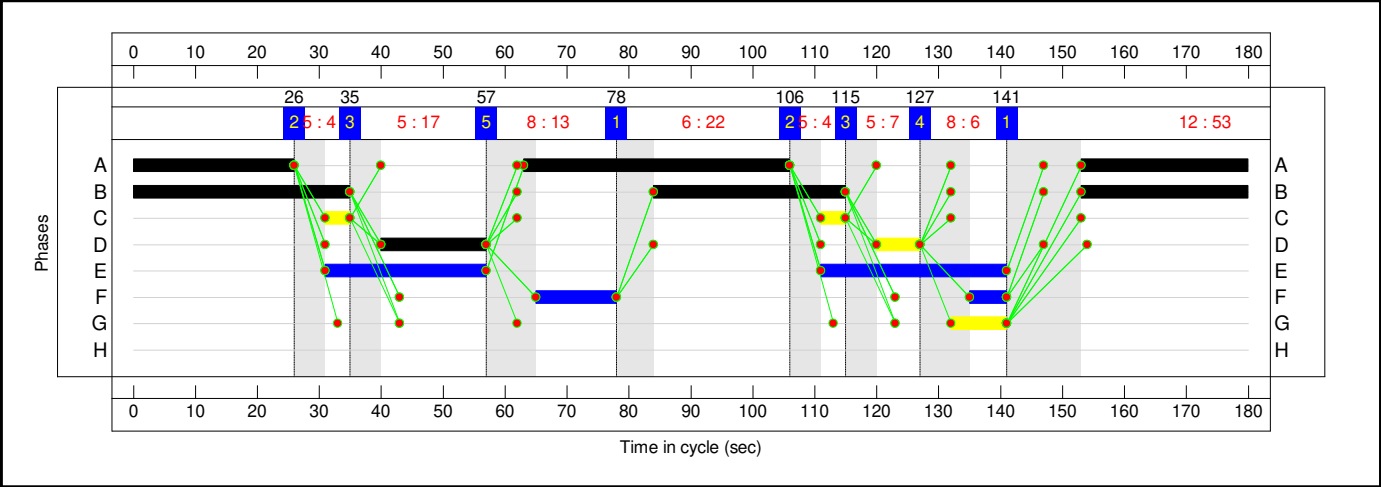
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	22	4	7	6	53	4	17	13
Change Point	78	106	115	127	141	26	35	57

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	86:31	55	680	1884:1865	619+338	71.0 : 71.0%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	42	-	385	1965:1762	425+113	71.5 : 71.5%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	42	-	317	1965	480	66.0%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	67	-	545	1965:1724	563+187	72.7 : 72.7%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	67	-	299	1828	701	42.7%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	31	-	178	1965	360	49.4%
5/1		U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	55.4%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	137	-	474	1908	1473	32.2%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	137	-	658	1871:1843	596+698	50.8 : 50.8%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	140	1800	1045	13.4%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	21	-	122	1724	220	55.4%
4/1		U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	62.2%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	96	-	600	1915:1730	924+263	50.5 : 50.5%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	93	8	632	1865:1685	855+161	62.2 : 62.2%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	24	-	245	1915:1702	209+197	60.3 : 60.3%
4/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	586	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	-	-	338	40	5	23.2	9.1	0.3	32.5	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	65	0	0	14.8	5.6	0.1	20.5	-	-	-	-
1/1+1/2	680	680	65	0	0	4.2	1.2	0.1	5.5	28.9	7.5	1.2	8.7
2/2+2/1	385	385	-	-	-	1.6	1.2	-	2.9	26.7	6.9	1.2	8.2
2/3	317	317	-	-	-	2.2	1.0	-	3.1	35.4	8.0	1.0	9.0
3/2+3/1	545	545	-	-	-	3.5	1.3	-	4.8	31.9	11.6	1.3	12.9
3/3	299	299	-	-	-	1.7	0.4	-	2.1	25.0	5.8	0.4	6.2
4/1	178	178	-	-	-	1.6	0.5	-	2.1	42.8	4.0	0.5	4.5
5/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	185	32	1	2.3	1.4	0.0	3.7	-	-	-	-
1/1	474	474	-	-	-	0.1	0.2	-	0.4	2.8	1.7	0.2	1.9
2/1+2/2	658	658	77	0	1	0.8	0.5	0.0	1.3	7.2	11.7	0.5	12.3
3/1	140	140	108	32	0	0.1	0.1	-	0.2	4.9	1.0	0.1	1.1
3/2	122	122	-	-	-	1.3	0.6	-	1.9	55.5	3.2	0.6	3.8
4/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	88	9	3	6.1	2.1	0.2	8.3	-	-	-	-
1/2+1/1	600	600	-	-	-	1.1	0.5	-	1.6	9.8	14.6	0.5	15.1
2/1+2/2	632	632	88	9	3	2.5	0.8	0.2	3.4	19.6	10.8	0.8	11.6
3/2+3/1	245	245	-	-	-	2.5	0.8	-	3.3	47.8	3.4	0.8	4.2
4/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

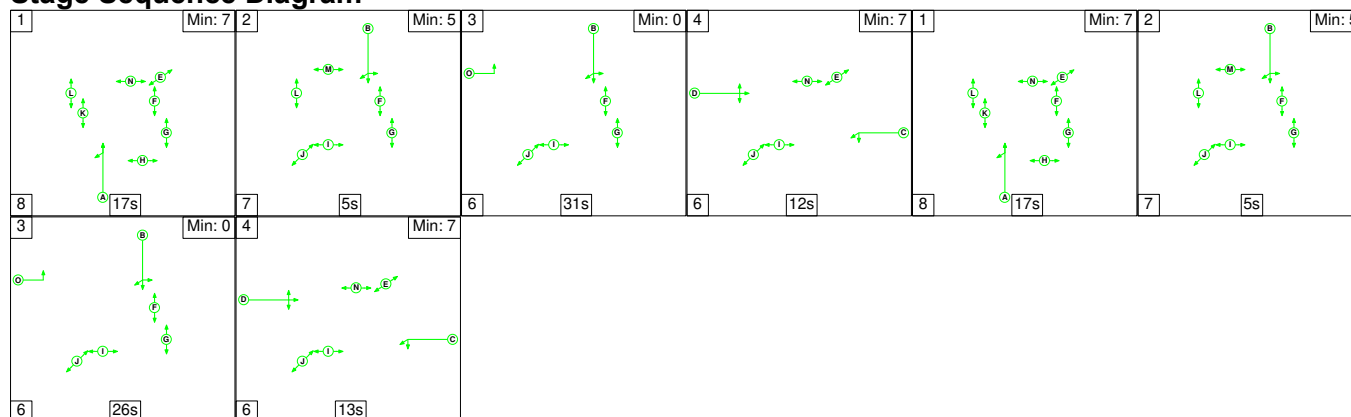
C1	PRC for Signalled Lanes (%):	23.9	Total Delay for Signalled Lanes (pcuHr):	20.46	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%):	62.5	Total Delay for Signalled Lanes (pcuHr):	3.56	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%):	44.6	Total Delay for Signalled Lanes (pcuHr):	8.32	Cycle Time (s):	180
	PRC Over All Lanes (%):	23.9	Total Delay Over All Lanes(pcuHr):	32.53		

Full Input Data And Results

Scenario 9: '2034 Base + Comm AM' (FG9: '2034 Base + Comm AM', Plan 1: 'Network Control Plan 1')

C1

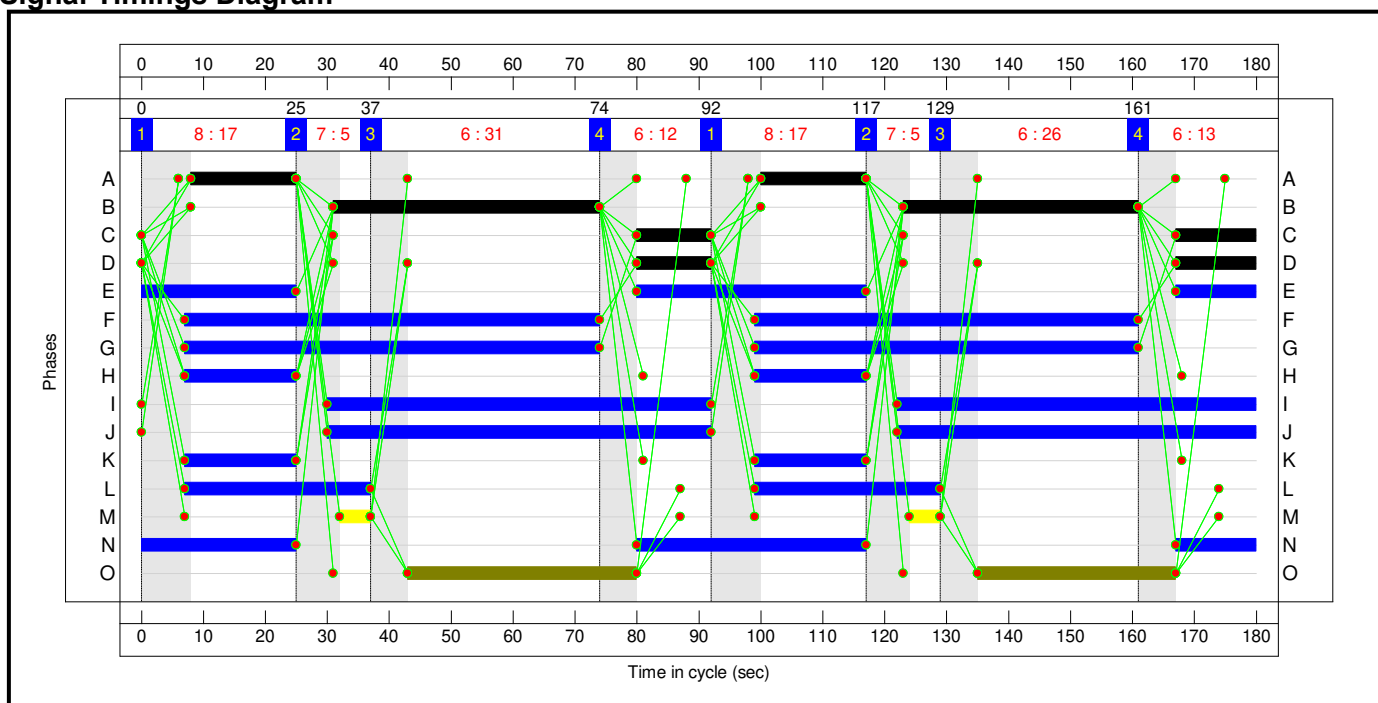
Stage Sequence Diagram



Stage Timings

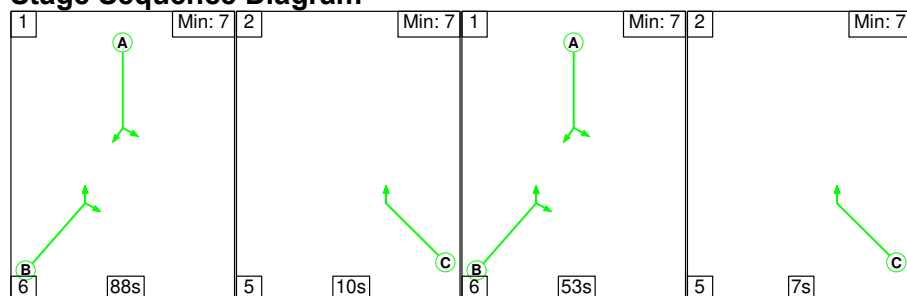
Stage	1	2	3	4	1	2	3	4
Duration	17	5	31	12	17	5	26	13
Change Point	0	25	37	74	92	117	129	161

Signal Timings Diagram



C2

Stage Sequence Diagram

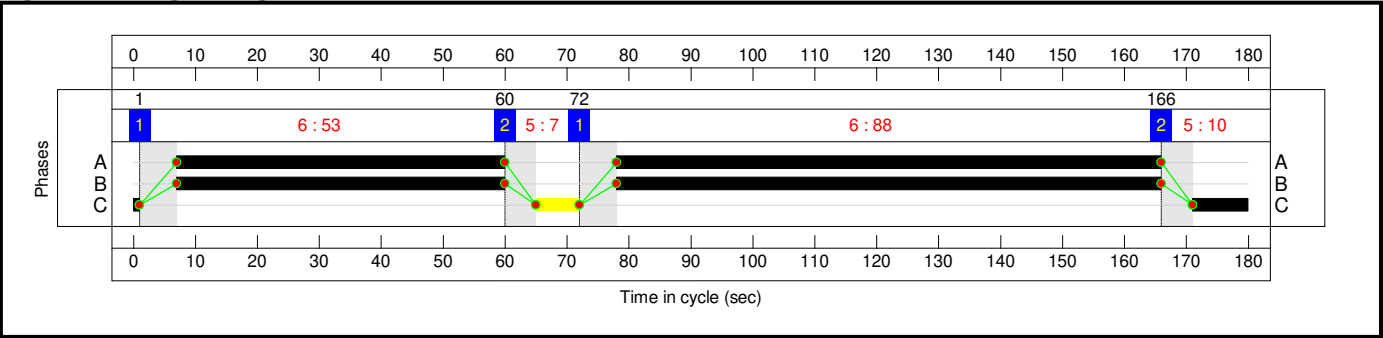


Full Input Data And Results

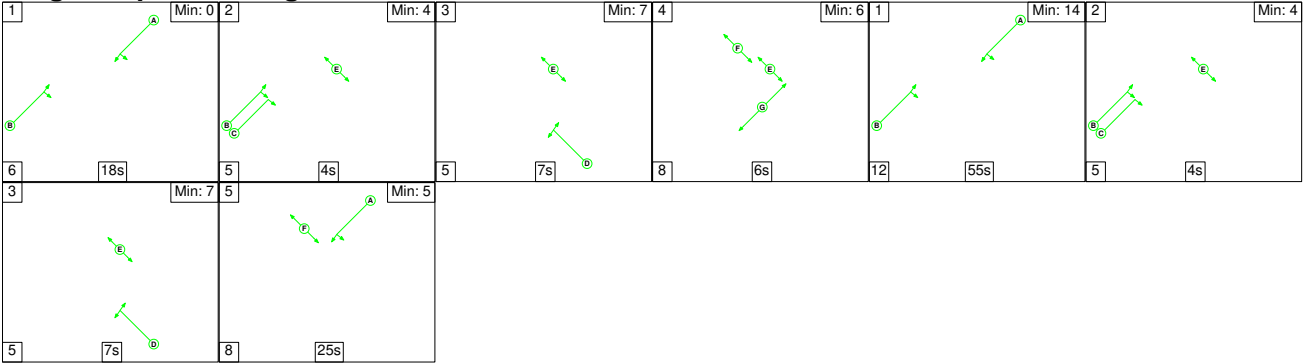
Stage Timings

Stage	1	2	1	2
Duration	88	10	53	7
Change Point	72	166	1	60

Signal Timings Diagram



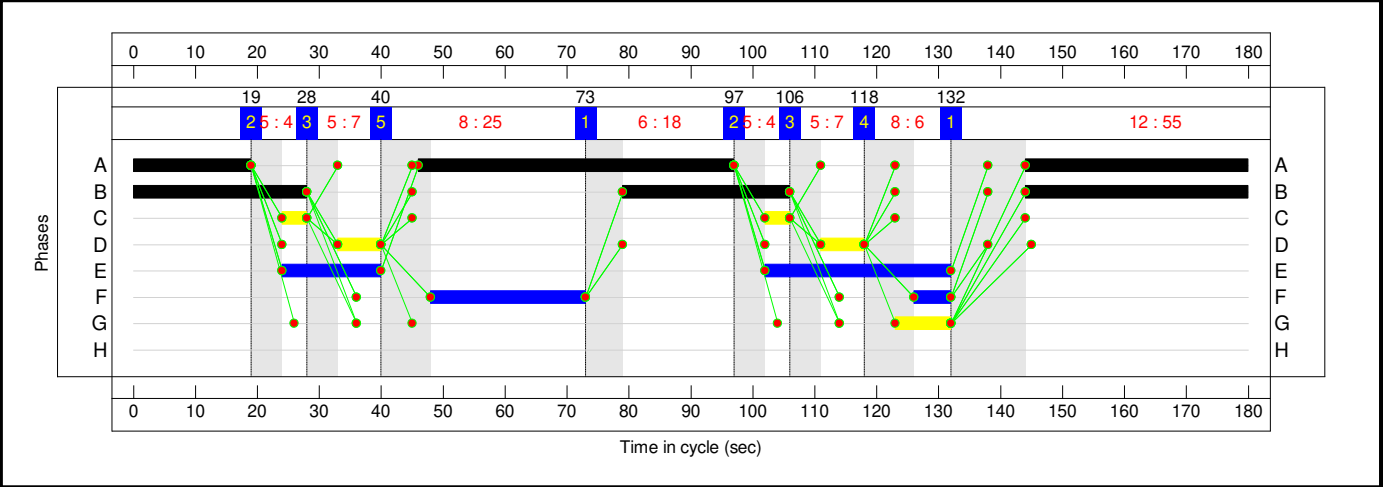
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	18	4	7	6	55	4	7	25
Change Point	73	97	106	118	132	19	28	40

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	66.4%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	66.4%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	94:25	69	492	1884:1879	480+282	64.6 : 64.6%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	34	-	288	1965:1762	367+66	66.4 : 66.4%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	34	-	253	1965	393	64.4%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	81	-	595	1965:1724	691+207	66.3 : 66.3%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	81	-	332	1828	843	39.4%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	25	-	130	1964	295	44.1%
5/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	41.2%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	141	-	494	1911	1518	32.5%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	141	-	505	1871:1852	630+707	37.8 : 37.8%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	106	1800	1028	10.3%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	17	-	75	1724	182	41.2%
4/1		U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	54.7%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	106	-	592	1915:1730	1072+151	48.4 : 48.4%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	91	8	533	1865:1685	890+84	54.7 : 54.7%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	14	-	53	1915:1702	78+151	23.1 : 23.1%
4/1		U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	554	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	-	-	197	27	2	16.1	6.6	0.1	22.9	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	35	0	0	11.5	4.5	0.0	16.0	-	-	-	-
1/1+1/2	492	492	35	0	0	2.8	0.9	0.0	3.8	27.5	4.4	0.9	5.3
2/2+2/1	288	288	-	-	-	1.5	1.0	-	2.5	31.4	5.8	1.0	6.8
2/3	253	253	-	-	-	1.3	0.9	-	2.2	31.7	5.8	0.9	6.7
3/2+3/1	595	595	-	-	-	3.0	1.0	-	4.0	24.2	10.8	1.0	11.8
3/3	332	332	-	-	-	1.5	0.3	-	1.8	19.5	5.4	0.3	5.8
4/1	130	130	-	-	-	1.3	0.4	-	1.7	45.8	3.0	0.4	3.4
5/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	123	22	0	1.3	1.0	0.0	2.2	-	-	-	-
1/1	494	494	-	-	-	0.2	0.2	-	0.4	3.1	2.5	0.2	2.7
2/1+2/2	505	505	39	0	0	0.2	0.3	0.0	0.5	3.5	11.7	0.3	12.0
3/1	106	106	84	22	0	0.1	0.1	-	0.1	4.7	0.7	0.1	0.8
3/2	75	75	-	-	-	0.8	0.3	-	1.2	56.2	2.1	0.3	2.5
4/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	39	5	2	3.4	1.2	0.1	4.7	-	-	-	-
1/2+1/1	592	592	-	-	-	0.7	0.5	-	1.2	7.0	15.1	0.5	15.6
2/1+2/2	533	533	39	5	2	2.1	0.6	0.1	2.8	18.9	9.4	0.6	10.0
3/2+3/1	53	53	-	-	-	0.6	0.2	-	0.7	49.1	0.9	0.2	1.1
4/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

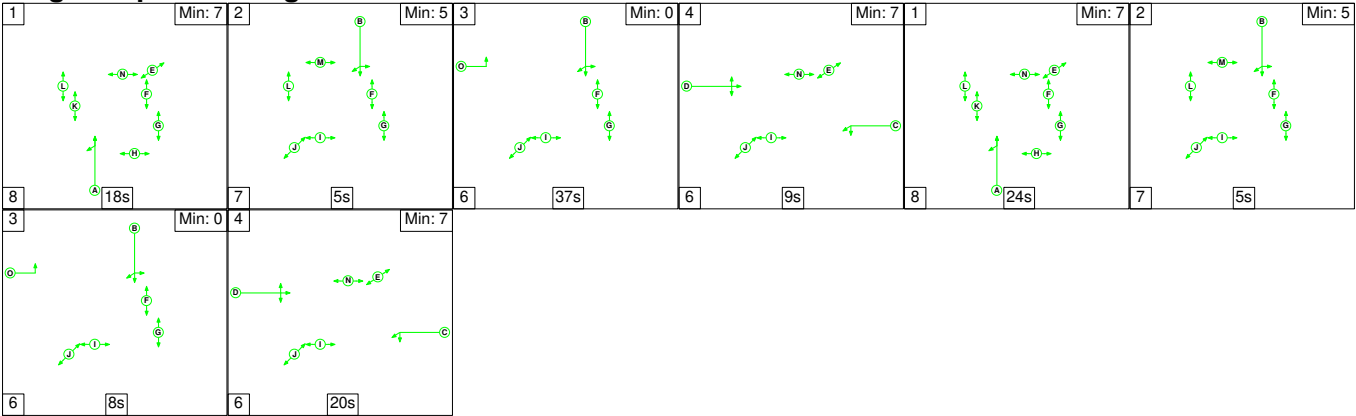
C1	PRC for Signalled Lanes (%)	35.5	Total Delay for Signalled Lanes (pcuHr):	15.95	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%)	118.4	Total Delay for Signalled Lanes (pcuHr):	2.09	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%)	64.4	Total Delay for Signalled Lanes (pcuHr):	4.68	Cycle Time (s):	180
	PRC Over All Lanes (%)	35.5	Total Delay Over All Lanes(pcuHr):	22.86		

Full Input Data And Results

Scenario 10: '2034 Base + Comm PM' (FG10: '2034 Base + Comm PM', Plan 1: 'Network Control Plan 1')

C1

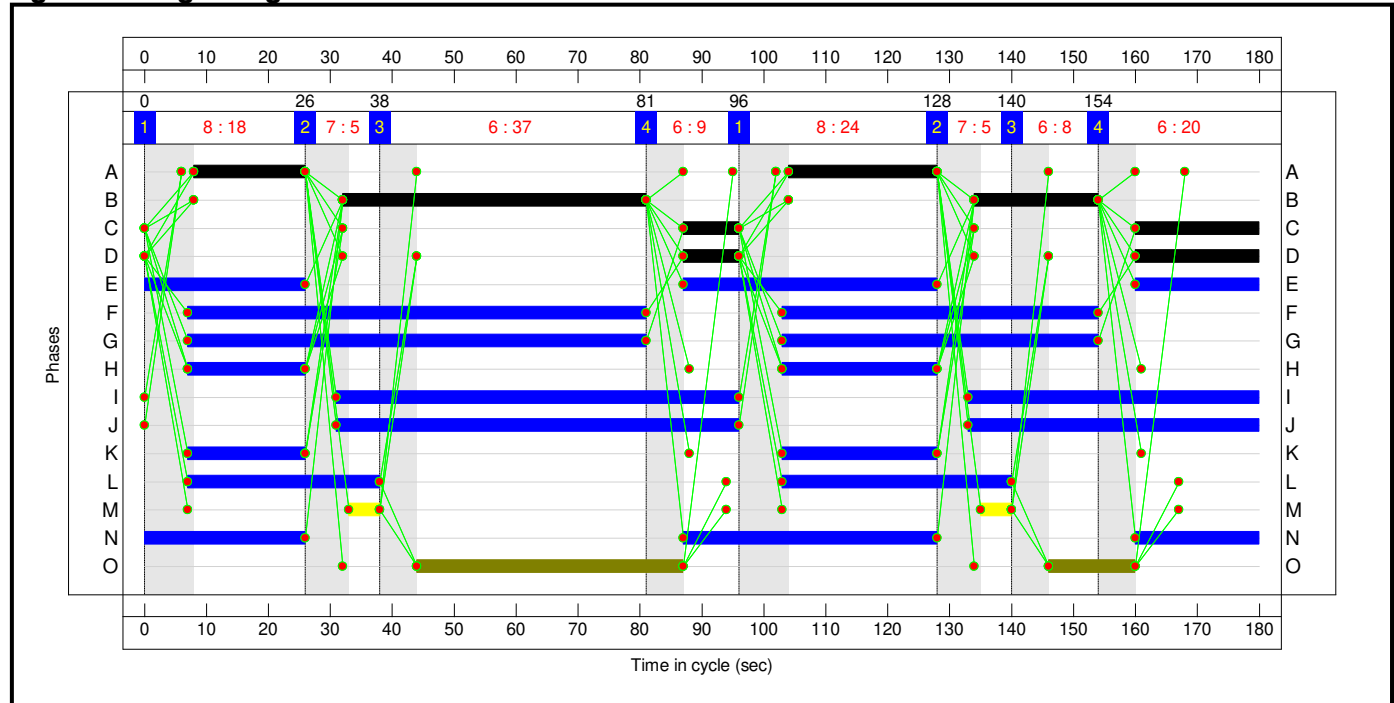
Stage Sequence Diagram



Stage Timings

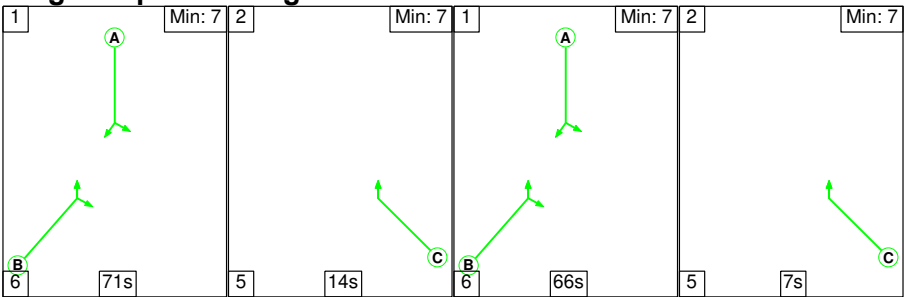
Stage	1	2	3	4	1	2	3	4
Duration	18	5	37	9	24	5	8	20
Change Point	0	26	38	81	96	128	140	154

Signal Timings Diagram



C2

Stage Sequence Diagram

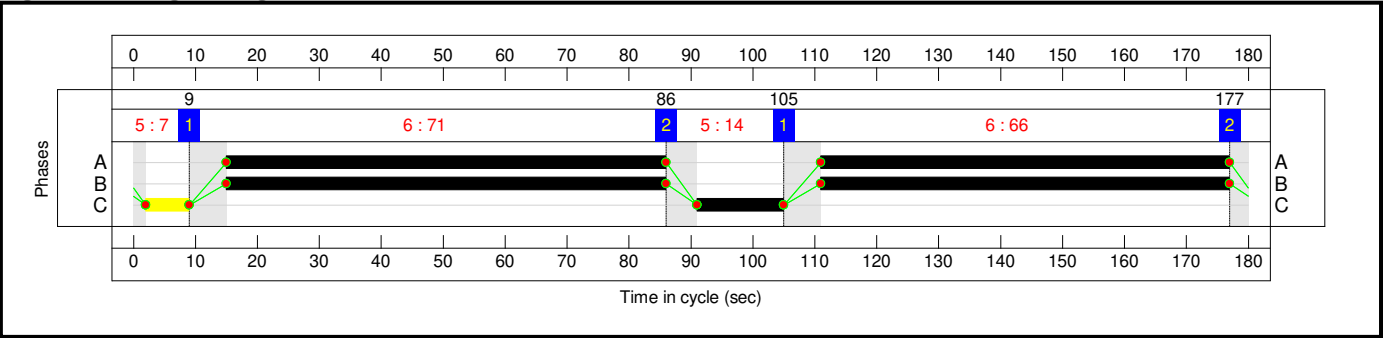


Full Input Data And Results

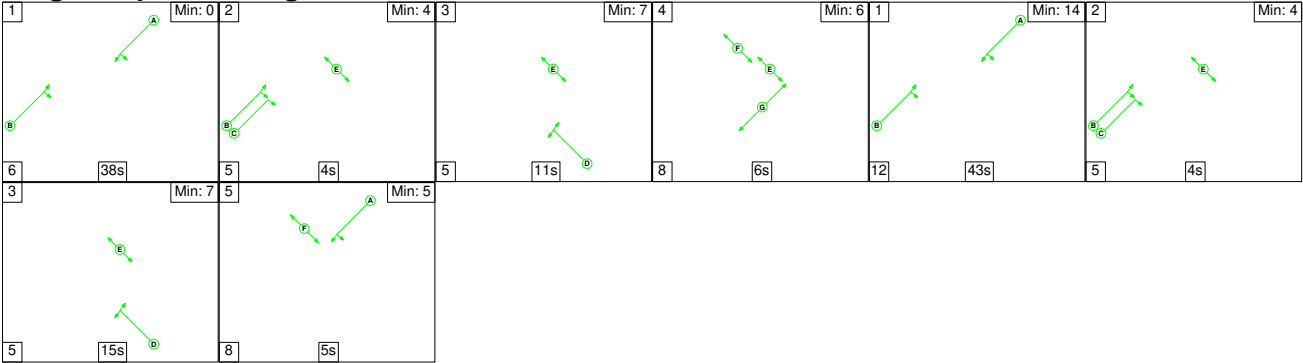
Stage Timings

Stage	1	2	1	2
Duration	71	14	66	7
Change Point	9	86	105	177

Signal Timings Diagram



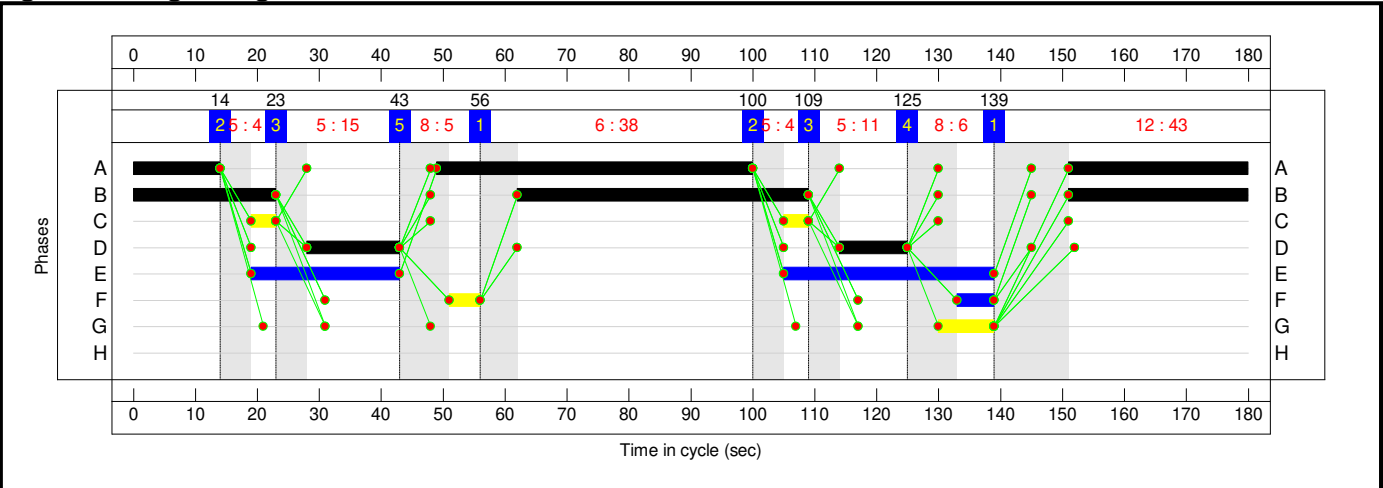
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	38	4	11	6	43	4	15	5
Change Point	56	100	109	125	139	14	23	43

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	86:29	57	681	1884:1868	607+322	73.4 : 73.4%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	42	-	383	1965:1762	433+95	72.5 : 72.5%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	42	-	327	1965	480	68.1%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	69	-	562	1965:1724	579+192	72.9 : 72.9%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	69	-	293	1828	721	40.6%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	29	-	178	1965	338	52.6%
5/1		U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	57.2%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	137	-	482	1908	1473	32.7%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	137	-	665	1871:1842	611+739	49.2 : 49.2%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	144	1800	1031	14.0%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	21	-	126	1724	220	57.2%
4/1		U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	59.3%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	94	-	612	1915:1730	907+262	52.4 : 52.4%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	99	8	639	1865:1685	904+174	59.3 : 59.3%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	26	-	252	1915:1702	219+209	59.0 : 59.0%
4/1		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%

Full Input Data And Results

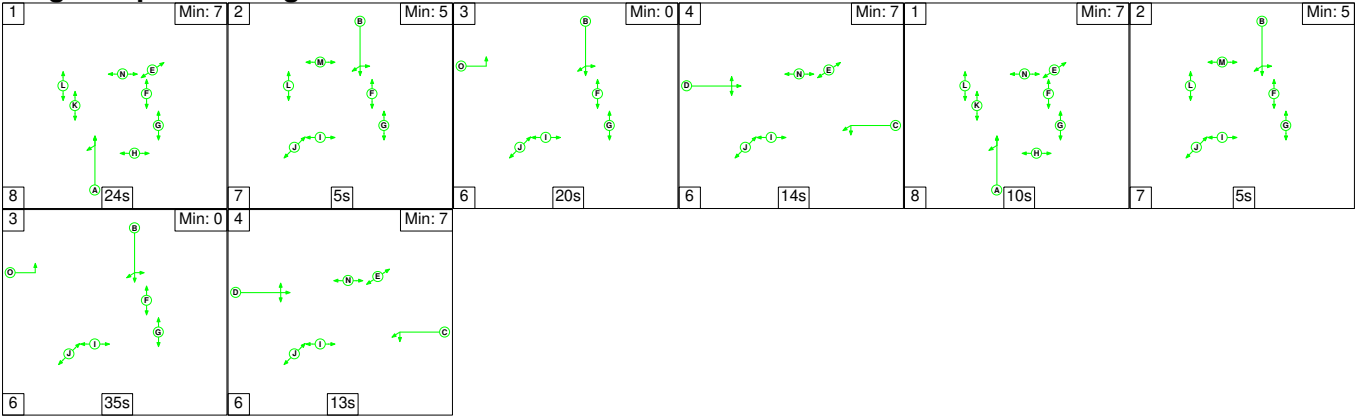
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	324	41	23	23.2	9.4	0.4	32.9	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	41	0	19	15.8	5.9	0.1	21.8	-	-	-	-
1/1+1/2	681	681	41	0	19	4.7	1.4	0.1	6.1	32.5	7.9	1.4	9.3
2/2+2/1	383	383	-	-	-	1.9	1.3	-	3.2	30.1	6.4	1.3	7.6
2/3	327	327	-	-	-	2.4	1.1	-	3.4	37.6	7.4	1.1	8.4
3/2+3/1	562	562	-	-	-	3.5	1.3	-	4.9	31.1	11.7	1.3	13.0
3/3	293	293	-	-	-	1.6	0.3	-	1.9	23.9	5.5	0.3	5.8
4/1	178	178	-	-	-	1.7	0.6	-	2.3	45.9	4.6	0.6	5.2
5/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	191	33	1	2.0	1.5	0.0	3.5	-	-	-	-
1/1	482	482	-	-	-	0.1	0.2	-	0.3	2.6	1.4	0.2	1.7
2/1+2/2	665	665	80	0	1	0.4	0.5	0.0	1.0	5.2	11.7	0.5	12.2
3/1	144	144	111	33	0	0.1	0.1	-	0.2	5.0	1.0	0.1	1.1
3/2	126	126	-	-	-	1.3	0.7	-	2.0	55.8	3.0	0.7	3.7
4/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	92	8	3	5.4	2.0	0.3	7.6	-	-	-	-
1/2+1/1	612	612	-	-	-	0.8	0.5	-	1.4	8.1	13.1	0.5	13.6
2/1+2/2	639	639	92	8	3	2.1	0.7	0.3	3.1	17.5	9.1	0.7	9.9
3/2+3/1	252	252	-	-	-	2.4	0.7	-	3.1	44.9	3.1	0.7	3.8
4/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	22.7	Total Delay for Signalled Lanes (pcuHr):	21.83	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%):	57.3	Total Delay for Signalled Lanes (pcuHr):	3.26	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%):	51.7	Total Delay for Signalled Lanes (pcuHr):	7.63	Cycle Time (s):	180
	PRC Over All Lanes (%):	22.7	Total Delay Over All Lanes(pcuHr):	32.92		

C1

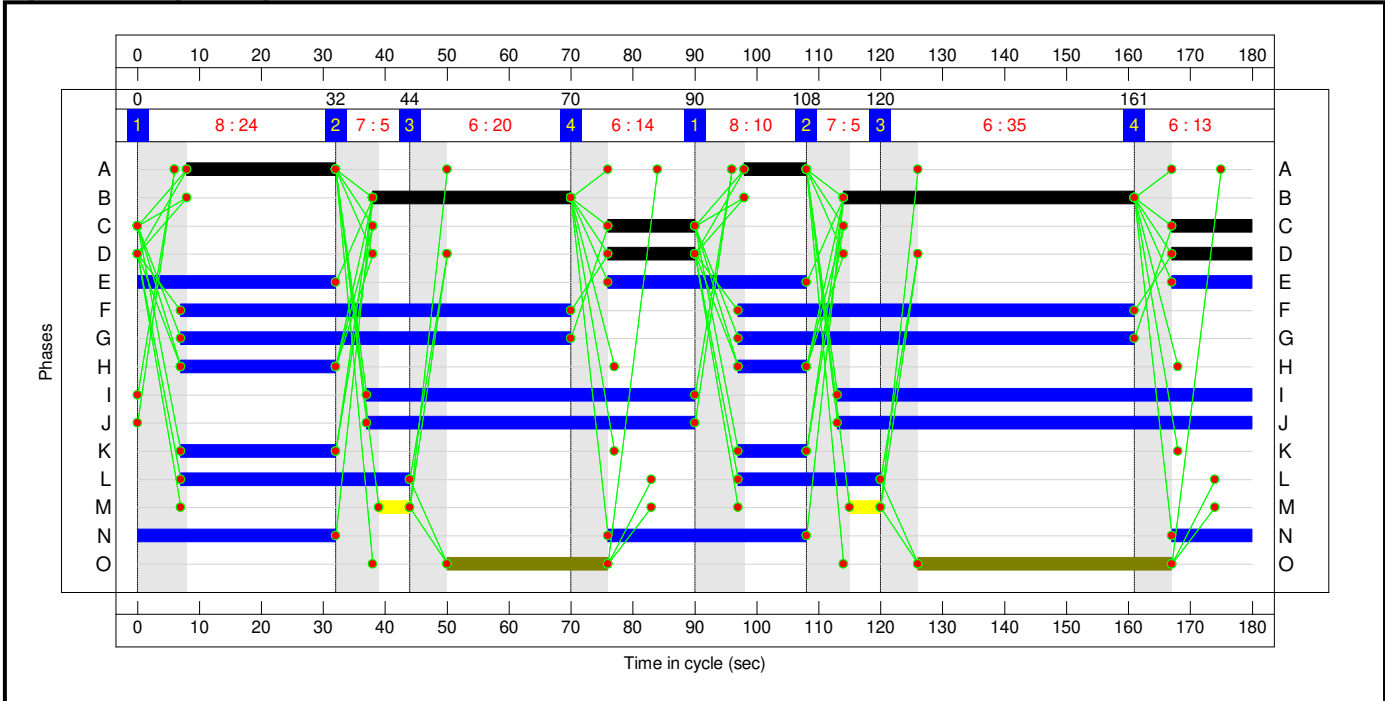
Stage Sequence Diagram



Stage Timings

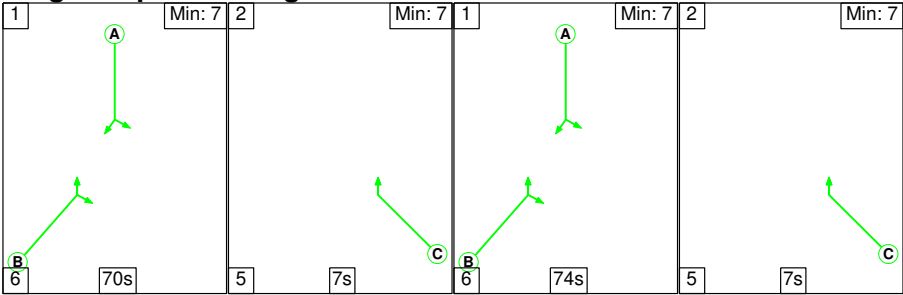
Stage	1	2	3	4	1	2	3	4
Duration	24	5	20	14	10	5	35	13
Change Point	0	32	44	70	90	108	120	161

Signal Timings Diagram



C2

Stage Sequence Diagram

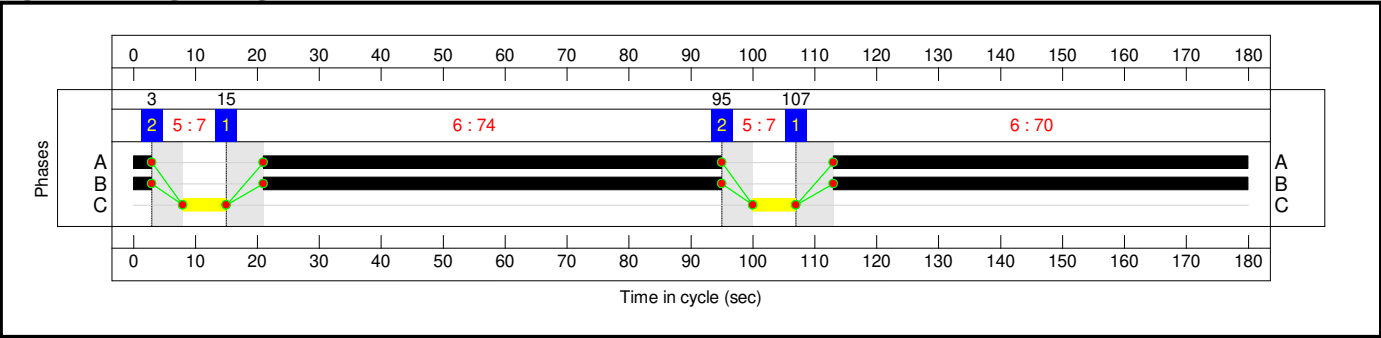


Full Input Data And Results

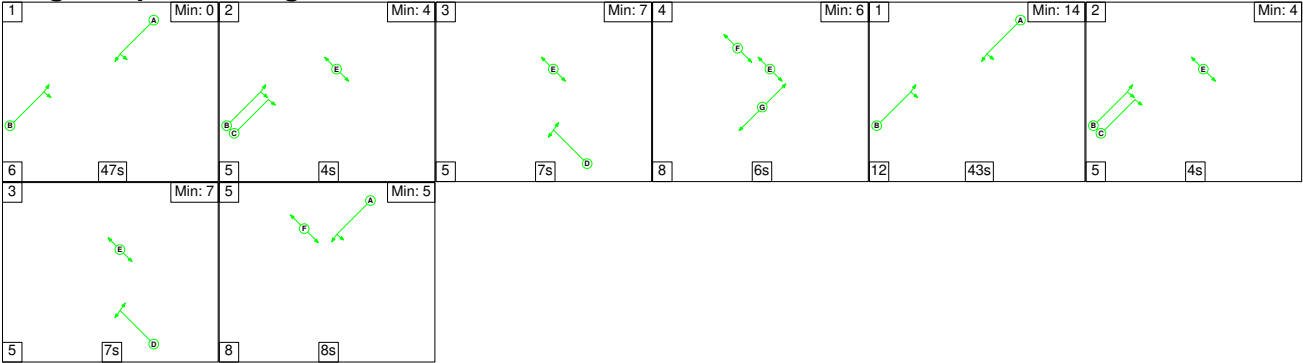
Stage Timings

Stage	1	2	1	2
Duration	70	7	74	7
Change Point	107	3	15	95

Signal Timings Diagram



C3
Stage Sequence Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.9%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	67.9%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	94:27	67	529	1884:1870	484+301	67.4 : 67.4%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	34	-	279	1965:1762	363+79	63.1 : 63.1%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	34	-	267	1965	393	67.9%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	79	-	595	1965:1724	674+202	67.9 : 67.9%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	79	-	337	1828	823	41.0%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	27	-	132	1964	316	41.7%
5/1		U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	48.9%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	144	-	508	1911	1550	32.8%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	144	-	510	1871:1855	533+800	38.2 : 38.2%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	106	1800	988	10.7%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	14	-	75	1724	153	48.9%
4/1		U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	49.6%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	106	-	606	1915:1730	1073+149	49.6 : 49.6%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	108	8	537	1865:1685	1050+98	46.8 : 46.8%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	14	-	54	1915:1702	82+151	23.1 : 23.1%
4/1		U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	567	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	-	-	214	24	2	16.5	6.8	0.1	23.5	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	49	0	0	12.8	4.7	0.0	17.5	-	-	-	-
1/1+1/2	529	529	49	0	0	3.1	1.0	0.0	4.2	28.4	5.3	1.0	6.4
2/2+2/1	279	279	-	-	-	1.5	0.8	-	2.4	30.4	5.6	0.8	6.5
2/3	267	267	-	-	-	2.1	1.0	-	3.2	42.6	6.5	1.0	7.6
3/2+3/1	595	595	-	-	-	3.2	1.1	-	4.3	25.8	12.6	1.1	13.7
3/3	337	337	-	-	-	1.6	0.3	-	1.9	20.7	6.4	0.3	6.7
4/1	132	132	-	-	-	1.2	0.4	-	1.6	43.7	3.0	0.4	3.3
5/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	125	20	0	1.2	1.1	0.0	2.3	-	-	-	-
1/1	508	508	-	-	-	0.0	0.2	-	0.3	1.9	0.2	0.2	0.4
2/1+2/2	510	510	39	0	0	0.3	0.3	0.0	0.6	4.1	11.7	0.3	12.0
3/1	106	106	86	20	0	0.1	0.1	-	0.1	4.9	0.8	0.1	0.9
3/2	75	75	-	-	-	0.8	0.5	-	1.3	61.8	1.8	0.5	2.3
4/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	41	4	2	2.5	1.1	0.1	3.7	-	-	-	-
1/2+1/1	606	606	-	-	-	0.6	0.5	-	1.1	6.5	9.9	0.5	10.4
2/1+2/2	537	537	41	4	2	1.4	0.4	0.1	1.9	12.6	6.8	0.4	7.3
3/2+3/1	54	54	-	-	-	0.6	0.2	-	0.7	48.1	0.8	0.2	1.0
4/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

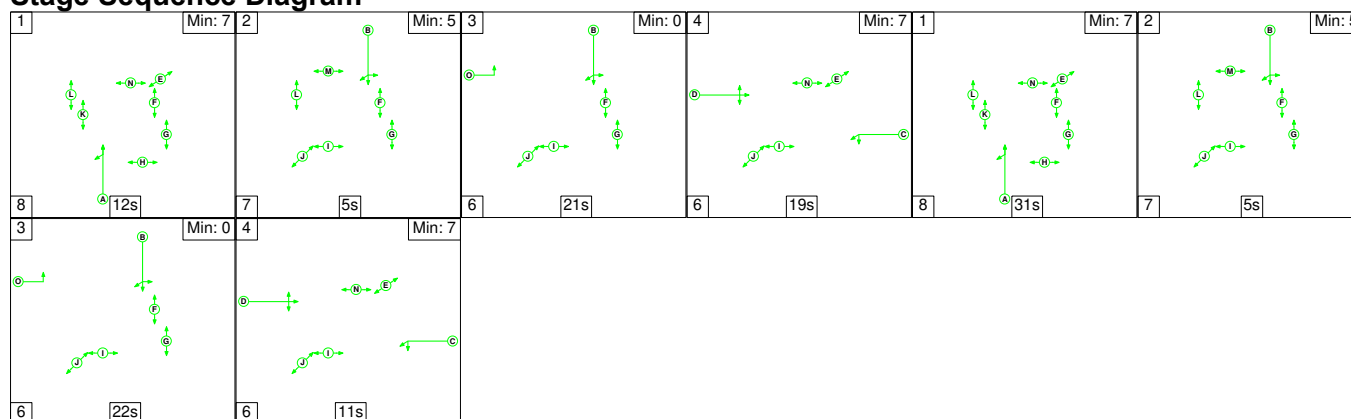
C1	PRC for Signalled Lanes (%)	32.5	Total Delay for Signalled Lanes (pcuHr):	17.49	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%)	83.9	Total Delay for Signalled Lanes (pcuHr):	2.13	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%)	81.5	Total Delay for Signalled Lanes (pcuHr):	3.69	Cycle Time (s):	180
	PRC Over All Lanes (%)	32.5	Total Delay Over All Lanes(pcuHr):	23.45		

Full Input Data And Results

Scenario 12: '2034 Base + Comm + Dev PM' (FG12: '2034 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

C1

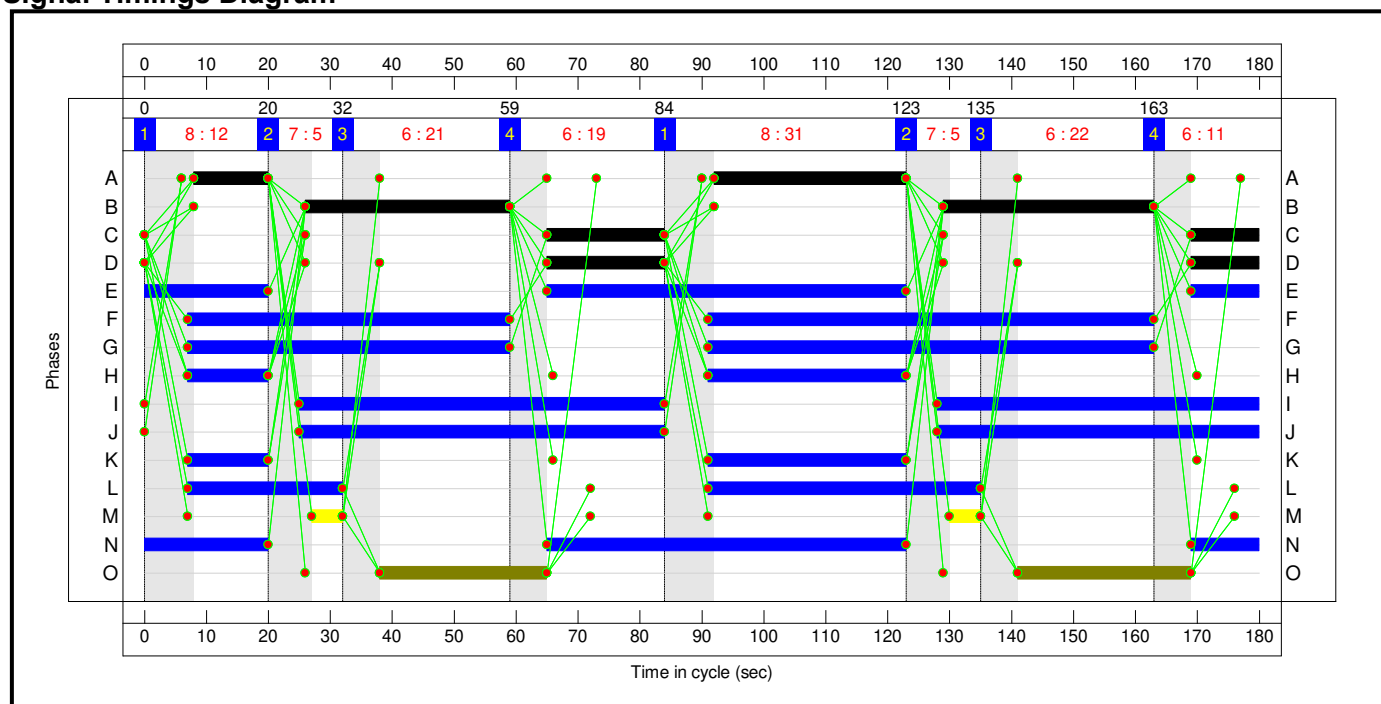
Stage Sequence Diagram



Stage Timings

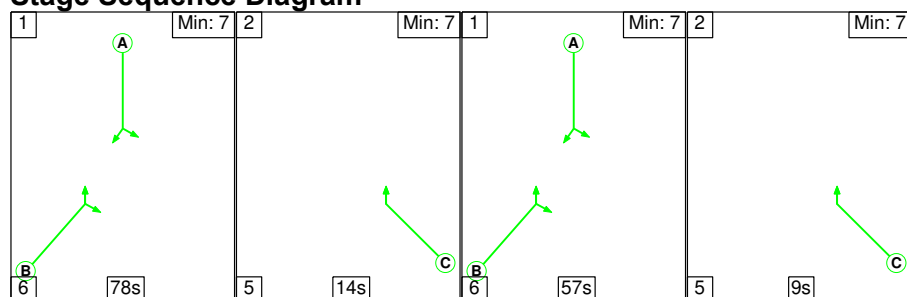
Stage	1	2	3	4	1	2	3	4
Duration	12	5	21	19	31	5	22	11
Change Point	0	20	32	59	84	123	135	163

Signal Timings Diagram



C2

Stage Sequence Diagram

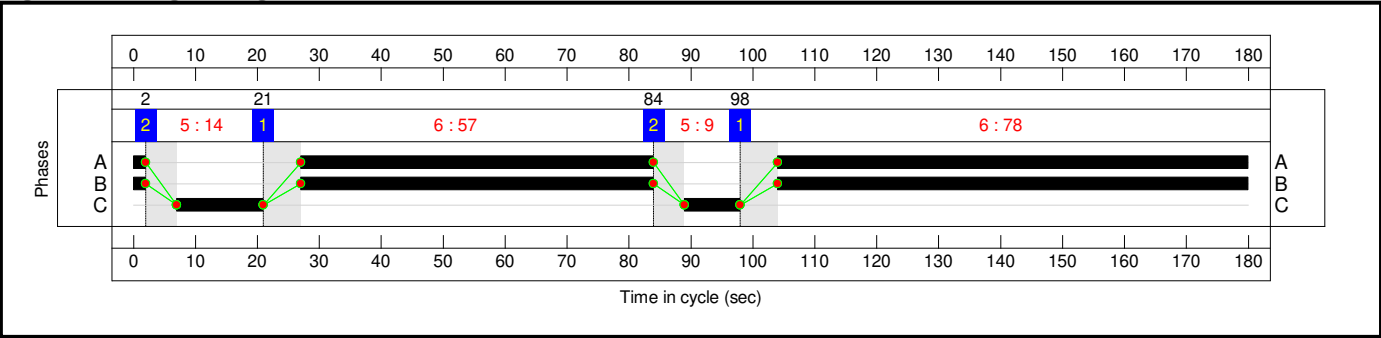


Full Input Data And Results

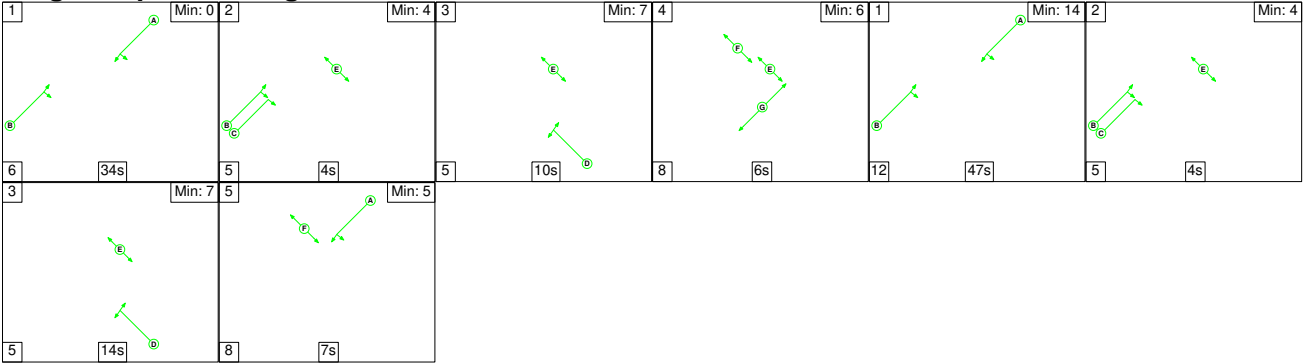
Stage Timings

Stage	1	2	1	2
Duration	78	14	57	9
Change Point	98	2	21	84

Signal Timings Diagram



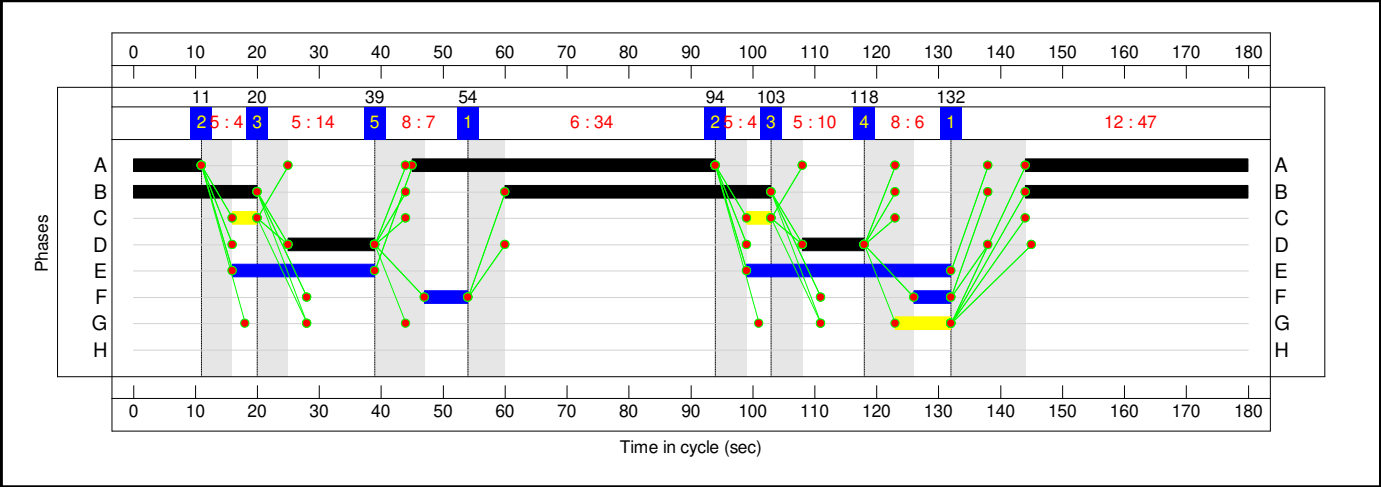
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	34	4	10	6	47	4	14	7
Change Point	54	94	103	118	132	11	20	39

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	74.9%
J1: B4666 Coventry Road / B590	-	-	N/A	-	-		-	-	-	-	-	-	74.9%
1/1+1/2	B4666 Coventry Road (W) Left Ahead Right	U+O	N/A	N/A	C1:D	C1:O	2	85:30	55	700	1884:1864	607+331	74.6 : 74.6%
2/2+2/1	B590 Ahead Left	U	N/A	N/A	C1:A		2	43	-	405	1965:1762	436+111	74.1 : 74.1%
2/3	B590 Ahead	U	N/A	N/A	C1:A		2	43	-	318	1965	491	64.7%
3/2+3/1	B4667 Left Ahead	U	N/A	N/A	C1:B		2	67	-	562	1965:1724	563+187	74.9 : 74.9%
3/3	B4667 Right	U	N/A	N/A	C1:B		2	67	-	307	1828	701	43.8%
4/1	B4666 Coventry Road (E) Ahead Left	U	N/A	N/A	C1:C		2	30	-	183	1965	349	52.4%
5/1		U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
J2: B590 / Rugby Road	-	-	N/A	-	-		-	-	-	-	-	-	54.0%
1/1	B590 (N) Left Ahead	U	N/A	N/A	C2:A		2	135	-	489	1908	1452	33.7%
2/1+2/2	B590 (S) Ahead Right	U+O	N/A	N/A	C2:B		2	135	-	677	1871:1841	609+645	54.0 : 54.0%
3/1	Rugby Road Left	O	N/A	N/A	-		-	-	-	144	1800	1031	14.0%
3/2	Rugby Road Right	U	N/A	N/A	C2:C		2	23	-	126	1724	239	52.6%
4/1		U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
J3: B590 / Brunel Road W	-	-	N/A	-	-		-	-	-	-	-	-	61.9%
1/2+1/1	B590 (NE) Left Ahead	U	N/A	N/A	C3:A		2	96	-	619	1915:1730	925+263	52.1 : 52.1%

Full Input Data And Results

2/1+2/2	B590 (SW) Ahead Right	U+O	N/A	N/A	C3:B	C3:C	2	99	8	651	1865:1685	906+170	60.5 : 60.5%
3/2+3/1	Brunel Road W Right Left	U	N/A	N/A	C3:D		2	24	-	252	1915:1702	209+199	61.9 : 61.9%
4/1		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	605	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	-	-	334	42	18	24.4	9.8	0.5	34.7	-	-	-	-
J1: B4666 Coventry Road / B590	-	-	53	0	14	16.4	6.2	0.1	22.7	-	-	-	-
1/1+1/2	700	700	53	0	14	4.7	1.5	0.1	6.2	32.0	9.2	1.5	10.6
2/2+2/1	405	405	-	-	-	2.5	1.4	-	3.9	35.1	7.8	1.4	9.3
2/3	318	318	-	-	-	1.7	0.9	-	2.6	29.5	7.8	0.9	8.7
3/2+3/1	562	562	-	-	-	3.9	1.5	-	5.4	34.3	14.3	1.5	15.8
3/3	307	307	-	-	-	1.9	0.4	-	2.2	26.4	7.0	0.4	7.4
4/1	183	183	-	-	-	1.7	0.5	-	2.3	44.9	4.7	0.5	5.2
5/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: B590 / Rugby Road	-	-	189	34	1	2.6	1.5	0.1	4.2	-	-	-	-
1/1	489	489	-	-	-	0.2	0.3	-	0.5	3.5	1.7	0.3	1.9
2/1+2/2	677	677	79	0	1	1.0	0.6	0.1	1.6	8.6	11.7	0.6	12.3
3/1	144	144	110	34	0	0.1	0.1	-	0.2	5.7	1.3	0.1	1.4
3/2	126	126	-	-	-	1.3	0.6	-	1.8	52.4	3.3	0.6	3.8
4/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: B590 / Brunel Road W	-	-	92	8	3	5.4	2.1	0.3	7.8	-	-	-	-
1/2+1/1	619	619	-	-	-	0.7	0.5	-	1.3	7.3	13.1	0.5	13.6
2/1+2/2	651	651	92	8	3	2.2	0.8	0.3	3.3	18.1	9.2	0.8	9.9
3/2+3/1	252	252	-	-	-	2.5	0.8	-	3.3	47.4	3.3	0.8	4.1
4/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	20.1	Total Delay for Signalled Lanes (pcuHr):	22.65	Cycle Time (s):	180
C2	PRC for Signalled Lanes (%):	66.7	Total Delay for Signalled Lanes (pcuHr):	3.93	Cycle Time (s):	180
C3	PRC for Signalled Lanes (%):	45.5	Total Delay for Signalled Lanes (pcuHr):	7.84	Cycle Time (s):	180
	PRC Over All Lanes (%):	20.1	Total Delay Over All Lanes(pcuHr):	34.65		

Appendix Q

Westfield Road/Hawley Road (B590)/Rugby Road Signal Junction LinSig Outputs

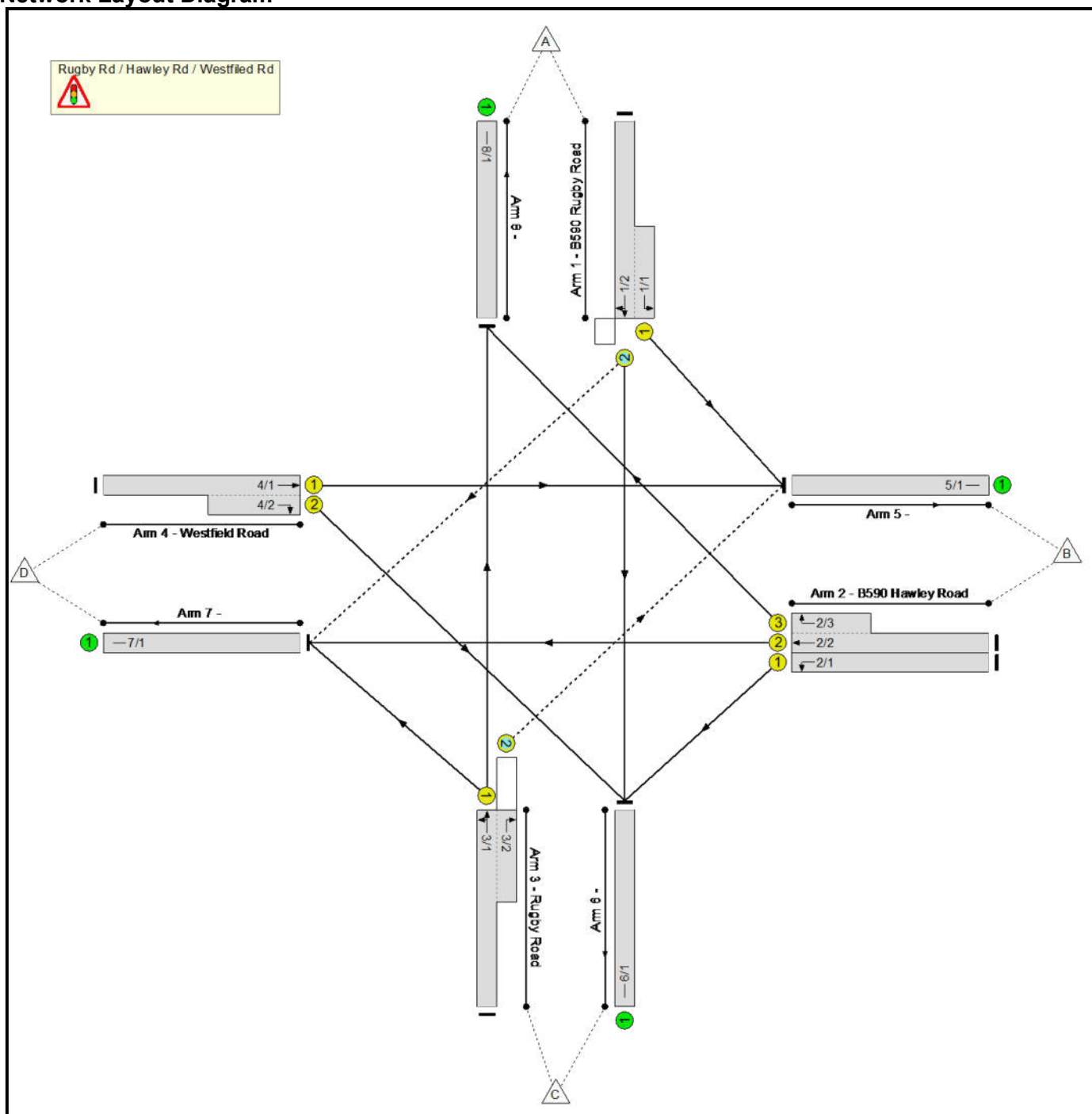
Full Input Data And Results

Full Input Data And Results

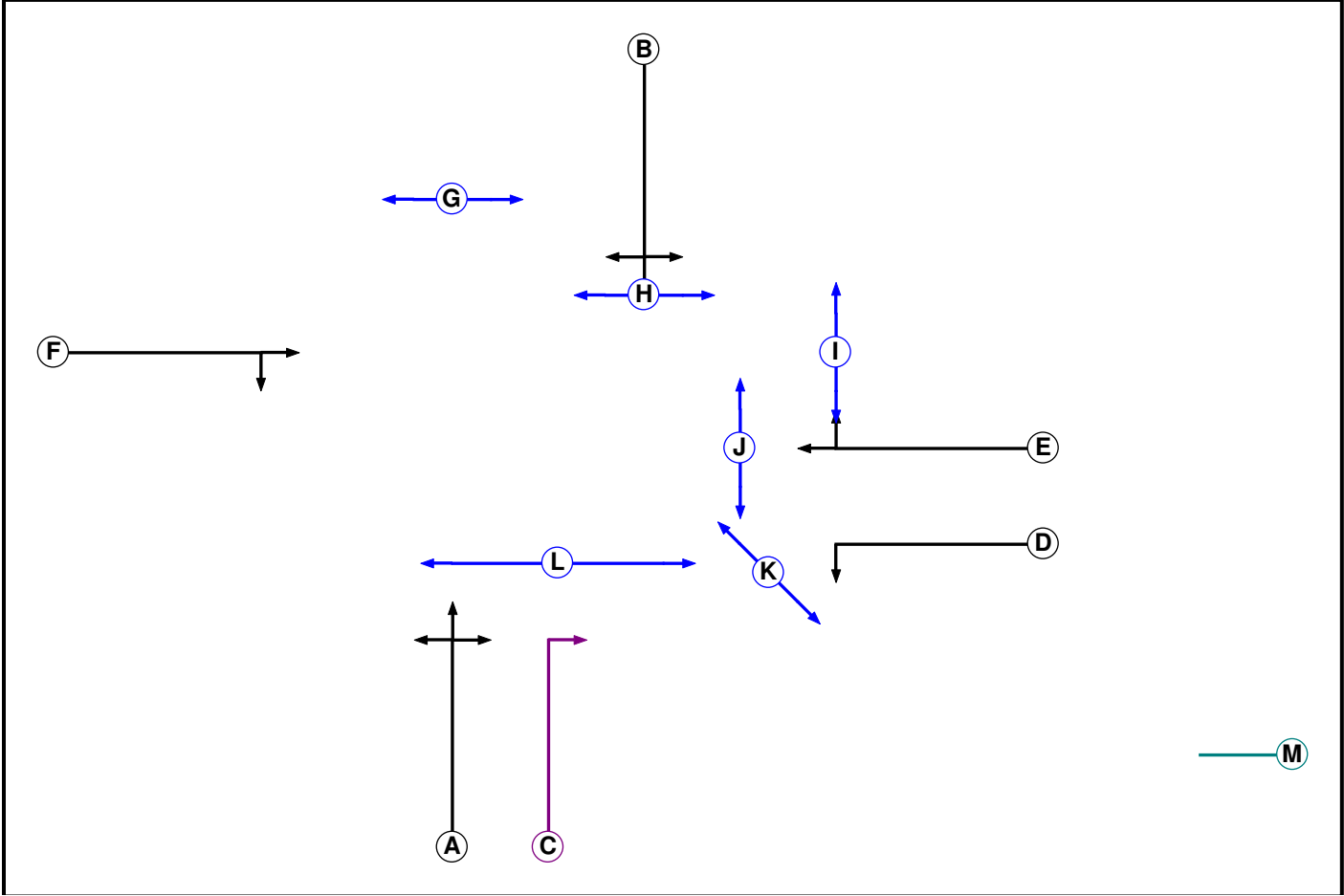
User and Project Details

Project:	210891
Title:	Brick Kiln Street, Hinckley
Location:	Hinckley, Leicestershire
Additional detail:	
File name:	Rugby Road+ Westfield Road.lsg3x
Author:	Luke Ford
Company:	The Transportation Consultancy
Address:	21 Park Street, Leaming Spa, Warwickshire, CV32 4QN

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	A	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Dummy		4	4

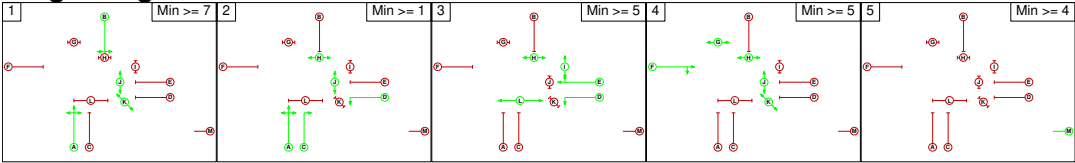
Phase Intergreens Matrix

Terminating Phase	Starting Phase													
		A	B	C	D	E	F	G	H	I	J	K	L	M
	A		-	-	-	5	6	10	-	10	-	-	6	3
	B	-		5	8	6	6	-	5	8	-	-	9	3
	C	-	6		-	5	5	-	-	10	-	-	6	3
	D	-	5	-		-	5	-	-	-	-	5	-	3
	E	5	5	5	-		5	9	-	-	5	-	-	3
	F	5	5	5	7	5		-	-	9	-	-	8	3
	G	6	-	-	-	6	-		-	-	-	-	-	3
	H	-	6	-	-	-	-	-		-	-	-	-	3
	I	6	6	6	-	-	6	-	-		-	-	-	3
	J	-	-	-	-	6	-	-	-	-		-	-	3
	K	-	-	-	6	-	-	-	-	-	-		-	3
	L	0	0	0	-	-	0	-	-	-	-	-		3
	M	2	2	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B J K
2	A C D H J
3	D E H I L
4	F G H J K
5	M

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		8	10	10	3
	2	6		10	10	3
	3	6	6		9	3
	4	6	X	9		3
	5	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Rugby Rd / Hawley Rd / Westfiled Rd											
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 (B590 Rugby Road)	7/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00
3/2 (Rugby Road)	5/1 (Right)	1439	0	1/1	1.09	All	4.00	-	0.50	4	2.00
				1/2	1.09	All					

Lane Input Data

Junction: Rugby Rd / Hawley Rd / Westfield Rd												
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 (B590 Rugby Road)	U	B	2	3	7.0	Geom	-	2.80	0.00	Y	Arm 5 Left	21.00
1/2 (B590 Rugby Road)	O	B	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	10.00
2/1 (B590 Hawley Road)	U	D	2	3	60.0	Geom	-	4.40	0.00	Y	Arm 6 Left	25.00
2/2 (B590 Hawley Road)	U	E	2	3	9.0	Geom	-	3.10	0.00	Y	Arm 7 Ahead	Inf
2/3 (B590 Hawley Road)	U	E	2	3	6.0	Geom	-	3.10	0.00	Y	Arm 8 Right	15.00
3/1 (Rugby Road)	U	A	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 7 Left	14.00
											Arm 8 Ahead	Inf
3/2 (Rugby Road)	O	A C	2	3	7.0	Geom	-	3.05	0.00	Y	Arm 5 Right	9.00
4/1 (Westfield Road)	U	F	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 5 Ahead	Inf
4/2 (Westfield Road)	U	F	2	3	7.0	Geom	-	2.80	0.00	Y	Arm 6 Right	12.00
5/1	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 Base AM'	08:00	09:00	01:00	
2: '2024 Base PM'	17:00	18:00	01:00	
3: '2029 Base AM'	08:00	09:00	01:00	
4: '2029 Base PM'	17:00	18:00	01:00	
5: '2029 Base + Comm AM'	08:00	09:00	01:00	
6: '2029 Base + Comm PM'	17:00	18:00	01:00	
7: '2029 Base + Comm + Dev AM'	08:00	09:00	01:00	
8: '2029 Base + Comm + Dev PM'	17:00	18:00	01:00	
9: '2034 Base + Comm AM'	08:00	09:00	01:00	
10: '2034 Base + Comm PM'	17:00	18:00	01:00	
11: '2034 Base + Comm + Dev AM'	08:00	09:00	01:00	
12: '2034 Base + Comm + Dev PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	66	438	6	510
	B	68	0	162	175	405
	C	421	210	0	260	891
	D	0	211	272	0	483
	Tot.	489	487	872	441	2289

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	66
1/2 (with short)	510(In) 444(Out)
2/1	162
2/2 (with short)	243(In) 175(Out)
2/3 (short)	68
3/1 (with short)	891(In) 681(Out)
3/2 (short)	210
4/1 (with short)	483(In) 211(Out)
4/2 (short)	272
5/1	487
6/1	872
7/1	441
8/1	489

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	98.6 %	1891	1891
				Arm 7 Right	10.00	1.4 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	38.2 %	1845	1845
				Arm 8 Ahead	Inf	61.8 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	128	416	10	554
	B	97	0	259	188	544
	C	502	296	0	201	999
	D	0	218	218	0	436
	Tot.	599	642	893	399	2533

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	128
1/2 (with short)	554(In) 426(Out)
2/1	259
2/2 (with short)	285(In) 188(Out)
2/3 (short)	97
3/1 (with short)	999(In) 703(Out)
3/2 (short)	296
4/1 (with short)	436(In) 218(Out)
4/2 (short)	218
5/1	642
6/1	893
7/1	399
8/1	599

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	97.7 %	1888	1888
				Arm 7 Right	10.00	2.3 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	28.6 %	1863	1863
				Arm 8 Ahead	Inf	71.4 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	69	455	6	530
	B	71	0	168	182	421
	C	437	218	0	270	925
	D	0	219	282	0	501
	Tot.	508	506	905	458	2377

Traffic Lane Flows

Lane	Scenario 3: 2029 Base AM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	69
1/2 (with short)	530(In) 461(Out)
2/1	168
2/2 (with short)	253(In) 182(Out)
2/3 (short)	71
3/1 (with short)	925(In) 707(Out)
3/2 (short)	218
4/1 (with short)	501(In) 219(Out)
4/2 (short)	282
5/1	506
6/1	905
7/1	458
8/1	508

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	98.7 %	1891	1891
				Arm 7 Right	10.00	1.3 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	38.2 %	1845	1845
				Arm 8 Ahead	Inf	61.8 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	133	432	10	575
	B	101	0	269	195	565
	C	521	307	0	209	1037
	D	0	226	226	0	452
	Tot.	622	666	927	414	2629

Traffic Lane Flows

Lane	Scenario 4: 2029 Base PM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	133
1/2 (with short)	575(In) 442(Out)
2/1	269
2/2 (with short)	296(In) 195(Out)
2/3 (short)	101
3/1 (with short)	1037(In) 730(Out)
3/2 (short)	307
4/1 (with short)	452(In) 226(Out)
4/2 (short)	226
5/1	666
6/1	927
7/1	414
8/1	622

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	97.7 %	1889	1889
				Arm 7 Right	10.00	2.3 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	28.6 %	1863	1863
				Arm 8 Ahead	Inf	71.4 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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: '2029 Base + Comm AM' (FG5: '2029 Base + Comm AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	69	455	6	530
	B	71	0	168	182	421
	C	437	218	0	270	925
	D	0	219	282	0	501
	Tot.	508	506	905	458	2377

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2029 Base + Comm AM
Junction: Rugby Rd / Hawley Rd / Westfield Rd	
1/1 (short)	69
1/2 (with short)	530(In) 461(Out)
2/1	168
2/2 (with short)	253(In) 182(Out)
2/3 (short)	71
3/1 (with short)	925(In) 707(Out)
3/2 (short)	218
4/1 (with short)	501(In) 219(Out)
4/2 (short)	282
5/1	506
6/1	905
7/1	458
8/1	508

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	98.7 %	1891	1891
				Arm 7 Right	10.00	1.3 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	38.2 %	1845	1845
				Arm 8 Ahead	Inf	61.8 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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: '2029 Base + Comm PM' (FG6: '2029 Base + Comm PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	133	432	10	575
	B	101	0	269	195	565
	C	521	307	0	209	1037
	D	0	226	226	0	452
	Tot.	622	666	927	414	2629

Traffic Lane Flows

Lane	Scenario 6: 2029 Base + Comm PM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	133
1/2 (with short)	575(In) 442(Out)
2/1	269
2/2 (with short)	296(In) 195(Out)
2/3 (short)	101
3/1 (with short)	1037(In) 730(Out)
3/2 (short)	307
4/1 (with short)	452(In) 226(Out)
4/2 (short)	226
5/1	666
6/1	927
7/1	414
8/1	622

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	97.7 %	1889	1889
				Arm 7 Right	10.00	2.3 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	28.6 %	1863	1863
				Arm 8 Ahead	Inf	71.4 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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 7: '2029 Base + Comm + Dev AM' (FG7: '2029 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	75	475	6	556
	B	73	0	168	182	423
	C	444	218	0	270	932
	D	0	219	282	0	501
	Tot.	517	512	925	458	2412

Traffic Lane Flows

Lane	Scenario 7: 2029 Base + Comm + Dev AM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	75
1/2 (with short)	556(In) 481(Out)
2/1	168
2/2 (with short)	255(In) 182(Out)
2/3 (short)	73
3/1 (with short)	932(In) 714(Out)
3/2 (short)	218
4/1 (with short)	501(In) 219(Out)
4/2 (short)	282
5/1	512
6/1	925
7/1	458
8/1	517

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	98.8 %	1891	1891
				Arm 7 Right	10.00	1.2 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	37.8 %	1845	1845
				Arm 8 Ahead	Inf	62.2 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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 8: '2029 Base + Comm + Dev PM' (FG8: '2029 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	136	442	10	588
	B	107	0	269	195	571
	C	539	307	0	209	1055
	D	0	226	226	0	452
	Tot.	646	669	937	414	2666

Traffic Lane Flows

Lane	Scenario 8: 2029 Base + Comm + Dev PM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	136
1/2 (with short)	588(In) 452(Out)
2/1	269
2/2 (with short)	302(In) 195(Out)
2/3 (short)	107
3/1 (with short)	1055(In) 748(Out)
3/2 (short)	307
4/1 (with short)	452(In) 226(Out)
4/2 (short)	226
5/1	669
6/1	937
7/1	414
8/1	646

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	97.8 %	1889	1889
				Arm 7 Right	10.00	2.2 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	27.9 %	1864	1864
				Arm 8 Ahead	Inf	72.1 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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 9: '2034 Base + Comm AM' (FG9: '2034 Base + Comm AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	71	468	6	545
	B	73	0	173	187	433
	C	450	224	0	278	952
	D	0	225	291	0	516
	Tot.	523	520	932	471	2446

Traffic Lane Flows

Lane	Scenario 9: 2034 Base + Comm AM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	71
1/2 (with short)	545(In) 474(Out)
2/1	173
2/2 (with short)	260(In) 187(Out)
2/3 (short)	73
3/1 (with short)	952(In) 728(Out)
3/2 (short)	224
4/1 (with short)	516(In) 225(Out)
4/2 (short)	291
5/1	520
6/1	932
7/1	471
8/1	523

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	98.7 %	1891	1891
				Arm 7 Right	10.00	1.3 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	38.2 %	1845	1845
				Arm 8 Ahead	Inf	61.8 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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 10: '2034 Base + Comm PM' (FG10: '2034 Base + Comm PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	137	445	11	593
	B	104	0	277	201	582
	C	537	317	0	215	1069
	D	0	233	233	0	466
	Tot.	641	687	955	427	2710

Traffic Lane Flows

Lane	Scenario 10: 2034 Base + Comm PM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	137
1/2 (with short)	593(In) 456(Out)
2/1	277
2/2 (with short)	305(In) 201(Out)
2/3 (short)	104
3/1 (with short)	1069(In) 752(Out)
3/2 (short)	317
4/1 (with short)	466(In) 233(Out)
4/2 (short)	233
5/1	687
6/1	955
7/1	427
8/1	641

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	97.6 %	1888	1888
				Arm 7 Right	10.00	2.4 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	28.6 %	1863	1863
				Arm 8 Ahead	Inf	71.4 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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 11: '2034 Base + Comm + Dev AM' (FG11: '2034 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	77	488	6	571
	B	75	0	173	187	435
	C	456	224	0	278	958
	D	0	225	291	0	516
	Tot.	531	526	952	471	2480

Traffic Lane Flows

Lane	Scenario 11: 2034 Base + Comm + Dev AM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	77
1/2 (with short)	571(In) 494(Out)
2/1	173
2/2 (with short)	262(In) 187(Out)
2/3 (short)	75
3/1 (with short)	958(In) 734(Out)
3/2 (short)	224
4/1 (with short)	516(In) 225(Out)
4/2 (short)	291
5/1	526
6/1	952
7/1	471
8/1	531

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	98.8 %	1892	1892
				Arm 7 Right	10.00	1.2 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	37.9 %	1845	1845
				Arm 8 Ahead	Inf	62.1 %		
3/2 (Rugby Road)	3.05	0.00	Y	Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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 12: '2034 Base + Comm + Dev PM' (FG12: '2034 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	140	455	11	606
	B	110	0	277	201	588
	C	555	317	0	215	1087
	D	0	233	233	0	466
	Tot.	665	690	965	427	2747

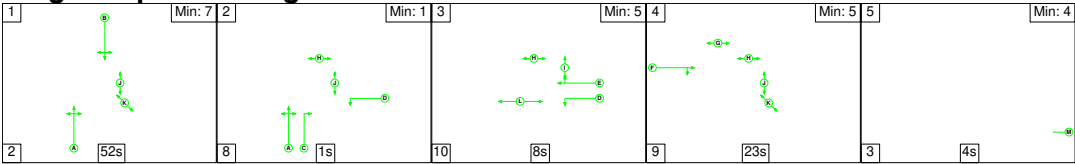
Traffic Lane Flows

Lane	Scenario 12: 2034 Base + Comm + Dev PM
Junction: Rugby Rd / Hawley Rd / Westfiled Rd	
1/1 (short)	140
1/2 (with short)	606(In) 466(Out)
2/1	277
2/2 (with short)	311(In) 201(Out)
2/3 (short)	110
3/1 (with short)	1087(In) 770(Out)
3/2 (short)	317
4/1 (with short)	466(In) 233(Out)
4/2 (short)	233
5/1	690
6/1	965
7/1	427
8/1	665

Lane Saturation Flows

Junction: Rugby Rd / Hawley Rd / Westfield Rd								
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 (B590 Rugby Road)	2.80	0.00	Y	Arm 5 Left	21.00	100.0 %	1769	1769
1/2 (B590 Rugby Road)	2.80	0.00	Y	Arm 6 Ahead	Inf	97.6 %	1888	1888
				Arm 7 Right	10.00	2.4 %		
2/1 (B590 Hawley Road)	4.40	0.00	Y	Arm 6 Left	25.00	100.0 %	1939	1939
2/2 (B590 Hawley Road)	3.10	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1925	1925
2/3 (B590 Hawley Road)	3.10	0.00	Y	Arm 8 Right	15.00	100.0 %	1750	1750
3/1 (Rugby Road)	3.05	0.00	Y	Arm 7 Left	14.00	27.9 %	1864	1864
3/2 (Rugby Road)	3.05	0.00	Y	Arm 8 Ahead	Inf	72.1 %		
				Arm 5 Right	9.00	100.0 %	1646	1646
4/1 (Westfield Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1905	1905
4/2 (Westfield Road)	2.80	0.00	Y	Arm 6 Right	12.00	100.0 %	1684	1684
5/1	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

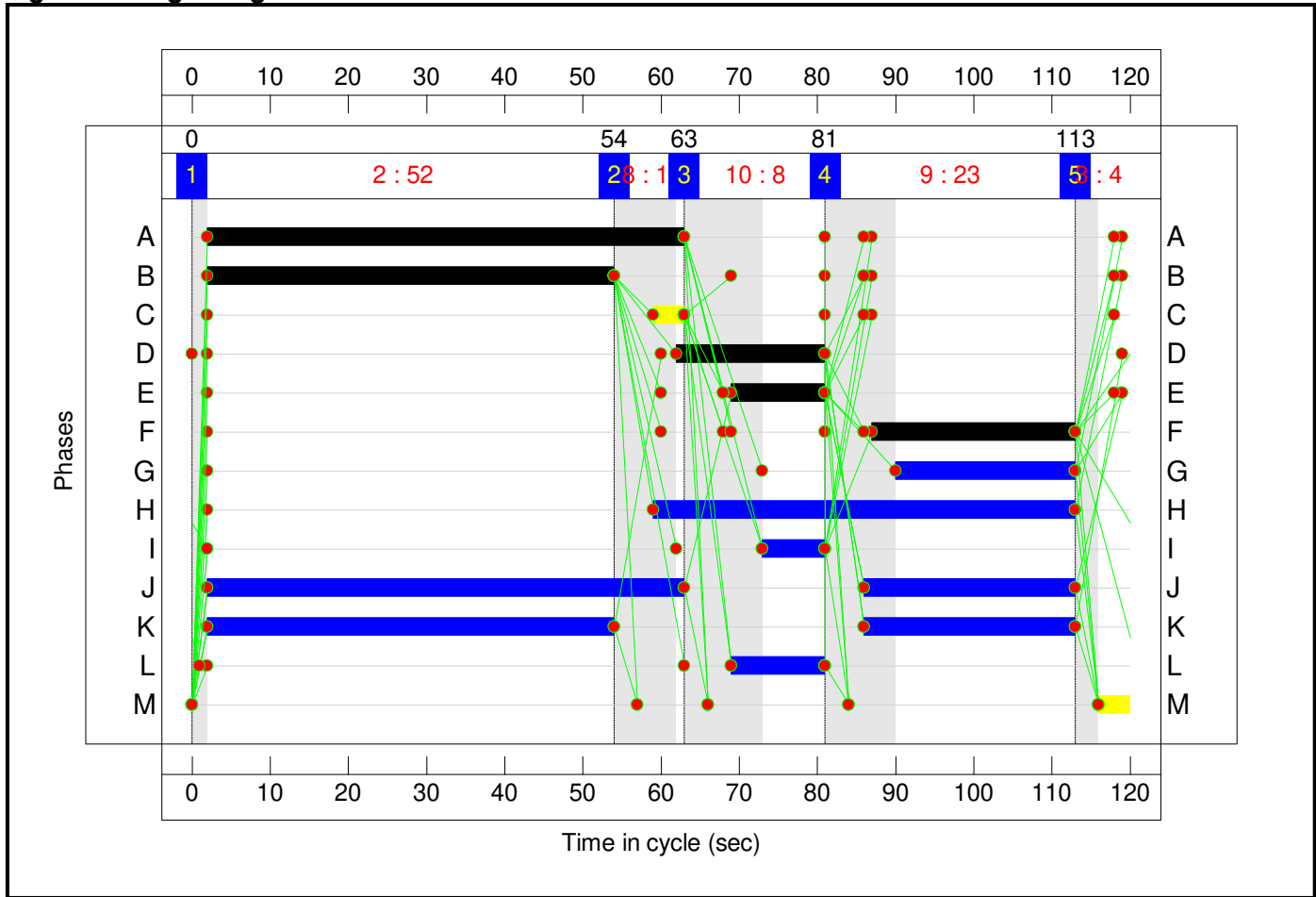
Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	52	1	8	23	4
Change Point	0	54	63	81	113

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	52	-	510	1891:1769	754+112	58.9 : 58.9%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	19	-	162	1939	323	50.1%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	12	-	243	1925:1750	202+79	86.4 : 86.4%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	61	4	891	1845:1646	758+234	89.8 : 89.8%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	26	-	483	1905:1684	240+310	87.8 : 87.8%
5/1		U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%

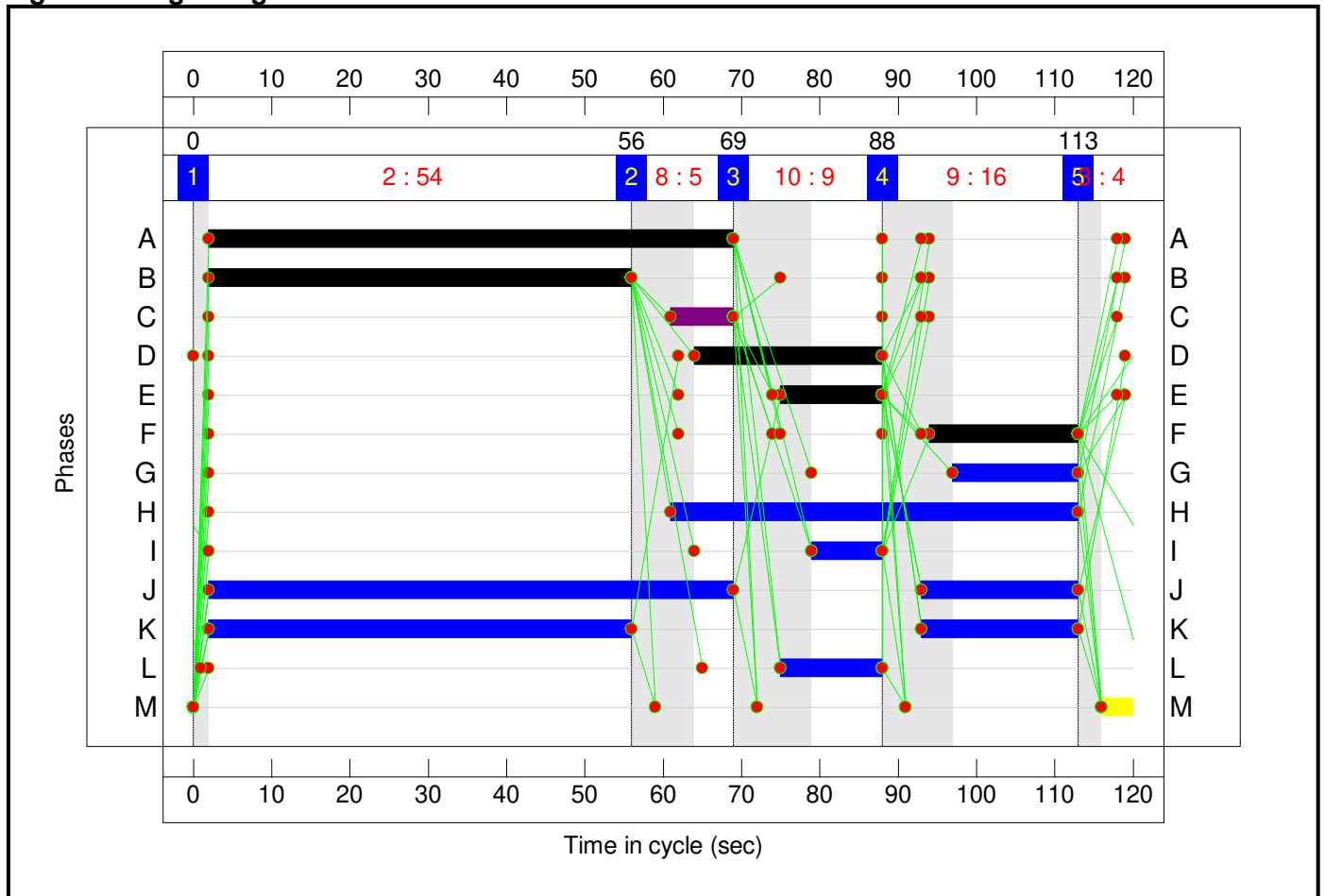
Full Input Data And Results

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	-	-	197	12	7	20.6	11.3	0.6	32.6	-	-	-	-
Rugby Rd / Hawley Rd / Westfield Rd	-	-	197	12	7	20.6	11.3	0.6	32.6	-	-	-	-
1/2+1/1	510	510	6	0	0	3.4	0.7	0.0	4.2	29.5	11.4	0.7	12.1
2/1	162	162	-	-	-	2.0	0.5	-	2.5	56.6	4.9	0.5	5.4
2/2+2/3	243	243	-	-	-	3.5	2.8	-	6.3	92.9	5.7	2.8	8.5
3/1+3/2	891	891	191	12	7	6.0	4.1	0.6	10.6	43.0	24.1	4.1	28.1
4/1+4/2	483	483	-	-	-	5.7	3.3	-	8.9	66.7	9.7	3.3	13.0
5/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 32.59 Cycle Time (s): 120 PRC Over All Lanes (%): 0.2 Total Delay Over All Lanes(pcuHr): 32.59													

Stage Sequence Diagram



Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.4%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	90.4%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	54	-	554	1888:1769	710+213	60.0 : 60.0%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	24	-	259	1939	404	64.1%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	13	-	285	1925:1750	211+109	89.2 : 89.2%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	67	8	999	1863:1646	778+327	90.4 : 90.4%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	19	-	436	1905:1684	247+247	88.2 : 88.2%
5/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%

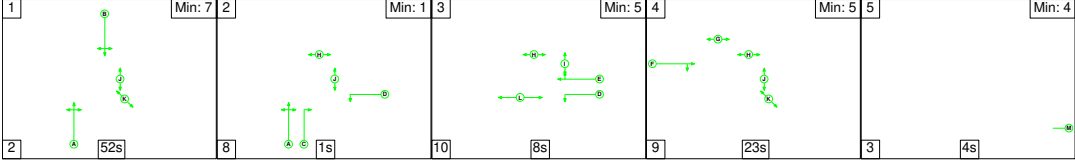
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C1	PRC for Signalled Lanes (%):	-0.4	Total Delay for Signalled Lanes (pcuHr):	35.90	Cycle Time (s):	120
	PRC Over All Lanes (%):	-0.4	Total Delay Over All Lanes(pcuHr):	35.90		

Full Input Data And Results

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')

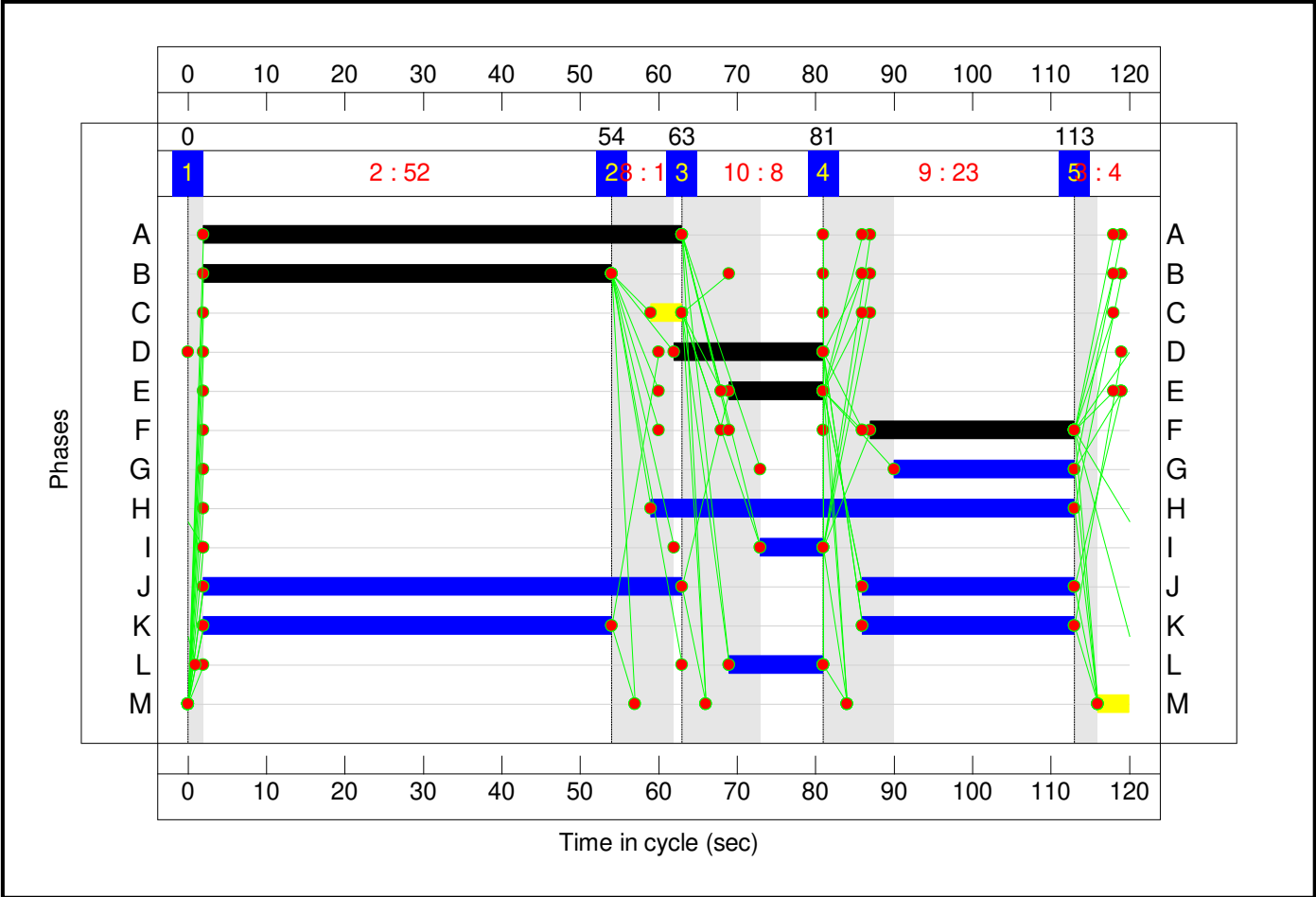
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	52	1	8	23	4
Change Point	0	54	63	81	113

Signal Timings Diagram



Full Input Data And Results

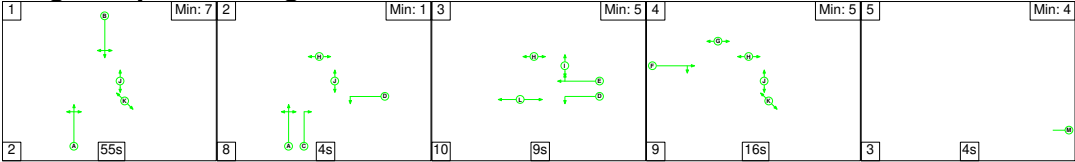
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	52	-	530	1891:1769	753+113	61.2 : 61.2%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	19	-	168	1939	323	52.0%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	12	-	253	1925:1750	202+79	89.9 : 89.9%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	61	4	925	1845:1646	758+234	93.2 : 93.2%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	26	-	501	1905:1684	241+310	91.0 : 91.0%
5/1		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

Full Input Data And Results

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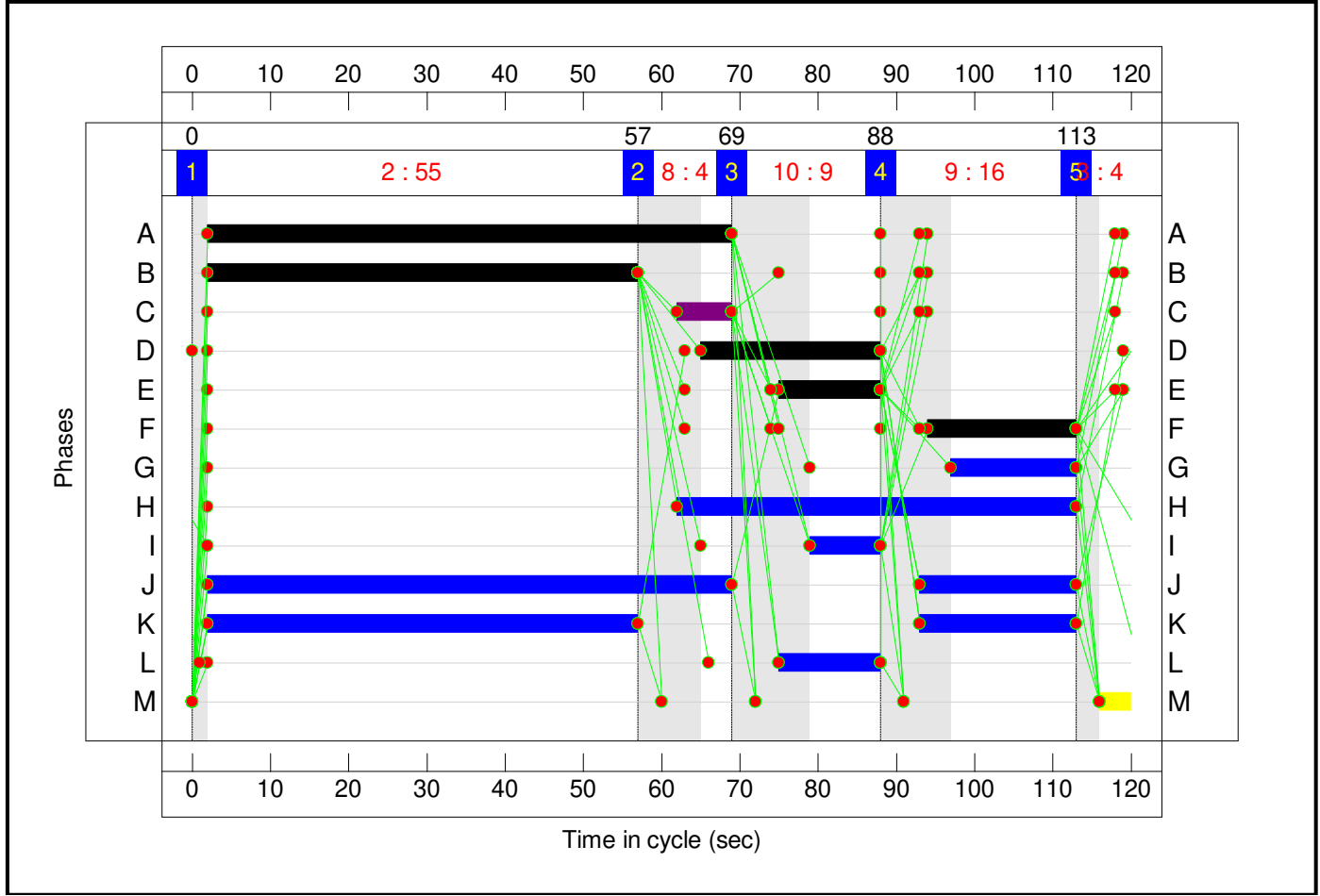
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	55	4	9	16	4
Change Point	0	57	69	88	113

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	55	-	575	1889:1769	722+217	61.2 : 61.2%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	23	-	269	1939	388	69.4%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	13	-	296	1925:1750	211+109	92.6 : 92.6%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	67	7	1037	1863:1646	778+327	93.8 : 93.8%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	19	-	452	1905:1684	247+247	91.4 : 91.4%
5/1		U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%

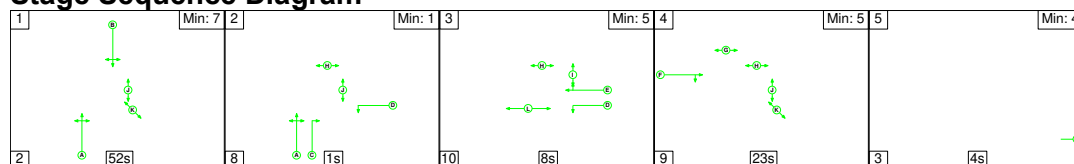
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C1	PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	41.65	Cycle Time (s): 120
	PRC Over All Lanes (%):	-4.3	Total Delay Over All Lanes(pcuHr):	41.65	

Full Input Data And Results

Scenario 5: '2029 Base + Comm AM' (FG5: '2029 Base + Comm AM', Plan 1: 'Network Control Plan 1')

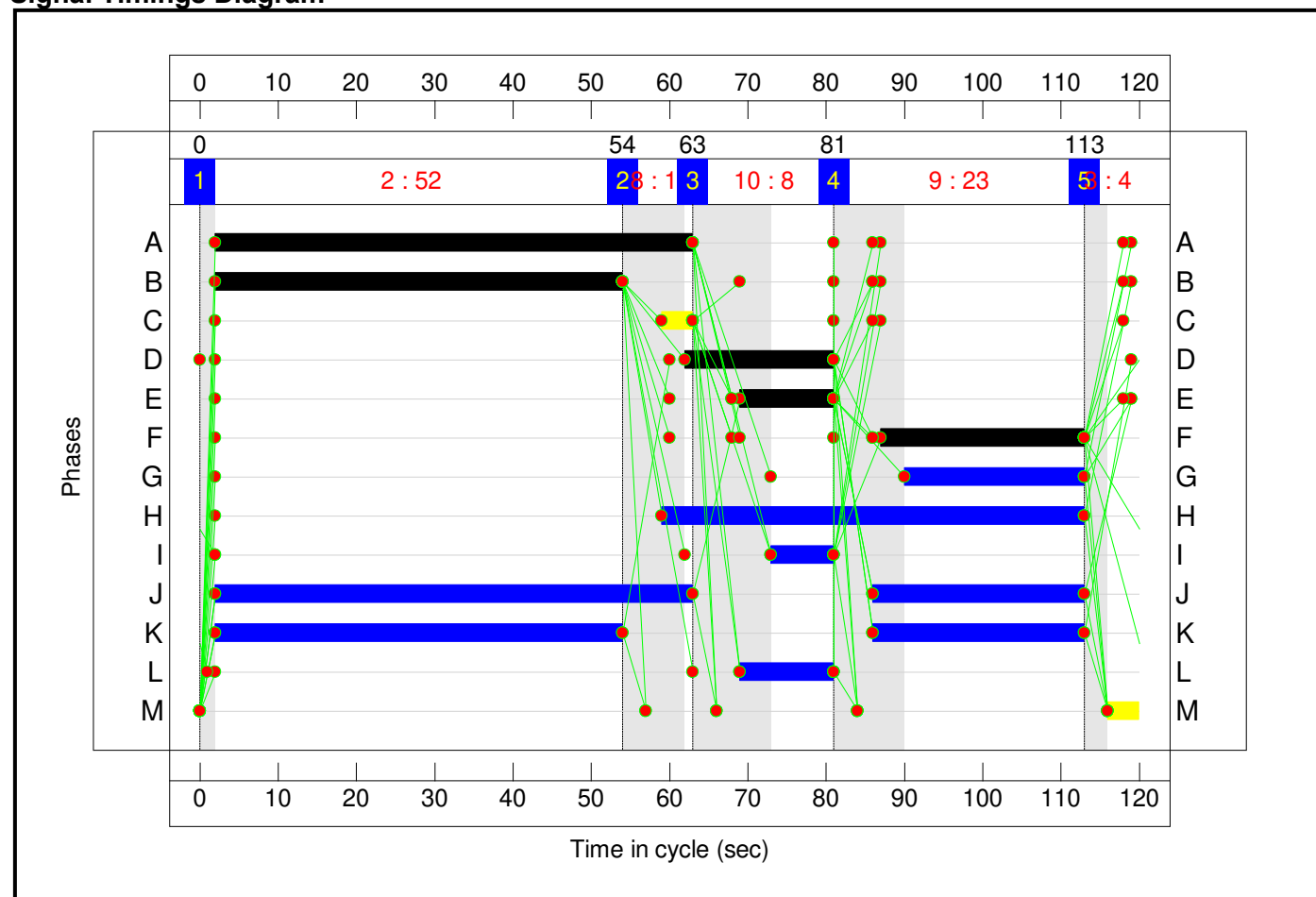
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	52	1	8	23	4
Change Point	0	54	63	81	113

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	93.2%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	52	-	530	1891:1769	753+113	61.2 : 61.2%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	19	-	168	1939	323	52.0%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	12	-	253	1925:1750	202+79	89.9 : 89.9%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	61	4	925	1845:1646	758+234	93.2 : 93.2%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	26	-	501	1905:1684	241+310	91.0 : 91.0%
5/1		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

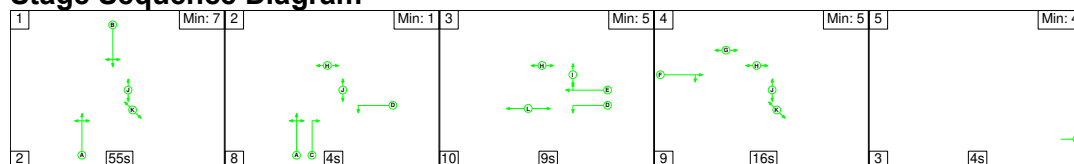
Full Input Data And Results

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	-	-	199	17	7	21.8	15.0	0.7	37.5	-	-	-	-
Rugby Rd / Hawley Rd / Westfield Rd	-	-	199	17	7	21.8	15.0	0.7	37.5	-	-	-	-
1/2+1/1	530	530	6	0	0	3.6	0.8	0.0	4.4	30.2	12.1	0.8	12.8
2/1	168	168	-	-	-	2.1	0.5	-	2.7	57.2	5.1	0.5	5.6
2/2+2/3	253	253	-	-	-	3.6	3.6	-	7.2	102.5	6.0	3.6	9.5
3/1+3/2	925	925	193	17	7	6.4	5.9	0.7	13.0	50.4	26.1	5.9	32.0
4/1+4/2	501	501	-	-	-	5.9	4.3	-	10.3	73.7	10.6	4.3	14.9
5/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 37.53 Cycle Time (s): 120 PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 37.53													

Full Input Data And Results

Scenario 6: '2029 Base + Comm PM' (FG6: '2029 Base + Comm PM', Plan 1: 'Network Control Plan 1')

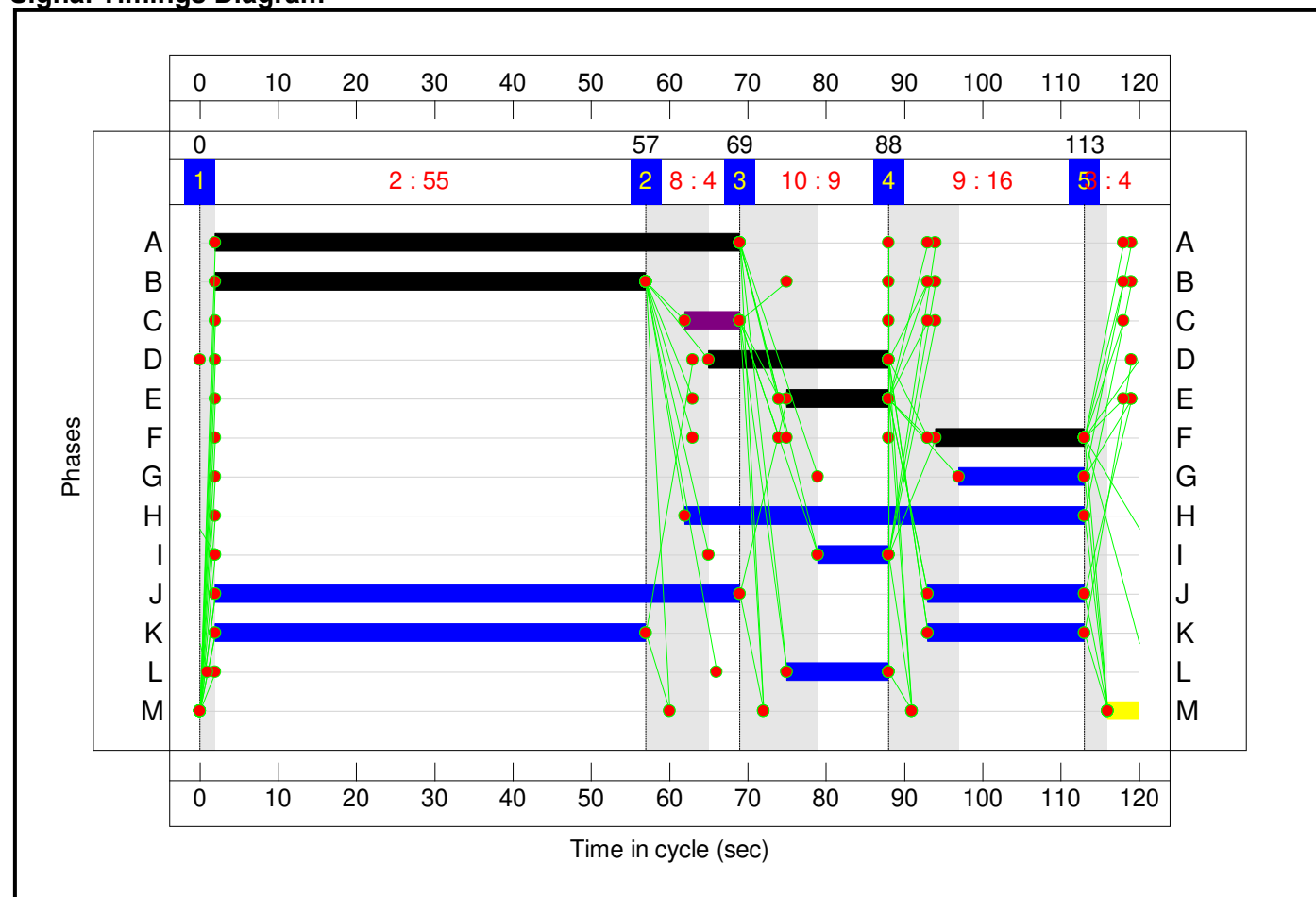
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	55	4	9	16	4
Change Point	0	57	69	88	113

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	55	-	575	1889:1769	722+217	61.2 : 61.2%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	23	-	269	1939	388	69.4%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	13	-	296	1925:1750	211+109	92.6 : 92.6%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	67	7	1037	1863:1646	778+327	93.8 : 93.8%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	19	-	452	1905:1684	247+247	91.4 : 91.4%
5/1		U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%

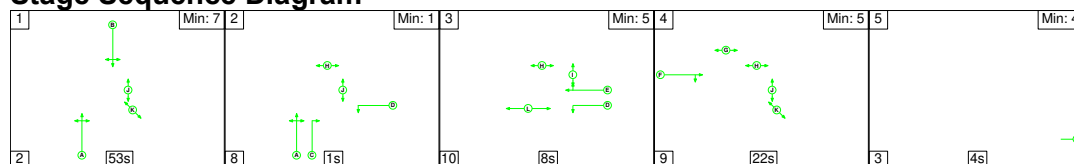
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Inter-green (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	237	70	10	23.3	17.2	1.2	41.7	-	-	-	-
Rugby Rd / Hawley Rd / Westfield Rd	-	-	237	70	10	23.3	17.2	1.2	41.7	-	-	-	-
1/2+1/1	575	575	10	0	0	3.5	0.8	0.0	4.3	27.0	11.5	0.8	12.3
2/1	269	269	-	-	-	3.3	1.1	-	4.4	59.5	8.3	1.1	9.4
2/2+2/3	296	296	-	-	-	4.2	4.5	-	8.7	106.2	6.6	4.5	11.1
3/1+3/2	1037	1037	227	70	10	6.2	6.4	1.1	13.8	47.8	28.5	6.4	34.9
4/1+4/2	452	452	-	-	-	6.0	4.4	-	10.4	82.8	7.6	4.4	12.0
5/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -4.3 Total Delay for Signalled Lanes (pcuHr): 41.65 Cycle Time (s): 120 PRC Over All Lanes (%): -4.3 Total Delay Over All Lanes(pcuHr): 41.65													

C1	PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	41.65	Cycle Time (s):	120
	PRC Over All Lanes (%):	-4.3	Total Delay Over All Lanes(pcuHr):	41.65		

Full Input Data And Results

Scenario 7: '2029 Base + Comm + Dev AM' (FG7: '2029 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

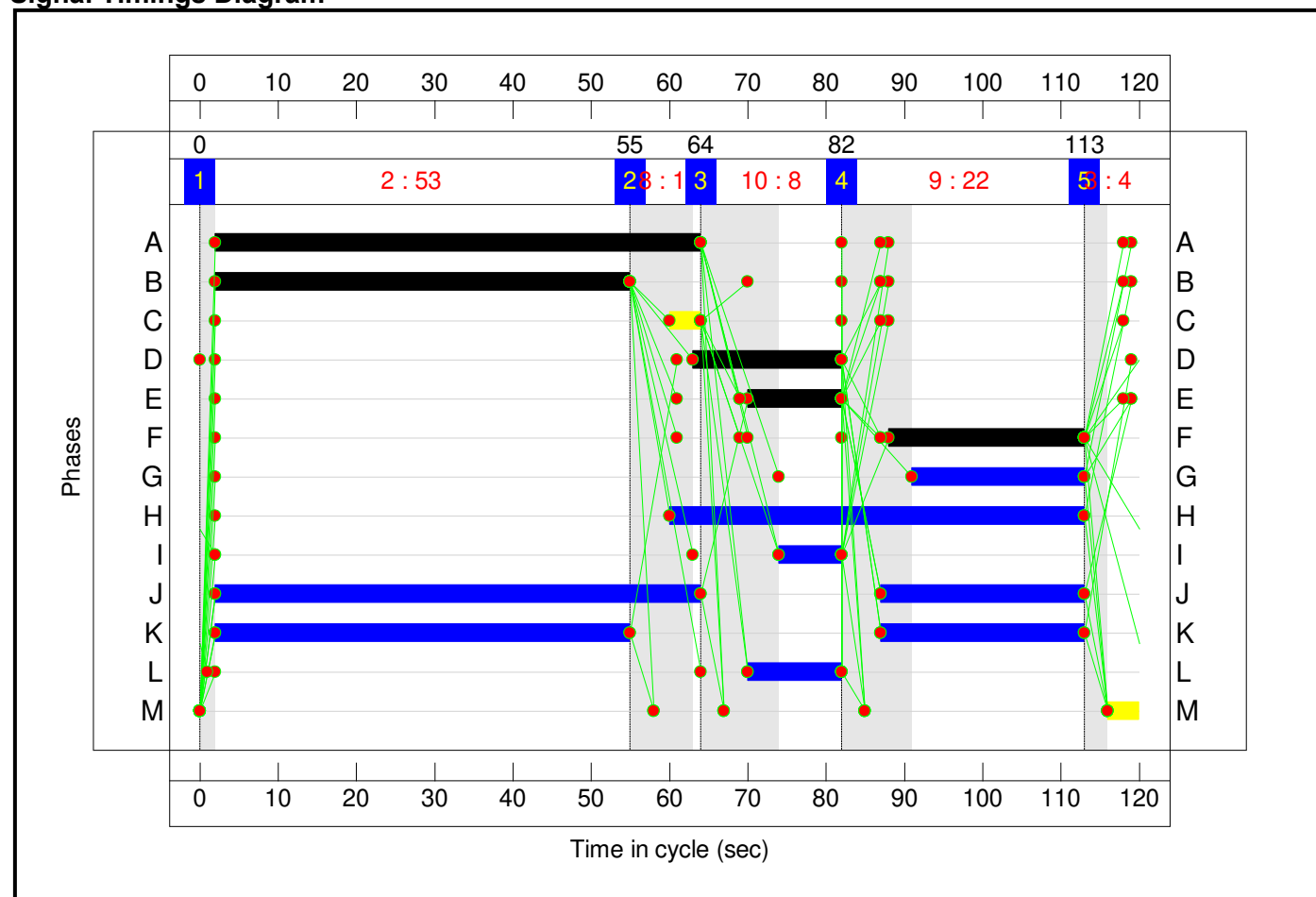
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	53	1	8	22	4
Change Point	0	55	64	82	113

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	53	-	556	1891:1769	764+119	63.0 : 63.0%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	19	-	168	1939	323	52.0%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	12	-	255	1925:1750	202+81	90.0 : 90.0%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	62	4	932	1845:1646	771+235	92.6 : 92.6%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	25	-	501	1905:1684	234+302	93.5 : 93.5%
5/1		U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%

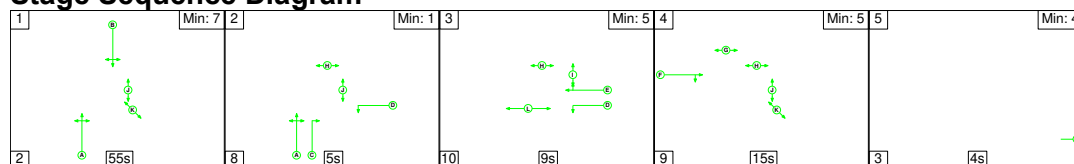
[illegible]

C1	PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	38.61	Cycle Time (s):	120
	PRC Over All Lanes (%):	-3.9	Total Delay Over All Lanes(pcuHr):	38.61		

Full Input Data And Results

Scenario 8: '2029 Base + Comm + Dev PM' (FG8: '2029 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

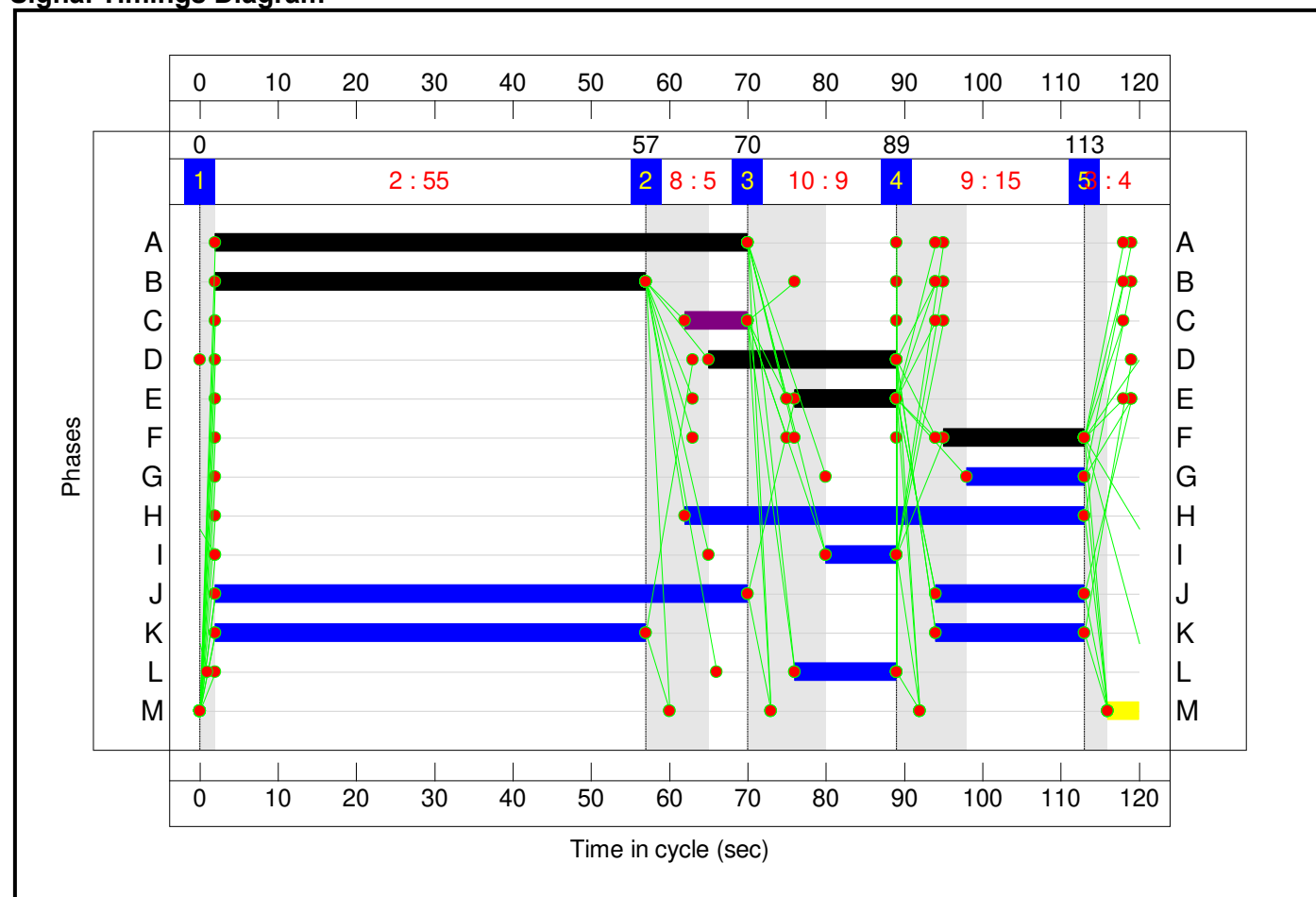
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	55	5	9	15	4
Change Point	0	57	70	89	113

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	55	-	588	1889:1769	722+217	62.6 : 62.6%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	24	-	269	1939	404	66.6%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	13	-	302	1925:1750	210+115	92.9 : 92.9%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	68	8	1055	1864:1646	793+326	94.3 : 94.3%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	18	-	452	1905:1684	240+240	94.2 : 94.2%
5/1		U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%

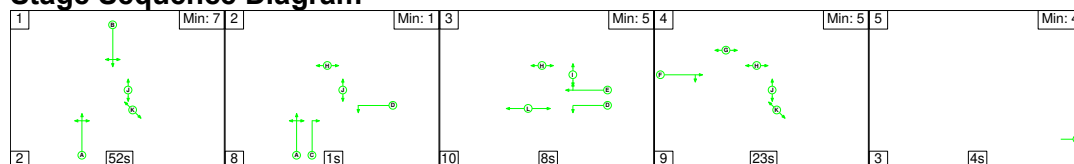
[illegible]

C1	PRC for Signalled Lanes (%):	-4.8	Total Delay for Signalled Lanes (pcuHr):	43.78	Cycle Time (s):	120
	PRC Over All Lanes (%):	-4.8	Total Delay Over All Lanes(pcuHr):	43.78		

Full Input Data And Results

Scenario 9: '2034 Base + Comm AM' (FG9: '2034 Base + Comm AM', Plan 1: 'Network Control Plan 1')

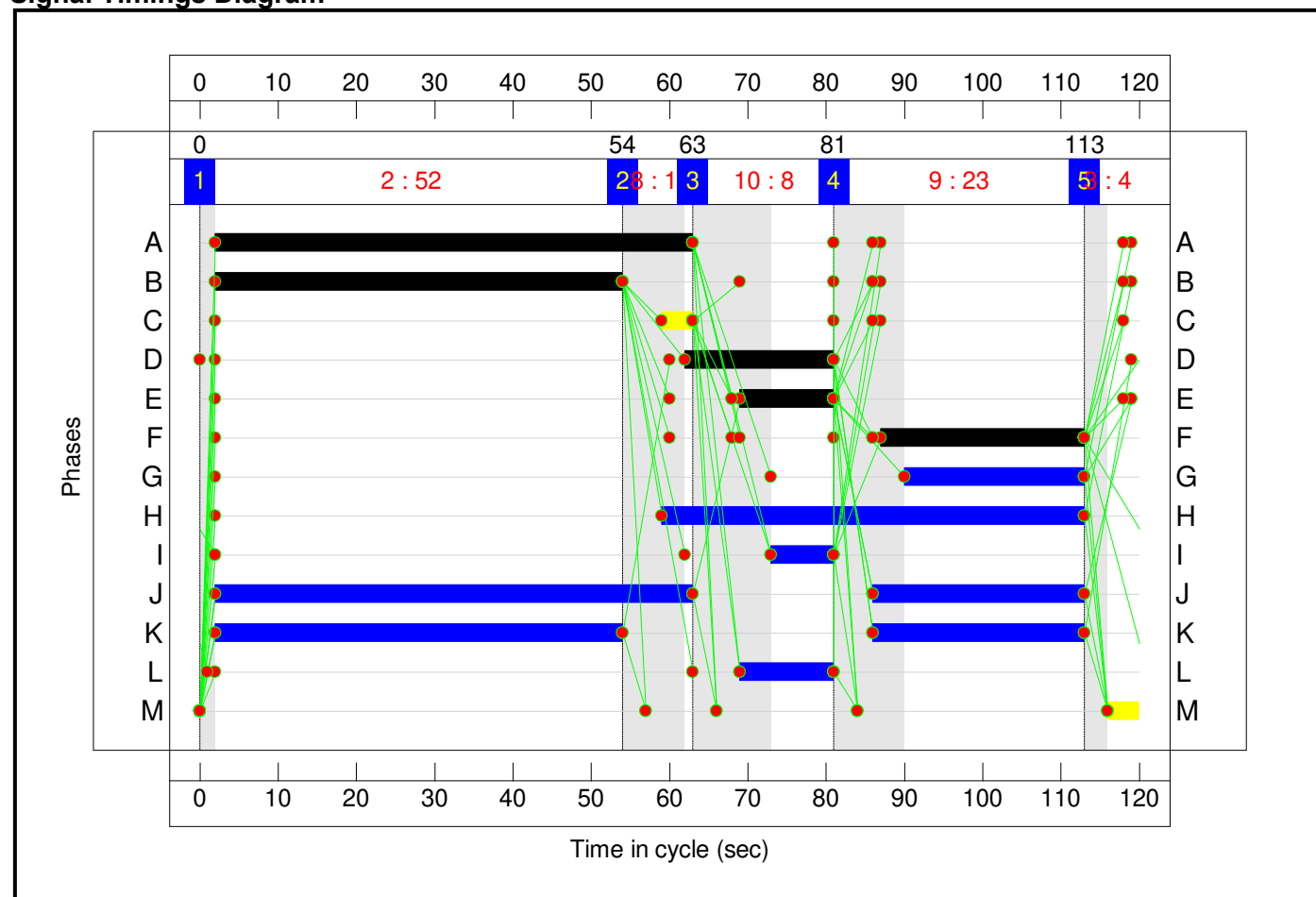
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	52	1	8	23	4
Change Point	0	54	63	81	113

Signal Timings Diagram



Full Input Data And Results

Network Results

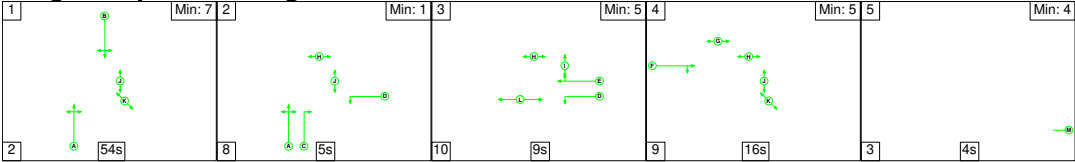
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.9%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	95.9%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	52	-	545	1891:1769	753+113	62.9 : 62.9%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	19	-	173	1939	323	53.5%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	12	-	260	1925:1750	202+79	92.4 : 92.4%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	61	4	952	1845:1646	759+233	95.9 : 95.9%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	26	-	516	1905:1684	240+310	93.9 : 93.9%
5/1		U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	932	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	523	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	-	-	199	23	7	22.7	19.8	0.8	43.3	-	-	-	-
Rugby Rd / Hawley Rd / Westfield Rd	-	-	199	23	7	22.7	19.8	0.8	43.3	-	-	-	-
1/2+1/1	545	545	6	0	0	3.8	0.8	0.1	4.7	30.7	12.7	0.8	13.6
2/1	173	173	-	-	-	2.2	0.6	-	2.8	57.7	5.2	0.6	5.8
2/2+2/3	260	260	-	-	-	3.8	4.3	-	8.1	111.8	6.2	4.3	10.5
3/1+3/2	952	952	193	23	7	6.8	8.4	0.7	15.9	60.2	28.0	8.4	36.4
4/1+4/2	516	516	-	-	-	6.2	5.7	-	11.9	82.9	11.2	5.7	16.9
5/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -6.6 Total Delay for Signalled Lanes (pcuHr): 43.30 Cycle Time (s): 120 PRC Over All Lanes (%): -6.6 Total Delay Over All Lanes(pcuHr): 43.30													

Full Input Data And Results
Scenario 10: '2034 Base + Comm PM' (FG10: '2034 Base + Comm PM', Plan 1: 'Network Control Plan 1')

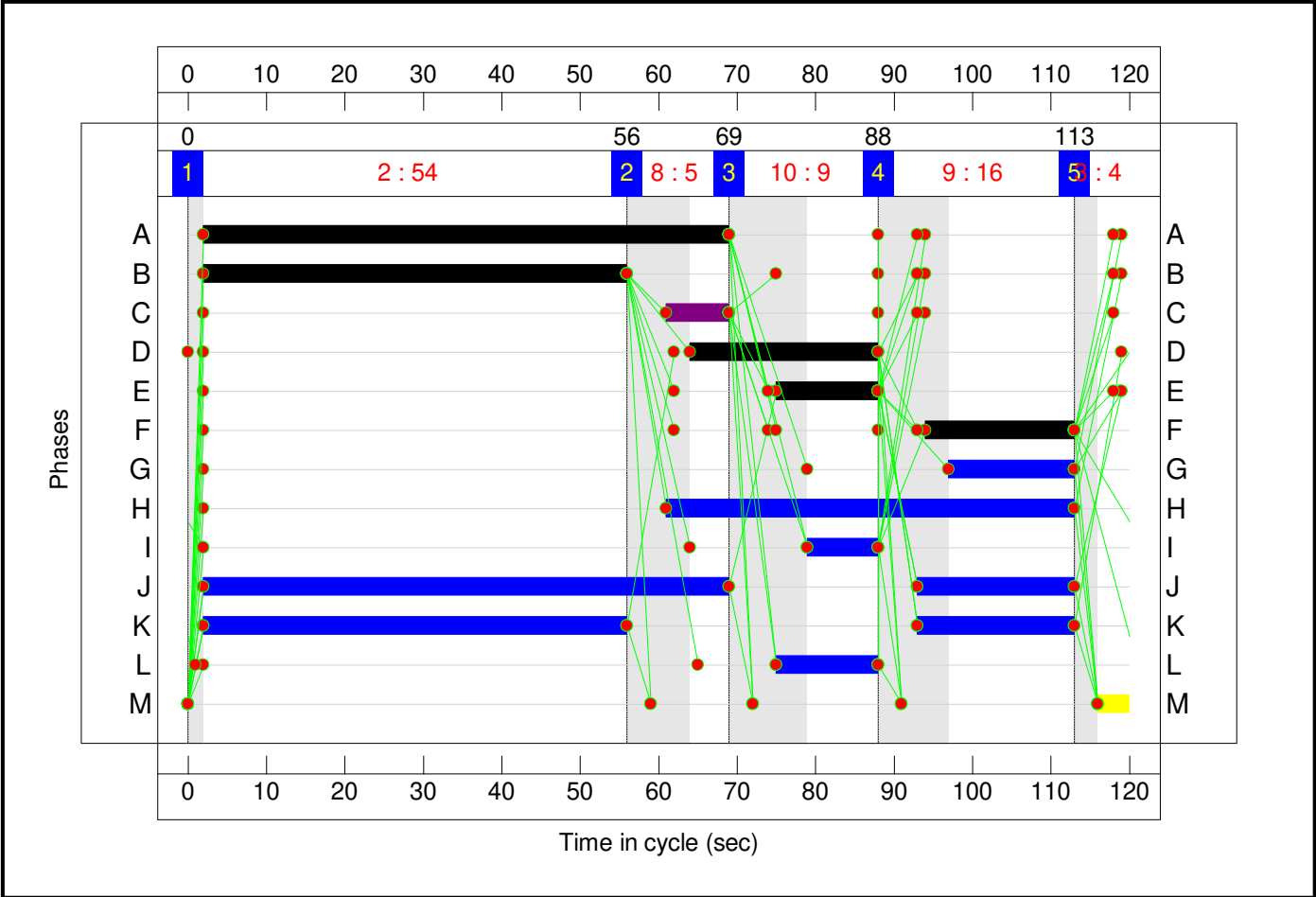
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	5	9	16	4
Change Point	0	56	69	88	113

Signal Timings Diagram



Full Input Data And Results

Network Results

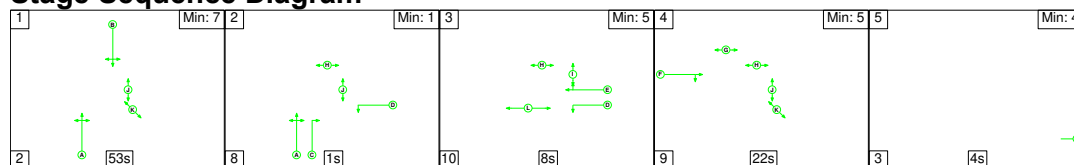
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.7%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	96.7%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	54	-	593	1888:1769	710+213	64.2 : 64.2%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	24	-	277	1939	404	68.6%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	13	-	305	1925:1750	211+109	95.4 : 95.4%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	67	8	1069	1863:1646	778+328	96.7 : 96.7%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	19	-	466	1905:1684	247+247	94.2 : 94.2%
5/1		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergrreen (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	-	-	213	104	11	24.5	23.2	1.3	48.9	-	-	-	-
Rugby Rd / Hawley Rd / Westfiled Rd	-	-	213	104	11	24.5	23.2	1.3	48.9	-	-	-	-
1/2+1/1	593	593	11	0	0	3.8	0.9	0.0	4.7	28.5	12.4	0.9	13.3
2/1	277	277	-	-	-	3.4	1.1	-	4.4	57.8	8.5	1.1	9.5
2/2+2/3	305	305	-	-	-	4.4	5.8	-	10.2	120.1	6.9	5.8	12.7
3/1+3/2	1069	1069	202	104	11	6.7	9.6	1.3	17.6	59.3	30.6	9.6	40.2
4/1+4/2	466	466	-	-	-	6.2	5.8	-	12.0	92.8	8.2	5.8	14.0
5/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -7.5 Total Delay for Signalled Lanes (pcuHr): 48.93 Cycle Time (s): 120 PRC Over All Lanes (%): -7.5 Total Delay Over All Lanes(pcuHr): 48.93													

Full Input Data And Results

Scenario 11: '2034 Base + Comm + Dev AM' (FG11: '2034 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

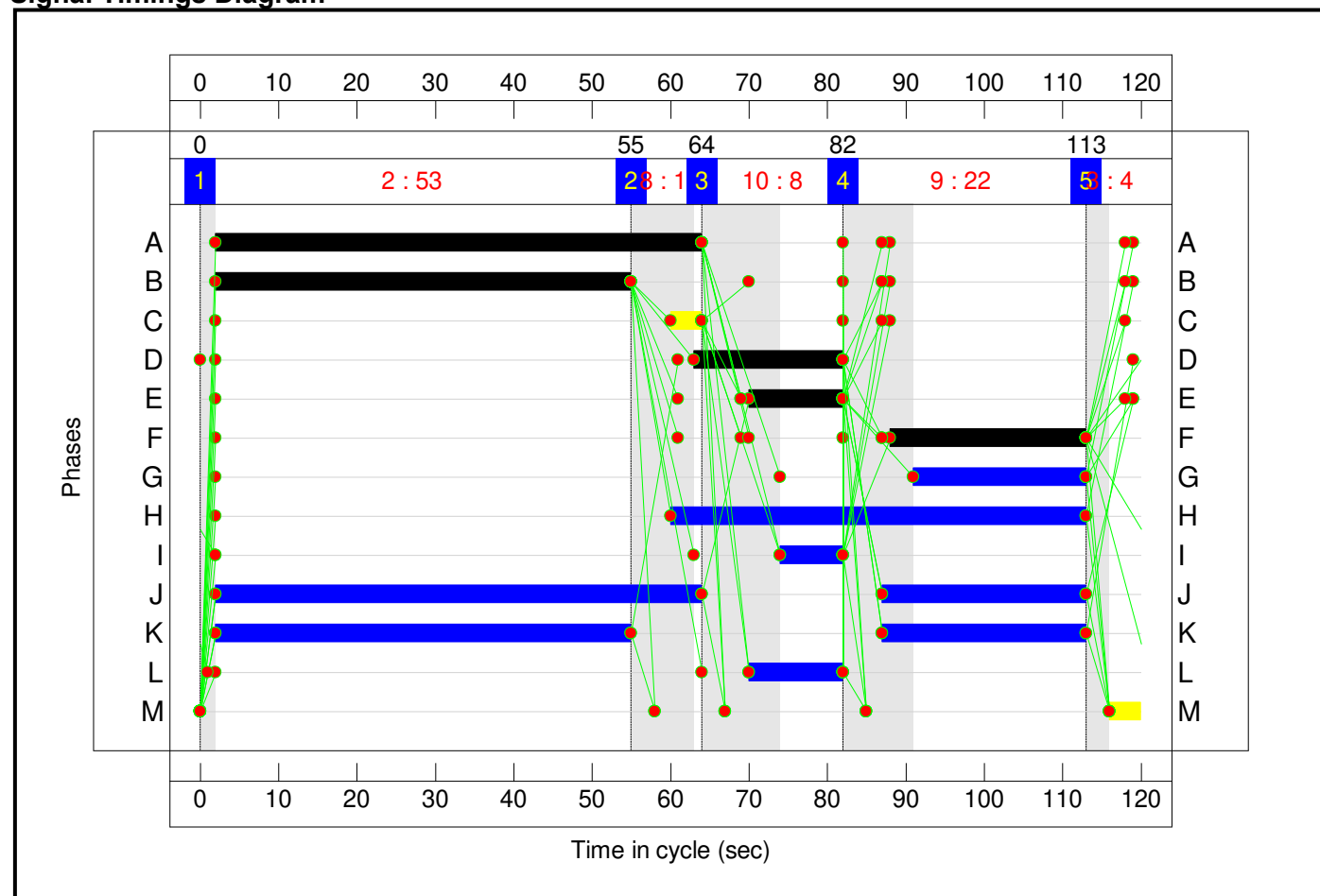
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	53	1	8	22	4
Change Point	0	55	64	82	113

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.5%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	96.5%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	53	-	571	1892:1769	764+119	64.7 : 64.7%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	19	-	173	1939	323	53.5%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	12	-	262	1925:1750	202+81	92.5 : 92.5%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	62	4	958	1845:1646	771+235	95.2 : 95.2%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	25	-	516	1905:1684	233+302	96.5 : 96.5%
5/1		U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	952	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%

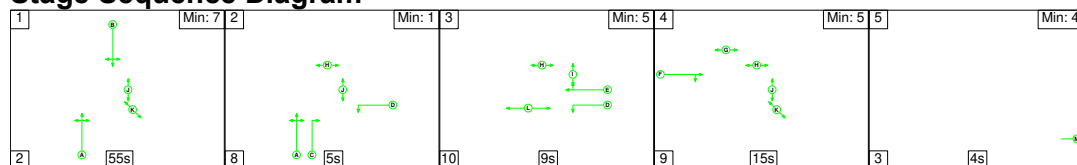
[illegible]

C1	PRC for Signalled Lanes (%):	-7.2	Total Delay for Signalled Lanes (pcuHr):	44.64	Cycle Time (s): 120
	PRC Over All Lanes (%):	-7.2	Total Delay Over All Lanes(pcuHr):	44.64	

Full Input Data And Results

Scenario 12: '2034 Base + Comm + Dev PM' (FG12: '2034 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

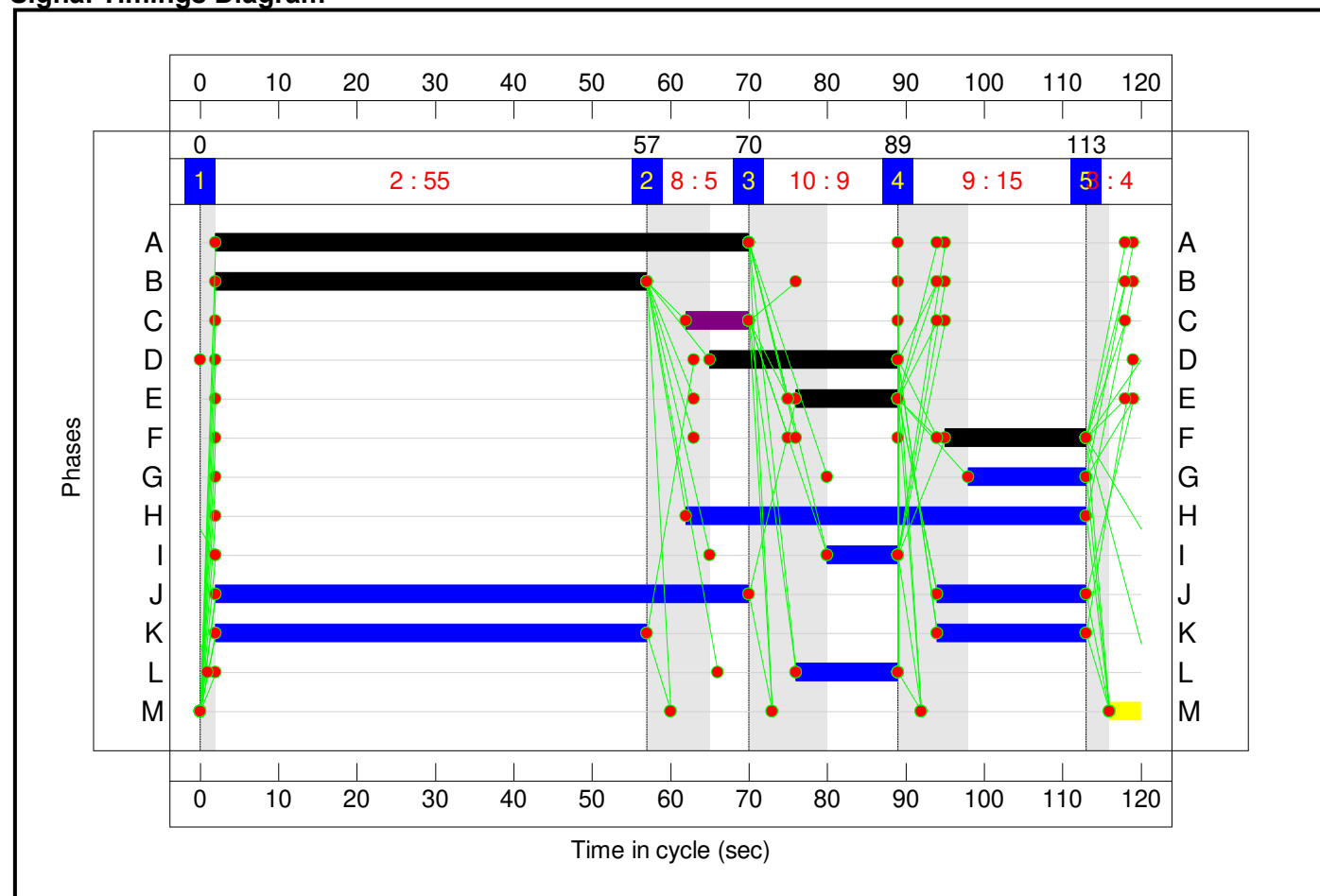
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	55	5	9	15	4
Change Point	0	57	70	89	113

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
Rugby Rd / Hawley Rd / Westfield Rd	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
1/2+1/1	B590 Rugby Road Left Ahead Right	O+U	N/A	N/A	B		1	55	-	606	1888:1769	722+217	64.5 : 64.5%
2/1	B590 Hawley Road Left	U	N/A	N/A	D		1	24	-	277	1939	404	68.6%
2/2+2/3	B590 Hawley Road Ahead Right	U	N/A	N/A	E		1	13	-	311	1925:1750	210+115	95.7 : 95.7%
3/1+3/2	Rugby Road Right Left Ahead	U+O	N/A	N/A	A	C	1	68	8	1087	1864:1646	793+326	97.1 : 97.1%
4/1+4/2	Westfield Road Ahead Right	U	N/A	N/A	F		1	18	-	466	1905:1684	240+240	97.2 : 97.2%
5/1		U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%

[illegible]

C1	PRC for Signalled Lanes (%):	-8.0	Total Delay for Signalled Lanes (pcuHr):	52.18	Cycle Time (s):	120
	PRC Over All Lanes (%):	-8.0	Total Delay Over All Lanes(pcuHr):	52.18		