

Client:
Richborough

Project:
**Land North of Station Road
Market Bosworth**

Project No:
T24554
Report Title:
Transport Assessment

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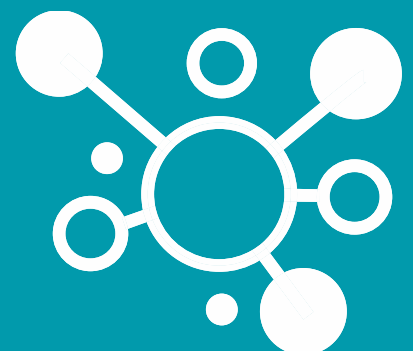


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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development to the land north of Station Road.
- 1.2 It is intended that the site will provide 126 dwellings; the site location is shown on **Figure 1.1**, with the indicative site layout plan shown in **Appendix A**.

Structure of the Report

- 1.3 This report is a Transport Assessment (TA) intended to determine the relevant transport and highway issues and indicate potential solutions, where appropriate, with reference to the impact of the proposed development site.
- 1.4 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review;
 - Section 3.0 – Background Information;
 - Section 4.0 – Active and Sustainable Travel;
 - Section 5.0 – Development Proposals;
 - Section 6.0 – Traffic Generation, Distribution and Assignment;
 - Section 7.0 – Traffic Impact and Assessment;
 - Section 8.0 – Summary and Conclusion.

Limitations of the Report

- 1.5 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.6 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Policy Review

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional and local level. The relevant policy documents relating to the site are detailed below:

- NPPF Document (2024)
- Leicestershire LTP3 (2011 – 2026)
- LTP for Leicestershire Core Document (2026 – 2040)
- Leicestershire County Council Strategic Plan (2024-2026)
- Site Allocation and Development Management Policies Development Plan (2006 – 2026)
- Leicestershire Cycling and Walking Strategy
- Leicestershire Bus Service Improvement Plan (2021 – 2026)
- The Neighbourhood Plan Vision for Market Bosworth (2014 – 2026)

National Planning Policy Framework (2024)

2.1 The latest National Planning Policy Framework (NPPF) was published in December 2024 and sets out the Government's planning policies and how these are expected to be applied.

2.2 In relation to transport, the NPPF states at paragraph 110 that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.3 When considering the effects the development may have on the local transport network, the NPPF states at paragraph 115 that:

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

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

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

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and

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

2.4 At paragraph 116 the NPPF 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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.5 The NPPF further advises at paragraph 117 that:

'Within this context, applications for development should:

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.'

2.6 In relation to parking policy the NPPF states at paragraph 112 that:

'If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

Leicestershire Local Transport Plan 3 (2011- 2026)

- 2.7 The Leicestershire Local Transport Plan aims to create a transport system that supports a prosperous economy and successfully provides for population growth.
- 2.8 Clearly the overall strategic goals of the LTP3 are to be addressed at a County wide level in conjunction with Leicester City Council and reference to their LTP3. It is clear, however, that individual developments can provide their own contribution towards ensuring that their proposals ensure that the developments are as accessible as possible and provide a safe and attractive environment for those using the development.
- 2.9 Leicestershire County Council (LCC) now refer to their own specific design guidance for residential development (previously the 6C's guidance). The guidance is set out in the Leicestershire Highways Design Guide document which is not dated.
- 2.10 The introduction to that document states;

The guidance contained in this part is intended to help you design development layouts that provide safe and free movement for all road users, including cars, lorries, pedestrians, cyclists and public transport. You should select and assemble appropriate design elements to:

- *provide road layouts which meet the needs of all users and do not allow vehicles to dominate;*
- *create an environment that is safe for all road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so; and*
- *help create quality developments in which to live, work and play.*

We believe that such an approach, coupled with the flexibility that our guidance allows, already reflects many key themes of the Manual for Streets 2 (MfS2). We recognise that further work is required to bring LHDG even more closely in to line with the MfS2, in particular with regard to our road design descriptions and guidance. Meanwhile, this will not stop us seeking residential development layouts that recognise that roads have a wider role to play in creating a sense of place and community as opposed to simply having a functional transport role.

- 2.11 The design guide provides further detail regarding required visibilities for different design speeds and appropriate road and street layouts to serve residential development. These will be referred to later in this report.
- 2.12 The Plan establishes a strategic framework table in chapter 4 of the document which highlights 6 key strategic transport goals, which include:

“Goal 1: A transport system that supports a prosperous economy and provides successfully for population growth

Goal 2: An efficient, resilient and sustainable transport system that is well managed and maintained

Goal 3: A transport system that helps to reduce the carbon footprint of Leicestershire

Goal 4: An accessible and integrated transport system that helps promote equality of opportunity for our residents

Goal 5: A transport system that improves the safety, health and security for our residents

Goal 6: 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"

2.13 Strategic outcomes relevant to this TA include:

- *"Our transport system provides more consistent, predictable and reliable journey times for the movement of people and goods.*
- *Our transport system and its assets are effectively managed and well maintained.*
- *Our transport system is resilient to the impacts of climate change.*
- *The negative impact of our transport system on the environment and individuals is reduced.*
- *More people walk, cycle and use public transport as part of their daily journeys, including to access key services.*
- *Effective and integrated public and community transport provision, including targeted and innovative travel solutions which meet the essential needs of Leicestershire residents.*
- *The number of road casualties is reduced.*
- *There is improved satisfaction with the transport system amongst both users and residents.*
- *The natural environment can be accessed easily and efficiently, particularly by bike or on foot."*

2.14 The strategic principles on page 54 of the document states:

- *We will try to limit additional future demand on our transport system by seeking to reduce the need to travel and placing a greater emphasis on travel choices and information to encourage the use of more sustainable modes of travel, especially at times of peak demand and in urban areas.*
- *We will, where appropriate, consider the need to change the balance of provision on our transport system, i.e. the balance of space available for cars, freight, buses, cycling and walking.*
- *We may eventually need to consider, and implement, more direct demand management interventions to ensure that our transport system can continue to function efficiently, safely and with the least possible negative impact on people and the environment*

Chapter 6: Encouraging active and sustainable travel

Encouraging 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.

The focus of our approach will remain on times of peak demand and in urban areas by:

- *Reducing the need to travel*
- *Improving the quality of the walking, cycling and public transport services and facilities on offer across the County.*
- *Increasing our efforts to influence travel choices and raise the awareness of residents and businesses about the impacts of their travel behaviour on their environment, their health and their quality of life.*
- *Encouraging less polluting travel by car.*

2.15 Page 86 of the document states the delivery of the LTP3 approach to implementing active and sustainable travel.

We will:

1. *Work through the planning system to seek to reduce the need for travel*

We will do this by:

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

Such travel plans should seek to reduce travel by car and be backed up a target-driven monitoring and reporting programme that will allow the effectiveness of the travel plan in changing travel behaviour to be assessed. It is suggested that such travel plans should also contain the requirement for penalty charges to be introduced where targets are not met.

- f) Using wider planning policies to promote and help enable travel by walking, cycling and public transport. Ensuring land use and transport planning are properly integrated throughout the planning process is vital to reduce the need to travel and to encouraging travel by public transport, bike or on foot*

2. *Improve the quality of the walking, cycling and public transport services, facilities and infrastructure on offer across the County*

We review the walking, cycling and public transport infrastructure that is in place across the urban areas of the County with a view to identifying and delivering improvements, particularly where this would support sustainable economic and / or population growth. We will seek to do this in combination with other measures that seek to promote, encourage and enable people to travel by means other than the car. It should also be noted that we will increasingly need to seek funding from other sources in order to achieve this.

A Local Transport Plan for Leicestershire Core Document (2026 – 2040)

- 2.16 As the LTP3 ends in 2026, this is expected to be replaced by LTP4 which will set out the strategic vision for transport, core themes and policies from 2026 until 2040. The LTP4 core document has the same 6 strategic transport goals as LTP3. This vision for transport across Leicestershire is “*Delivering a safe and connected transport network which is resilient and well-maintained to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment.*” The Local Transport Plan has been developed into 3 phases:

Phase 1: Up to 2030

Will identify the key challenges faced across the county in terms of transport. It will set out the strategic vision for transport, the core themes and policies and how these will be implemented

Phase 2: Up to 2040

Will be the development and implementation of a series of focused strategies

Phase 3: Up to 2050

Will set out the monitoring and review processes and progress based on the LTP to identify success or where greater focus is required.

Core Themes of the Strategic Vision include:

- *Enabling Health And Wellbeing: Facilitate a transport network which benefits the health and wellbeing of our communities from transport solutions. Protecting The Environment Enable a transport network which minimises the impact and where possible provides benefit to the environment.*
- *Delivering Economic Growth: Facilitate a transport network which delivers transport solutions that are viable and enable economic growth, and deliver best value for money.*
- *Enhancing Our Transport Network's Resilience: Provide a transport network which ensures the delivery of transport solutions which minimise delay, enable travel choice and positive user experiences.*
- *Embracing Innovation: Actively enable the transport network to trial and implement innovation which provides betterment to our communities and resilience to its operation.*

Core Policies include:

Core Policy 1: Delivering the Vision Ensure that all our transport solutions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities.

Core Policy 2: Managing Demand Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services. The network will also enable efficient movement and delivery of goods to support the local, regional and international markets.

Core Policy 3: Enabling Travel Choice Enabling travel choice in all of our communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment.

Core Policy 4: Delivering Solutions Work collaboratively to identify and develop innovative transport related solutions which provide good value for money and enable travel choice, improve our transport network users' experiences, and benefit the environment and the health and wellbeing of our communities.

Core Policy 5: Embracing Innovation Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and promoting the health and wellbeing of our communities.

Core Policy 6: Evaluating Progress Utilise data, monitoring and evaluation of our transport solutions to enable evidence based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities.

Leicestershire County Council Strategic Plan (2024-2026)

- 2.17 The LCC Strategic Plan outlines the vision, priorities and goals for the county's development, whilst focusing on 5 key areas, including transport and infrastructure.

Our actions

- *Enhance the infrastructure that supports cycling and walking, such as segregated infrastructure, cycle parking, pedestrian crossings and traffic reduction measures to create healthy streets and spaces*
- *Provide cycle training and work with schools and workplaces to provide people with the required skills and information to cycle and walk*

Keeping Leicestershire Moving

- *Maintain safe highways which support housing development and economic growth*
- *Maximise opportunities from technological innovations; utilizing evidence gathered on the highway network to support end to end journey planning and better traffic management*
- *Work with bus operators to deliver our Bus Service Improvement Plan which will promote affordable and high-quality passenger transport services*
- *Engage the logistics sector to better understand its transport infrastructure needs and support the efficient movement of freight into, within and out of Leicestershire*
- *Work with the sub-national transport body, Midlands Connect, to improve passenger rail services*
- *Work with partners to enable and encourage electrical vehicle usage, including through infrastructure*
- *Enhance the infrastructure that supports cycling and walking, such as segregated infrastructure, cycle parking, pedestrian crossings and traffic reduction measures to create healthy streets and spaces*
- *Work with partners to improve Digital Connectivity across Leicestershire and implement the Council's first digital connectivity strategy*

Site Allocation and Development Management Policies Development Plan (SADMP) (2006 – 2026)

- 2.18 The Neighbourhood Plan and the Site Allocation and Development Management Policies Development Plan are used in collaboration with each other to assess planning applications within the Market Bosworth Neighbourhood Area.
- 2.19 As stated in the SADMP and Hinckley and Bosworth's Core Strategy, the requirement for Market Bosworth includes:
- *Land to be allocated for a minimum of 100 houses*
 - *Support additional employment provision;*
 - *Support the role of Market Bosworth as a tourist destination;*
 - *Address the existing deficiencies in the quality and quantity of green spaces;*
 - *Implement the strategic green infrastructure network; and*
 - *Protect the fingers of green open land which penetrate towards the Market Place*
- 2.20 Policy DM17 of Highways and Transportation states

“Development proposals will be supported where they:

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

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

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

Leicestershire Cycling and Walking Strategy

- 2.21 The Cycling and Walking Strategy sets out the strategic approach to delivering the vision for Leicestershire to become a county where walking and cycling are safe, accessible and obvious choices for short journeys, and a natural part of longer journeys.
- 2.22 The Leicester and Leicestershire Strategic Transport Priorities consists of 10 principal transport aims within the document. These were the following:
 - *improve connectivity*
 - *support and drive the economy to unlock growth*
 - *create high quality environments for communities to thrive*
 - *ensure development is sustainable and maximises social and environmental benefits*
 - *support the transition to a low carbon and circular economy*
 - *support national and international efforts in combatting the impacts of, and adapting to, climate change*
 - *maximise opportunities from technological innovations*
 - *address wider social challenges including accessibility, severance, and deprivation*
 - *improve public health, by tackling sedentary behaviour and poor air quality*
 - *focus transport investment and funding to achieve the biggest impact for the city and county*

The 3 key objectives of the Strategy are:

- To enhance the infrastructure that supports cycling and walking in Leicestershire by upgrading existing and providing high quality new segregated infrastructure, cycle parking, pedestrian crossings and traffic reduction measures to create healthy streets and spaces.
- To enable people to cycle and walk in Leicestershire by providing cycle training, working with schools and workplaces to provide people with the required skills and information.
- To inspire a step change in cycling and walking in Leicestershire by targeted promotion, engagement and encouragement to instil confidence so that people from all backgrounds choose to walk and cycle more.

The policies that underpin this Cycling and Walking Strategy support the wider objectives and goals of the authority's key strategies and plans, are as follows:

Table 1 – Cycling and Walking Strategy Policies

Cycling and Walking Policies	
Policy 1	To work with district council partners through the development plan process to seek to ensure that new developments are located in places that offer genuine opportunities to make everyday trips using active modes
Policy 2	To influence planning approvals to ensure that new residential and employment developments are built in line with current cycling and walking guidance, and commit land developers to provide funding for behavioural change revenue measures
Policy 3	To improve existing and deliver new infrastructure to support cycling and walking, including the provision of segregated cycle routes and prioritisation of active modes in accordance with Gear Change and LTN1/20
Policy 4	To maximise opportunities for people to undertake cycling and walking as part of journeys linking with passenger transport (bus and rail)
Policy 5	To work toward replacing a significant number of everyday local car journeys with cycling and walking journeys
Policy 6	To increase numbers of everyday journeys made by cycling and walking – contributing to the national target of half of all journeys in towns and cities being cycled or walked by 2030
Policy 7	To continue to deliver cycle training to as many groups of people as possible under our Choose How You Move brand, to increase the attractiveness of cycling as a transport mode for everyone in the county
Policy 8	To maximise opportunities to improve road safety for people walking and cycling in line with our wider road safety aims
Policy 9	To improve the health of people who live in Leicestershire by helping them to build active travel into their daily lives
Policy 10	To continue to work in partnership with Leicester City Council via our Choose How You Move brand to encourage and enable people to cycle and walk for more of their journeys via targeted awareness raising activities
Policy 11	To collect, maintain and analyse cycling and walking data to provide a robust evidence base to inform all initiatives

Dedicated Cycling Infrastructure

All new highways schemes must prioritise the safety and comfort of people cycling above motorised vehicles. New infrastructure must be linked to existing routes in order to create a coherent network as much as possible.

Dedicated Walking Infrastructure

All new highway schemes must prioritise the safety and comfort of people on foot above motorised vehicles.

Personal Travel Planning

Personal travel planning (PTP) is a technique that delivers targeted information, incentives and motivation directly to individuals to help them make more sustainable travel choices. It is most commonly applied to household members through a community-based programme.

The overall premise of PTP is to encourage people to think about their current travel habits and consider how (if at all) they could make those trips in more sustainable ways. The way this is done differs from project to project, but typically involves:

- One to one conversations either on the doorstep, or by phone between individuals and trained advisors in an attempt to motivate the individual to try new modes of transport;*
- The provision of a personalised 'pack of information' to the individual to help them travel more sustainably (for example local bus timetables and walking and cycling maps).*
- Encouragement to change through the offer of relevant gifts and incentives (for example pedometers, cycle lights, free public transport taster tickets)*

2.23 Paragraph 6.58 states

"As such, developments should include:

- Secure cycle parking at residences, shops, transport hubs and workplaces*
- Location of services with consideration given to walking and cycling routes and distances*
- Developer contributions to improve walking and cycling facilities on existing highways impacted by developments, as well as revenue funding to support encouraging and enabling activities. Where appropriate this could also include 'in kind' contributions of land adjacent to existing highways, that would allow new facilities to be provided (or existing facilities to be widened)"*

The county council will also continue to seek commitment from developers to produce and implement Travel Plans through the Development Planning process. Travel Plans are key to encouraging and enabling occupants of new developments to walk or cycle, by ensuring they have access to information regarding the walking and cycling options available to them. This is achieved via a series of initiatives and incentives that the developer is responsible for delivering. Travel Plans are expected to be active for up to five years after a development becomes occupied, and are monitored annually by the authority.

Leicestershire Bus Service Improvement Plan (2021 – 2026)

- 2.24 The Bus Service Improvement Plan (BSIP) was developed in 2021 and aims to fulfil the goals of the LTP and connect local areas. Table

- 2.25 In terms of new developments and evolving bus demand, the document states *“To encourage alternative modes and offer greater travel choice, it is essential bus services are provided from an early stage of occupation to enhance behaviour change opportunities. As part of the planning process, the County Council engages with District Councils to understand opportunities for developments to be integrated into the bus network at the most appropriate time.*
- 2.26 *Section 106 funding is requested towards public transport services and infrastructure, this can often compete with other requests for highway enhancements, education, health, and community facilities. S106 contributions towards public transport measures therefore cannot be guaranteed. However, every effort is made to secure developer contribution towards provision and promotion of sustainable travel.”*

The Neighbourhood Plan Vision for Market Bosworth (2014 - 2026)

- 2.27 The Neighbourhood Plan is a community-led framework that aims to guide development and growth within the town through aligning the community needs and visions with sustainability. The Neighbourhood Plan Vision for Market Bosworth states the following aims:
1. *To work closely with Hinckley and Bosworth Borough Council to identify a site that meets the housing requirement in the Local Plan and is supported by the local community*
 2. *To provide a planning framework for development that:*
 - 2a) *reinforces the quality and character of Market Bosworth*
 - 2b) *is sensitive to the local ambience which combines a thriving and often busy core with nearby areas of tranquil open space*
 - 2c) *protects and enriches the landscape*
 - 2d) *takes account of the impact of new development on the Conservation Area and other heritage assets*
 3. *To prioritise local distinctiveness in every element of change and future development*
 4. *To strengthen and support economic activity within the Neighbourhood Area*
 5. *To seek improvements to traffic flow, congestion and parking*
 6. *To seek improvements to digital connectivity*
 7. *To maintain and improve local facilities and services for the community.*

3.0 Background Information

Site Location and Existing Transport Network

- 3.1 The proposed development is greenfield, located north of Station Road, to the west of Market Bosworth approximately 1.2km away from the town centre, 6km from Newbold Verdon and 23km west of Leicester.
- 3.2 Station Road is a rural distributor road and serves as the main route into the town centre of Market Bosworth.
- 3.3 There is an existing vehicular access to the land that also gives access to Kyngs Golf Club. The access is to be improved as part of the golf club development proposals and will also form vehicular and active travel access to the residential proposal.
- 3.4 A second track access to the west of the site gives access from Station Road to a property to the north known as The Stables. This access may also provide pedestrian and cycle access to this residential development proposal.
- 3.5 Station Road runs in an east-west direction and is a single-carriageway two-lane road with street lighting, subject to a 30mph speed limit. The speed limit reduces when passing St Peters C E Primary Academy to the east of the site. There are speed calming measures in place with signage indicating a reduction in the speed limit to 20mph.
- 3.6 To the west of the site, Station Road bridges over the heritage Battlefield Line railway and continues west to meet Market Bosworth's four-arm roundabout slightly further, approximately 90m west; the roundabout gives access to small residential developments via Pipistrelle Drive to the north and Sedgemere Road to the south.

Highway Network Observations

- 3.7 The site has been visited several times during peak hours under 'typical' traffic conditions.
- 3.8 Traffic was noted to be free-flowing past the site, even in peak-hour traffic conditions with no noticeable delays at the roundabout to the west. A limited level of on-street parking was observed in the morning peak hour on the route towards Market Bosworth, most likely associated with parents of children at St Peter's C E Primary Academy, but the parking did not cause significant delay to two-way traffic movement.
- 3.9 Within the centre of Market Bosworth, no particular congestion issues were noted, including at the Station Road/Back Lane/Main Street/Market Place and Main Street/Park Street junctions.

Committed and Other Developments

Land off York Close

- 3.1 Land off York Close, previously referred to as Land off Shenton Lane is a scheme of 100 dwellings which was submitted in September 2024 under the reference 24/00831/OUT and is currently awaiting approval. The transport assessment associated with the development was completed by Ashley Helme Associates. Junction assessments derived from that TA have been considered and used to inform initial baseline traffic counts and assessments in this TA for the following junctions:
 - Southfield Way, Back Lane, Station Road crossroads
 - Back Lane, Main Street, Market Place, Station Road

- Main Street, Park Street junction
 - Park Street, Rectory Lane, The Park junction
 - Sutton Lane, Rectory Lane, Market Place junction
 - Market Place, Shenton Lane junction
 - Warwick Lane, Shenton Lane junction
 - Bosworth Road, A447 Ashby Road junction
 - Bosworth Lane, A447 Ashby Road junction
- 3.2 As the TA for 24/00831/OUT did not include junction assessment outputs or geometry and no HGV vehicle mix data was available.

Kyngs Golf Club

- 3.3 The application for a multi-purpose golf clubhouse and holiday homes lies north of the proposed development and is to share access along Station Road. The revised scheme under the planning reference 24/00019/FUL was approved in April 2024.
- 3.4 Several applications associated with Kyngs Golf Club have been brought forward and are listed in **Table 2** below.

Table 2 – Kyngs Golf Club Planning Applications

Kyngs Golf Club Planning Application Reference	Description	Status	Date Approved
24/00019/FUL previously 19/01437/FUL	50 x room Golf and Leisure accommodation	Approved	April 2024
24/00026/FUL	2 Holiday Lodges	Approved	June 2024
24/00513/FUL	4 Holiday Lodges	Approved	September 2024
24/00769/FUL	9 Holiday Lodges	Pending	Pending
24/001157/HYB	Hybrid Spa, Leisure Centre, 126 Holiday homes	Pending	Pending

- 3.5 Although two of the applications associated with the golf club are currently being considered, this transport assessment treats these schemes as committed developments as a robust approach. Therefore, 141 holiday dwellings have been considered within the committed development schemes, and for ease, this report refers to the later applications as Kyngs Golf Club holiday lodges.
- 3.6 As a result, the total cumulative traffic from the Kyngs development is forecast to generate 64 arrival and 11 departure trips in the AM peak and 34 arrival and 45 departure trips during the PM peak.

The Old Rectory

- 3.7 The scheme comprises a change of use of 'The Old Rectory' from a single dwelling house conversion into a Special Educational Needs (SEN) School which was granted permission in December 2023. The planning reference number affiliated with the development was 23/00667/FUL.
- 3.8 The donor trip rates used in the transport assessment affiliated with the school state that at most, 50 additional two-way trips will be generated.

Land off Sedgemere Road/Station Road; Owl Homes

- 3.9 Adjacent to the Ashby de la Zouch canal this is a residential development comprising 73 dwellings and public open space. Of the 73 dwellings, we have assumed 34 are currently occupied, with the remaining being in their build-out phase. Planning permission was granted in March 2022, under the planning reference number 21/00379/FUL with the previous application reference of 20/00131/FUL. The transport statement affiliated with Owl City Homes forecasts traffic of 47 vehicular trips during the AM peak and 40 vehicular trips during the PM peak.

Land South of Station Road; Miller Homes

- 3.10 A Miller Homes planning application (planning reference number 24/00560/HYB) for a mixed-use development that proposes 138 residential dwellings and approximately 20,000ft of commercial land to the south of Station Road, opposite the Richborough proposal, and has recently been granted approval. The ADC transport assessment associated with the development indicates the following traffic generation; 98 vehicular trips are forecasted in the morning peak, and 77 in the evening peak.
- 3.11 This development proposal is considered as committed for the purposes of this TA. It is also noted that as part of the Miller Homes proposal, the intention is to extend bus service 153 from the centre of Market Bosworth to the development site south of Station Road. This Richborough proposal will make appropriate contributions to support/improve this service on the same basis as agreed for the Miller Homes development.

Traffic data

- 3.12 A series of Classified Turning Counts (CTCs) were undertaken on Wednesday 3rd July 2024 across the surrounding highway network, at the following junctions and roundabouts:
- Station Road/ Market Bosworth/ Pipistrelle Drive/ Sedgemere Road roundabout
 - Market Place/Main Street/Station Road/Back Lane Crossroads
- 3.13 The CTC data is included in this report as **Appendix B**.
- 3.14 Automated Traffic Counts (ATCs) have also been undertaken on the following locations;
- Main Street between Park Street and Church Street
 - Station Road East between Southfield Way and Main Street
 - Station Road East, adjacent to the site access
 - Station Road West, adjacent to the western track road access
 - Market Bosworth, west of the Station Road roundabout and west of the site
- 3.15 The ATCs were conducted over a 7-day period between 3rd of July and 9th July 2024.
- 3.16 The ATC data is included in this report as **Appendix C**.
- 3.17 For the purpose of this transport assessment, baseline traffic has been combined from the traffic counts commissioned by Hub for the proposed development and from the Gladman/Ashley Helmes TA associated with the development off York Close for locations other than the surveyed junctions.

- 3.18 Therefore, traffic flow diagrams showing the 2024 baseline flows from Hub's surveyed counts can be seen in **Figures 3.1 – 3.2** whilst the 2024 baseline flows derived from the Gladman TA associated with Land off Yorks Close can be seen in **Figures 3.3 – 3.4**. A combination of the two has been merged to create overall baseline flows in **Figures 3.5 to 3.6**.

Accident Data

- 3.19 An initial review of Personal Injury Accident (PIA) data, along the site frontage and within the immediate vicinity of the site, has been undertaken using the DfT database for the latest six-year period (from January 2019 up to December 2023). The map indicating the extent of the study area and the location of accidents is provided in **Appendix D**. A summary of the PIA data is provided in **Table 3**.

Table 3- Accident Data Summary (01/01/2019 - 31/12/2023)

Location	Severity			
	Slight	Serious	Fatal	Total
Junction				
Wellsborough Road/ Sedgemere Road/ Station Road/Pipistrelle Drive Roundabout	2	-	-	2
Wellsborough Road/ Mallard Way	-	1	-	1
Ashby Road/ Bosworth Road	1	-	-	1
Ashby Road/ Bosworth Lane	1	-	-	1
Links				
Bosworth Road	1	-	-	1
Wellsborough Road	1	-	-	1
Ashby Road	1	-	-	1
Total	7	1	0	8

- 3.20 In the recent 5-year period reviewed there have been 8 personal injury accidents (PIAs) along the surrounding highway network, of which 7 were slight incidents and the remaining incident along Wellsborough Road/ Mallard Way was serious.
- 3.21 The most recent incident was from October 2023 along the Bosworth Lane/ Ashby Road junction, with more than half of the incidents dating back to 2019.
- 3.22 Therefore, whilst all PIAs are regrettable, the quantity and severity of PIAs recorded in the vicinity of the site does not indicate any clustering to suggest any pattern in the incidents. The proposed development will not have any material impact on highway safety and incidents do not give any undue cause for concern at this stage, nor does the data suggest that there are any accident clusters in the vicinity of the site.

4.0 Local Facilities and Sustainable & Active Travel

- 4.1 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 4** below.

Table 4 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 4.2 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 4.3 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 4.4 Manual for Street (MfS) guidance highlights that 'walkable neighbourhoods' are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance which can be accessed comfortably on foot.
- 4.5 Table NTS0303 of the 2023 National Travel Survey (released August 2024) indicates that the average walk trip distance in 2023 was 0.7 miles or 1.12km.
- 4.6 The 2023 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 81% of trips under one mile (1.6km) being completed by foot in 2023, which is a slight decrease compared to 2022 (83%) and 2021 (82%).
- 4.7 The 2023 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.0 miles or 4.8km. Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 4.8 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 4.9 The CIHT Planning for Cycling document (2014) states that "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)."

- 4.10 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that “Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”
- 4.11 The second cycling and walking investment strategy (CWIS2) published by DfT in 2022 states that one of the objectives is to increase the percentage of short journeys by walking and cycling in towns and cities from 41% in 2018/2019 to 46% in 2025.
- 4.12 Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km; therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 4.13 Station Road runs in an east-to-west direction and leads towards Market Bosworth town centre which has several facilities located nearby. The Market Place includes shops, supermarkets, cafes and restaurants. These facilities have been listed in **Table 5** and can be seen in **Figure 4.1**.

Table 5 – Distance to Local Facilities

Facility	Distance (Approx.)	GIS Reference
Community		
Our Lady & St Gregory's Catholic Church	600m	C1
Market Bosworth Community Library	900m	C2
Free Church	1.3km	C3
St Peters Church	1.3km	C4
Market Bosworth Parish Hall	1.4km	C5
Educational		
St Peters C of E Primary Academy	350m	E1
Cadeby Lane Stepping Stones Pre-School	350m	E2
The Market Bosworth School	1.0km	E3
The Dixie Grammar School	1.1km	E4
Market Bosworth Day Nursery	1.3km	E5
Hinckley House School	1.3km	E6
Healthcare		
Bosworth Dental Practice	1.0km	H1
The Market Bosworth Surgery	1.1km	H2
Leisure		
Market Bosworth Football Club	300m	L1
Heath Road Playground	350m	L2
Market Bosworth Sports Club	400m	L3
Bosworth Marina (incl. licensed premises, convenience store, cafés)	760m	L4
Bosworth Lakeside Lodges	1.0km	L5
Tin Tin Cantonese Takeaway	1.0km	L6
The Batter of Bosworth Takeaway	1.0km	L7
Market Bosworth Bowling Club	1.3km	L8
Jasper's Coffee Shop	1.4km	L9
Bosworth Hall Hotel & Spa	1.4km	L10

Market Bosworth Country Park	1.5km	L11
Spindles Health Club & Gym	1.5km	L12
Market Bosworth Town Centre Market Place (incl., restaurants, cafes, takeaways, hotels, B&Bs, Co-op supermarket, pharmacy, barbers, newsagents, clothes stores)	1.0km – 1.2km	-
Future Proposed Facilities		
Community Park	150m	-
Children's Play Spaces	175m – 300m	-
Ecology Pond and Water Meadow	175m – 275m	-
Golf Clubhouse & Holiday Homes	240m	-

Accessibility by Foot

- 4.14 The existing footway on Station Road is to the northern side of the carriageway and measures c.1.5m in width and continues east into Market Bosworth town centre.
- 4.15 A continuous footway is provided on the northern side of Station Road on the side of the proposed development, and heads into Market Bosworth. Footway provision is also seen in part of the southern side of Station Road, opposite the proposed site.
- 4.16 From the Springfield Avenue/Station Road junction, footway provision along Station Road runs from both sides of the carriageway heading east, to provide access into Market Bosworth town centre.
- 4.17 Further north from the proposed and committed developments is footpath S70, seen in LCC's definitive map. This runs to Carlton Road west of King's Bridge and provides a leisurely walk to the Ashby-de-la-Zouch canal.
- 4.18 Footpath S70 runs to the east of St Peter's CE Primary Academy, towards the town centre, leading to Back Lane. This will provide access to the committed development of Kyng's Golf & Country Club and beyond.
- 4.19 Approximately 700m to the west, passing Market Bosworth bridge, lies Bosworth Marina which includes a café, a convenience store and lounge.
- 4.20 Running west from Station Road, footway provision is provided on the northern side of the carriageway, with the footway providing access to Market Bosworth Sports Club.
- 4.21 Walking distances surrounding the site can be seen in **Figure 4.2** which highlights the areas around Station Road and Market Bosworth town centre which are accessible by foot.

Accessibility by Cycle

- 4.22 National Cycle Route 52 runs on a N-S axis 700m west of the site access, on the Wellsborough Road/Carlton Road junction. This connects Market Bosworth northwards towards Coalville (17km away), Whitwick (20km away), Thringstone (21km away), and southwards towards; Nuneaton (17km away), Bedworth (24km away) and Coventry (33km away).
- 4.23 Approximately 500m to the west of the site, access to the Ashby-de-la-Zouch Canal can be gained, with a towpath running alongside the canal which would be considered suitable for leisure trips made by cycling.
- 4.24 According to Hinckley and Bosworth's Cycling map (area N0944) on the ChooseHowYouMove website, other recommended on-road routes suitable for cyclists include; Station Road, Barton Road, Shenton Lane and

Sutton Lane, indicating that local routes surrounding the vicinity of the site which are considered to be safe for cyclists.

- 4.25 Leicestershire's ChooseHowYouMove website also shows several cycle routes surrounding the site, which can be found online here: [Online Cycle Mapping Facility - Interactive Map - County Map](#) as well as in **Figure 4.3**. Leisurely routes are seen to run north of the proposed site to Carlton and Barton in the Beans, and further west towards Congarstone. Other leisurely routes run south towards the outskirts of Hinckley near; Sutton Cheney (6km away), Shenton (5km away), Dadlington (6.5km away) and Stoke Golding (9km away).
- 4.26 Quieter routes which run directly from Market Bosworth town centre head towards Shenton (5km away), Newbold Verdon (5.5km away) and Kirkby Mallory (7.0km away).
- 4.27 The routes in and around Market Bosworth are considered safe for cyclists, being lit and subject to a 30mph speed limit, changing at times to 20mph when heading east towards the schools, or to 40mph when heading west of the Market Bosworth/Station Road roundabout.
- 4.28 It is worth noting that as there are no cycleways present, the majority of cycle routes are predominantly on-road and are considered to be appropriate for cycle use particularly for more experienced cyclists.

Accessibility by Bus

- 4.29 Services from Market Bosworth run from the town centre along the Market Place fronting the Clock Shop, adjacent to The Square.
- 4.30 The 153 Arriva Midlands service runs from Leicester up until the centre of Market Bosworth, where it circles back on its route towards Leicester. A summary of the frequency and destinations served by these buses is provided in **Table 6** below.

Table 6 – Local Bus Services

Service No.	Route	Frequency per hour (approx.)		
		Mon - Fri	Sat	Sun
153	Leicester Bus Station – Desford – Market Bosworth – Barlestone – Newbold Verdon – Desford – Leicester	Every hour from 07:33 – 21:04	Every hour from 07:45– 20:45	N/A
7	Witherley – Atherstone – Congerstone – Market Bosworth – Measham	One service at 08:10	N/A	N/A

- 4.31 It is noted that bus service 153 is proposed to be extended from the town centre to this area of Station Road as part the planning application for the Miller Homes development to the south which can be seen in the TA supporting that committed development.
- 4.32 It is proposed that the Richborough development will contribute to supporting and upgrading of this service by means of the same formula applied to the Miller Homes development.

Accessibility by Rail

- 4.33 The closest railway stations to the proposed development are Atherstone Railway Station located approximately 13.6km from the proposed development, which is an approximate 45-minute cycle distance away, and Nuneaton Railway Station, which is slightly further away but offers additional services. Nuneaton

railway station is approximately 15.1km from the proposed development, equivalent to a 50-minute cycle potentially using NCN Route 52. Although cycling/ride options may not be a viable alternative for many users park & ride will be (see below).

4.34 Services and facilities provided by each railway station can be seen in further detail below.

Atherstone Railway Station

4.35 Atherstone Station benefits from 17 car parking spaces, 2 of which are disabled bays. As well as this, parking can serve up to 12 bicycle storage spaces.

4.36 The West Midlands Trains services from Atherstone run to:

London Euston, calling at;

- Nuneaton (7mins)
- Rugby (1hr 15mins)
- Milton Keynes Central (1hr 45mins)
- London Euston (2hr 10mins) and;

Crewe, (50mins) calling at;

- Tamworth (9mins)
- Lichfield Trent Valley (16mins)
- Rugeley Trent Valley (25mins)
- Stafford (35mins)

Nuneaton Railway Station

4.37 Nuneaton Railways Station's car park provides 186 car parking spaces and 7 disabled spaces, with 46 cycle storage spaces.

4.38 The Cross-Country services from Nuneaton run towards:

Leicester, (24mins) calling at;

- Hinckley (6mins)
- Narborough (15mins)
- Leicester (24mins)

Birmingham New Street, (28mins) calling at;

- Coleshill Parkway (15mins)

Cambridge, (2hr 10mins) calling at;

- March (32mins)
- Peterborough (49mins)
- Melton Mowbray (1hour 32mins)
- Leicester (1hour 49mins)

4.39 The Avanti West Coast services from Nuneaton run towards:

Manchester Piccadilly, calling at;

- Stoke-on-Trent (33mins)
- Stockport (56mins)
- Manchester Piccadilly (1hr 07mins)

4.40 The West Midlands Trains services head towards:

Leamington Spa, (40mins) calling at:

- Bedworth (10mins)
- Coventry (18mins)
- Kenilworth (28mins)

London Euston, (1hr 10mins) calling at:

- Rugby (12mins)
- Milton Keynes Central (36mins)

4.41 Both stations are within a 20-minute drive, with services running frequently and to a wide range of destinations, providing options for residents of the proposed site to commute to work via park & ride.

4.42 Both train stations and bus services in **Table 4** offer suitable sustainable and active travel means for residents of Market Bosworth to reach large employment areas including Leicester and Birmingham. Clearly, there is potential for residents of the site to reach such destinations via a combined drive and rail journey.

4.43 It is also worth noting that the Battlefield Railway line acts as a leisure route from Shenton and Bosworth Battlefield Country Park to Shackerstone, calling at Market Bosworth, c110m west from the site boundary.

Summary of Baseline Conditions

4.44 The development site benefits from having a wide range of facilities within walking and cycling distance, including appropriate education facilities and local retail, health and leisure facilities.

4.45 The above review demonstrates that the proposed site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car, particularly as there are several facilities located within a reasonable walking distance in the town centre. Improvements to the footway network are to be implemented along the site frontage. It is therefore considered that residents will have a real choice about how

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they travel and that the proposals therefore accord with guiding principles of the National Planning Policy Framework.

5.0 Development Proposals

Site Access

- 5.1 Drawing **T24554.001 Rev B** details the proposed site access junction layout and drawings **T24554.002 Rev B** and **T24554.003 Rev A** demonstrate that a large refuse vehicle and bus can use the proposed site access junction in a forward gear without any complications. An indicative masterplan is included in **Appendix A**. The access design has been revised following the update to the Leicestershire Highway Design Guide in December 2024.
- 5.2 Adjacent to the site access to the east, the observed 85th percentile speeds were 34.6mph eastbound and 40.2mph westbound, thus requiring splays of 53.6m and 106.1m, respectively.
- 5.3 It is worth noting that although eastbound speeds were lower than 60kph (37.2mph), at 34.6mph, calculation parameters were calculated in both directions on the basis of the observed speeds over 60kph for robustness, i.e. visibilities in both directions were calculated in line with paragraph 10.1.6 of the Manual for Streets 2 document. Therefore, the revised splay for the eastbound direction, based on this robust approach, is indicated as 72.1m.
- 5.4 The access junction will be located approximately 100m from the centre of the site, with 2.0m of paved footway on both sides of the access road, which will be 6.0m in width. This access will include dropped kerb and tactile crossings on each side of the site access to ensure the safe crossing to and from the site.
- 5.5 The development will provide widening of the existing footway provision on the northern side of the carriageway on Station Road to 2.0m where required.
- 5.6 Furthermore, to encourage sustainable and active travel by bus, an uncontrolled pedestrian crossing formed using dropped kerbs and tactile paving will be provided across Station Road to assist access to and from the westbound bus stop.
- 5.7 The latest site access design associated with the Miller Homes development which lies to the south of Station Road, with a traffic/speed calming measure (a build-out) to be implemented just to the east of the railway bridge. The build-out is to be accompanied by signage to indicate the change in priority, informing road users to give way to oncoming vehicles. This can be seen in the drawing **T24554.004**, extracted from the Miller Homes transport assessment.
- 5.8 Should this proposal not come forward as part of the Miller Homes development it will be provided as part of the Richborough development.

Road Safety Audit

- 5.9 As part of the assessment a Stage 1 Road Safety Audit (RSA1) has been commissioned. The audit has indicated only minor issues which have been addressed as part of the Designer's Response. The RSA1 and Designer's Response are included as **Appendix E** to this report.

Internal Layout

- 5.10 The internal layout of the proposed development will be designed in accordance with the guidelines of Manual for Streets (MfS) and MfS2.

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- 5.11 Sufficient car and cycle parking for the site will be provided on plot for each dwelling in accordance with the relevant parking standards.

6.0 Traffic generation, Distribution and Assignment

Traffic Generation

- 6.1 The proposed development is for up to 126 dwellings. Traffic generation has been calculated on the basis of 130 dwellings for robustness.
- 6.2 The traffic generation for the proposed development has been derived using the TRICS database and has been conducted in accordance with the TRICS Good Practice Guide.
- 6.3 Trip rates have been taken from page 132 of the Gladman TA affiliated with the Land off Yorks Close, which were trip rates that were previously accepted by the LHA as part of a consented application, under the reference 22/00167/OUT.
- 6.4 The following parameters were used within the TRICS assessment associated with 22/00167/OUT:
- Land Use – Residential/ Houses Privately Owned
 - Regions – United Kingdom (excl. Northern Ireland and Greater London)
 - Units – 70 to 99
 - Data Range – 01/01/2013 to 18/09/19
 - Days – Weekdays

Table 7 – TRICS Generation Vehicle Trip Rates

Peak Period	Trip Rate (per dwelling)		Trips (130 dwellings)		Total
	In	Out	In	Out	
AM	0.178	0.446	23	58	81
PM	0.277	0.257	36	33	69

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

- 6.5 Sites with mixed flats, bungalows and apartments were excluded from the site selection process in order to better reflect the proposed site composition. Using these trip rates the development is forecast to generate 81 vehicular movements during the AM peak and 69 during the PM peak.

Traffic Distribution and Assignment

- 6.6 The assignment of traffic has been derived from page 39 of the transport assessment associated with the committed development of Land South of Station Road, Miller Homes development.
- 6.7 The forecast residential development traffic has been distributed across the highway network based on the NOMIS 2011 Census Origin/Destination Travel to Work data (using MSOA Hinckley and Bosworth 004 as the place of residence); full details are provided on page 200 of the Miller Homes TA, under the planning reference of 24/00560/HYB.

- 6.8 Traffic has been assigned via the single vehicular site access which is shared with the Kyngs Golf & Country Club.
- 6.9 The resulting assignment is as follows:
- Site Access/ Station Road junction:
 - Site Access:
 - Eastbound to Station Road (E) = 57%
 - Westbound to Station Road (W) = 43%
 - Station Road East:
 - Northbound into Site Access = 57%
 - Station Road East:
 - Northbound Station Road (W) = 43%
 - Station Road/ Back Lane/ Southfield Way crossroads:
 - Station Road (W):
 - Eastbound to Station Road (E) = 45%
 - Southbound to Southfield Way = 12%
 - Southfield Way:
 - Westbound to Station Road (W) = 12%
 - Market Bosworth/ Station Road roundabout:
 - Wellsborough Road:
 - Eastbound to Station Road (E) = 43%
 - Station Road (E):
 - Westbound to Station Road (W) = 43%
 - Main Street/Park Street junction:
 - Main Street (E):
 - Eastbound to Main Street (E) = 4%
 - Southbound to Park Street = 35%
 - Main Street (W):
 - Westbound to Main Street (W) = 4%
 - Market Place/ Sutton Lane/ Rectory Lane junction:
 - Rectory Lane:
 - Northbound into Market Place = 35%
 - Market Place:
 - Southbound to Sutton Lane = 6%

- Sutton Lane:
 - Northbound into Market Place = 6%
- Park Street/Rectory Lane/ The Park junction:
 - The Park:
 - Westbound to Rectory Lane = 35%
 - Park Street:
 - Westbound to Rectory Lane = 4%
 - Eastbound to The Park = 35%
- A447/ Bosworth Lane/ Bosworth Road/ Ashby Road Staggered junction:
 - A447:
 - Westbound to Bosworth Road = 3%
 - Bosworth Lane:
 - Westbound to Bosworth Road = 24%
 - Bosworth Road:
 - Northbound to A447 = 3%
 - Eastbound to Bosworth Lane = 24%
 - Southbound to Ashby Road = 4%
 - Ashby Road:
 - Westbound to Bosworth Road = 4%

6.10 The development assignment and resultant traffic flow diagrams for the surrounding highway network are shown in **Figures 6.1 to 6.4**.

Committed Development Traffic

Kyngs Golf Club

- 6.11 As indicated earlier in this report, there is a committed development at Kyngs Golf Club which neighbours the proposed site to the north and shares vehicular through the primary access of the proposed development which is the subject of this report.
- 6.12 Regarding the approved application for event space and conference facilities associated with the 19/01437/FUL planning application (now revised under 24/00019/FUL – see Table 2), the trips from Kyngs Golf Club Transport Statement have been divided into various purposes such as; the golf course itself, the restaurant, holiday homes, evening classes and conference trips. For the purpose of this TA, it is assumed that all trips forecast from Kyngs Golf Club occur on a weekday and are concurrent, therefore, the committed development's traffic generation has been in line with Table 1a of the Highway Access Solutions Transport Statement associated with Kyngs Golf Club. Although all activities simultaneously occurring is unlikely, this provides a worst-case weekday trip generation with a conference and evening class is expected to create 70 vehicular trips in the AM period and 61 trips in the PM peak period

- 6.13 The more recent residential applications at Kyngs Golf Club, including applications which are pending approval have a cumulative trip generation of 6 trips during the AM peak hour and 18 vehicular trips during the PM peak hour. Although not all of these applications have been approved, all are treated as committed for the purposes of this report.

Land off Sedgemere Road/ Station Road; Owl Homes

- 6.14 The Sedgemere Road/Station Road development of Owl Homes which lies to the southwest of the proposed site is in its build-out phase of 73 dwellings. Of the 73 total committed dwellings, 34 residences were currently occupied at the time of the counts taken from 03/07/24, with the remaining 39 homes being built. The traffic network flows account for the 34 occupied homes as well as the construction traffic associated with the building of the development for robustness, with the 39 unoccupied homes being accounted for on the basis of the TRICS trip rates given in the transport statement affiliated under planning reference 21/00379/FUL.

Land South of Station Road; Miller Homes

- 6.15 The land to the south of Station Road, known as the Miller Homes development, has been approved, and therefore, traffic from the committed development has been incorporated into this transport assessment. Employment and residential trips have been taken from diagrams 16 – 19 on pages 80 - 83 of the ADC infrastructure report affiliated with Miller Homes. These have combined to forecast a net traffic generation of 98 trips in the AM peak and 77 trips in the PM peak from the development.
- 6.16 There are several approved schemes and other developments which are being treated as approved and therefore committed; each scheme and its anticipated traffic can be seen in the following figures.
- 6.17 Kyngs Golf and Country Club traffic from the 50-room golf and leisure accommodation with associated works can be seen in **Figures 6.5 and 6.6**.
- 6.18 Whilst traffic from the more recent applications associated with Kyngs Golf and Country Club including the total of 141 holiday lodges which were highlighted in **Table 2**, can be seen in **Figures 6.7 and 6.8**.
- 6.19 The development off Sedgemere Road/Station Road of Owl Homes' traffic which excludes part of the development which has already been constructed can be seen in **Figures 6.9 and 6.10**.
- 6.20 The traffic forecasted from the committed development of The Old Rectory SEN School can be seen in **Figures 6.11 and 6.12**.
- 6.21 The anticipated traffic from the Miller Homes site to the south of Station Road has also been included in **Figures 6.13 and 6.14**.
- 6.22 Traffic from the Land off York Close, affiliated with the Gladman's TA can be seen in **Figures 6.15 and 6.16**.
- 6.23 The cumulative total of traffic from all committed schemes can be seen in **Figures 6.17 and 6.18**.

7.0 Traffic Impact and Assessment

Introduction

- 7.1 This section sets out the results of the junction modelling capacity assessments on the local highway network.
- 7.2 As indicated the traffic generation of the proposed development would result in an additional 55 vehicle trips in the morning peak and 65 during the PM peak; around one vehicle trip per minute in either peak hour.

Traffic Growth

- 7.3 Baseline traffic data was collected from the surrounding highway network by both CTCs and ATCs in July 2024.
- 7.4 The future assessment year is 2029, five years beyond the application date.
- 7.5 Growth factors for Hinckley and Bosworth 004 have been applied to the baseline traffic data to 2029; these growth factors have been obtained from TEMPro and adjusted by the NTM, and are as follows;
- 2024 to 2029 AM Peak = 1.0504
 - 2024 to 2029 PM Peak = 1.0521
- 7.6 The 2029 base year traffic flow forecasts are indicated in **Figures 7.1 - 7.2**.
- 7.7 The future year traffic flows across the surrounding highway network with all committed development traffic are set out in **Figures 7.3 - 7.4** and **Figures 7.5 - 7.6** show the future year forecasts including the Richborough development traffic.

Sensitivity Testing

- 7.8 **Appendix F** shows the effect of implementing the proposed one-way system in the centre of Market Bosworth. This involves directional changes at the following junctions:
- Main Street/Market Place/ Station Road/ Back Lane Crossroads; changes to Ahead/ Northbound only from Market Place until Park Street
 - Main Street (N)/Park Street/ Main Street (S) Priority Junction; changes to no southbound movements from Main St
 - Market Place(S)/Shenton Lane/Market Place (N) Priority Junction; changes to left only
 - Market Place/ Rectory Lane/Sutton Lane Priority Junction; changes from Sutton Lane to ahead only as there are no right turns into Rectory Lane
- 7.9 To understand the effects this could have on the operation of the surrounding local highway network, a sensitivity test has been undertaken under the following scenarios:
- 2029 + Committed Development
 - 2029 Committed Development + Proposed Development

- 7.10 **Figures 7.7 - 7.8** show the network flow diagrams which include the future year forecasts with all committed developments under the proposed one-way system in the town centre. Whilst **Figures 7.9 - 7.10** show the future year forecasts including all development including the proposed Richborough development traffic under the sensitivity test.

Junction Capacity Assessments

- 7.11 In order to assess the impact that the development will have on the surrounding highway network, a series of junctions have been assessed using the Junctions 10 software package.
- 7.12 The full output file for the site access junction, showing the geometry and capacity calculations are included as **Appendix G**.

Table 8 – Site Access/Station Road Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 Base + Committed						
Site Access	0.02	0	7	0.09	0	7
Station Road	0.09	0	5	0.04	0	5
2029 Base + Committed + Development						
Site Access	0.15	0	8	0.21	0	8
Station Road	0.13	0	5	0.07	0	5

- 7.13 **Table 8** demonstrates that the site access junction is forecasted to operate with negligible queues and delays, and with significant spare capacity in both peak hours.
- 7.14 The analysis demonstrates that the addition of the proposed residential development has no noticeable impact on the operation of the access junction.

Table 9 – Station Road (E) / Southfield Way/ Station Road (W) / Back Lane Cross Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Base						
Southfield Way Ahead Left	0.05	0	6	0.02	0	6
Southfield Way Ahead Right	0.10	0	12	0.08	0	10
Station Road (E)	0.14	0	5	0.02	0	5
Back Lane Ahead Left	0.15	0	7	0.13	0	7
Back Lane Ahead Right	0.14	0	11	0.08	0	9
Station Road (W)	0.07	0	5	0.02	0	5
2029 Base + Committed						
Southfield Way Ahead Left	0.07	0	7	0.03	0	6
Southfield Way Ahead Right	0.17	0	15	0.12	0	12
Station Road (E)	0.16	0	5	0.02	0	5
Back Lane Ahead Left	0.16	0	8	0.14	0	7
Back Lane Ahead Right	0.17	0	13	0.10	0	10
Station Road (W)	0.09	0	5	0.03	0	5
2029 Base + Committed + Development						
Southfield Way Ahead Left	0.07	0	7	0.03	0	6
Southfield Way Ahead Right	0.17	0	15	0.12	0	12
Station Road (E)	0.17	0	5	0.02	0	5
Back Lane Ahead Left	0.16	0	8	0.15	0	8
Back Lane Ahead Right	0.18	0	13	0.10	0	10
Station Road (W)	0.11	0	5	0.04	0	5

- 7.15 **Table 9** demonstrates that the site access junction is forecasted to operate with negligible queues and delays, and with significant spare capacity in both peak hours.
- 7.16 **Table 9** shows all forecasted scenarios with the committed and future developments at the crossroads. It should be noted that despite the traffic count data demonstrating that traffic flows during the peak hours have a relatively flat profile, we have assessed all of the junctions using the One-Hour peaked profile in the Junctions 10 software; as such, all of the assessment work undertaken in this report is considered to be robust.
- 7.17 It is also worth noting that as the Owl Homes development on Sedgemere Road is currently in its build-out phase, with less than half the development in occupancy, and base traffic counts include construction traffic currently accessing the site.
- 7.18 The full output file for the Station Road (E)/ Southfield Way/ Station Road (W)/ Back Lane access junction, showing the geometry and capacity calculations are included as **Appendix H**.

Table 10 – Bosworth Road / A447/ B585 Bosworth Ln/ A447 Ashby Road Staggered Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Bosworth Road LT	0.11	0	9	0.16	0	10
Bosworth Road RT	0.80	4	45	0.72	3	34
A447 Ashby Rd (S) RT	0.22	0	9	0.27	0	8
B585 Bosworth Lane LT	0.26	0	10	0.23	0	8
B585 Bosworth Lane RT	0.48	1	21	0.40	1	17
A447 (N) RT	0.10	0	7	0.09	0	7
2029 Base + Committed						
Bosworth Road LT	1.03	5	234	0.22	0	12
Bosworth Road RT	1.01	14	144	0.86	5	63
A447 Ashby Rd (S) RT	0.24	0	9	0.29	0	9
B585 Bosworth Lane LT	0.30	0	11	0.26	0	9
B585 Bosworth Lane RT	0.66	2	34	0.55	1	24
A447 (N) RT	0.13	0	7	0.10	0	7
2029 Base + Committed + Development						
Bosworth Road LT	1.09	6	287	0.30	0	18
Bosworth Road RT	1.06	21	189	0.90	7	77
A447 Ashby Rd (S) RT	0.24	0	9	0.29	0	9
B585 Bosworth Lane LT	0.30	0	11	0.26	0	9
B585 Bosworth Lane RT	0.69	2	37	0.58	1	25
A447 (N) RT	0.13	0	7	0.12	0	7

- 7.19 The full output file for the staggered junction, showing the geometry and capacity calculations is included as **Appendix I**.
- 7.20 It is worth noting that due to the unusual configuration of the staggered junction, the PICADY modelling software does not account for the extended slip road along Bosworth Lane to the south of the A447/Ashby Road. Therefore, the Bosworth Lane minor arm has been modelled as two lanes, with all geometry outputs provided in the output provided in **Appendix I**.
- 7.21 On Bosworth Road, the RFC exceeds 1.00 in the AM peak hour, with the left turners from Bosworth Road being the major movement from this arm. A 45-second delay is observed during the AM peak of the 2024 surveyed baseline for traffic on this arm turning right.
- 7.22 The queues and delays on this arm are clearly apparent at base traffic levels and grow considerably with the addition of committed development traffic. The impact of the Richborough traffic at this location is relatively minor.

- 7.23 The full output file for the Station Road roundabout, showing the geometry and capacity calculations is included as **Appendix J**.

Table 11 – Station Road/ Sedgemere Road/Wellsborough Road/ Pipistrelle Drive Roundabout – ARCADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Station Road	0.31	0	5	0.27	0	5
Sedgemere Road	0.03	0	6	0.02	0	6
Market Bosworth	0.30	0	5	0.24	0	5
Pipistrelle Drive	0.05	0	4	0.03	0	4
2029 Base + Committed						
Station Road	0.33	1	5	0.31	0	5
Sedgemere Road	0.07	0	7	0.04	0	6
Market Bosworth	0.34	0	5	0.27	0	5
Market Bosworth	0.05	0	4	0.03	0	4
2029 Base + Committed + Development						
Station Road	0.34	1	5	0.32	1	5
Sedgemere Road	0.07	0	7	0.04	0	6
Market Bosworth	0.35	0	5	0.28	0	5
Pipistrelle Drive	0.05	0	4	0.03	0	4

- 7.24 **Table 11** demonstrates that the Station Road roundabout to the west of the site operates well within capacity and the impact of the development traffic on the operation of the junction is negligible.
- 7.25 The output file for the Main Street/ Market Place/ Station Road/ Back Lane Cross junction, showing the geometry and capacity calculations is included as **Appendix K**.

Table 12 – Main Street/ Market Place/ Station Road/ Back Lane Cross Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Base						
Market Place Ahead Left	0.59	1	16	0.41	1	10
Market Place Ahead Right	0.39	0	16	0.28	0	13
Main St	0.11	0	7	0.01	0	7
Back Lane	0.00	0	0	0.00	0	0
Station Road	0.06	0	5	0.06	0	5
2029 Base + Committed						
Market Place Ahead Left	0.74	3	26	0.56	1	13
Market Place Ahead Right	0.50	0	24	0.33	0	15
Main St	0.12	0	7	0.01	0	7
Back Lane	0.00	0	0	0.00	0	0
Station Road	0.08	0	5	0.08	0	5
2029 Base + Committed + Development						
Market Place Ahead Left	0.77	3	29	0.59	1	14
Market Place Ahead Right	0.53	0	26	0.34	0	15
Main St	0.12	0	7	0.01	0	7
Back Lane	0.00	0	0	0.00	0	0
Station Road	0.10	0	5	0.09	0	5

7.26 **Table 12** above shows that the crossroads are forecast to operate well within capacity with negligible queueing and delays across all scenarios. The traffic impact of the development within the town centre and at this location is minimal.

7.27 The alternative sensitivity testing for the Market Place crossroads junction shows the geometry and capacity calculations included in **Appendix L**. The outputs can be seen in **Table 13** below.

Table 13 – Main Street/ Market Place/ Station Road/ Back Lane Cross Junction Sensitivity Tests – PICADY Analysis

Approach	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Approach	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Approach
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 Base + Committed Sensitivity Test						
Market Place Ahead Left	0.90	7	47	0.61	2	13
Market Place Ahead Right	0.34	1	12	0.26	0	10
2029 Base + Committed + Development Sensitivity Test						
Market Place Ahead Left	0.92	8	54	0.61	2	14
Market Place Ahead Right	0.34	1	12	0.26	0	11

7.28 **Table 13** shows the RFC values reach 0.92 in the sensitivity scenarios with the one-way system in place, across the future year with all development in place. As shown in **Table 13**, the inclusion of the proposed development increases the RFC by 0.02, queue length by 1, and delay by 7 seconds in the morning peak hour, a negligible impact.

7.29 The full output file for the Main Street (N)/Park Street/ Main Street (S) junction, showing the geometry and capacity calculations are included as **Appendix M**. The outputs can be seen in **Table 14** below.

Table 14 – Main Street (N)/Park Street/ Main Street (S) Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Park Street	0.46	1	14	0.17	0	8
2029 Base + Committed						
Park Street	0.54	1	17	0.21	0	9
2029 Base + Committed + Development						
Park Street	0.55	1	18	0.22	0	9

7.30 As such, the preexisting one-way system along Park Street demonstrates that the junction operates well within the capacity and the impact of the development traffic on the operation of the junction is negligible across all scenarios.

7.31 The alternative sensitivity testing for the Main Street (N)/ Park Street/ Main Street (S) junction shows the geometry and capacity calculations included in **Appendix N**. The outputs can be seen in **Table 15** below.

Table 15 – Main Street (N)/Park Street/ Main Street (S) Priority Junction Sensitivity Tests – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 Base + Committed Sensitivity Test						
Park Street	0.39	1	9	0.16	0	6

2029 Base + Committed + Development Sensitivity Test						
Park Street	0.40	1	10	0.17	0	7

- 7.32 The full output file for the Market Place(S)/Shenton Lane/Market Place (N) junction, showing the geometry and capacity calculations across all scenarios is included as **Appendix O**.

Table 16 – Market Place(S)/Shenton Lane/Market Place (N) Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Shenton Lane	0.10	0	8	0.09	0	8
Market Place	0.05	0	8	0.04	0	7
2029 Base + Committed						
Shenton Lane	0.10	0	8	0.10	0	8
Market Place	0.05	0	8	0.05	0	7
2029 Base + Committed + Development						
Shenton Lane	0.10	0	8	0.10	0	8
Market Place	0.05	0	8	0.05	0	7

- 7.33 The alternative sensitivity testing for the junction shows the geometry and capacity calculations included in **Table 17 below**.

Table 17 – Market Place(S)/Shenton Lane/Market Place (N) Priority Junction Sensitivity Tests – PICADY Analysis

Approach	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Approach	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Approach
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 Base + Committed Sensitivity Test						
Shenton Lane	0.12	0	9	0.10	0	8
2029 Base + Committed + Development Sensitivity Test						
Shenton Lane	0.12	0	9	0.10	0	8

- 7.34 **Table 16** and **Table 17** above show that the junction is expected to operate well within capacity with negligible queueing and delays across all scenarios.

- 7.35 The full output file for the Shenton Lane (W)/Warwick Lane/Shenton Lane (E) junction, showing the geometry and capacity calculations across all scenarios is included as **Appendix P**.

Table 18 – Shenton Lane (W)/Warwick Lane/Shenton Lane (E) Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)

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2024 Surveyed Base						
Warwick Lane LT	0.02	0	7	0.00	0	7
Warwick Lane RT	0.06	0	8	0.02	0	8
Shenton Lane	0.08	0	6	0.02	0	6
2029 Base + Committed						
Warwick Lane LT	0.02	0	7	0.00	0	7
Warwick Lane RT	0.06	0	8	0.02	0	8
Shenton Lane	0.09	0	6	0.02	0	6
2029 Base + Committed + Development						
Warwick Lane LT	0.02	0	7	0.00	0	7
Warwick Lane RT	0.06	0	8	0.02	0	8
Shenton Lane	0.09	0	6	0.02	0	6

7.36 The alternative sensitivity testing for the junction shows the geometry and capacity calculations included in **Table 19 below**.

Table 19 – Shenton Lane (W)/Warwick Lane/Shenton Lane (E) Priority Junction Sensitivity Tests – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 Base + Committed Sensitivity Test						
Warwick Lane LT	0.03	0	7	0.00	0	7
Warwick Lane RT	0.08	0	9	0.03	0	8
Shenton Lane	0.10	0	6	0.02	0	6
2029 Base + Committed + Development Sensitivity Test						
Warwick Lane LT	0.03	0	7	0.00	0	7
Warwick Lane RT	0.08	0	9	0.03	0	8
Shenton Lane	0.10	0	6	0.02	0	6

7.37 The full output file for the Market Place/ Rectory Lane/Sutton Lane junction, showing the geometry and capacity calculations is included as **Appendix Q**.

Table 20 – Market Place/ Rectory Lane/Sutton Lane Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Rectory Lane LT	0.00	0	8	0.00	0	7
Rectory Lane RT	0.51	1	8	0.37	1	6
2029 Base + Committed						
Rectory Lane LT	0.00	0	8	0.00	0	8
Rectory Lane RT	0.61	2	10	0.47	1	7
2029 Base + Committed + Development						
Rectory Lane LT	0.00	0	8	0.00	0	8
Rectory Lane RT	0.62	2	10	0.49	1	7

- 7.38 **Table 20** shows that the highest delays for the right turners from Rectory Lane onto the Market Place, with long delays even at the base year.
- 7.39 According to page 64 of Gladman's TA, surveyed queue data suggested that there were in fact negligible queues recorded on the 5-minute interval marks along the Market Place/Rectory Lane/ Sutton Lane junction. The survey results suggested that the junction operates well without excessive delay or queuing.
- 7.40 Priority-controlled junctions typically operate on the principle that traffic on the minor arm yields to traffic on the major arm and on the basis that 'few give way to the many'. This arrangement would generally expect that the flow on Rectory Lane would be lower than that on the major road. However, at this junction the right turners from Rectory Lane are the predominant movement, exceeding the flow on the major road, Market Place/Sutton Lane, which has priority.
- 7.41 Consequently, the PICADY model predicted queues for the right-turn movement on Rectory Lane that were significantly higher than those observed. To address this discrepancy, following the same approach as the Gladman's TA, the calculated intercept value was adjusted to 500 vehicles per hour.
- 7.42 The alternative sensitivity testing and the impact of the one-way system can be seen for the junction, with the geometry and capacity calculations included in **Appendix R**. The outputs can be seen in **Table 21 below**.

Table 21 – Market Place/ Rectory Lane/Sutton Lane Priority Junction Sensitivity Tests – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 Base + Committed Sensitivity Test						
Sutton Lane	0.02	0	10	0.03	0	9
Rectory Lane	0.00	0	4	0.00	0	4
2029 Base + Committed + Development Sensitivity Test						
Sutton Lane	0.03	0	10	0.03	0	9
Rectory Lane	0.00	0	4	0.00	0	4

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- 7.43 The full output file for the Rectory Lane/Park Street/The Park Priority junction, showing the geometry and capacity calculations across all scenarios is included as **Appendix S**.
- 7.44 The outputs across all scenarios can be seen in **Table 22** and **Table 23**, with the latter including the sensitivity testing.

Table 22 – Rectory Lane/Park Street/The Park Priority Junction – PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Park Street RT	0.06	0	7	0.05	0	7
2029 Base + Committed						
Park Street RT	0.07	0	8	0.06	0	7
2029 Base + Committed + Development						
Park Street RT	0.08	0	8	0.07	0	7

Table 23 – Rectory Lane/Park Street/The Park Priority Junction Sensitivity Tests – PICADY Analysis

Approach	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Approach	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Approach
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 Base + Committed Sensitivity Test						
Park Street RT	0.52	1	14	0.25	0	9
2029 Base + Committed + Development Sensitivity Test						
Park Street RT	0.53	1	15	0.27	0	9

- 7.45 **Table 22** and **Table 23** demonstrate that the Rectory Lane/ Park Street/ The Park priority junction is forecasted to operate with negligible queues and delays and with significant spare capacity in both peak hours.

8.0 Summary and Conclusion

Summary

- 8.1 Hub Transport Planning Ltd has been commissioned by Richborough to produce a Transport Assessment for a proposed residential development of 126 dwellings off Station Road, Market Bosworth.
- 8.2 Site access is provided via the existing Kyngs Golf Club access, which will include a 6m carriageway with two x 2m footways.
- 8.3 The access proposals also include plans to improve pedestrian connectivity towards the centre of Market Bosworth by widening the footway to 2.0m along the frontage of the site.
- 8.4 The development benefits from having a range of facilities typically used by residents on a day-to-day basis within an easy walk or cycle of the proposal site.
- 8.5 Whilst all PIAs are regrettable, the number and severity of accidents in the immediate vicinity of the site does not give any undue cause for concern and the limited level of traffic associated with the development will not have an unacceptable impact on highway safety.
- 8.6 The capacity analysis carried out on junctions on the local highway network shows that the impact of traffic generated by the proposed development will be minimal or negligible, with the existing site access currently in use and predicted to operate well within capacity with forecast additional traffic.
- 8.7 The proposed one-way scheme for Market Bosworth has been tested as a sensitivity scenario within the junction modelling.

Conclusion

- 8.8 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.
- 8.9 The development is well located to make use of existing infrastructure and services and is suitable in transport terms. The development will promote the use of sustainable modes of transport and the site provides safe and suitable access for all users.
- 8.10 Bearing the above in mind, the NPPF 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.'
- 8.11 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will not have a material impact on the operation of the local highway network and will not have an unacceptable impact on highway safety.
- 8.12 On the basis of the above, it is concluded that the proposals accord with national, regional and local transport related policies and, as such, it is considered there are no reasons why the proposals should be resisted on traffic or transportation grounds.

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Figures



Legend

● Site

 Bus Stops

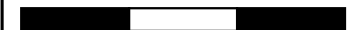
Figure 1.1 - Site Location

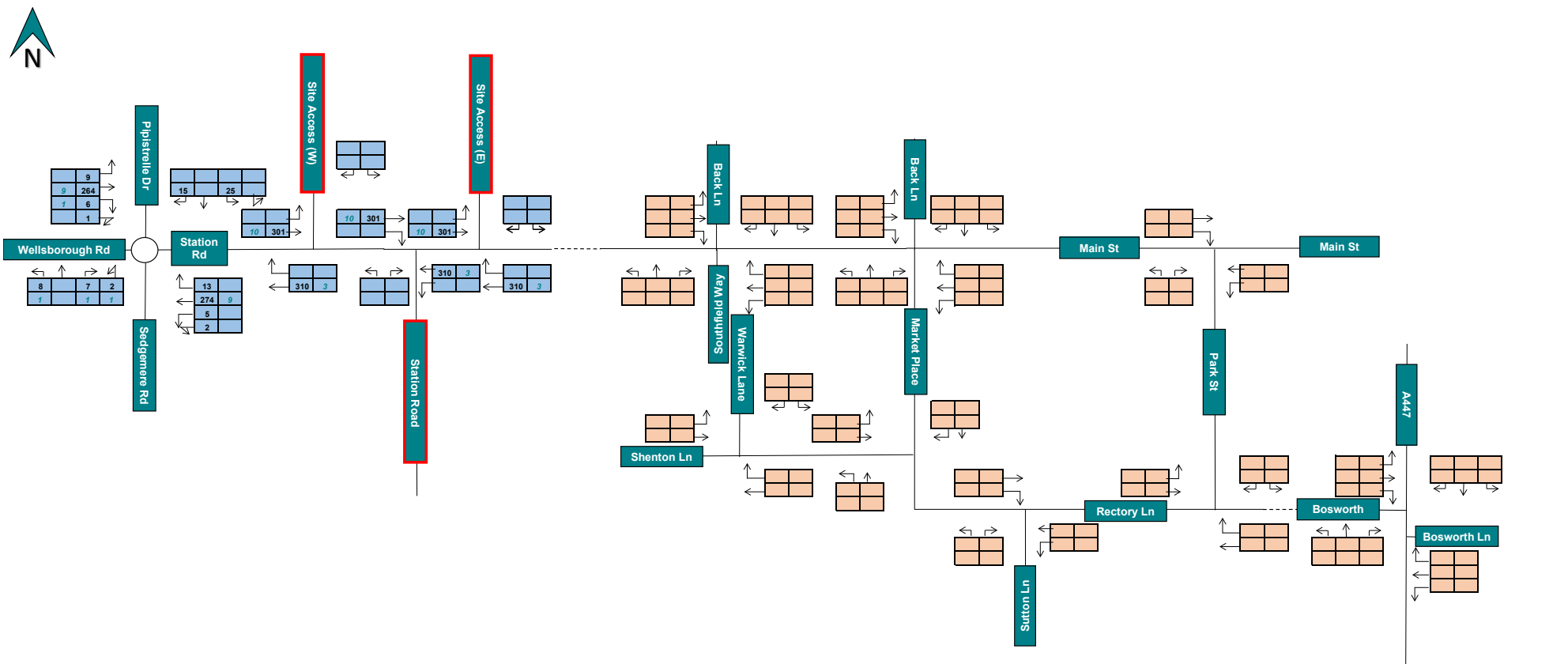
 Richborough

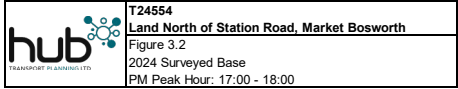

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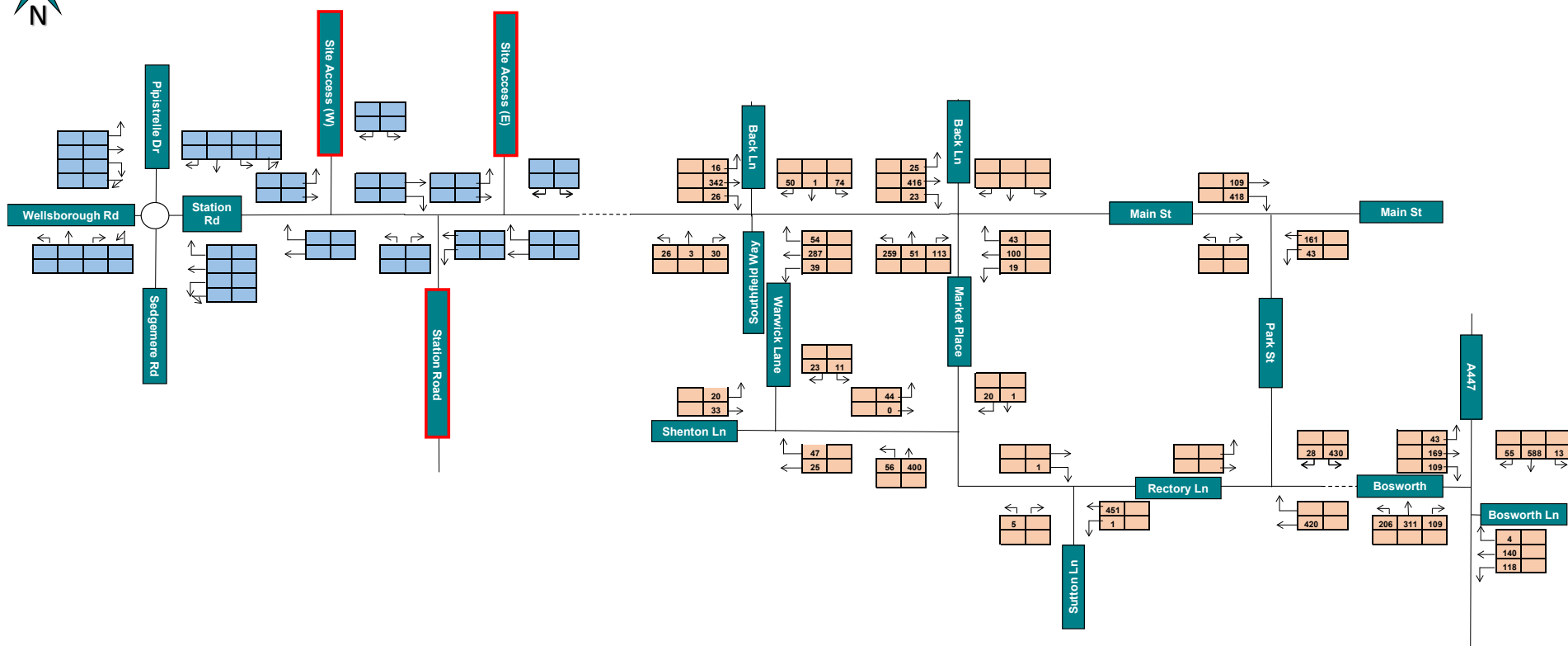
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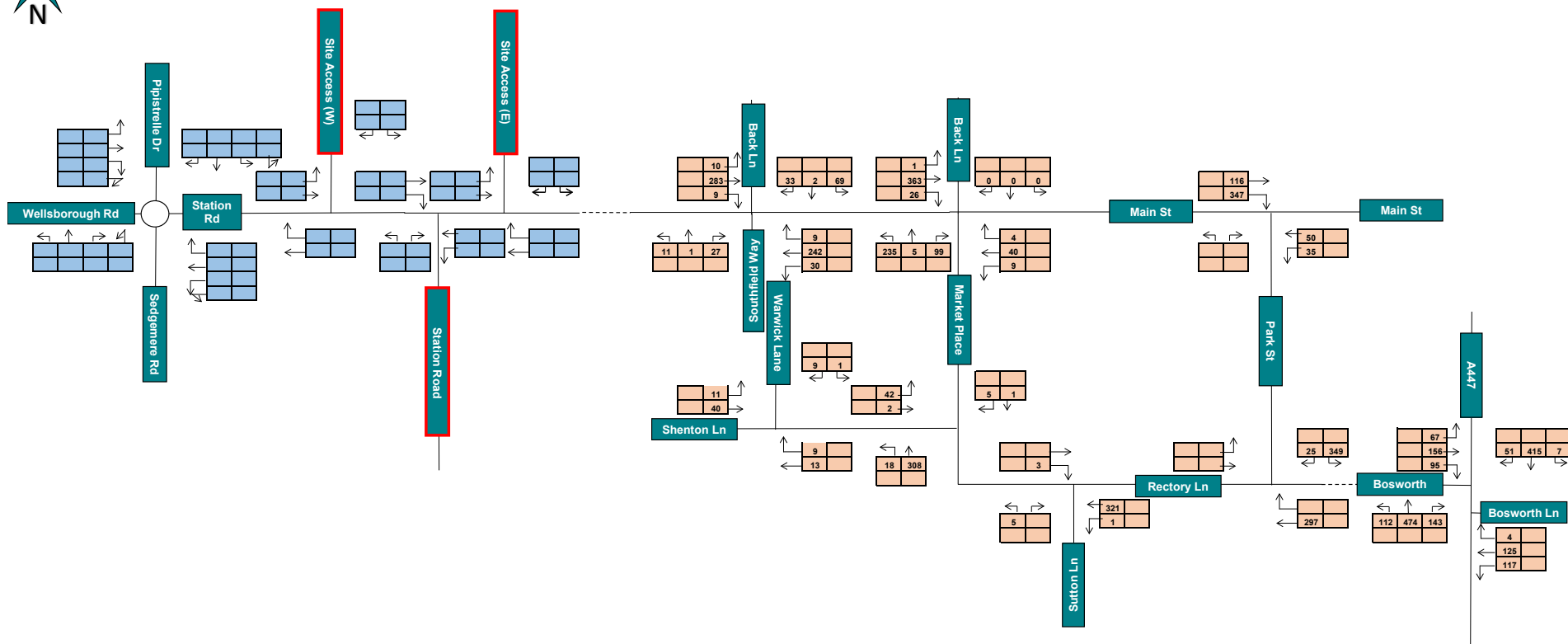
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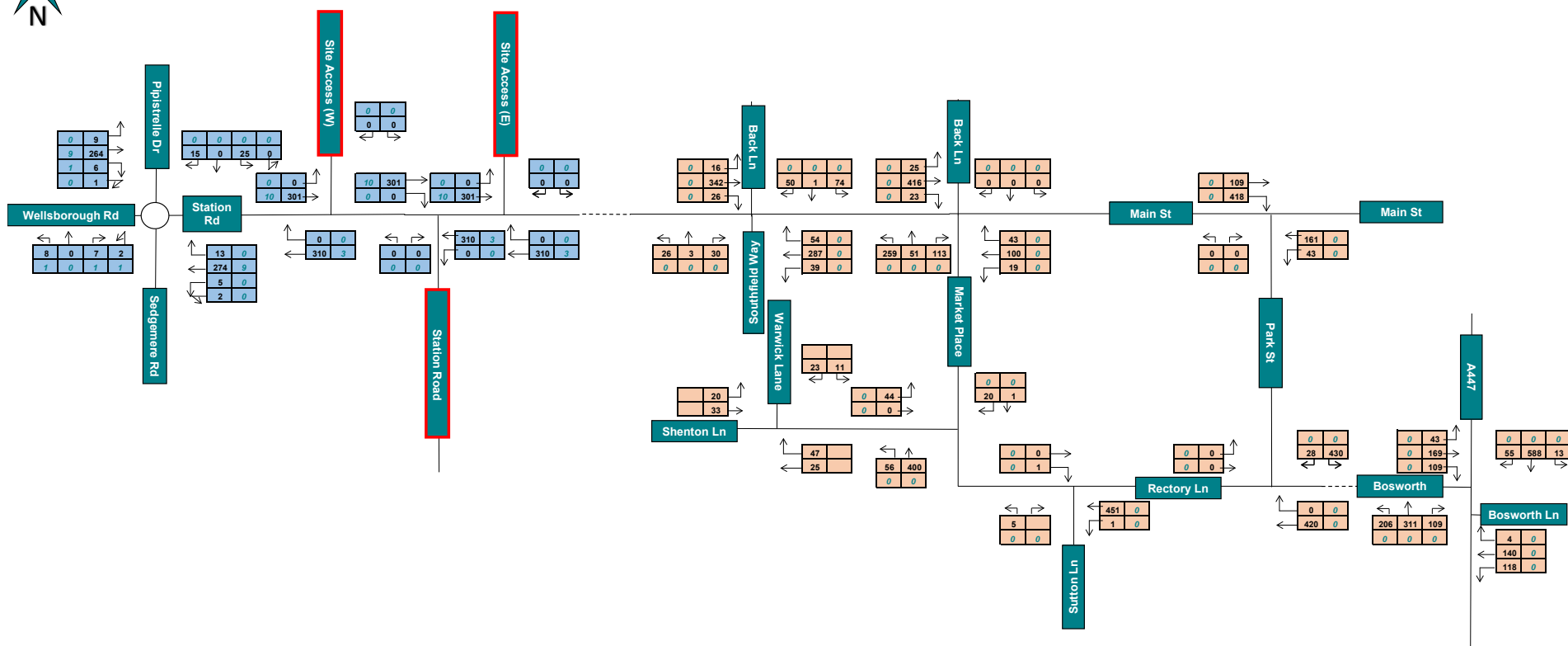


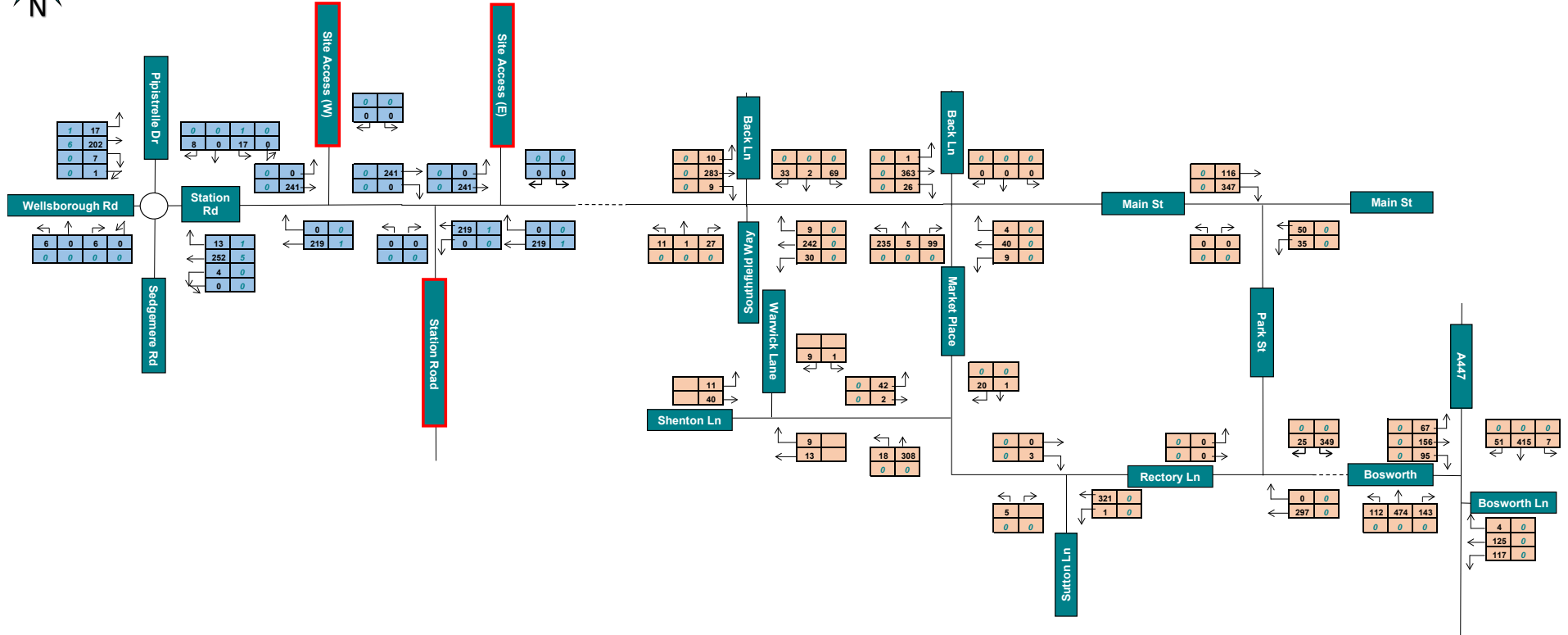














Legend

● Site

Walk Network

— 800m

— 1200m

— 2000m

- - - PRoW S70

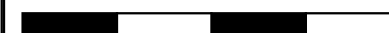
Figure 4.2 - Walking Distances

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0 200 400 600 800 m





Legend

● Site

LCC Cycling Routes

— Quieter Cycle Routes

— Leisure Cycle Routes

National Cycle Network

— On-Road Route not on NCN

— On-Road Route on NCN

— Traffic-Free Route not on NCN

— Traffic-Free Route on NCN

Cycle Network

— 5000m

— 8000m

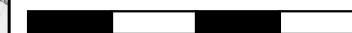
Figure 4.3 - Cycling Distances

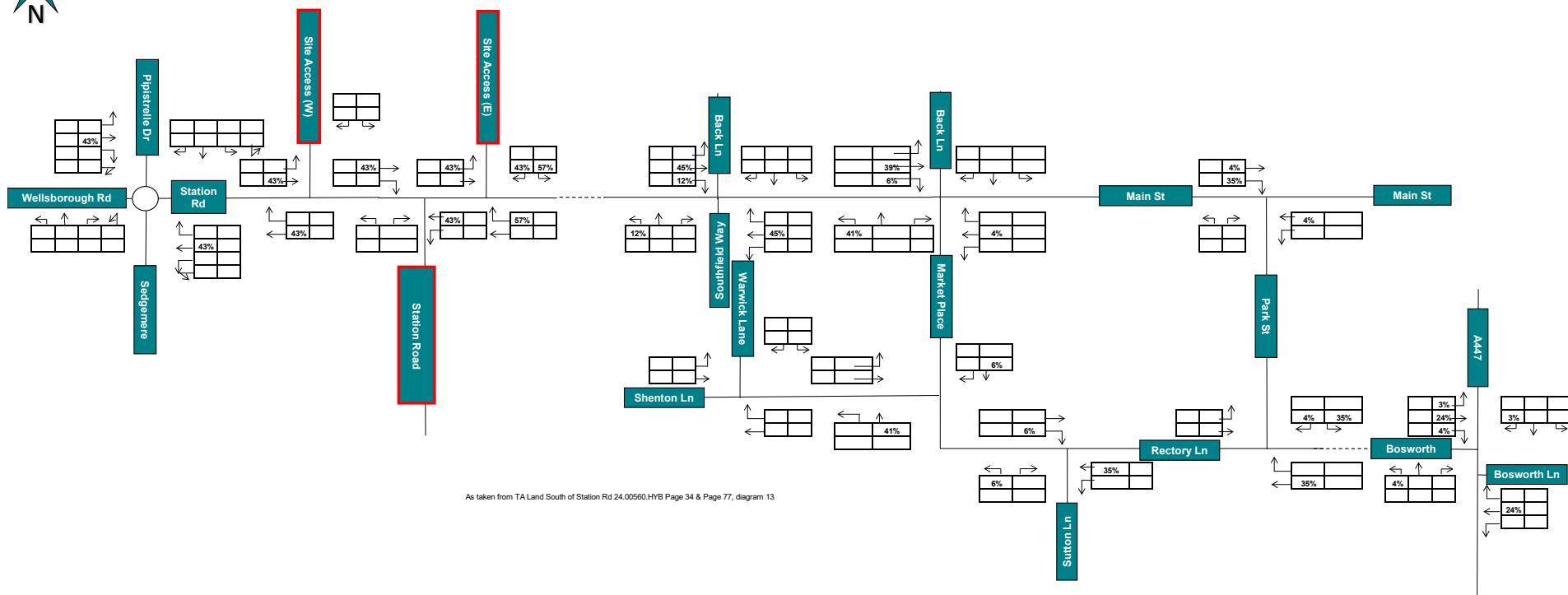
 **Richborough**

hub
TRANSPORT PLANNING LTD

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openstreetmap.org/copyright

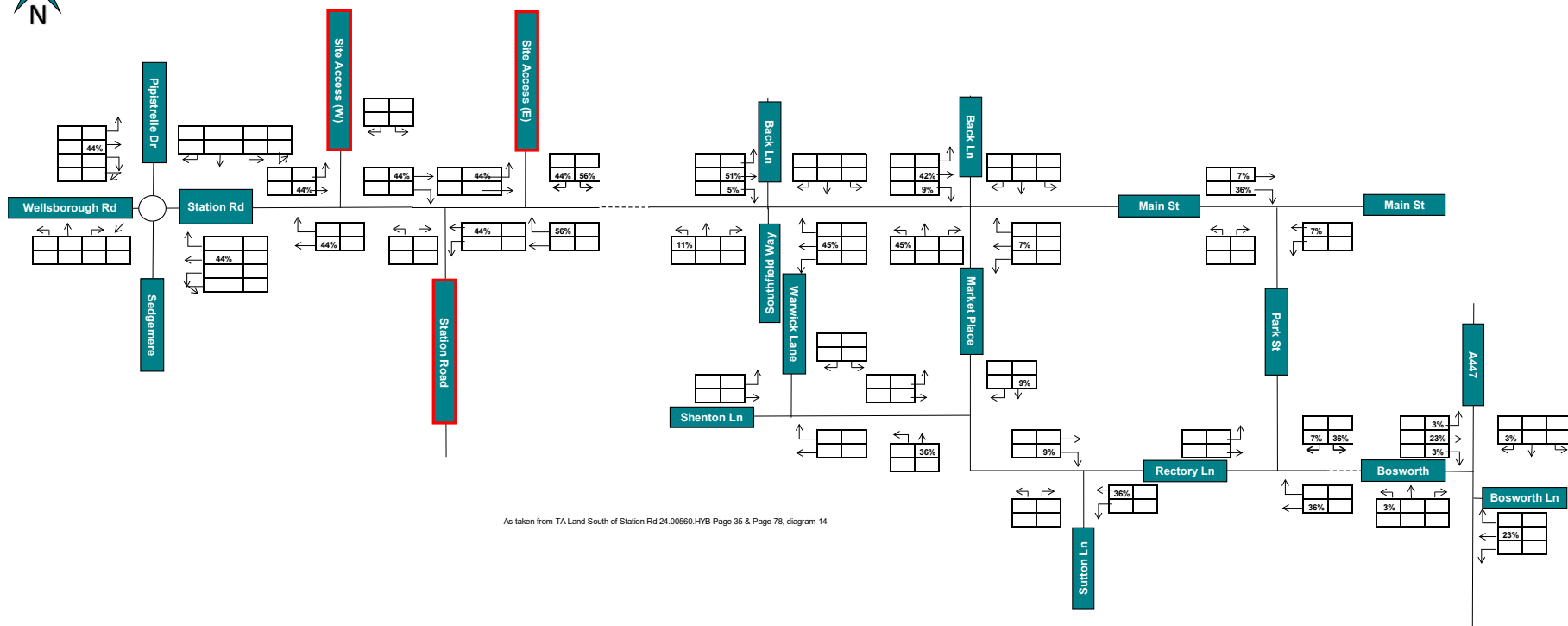
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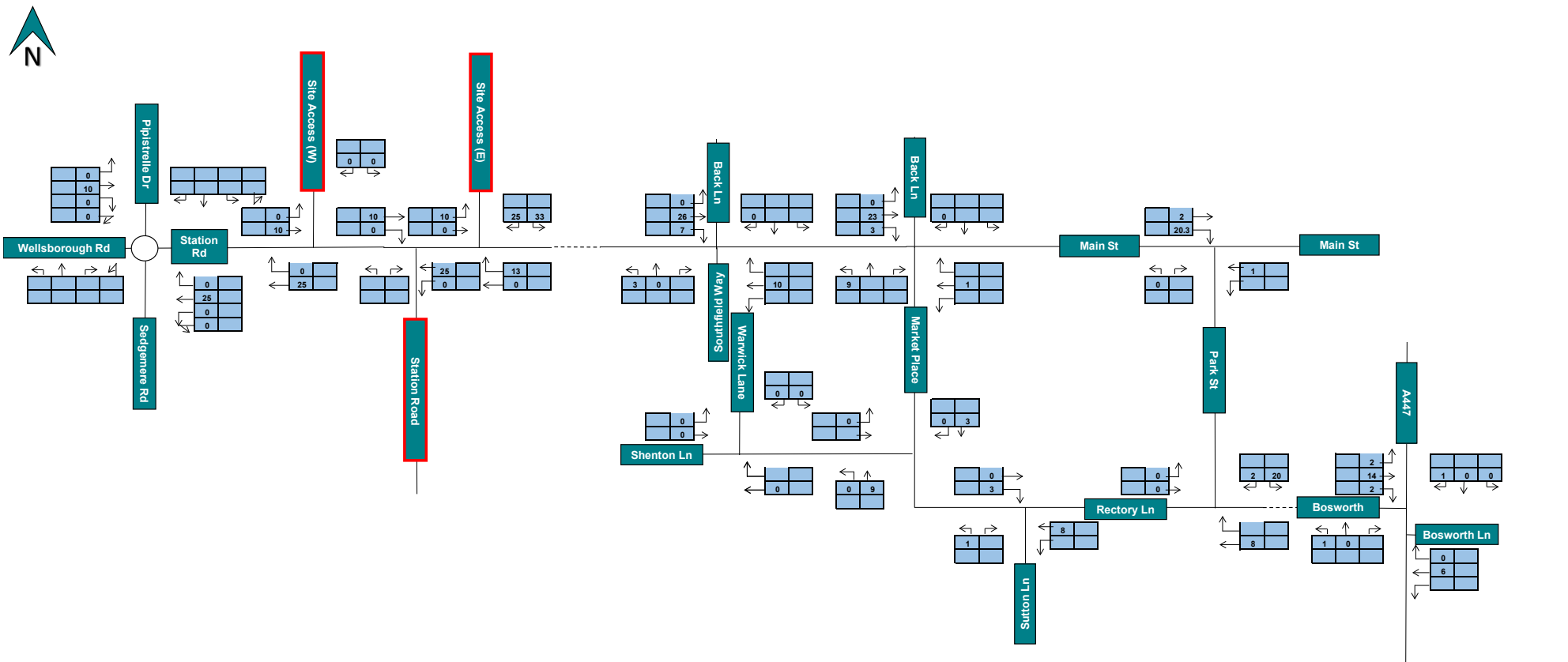


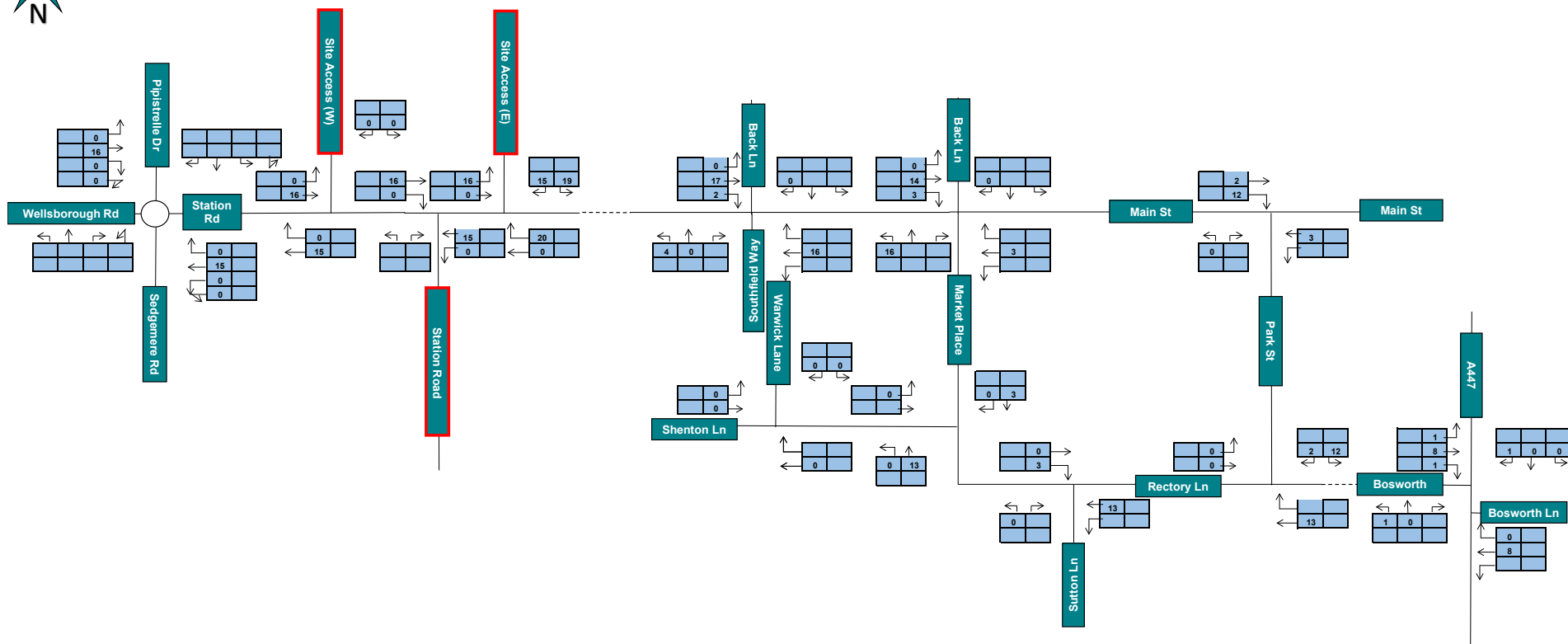
As taken from TA Land South of Station Rd 24.00560.HYB Page 34 & Page 77, diagram 13

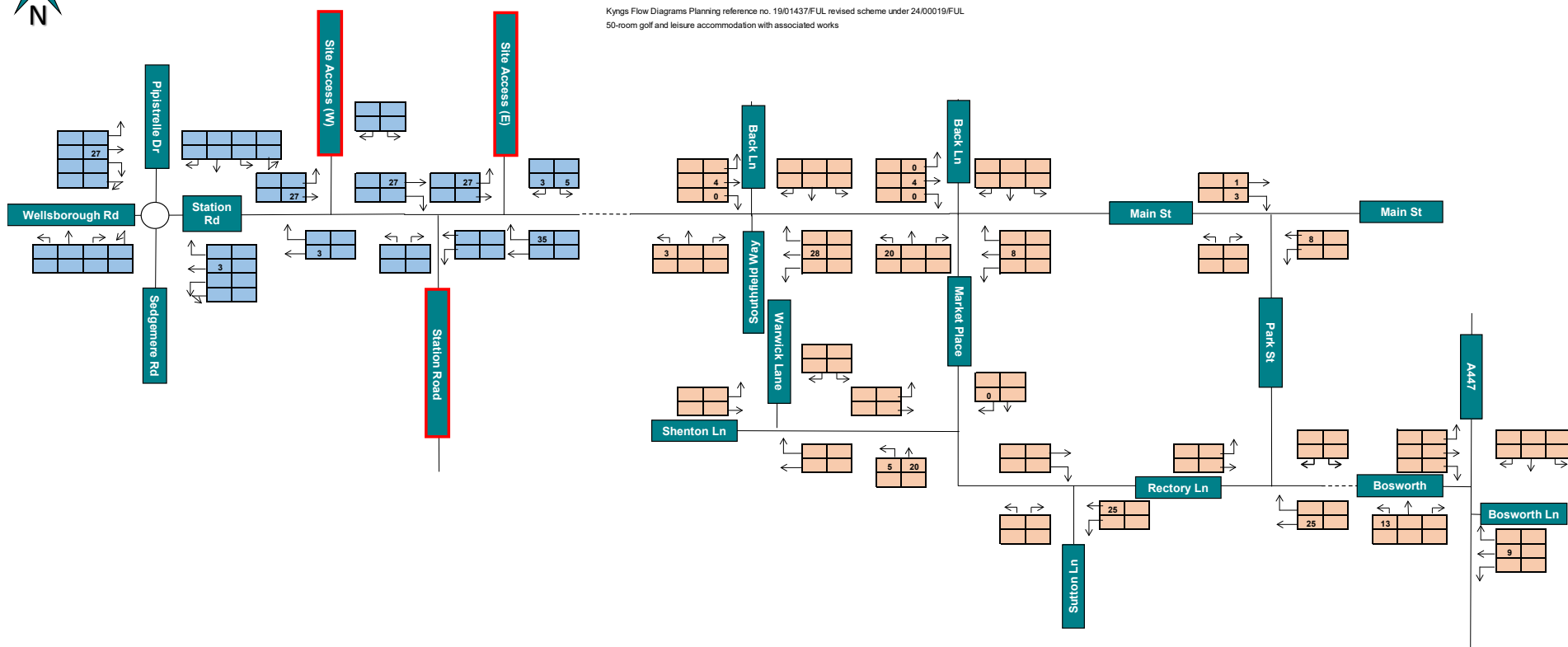
	T24554
	Land North of Station Road, Market Bosworth
	Figure 6.1
	Proposed Development Assignment % AM Peak Hour: 08:00 - 09:00

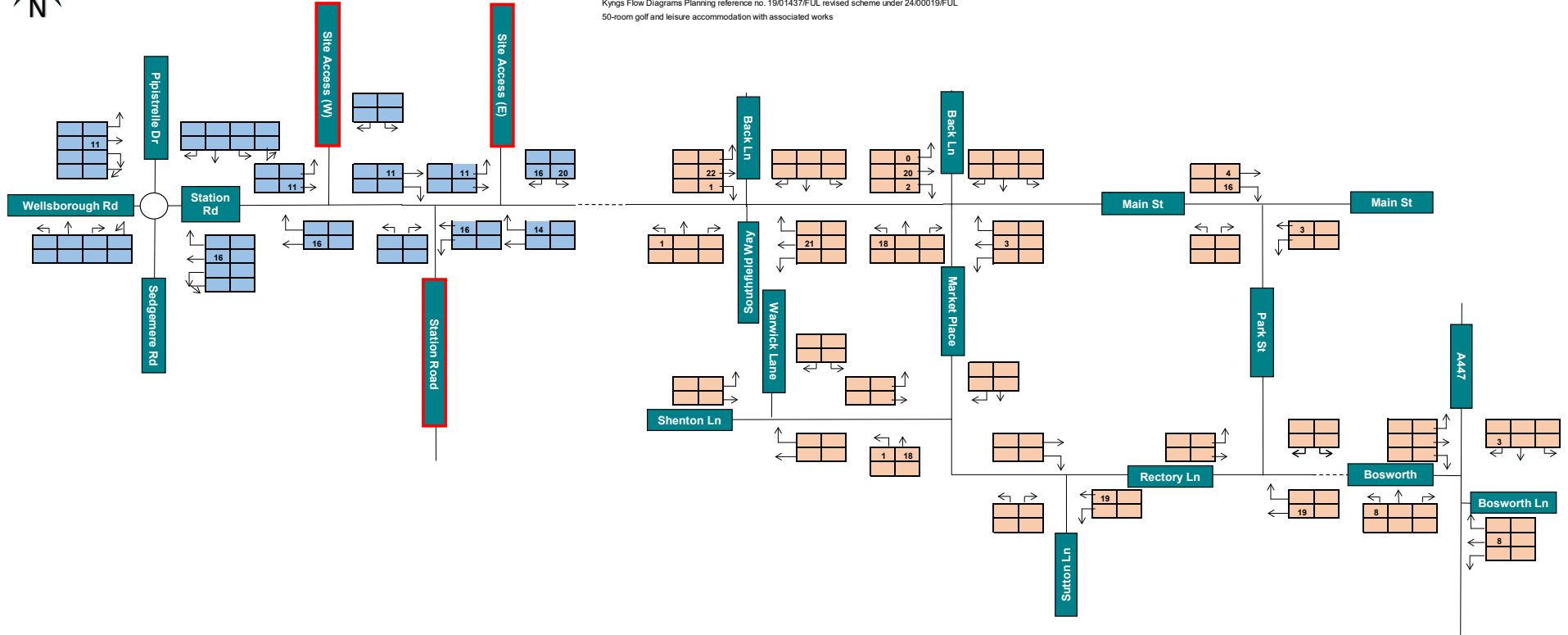



hub
 TRANSPORT PLANNING LTD

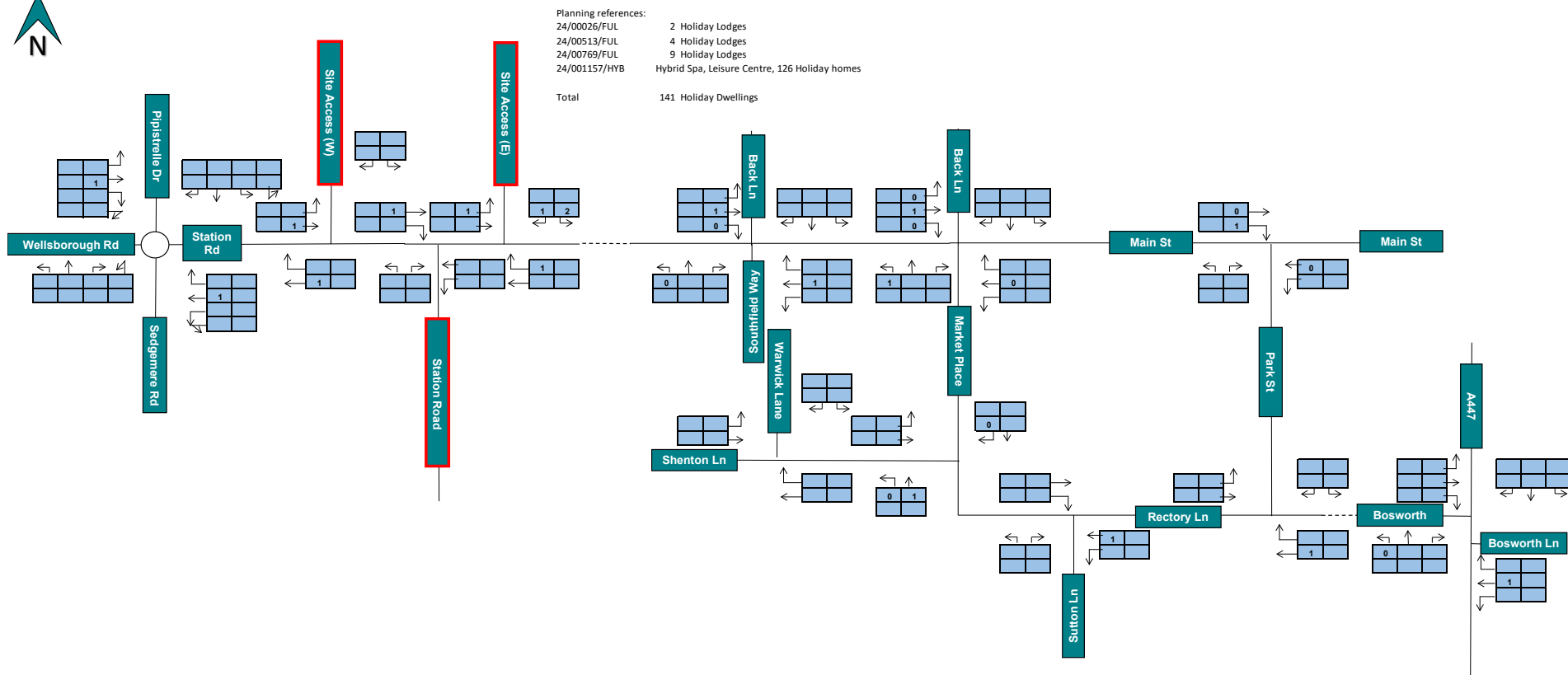


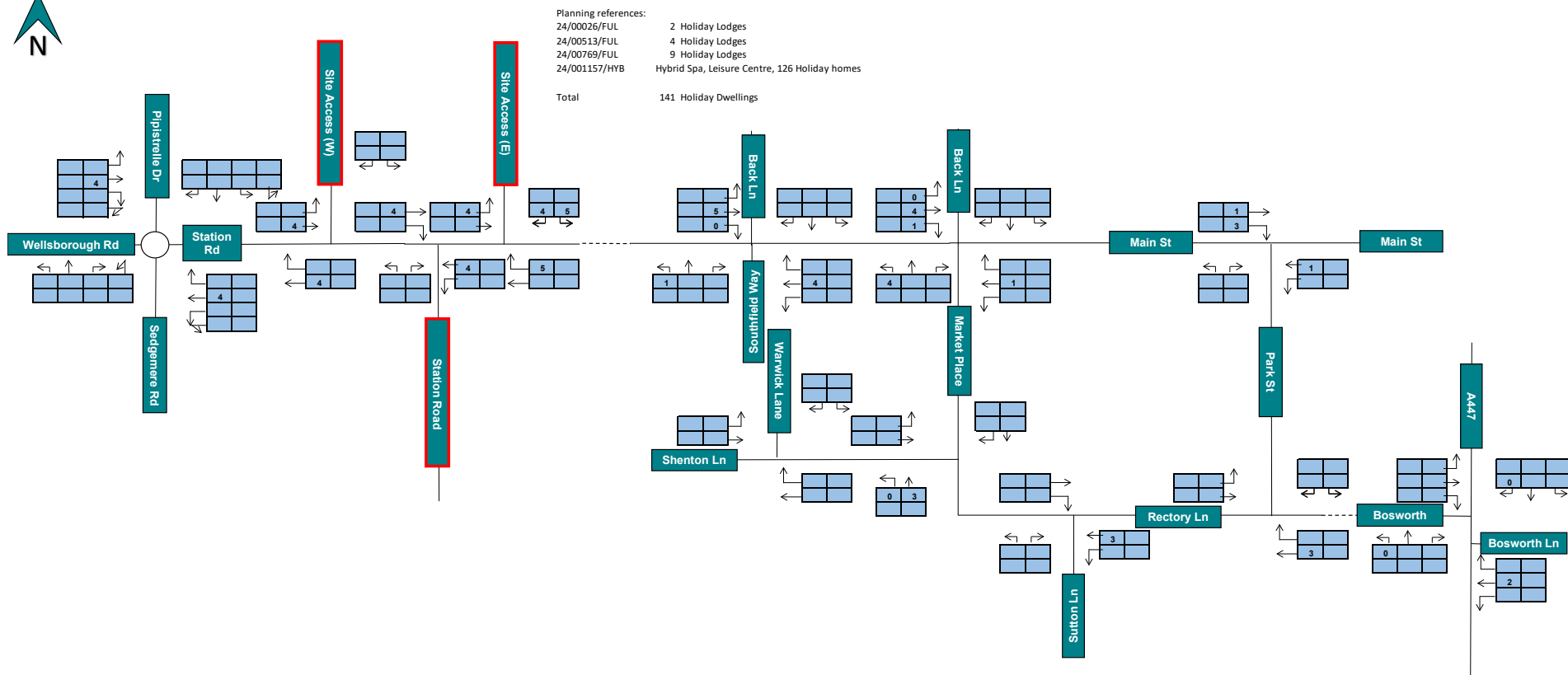


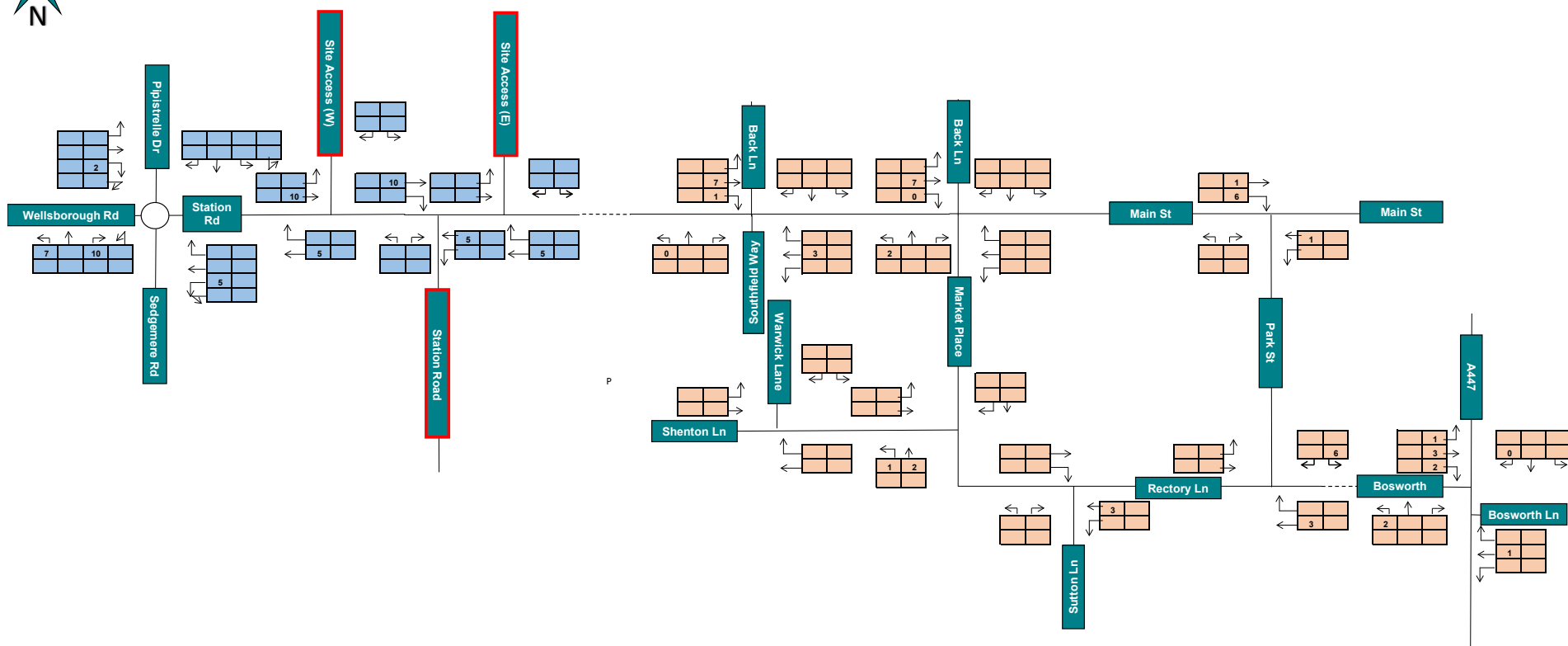


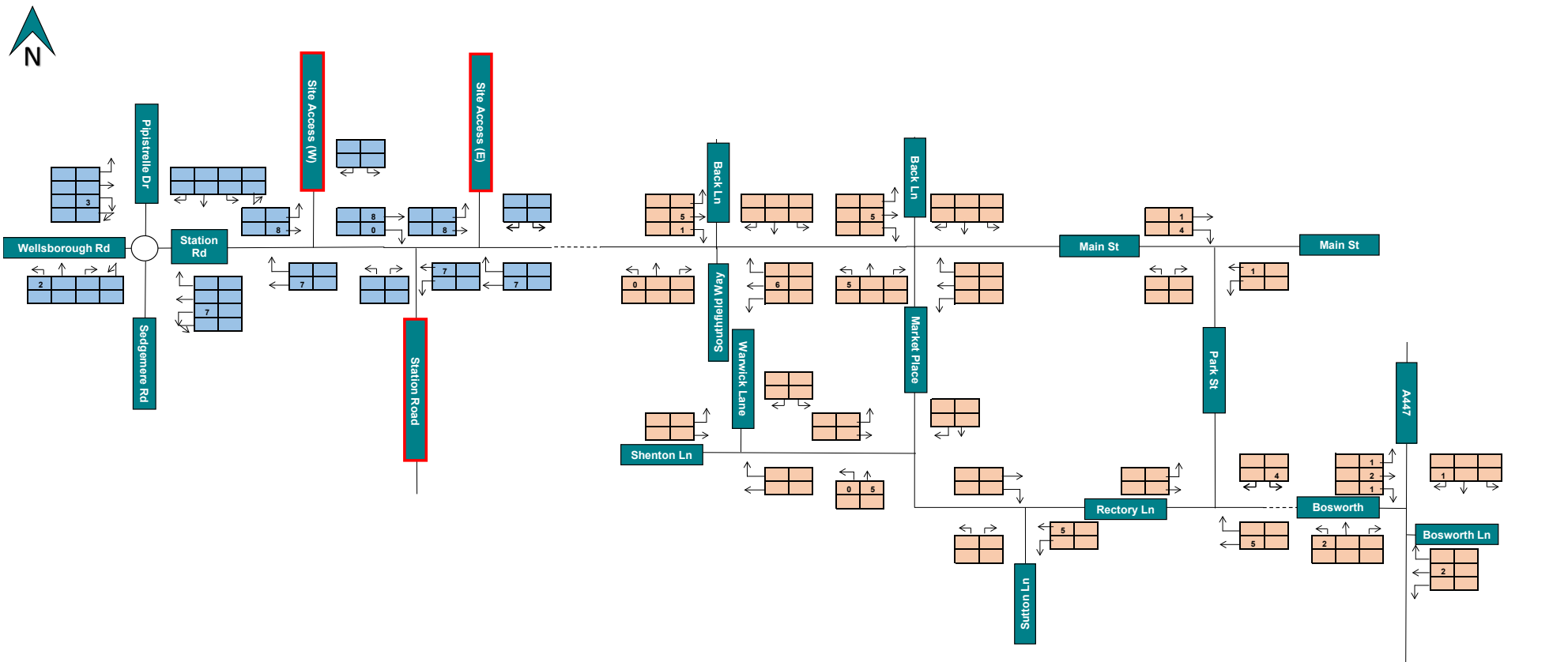


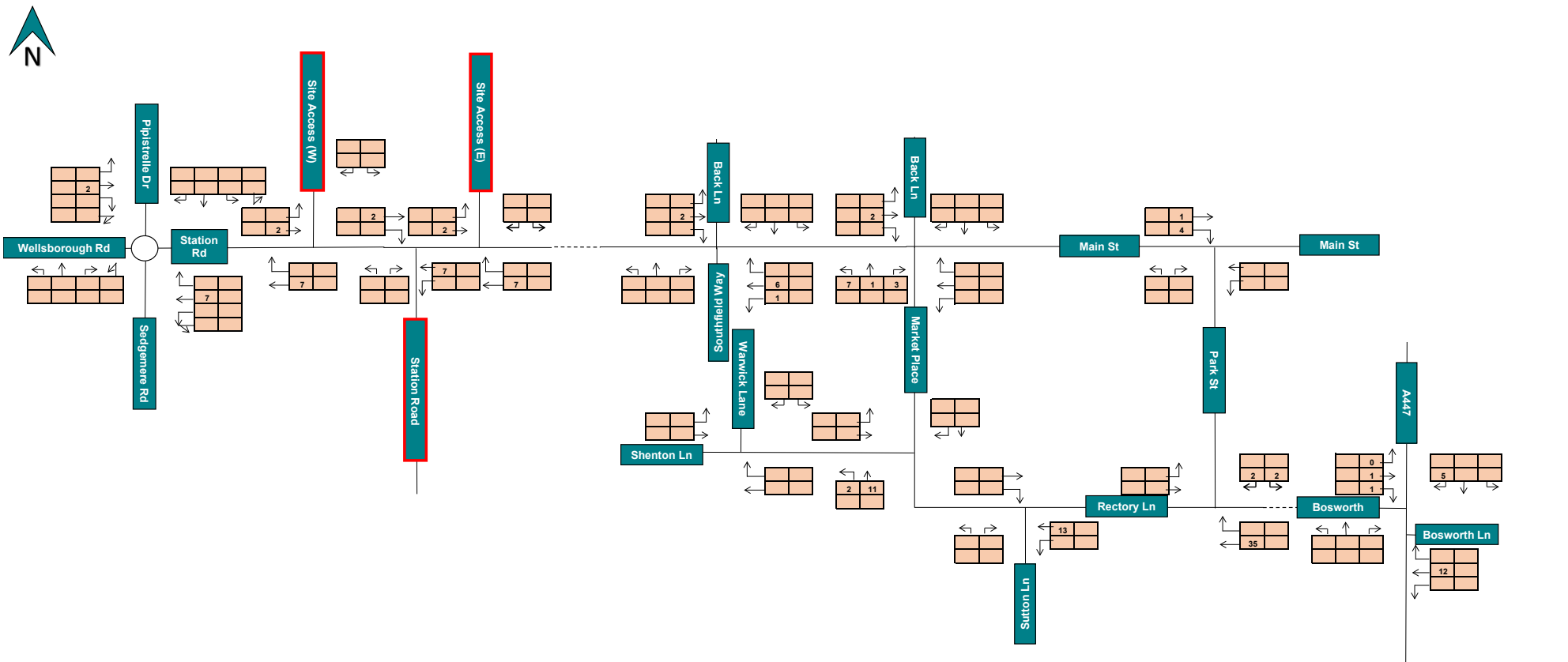
Kyngs Flow Diagrams Planning reference no. 1901437/FUL revised scheme under 24/00019/FUL
50-room golf and leisure accommodation with associated works

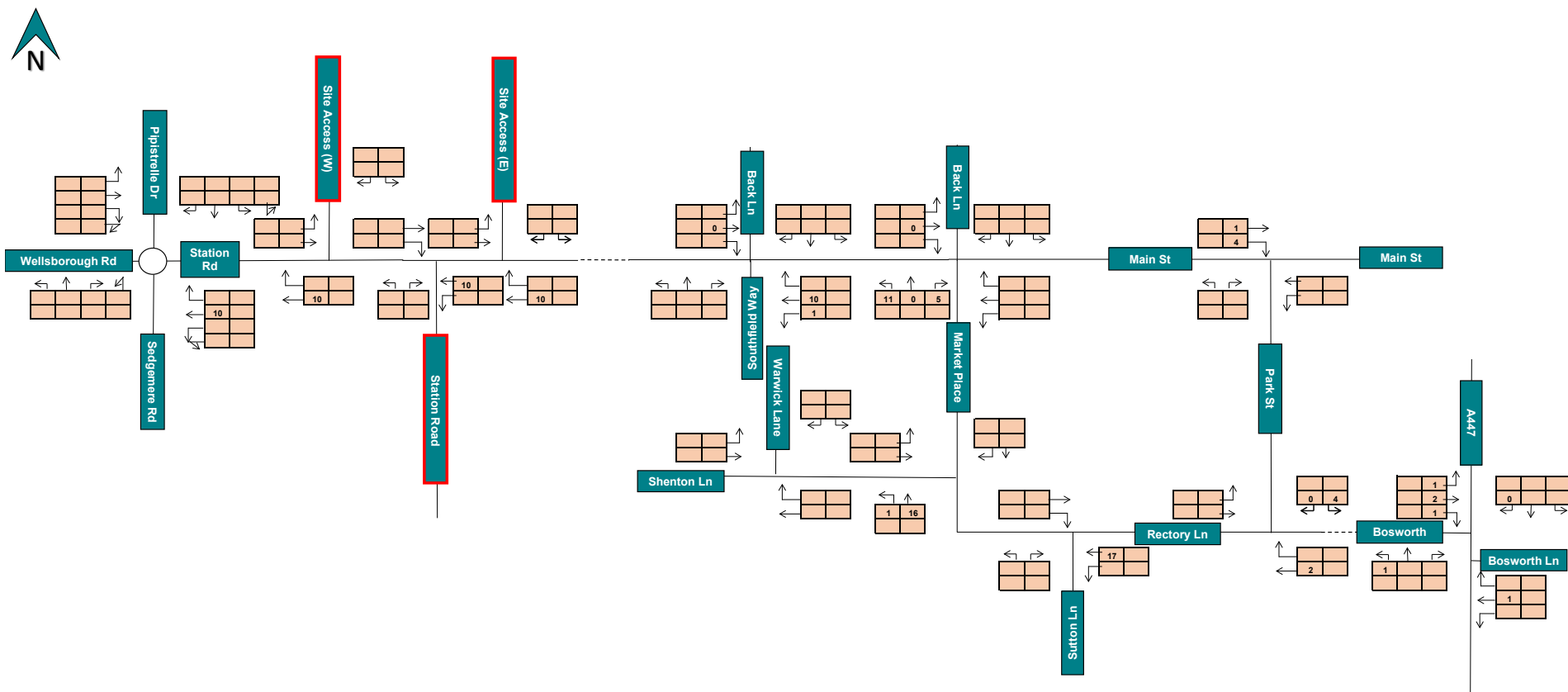


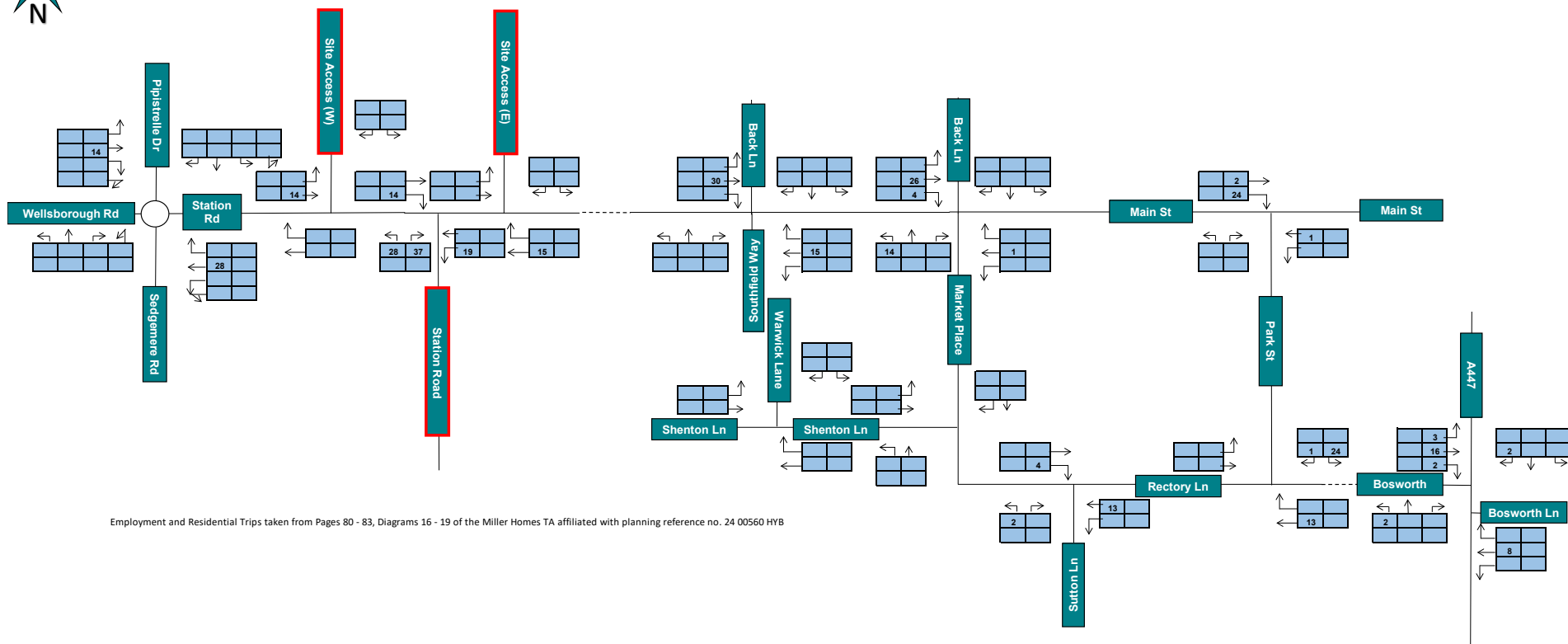




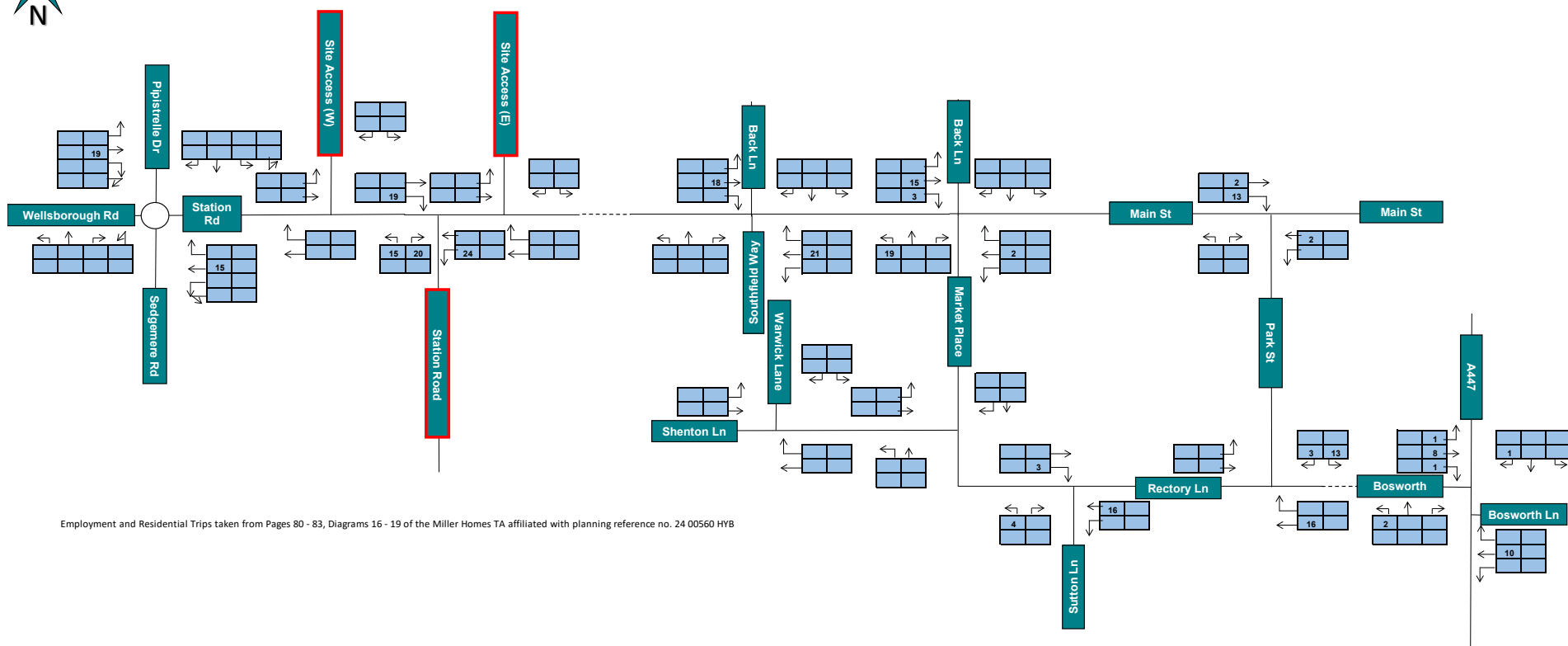




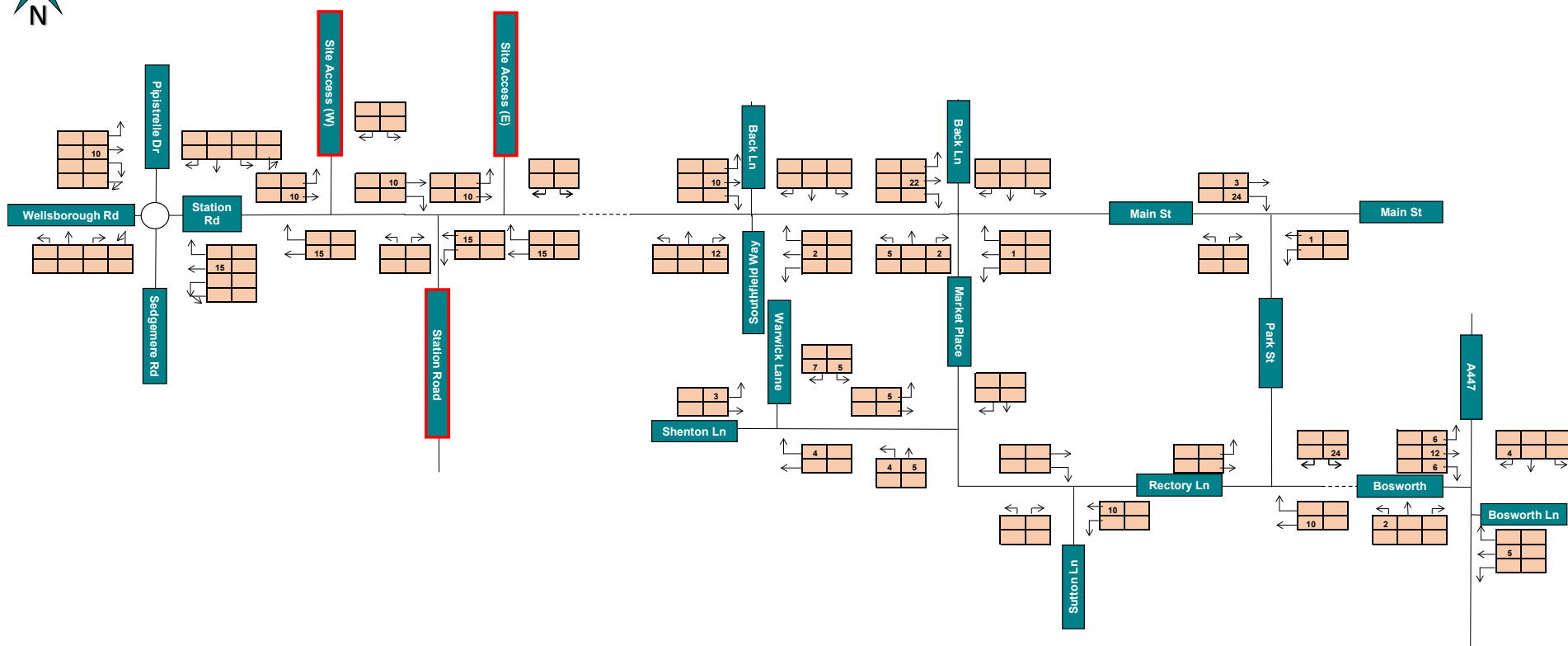


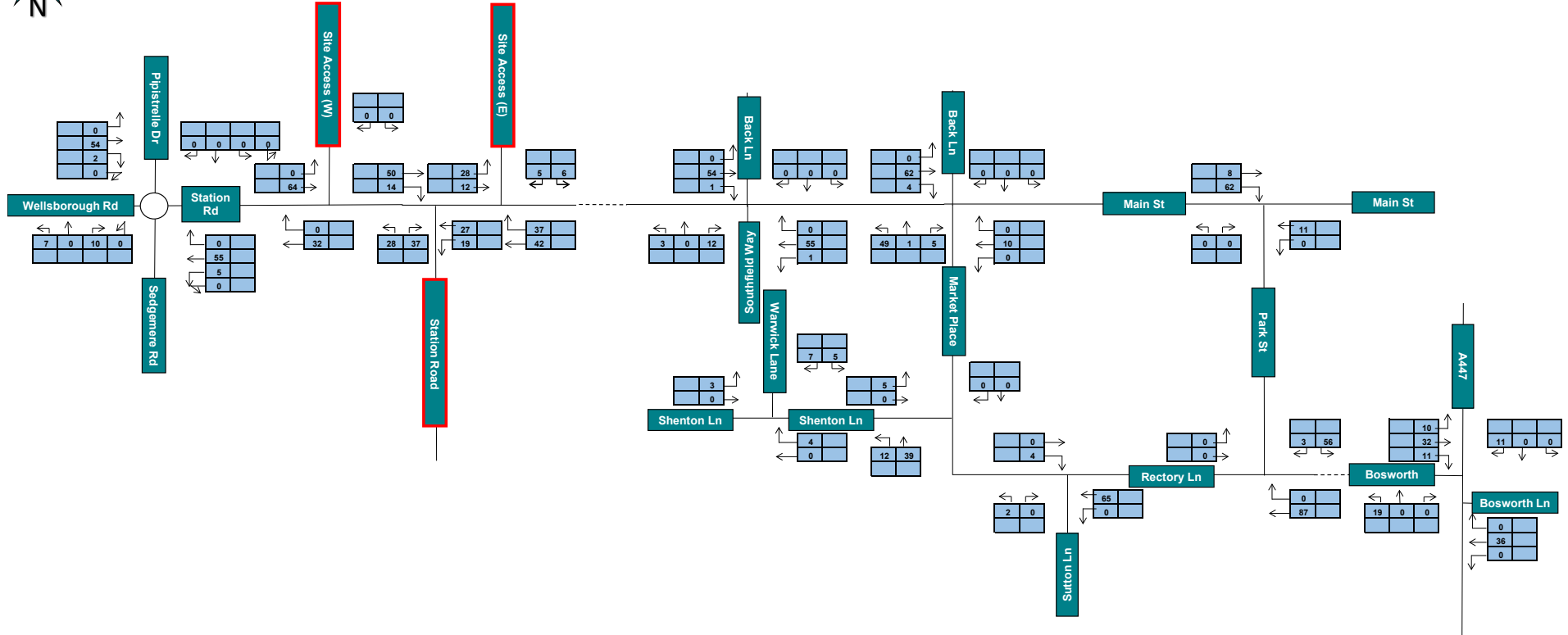


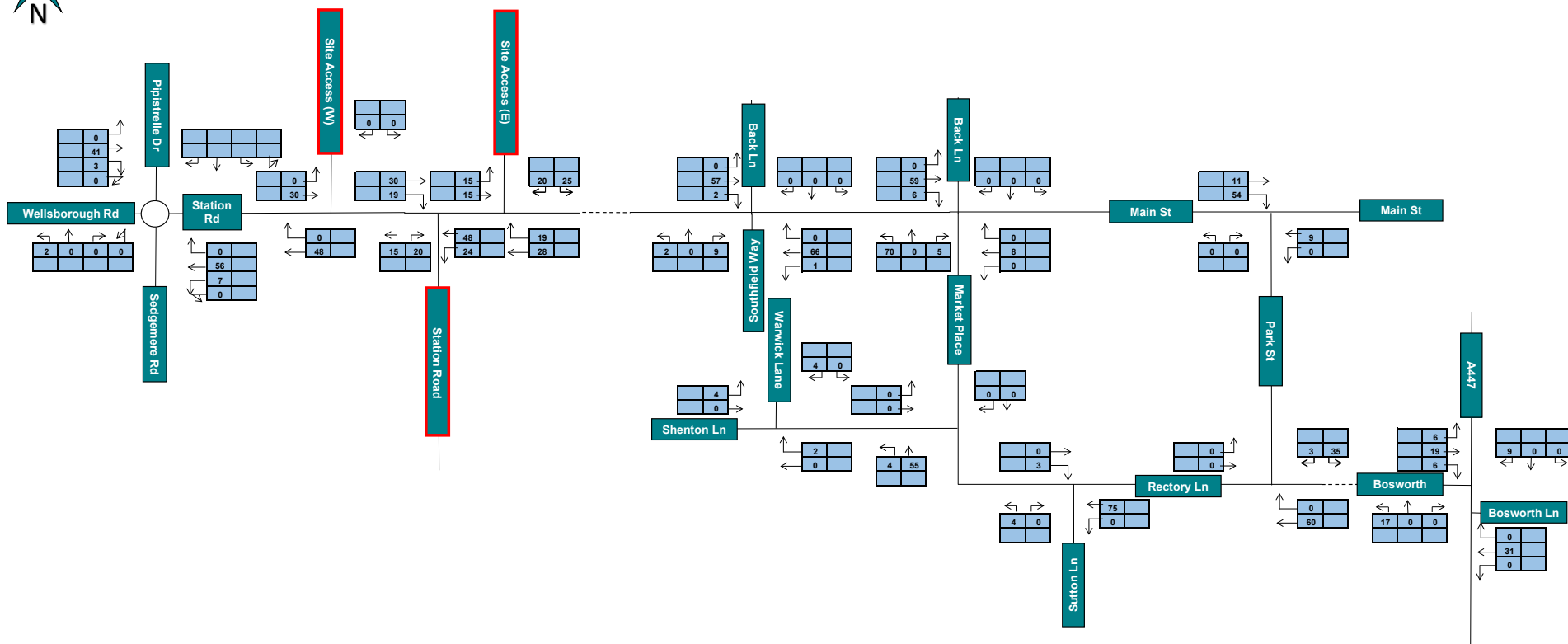
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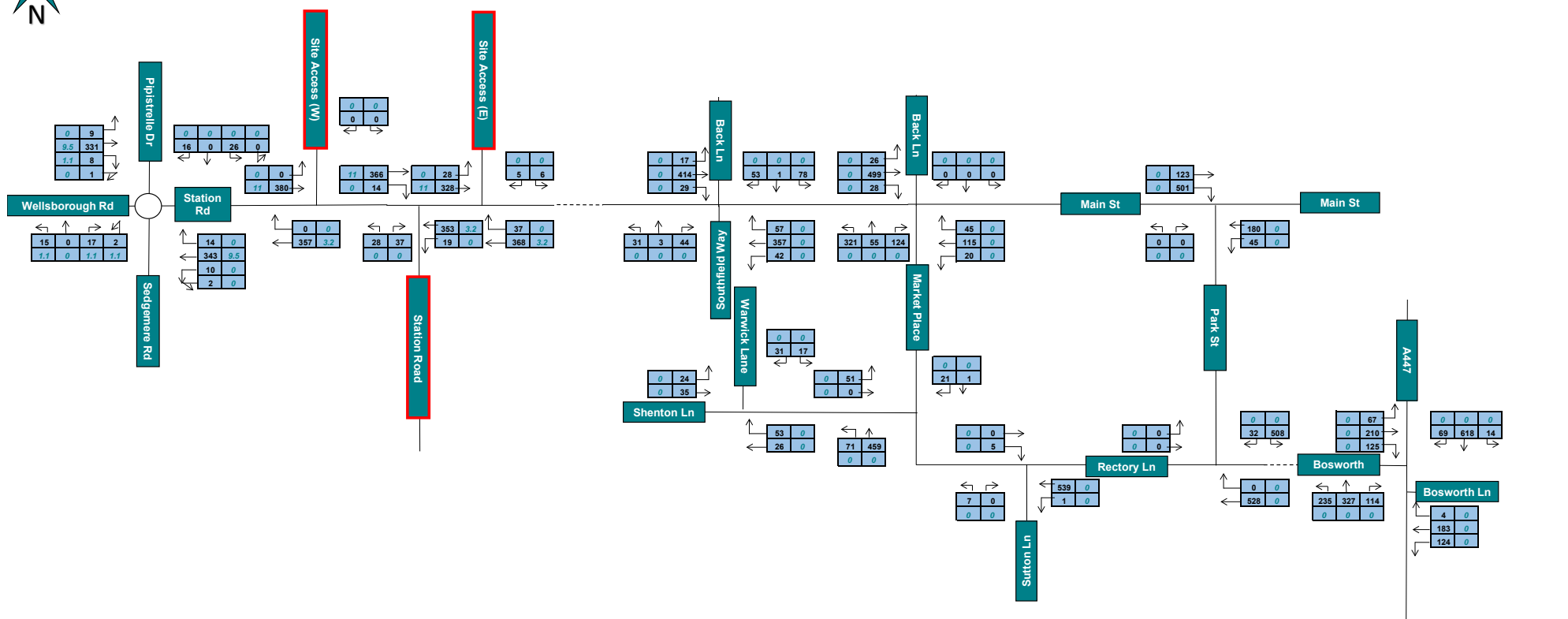


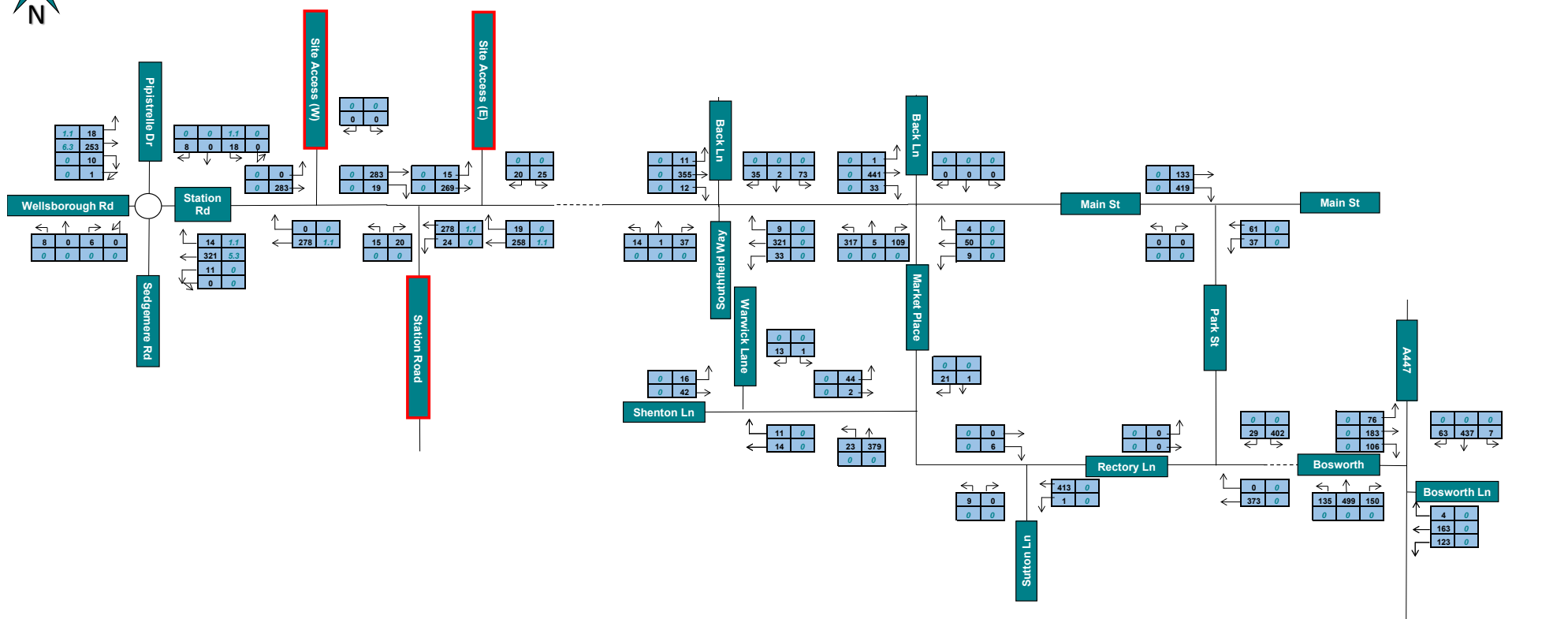
Employment and Residential Trips taken from Pages 80 - 83, Diagrams 16 - 19 of the Miller Homes TA affiliated with planning reference no. 24 00560 HYB

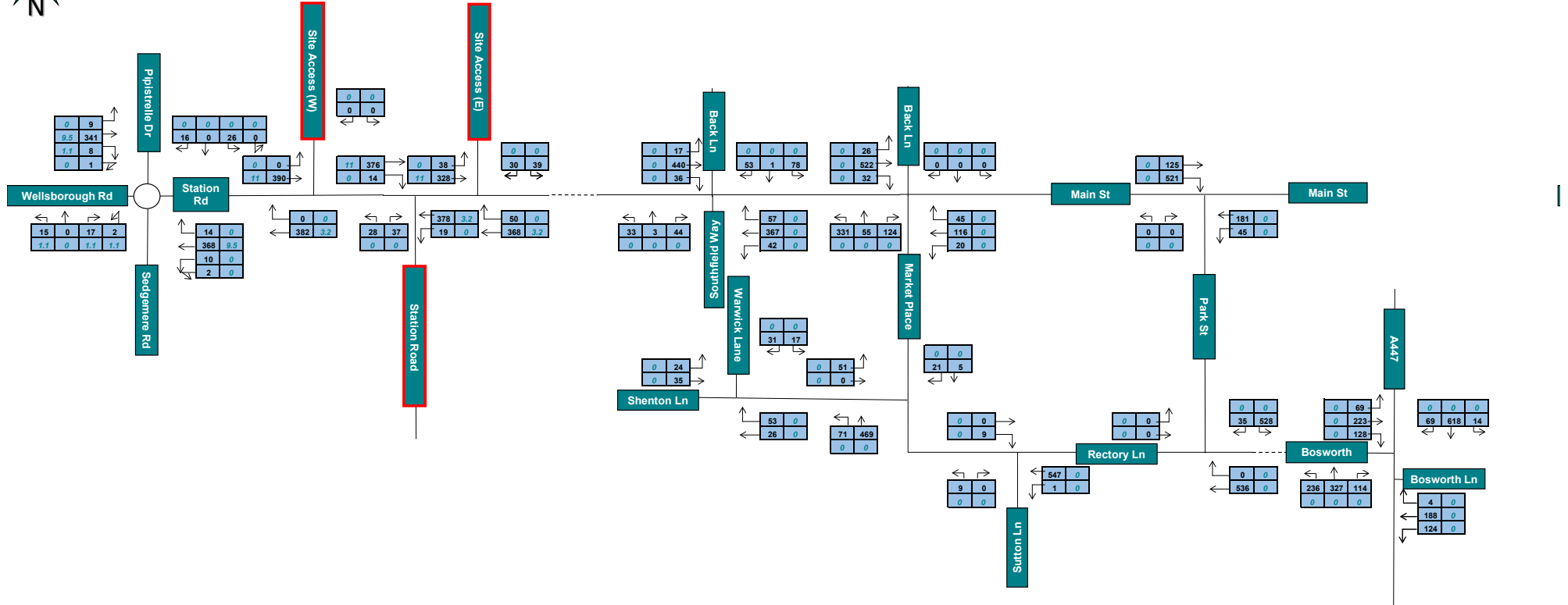


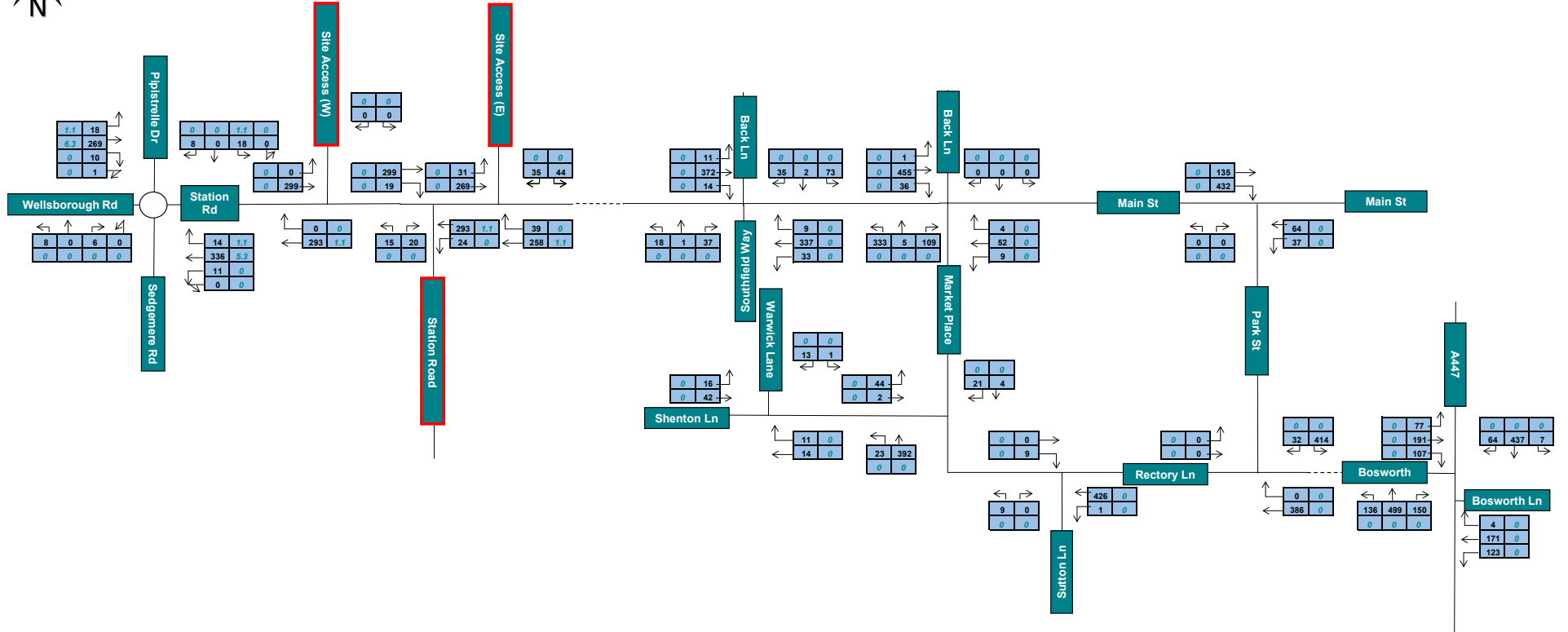


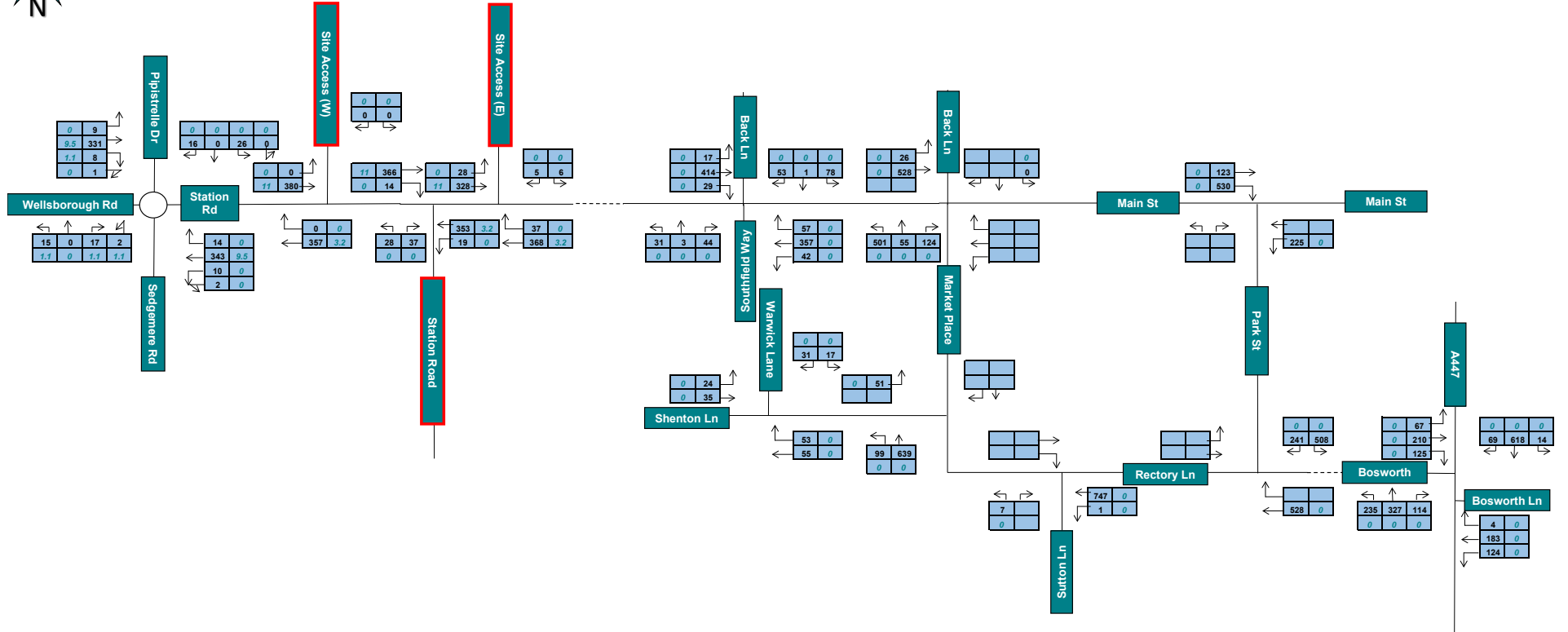


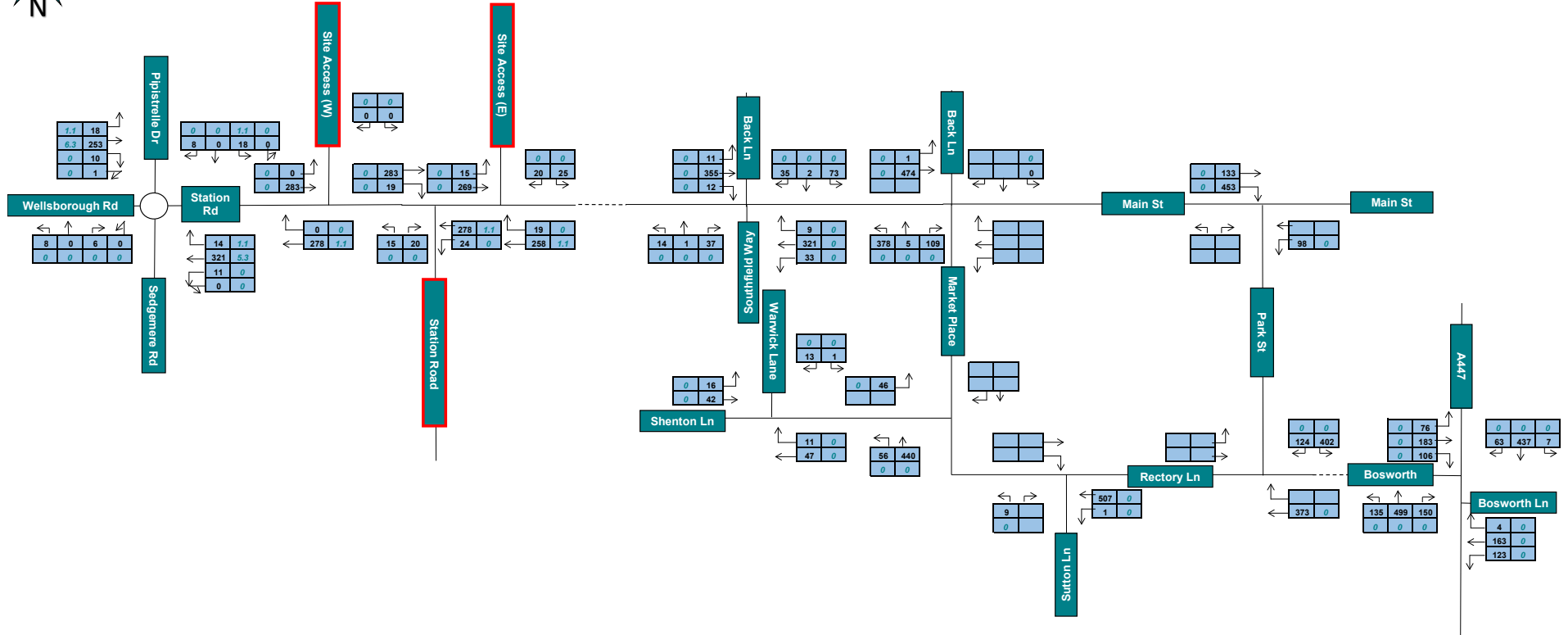


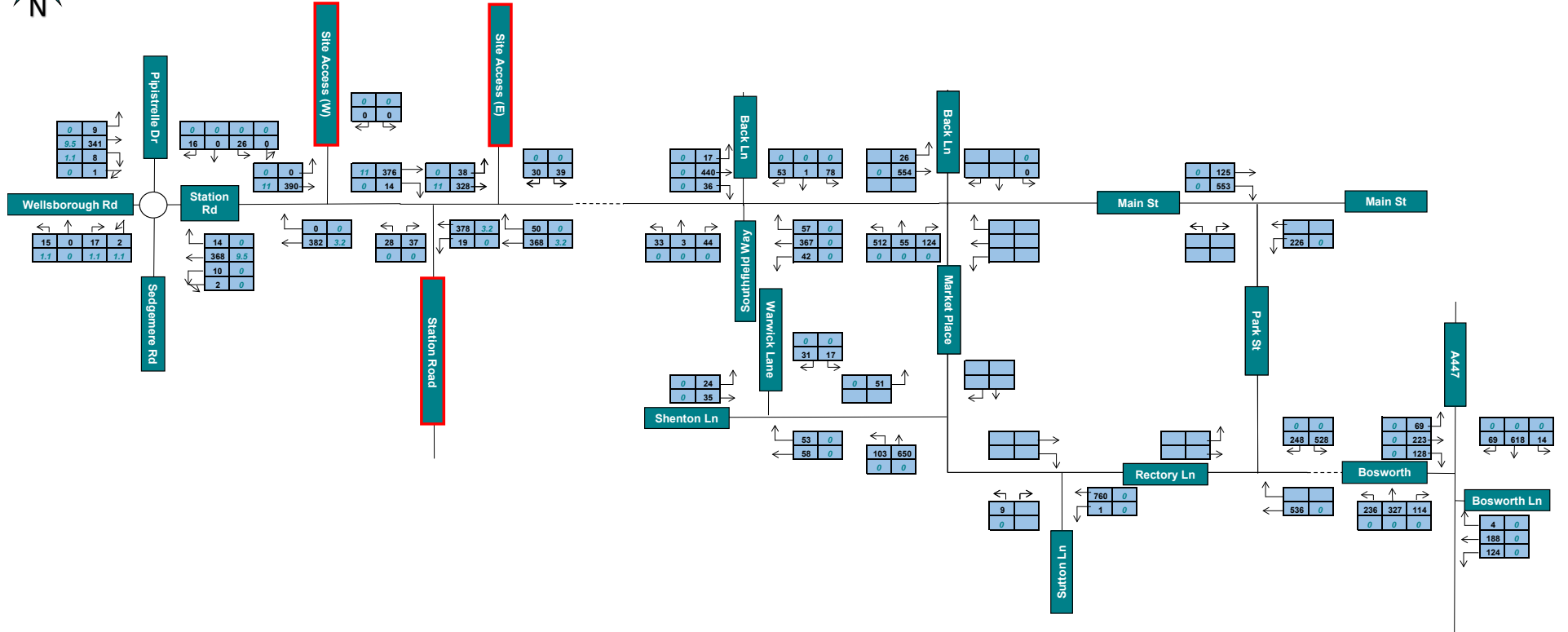


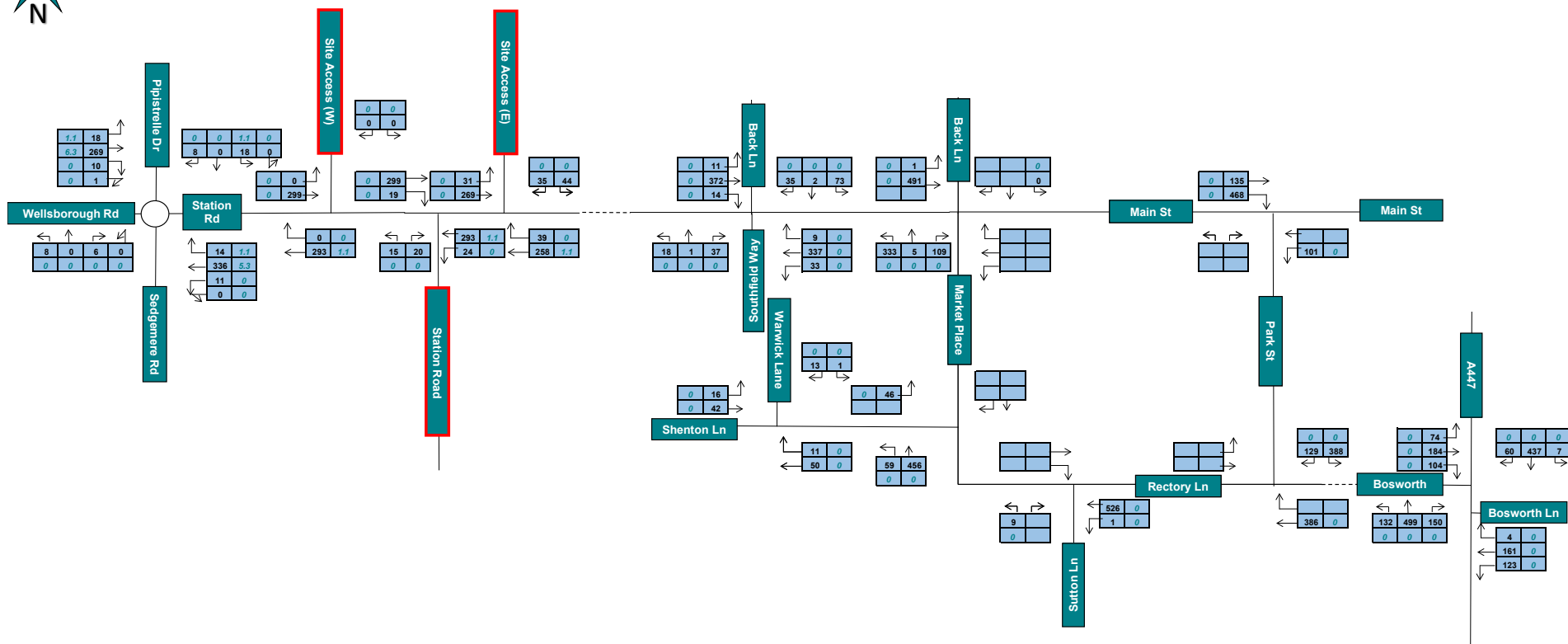










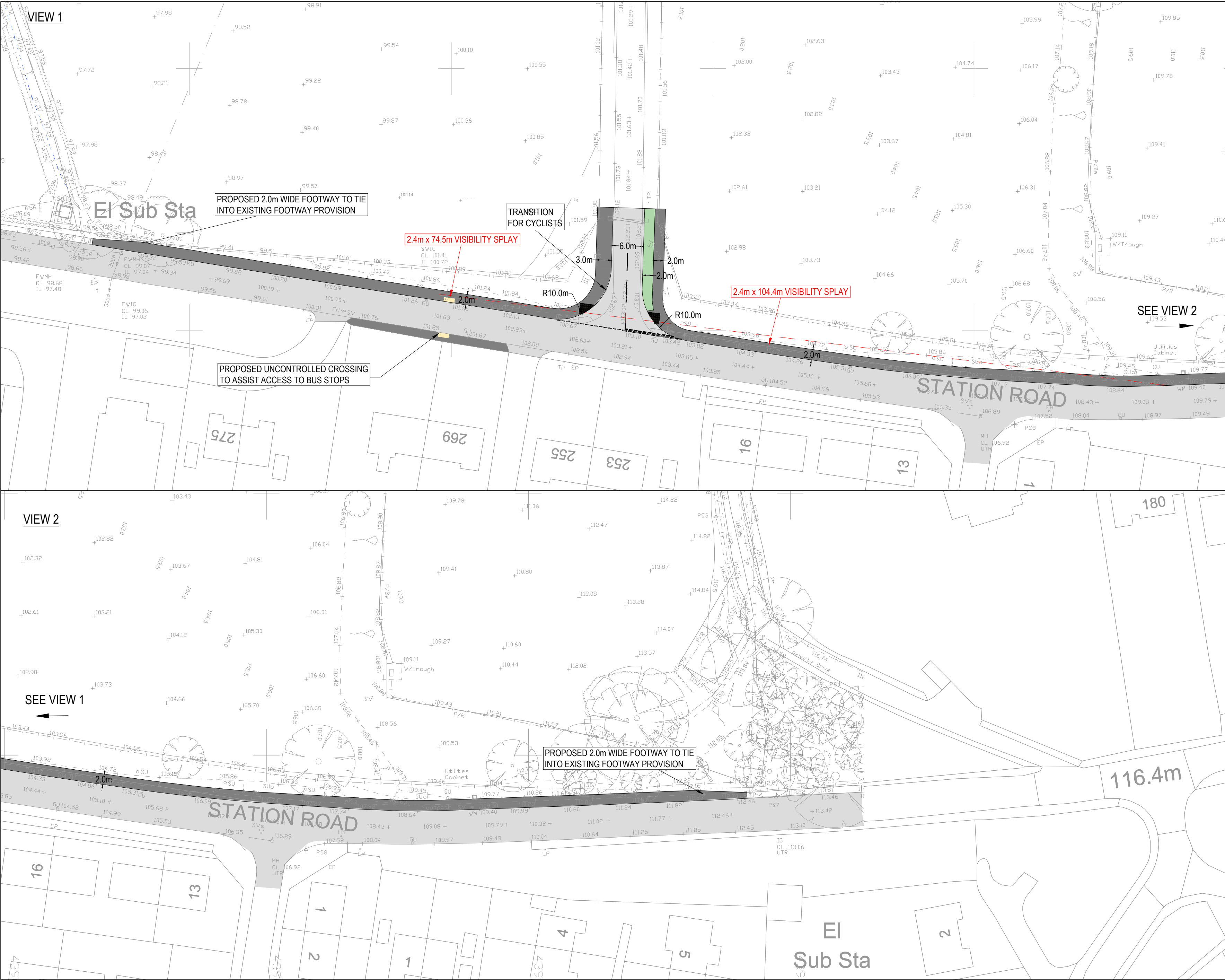


T24554

Land North of Station Road, Market Bosworth



Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

B	UPDATE OF EXISTING LAYOUT DATA	09.04.25	NB	GM
A	REDESIGN OF SITE ACCESS	24.03.25	NB	GM

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



TRANSPORT PLANNING LTD

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

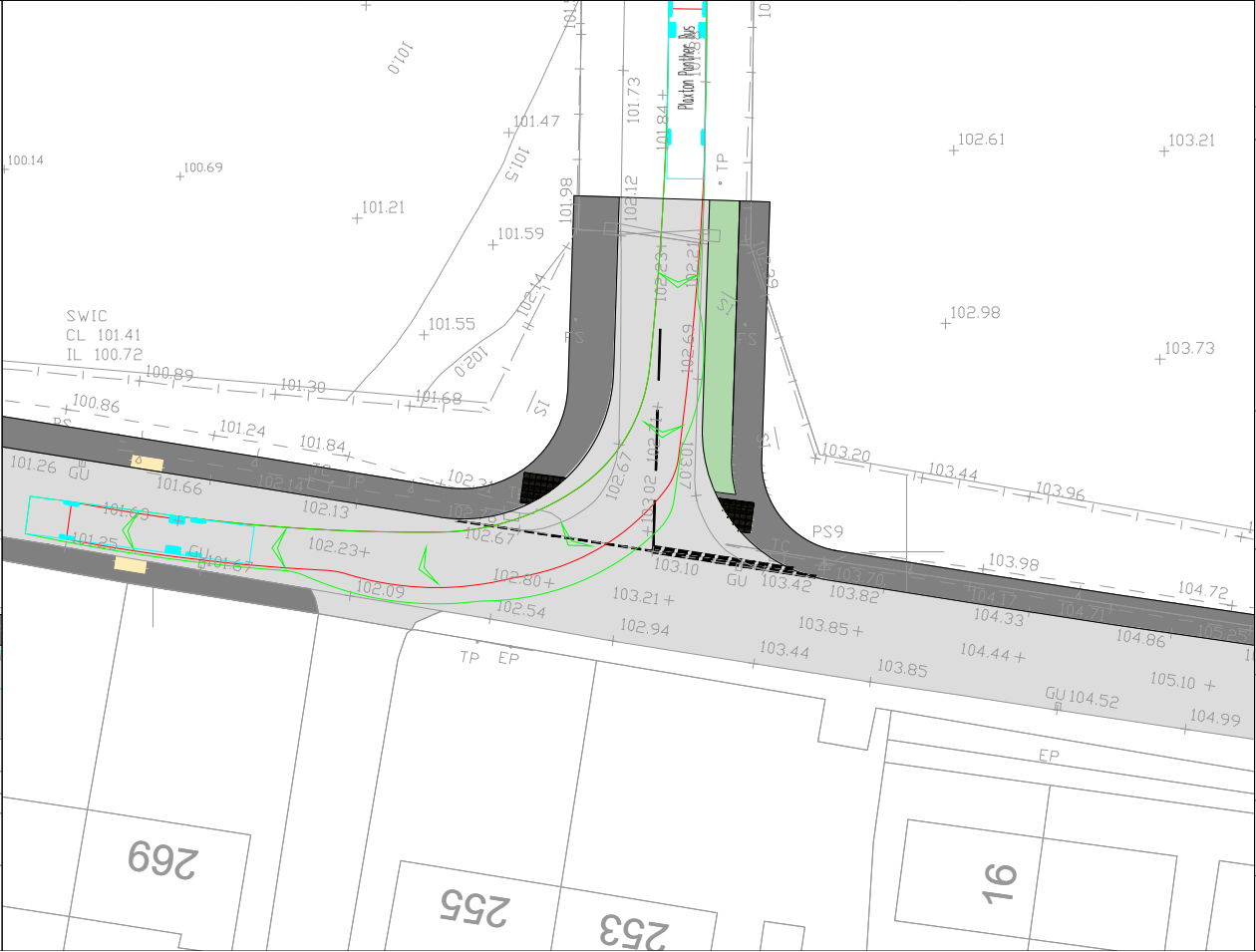
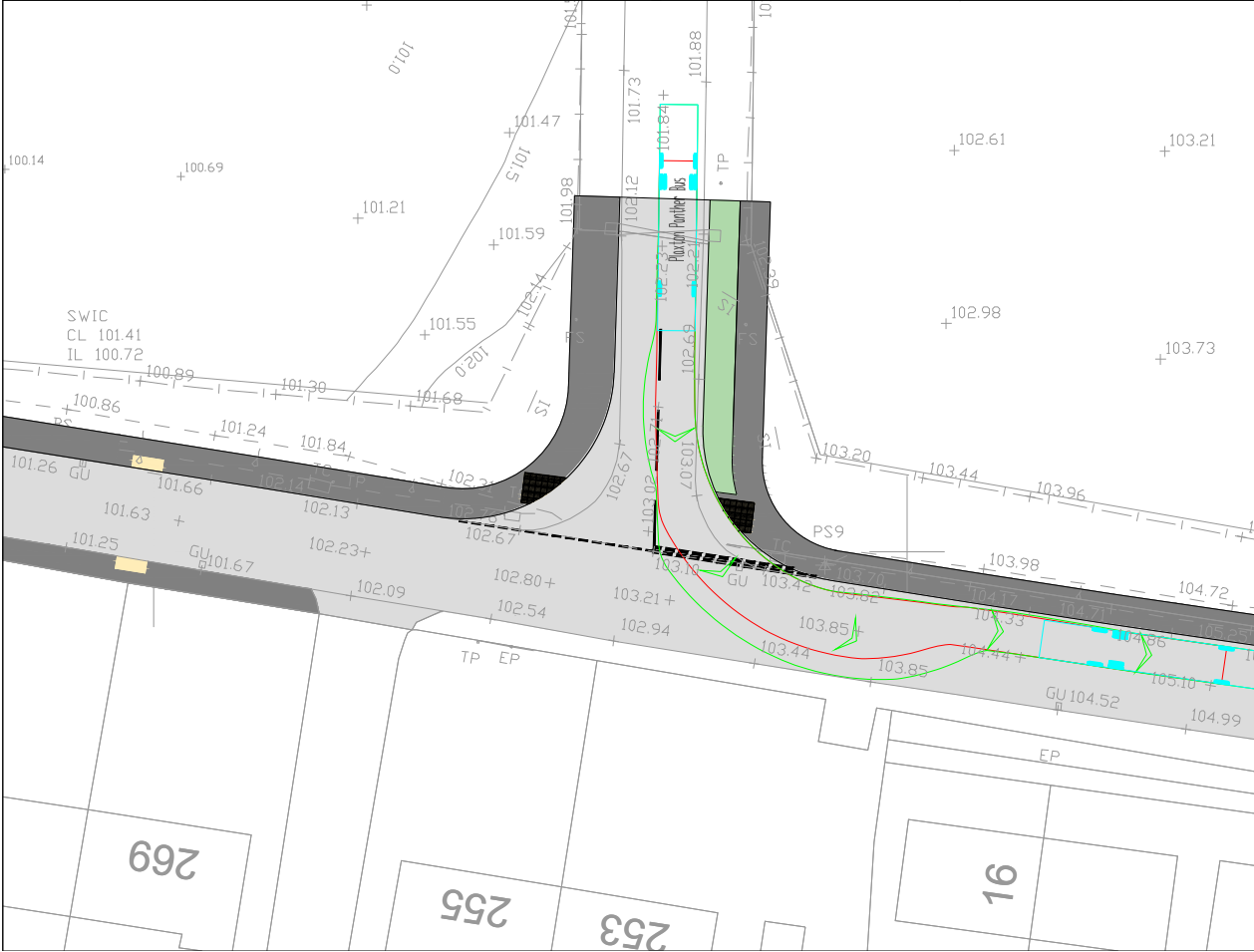
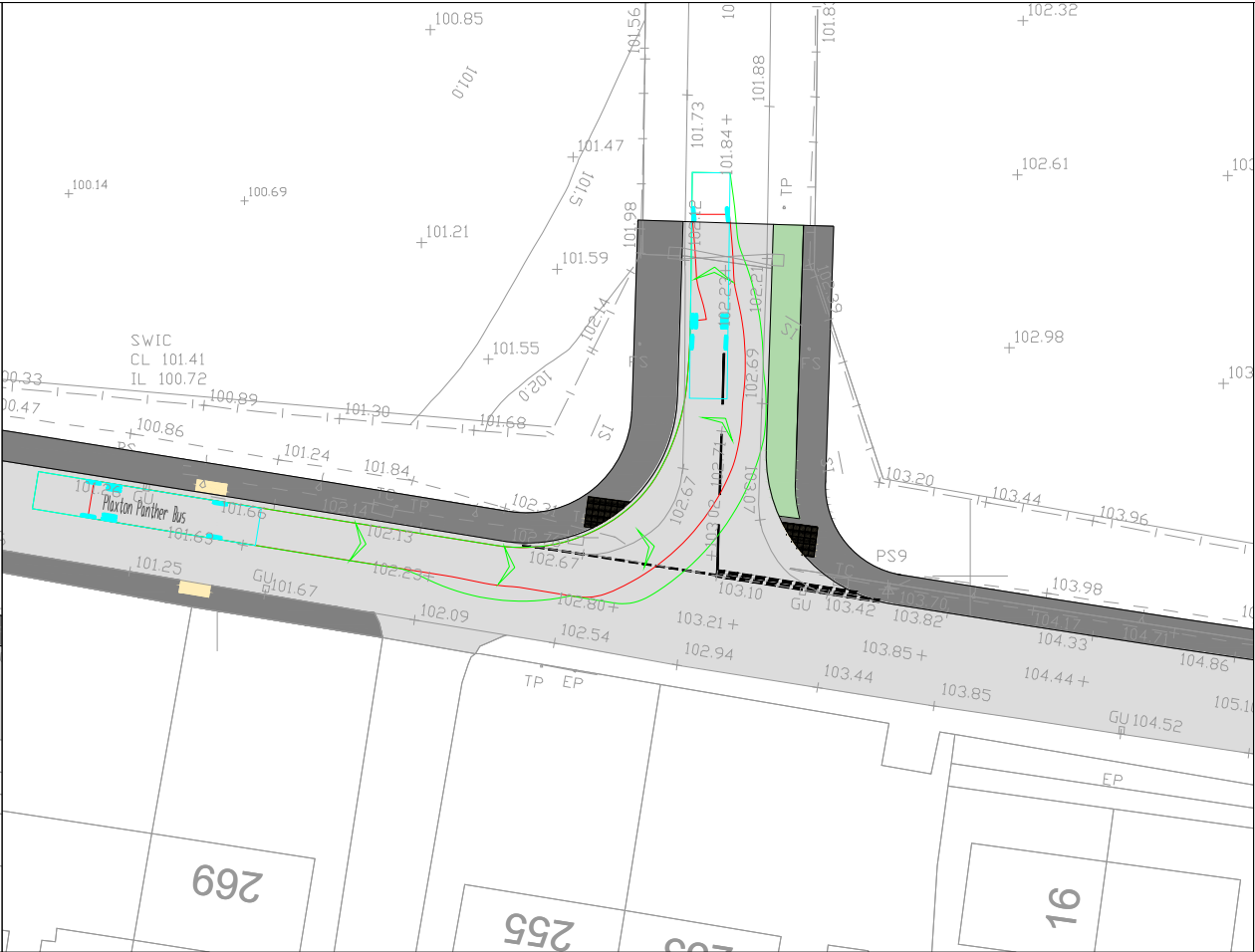
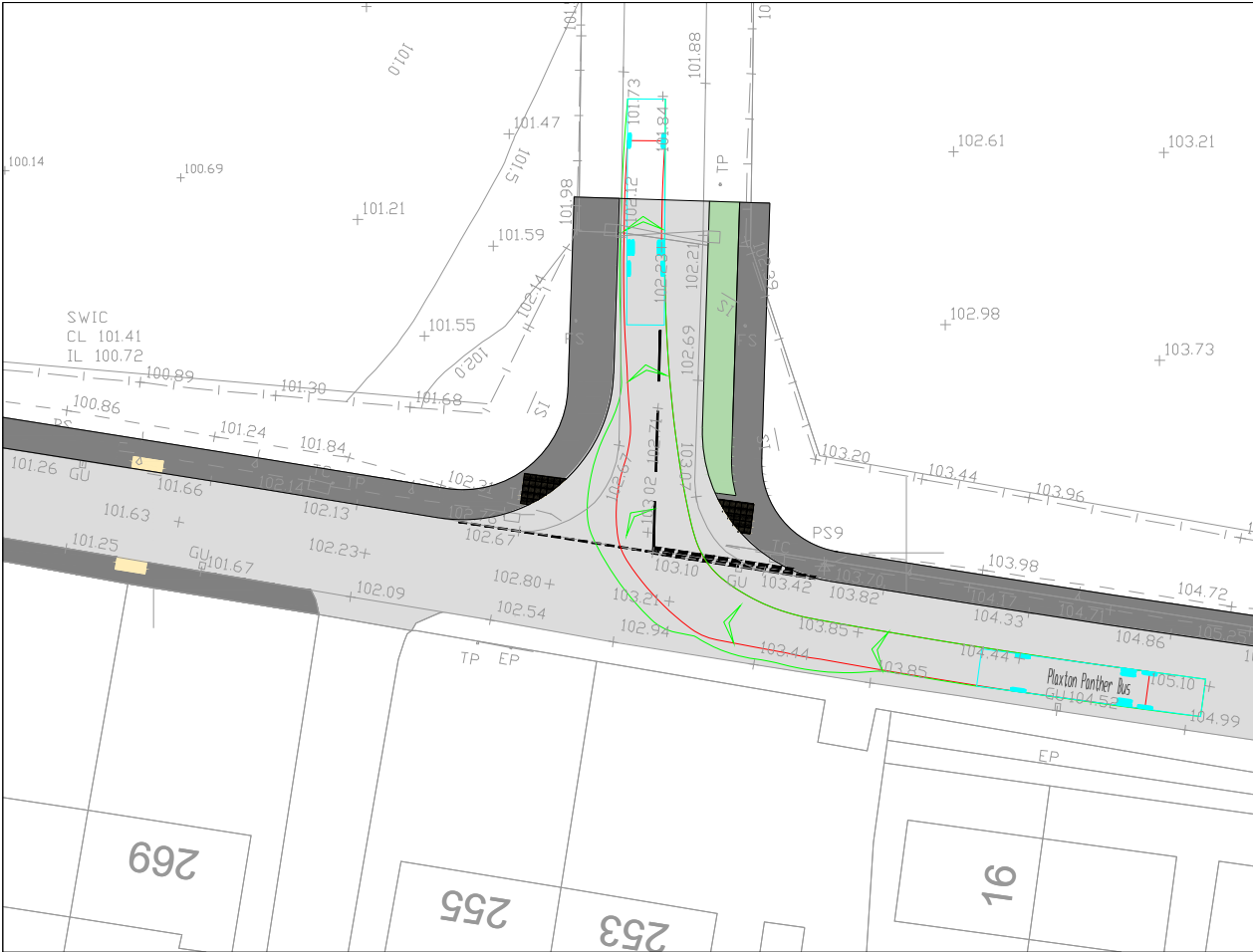
CLIENT
RICHBOROUGH

PROJECT
**LAND NORTH OF STATION ROAD,
MARKET BOSWORTH**

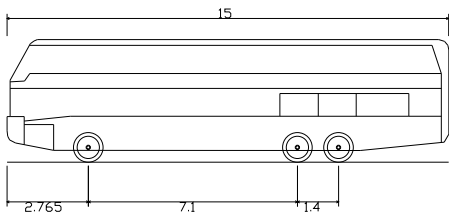
TITLE
**PROPOSED SITE ACCESS
LAYOUT PLAN**

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
NB	GM	1:500	A2	24.03.25

PROJECT NO. T24554	DRAWING NO. 001	REV B
-----------------------	--------------------	----------



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Plaxton Panther Bus
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 4.157m
Min Body Ground Clearance 0.397m
Track Width 2.500m
Lock to lock time 5.00s
Wall to Wall Turning Radius 12.500m

A	REDESIGN OF SITE ACCESS	09.04.25	NB	GM
---	-------------------------	----------	----	----

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
**LAND NORTH OF STATION ROAD,
MARKET BOSWORTH**

TITLE
**PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS 003**

DRAWN BHB	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 13.08.24
PROJECT NO. T24554		DRAWING NO. 003		REV A

T24554

Land North of Station Road, Market Bosworth



Appendix A

Indicative Masterplan



KEY

- Site boundary
7.96ha
- Proposed vehicular access via
Station Road
- Existing access to Wharf Farm
retained
- Public Open Space (POS)
- Residential development
- Existing vegetation
- Proposed vegetation
- Community orchard planting
- Natural play trail locations
- Shared cycle and pedestrian route
- Pedestrian movement
- Sustainable Drainage System
(SuDS)
- Proposed pump station
- Local equipped area for play
(LEAP)
- Local area for play (LAP)

KEY PRINCIPLES

- PRIMARY ACCESS POINT VIA STATION ROAD;
- PROPOSED PRIMARY KEY MOVEMENT ROUTE PROVIDING CYCLE AND PEDESTRIAN MOVEMENT THROUGH THE DEVELOPMENT;
- SECONDARY MOVEMENT ROUTES CREATING CONNECTED STREETS;
- TERTIARY STREETS SERVING SMALL CLUSTERS OF DEVELOPMENT;
- MAXIMISE OUTWARD FACING DEVELOPMENT FOR NATURAL SURVEILLANCE;
- FULLY CIRCULATORY CYCLE / PEDESTRIAN ROUTES PROVIDING ACCESS TO ALL AREAS OF PUBLIC OPEN SPACE;
- MAXIMUM RETENTION OF EXISTING VEGETATION;
- PROPOSED TREE AND HEDGEROW PLANTING TO STRENGTHEN EXISTING VEGETATION;
- AREA OF BIO-DIVERSITY ENHANCEMENTS INCORPORATING NATIVE HEDGEROW PLANTING;
- RELOCATION OF PRIORITY HABITAT PONDS FOR THE GREAT CRESTED NEWT POPULATION;
- COMMUNITY ORCHARDS;
- AREAS OF EQUIPPED PLAY AND RECREATION FOR ALL AGES;
- VIEWING CORRIDORS WITH LONG DISTANCE VIEWS TO WIDER COUNTRYSIDE; AND
- VILLAGE GREENS PROVIDING SPACES TO MEET AND RELAX.



REV C: Amendments to layout
REV B: Play spaces amended
REV A: Footpath connection to Station Road added
FIRST ISSUE: For client comment

(14/04/25 CM)
(08/10/24 CM)
(18/10/24 CM)
(17/02/24 CM)



T24554

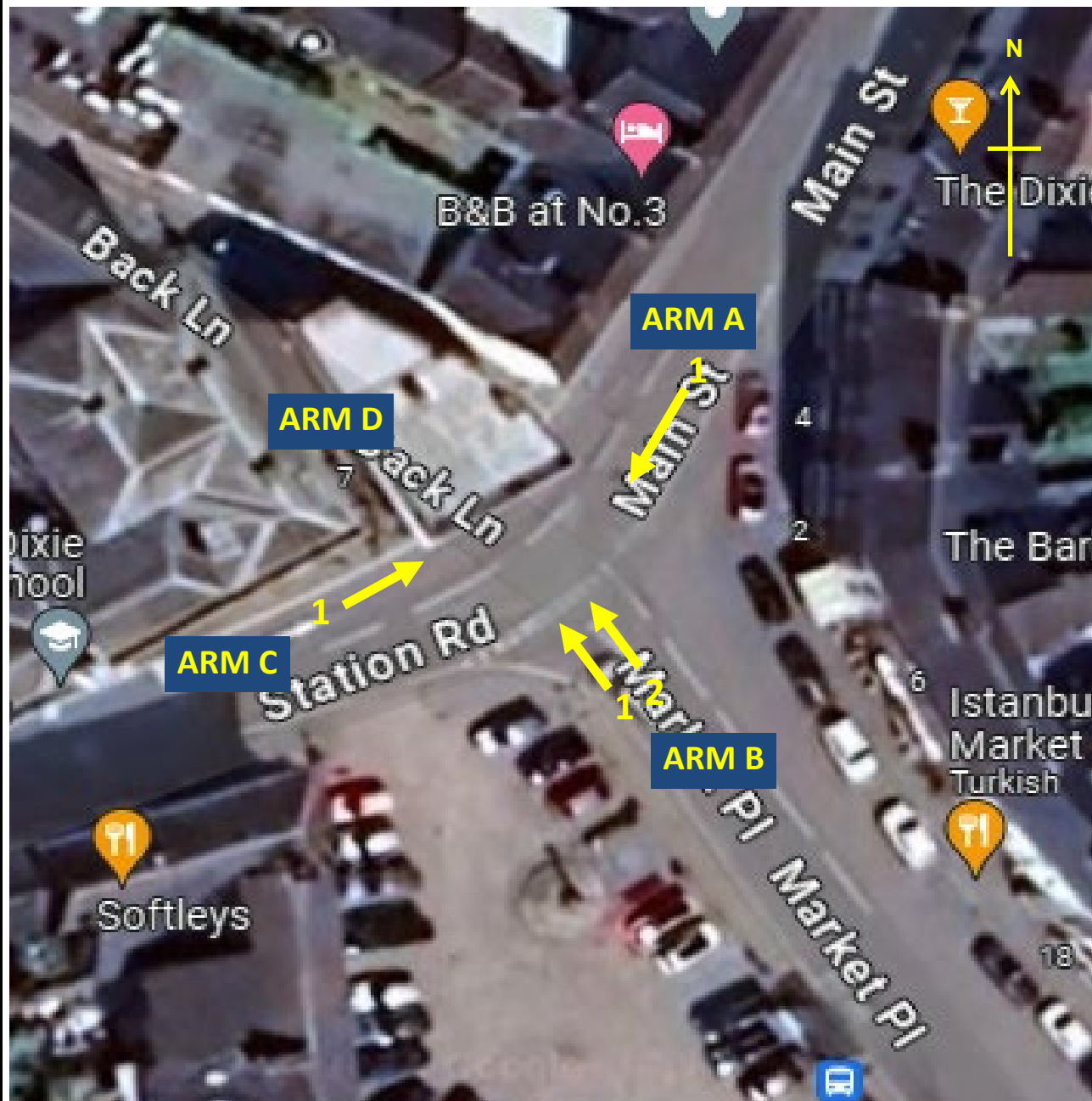
Land North of Station Road, Market Bosworth



Appendix B

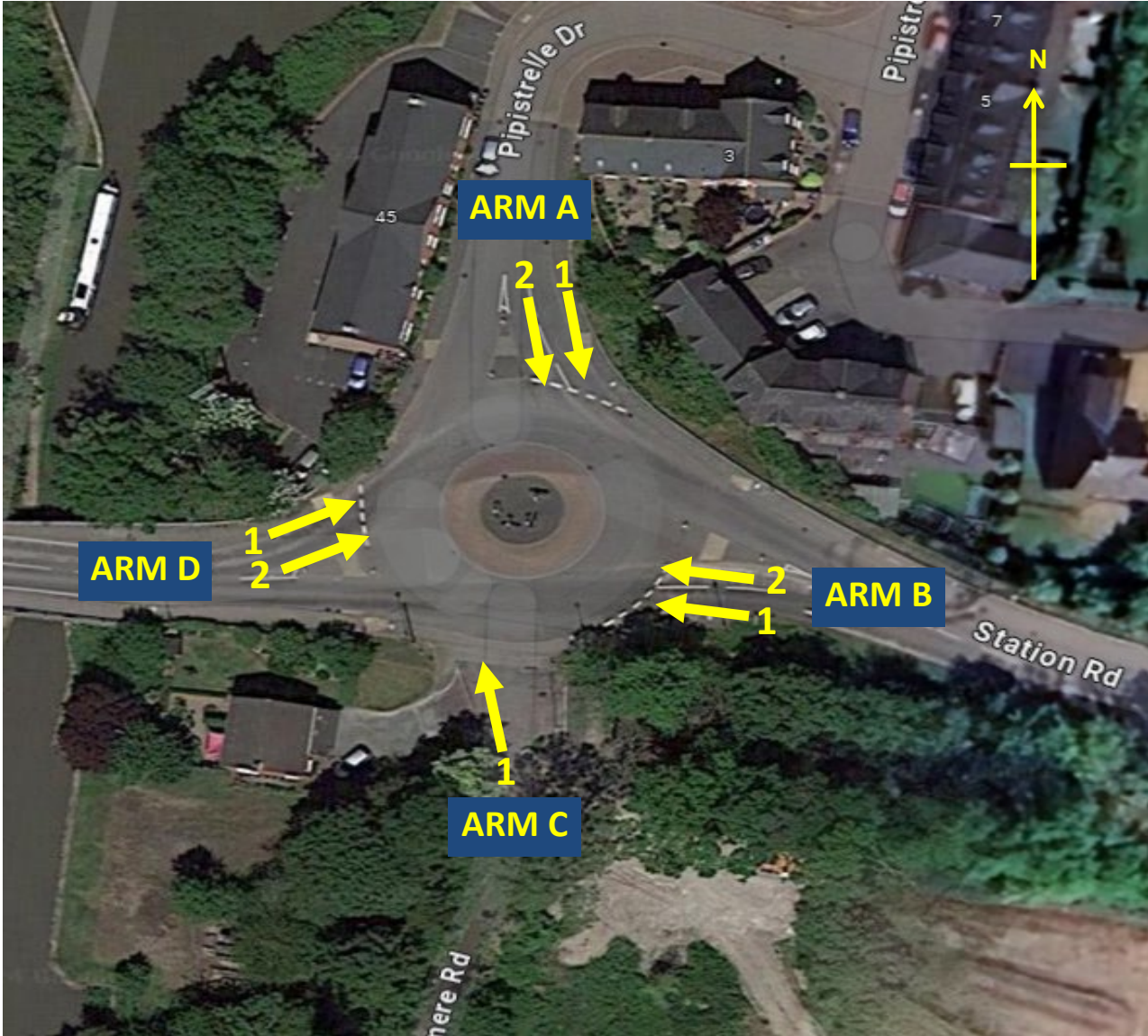
Classified Turning Count (CTC) Data

SITE: 1		DATE: 03/07/2024
LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD		DAY: WEDNESDAY



JOB TITLE: MARKET BOSWORTH	JOB NUMBER: 13569
-----------------------------------	--------------------------

SITE: 2		DATE: 03/07/2024
LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD		DAY: WEDNESDAY



JOB TITLE: MARKET BOSWORTH	JOB NUMBER: 13569
--	---------------------------------

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	A TO B							
	FROM MAIN STREET TO MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3
07:15	2	0	0	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2
07:45	1	1	0	0	0	0	0	2
H/TOT	7	2	0	0	0	0	0	9
08:00	6	0	0	0	0	0	0	6
08:15	2	1	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	1	3
H/TOT	11	1	0	0	0	0	1	13
09:00	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	1	2
09:30	4	0	0	0	0	0	0	4
09:45	2	0	0	0	0	0	0	2
H/TOT	7	0	0	0	0	0	1	8
P/TOT	25	3	0	0	0	0	2	30

	A TO C							
	FROM MAIN STREET TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	0	0	0	0	0	0	0	3
9	1	0	0	0	0	0	0	10
12	0	0	0	0	0	0	0	12
12	2	0	0	0	0	0	0	14
36	3	0	0	0	0	0	0	39
33	0	0	0	0	2	0	0	35
31	2	0	0	0	2	0	0	35
4	1	0	0	0	0	0	0	5
3	0	0	0	0	0	0	1	4
71	3	0	0	0	4	0	1	79
11	0	0	0	0	0	0	0	11
4	0	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	4
8	1	0	0	0	0	0	0	9
27	1	0	0	0	0	0	0	28
134	7	0	0	0	4	0	1	146

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	A TO B FROM MAIN STREET TO MARKET PLACE								A TO C FROM MAIN STREET TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	0	0	0	0	0	0	3	14	2	0	0	2	0	0	18
14:45	1	0	0	0	0	0	0	1	17	0	0	0	0	0	0	17
HH/TOT	4	0	0	0	0	0	0	4	31	2	0	0	2	0	0	35
15:00	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7
15:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	1	6
15:30	1	0	0	0	0	0	0	1	7	2	0	0	0	0	0	9
15:45	5	0	0	0	0	0	0	5	8	3	0	0	0	0	0	11
H/TOT	12	0	0	0	0	0	0	12	26	6	0	0	0	0	1	33
16:00	1	1	1	0	0	0	0	3	10	0	0	0	0	0	0	10
16:15	3	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8
16:30	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	6	1	1	0	0	0	0	8	29	3	0	0	0	0	0	32
17:00	2	1	0	0	0	0	2	5	10	2	0	0	0	0	1	13
17:15	0	1	0	0	0	0	0	1	9	1	0	0	0	0	0	10
17:30	5	1	0	0	0	0	0	6	5	0	0	0	0	0	0	5
17:45	3	1	0	0	0	0	0	4	10	0	0	0	0	0	0	10
H/TOT	10	4	0	0	0	0	2	16	34	3	0	0	0	0	1	38
18:00	8	0	0	0	0	0	0	8	7	1	0	0	0	0	0	8
18:15	3	1	0	0	0	0	0	4	5	1	0	0	0	0	0	6
18:30	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
18:45	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
H/TOT	16	1	0	0	0	0	0	17	20	3	0	0	0	0	0	23
P/TOT	48	6	1	0	0	0	2	57	140	17	0	0	2	0	2	161

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	A TO D FROM MAIN STREET TO BACK LANE							
	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	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
08:00	8	0	0	0	0	0	0	8
08:15	8	1	0	0	0	0	0	9
08:30	12	1	0	0	0	0	0	13
08:45	4	0	0	0	0	0	0	4
H/TOT	32	2	0	0	0	0	0	34
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	33	2	0	0	0	0	0	35

B TO A FROM MARKET PLACE TO MAIN STREET							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10	0	1	0	0	0	0	11
8	2	2	0	0	0	0	12
7	0	3	0	1	0	0	11
23	5	0	0	0	0	0	28
48	7	6	0	1	0	0	62
25	6	2	0	0	0	0	33
31	3	1	0	0	0	0	35
27	3	2	0	2	0	0	34
26	5	1	0	0	0	0	32
109	17	6	0	2	0	0	134
9	3	0	0	0	0	0	12
23	5	0	0	0	0	0	28
21	6	2	0	0	0	0	29
24	2	0	0	2	0	0	28
77	16	2	0	2	0	0	97
234	40	14	0	5	0	0	293

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	A TO D FROM MAIN STREET TO BACK LANE								B TO A FROM MARKET PLACE TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	17	2	0	0	1	0	0	20
14:45	2	0	0	0	0	0	0	2	18	5	0	0	1	0	0	24
HH/TOT	2	0	0	0	0	0	0	2	35	7	0	0	2	0	0	44
15:00	0	0	0	0	0	0	0	0	28	7	1	0	0	1	0	37
15:15	0	0	0	0	0	0	0	0	25	4	0	0	0	0	2	31
15:30	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30
15:45	1	0	0	0	0	0	0	1	30	2	1	0	0	1	0	34
H/TOT	1	0	0	0	0	0	0	1	112	14	2	0	0	2	2	132
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16:30	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32
16:45	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28
H/TOT	0	0	0	0	0	0	0	0	106	14	1	0	0	0	2	123
17:00	0	0	0	0	0	0	0	0	23	5	0	0	1	1	1	31
17:15	0	0	0	0	0	0	0	0	27	4	1	0	0	0	0	32
17:30	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28
17:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	1	22
H/TOT	0	0	0	0	0	0	0	0	97	11	1	0	1	1	2	113
18:00	0	0	0	0	0	0	0	0	22	3	0	0	1	0	1	27
18:15	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
18:30	0	0	0	0	0	0	0	0	16	5	0	0	0	0	0	21
18:45	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	71	14	0	0	1	0	1	87
P/TOT	3	0	0	0	0	0	0	3	421	60	4	0	4	3	7	499

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	B TO C FROM MARKET PLACE TO STATION ROAD								B TO D FROM MARKET PLACE TO BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	31	6	2	0	0	0	0	39	2	0	0	0	0	0	0	2
07:15	42	13	1	0	0	0	0	56	0	0	0	0	0	0	0	0
07:30	73	14	5	0	0	0	0	92	0	0	0	0	0	0	0	0
07:45	61	10	1	0	0	0	0	72	7	0	0	0	0	0	0	7
H/TOT	207	43	9	0	0	0	0	259	9	0	0	0	0	0	0	9
08:00	66	9	2	0	2	0	1	80	6	0	0	0	0	0	0	6
08:15	51	11	2	0	1	0	0	65	17	0	0	0	0	0	0	17
08:30	31	6	2	0	1	0	0	40	8	1	0	0	0	0	0	9
08:45	51	11	1	0	0	0	0	63	6	2	0	0	0	0	0	8
H/TOT	199	37	7	0	4	0	1	248	37	3	0	0	0	0	0	40
09:00	29	6	2	0	0	0	0	37	0	0	0	0	0	0	0	0
09:15	30	5	2	0	0	0	0	37	0	0	0	0	0	0	0	0
09:30	28	10	5	0	0	3	0	46	0	0	0	0	0	0	0	0
09:45	41	7	2	0	0	0	0	50	0	0	0	0	0	0	0	0
H/TOT	128	28	11	0	0	3	0	170	0	0	0	0	0	0	0	0
P/TOT	534	108	27	0	4	3	1	677	46	3	0	0	0	0	0	49

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	B TO C FROM MARKET PLACE TO STATION ROAD								B TO D FROM MARKET PLACE TO BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	56	4	3	0	0	0	0	63	0	0	0	0	0	0	0	0
14:45	57	9	0	0	2	2	0	70	3	0	0	0	0	0	0	3
HH/TOT	113	13	3	0	2	2	0	133	3	0	0	0	0	0	0	3
15:00	45	4	0	0	0	0	0	49	0	1	0	0	0	0	0	1
15:15	56	7	0	0	2	0	0	65	1	1	0	0	0	0	0	2
15:30	40	11	0	0	2	0	0	53	1	0	0	0	0	0	0	1
15:45	41	6	1	0	0	0	0	48	10	0	0	0	0	0	0	10
H/TOT	182	28	1	0	4	0	0	215	12	2	0	0	0	0	0	14
16:00	45	11	1	0	0	0	0	57	8	0	0	0	0	0	0	8
16:15	45	9	0	0	0	0	0	54	1	0	0	0	0	0	0	1
16:30	37	12	0	0	0	1	0	50	3	0	0	0	0	0	0	3
16:45	61	6	3	0	0	1	0	71	0	0	0	0	0	0	0	0
H/TOT	188	38	4	0	0	2	0	232	12	0	0	0	0	0	0	12
17:00	52	10	0	0	0	0	0	62	1	0	0	0	0	0	0	1
17:15	54	3	0	0	0	0	0	57	3	0	0	0	0	0	0	3
17:30	48	5	1	0	0	0	0	54	0	0	0	0	0	0	0	0
17:45	51	5	0	0	0	1	0	57	0	0	0	0	0	0	0	0
H/TOT	205	23	1	0	0	1	0	230	4	0	0	0	0	0	0	4
18:00	39	8	3	0	0	0	0	50	0	0	0	0	0	0	0	0
18:15	39	4	0	0	0	0	1	44	0	0	0	0	0	0	0	0
18:30	37	5	1	0	0	1	0	44	0	0	0	0	0	0	0	0
18:45	37	4	0	0	0	0	0	41	0	0	0	0	0	0	0	0
H/TOT	152	21	4	0	0	1	1	179	0	0	0	0	0	0	0	0
P/TOT	840	123	13	0	6	6	1	989	31	2	0	0	0	0	0	33

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	C TO A							
	FROM STATION ROAD TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	5	2	0	0	0	0	45
07:15	33	10	0	0	0	0	0	43
07:30	58	6	3	0	0	0	1	68
07:45	65	12	0	1	0	1	0	79
H/TOT	194	33	5	1	0	1	1	235
08:00	81	8	0	0	1	0	1	91
08:15	78	14	2	0	5	0	0	99
08:30	106	6	2	0	2	0	0	116
08:45	58	16	1	0	0	0	3	78
H/TOT	323	44	5	0	8	0	4	384
09:00	60	6	1	0	0	0	0	67
09:15	51	8	4	0	0	0	0	63
09:30	35	11	1	1	0	0	2	50
09:45	30	5	4	1	0	1	0	41
H/TOT	176	30	10	2	0	1	2	221
P/TOT	693	107	20	3	8	2	7	840

	C TO B							
	FROM STATION ROAD TO MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	1	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	6
10	0	1	0	0	0	0	0	11
4	1	0	0	0	0	0	0	5
5	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	1
5	3	0	0	0	0	0	0	8
15	4	0	0	0	0	0	0	19
6	0	0	0	0	0	0	0	6
3	0	1	0	0	0	0	0	4
5	0	1	0	0	0	0	0	6
4	0	0	0	0	0	0	0	4
18	0	2	0	0	0	0	0	20
43	4	3	0	0	0	0	0	50

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	C TO A								C TO B							
	FROM STATION ROAD TO MAIN STREET								FROM STATION ROAD TO MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	39	12	2	0	0	0	1	54	4	0	0	0	0	0	0	4
14:45	55	7	1	0	0	0	0	63	1	2	0	0	0	0	0	3
HH/TOT	94	19	3	0	0	0	1	117	5	2	0	0	0	0	0	7
15:00	103	9	2	0	0	0	0	114	4	0	0	0	0	0	0	4
15:15	79	7	0	0	5	2	0	93	6	0	0	0	0	0	0	6
15:30	86	12	0	0	1	0	0	99	6	0	0	0	0	0	0	6
15:45	67	15	0	0	0	0	0	82	5	1	0	0	0	0	0	6
H/TOT	335	43	2	0	6	2	0	388	21	1	0	0	0	0	0	22
16:00	106	13	1	0	2	1	0	123	9	1	0	0	0	0	0	10
16:15	58	10	0	0	0	0	0	68	2	0	0	0	0	0	0	2
16:30	62	9	1	0	0	0	0	72	6	0	0	0	0	0	0	6
16:45	79	15	5	0	0	0	1	100	11	1	0	0	0	0	0	12
H/TOT	305	47	7	0	2	1	1	363	28	2	0	0	0	0	0	30
17:00	75	4	1	0	0	0	0	80	8	1	0	0	0	0	0	9
17:15	55	4	1	0	0	0	0	60	5	0	0	0	0	0	0	5
17:30	74	8	0	0	0	0	0	82	6	0	0	0	0	0	0	6
17:45	43	5	0	0	0	0	0	48	6	1	0	0	0	0	0	7
H/TOT	247	21	2	0	0	0	0	270	25	2	0	0	0	0	0	27
18:00	56	5	0	0	0	0	0	61	7	1	0	0	0	0	0	8
18:15	36	8	0	0	0	0	0	44	2	0	0	0	0	0	2	4
18:30	42	7	1	0	0	0	0	50	3	1	0	0	0	0	0	4
18:45	41	6	2	0	0	0	0	49	6	2	0	0	0	0	0	8
H/TOT	175	26	3	0	0	0	0	204	18	4	0	0	0	0	2	24
P/TOT	1156	156	17	0	8	3	2	1342	97	11	0	0	0	0	2	110

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: **MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE**

DAY: WEDNESDAY



TIME	C TO D								D TO A							
	FROM STATION ROAD TO BACK LANE								FROM BACK LANE TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:30	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
08:45	5	1	0	0	0	0	1	7	0	0	0	0	0	0	0	0
H/TOT	26	3	0	0	0	0	1	30	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	27	3	0	0	0	0	1	31	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY



TIME	C TO D								D TO A							
	FROM STATION ROAD TO BACK LANE								FROM BACK LANE TO MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DAY: WEDNESDAY

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: **MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE**

DAY: WEDNESDAY

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM A MAIN STREET								FROM ARM A MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	5	3	0	0	0	0	56	6	1	0	0	0	0	0	7
07:15	41	12	2	0	0	0	0	55	11	1	0	0	0	0	0	12
07:30	65	6	6	0	1	0	1	79	14	0	0	0	0	0	0	14
07:45	88	17	0	1	0	1	0	107	13	3	0	0	0	0	0	16
H/TOT	242	40	11	1	1	1	1	297	44	5	0	0	0	0	0	49
08:00	106	14	2	0	1	0	1	124	47	0	0	0	2	0	0	49
08:15	109	17	3	0	5	0	0	134	41	4	0	0	2	0	0	47
08:30	133	9	4	0	4	0	0	150	17	2	0	0	0	0	0	19
08:45	84	21	2	0	0	0	3	110	9	0	0	0	0	0	2	11
H/TOT	432	61	11	0	10	0	4	518	114	6	0	0	4	0	2	126
09:00	69	9	1	0	0	0	0	79	11	0	0	0	0	0	0	11
09:15	74	13	4	0	0	0	0	91	5	0	0	0	0	0	1	6
09:30	56	17	3	1	0	0	2	79	8	0	0	0	0	0	0	8
09:45	54	7	4	1	2	1	0	69	10	1	0	0	0	0	0	11
H/TOT	253	46	12	2	2	1	2	318	34	1	0	0	0	0	1	36
P/TOT	927	147	34	3	13	2	7	1133	192	12	0	0	4	0	3	211

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM A MAIN STREET								FROM ARM A MAIN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	56	14	2	0	1	0	1	74	17	2	0	0	2	0	0	21
14:45	73	12	1	0	1	0	0	87	20	0	0	0	0	0	0	20
HH/TOT	129	26	3	0	2	0	1	161	37	2	0	0	2	0	0	41
15:00	131	16	3	0	0	1	0	151	10	1	0	0	0	0	0	11
15:15	104	11	0	0	5	2	2	124	7	0	0	0	0	0	1	8
15:30	115	13	0	0	1	0	0	129	8	2	0	0	0	0	0	10
15:45	97	17	1	0	0	1	0	116	14	3	0	0	0	0	0	17
H/TOT	447	57	4	0	6	4	2	520	39	6	0	0	0	0	1	46
16:00	141	15	2	0	2	1	0	161	11	1	1	0	0	0	0	13
16:15	74	17	0	0	0	0	2	93	10	1	0	0	0	0	0	11
16:30	91	12	1	0	0	0	0	104	9	1	0	0	0	0	0	10
16:45	105	17	5	0	0	0	1	128	5	1	0	0	0	0	0	6
H/TOT	411	61	8	0	2	1	3	486	35	4	1	0	0	0	0	40
17:00	98	9	1	0	1	1	1	111	12	3	0	0	0	0	3	18
17:15	82	8	2	0	0	0	0	92	9	2	0	0	0	0	0	11
17:30	102	8	0	0	0	0	0	110	10	1	0	0	0	0	0	11
17:45	62	7	0	0	0	0	1	70	13	1	0	0	0	0	0	14
H/TOT	344	32	3	0	1	1	2	383	44	7	0	0	0	0	3	54
18:00	78	8	0	0	1	0	1	88	15	1	0	0	0	0	0	16
18:15	52	10	0	0	0	0	0	62	8	2	0	0	0	0	0	10
18:30	58	12	1	0	0	0	0	71	10	0	0	0	0	0	0	10
18:45	58	10	2	0	0	0	0	70	3	1	0	0	0	0	0	4
H/TOT	246	40	3	0	1	0	1	291	36	4	0	0	0	0	0	40
P/TOT	1577	216	21	0	12	6	9	1841	191	23	1	0	2	0	4	221

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM B MARKET PLACE								FROM ARM B MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	1	0	0	0	0	5	43	6	3	0	0	0	0	52
07:15	4	0	0	0	0	0	0	4	50	15	3	0	0	0	0	68
07:30	3	0	0	0	0	0	0	3	80	14	8	0	1	0	0	103
07:45	7	1	0	0	0	0	0	8	91	15	1	0	0	0	0	107
H/TOT	17	2	1	0	0	0	0	20	264	50	15	0	1	0	0	330
08:00	10	1	0	0	0	0	0	11	97	15	4	0	2	0	1	119
08:15	7	1	0	0	0	0	0	8	99	14	3	0	1	0	0	117
08:30	2	0	0	0	0	0	0	2	66	10	4	0	3	0	0	83
08:45	7	3	0	0	0	0	1	11	83	18	2	0	0	0	0	103
H/TOT	26	5	0	0	0	0	1	32	345	57	13	0	6	0	1	422
09:00	6	0	0	0	0	0	0	6	38	9	2	0	0	0	0	49
09:15	4	0	1	0	0	0	1	6	53	10	2	0	0	0	0	65
09:30	9	0	1	0	0	0	0	10	49	16	7	0	0	3	0	75
09:45	6	0	0	0	0	0	0	6	65	9	2	0	2	0	0	78
H/TOT	25	0	2	0	0	0	1	28	205	44	13	0	2	3	0	267
P/TOT	68	7	3	0	0	0	2	80	814	151	41	0	9	3	1	1019

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM B MARKET PLACE								FROM ARM B MARKET PLACE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	7	0	0	0	0	0	0	7	73	6	3	0	1	0	0	83
14:45	2	2	0	0	0	0	0	4	78	14	0	0	3	2	0	97
HH/TOT	9	2	0	0	0	0	0	11	151	20	3	0	4	2	0	180
15:00	8	0	0	0	0	0	0	8	73	12	1	0	0	1	0	87
15:15	8	0	0	0	0	0	0	8	82	12	0	0	2	0	2	98
15:30	7	0	0	0	0	0	0	7	70	12	0	0	2	0	0	84
15:45	10	1	0	0	0	0	0	11	81	8	2	0	0	1	0	92
H/TOT	33	1	0	0	0	0	0	34	306	44	3	0	4	2	2	361
16:00	10	2	1	0	0	0	0	13	88	13	2	0	0	0	0	103
16:15	5	0	0	0	0	0	0	5	62	16	0	0	0	0	2	80
16:30	8	0	0	0	0	0	0	8	69	15	0	0	0	1	0	85
16:45	11	1	0	0	0	0	0	12	87	8	3	0	0	1	0	99
H/TOT	34	3	1	0	0	0	0	38	306	52	5	0	0	2	2	367
17:00	10	2	0	0	0	0	2	14	76	15	0	0	1	1	1	94
17:15	5	1	0	0	0	0	0	6	84	7	1	0	0	0	0	92
17:30	11	1	0	0	0	0	0	12	76	5	1	0	0	0	0	82
17:45	9	2	0	0	0	0	0	11	70	7	0	0	0	1	1	79
H/TOT	35	6	0	0	0	0	2	43	306	34	2	0	1	2	2	347
18:00	15	1	0	0	0	0	0	16	61	11	3	0	1	0	1	77
18:15	5	1	0	0	0	0	2	8	55	6	0	0	0	0	1	62
18:30	7	1	0	0	0	0	0	8	53	10	1	0	0	1	0	65
18:45	7	2	0	0	0	0	0	9	54	8	0	0	0	0	0	62
H/TOT	34	5	0	0	0	0	2	41	223	35	4	0	1	1	2	266
P/TOT	145	17	1	0	0	0	4	167	1292	185	17	0	10	9	8	1521

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM C STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	6	2	0	0	0	0	42
07:15	51	14	1	0	0	0	0	66
07:30	85	14	5	0	0	0	0	104
07:45	73	12	1	0	0	0	0	86
H/TOT	243	46	9	0	0	0	0	298
08:00	99	9	2	0	4	0	1	115
08:15	82	13	2	0	3	0	0	100
08:30	35	7	2	0	1	0	0	45
08:45	54	11	1	0	0	0	1	67
H/TOT	270	40	7	0	8	0	2	327
09:00	40	6	2	0	0	0	0	48
09:15	34	5	2	0	0	0	0	41
09:30	32	10	5	0	0	3	0	50
09:45	49	8	2	0	0	0	0	59
H/TOT	155	29	11	0	0	3	0	198
P/TOT	668	115	27	0	8	3	2	823

FROM ARM C STATION ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
39	5	3	0	0	0	0	47
35	10	0	0	0	0	0	45
59	6	3	0	0	0	1	69
72	12	0	1	0	1	0	86
205	33	6	1	0	1	1	247
87	10	0	0	1	0	1	99
90	14	2	0	5	0	0	111
119	7	2	0	2	0	0	130
68	20	1	0	0	0	4	93
364	51	5	0	8	0	5	433
66	6	1	0	0	0	0	73
54	8	5	0	0	0	0	67
40	11	2	1	0	0	2	56
34	5	4	1	0	1	0	45
194	30	12	2	0	1	2	241
763	114	23	3	8	2	8	921

MANUAL CLASSIFIED COUNTS



JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE

DAY: WEDNESDAY

TIME	TO ARM C STATION ROAD								FROM ARM C STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	70	6	3	0	2	0	0	81	43	12	2	0	0	0	1	58
14:45	74	9	0	0	2	2	0	87	56	9	1	0	0	0	0	66
HH/TOT	144	15	3	0	4	2	0	168	99	21	3	0	0	0	1	124
15:00	51	5	0	0	0	0	0	56	107	9	2	0	0	0	0	118
15:15	61	7	0	0	2	0	1	71	86	7	0	0	5	2	0	100
15:30	47	13	0	0	2	0	0	62	92	12	0	0	1	0	0	105
15:45	49	9	1	0	0	0	0	59	77	16	0	0	0	0	0	93
H/TOT	208	34	1	0	4	0	1	248	362	44	2	0	6	2	0	416
16:00	55	11	1	0	0	0	0	67	122	15	1	0	2	1	0	141
16:15	52	10	0	0	0	0	0	62	61	10	0	0	0	0	0	71
16:30	44	13	0	0	0	1	0	58	68	9	1	0	0	0	0	78
16:45	66	7	3	0	0	1	0	77	90	16	5	0	0	0	1	112
H/TOT	217	41	4	0	0	2	0	264	341	50	7	0	2	1	1	402
17:00	62	12	0	0	0	0	1	75	83	5	1	0	0	0	0	89
17:15	63	4	0	0	0	0	0	67	60	4	1	0	0	0	0	65
17:30	53	5	1	0	0	0	0	59	80	8	0	0	0	0	0	88
17:45	61	5	0	0	0	1	0	67	49	6	0	0	0	0	0	55
H/TOT	239	26	1	0	0	1	1	268	272	23	2	0	0	0	0	297
18:00	46	9	3	0	0	0	0	58	63	6	0	0	0	0	0	69
18:15	44	5	0	0	0	0	1	50	38	9	0	0	0	0	2	49
18:30	43	5	1	0	0	1	0	50	46	8	1	0	0	0	0	55
18:45	39	5	0	0	0	0	0	44	47	8	2	0	0	0	0	57
H/TOT	172	24	4	0	0	1	1	202	194	31	3	0	0	0	2	230
P/TOT	980	140	13	0	8	6	3	1150	1268	169	17	0	8	3	4	1469

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: **MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE**

DAY: WEDNESDAY



TIME	TO ARM D BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	8	0	0	0	0	0	0	8
H/TOT	11	0	0	0	0	0	0	11
08:00	16	1	0	0	0	0	0	17
08:15	32	1	0	0	0	0	0	33
08:30	32	3	0	0	0	0	0	35
08:45	15	3	0	0	0	0	1	19
H/TOT	95	8	0	0	0	0	1	104
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	106	8	0	0	0	0	1	115

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 1

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD / BACK LANE



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM D BACK LANE								FROM ARM D BACK LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
HH/TOT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
16:00	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	49	4	0	0	0	0	0	53	0	0	0	0	0	0	0	0

QUEUE LENGTHS

JOB REF: 13569



JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B		ARM C	TIME	ARM A	ARM B		ARM C
	MAIN STREET	MARKET PLACE		STATION ROAD		MAIN STREET	MARKET PLACE		STATION ROAD
	LANE 1	LANE 1	LANE 2	LANE 1		LANE 1	LANE 1	LANE 2	LANE 1
07:00	1	1	1	0	14:30	0	1	3	0
07:05	0	2	1	0	14:35	0	3	1	0
07:10	0	0	0	0	14:40	0	1	3	0
07:15	0	1	0	0	14:45	0	1	4	1
07:20	0	0	1	0	14:50	0	1	1	0
07:25	0	0	1	0	14:55	0	5	2	0
07:30	0	2	1	0	15:00	0	1	1	0
07:35	0	4	1	0	15:05	0	1	2	0
07:40	0	2	1	0	15:10	0	1	4	0
07:45	0	14	2	0	15:15	0	2	1	0
07:50	0	2	1	1	15:20	0	1	2	0
07:55	0	1	3	0	15:25	0	1	3	1
08:00	0	2	2	0	15:30	0	3	1	0
08:05	2	2	3	0	15:35	0	1	2	0
08:10	0	4	2	1	15:40	0	1	5	0
08:15	2	7	4	0	15:45	0	1	1	0
08:20	2	5	6	0	15:50	0	1	3	1
08:25	1	0	2	0	15:55	0	3	4	3
08:30	2	4	3	0	16:00	0	2	12	4
08:35	2	3	2	3	16:05	0	2	14	2
08:40	1	1	4	0	16:10	0	1	0	1
08:45	0	0	3	0	16:15	0	0	1	0
08:50	0	1	2	0	16:20	0	0	2	0
08:55	0	1	2	1	16:25	0	0	3	0
09:00	0	1	1	0	16:30	0	2	3	0

QUEUE LENGTHS

JOB REF: 13569



JOB NAME: MARKET BOSWORTH

SITE: 1

DATE: 03/07/2024

LOCATION: MAIN STREET / MARKET PLACE / STATION ROAD

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B		ARM C	TIME	ARM A	ARM B		ARM C
	MAIN STREET	MARKET PLACE		STATION ROAD		MAIN STREET	MARKET PLACE		STATION ROAD
	LANE 1	LANE 1	LANE 2	LANE 1		LANE 1	LANE 1	LANE 2	LANE 1
09:05	0	2	1	0	16:35	0	0	2	0
09:10	0	1	0	0	16:40	0	0	1	0
09:15	0	1	2	0	16:45	0	1	2	2
09:20	0	1	2	1	16:50	0	1	2	0
09:25	0	0	3	0	16:55	0	2	4	0
09:30	0	1	2	0	17:00	0	2	2	0
09:35	1	1	3	2	17:05	0	0	2	0
09:40	0	0	5	0	17:10	0	1	1	0
09:45	0	2	2	0	17:15	0	1	2	1
09:50	0	3	1	0	17:20	0	1	2	1
09:55	1	2	3	0	17:25	0	2	1	0
					17:30	0	1	1	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	A TO A FROM PIPISTRELLE DRIVE TO PIPISTRELLE DRIVE								A TO B FROM PIPISTRELLE DRIVE TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6
07:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	18	1	1	0	0	0	1	21
08:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
08:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	25
09:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12
P/TOT	0	0	0	0	0	0	0	0	52	3	2	0	0	0	1	58

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	A TO A FROM PIPISTRELLE DRIVE TO PIPISTRELLE DRIVE								A TO B FROM PIPISTRELLE DRIVE TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
HH/TOT	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
15:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	15	2	1	0	0	0	0	18
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
18:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19
P/TOT	0	0	0	0	0	0	0	0	62	6	1	0	0	0	0	69

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	A TO C FROM PIPISTRELLE DRIVE TO SEDGEMERE ROAD								A TO D FROM PIPISTRELLE DRIVE TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
P/TOT	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	A TO C FROM PIPISTRELLE DRIVE TO SEDGEMERE ROAD								A TO D FROM PIPISTRELLE DRIVE TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	2	8
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	8	0	0	0	0	0	1	9
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
P/TOT	1	0	0	0	0	0	0	1	26	4	0	0	0	0	3	33

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	B TO A								B TO B							
	FROM STATION ROAD TO PIPISTRELLE DRIVE								FROM STATION ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
08:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:30	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
08:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	11	2	0	0	0	0	1	14	2	0	0	0	0	0	0	2
09:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
P/TOT	22	4	1	0	0	0	1	28	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	B TO A								B TO B							
	FROM STATION ROAD TO PIPISTRELLE DRIVE								FROM STATION ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
HH/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	19	2	0	0	0	0	0	21	0	0	0	0	0	0	0	0
16:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	11	2	1	0	0	0	0	14	0	0	0	0	0	0	0	0
17:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	20	0	0	0	0	0	0	20	1	0	0	0	0	0	0	1
P/TOT	75	5	1	0	0	0	0	81	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	B TO C FROM STATION ROAD TO SEDGEMERE ROAD								B TO D FROM STATION ROAD TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	27	7	2	0	0	0	0	36
07:15	2	2	0	0	0	0	0	4	29	6	0	0	0	0	0	35
07:30	0	0	2	0	0	0	0	2	41	15	3	1	0	0	0	60
07:45	0	1	0	0	0	0	0	1	39	12	1	0	0	0	0	52
H/TOT	2	4	2	0	0	0	0	8	136	40	6	1	0	0	0	183
08:00	0	0	0	0	0	0	0	0	56	3	2	0	1	0	0	62
08:15	1	0	0	0	0	0	0	1	79	12	2	0	1	0	0	94
08:30	1	1	0	0	0	0	0	2	73	10	2	0	0	0	0	85
08:45	2	0	0	0	0	0	0	2	33	8	1	0	0	0	0	42
H/TOT	4	1	0	0	0	0	0	5	241	33	7	0	2	0	0	283
09:00	0	0	0	0	0	0	0	0	36	5	0	0	0	0	1	42
09:15	0	0	0	0	0	0	0	0	23	7	2	0	0	0	0	32
09:30	1	0	1	0	0	0	0	2	18	10	3	0	0	3	0	34
09:45	2	0	1	0	0	0	0	3	28	5	2	0	0	0	0	35
H/TOT	3	0	2	0	0	0	0	5	105	27	7	0	0	3	1	143
P/TOT	9	5	4	0	0	0	0	18	482	100	20	1	2	3	1	609

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	B TO C								B TO D							
	FROM STATION ROAD TO SEDGEMERE ROAD								FROM STATION ROAD TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	28	2	1	1	0	0	0	32
14:45	0	1	0	0	0	0	0	1	35	3	0	0	0	2	0	40
HH/TOT	0	1	0	0	0	0	0	1	63	5	1	1	0	2	0	72
15:00	1	0	0	0	0	0	0	1	71	8	0	0	0	0	0	79
15:15	2	0	0	0	0	0	0	2	63	6	0	0	3	0	0	72
15:30	2	0	0	0	0	0	0	2	27	6	0	0	0	0	0	33
15:45	0	0	0	0	0	0	0	0	33	8	2	0	0	0	0	43
H/TOT	5	0	0	0	0	0	0	5	194	28	2	0	3	0	0	227
16:00	0	0	0	0	0	0	0	0	66	17	1	0	0	0	0	84
16:15	0	0	0	0	0	0	0	0	52	6	0	0	0	1	0	59
16:30	1	0	0	0	0	0	0	1	36	8	0	1	0	0	1	46
16:45	1	2	0	0	0	0	0	3	60	7	2	1	0	1	0	71
H/TOT	2	2	0	0	0	0	0	4	214	38	3	2	0	2	1	260
17:00	2	0	0	0	0	0	0	2	54	8	0	0	0	0	2	64
17:15	2	1	0	0	0	0	0	3	43	3	1	0	0	0	0	47
17:30	3	0	0	0	0	0	0	3	34	5	1	0	0	0	0	40
17:45	5	0	0	0	0	0	0	5	24	4	0	0	0	1	0	29
H/TOT	12	1	0	0	0	0	0	13	155	20	2	0	0	1	2	180
18:00	2	0	0	0	0	0	0	2	30	8	2	1	0	0	0	41
18:15	0	0	0	0	0	0	0	0	22	3	1	0	0	0	1	27
18:30	2	2	0	0	0	0	0	4	29	3	1	0	0	0	0	33
18:45	1	0	0	0	0	0	0	1	19	4	0	0	0	1	0	24
H/TOT	5	2	0	0	0	0	0	7	100	18	4	1	0	1	1	125
P/TOT	24	6	0	0	0	0	0	30	726	109	12	4	3	6	4	864

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	C TO A FROM SEDGEMERE ROAD TO PIPISTRELLE DRIVE								C TO B FROM SEDGEMERE ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8
09:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	7
P/TOT	0	0	0	0	0	0	0	0	15	4	2	0	0	0	0	21

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	C TO A								C TO B							
	FROM SEDGEMERE ROAD TO PIPISTRELLE DRIVE								FROM SEDGEMERE ROAD TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
HH/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
H/TOT	0	1	0	0	0	0	0	1	6	2	0	0	0	0	0	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
P/TOT	0	1	0	0	0	0	0	1	24	4	0	0	0	0	0	28

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	C TO C								C TO D							
	FROM SEDGEMERE ROAD TO SEDGEMERE ROAD								FROM SEDGEMERE ROAD TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
09:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	7
P/TOT	0	0	0	0	0	0	0	0	14	3	2	0	0	0	0	19

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	C TO C								C TO D							
	FROM SEDGEMERE ROAD TO SEDGEMERE ROAD								FROM SEDGEMERE ROAD TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
HH/TOT	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	8
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
P/TOT	0	0	0	0	0	0	0	0	16	8	2	0	0	0	0	26

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	D TO A FROM MARKET BOSWORTH TO PIPISTRELLE DRIVE								D TO B FROM MARKET BOSWORTH TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	33	1	3	0	0	0	0	37
07:15	2	0	0	0	0	0	0	2	22	5	0	0	0	0	1	28
07:30	0	0	0	0	0	0	0	0	42	5	2	1	0	0	0	50
07:45	0	1	0	0	0	0	0	1	54	10	0	0	0	0	1	65
H/TOT	2	1	0	0	0	0	0	3	151	21	5	1	0	0	2	180
08:00	1	0	0	0	0	0	0	1	67	10	1	0	2	0	0	80
08:15	4	0	0	0	0	0	0	4	47	7	0	0	0	0	0	54
08:30	1	0	0	0	0	0	0	1	57	7	3	1	0	0	0	68
08:45	2	1	0	0	0	0	0	3	58	11	1	1	0	0	0	71
H/TOT	8	1	0	0	0	0	0	9	229	35	5	2	2	0	0	273
09:00	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	36
09:15	1	0	0	0	0	0	0	1	34	9	4	0	0	0	0	47
09:30	1	1	0	0	0	0	0	2	14	4	1	1	0	0	0	20
09:45	1	1	0	0	0	0	0	2	20	2	2	1	0	1	0	26
H/TOT	3	2	0	0	0	0	0	5	101	18	7	2	0	1	0	129
P/TOT	13	4	0	0	0	0	0	17	481	74	17	5	2	1	2	582

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	D TO A FROM MARKET BOSWORTH TO PIPISTRELLE DRIVE								D TO B FROM MARKET BOSWORTH TO STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	0	0	0	0	0	0	3	43	5	2	0	1	0	0	51
14:45	2	0	0	0	0	0	0	2	47	5	1	0	1	0	0	54
HH/TOT	5	0	0	0	0	0	0	5	90	10	3	0	2	0	0	105
15:00	2	0	0	0	0	0	0	2	31	6	1	0	1	1	0	40
15:15	1	0	0	0	0	0	0	1	46	7	0	0	0	0	0	53
15:30	5	0	0	0	0	0	0	5	71	13	1	0	0	0	0	85
15:45	0	0	0	0	0	0	0	0	59	10	0	0	0	0	0	69
H/TOT	8	0	0	0	0	0	0	8	207	36	2	0	1	1	0	247
16:00	4	1	0	0	0	0	0	5	43	8	1	1	0	0	0	53
16:15	4	1	0	0	0	0	0	5	40	8	1	0	0	0	0	49
16:30	3	0	0	0	0	0	0	3	37	5	2	0	0	0	0	44
16:45	4	0	1	0	0	0	0	5	46	15	1	0	0	0	0	62
H/TOT	15	2	1	0	0	0	0	18	166	36	5	1	0	0	0	208
17:00	2	0	0	0	0	0	0	2	43	4	3	0	0	0	0	50
17:15	2	0	0	0	0	0	0	2	47	3	0	0	0	0	0	50
17:30	3	0	0	0	0	0	0	3	50	5	0	0	0	0	0	55
17:45	5	0	0	0	0	0	0	5	33	3	0	1	0	0	1	38
H/TOT	12	0	0	0	0	0	0	12	173	15	3	1	0	0	1	193
18:00	5	1	0	0	0	0	0	6	39	7	0	0	0	0	0	46
18:15	6	0	0	0	0	0	0	6	26	8	0	0	0	0	2	36
18:30	2	0	0	0	0	0	0	2	23	4	2	0	0	0	0	29
18:45	2	0	0	0	0	0	1	3	32	0	1	0	0	0	2	35
H/TOT	15	1	0	0	0	0	1	17	120	19	3	0	0	0	4	146
P/TOT	55	3	1	0	0	0	1	60	756	116	16	2	3	1	5	899

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	D TO C FROM MARKET BOSWORTH TO SEDGEMERE ROAD								D TO D FROM MARKET BOSWORTH TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
07:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	8	8	0	0	0	0	0	16	1	0	0	0	0	0	0	1
08:00	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	1
08:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	3	1	0	0	0	0	7	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	12	12	1	0	0	0	0	25	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	D TO C								D TO D							
	FROM MARKET BOSWORTH TO SEDGEMERE ROAD								FROM MARKET BOSWORTH TO MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	3	1	1	0	0	0	0	5	2	0	0	0	0	0	0	2
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
16:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	11	2	1	0	0	0	0	14	3	1	0	0	0	0	0	4

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM A PIPISTRELLE DRIVE								FROM ARM A PIPISTRELLE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8
07:15	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
07:30	2	0	0	0	0	0	0	2	6	0	0	0	0	0	1	7
07:45	0	2	0	0	0	0	0	2	7	0	0	0	0	0	0	7
H/TOT	5	2	0	0	0	0	0	7	26	1	1	0	0	0	1	29
08:00	2	0	0	0	0	0	1	3	17	1	0	0	0	0	0	18
08:15	9	0	0	0	0	0	0	9	15	0	0	0	0	0	0	15
08:30	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:45	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4
H/TOT	19	3	0	0	0	0	1	23	39	1	0	0	0	0	0	40
09:00	3	1	0	0	0	0	0	4	5	1	0	0	0	0	0	6
09:15	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
09:30	3	1	0	0	0	0	0	4	2	2	0	0	0	0	0	4
09:45	3	1	1	0	0	0	0	5	1	0	1	0	0	0	0	2
H/TOT	11	3	1	0	0	0	0	15	12	3	1	0	0	0	0	16
P/TOT	35	8	1	0	0	0	1	45	77	5	2	0	0	0	1	85

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM A PIPISTRELLE DRIVE								FROM ARM A PIPISTRELLE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
14:45	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
HH/TOT	7	0	0	0	0	0	0	7	8	1	0	0	0	0	0	9
15:00	8	2	0	0	0	0	0	10	5	1	0	0	0	0	0	6
15:15	7	1	0	0	0	0	0	8	3	0	0	0	0	0	0	3
15:30	8	0	0	0	0	0	0	8	3	1	0	0	0	0	0	4
15:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	2	6
H/TOT	27	3	0	0	0	0	0	30	15	2	0	0	0	0	2	19
16:00	7	1	0	0	0	0	0	8	3	0	0	0	0	0	0	3
16:15	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	9
16:30	4	1	1	0	0	0	0	6	4	1	0	0	0	0	0	5
16:45	7	1	1	0	0	0	0	9	5	3	1	0	0	0	0	9
H/TOT	26	4	2	0	0	0	0	32	21	4	1	0	0	0	0	26
17:00	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
17:15	11	1	0	0	0	0	0	12	6	0	0	0	0	0	1	7
17:30	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
17:45	12	0	0	0	0	0	0	12	4	0	0	0	0	0	0	4
H/TOT	35	1	0	0	0	0	0	36	23	0	0	0	0	0	1	24
18:00	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
18:15	11	0	0	0	0	0	0	11	6	1	0	0	0	0	0	7
18:30	7	0	0	0	0	0	0	7	10	1	0	0	0	0	0	11
18:45	10	0	0	0	0	0	1	11	4	1	0	0	0	0	0	5
H/TOT	35	1	0	0	0	0	1	37	22	3	0	0	0	0	0	25
P/TOT	130	9	2	0	0	0	1	142	89	10	1	0	0	0	3	103

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM B STATION ROAD								FROM ARM B STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	1	4	0	0	0	0	46	27	8	2	0	0	0	0	37
07:15	25	8	0	0	0	0	1	34	32	8	0	0	0	0	0	40
07:30	47	5	2	1	0	0	1	56	43	15	5	1	0	0	0	64
07:45	60	10	0	0	0	0	1	71	39	14	1	0	0	0	0	54
H/TOT	173	24	6	1	0	0	3	207	141	45	8	1	0	0	0	195
08:00	81	10	2	0	2	0	0	95	57	3	2	0	1	0	1	64
08:15	59	7	0	0	0	0	0	66	85	12	2	0	1	0	0	100
08:30	63	7	3	1	0	0	0	74	79	12	2	0	0	0	0	93
08:45	60	11	1	1	0	0	0	73	37	9	1	0	0	0	0	47
H/TOT	263	35	6	2	2	0	0	308	258	36	7	0	2	0	1	304
09:00	37	5	0	0	0	0	0	42	39	6	0	0	0	0	1	46
09:15	39	10	4	0	0	0	0	53	24	7	2	0	0	0	0	33
09:30	17	5	1	1	0	0	0	24	21	10	4	0	0	3	0	38
09:45	21	2	4	1	0	1	0	29	32	5	4	0	0	0	0	41
H/TOT	114	22	9	2	0	1	0	148	116	28	10	0	0	3	1	158
P/TOT	550	81	21	5	2	1	3	663	515	109	25	1	2	3	2	657

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM B STATION ROAD								FROM ARM B STATION ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	45	5	2	0	1	0	0	53	29	2	1	1	0	0	0	33
14:45	53	6	1	0	1	0	0	61	36	4	0	0	0	2	0	42
HH/TOT	98	11	3	0	2	0	0	114	65	6	1	1	0	2	0	75
15:00	34	7	1	0	1	1	0	44	78	9	0	0	0	0	0	87
15:15	48	7	0	0	0	0	0	55	71	7	0	0	3	0	0	81
15:30	77	13	1	0	0	0	0	91	32	6	0	0	0	0	0	38
15:45	64	12	0	0	0	0	0	76	37	8	2	0	0	0	0	47
H/TOT	223	39	2	0	1	1	0	266	218	30	2	0	3	0	0	253
16:00	45	8	1	1	0	0	0	55	69	17	1	0	0	0	0	87
16:15	47	8	1	0	0	0	0	56	56	6	0	0	0	1	0	63
16:30	43	7	2	0	0	0	0	52	38	9	1	1	0	0	1	50
16:45	50	17	2	0	0	0	0	69	64	10	2	1	0	1	0	78
H/TOT	185	40	6	1	0	0	0	232	227	42	4	2	0	2	1	278
17:00	48	4	3	0	0	0	0	55	60	8	0	0	0	0	2	70
17:15	53	3	0	0	0	0	0	56	54	5	1	0	0	0	0	60
17:30	56	5	0	0	0	0	0	61	40	5	1	0	0	0	0	46
17:45	38	3	0	1	0	0	1	43	36	4	0	0	0	1	0	41
H/TOT	195	15	3	1	0	0	1	215	190	22	2	0	0	1	2	217
18:00	44	7	0	0	0	0	0	51	34	8	2	1	0	0	0	45
18:15	31	8	0	0	0	0	2	41	27	3	1	0	0	0	1	32
18:30	33	5	2	0	0	0	0	40	37	5	1	0	0	0	0	43
18:45	34	1	1	0	0	0	2	38	28	4	0	0	0	1	0	33
H/TOT	142	21	3	0	0	0	4	170	126	20	4	1	0	1	1	153
P/TOT	843	126	17	2	3	1	5	997	826	120	13	4	3	6	4	976

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM C SEDGEMERE ROAD								FROM ARM C SEDGEMERE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	3	0	0	0	0	0	6	3	0	0	0	0	0	0	3
07:15	3	5	0	0	0	0	0	8	1	2	0	0	0	0	0	3
07:30	3	2	2	0	0	0	0	7	2	0	0	0	0	0	0	2
07:45	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	10	12	2	0	0	0	0	24	7	2	0	0	0	0	0	9
08:00	0	1	1	0	0	0	0	2	3	0	1	0	0	0	0	4
08:15	1	2	0	0	0	0	0	3	6	0	0	0	0	0	0	6
08:30	2	1	0	0	0	0	0	3	4	1	0	0	0	0	0	5
08:45	4	0	0	0	0	0	0	4	1	0	1	0	0	0	0	2
H/TOT	7	4	1	0	0	0	0	12	14	1	2	0	0	0	0	17
09:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
09:15	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
09:30	1	0	1	0	0	0	0	2	2	1	1	0	0	0	0	4
09:45	3	0	1	0	0	0	0	4	1	0	1	0	0	0	0	2
H/TOT	4	1	2	0	0	0	0	7	8	4	2	0	0	0	0	14
P/TOT	21	17	5	0	0	0	0	43	29	7	4	0	0	0	0	40

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM C SEDGEMERE ROAD								FROM ARM C SEDGEMERE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
14:45	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
HH/TOT	0	1	0	0	0	0	0	1	5	2	0	0	0	0	0	7
15:00	1	0	1	0	0	0	0	2	1	3	0	0	0	0	0	4
15:15	3	0	0	0	0	0	0	3	1	1	1	0	0	0	0	3
15:30	3	0	0	0	0	0	0	3	3	0	1	0	0	0	0	4
15:45	1	1	0	0	0	0	0	2	4	2	0	0	0	0	0	6
H/TOT	8	1	1	0	0	0	0	10	9	6	2	0	0	0	0	17
16:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:30	2	1	0	0	0	0	0	3	2	2	0	0	0	0	0	4
16:45	3	2	0	0	0	0	0	5	2	1	0	0	0	0	0	3
H/TOT	8	3	0	0	0	0	0	11	8	4	0	0	0	0	0	12
17:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:15	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
17:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:45	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
H/TOT	14	1	0	0	0	0	0	15	11	1	0	0	0	0	0	12
18:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
18:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:30	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	6	2	0	0	0	0	0	8	7	0	0	0	0	0	0	7
P/TOT	36	8	1	0	0	0	0	45	40	13	2	0	0	0	0	55

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM D MARKET BOSWORTH								FROM ARM D MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	7	2	0	0	0	0	38	36	3	3	0	0	0	0	42
07:15	33	6	0	0	0	0	0	39	25	8	0	0	0	0	1	34
07:30	45	15	3	1	0	0	0	64	46	7	2	1	0	0	0	56
07:45	41	12	1	0	0	0	0	54	55	12	0	0	0	0	1	68
H/TOT	148	40	6	1	0	0	0	195	162	30	5	1	0	0	2	200
08:00	63	4	2	0	1	0	0	70	69	11	2	0	2	0	0	84
08:15	88	12	2	0	1	0	0	103	51	9	0	0	0	0	0	60
08:30	76	11	2	0	0	0	0	89	59	7	3	1	0	0	0	70
08:45	36	8	2	0	0	0	0	46	62	12	1	1	0	0	0	76
H/TOT	263	35	8	0	2	0	0	308	241	39	6	2	2	0	0	290
09:00	39	6	0	0	0	0	1	46	33	3	0	0	0	0	0	36
09:15	25	7	2	0	0	0	0	34	35	10	4	0	0	0	0	49
09:30	19	12	4	0	0	3	0	38	15	5	1	1	0	0	0	22
09:45	29	5	2	0	0	0	0	36	22	3	2	1	0	1	0	29
H/TOT	112	30	8	0	0	3	1	154	105	21	7	2	0	1	0	136
P/TOT	523	105	22	1	2	3	1	657	508	90	18	5	2	1	2	626

MANUAL CLASSIFIED COUNTS

JOB REF: 13569

JOB NAME: MARKET BOSWORTH

SITE: 2

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD



DATE: 03/07/2024

DAY: WEDNESDAY

TIME	TO ARM D MARKET BOSWORTH								FROM ARM D MARKET BOSWORTH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	32	3	1	1	0	0	0	37	46	5	2	0	1	0	0	54
14:45	36	4	0	0	0	2	0	42	49	5	1	0	1	0	0	56
HH/TOT	68	7	1	1	0	2	0	79	95	10	3	0	2	0	0	110
15:00	74	10	0	0	0	0	0	84	33	6	2	0	1	1	0	43
15:15	65	7	1	0	3	0	0	76	48	7	0	0	0	0	0	55
15:30	27	7	1	0	0	0	0	35	77	13	1	0	0	0	0	91
15:45	38	8	2	0	0	0	2	50	62	11	0	0	0	0	0	73
H/TOT	204	32	4	0	3	0	2	245	220	37	3	0	1	1	0	262
16:00	68	18	1	0	0	0	0	87	48	9	1	1	0	0	0	59
16:15	57	7	0	0	0	1	0	65	46	10	1	0	0	0	0	57
16:30	36	9	0	1	0	0	1	47	41	6	2	0	0	0	0	49
16:45	63	9	2	1	0	1	0	76	52	15	2	0	0	0	0	69
H/TOT	224	43	3	2	0	2	1	275	187	40	6	1	0	0	0	234
17:00	58	8	0	0	0	0	2	68	45	4	3	0	0	0	0	52
17:15	44	4	1	0	0	0	1	50	49	3	0	0	0	0	0	52
17:30	36	5	1	0	0	0	0	42	54	5	0	0	0	0	0	59
17:45	28	4	0	0	0	1	0	33	38	3	0	1	0	0	1	43
H/TOT	166	21	2	0	0	1	3	193	186	15	3	1	0	0	1	206
18:00	31	8	2	1	0	0	0	42	44	8	0	0	0	0	0	52
18:15	25	4	1	0	0	0	1	31	33	8	0	0	0	0	2	43
18:30	32	3	1	0	0	0	0	36	26	4	2	0	0	0	0	32
18:45	21	4	0	0	0	1	0	26	34	0	1	0	0	0	3	38
H/TOT	109	19	4	1	0	1	1	135	137	20	3	0	0	0	5	165
P/TOT	771	122	14	4	3	6	7	927	825	122	18	2	3	1	6	977

QUEUE LENGTHS

JOB REF: 13569



JOB NAME: MARKET BOSWORTH

SITE: 2

DATE:

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD / MARKET BOSWORTH

DAY:

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B		ARM C	ARM D		TIME	ARM A		ARM B		ARM C
	PIPISTRELLE DRIVE		STATION ROAD		SEDGEMERE ROAD	MARKET BOSWORTH			PIPISTRELLE DRIVE		STATION ROAD		SEDGEMERE ROAD
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
07:00	0	0	0	0	0	0	0	14:30	0	0	0	0	0
07:05	0	0	0	0	0	0	0	14:35	0	0	0	0	0
07:10	0	0	0	0	0	0	0	14:40	0	0	0	0	0
07:15	0	0	0	0	0	0	0	14:45	1	0	0	0	0
07:20	0	1	0	0	0	0	0	14:50	0	0	0	0	0
07:25	0	0	0	0	0	0	0	14:55	0	0	0	0	0
07:30	0	0	0	0	0	0	0	15:00	0	0	0	0	0
07:35	0	0	0	0	0	0	0	15:05	1	0	0	0	0
07:40	0	0	0	0	0	0	0	15:10	0	0	0	0	0
07:45	1	0	0	0	0	0	0	15:15	0	0	0	0	0
07:50	0	0	0	0	0	0	0	15:20	0	0	0	0	0
07:55	0	0	0	0	0	0	0	15:25	0	0	0	0	0
08:00	0	0	0	0	0	0	0	15:30	0	0	0	0	0
08:05	0	0	2	0	0	0	0	15:35	1	0	0	0	0
08:10	1	0	0	0	0	0	0	15:40	0	0	0	0	0
08:15	0	0	0	0	0	0	0	15:45	0	0	0	0	0
08:20	0	0	0	0	0	0	0	15:50	0	0	0	0	0
08:25	0	1	0	0	0	0	0	15:55	0	0	0	0	0
08:30	0	0	0	0	0	0	0	16:00	0	0	0	0	0
08:35	0	0	0	0	0	0	0	16:05	0	0	0	0	0
08:40	0	0	0	0	0	0	0	16:10	0	0	0	0	0
08:45	0	0	0	0	0	0	0	16:15	0	0	0	0	0
08:50	0	0	0	0	0	0	0	16:20	1	1	0	0	0
08:55	1	0	0	0	0	0	0	16:25	0	0	0	0	0
09:00	0	0	0	0	0	0	0	16:30	1	0	0	0	0

QUEUE LENGTHS

JOB REF: 13569



JOB NAME: MARKET BOSWORTH

SITE: 2

DATE:

LOCATION: PIPISTRELLE DRIVE / STATION ROAD / SEDGEMERE ROAD / MARKET BOSWORTH

DAY:

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B		ARM C	ARM D		TIME	ARM A		ARM B		ARM C
	PIPISTRELLE DRIVE		STATION ROAD		SEDGEMERE ROAD	MARKET BOSWORTH			PIPISTRELLE DRIVE		STATION ROAD		SEDGEMERE ROAD
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
09:05	0	0	0	0	0	0	0	16:35	0	0	0	0	0
09:10	0	0	0	0	0	0	0	16:40	0	1	0	0	0
09:15	0	0	0	0	0	0	0	16:45	0	1	0	2	0
09:20	0	0	0	0	0	0	0	16:50	0	0	0	0	0
09:25	1	0	0	0	0	0	0	16:55	0	0	0	0	0
09:30	0	0	0	0	0	0	0	17:00	0	0	0	0	0
09:35	0	0	0	0	0	0	0	17:05	0	1	0	0	0
09:40	0	0	0	0	0	0	0	17:10	1	0	0	0	0
09:45	0	0	0	0	0	0	0	17:15	0	0	0	0	0
09:50	0	0	0	0	0	0	0	17:20	0	0	0	0	0
09:55	0	0	0	0	0	0	0	17:25	0	0	0	0	0

T24554

Land North of Station Road, Market Bosworth



Appendix C

Automatic Turning Count (ATC) Data

13569		MARKET BOSWORTH								
JULY 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13569001	Site 1 - Main St, Market Bosworth (N of Park St) 52.6249939, -1.401349	Channel: Northbound	Wed 10-Jul-24	Tue 16-Jul-24	30	5434	814	776	25.3	20.8
		Channel: Southbound	Wed 10-Jul-24	Tue 16-Jul-24		5695	857	814	18.6	14.5

13569		MARKET BOSWORTH								
JULY 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13569002	Site 2 - Station Rd, Market Bosworth (W of BackLn) 52.624018, -1.402884	Channel: Eastbound	Wed 03-Jul-24	Tue 09-Jul-24	30	23056	3647	3294	27.6	22.9
		Channel: Westbound	Wed 03-Jul-24	Tue 09-Jul-24		22325	3519	3189	25.4	21.0

13569		MARKET BOSWORTH				Site No: 13569003		Location	Site 3 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
			CARS OR	LIGHT			TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES		TWO AXLE,	AXLE	MORE	LESS	FIVE AXLE	MORE	LESS	AXLE	OR
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES			SIX TYRE,	RIGID	AXLE	AXLE	AXLE	AXLE	AXLE	TRAILER	OR
			LGV				RIGID/BUSES		RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
Wed 03-Jul-24															
00:00	7	0	6	1	0		0	0	0	0	0	0	0	0	0
01:00	4	0	2	2	0		0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0		0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0		0	0	0	0	0	0	0	0	0
04:00	10	0	10	0	0		0	0	0	0	0	0	0	0	0
05:00	44	1	40	3	0		0	0	0	0	0	0	0	0	0
06:00	86	0	77	9	0		0	0	0	0	0	0	0	0	0
07:00	238	0	198	38	0		0	1	0	1	0	0	0	0	0
08:00	310	2	275	30	2		1	0	0	0	0	0	0	0	0
09:00	161	1	130	23	0		2	3	0	2	0	0	0	0	0
10:00	150	2	134	14	0		0	0	0	0	0	0	0	0	0
11:00	145	2	122	19	0		0	1	0	1	0	0	0	0	0
12:00	148	0	129	17	1		0	0	0	1	0	0	0	0	0
13:00	156	1	139	15	1		0	0	0	0	0	0	0	0	0
14:00	147	2	126	15	0		0	0	0	3	0	0	1	0	0
15:00	241	0	216	21	2		2	0	0	0	0	0	0	0	0
16:00	253	1	228	24	0		0	0	0	0	0	0	0	0	0
17:00	219	4	198	16	1		0	0	0	0	0	0	0	0	0
18:00	139	2	125	12	0		0	0	0	0	0	0	0	0	0
19:00	104	2	97	4	1		0	0	0	0	0	0	0	0	0
20:00	78	1	69	8	0		0	0	0	0	0	0	0	0	0
21:00	67	0	61	6	0		0	0	0	0	0	0	0	0	0
22:00	25	0	22	3	0		0	0	0	0	0	0	0	0	0
23:00	14	0	14	0	0		0	0	0	0	0	0	0	0	0
12H,7-19	2307	17	2020	244	7		5	5	0	8	0	0	1	0	0
16H,6-22	2642	20	2324	271	8		5	5	0	8	0	0	1	0	0
18H,6-24	2681	20	2360	274	8		5	5	0	8	0	0	1	0	0
24H,0-24	2751	21	2422	281	8		5	5	0	8	0	0	1	0	0

13569		MARKET BOSWORTH				Site No: 13569003		Location	Site 3 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Thu 04-Jul-24															
00:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2		2	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	4		2	0	0	0	0	0	0	0	0	0	0
04:00	11	0	10		1	0	0	0	0	0	0	0	0	0	0
05:00	34	1	30		3	0	0	0	0	0	0	0	0	0	0
06:00	82	1	72		9	0	0	0	0	0	0	0	0	0	0
07:00	258	1	227		30	0	0	0	0	0	0	0	0	0	0
08:00	333	4	291		35	0	2	0	0	0	0	0	1	0	0
09:00	158	2	131		22	1	1	0	0	1	0	0	0	0	0
10:00	128	1	99		24	1	1	2	0	0	0	0	0	0	0
11:00	183	3	158		18	0	0	0	0	3	0	0	1	0	0
12:00	189	2	171		15	0	0	0	0	1	0	0	0	0	0
13:00	160	3	132		22	1	1	0	0	1	0	0	0	0	0
14:00	160	0	137		21	0	0	0	0	2	0	0	0	0	0
15:00	264	2	226		30	2	0	0	0	4	0	0	0	0	0
16:00	255	2	225		24	0	0	3	0	0	0	0	1	0	0
17:00	221	2	205		13	0	0	1	0	0	0	0	0	0	0
18:00	211	3	192		15	0	0	0	0	0	0	0	1	0	0
19:00	131	2	126		3	0	0	0	0	0	0	0	0	0	0
20:00	96	2	82		9	1	0	0	0	1	0	0	1	0	0
21:00	60	4	52		3	0	0	0	0	0	0	0	1	0	0
22:00	48	0	39		9	0	0	0	0	0	0	0	0	0	0
23:00	20	0	19		1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2520	25	2194		269	5	5	6	0	12	0	0	4	0	0
16H,6-22	2889	34	2526		293	6	5	6	0	13	0	0	6	0	0
18H,6-24	2957	34	2584		303	6	5	6	0	13	0	0	6	0	0
24H,0-24	3015	35	2632		312	6	5	6	0	13	0	0	6	0	0

13569		MARKET BOSWORTH				Site No: 13569003		Location	Site 3 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Fri 05-Jul-24															
00:00	3	0	3		0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	1		4	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	4		1	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9		0	0	0	0	0	0	0	0	0	0	0
05:00	45	1	39		5	0	0	0	0	0	0	0	0	0	0
06:00	78	0	67		11	0	0	0	0	0	0	0	0	0	0
07:00	198	0	163		34	0	0	0	0	0	0	1	0	0	0
08:00	250	1	218		27	1	1	0	0	1	0	0	1	0	0
09:00	173	1	146		22	0	0	0	0	3	0	0	1	0	0
10:00	141	3	117		19	1	0	0	0	0	0	0	1	0	0
11:00	160	7	134		17	1	1	0	0	0	0	0	0	0	0
12:00	172	3	147		19	0	2	0	0	0	0	0	1	0	0
13:00	191	8	164		18	1	0	0	0	0	0	0	0	0	0
14:00	183	5	161		16	0	0	0	0	1	0	0	0	0	0
15:00	258	2	230		23	2	1	0	0	0	0	0	0	0	0
16:00	204	5	182		16	0	0	0	0	1	0	0	0	0	0
17:00	209	4	192		13	0	0	0	0	0	0	0	0	0	0
18:00	167	3	149		12	1	0	0	0	1	1	0	0	0	0
19:00	99	1	87		11	0	0	0	0	0	0	0	0	0	0
20:00	84	2	76		6	0	0	0	0	0	0	0	0	0	0
21:00	55	0	54		1	0	0	0	0	0	0	0	0	0	0
22:00	42	0	39		3	0	0	0	0	0	0	0	0	0	0
23:00	26	0	24		2	0	0	0	0	0	0	0	0	0	0
12H,7-19	2306	42	2003	236	7	5	0	0	0	7	1	1	4	0	0
16H,6-22	2622	45	2287	265	7	5	0	0	0	7	1	1	4	0	0
18H,6-24	2690	45	2350	270	7	5	0	0	0	7	1	1	4	0	0
24H,0-24	2757	46	2406	280	7	5	0	0	0	7	1	1	4	0	0

13569		MARKET BOSWORTH				Site No: 13569003		Location	Site 3 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Sat 06-Jul-24															
00:00	5	0	4		1	0	0	0	0	0	0	0	0	0	0
01:00	5	0	4		1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	5		0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8		0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	12		0	0	0	0	0	0	0	0	0	0	0
06:00	19	0	19		0	0	0	0	0	0	0	0	0	0	0
07:00	50	0	43		7	0	0	0	0	0	0	0	0	0	0
08:00	68	0	65		3	0	0	0	0	0	0	0	0	0	0
09:00	147	2	124		19	0	1	1	0	0	0	0	0	0	0
10:00	146	1	132		13	0	0	0	0	0	0	0	0	0	0
11:00	144	1	137		6	0	0	0	0	0	0	0	0	0	0
12:00	177	4	156		17	0	0	0	0	0	0	0	0	0	0
13:00	148	5	131		12	0	0	0	0	0	0	0	0	0	0
14:00	170	1	144		23	0	0	0	0	1	0	1	0	0	0
15:00	135	2	125		8	0	0	0	0	0	0	0	0	0	0
16:00	172	2	159		9	0	0	1	0	0	0	0	1	0	0
17:00	89	0	82		6	0	0	1	0	0	0	0	0	0	0
18:00	80	1	73		6	0	0	0	0	0	0	0	0	0	0
19:00	68	0	65		3	0	0	0	0	0	0	0	0	0	0
20:00	70	0	64		6	0	0	0	0	0	0	0	0	0	0
21:00	67	3	59		5	0	0	0	0	0	0	0	0	0	0
22:00	50	0	48		2	0	0	0	0	0	0	0	0	0	0
23:00	40	2	36		2	0	0	0	0	0	0	0	0	0	0
12H,7-19	1526	19	1371		129	0	1	3	0	1	0	1	1	0	0
16H,6-22	1750	22	1578		143	0	1	3	0	1	0	1	1	0	0
18H,6-24	1840	24	1662		147	0	1	3	0	1	0	1	1	0	0
24H,0-24	1876	24	1696		149	0	1	3	0	1	0	1	1	0	0

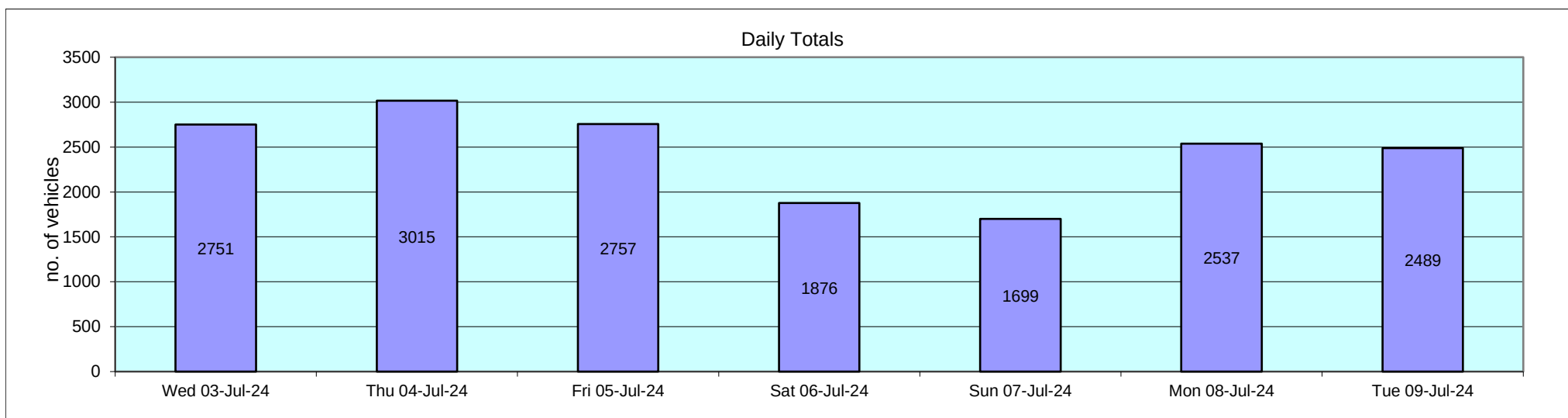
13569		MARKET BOSWORTH					Site No: 13569003		Location	Site 3 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Sun 07-Jul-24															
00:00	21	0	16	5	0	0	0	0	0	0	0	0	0	0	0
01:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
05:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0
06:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
07:00	26	1	25	0	0	0	0	0	0	0	0	0	0	0	0
08:00	54	5	45	3	0	0	0	0	0	1	0	0	0	0	0
09:00	113	8	94	8	1	1	0	0	1	0	0	0	0	0	0
10:00	151	10	133	7	0	1	0	0	0	0	0	0	0	0	0
11:00	148	6	131	11	0	0	0	0	0	0	0	0	0	0	0
12:00	161	7	146	7	0	0	0	1	0	0	0	0	0	0	0
13:00	154	2	139	13	0	0	0	0	0	0	0	0	0	0	0
14:00	149	0	138	10	0	0	1	0	0	0	0	0	0	0	0
15:00	127	0	122	4	0	1	0	0	0	0	0	0	0	0	0
16:00	134	4	121	7	0	0	2	0	0	0	0	0	0	0	0
17:00	124	1	112	11	0	0	0	0	0	0	0	0	0	0	0
18:00	94	2	83	9	0	0	0	0	0	0	0	0	0	0	0
19:00	79	4	72	3	0	0	0	0	0	0	0	0	0	0	0
20:00	41	0	38	3	0	0	0	0	0	0	0	0	0	0	0
21:00	31	1	23	6	0	0	1	0	0	0	0	0	0	0	0
22:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	0
23:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1435	46	1289	90	1	3	3	1	1	1	0	0	0	0	0
16H,6-22	1599	51	1434	103	1	3	4	1	1	1	0	0	0	0	0
18H,6-24	1640	51	1472	106	1	3	4	1	1	1	0	0	0	0	0
24H,0-24	1699	52	1524	112	1	3	4	1	1	1	0	0	0	0	0

13569		MARKET BOSWORTH				Site No: 13569003		Location	Site 3 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Mon 08-Jul-24															
00:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
05:00	39	2	34	3	0	0	0	0	0	0	0	0	0	0	0
06:00	72	0	66	6	0	0	0	0	0	0	0	0	0	0	0
07:00	225	0	201	20	0	0	0	0	1	0	1	2	0	0	0
08:00	243	3	208	31	0	0	0	0	1	0	0	0	0	0	0
09:00	167	4	131	21	6	1	2	0	2	0	0	0	0	0	0
10:00	153	10	123	14	0	6	0	0	0	0	0	0	0	0	0
11:00	134	5	106	21	1	0	0	0	0	0	1	0	0	0	0
12:00	149	8	117	21	1	0	1	0	1	0	0	0	0	0	0
13:00	153	7	129	15	1	0	0	1	0	0	0	0	0	0	0
14:00	152	5	122	23	0	0	1	0	1	0	0	0	0	0	0
15:00	182	4	158	18	2	0	0	0	0	0	0	0	0	0	0
16:00	198	0	173	25	0	0	0	0	0	0	0	0	0	0	0
17:00	262	2	239	17	4	0	0	0	0	0	0	0	0	0	0
18:00	159	2	143	13	1	0	0	0	0	0	0	0	0	0	0
19:00	95	3	90	1	1	0	0	0	0	0	0	0	0	0	0
20:00	59	3	53	3	0	0	0	0	0	0	0	0	0	0	0
21:00	58	0	52	6	0	0	0	0	0	0	0	0	0	0	0
22:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
23:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2177	50	1850	239	16	7	4	1	6	0	2	2	0	0	0
16H,6-22	2461	56	2111	255	17	7	4	1	6	0	2	2	0	0	0
18H,6-24	2480	56	2128	257	17	7	4	1	6	0	2	2	0	0	0
24H,0-24	2537	58	2178	262	17	7	4	1	6	0	2	2	0	0	0

13569		MARKET BOSWORTH				Site No: 13569003		Location	Site 3 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Tue 09-Jul-24															
00:00	4	0	4		0		0	0	0	0	0	0	0	0	0
01:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	5		1	0	0	0	0	0	0	0	0	0	0
05:00	46	0	39		7	0	0	0	0	0	0	0	0	0	0
06:00	81	0	74		7	0	0	0	0	0	0	0	0	0	0
07:00	237	0	203		32	0	0	0	0	2	0	0	0	0	0
08:00	241	2	205		31	0	1	0	1	0	0	0	1	0	0
09:00	155	0	128		19	3	2	1	1	1	0	0	0	0	0
10:00	111	0	91		13	1	4	0	0	1	0	0	1	0	0
11:00	123	1	104		16	1	0	0	1	0	0	0	0	0	0
12:00	151	0	130		19	2	0	0	0	0	0	0	0	0	0
13:00	152	1	138		13	0	0	0	0	0	0	0	0	0	0
14:00	126	2	107		13	2	0	0	0	2	0	0	0	0	0
15:00	216	0	191		21	2	0	0	0	2	0	0	0	0	0
16:00	204	0	180		23	1	0	0	0	0	0	0	0	0	0
17:00	211	1	192		15	0	0	0	0	2	0	1	0	0	0
18:00	165	2	151		12	0	0	0	0	0	0	0	0	0	0
19:00	97	0	87		8	1	0	0	1	0	0	0	0	0	0
20:00	78	2	74		2	0	0	0	0	0	0	0	0	0	0
21:00	44	0	37		7	0	0	0	0	0	0	0	0	0	0
22:00	25	0	23		2	0	0	0	0	0	0	0	0	0	0
23:00	13	0	12		1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2092	9	1820		227	12	7	1	3	10	0	1	2	0	0
16H,6-22	2392	11	2092		251	13	7	1	4	10	0	1	2	0	0
18H,6-24	2430	11	2127		254	13	7	1	4	10	0	1	2	0	0
24H,0-24	2489	11	2177		263	13	7	1	4	10	0	1	2	0	0

13569 MARKET BOSWORTH Site No: 13569003 Location Site 3 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE	SIX OR	FIVE OR	SIX AXLE	SEVEN
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	TRAILER ARTIC	OR MORE AXLE ARTIC
Daily Totals														
Wed 03-Jul-24	2751	21	2422	281	8	5	5	0	8	0	0	1	0	0
Thu 04-Jul-24	3015	35	2632	312	6	5	6	0	13	0	0	6	0	0
Fri 05-Jul-24	2757	46	2406	280	7	5	0	0	7	1	1	4	0	0
Sat 06-Jul-24	1876	24	1696	149	0	1	3	0	1	0	1	1	0	0
Sun 07-Jul-24	1699	52	1524	112	1	3	4	1	1	1	0	0	0	0
Mon 08-Jul-24	2537	58	2178	262	17	7	4	1	6	0	2	2	0	0
Tue 09-Jul-24	2489	11	2177	263	13	7	1	4	10	0	1	2	0	0
Total Vehicles														
[--]	17124	247	15035	1659	52	33	23	6	46	2	5	16	0	0



13569		MARKET BOSWORTH								
JULY 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13569004	Site 4 - Station Rd, Market Bosworth 52.625004, -1.419951	Channel: Eastbound	Wed 03-Jul-24	Tue 09-Jul-24	30	16821	2660	2403	39.0	33.6
		Channel: Westbound	Wed 03-Jul-24	Tue 09-Jul-24		16950	2678	2421	39.6	33.9

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Wed 03-Jul-24															
00:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
04:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
05:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0	
06:00	75	0	62	12	0	0	0	0	1	0	0	0	0	0	
07:00	201	2	184	14	0	1	0	0	0	0	0	0	0	0	
08:00	307	0	268	32	2	0	2	0	2	0	0	1	0	0	
09:00	158	1	131	23	0	0	1	0	1	0	1	0	0	0	
10:00	144	0	126	15	0	0	2	0	0	1	0	0	0	0	
11:00	121	2	100	17	0	0	1	0	1	0	0	0	0	0	
12:00	133	2	111	18	1	0	0	0	1	0	0	0	0	0	
13:00	134	1	116	17	0	0	0	0	0	0	0	0	0	0	
14:00	194	1	169	21	1	0	0	0	2	0	0	0	0	0	
15:00	261	1	238	19	1	0	0	0	2	0	0	0	0	0	
16:00	236	0	206	28	0	0	0	0	1	0	0	1	0	0	
17:00	216	0	203	13	0	0	0	0	0	0	0	0	0	0	
18:00	167	0	151	14	1	0	0	0	1	0	0	0	0	0	
19:00	122	3	112	6	0	0	1	0	0	0	0	0	0	0	
20:00	74	4	63	7	0	0	0	0	0	0	0	0	0	0	
21:00	45	0	41	4	0	0	0	0	0	0	0	0	0	0	
22:00	44	2	41	1	0	0	0	0	0	0	0	0	0	0	
23:00	27	0	27	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2272	10	2003	231	6	1	6	0	11	1	1	2	0	0	
16H,6-22	2588	17	2281	260	6	1	7	0	12	1	1	2	0	0	
18H,6-24	2659	19	2349	261	6	1	7	0	12	1	1	2	0	0	
24H,0-24	2710	19	2399	262	6	1	7	0	12	1	1	2	0	0	

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Thu 04-Jul-24															
00:00	6	0	6		0		0	0	0	0	0	0	0	0	0
01:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0		1	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0
05:00	31	1	28		2	0	0	0	0	0	0	0	0	0	0
06:00	78	1	65		11	0	1	0	0	0	0	0	0	0	0
07:00	188	3	158		25	0	0	0	0	2	0	0	0	0	0
08:00	285	0	249		27	1	2	1	0	5	0	0	0	0	0
09:00	152	1	129		19	0	1	0	0	2	0	0	0	0	0
10:00	148	3	125		16	0	1	1	0	2	0	0	0	0	0
11:00	154	3	131		19	0	0	0	0	1	0	0	0	0	0
12:00	136	2	116		14	0	0	0	0	4	0	0	0	0	0
13:00	128	3	104		16	2	0	1	0	2	0	0	0	0	0
14:00	258	5	219		29	2	1	1	0	1	0	0	0	0	0
15:00	257	1	224		30	0	0	1	0	1	0	0	0	0	0
16:00	252	2	223		25	0	0	2	0	0	0	0	0	0	0
17:00	281	3	259		18	0	0	0	0	0	0	0	1	0	0
18:00	187	3	171		12	0	0	0	0	1	0	0	0	0	0
19:00	115	4	103		8	0	0	0	0	0	0	0	0	0	0
20:00	80	1	68		10	1	0	0	0	0	0	0	0	0	0
21:00	59	0	54		5	0	0	0	0	0	0	0	0	0	0
22:00	41	0	41		0	0	0	0	0	0	0	0	0	0	0
23:00	35	0	33		2	0	0	0	0	0	0	0	0	0	0
12H,7-19	2426	29	2108		250	5	5	7	0	21	0	0	1	0	0
16H,6-22	2758	35	2398		284	6	6	7	0	21	0	0	1	0	0
18H,6-24	2834	35	2472		286	6	6	7	0	21	0	0	1	0	0
24H,0-24	2880	36	2512		291	6	6	7	0	21	0	0	1	0	0

13569		MARKET BOSWORTH					Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24			Channel: Eastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Fri 05-Jul-24															
00:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
05:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0	0
06:00	74	2	62	10	0	0	0	0	0	0	0	0	0	0	0
07:00	167	2	146	19	0	0	0	0	0	0	0	0	0	0	0
08:00	272	0	235	33	2	0	1	0	1	0	0	0	0	0	0
09:00	144	1	123	17	0	1	0	0	0	0	1	1	0	0	0
10:00	162	3	135	22	0	1	0	0	1	0	0	0	0	0	0
11:00	144	5	118	17	2	1	1	0	0	0	0	0	0	0	0
12:00	167	1	144	21	0	0	0	0	0	0	1	0	0	0	0
13:00	157	9	126	18	0	2	1	0	0	0	0	1	0	0	0
14:00	258	5	222	27	0	2	1	0	0	1	0	0	0	0	0
15:00	240	1	220	19	0	0	0	0	0	0	0	0	0	0	0
16:00	219	1	197	19	0	0	0	0	1	0	1	0	0	0	0
17:00	239	2	213	22	0	0	1	0	0	0	0	1	0	0	0
18:00	180	3	166	10	1	0	0	0	0	0	0	0	0	0	0
19:00	93	0	90	3	0	0	0	0	0	0	0	0	0	0	0
20:00	67	0	64	3	0	0	0	0	0	0	0	0	0	0	0
21:00	53	0	50	2	0	0	0	0	1	0	0	0	0	0	0
22:00	42	1	38	3	0	0	0	0	0	0	0	0	0	0	0
23:00	44	0	44	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2349	33	2045	244	5	7	5	0	3	1	3	3	0	0	0
16H,6-22	2636	35	2311	262	5	7	5	0	4	1	3	3	0	0	0
18H,6-24	2722	36	2393	265	5	7	5	0	4	1	3	3	0	0	0
24H,0-24	2767	36	2436	267	5	7	5	0	4	1	3	3	0	0	0

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS		SEVEN OR MORE AXLE ARTIC	
			CAR-BASED LGV	LIGHT GOODS VEHICLES								AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC		
Sat 06-Jul-24															
00:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
01:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
05:00	9	0	8	0	1	0	0	0	0	0	0	0	0	0	
06:00	20	0	15	5	0	0	0	0	0	0	0	0	0	0	
07:00	58	1	44	13	0	0	0	0	0	0	0	0	0	0	
08:00	98	2	81	14	0	0	1	0	0	0	0	0	0	0	
09:00	113	1	102	10	0	0	0	0	0	0	0	0	0	0	
10:00	127	0	111	16	0	0	0	0	0	0	0	0	0	0	
11:00	143	4	127	11	0	0	0	0	1	0	0	0	0	0	
12:00	171	1	164	6	0	0	0	0	0	0	0	0	0	0	
13:00	168	3	149	16	0	0	0	0	0	0	0	0	0	0	
14:00	158	3	141	13	0	0	0	0	1	0	0	0	0	0	
15:00	163	0	151	11	0	1	0	0	0	0	0	0	0	0	
16:00	181	0	168	13	0	0	0	0	0	0	0	0	0	0	
17:00	103	1	97	5	0	0	0	0	0	0	0	0	0	0	
18:00	69	0	66	2	0	0	1	0	0	0	0	0	0	0	
19:00	66	2	60	4	0	0	0	0	0	0	0	0	0	0	
20:00	63	1	57	4	0	0	0	0	1	0	0	0	0	0	
21:00	52	2	48	2	0	0	0	0	0	0	0	0	0	0	
22:00	48	0	47	1	0	0	0	0	0	0	0	0	0	0	
23:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1552	16	1401	130	0	1	2	0	2	0	0	0	0	0	
16H,6-22	1753	21	1581	145	0	1	2	0	3	0	0	0	0	0	
18H,6-24	1825	21	1652	146	0	1	2	0	3	0	0	0	0	0	
24H,0-24	1867	21	1690	149	1	1	2	0	3	0	0	0	0	0	

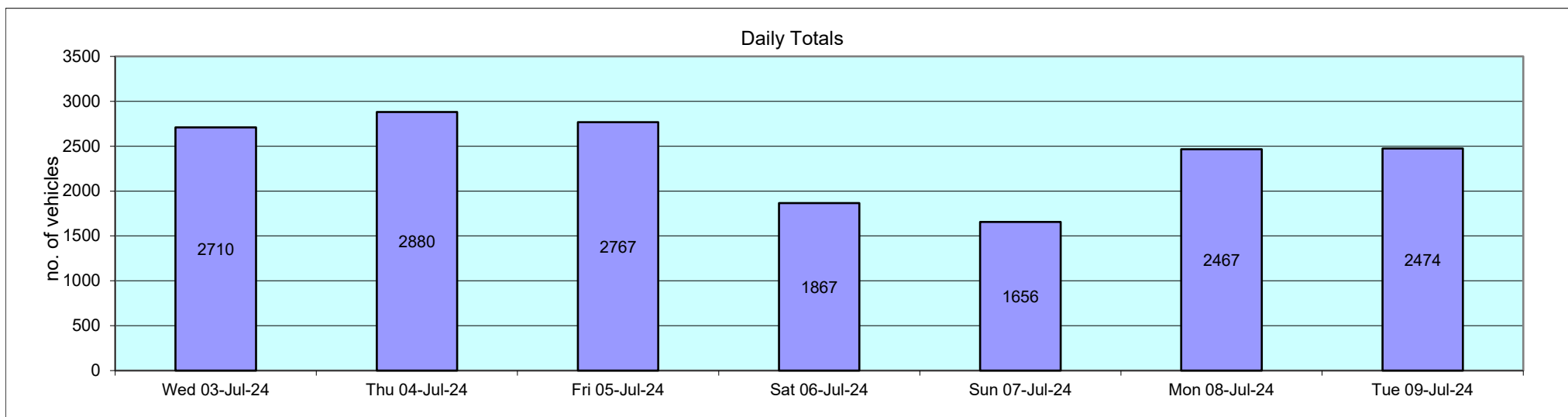
13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Sun 07-Jul-24															
00:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
06:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0	0
07:00	26	1	19	6	0	0	0	0	0	0	0	0	0	0	0
08:00	43	3	35	5	0	0	0	0	0	0	0	0	0	0	0
09:00	125	11	103	10	0	1	0	0	0	0	0	0	0	0	0
10:00	118	3	110	4	0	1	0	0	0	0	0	0	0	0	0
11:00	180	8	158	12	0	0	0	0	1	0	0	1	0	0	0
12:00	159	8	144	7	0	0	0	0	0	0	0	0	0	0	0
13:00	161	3	146	10	0	0	0	0	2	0	0	0	0	0	0
14:00	150	2	138	9	0	1	0	0	0	0	0	0	0	0	0
15:00	123	0	115	6	0	0	0	0	2	0	0	0	0	0	0
16:00	136	4	122	9	0	1	0	0	0	0	0	0	0	0	0
17:00	106	1	101	3	0	0	0	0	1	0	0	0	0	0	0
18:00	98	1	89	8	0	0	0	0	0	0	0	0	0	0	0
19:00	79	2	71	5	0	0	0	0	0	0	0	1	0	0	0
20:00	40	0	33	6	0	0	1	0	0	0	0	0	0	0	0
21:00	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0
22:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1425	45	1280	89	0	4	0	0	6	0	0	1	0	0	0
16H,6-22	1588	47	1425	103	0	4	1	0	6	0	0	2	0	0	0
18H,6-24	1613	47	1450	103	0	4	1	0	6	0	0	2	0	0	0
24H,0-24	1656	47	1491	105	0	4	1	0	6	0	0	2	0	0	0

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER		
Mon 08-Jul-24															
00:00	1	0	1		0		0	0	0	0	0	0	0	0	0
01:00	3	0	2		1	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3		1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0
05:00	22	0	19		3	0	0	0	0	0	0	0	0	0	0
06:00	81	0	66		14	1	0	0	0	0	0	0	0	0	0
07:00	187	3	167		14	0	2	0	0	1	0	0	0	0	0
08:00	264	3	222		31	6	1	0	0	1	0	0	0	0	0
09:00	122	1	99		17	1	2	1	0	0	0	1	0	0	0
10:00	118	5	85		25	0	1	0	0	2	0	0	0	0	0
11:00	145	4	126		13	0	0	0	0	1	1	0	0	0	0
12:00	119	1	101		16	0	0	1	0	0	0	0	0	0	0
13:00	131	7	102		21	0	1	0	0	0	0	0	0	0	0
14:00	208	5	177		20	3	2	0	0	0	0	0	1	0	0
15:00	189	1	168		18	0	0	1	0	1	0	0	0	0	0
16:00	262	1	234		26	0	0	1	0	0	0	0	0	0	0
17:00	234	4	209		14	3	1	2	0	1	0	0	0	0	0
18:00	143	3	131		7	0	1	0	0	1	0	0	0	0	0
19:00	86	0	76		5	1	0	0	0	2	0	2	0	0	0
20:00	60	0	56		4	0	0	0	0	0	0	0	0	0	0
21:00	31	0	29		2	0	0	0	0	0	0	0	0	0	0
22:00	27	0	25		2	0	0	0	0	0	0	0	0	0	0
23:00	25	1	23		1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2122	38	1821	222	13	11	6	0	8	1	1	1	1	0	0
16H,6-22	2380	38	2048	247	15	11	6	0	10	1	3	1	1	0	0
18H,6-24	2432	39	2096	250	15	11	6	0	10	1	3	1	1	0	0
24H,0-24	2467	39	2126	255	15	11	6	0	10	1	3	1	1	0	0

13569		MARKET BOSWORTH					Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24			Channel: Eastbound												
													FIVE OR LESS		
			CARS OR	LIGHT			TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	CAR-	GOODS			SIX TYRE,	AXLE	MORE	LESS	FIVE AXLE	MORE	MULTI-	MULTI-	OR
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	RIGID	AXLE	AXLE	ARTIC	AXLE	TRAILER	TRAILER	AXLE
ARTIC			LGV										ARTIC	ARTIC	ARTIC
Tue 09-Jul-24															
00:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
05:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
06:00	85	1	68	16	0	0	0	0	0	0	0	0	0	0	0
07:00	166	1	149	11	0	2	1	0	2	0	0	0	0	0	0
08:00	264	0	223	34	2	2	1	0	1	0	1	0	0	0	0
09:00	137	0	110	25	0	1	1	0	0	0	0	0	0	0	0
10:00	124	0	104	17	0	2	1	0	0	0	0	0	0	0	0
11:00	131	0	107	20	0	1	1	0	2	0	0	0	0	0	0
12:00	127	3	104	19	0	0	0	0	1	0	0	0	0	0	0
13:00	129	1	107	19	0	0	0	0	2	0	0	0	0	0	0
14:00	195	0	168	17	3	5	1	0	1	0	0	0	0	0	0
15:00	157	0	131	22	0	1	1	0	1	0	1	0	0	0	0
16:00	218	1	194	23	0	0	0	0	0	0	0	0	0	0	0
17:00	244	3	227	14	0	0	0	0	0	0	0	0	0	0	0
18:00	207	3	195	8	1	0	0	0	0	0	0	0	0	0	0
19:00	95	2	84	9	0	0	0	0	0	0	0	0	0	0	0
20:00	44	1	40	3	0	0	0	0	0	0	0	0	0	0	0
21:00	41	4	33	4	0	0	0	0	0	0	0	0	0	0	0
22:00	43	0	42	1	0	0	0	0	0	0	0	0	0	0	0
23:00	30	1	28	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	2099	12	1819	229	6	14	7	0	10	0	2	0	0	0	0
16H,6-22	2364	20	2044	261	6	14	7	0	10	0	2	0	0	0	0
18H,6-24	2437	21	2114	262	6	14	7	1	10	0	2	0	0	0	0
24H,0-24	2474	21	2146	267	6	14	7	1	10	0	2	0	0	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE
												AXLE MULTI-TRAILER ARTIC		AXLE
Daily Totals														
Wed 03-Jul-24	2710	19	2399	262	6	1	7	0	12	1	1	2	0	0
Thu 04-Jul-24	2880	36	2512	291	6	6	7	0	21	0	0	1	0	0
Fri 05-Jul-24	2767	36	2436	267	5	7	5	0	4	1	3	3	0	0
Sat 06-Jul-24	1867	21	1690	149	1	1	2	0	3	0	0	0	0	0
Sun 07-Jul-24	1656	47	1491	105	0	4	1	0	6	0	0	2	0	0
Mon 08-Jul-24	2467	39	2126	255	15	11	6	0	10	1	3	1	0	0
Tue 09-Jul-24	2474	21	2146	267	6	14	7	1	10	0	2	0	0	0
Total Vehicles														
--	16821	219	14800	1596	39	44	35	1	66	3	9	9	0	0



13569		MARKET BOSWORTH				Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Eastbound					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 03-Jul-24											
00:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
06:00	75	0	0.0	62	82.7	12	16.0	1	1.3	0	0.0
07:00	201	2	1.0	184	91.5	14	7.0	1	0.5	0	0.0
08:00	307	0	0.0	268	87.3	32	10.4	5	1.6	2	0.7
09:00	158	1	0.6	131	82.9	23	14.6	3	1.9	0	0.0
10:00	144	0	0.0	126	87.5	15	10.4	3	2.1	0	0.0
11:00	121	2	1.7	100	82.6	17	14.1	2	1.7	0	0.0
12:00	133	2	1.5	111	83.5	18	13.5	1	0.8	1	0.8
13:00	134	1	0.8	116	86.6	17	12.7	0	0.0	0	0.0
14:00	194	1	0.5	169	87.1	21	10.8	2	1.0	1	0.5
15:00	261	1	0.4	238	91.2	19	7.3	2	0.8	1	0.4
16:00	236	0	0.0	206	87.3	28	11.9	2	0.9	0	0.0
17:00	216	0	0.0	203	94.0	13	6.0	0	0.0	0	0.0
18:00	167	0	0.0	151	90.4	14	8.4	1	0.6	1	0.6
19:00	122	3	2.5	112	91.8	6	4.9	1	0.8	0	0.0
20:00	74	4	5.4	63	85.1	7	9.5	0	0.0	0	0.0
21:00	45	0	0.0	41	91.1	4	8.9	0	0.0	0	0.0
22:00	44	2	4.6	41	93.2	1	2.3	0	0.0	0	0.0
23:00	27	0	0.0	27	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2272	10	0.4	2003	88.2	231	10.2	22	1.0	6	0.3
16H,6-22	2588	17	0.7	2281	88.1	260	10.1	24	0.9	6	0.2
18H,6-24	2659	19	0.7	2349	88.3	261	9.8	24	0.9	6	0.2
24H,0-24	2710	19	0.7	2399	88.5	262	9.7	24	0.9	6	0.2

13569		MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 04-Jul-24											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	31	1	3.2	28	90.3	2	6.5	0	0.0	0	0.0
06:00	78	1	1.3	65	83.3	11	14.1	1	1.3	0	0.0
07:00	188	3	1.6	158	84.0	25	13.3	2	1.1	0	0.0
08:00	285	0	0.0	249	87.4	27	9.5	8	2.8	1	0.4
09:00	152	1	0.7	129	84.9	19	12.5	3	2.0	0	0.0
10:00	148	3	2.0	125	84.5	16	10.8	4	2.7	0	0.0
11:00	154	3	2.0	131	85.1	19	12.3	1	0.7	0	0.0
12:00	136	2	1.5	116	85.3	14	10.3	4	2.9	0	0.0
13:00	128	3	2.3	104	81.3	16	12.5	3	2.3	2	1.6
14:00	258	5	1.9	219	84.9	29	11.2	3	1.2	2	0.8
15:00	257	1	0.4	224	87.2	30	11.7	2	0.8	0	0.0
16:00	252	2	0.8	223	88.5	25	9.9	2	0.8	0	0.0
17:00	281	3	1.1	259	92.2	18	6.4	1	0.4	0	0.0
18:00	187	3	1.6	171	91.4	12	6.4	1	0.5	0	0.0
19:00	115	4	3.5	103	89.6	8	7.0	0	0.0	0	0.0
20:00	80	1	1.3	68	85.0	10	12.5	0	0.0	1	1.3
21:00	59	0	0.0	54	91.5	5	8.5	0	0.0	0	0.0
22:00	41	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
23:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
12H,7-19	2426	29	1.2	2108	86.9	250	10.3	34	1.4	5	0.2
16H,6-22	2758	35	1.3	2398	87.0	284	10.3	35	1.3	6	0.2
18H,6-24	2834	35	1.2	2472	87.2	286	10.1	35	1.2	6	0.2
24H,0-24	2880	36	1.3	2512	87.2	291	10.1	35	1.2	6	0.2

13569				MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth		
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Fri 05-Jul-24												
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0	
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0	
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
04:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0	
05:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0	
06:00	74	2	2.7	62	83.8	10	13.5	0	0.0	0	0.0	
07:00	167	2	1.2	146	87.4	19	11.4	0	0.0	0	0.0	
08:00	272	0	0.0	235	86.4	33	12.1	2	0.7	2	0.7	
09:00	144	1	0.7	123	85.4	17	11.8	3	2.1	0	0.0	
10:00	162	3	1.9	135	83.3	22	13.6	2	1.2	0	0.0	
11:00	144	5	3.5	118	81.9	17	11.8	2	1.4	2	1.4	
12:00	167	1	0.6	144	86.2	21	12.6	1	0.6	0	0.0	
13:00	157	9	5.7	126	80.3	18	11.5	4	2.6	0	0.0	
14:00	258	5	1.9	222	86.1	27	10.5	4	1.6	0	0.0	
15:00	240	1	0.4	220	91.7	19	7.9	0	0.0	0	0.0	
16:00	219	1	0.5	197	90.0	19	8.7	2	0.9	0	0.0	
17:00	239	2	0.8	213	89.1	22	9.2	2	0.8	0	0.0	
18:00	180	3	1.7	166	92.2	10	5.6	0	0.0	1	0.6	
19:00	93	0	0.0	90	96.8	3	3.2	0	0.0	0	0.0	
20:00	67	0	0.0	64	95.5	3	4.5	0	0.0	0	0.0	
21:00	53	0	0.0	50	94.3	2	3.8	1	1.9	0	0.0	
22:00	42	1	2.4	38	90.5	3	7.1	0	0.0	0	0.0	
23:00	44	0	0.0	44	100.0	0	0.0	0	0.0	0	0.0	
12H,7-19	2349	33	1.4	2045	87.1	244	10.4	22	0.9	5	0.2	
16H,6-22	2636	35	1.3	2311	87.7	262	9.9	23	0.9	5	0.2	
18H,6-24	2722	36	1.3	2393	87.9	265	9.7	23	0.8	5	0.2	
24H,0-24	2767	36	1.3	2436	88.0	267	9.7	23	0.8	5	0.2	

13569		MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 06-Jul-24											
00:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
01:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	9	0	0.0	8	88.9	0	0.0	0	0.0	1	11.1
06:00	20	0	0.0	15	75.0	5	25.0	0	0.0	0	0.0
07:00	58	1	1.7	44	75.9	13	22.4	0	0.0	0	0.0
08:00	98	2	2.0	81	82.7	14	14.3	1	1.0	0	0.0
09:00	113	1	0.9	102	90.3	10	8.9	0	0.0	0	0.0
10:00	127	0	0.0	111	87.4	16	12.6	0	0.0	0	0.0
11:00	143	4	2.8	127	88.8	11	7.7	1	0.7	0	0.0
12:00	171	1	0.6	164	95.9	6	3.5	0	0.0	0	0.0
13:00	168	3	1.8	149	88.7	16	9.5	0	0.0	0	0.0
14:00	158	3	1.9	141	89.2	13	8.2	1	0.6	0	0.0
15:00	163	0	0.0	151	92.6	11	6.8	1	0.6	0	0.0
16:00	181	0	0.0	168	92.8	13	7.2	0	0.0	0	0.0
17:00	103	1	1.0	97	94.2	5	4.9	0	0.0	0	0.0
18:00	69	0	0.0	66	95.7	2	2.9	1	1.5	0	0.0
19:00	66	2	3.0	60	90.9	4	6.1	0	0.0	0	0.0
20:00	63	1	1.6	57	90.5	4	6.4	1	1.6	0	0.0
21:00	52	2	3.9	48	92.3	2	3.9	0	0.0	0	0.0
22:00	48	0	0.0	47	97.9	1	2.1	0	0.0	0	0.0
23:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1552	16	1.0	1401	90.3	130	8.4	5	0.3	0	0.0
16H,6-22	1753	21	1.2	1581	90.2	145	8.3	6	0.3	0	0.0
18H,6-24	1825	21	1.2	1652	90.5	146	8.0	6	0.3	0	0.0
24H,0-24	1867	21	1.1	1690	90.5	149	8.0	6	0.3	1	0.1

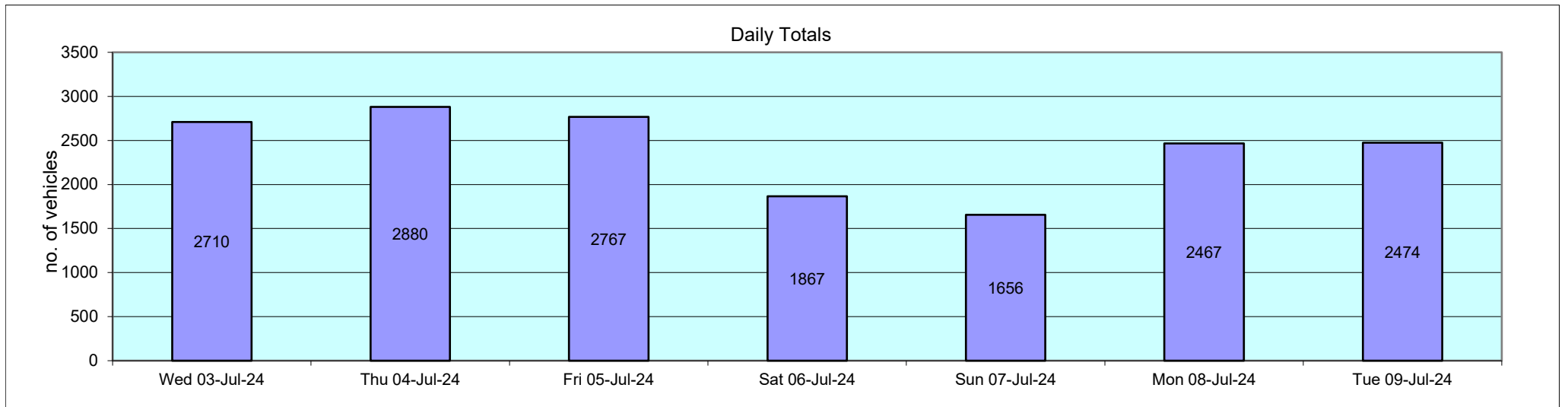
13569				MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 07-Jul-24											
00:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
06:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
07:00	26	1	3.9	19	73.1	6	23.1	0	0.0	0	0.0
08:00	43	3	7.0	35	81.4	5	11.6	0	0.0	0	0.0
09:00	125	11	8.8	103	82.4	10	8.0	1	0.8	0	0.0
10:00	118	3	2.5	110	93.2	4	3.4	1	0.9	0	0.0
11:00	180	8	4.4	158	87.8	12	6.7	2	1.1	0	0.0
12:00	159	8	5.0	144	90.6	7	4.4	0	0.0	0	0.0
13:00	161	3	1.9	146	90.7	10	6.2	2	1.2	0	0.0
14:00	150	2	1.3	138	92.0	9	6.0	1	0.7	0	0.0
15:00	123	0	0.0	115	93.5	6	4.9	2	1.6	0	0.0
16:00	136	4	2.9	122	89.7	9	6.6	1	0.7	0	0.0
17:00	106	1	0.9	101	95.3	3	2.8	1	0.9	0	0.0
18:00	98	1	1.0	89	90.8	8	8.2	0	0.0	0	0.0
19:00	79	2	2.5	71	89.9	5	6.3	1	1.3	0	0.0
20:00	40	0	0.0	33	82.5	6	15.0	1	2.5	0	0.0
21:00	28	0	0.0	28	100.0	0	0.0	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1425	45	3.2	1280	89.8	89	6.3	11	0.8	0	0.0
16H,6-22	1588	47	3.0	1425	89.7	103	6.5	13	0.8	0	0.0
18H,6-24	1613	47	2.9	1450	89.9	103	6.4	13	0.8	0	0.0
24H,0-24	1656	47	2.8	1491	90.0	105	6.3	13	0.8	0	0.0

13569		MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 08-Jul-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	22	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
06:00	81	0	0.0	66	81.5	14	17.3	0	0.0	1	1.2
07:00	187	3	1.6	167	89.3	14	7.5	3	1.6	0	0.0
08:00	264	3	1.1	222	84.1	31	11.7	2	0.8	6	2.3
09:00	122	1	0.8	99	81.2	17	13.9	4	3.3	1	0.8
10:00	118	5	4.2	85	72.0	25	21.2	3	2.5	0	0.0
11:00	145	4	2.8	126	86.9	13	9.0	2	1.4	0	0.0
12:00	119	1	0.8	101	84.9	16	13.5	1	0.8	0	0.0
13:00	131	7	5.3	102	77.9	21	16.0	1	0.8	0	0.0
14:00	208	5	2.4	177	85.1	20	9.6	3	1.4	3	1.4
15:00	189	1	0.5	168	88.9	18	9.5	2	1.1	0	0.0
16:00	262	1	0.4	234	89.3	26	9.9	1	0.4	0	0.0
17:00	234	4	1.7	209	89.3	14	6.0	4	1.7	3	1.3
18:00	143	3	2.1	131	91.6	7	4.9	2	1.4	0	0.0
19:00	86	0	0.0	76	88.4	5	5.8	4	4.7	1	1.2
20:00	60	0	0.0	56	93.3	4	6.7	0	0.0	0	0.0
21:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
22:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
23:00	25	1	4.0	23	92.0	1	4.0	0	0.0	0	0.0
12H,7-19	2122	38	1.8	1821	85.8	222	10.5	28	1.3	13	0.6
16H,6-22	2380	38	1.6	2048	86.1	247	10.4	32	1.3	15	0.6
18H,6-24	2432	39	1.6	2096	86.2	250	10.3	32	1.3	15	0.6
24H,0-24	2467	39	1.6	2126	86.2	255	10.3	32	1.3	15	0.6

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth		
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 09-Jul-24											
00:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
06:00	85	1	1.2	68	80.0	16	18.8	0	0.0	0	0.0
07:00	166	1	0.6	149	89.8	11	6.6	5	3.0	0	0.0
08:00	264	0	0.0	223	84.5	34	12.9	5	1.9	2	0.8
09:00	137	0	0.0	110	80.3	25	18.3	2	1.5	0	0.0
10:00	124	0	0.0	104	83.9	17	13.7	3	2.4	0	0.0
11:00	131	0	0.0	107	81.7	20	15.3	4	3.1	0	0.0
12:00	127	3	2.4	104	81.9	19	15.0	1	0.8	0	0.0
13:00	129	1	0.8	107	83.0	19	14.7	2	1.6	0	0.0
14:00	195	0	0.0	168	86.2	17	8.7	7	3.6	3	1.5
15:00	157	0	0.0	131	83.4	22	14.0	4	2.6	0	0.0
16:00	218	1	0.5	194	89.0	23	10.6	0	0.0	0	0.0
17:00	244	3	1.2	227	93.0	14	5.7	0	0.0	0	0.0
18:00	207	3	1.5	195	94.2	8	3.9	0	0.0	1	0.5
19:00	95	2	2.1	84	88.4	9	9.5	0	0.0	0	0.0
20:00	44	1	2.3	40	90.9	3	6.8	0	0.0	0	0.0
21:00	41	4	9.8	33	80.5	4	9.8	0	0.0	0	0.0
22:00	43	0	0.0	42	97.7	1	2.3	0	0.0	0	0.0
23:00	30	1	3.3	28	93.3	0	0.0	1	3.3	0	0.0
12H,7-19	2099	12	0.6	1819	86.7	229	10.9	33	1.6	6	0.3
16H,6-22	2364	20	0.9	2044	86.5	261	11.0	33	1.4	6	0.3
18H,6-24	2437	21	0.9	2114	86.8	262	10.8	34	1.4	6	0.3
24H,0-24	2474	21	0.9	2146	86.7	267	10.8	34	1.4	6	0.2

13569	MARKET BOSWORTH	Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 03-Jul-24	2710	19	0.7	2399	88.5	262	9.7	24	0.9	6	0.2
Thu 04-Jul-24	2880	36	1.3	2512	87.2	291	10.1	35	1.2	6	0.2
Fri 05-Jul-24	2767	36	1.3	2436	88.0	267	9.7	23	0.8	5	0.2
Sat 06-Jul-24	1867	21	1.1	1690	90.5	149	8.0	6	0.3	1	0.1
Sun 07-Jul-24	1656	47	2.8	1491	90.0	105	6.3	13	0.8	0	0.0
Mon 08-Jul-24	2467	39	1.6	2126	86.2	255	10.3	32	1.3	15	0.6
Tue 09-Jul-24	2474	21	0.9	2146	86.7	267	10.8	34	1.4	6	0.2
Total Vehicles											
[--]	16821	219	1.4	14800	88.2	1596	9.3	167	1.0	39	0.2



13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
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 03-Jul-24																
00:00	9	-	39.1	4.8	0	0	0	0	0	0	2	5	1	1	0	0
01:00	3	-	35.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
02:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
03:00	3	-	41.8	3.1	0	0	0	0	0	0	0	1	2	0	0	0
04:00	6	-	36.8	6.2	0	0	0	0	0	1	2	1	2	0	0	0
05:00	28	41.3	36.7	4.8	0	0	0	0	0	3	9	11	5	0	0	0
06:00	75	39.9	35.2	5.4	0	0	0	0	0	11	42	13	5	3	1	0
07:00	201	39.8	33.8	5.7	0	0	0	3	12	40	82	44	19	1	0	0
08:00	307	38	32.6	5.1	0	0	0	3	24	82	126	63	8	1	0	0
09:00	158	39.3	33.3	5.5	0	0	0	1	10	41	61	32	12	1	0	0
10:00	144	38.2	33	5.6	0	0	1	1	4	44	61	25	5	1	2	0
11:00	121	38.6	33.2	5.8	0	0	2	1	2	32	57	16	9	2	0	0
12:00	133	36.8	32.4	4.6	0	0	0	1	2	51	55	22	0	2	0	0
13:00	134	37.5	32.8	4.7	0	0	0	0	3	47	57	21	5	1	0	0
14:00	194	38.5	33.3	5.3	0	0	1	1	7	51	80	48	3	2	1	0
15:00	261	37.2	32.7	4.6	0	0	0	0	10	83	119	39	9	1	0	0
16:00	236	39.2	33.3	6.3	0	1	5	4	2	57	101	47	14	5	0	0
17:00	216	39	33.9	5.2	0	0	1	3	3	45	97	57	8	1	1	0
18:00	167	40	34.8	5.3	0	0	1	2	1	28	70	49	15	1	0	0
19:00	122	40.2	35.4	5	0	0	0	0	1	21	43	46	10	0	1	0
20:00	74	40.9	35.5	7.3	0	0	1	2	1	10	28	21	6	3	1	1
21:00	45	40.8	35.3	5.7	0	0	0	0	1	10	14	13	6	1	0	0
22:00	44	39.8	35.2	6.1	0	0	0	0	1	8	18	13	2	0	2	0
23:00	27	40.2	35.5	5.9	0	0	0	0	0	7	7	10	1	2	0	0
12H,7-19	2272	38.7	33.2	5.4	0	1	11	20	80	601	966	463	107	19	4	0
16H,6-22	2588	39	33.5	5.5	0	1	12	22	83	653	1093	556	134	26	7	1
18H,6-24	2659	39.1	33.5	5.5	0	1	12	22	84	668	1118	579	137	28	9	1
24H,0-24	2710	39.2	33.6	5.5	0	1	12	22	84	673	1132	599	148	29	9	1

13569 MARKET BOSWORTH					Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth											
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
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 04-Jul-24																
00:00	6	-	37.7	4	0	0	0	0	0	0	2	3	1	0	0	0
01:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	2	-	36	10.6	0	0	0	0	0	1	0	0	1	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	4	-	36	3.2	0	0	0	0	0	0	2	2	0	0	0	0
05:00	31	42.9	37.2	7.3	0	0	0	1	0	4	7	12	5	1	0	1
06:00	78	40	35.3	5.4	0	0	0	0	0	16	29	26	4	2	1	0
07:00	188	39.5	34.1	5.4	0	0	0	5	3	39	71	59	10	1	0	0
08:00	285	37.4	32.9	4.4	0	0	1	2	5	74	145	54	4	0	0	0
09:00	152	39.1	33.8	5.2	0	0	0	3	6	26	72	35	10	0	0	0
10:00	148	37.9	33.2	4.7	0	0	1	0	5	34	74	29	5	0	0	0
11:00	154	38	33	5.2	0	0	0	5	2	39	73	28	6	1	0	0
12:00	136	37.2	32.1	5.3	0	0	0	1	14	38	57	21	4	1	0	0
13:00	128	37.3	32.8	4.4	0	0	0	1	5	33	63	25	1	0	0	0
14:00	258	37.1	32.7	4.8	0	0	0	1	10	77	123	35	10	2	0	0
15:00	257	36.5	32.4	4.4	0	0	0	0	7	93	114	39	2	1	1	0
16:00	252	38	33.2	4.8	0	0	0	2	6	68	122	40	13	1	0	0
17:00	281	38.3	33.6	4.5	0	0	0	0	10	56	143	63	8	1	0	0
18:00	187	39.2	34.2	4.9	0	0	0	0	4	40	86	44	11	1	1	0
19:00	115	38.9	33.7	5.6	0	0	0	1	3	28	57	14	9	2	1	0
20:00	80	39.9	35.1	5.2	0	0	0	0	1	16	27	30	5	0	1	0
21:00	59	42.3	36.6	5.6	0	0	0	0	1	8	17	21	10	2	0	0
22:00	41	40	34.7	5.9	0	0	0	0	1	11	12	13	2	2	0	0
23:00	35	39.8	34.2	5.1	0	0	0	0	0	10	14	7	4	0	0	0
12H,7-19	2426	38.1	33.2	4.8	0	0	2	20	77	617	1143	472	84	9	2	0
16H,6-22	2758	38.5	33.4	4.9	0	0	2	21	82	685	1273	563	112	15	5	0
18H,6-24	2834	38.6	33.4	5	0	0	2	21	83	706	1299	583	118	17	5	0
24H,0-24	2880	38.6	33.5	5	0	0	2	22	83	712	1312	600	125	18	5	1

13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
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 05-Jul-24																
00:00	8	-	37.3	4.6	0	0	0	0	0	1	1	5	1	0	0	0
01:00	4	-	39.8	7.6	0	0	0	0	0	0	2	0	1	1	0	0
02:00	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0
03:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
04:00	9	-	34.6	2.7	0	0	0	0	0	0	7	2	0	0	0	0
05:00	20	45.2	37.5	7	0	0	0	0	0	4	5	5	3	3	0	0
06:00	74	40.7	36.1	5.1	0	0	0	0	1	6	34	23	8	1	1	0
07:00	167	38.7	33.8	4.8	0	0	0	1	2	38	83	32	9	2	0	0
08:00	272	38.4	33.2	4.8	0	0	0	0	9	80	110	65	6	2	0	0
09:00	144	36.5	32.1	5.2	0	0	0	4	10	39	67	18	6	0	0	0
10:00	162	38.2	32.7	5.6	0	0	1	3	9	42	70	28	7	2	0	0
11:00	144	37.6	32	6.1	0	2	1	3	7	41	60	24	6	0	0	0
12:00	167	39.2	34.1	5	0	0	0	2	1	34	83	34	10	3	0	0
13:00	157	38.1	33	5.5	0	0	0	4	9	34	74	28	5	3	0	0
14:00	258	37.3	32.1	5	0	0	2	4	10	87	104	47	4	0	0	0
15:00	240	38	32.8	5.1	0	0	0	2	6	84	95	41	10	1	1	0
16:00	219	37.1	32.7	4.5	0	0	0	2	7	62	106	39	2	1	0	0
17:00	239	38.5	33.3	5.2	0	0	2	0	1	76	100	48	9	2	0	1
18:00	180	39.2	34.2	4.9	0	0	0	1	2	37	87	40	10	3	0	0
19:00	93	40.2	35.4	5.8	0	0	0	0	0	20	34	29	6	2	1	1
20:00	67	41.7	35.5	5.8	0	0	0	0	2	12	24	17	10	2	0	0
21:00	53	39.9	34.6	4.9	0	0	0	0	1	9	26	11	6	0	0	0
22:00	42	42	36.2	5.7	0	0	0	0	0	8	13	13	6	2	0	0
23:00	44	40.9	35.2	6.8	0	0	0	0	1	13	11	12	5	0	2	0
12H,7-19	2349	38.2	33	5.1	0	2	6	26	73	654	1039	444	84	19	1	1
16H,6-22	2636	38.6	33.3	5.2	0	2	6	26	77	701	1157	524	114	24	3	2
18H,6-24	2722	38.7	33.3	5.3	0	2	6	26	78	722	1181	549	125	26	5	2
24H,0-24	2767	38.8	33.4	5.3	0	2	6	26	78	727	1197	563	130	31	5	2

13569 MARKET BOSWORTH					Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
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 06-Jul-24																
00:00	13	39.6	35	6.4	0	0	0	0	1	2	4	5	0	1	0	0
01:00	10	40.3	38	3.2	0	0	0	0	0	0	2	7	1	0	0	0
02:00	3	-	43.5	5	0	0	0	0	0	0	0	1	1	1	0	0
03:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
04:00	5	-	38.5	5.2	0	0	0	0	0	0	2	1	2	0	0	0
05:00	9	-	37.4	7.5	0	0	0	0	0	2	2	3	0	2	0	0
06:00	20	38.9	33.5	5.3	0	0	0	0	1	6	6	6	1	0	0	0
07:00	58	41.9	37.1	4.9	0	0	0	0	0	3	23	21	10	0	1	0
08:00	98	38.3	33.2	4.4	0	0	0	0	2	30	39	26	1	0	0	0
09:00	113	39.8	34	5.6	0	0	0	1	5	28	38	31	9	1	0	0
10:00	127	37.5	32.7	5.1	0	0	0	2	6	35	59	18	7	0	0	0
11:00	143	38.3	32.9	5.8	0	0	1	2	6	42	59	24	6	2	1	0
12:00	171	38.7	33.4	4.7	0	0	0	0	3	52	70	37	9	0	0	0
13:00	168	39.3	33.8	5.7	0	0	0	2	8	35	76	32	11	3	1	0
14:00	158	38.3	33.2	4.9	0	0	0	3	3	40	73	32	7	0	0	0
15:00	163	38.8	33.4	4.8	0	0	0	0	3	50	65	36	9	0	0	0
16:00	181	38.8	33.7	5.3	0	0	0	2	5	41	87	33	9	4	0	0
17:00	103	41	36	5.5	0	0	0	1	1	16	30	39	14	2	0	0
18:00	69	40.6	35.4	5.5	0	0	0	0	2	11	26	21	7	2	0	0
19:00	66	41.4	36.1	6.1	0	0	0	0	2	8	26	19	8	2	0	1
20:00	63	39.7	35	5	0	0	0	0	0	12	27	19	4	0	1	0
21:00	52	41.4	35.2	7.1	0	0	2	0	1	10	11	19	8	1	0	0
22:00	48	42.4	36	5.6	0	0	0	0	0	8	20	10	8	2	0	0
23:00	24	36.9	32.5	5.1	0	0	0	1	1	5	12	5	0	0	0	0
12H,7-19	1552	39.3	33.8	5.3	0	0	1	13	44	383	645	350	99	14	3	0
16H,6-22	1753	39.5	34	5.4	0	0	3	13	48	419	715	413	120	17	4	1
18H,6-24	1825	39.6	34	5.4	0	0	3	14	49	432	747	428	128	19	4	1
24H,0-24	1867	39.6	34.1	5.4	0	0	3	14	50	436	758	446	132	23	4	1

13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
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 07-Jul-24																
00:00	18	39.5	34.9	4.7	0	0	0	0	0	3	9	4	2	0	0	0
01:00	5	-	36.5	5.8	0	0	0	0	0	1	1	2	1	0	0	0
02:00	5	-	32.5	6.6	0	0	0	0	0	3	1	0	1	0	0	0
03:00	3	-	35.2	10.4	0	0	0	0	1	0	0	1	1	0	0	0
04:00	5	-	31.5	5.8	0	0	0	0	1	1	2	1	0	0	0	0
05:00	7	-	37.1	8.6	0	0	0	0	0	2	2	1	0	2	0	0
06:00	16	38.6	33.5	4.7	0	0	0	0	0	6	4	6	0	0	0	0
07:00	26	40.5	34.8	6.1	0	0	0	1	0	5	9	7	4	0	0	0
08:00	43	40.1	34.2	6.8	0	0	0	3	1	8	11	16	3	1	0	0
09:00	125	39.3	33.5	6.1	0	0	1	4	3	29	49	30	6	3	0	0
10:00	118	38.5	33	5.7	0	0	0	2	9	28	47	28	0	4	0	0
11:00	180	37.9	32.2	6.1	0	0	2	7	7	56	70	28	7	3	0	0
12:00	159	37.7	32.5	5.6	0	0	1	5	6	42	71	29	2	3	0	0
13:00	161	39.1	33.8	5.8	0	0	0	2	4	41	67	36	8	1	0	2
14:00	150	37.7	32.9	5.3	0	0	1	0	6	45	67	24	4	2	1	0
15:00	123	38.6	33.8	4.4	0	0	0	0	3	27	55	36	2	0	0	0
16:00	136	38.8	34.3	5.8	0	0	0	1	4	23	69	32	2	2	1	2
17:00	106	40.1	35.4	5.1	0	0	0	1	2	14	38	42	8	1	0	0
18:00	98	40.1	35	5.3	0	0	1	0	2	16	33	38	8	0	0	0
19:00	79	37.7	33.1	5.4	0	0	0	3	0	20	39	14	2	0	1	0
20:00	40	39.7	35.3	5.1	0	0	0	0	0	7	17	13	1	2	0	0
21:00	28	38.8	33	5.3	0	0	0	0	1	11	8	6	2	0	0	0
22:00	12	35.2	33.5	7.2	0	0	0	0	1	2	8	0	0	0	1	0
23:00	13	47.4	38.5	9.6	0	0	0	0	1	2	2	4	1	2	0	1
12H,7-19	1425	39.1	33.5	5.7	0	0	6	26	47	334	586	346	54	20	2	4
16H,6-22	1588	39	33.6	5.6	0	0	6	29	48	378	654	385	59	22	3	4
18H,6-24	1613	39.1	33.6	5.7	0	0	6	29	50	382	664	389	60	24	4	5
24H,0-24	1656	39.1	33.6	5.7	0	0	6	29	52	392	679	398	65	26	4	5

13569 MARKET BOSWORTH					Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth											
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
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 08-Jul-24																
00:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0
01:00	3	-	35.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
02:00	4	-	38.5	6	0	0	0	0	0	0	2	0	2	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	4	-	43.5	4.2	0	0	0	0	0	0	0	1	2	1	0	0
05:00	22	43.8	36.7	6.6	0	0	0	0	1	2	9	4	4	2	0	0
06:00	81	41.7	36.7	5.5	0	0	0	0	0	10	28	29	10	3	1	0
07:00	187	38.8	33	5.7	0	0	0	5	14	39	76	43	9	1	0	0
08:00	264	37.1	32.9	4.3	0	0	0	1	8	68	138	42	7	0	0	0
09:00	122	39.3	33.5	5.4	0	0	0	0	6	35	44	28	7	2	0	0
10:00	118	38.3	32.5	5.6	0	0	0	3	9	31	45	26	3	1	0	0
11:00	145	38.5	32.7	5.8	0	0	0	5	7	40	57	28	6	2	0	0
12:00	119	35.7	31.8	4.7	0	0	1	0	7	40	56	13	1	1	0	0
13:00	131	38.6	33.5	4.9	0	0	0	4	2	24	63	35	3	0	0	0
14:00	208	36.9	31.3	6.8	0	5	3	5	14	60	84	28	7	2	0	0
15:00	189	38.2	32.9	4.8	0	0	0	0	7	61	76	37	8	0	0	0
16:00	262	37.8	33	4.7	0	0	0	2	13	59	130	52	5	1	0	0
17:00	234	38.3	33	4.8	0	0	0	2	9	65	98	53	7	0	0	0
18:00	143	39.3	34.2	4.9	0	0	0	2	2	28	61	43	7	0	0	0
19:00	86	38.4	33	6.4	0	0	0	1	6	25	34	14	2	3	0	1
20:00	60	38.6	33.7	4.5	0	0	0	0	2	14	25	18	1	0	0	0
21:00	31	43.3	36.4	6.6	0	0	0	0	0	5	14	5	4	2	1	0
22:00	27	39.9	35	5.9	0	0	0	0	0	7	10	7	1	2	0	0
23:00	25	39.9	34.9	5.3	0	0	0	0	1	5	7	10	2	0	0	0
12H,7-19	2122	38.2	32.8	5.2	0	5	4	29	98	550	928	428	70	10	0	0
16H,6-22	2380	38.5	33.1	5.4	0	5	4	30	106	604	1029	494	87	18	2	1
18H,6-24	2432	38.5	33.1	5.4	0	5	4	30	107	616	1046	511	90	20	2	1
24H,0-24	2467	38.6	33.2	5.4	0	5	4	30	108	618	1059	517	98	24	3	1

13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Eastbound											
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 09-Jul-24																
00:00	8	-	34.8	4.7	0	0	0	0	0	2	2	4	0	0	0	0
01:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	33.5	5	0	0	0	0	0	1	1	1	0	0	0	0
04:00	5	-	34.5	7.5	0	0	0	0	1	0	2	1	1	0	0	0
05:00	18	40.5	35.7	5.7	0	0	0	0	0	3	8	4	2	1	0	0
06:00	85	39.8	35.1	4.9	0	0	0	0	0	16	35	27	5	2	0	0
07:00	166	39	33.7	4.9	0	0	0	1	0	49	70	34	11	1	0	0
08:00	264	37.3	32.8	4.5	0	0	0	0	8	82	124	38	12	0	0	0
09:00	137	38.2	33.2	4.7	0	0	0	0	3	41	61	25	6	1	0	0
10:00	124	38.3	32.5	5.3	0	0	0	1	7	44	43	22	7	0	0	0
11:00	131	39.2	33.9	4.9	0	0	0	0	3	33	54	33	7	1	0	0
12:00	127	39.5	33.9	5.7	0	0	0	0	4	37	49	25	6	6	0	0
13:00	129	38.9	33.6	5.2	0	0	0	1	4	31	61	21	10	1	0	0
14:00	195	38	32.8	4.9	0	0	0	1	6	65	80	33	9	1	0	0
15:00	157	38.1	32.8	4.8	0	0	0	0	6	53	62	29	7	0	0	0
16:00	218	38.2	32.8	5.4	0	1	2	2	9	56	93	49	6	0	0	0
17:00	244	38.5	33.7	4.3	0	0	0	1	2	55	119	61	5	1	0	0
18:00	207	39.4	34.4	4.8	0	0	0	1	4	39	88	64	9	2	0	0
19:00	95	41.1	35.6	6.7	0	0	1	0	1	19	33	26	11	1	2	1
20:00	44	38.7	33.6	5.7	0	0	1	0	0	11	20	9	2	1	0	0
21:00	41	41.3	35.8	5.3	0	0	0	0	0	7	16	11	6	1	0	0
22:00	43	39.7	35	5.9	0	0	0	0	0	10	18	11	1	2	1	0
23:00	30	39.6	34	6.5	0	0	1	0	0	7	12	7	2	1	0	0
12H,7-19	2099	38.6	33.3	4.9	0	1	2	8	56	585	904	434	95	14	0	0
16H,6-22	2364	38.9	33.5	5.1	0	1	4	8	57	638	1008	507	119	19	2	1
18H,6-24	2437	38.9	33.6	5.1	0	1	5	8	57	655	1038	525	122	22	3	1
24H,0-24	2474	39	33.6	5.1	0	1	5	8	58	661	1052	536	126	23	3	1

13569	MARKET BOSWORTH	Site No: 13569004	Location Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Eastbound	

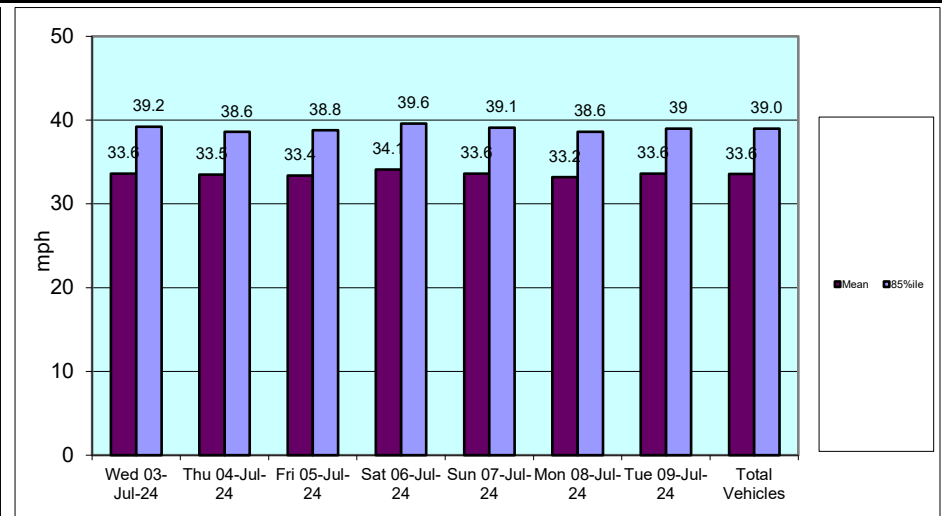
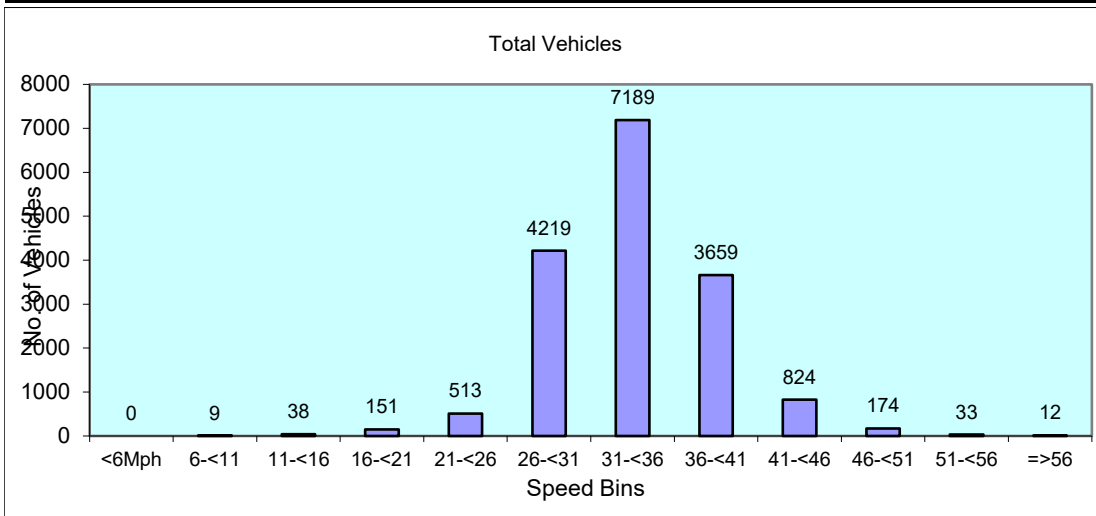
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 03-Jul-24	2710	39.2	33.6	5.5	0	1	12	22	84	673	1132	599	148	29	9	1
Thu 04-Jul-24	2880	38.6	33.5	5	0	0	2	22	83	712	1312	600	125	18	5	1
Fri 05-Jul-24	2767	38.8	33.4	5.3	0	2	6	26	78	727	1197	563	130	31	5	2
Sat 06-Jul-24	1867	39.6	34.1	5.4	0	0	3	14	50	436	758	446	132	23	4	1
Sun 07-Jul-24	1656	39.1	33.6	5.7	0	0	6	29	52	392	679	398	65	26	4	5
Mon 08-Jul-24	2467	38.6	33.2	5.4	0	5	4	30	108	618	1059	517	98	24	3	1
Tue 09-Jul-24	2474	39	33.6	5.1	0	1	5	8	58	661	1052	536	126	23	3	1

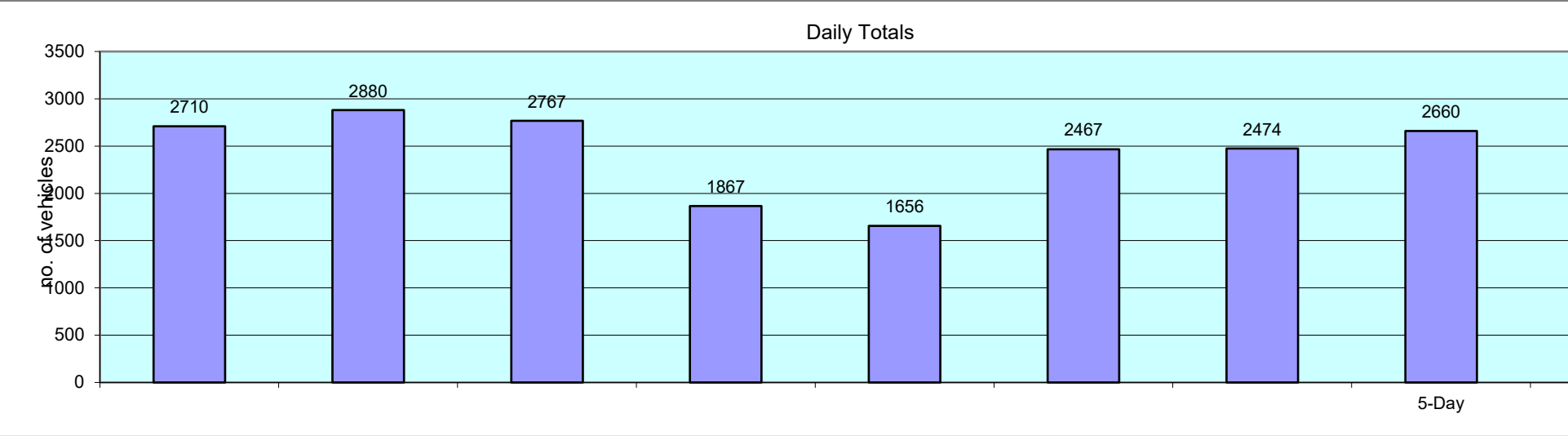
Total Vehicles

[--]	16821	39.0	33.6	5.3	0	9	38	151	513	4219	7189	3659	824	174	33	12
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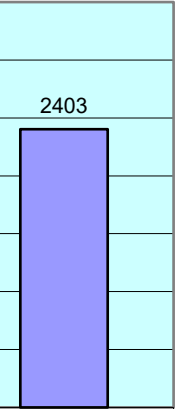
13569	MARKET BOSWORTH			Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth	
				Channel: Eastbound				
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av
Week Begin: 03-Jul-24								
00:00	9	6	8	13	18	1	8	6
01:00	3	2	4	10	5	3	3	3
02:00	2	2	2	3	5	4	0	2
03:00	3	1	2	2	3	1	3	2
04:00	6	4	9	5	5	4	5	6
05:00	28	31	20	9	7	22	18	24
06:00	75	78	74	20	16	81	85	79
07:00	201	188	167	58	26	187	166	182
08:00	307	285	272	98	43	264	264	278
09:00	158	152	144	113	125	122	137	143
10:00	144	148	162	127	118	118	124	139
11:00	121	154	144	143	180	145	131	139
12:00	133	136	167	171	159	119	127	136
13:00	134	128	157	168	161	131	129	136
14:00	194	258	258	158	150	208	195	223
15:00	261	257	240	163	123	189	157	221
16:00	236	252	219	181	136	262	218	237
17:00	216	281	239	103	106	234	244	243
18:00	167	187	180	69	98	143	207	177
19:00	122	115	93	66	79	86	95	102
20:00	74	80	67	63	40	60	44	65
21:00	45	59	53	52	28	31	41	46
22:00	44	41	42	48	12	27	43	39
23:00	27	35	44	24	13	25	30	32
12H,7-19	2272	2426	2349	1552	1425	2122	2099	2254
16H,6-22	2588	2758	2636	1753	1588	2380	2364	2545
18H,6-24	2659	2834	2722	1825	1613	2432	2437	2617
24H,0-24	2710	2880	2767	1867	1656	2467	2474	2660
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00	
Peak	307	285	272	143	180	264	264	
Pm	15:00	17:00	14:00	16:00	13:00	16:00	17:00	
Peak	261	281	258	181	161	262	244	

13569		MARKET BOSWORTH			Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
					Channel: Eastbound					
									5-Day	
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Av		



7-Day Av
9
4
3
2
5
19
61
142
219
136
134
145
145
144
203
199
215
203
150
94
61
44
37
28
2035
2295
2360
2403

**7-Day
Av**



7-Day

13569		MARKET BOSWORTH					Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Wed 03-Jul-24															
00:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
05:00	37	1	34	2	0	0	0	0	0	0	0	0	0	0	0
06:00	86	1	80	5	0	0	0	0	0	0	0	0	0	0	0
07:00	195	1	161	30	0	0	1	0	0	0	0	2	0	0	0
08:00	301	1	277	20	2	0	0	0	1	0	0	0	0	0	0
09:00	152	1	118	26	0	3	4	0	0	0	0	0	0	0	0
10:00	144	3	129	11	0	0	1	0	0	0	0	0	0	0	0
11:00	143	2	122	17	0	0	1	0	1	0	0	0	0	0	0
12:00	142	0	124	17	1	0	0	0	0	0	0	0	0	0	0
13:00	150	1	135	13	1	0	0	0	0	0	0	0	0	0	0
14:00	146	2	129	13	0	0	0	0	2	0	0	0	0	0	0
15:00	252	0	228	20	2	2	0	0	0	0	0	0	0	0	0
16:00	274	4	250	19	0	0	0	0	0	1	0	0	0	0	0
17:00	214	2	194	14	1	0	0	1	2	0	0	0	0	0	0
18:00	152	2	135	13	0	0	1	0	1	0	0	0	0	0	0
19:00	105	2	99	3	1	0	0	0	0	0	0	0	0	0	0
20:00	76	1	67	7	0	0	1	0	0	0	0	0	0	0	0
21:00	72	0	66	6	0	0	0	0	0	0	0	0	0	0	0
22:00	27	0	23	3	0	0	1	0	0	0	0	0	0	0	0
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2265	19	2002	213	7	5	8	1	7	1	0	2	0	0	0
16H,6-22	2604	23	2314	234	8	5	9	1	7	1	0	2	0	0	0
18H,6-24	2644	23	2350	237	8	5	10	1	7	1	0	2	0	0	0
24H,0-24	2704	24	2405	241	8	5	10	1	7	1	0	2	0	0	0

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Thu 04-Jul-24															
00:00	2	0	1		1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	1		2	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	4		2	0	0	0	0	0	0	0	0	0	0
04:00	11	0	10		1	0	0	0	0	0	0	0	0	0	0
05:00	28	1	24		3	0	0	0	0	0	0	0	0	0	0
06:00	84	2	76		6	0	0	0	0	0	0	0	0	0	0
07:00	217	1	189		25	0	0	0	1	0	0	1	0	0	0
08:00	324	3	293		24	0	2	0	0	1	0	0	1	0	0
09:00	151	2	126		21	2	0	0	0	0	0	0	0	0	0
10:00	133	2	100		26	1	1	2	1	0	0	0	0	0	0
11:00	176	3	151		17	0	0	0	0	3	0	1	1	0	0
12:00	183	2	163		17	0	0	0	0	1	0	0	0	0	0
13:00	164	3	139		19	1	1	0	1	0	0	0	0	0	0
14:00	159	0	142		16	0	0	0	0	1	0	0	0	0	0
15:00	272	2	243		25	2	0	0	0	0	0	0	0	0	0
16:00	269	3	243		20	0	0	2	0	1	0	0	0	0	0
17:00	224	1	208		13	0	0	1	0	0	0	0	1	0	0
18:00	220	2	209		9	0	0	0	0	0	0	0	0	0	0
19:00	133	2	130		1	0	0	0	0	0	0	0	0	0	0
20:00	102	1	90		9	1	0	0	0	0	0	1	0	0	0
21:00	57	4	49		3	0	0	0	0	0	0	0	1	0	0
22:00	50	0	43		7	0	0	0	0	0	0	0	0	0	0
23:00	18	0	17		1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2492	24	2206		232	6	4	5	3	7	0	2	3	0	0
16H,6-22	2868	33	2551		251	7	4	5	3	7	0	3	4	0	0
18H,6-24	2936	33	2611		259	7	4	5	3	7	0	3	4	0	0
24H,0-24	2987	34	2652		268	7	4	5	3	7	0	3	4	0	0

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			VEHICLES	VEHICLES											
Fri 05-Jul-24															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
05:00	38	1	33	4	0	0	0	0	0	0	0	0	0	0	0
06:00	74	0	67	7	0	0	0	0	0	0	0	0	0	0	0
07:00	166	0	135	30	0	0	0	0	0	0	0	0	1	0	0
08:00	242	0	219	17	3	1	1	0	0	0	0	0	1	0	0
09:00	180	1	157	20	0	0	0	0	1	0	0	0	1	0	0
10:00	152	3	123	24	0	0	1	1	0	0	0	0	0	0	0
11:00	169	5	142	19	1	1	1	0	0	0	0	0	0	0	0
12:00	201	4	182	13	0	1	0	0	0	0	0	0	1	0	0
13:00	183	8	158	16	1	0	0	0	0	0	0	0	0	0	0
14:00	201	3	179	17	0	0	0	1	1	0	0	0	0	0	0
15:00	258	2	230	21	2	1	0	0	2	0	0	0	0	0	0
16:00	211	5	190	12	0	0	3	0	1	0	0	0	0	0	0
17:00	201	2	181	17	0	0	0	0	1	0	0	0	0	0	0
18:00	175	1	163	9	1	0	0	0	1	0	0	0	0	0	0
19:00	101	1	92	8	0	0	0	0	0	0	0	0	0	0	0
20:00	83	2	78	3	0	0	0	0	0	0	0	0	0	0	0
21:00	54	0	53	0	0	0	0	0	0	0	0	0	1	0	0
22:00	41	0	38	3	0	0	0	0	0	0	0	0	0	0	0
23:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2339	34	2059	215	8	4	6	2	7	0	0	0	4	0	0
16H,6-22	2651	37	2349	233	8	4	6	2	7	0	0	0	5	0	0
18H,6-24	2718	37	2411	238	8	4	6	2	7	0	0	0	5	0	0
24H,0-24	2777	38	2460	247	8	4	6	2	7	0	0	0	5	0	0

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Sat 06-Jul-24															
00:00	5	0	5		0		0	0	0	0	0	0	0	0	0
01:00	5	0	4		1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	5		0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8		0	0	0	0	0	0	0	0	0	0	0
05:00	13	0	13		0	0	0	0	0	0	0	0	0	0	0
06:00	21	0	21		0	0	0	0	0	0	0	0	0	0	0
07:00	49	0	43	6	0	0	0	0	0	0	0	0	0	0	0
08:00	67	0	65	2	0	0	0	0	0	0	0	0	0	0	0
09:00	151	3	128	18	0	1	1	0	0	0	0	0	0	0	0
10:00	146	1	135	10	0	0	0	0	0	0	0	0	0	0	0
11:00	142	3	134	5	0	0	0	0	0	0	0	0	0	0	0
12:00	176	5	155	16	0	0	0	0	0	0	0	0	0	0	0
13:00	142	4	127	10	0	0	0	0	1	0	0	0	0	0	0
14:00	173	1	152	20	0	0	0	0	0	0	0	0	0	0	0
15:00	133	2	125	6	0	0	0	0	0	0	0	0	0	0	0
16:00	170	2	157	7	0	1	1	0	0	0	1	1	1	0	0
17:00	91	0	86	5	0	0	0	0	0	0	0	0	0	0	0
18:00	80	2	73	5	0	0	0	0	0	0	0	0	0	0	0
19:00	68	0	65	2	0	0	0	0	1	0	0	0	0	0	0
20:00	73	0	66	7	0	0	0	0	0	0	0	0	0	0	0
21:00	63	3	56	3	0	0	1	0	0	0	0	0	0	0	0
22:00	49	0	47	2	0	0	0	0	0	0	0	0	0	0	0
23:00	37	0	34	2	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	1520	23	1380	110	0	2	2	0	1	0	1	1	1	0	0
16H,6-22	1745	26	1588	122	0	2	3	0	2	0	1	1	1	0	0
18H,6-24	1831	26	1669	126	0	2	3	0	3	0	1	1	1	0	0
24H,0-24	1868	26	1705	127	0	2	3	0	3	0	1	1	1	0	0

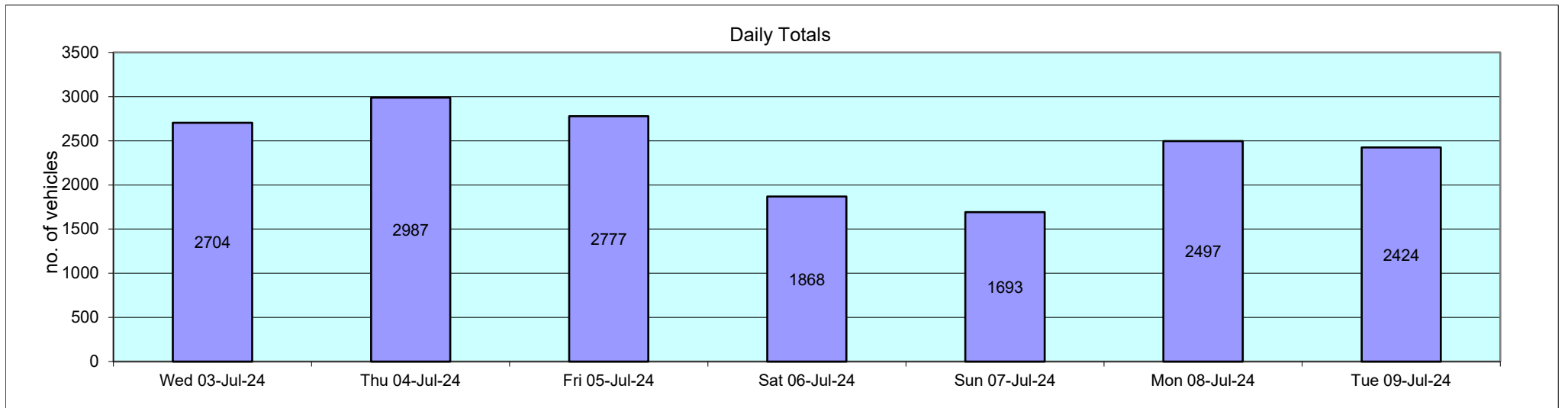
13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			TRAILER	TRAILER											
Sun 07-Jul-24															
00:00	22	0	18		4	0	0	0	0	0	0	0	0	0	0
01:00	13	0	12		1	0	0	0	0	0	0	0	0	0	0
02:00	7	0	7		0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	7		0	0	0	0	0	0	0	0	0	0	0
05:00	11	1	10		0	0	0	0	0	0	0	0	0	0	0
06:00	15	0	14		1	0	0	0	0	0	0	0	0	0	0
07:00	26	1	25		0	0	0	0	0	0	0	0	0	0	0
08:00	53	3	48		1	0	0	0	0	0	0	1	0	0	0
09:00	112	9	93		7	1	1	0	0	1	0	0	0	0	0
10:00	146	9	128		7	0	1	1	0	0	0	0	0	0	0
11:00	151	7	134		10	0	0	0	0	0	0	0	0	0	0
12:00	162	7	148		7	0	0	0	0	0	0	0	0	0	0
13:00	152	2	138		12	0	0	0	0	0	0	0	0	0	0
14:00	142	0	132		9	0	0	1	0	0	0	0	0	0	0
15:00	127	0	122		4	0	1	0	0	0	0	0	0	0	0
16:00	131	3	119		8	0	0	1	0	0	0	0	0	0	0
17:00	126	1	114		11	0	0	0	0	0	0	0	0	0	0
18:00	99	2	93		4	0	0	0	0	0	0	0	0	0	0
19:00	78	4	71		3	0	0	0	0	0	0	0	0	0	0
20:00	41	1	39		1	0	0	0	0	0	0	0	0	0	0
21:00	32	1	25		5	0	0	1	0	0	0	0	0	0	0
22:00	20	0	20		0	0	0	0	0	0	0	0	0	0	0
23:00	19	0	17		2	0	0	0	0	0	0	0	0	0	0
12H,7-19	1427	44	1294		80	1	3	3	0	1	0	1	0	0	0
16H,6-22	1593	50	1443		90	1	3	4	0	1	0	1	0	0	0
18H,6-24	1632	50	1480		92	1	3	4	0	1	0	1	0	0	0
24H,0-24	1693	51	1535		97	1	3	4	0	1	0	1	0	0	0

13569		MARKET BOSWORTH				Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth						
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
													AXLE MULTI-TRAILER ARTIC		
Mon 08-Jul-24															
00:00	7	0	5		2	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	7		0	0	0	0	0	0	0	0	0	0	0
05:00	32	1	29		2	0	0	0	0	0	0	0	0	0	0
06:00	71	0	66		5	0	0	0	0	0	0	0	0	0	0
07:00	188	0	169		14	0	1	0	0	1	0	0	3	0	0
08:00	232	2	196		31	1	0	0	0	2	0	0	0	0	0
09:00	169	5	134		20	5	2	2	0	1	0	0	0	0	0
10:00	156	12	121		12	0	7	2	0	2	0	0	0	0	0
11:00	132	5	107		19	1	0	0	0	0	0	0	0	0	0
12:00	143	7	114		20	0	0	0	0	1	1	0	0	0	0
13:00	148	5	125		15	1	0	0	0	1	0	0	1	0	0
14:00	154	4	127		19	0	0	1	0	1	0	0	2	0	0
15:00	180	5	151		20	2	0	1	0	0	0	1	0	0	0
16:00	213	0	191		21	0	0	0	0	0	0	1	0	0	0
17:00	275	4	251		17	3	0	0	0	0	0	0	0	0	0
18:00	162	3	145		13	1	0	0	0	0	0	0	0	0	0
19:00	90	3	85		1	1	0	0	0	0	0	0	0	0	0
20:00	58	1	52		4	0	0	0	0	1	0	0	0	0	0
21:00	57	0	52		5	0	0	0	0	0	0	0	0	0	0
22:00	10	0	9		1	0	0	0	0	0	0	0	0	0	0
23:00	9	0	8		1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2152	52	1831		221	14	10	6	0	9	1	2	6	0	0
16H,6-22	2428	56	2086		236	15	10	6	0	10	1	2	6	0	0
18H,6-24	2447	56	2103		238	15	10	6	0	10	1	2	6	0	0
24H,0-24	2497	57	2148		242	15	10	6	0	10	1	2	6	0	0

13569		MARKET BOSWORTH					Site No: 13569004		Location	Site 4 - Station Rd, Market Bosworth					
Wed 03-Jul-24 to Tue 09-Jul-24			Channel: Westbound												
			CARS OR						FOUR OR	FOUR OR			FIVE OR		
			CAR-	LIGHT			TWO AXLE,	THREE	MORE	LESS		SIX OR	LESS	SIX AXLE	SEVEN
TIME	TOTAL	MOTOR-	BASED	GOODS	BUSES		SIX TYRE,	AXLE	AXLE	AXLE	FIVE AXLE	MORE	AXLE	TRAILER	OR
PERIOD	VEHICLES	CYCLES	LGV	VEHICLES			RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	AXLE
Tue 09-Jul-24															
00:00	4	0	4	0	0		0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0		0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0		0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0		0	0	0	0	0	0	0	0	0
04:00	6	0	5	1	0		0	0	0	0	0	0	0	0	0
05:00	38	1	31	6	0		0	0	0	0	0	0	0	0	0
06:00	83	1	76	6	0		0	0	0	0	0	0	0	0	0
07:00	200	0	169	31	0		0	0	0	0	0	0	0	0	0
08:00	228	1	198	26	1		1	0	0	0	0	0	1	0	0
09:00	147	0	124	16	4		1	1	0	1	0	0	0	0	0
10:00	117	0	96	14	0		4	1	0	1	0	0	1	0	0
11:00	118	1	100	16	0		1	0	0	0	0	0	0	0	0
12:00	141	1	120	16	3		0	0	1	0	0	0	0	0	0
13:00	147	0	136	11	0		0	0	0	0	0	0	0	0	0
14:00	120	0	101	14	2		1	0	0	2	0	0	0	0	0
15:00	217	0	198	15	2		0	0	0	1	0	0	1	0	0
16:00	218	0	199	18	1		0	0	0	0	0	0	0	0	0
17:00	219	1	202	14	0		0	0	0	2	0	0	0	0	0
18:00	166	2	155	9	0		0	0	0	0	0	0	0	0	0
19:00	90	1	82	6	1		0	0	0	0	0	0	0	0	0
20:00	79	2	74	3	0		0	0	0	0	0	0	0	0	0
21:00	47	0	39	8	0		0	0	0	0	0	0	0	0	0
22:00	24	0	22	2	0		0	0	0	0	0	0	0	0	0
23:00	12	0	11	1	0		0	0	0	0	0	0	0	0	0
12H,7-19	2038	6	1798	200	13		8	2	1	7	0	0	3	0	0
16H,6-22	2337	10	2069	223	14		8	2	1	7	0	0	3	0	0
18H,6-24	2373	10	2102	226	14		8	2	1	7	0	0	3	0	0
24H,0-24	2424	11	2144	234	14		8	2	1	7	0	0	3	0	0

13569 MARKET BOSWORTH Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE			SEVEN OR MORE AXLE ARTIC
												MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Daily Totals															
Wed 03-Jul-24	2704	24	2405	241	8	5	10	1	7	1	0	2	0	0	
Thu 04-Jul-24	2987	34	2652	268	7	4	5	3	7	0	3	4	0	0	
Fri 05-Jul-24	2777	38	2460	247	8	4	6	2	7	0	0	5	0	0	
Sat 06-Jul-24	1868	26	1705	127	0	2	3	0	3	0	1	1	0	0	
Sun 07-Jul-24	1693	51	1535	97	1	3	4	0	1	0	1	0	0	0	
Mon 08-Jul-24	2497	57	2148	242	15	10	6	0	10	1	2	6	0	0	
Tue 09-Jul-24	2424	11	2144	234	14	8	2	1	7	0	0	3	0	0	
Total Vehicles															
[--]	16950	241	15049	1456	53	36	36	7	42	2	7	21	0	0	



13569				MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 03-Jul-24											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
05:00	37	1	2.7	34	91.9	2	5.4	0	0.0	0	0.0
06:00	86	1	1.2	80	93.0	5	5.8	0	0.0	0	0.0
07:00	195	1	0.5	161	82.6	30	15.4	3	1.5	0	0.0
08:00	301	1	0.3	277	92.0	20	6.6	1	0.3	2	0.7
09:00	152	1	0.7	118	77.6	26	17.1	7	4.6	0	0.0
10:00	144	3	2.1	129	89.6	11	7.6	1	0.7	0	0.0
11:00	143	2	1.4	122	85.3	17	11.9	2	1.4	0	0.0
12:00	142	0	0.0	124	87.3	17	12.0	0	0.0	1	0.7
13:00	150	1	0.7	135	90.0	13	8.7	0	0.0	1	0.7
14:00	146	2	1.4	129	88.4	13	8.9	2	1.4	0	0.0
15:00	252	0	0.0	228	90.5	20	7.9	2	0.8	2	0.8
16:00	274	4	1.5	250	91.2	19	6.9	1	0.4	0	0.0
17:00	214	2	0.9	194	90.7	14	6.5	3	1.4	1	0.5
18:00	152	2	1.3	135	88.8	13	8.6	2	1.3	0	0.0
19:00	105	2	1.9	99	94.3	3	2.9	0	0.0	1	1.0
20:00	76	1	1.3	67	88.2	7	9.2	1	1.3	0	0.0
21:00	72	0	0.0	66	91.7	6	8.3	0	0.0	0	0.0
22:00	27	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2265	19	0.8	2002	88.4	213	9.4	24	1.1	7	0.3
16H,6-22	2604	23	0.9	2314	88.9	234	9.0	25	1.0	8	0.3
18H,6-24	2644	23	0.9	2350	88.9	237	9.0	26	1.0	8	0.3
24H,0-24	2704	24	0.9	2405	88.9	241	8.9	26	1.0	8	0.3

13569		MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 04-Jul-24											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
04:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	28	1	3.6	24	85.7	3	10.7	0	0.0	0	0.0
06:00	84	2	2.4	76	90.5	6	7.1	0	0.0	0	0.0
07:00	217	1	0.5	189	87.1	25	11.5	2	0.9	0	0.0
08:00	324	3	0.9	293	90.4	24	7.4	4	1.2	0	0.0
09:00	151	2	1.3	126	83.4	21	13.9	0	0.0	2	1.3
10:00	133	2	1.5	100	75.2	26	19.6	4	3.0	1	0.8
11:00	176	3	1.7	151	85.8	17	9.7	5	2.8	0	0.0
12:00	183	2	1.1	163	89.1	17	9.3	1	0.6	0	0.0
13:00	164	3	1.8	139	84.8	19	11.6	2	1.2	1	0.6
14:00	159	0	0.0	142	89.3	16	10.1	1	0.6	0	0.0
15:00	272	2	0.7	243	89.3	25	9.2	0	0.0	2	0.7
16:00	269	3	1.1	243	90.3	20	7.4	3	1.1	0	0.0
17:00	224	1	0.5	208	92.9	13	5.8	2	0.9	0	0.0
18:00	220	2	0.9	209	95.0	9	4.1	0	0.0	0	0.0
19:00	133	2	1.5	130	97.7	1	0.8	0	0.0	0	0.0
20:00	102	1	1.0	90	88.2	9	8.8	1	1.0	1	1.0
21:00	57	4	7.0	49	86.0	3	5.3	1	1.8	0	0.0
22:00	50	0	0.0	43	86.0	7	14.0	0	0.0	0	0.0
23:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
12H,7-19	2492	24	1.0	2206	88.5	232	9.3	24	1.0	6	0.2
16H,6-22	2868	33	1.2	2551	89.0	251	8.8	26	0.9	7	0.2
18H,6-24	2936	33	1.1	2611	88.9	259	8.8	26	0.9	7	0.2
24H,0-24	2987	34	1.1	2652	88.8	268	9.0	26	0.9	7	0.2

13569				MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth		
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Fri 05-Jul-24												
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0	
01:00	5	0	0.0	1	20.0	4	80.0	0	0.0	0	0.0	
02:00	0	0	-	0	-	0	-	0	-	0	-	
03:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0	
04:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0	
05:00	38	1	2.6	33	86.8	4	10.5	0	0.0	0	0.0	
06:00	74	0	0.0	67	90.5	7	9.5	0	0.0	0	0.0	
07:00	166	0	0.0	135	81.3	30	18.1	1	0.6	0	0.0	
08:00	242	0	0.0	219	90.5	17	7.0	3	1.2	3	1.2	
09:00	180	1	0.6	157	87.2	20	11.1	2	1.1	0	0.0	
10:00	152	3	2.0	123	80.9	24	15.8	2	1.3	0	0.0	
11:00	169	5	3.0	142	84.0	19	11.2	2	1.2	1	0.6	
12:00	201	4	2.0	182	90.6	13	6.5	2	1.0	0	0.0	
13:00	183	8	4.4	158	86.3	16	8.7	0	0.0	1	0.6	
14:00	201	3	1.5	179	89.1	17	8.5	2	1.0	0	0.0	
15:00	258	2	0.8	230	89.2	21	8.1	3	1.2	2	0.8	
16:00	211	5	2.4	190	90.1	12	5.7	4	1.9	0	0.0	
17:00	201	2	1.0	181	90.1	17	8.5	1	0.5	0	0.0	
18:00	175	1	0.6	163	93.1	9	5.1	1	0.6	1	0.6	
19:00	101	1	1.0	92	91.1	8	7.9	0	0.0	0	0.0	
20:00	83	2	2.4	78	94.0	3	3.6	0	0.0	0	0.0	
21:00	54	0	0.0	53	98.2	0	0.0	1	1.9	0	0.0	
22:00	41	0	0.0	38	92.7	3	7.3	0	0.0	0	0.0	
23:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0	
12H,7-19	2339	34	1.5	2059	88.0	215	9.2	23	1.0	8	0.3	
16H,6-22	2651	37	1.4	2349	88.6	233	8.8	24	0.9	8	0.3	
18H,6-24	2718	37	1.4	2411	88.7	238	8.8	24	0.9	8	0.3	
24H,0-24	2777	38	1.4	2460	88.6	247	8.9	24	0.9	8	0.3	

13569		MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 06-Jul-24											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
05:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
06:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
07:00	49	0	0.0	43	87.8	6	12.2	0	0.0	0	0.0
08:00	67	0	0.0	65	97.0	2	3.0	0	0.0	0	0.0
09:00	151	3	2.0	128	84.8	18	11.9	2	1.3	0	0.0
10:00	146	1	0.7	135	92.5	10	6.9	0	0.0	0	0.0
11:00	142	3	2.1	134	94.4	5	3.5	0	0.0	0	0.0
12:00	176	5	2.8	155	88.1	16	9.1	0	0.0	0	0.0
13:00	142	4	2.8	127	89.4	10	7.0	1	0.7	0	0.0
14:00	173	1	0.6	152	87.9	20	11.6	0	0.0	0	0.0
15:00	133	2	1.5	125	94.0	6	4.5	0	0.0	0	0.0
16:00	170	2	1.2	157	92.4	7	4.1	4	2.4	0	0.0
17:00	91	0	0.0	86	94.5	5	5.5	0	0.0	0	0.0
18:00	80	2	2.5	73	91.3	5	6.3	0	0.0	0	0.0
19:00	68	0	0.0	65	95.6	2	2.9	1	1.5	0	0.0
20:00	73	0	0.0	66	90.4	7	9.6	0	0.0	0	0.0
21:00	63	3	4.8	56	88.9	3	4.8	1	1.6	0	0.0
22:00	49	0	0.0	47	95.9	2	4.1	0	0.0	0	0.0
23:00	37	0	0.0	34	91.9	2	5.4	1	2.7	0	0.0
12H,7-19	1520	23	1.5	1380	90.8	110	7.2	7	0.5	0	0.0
16H,6-22	1745	26	1.5	1588	91.0	122	7.0	9	0.5	0	0.0
18H,6-24	1831	26	1.4	1669	91.2	126	6.9	10	0.6	0	0.0
24H,0-24	1868	26	1.4	1705	91.3	127	6.8	10	0.5	0	0.0

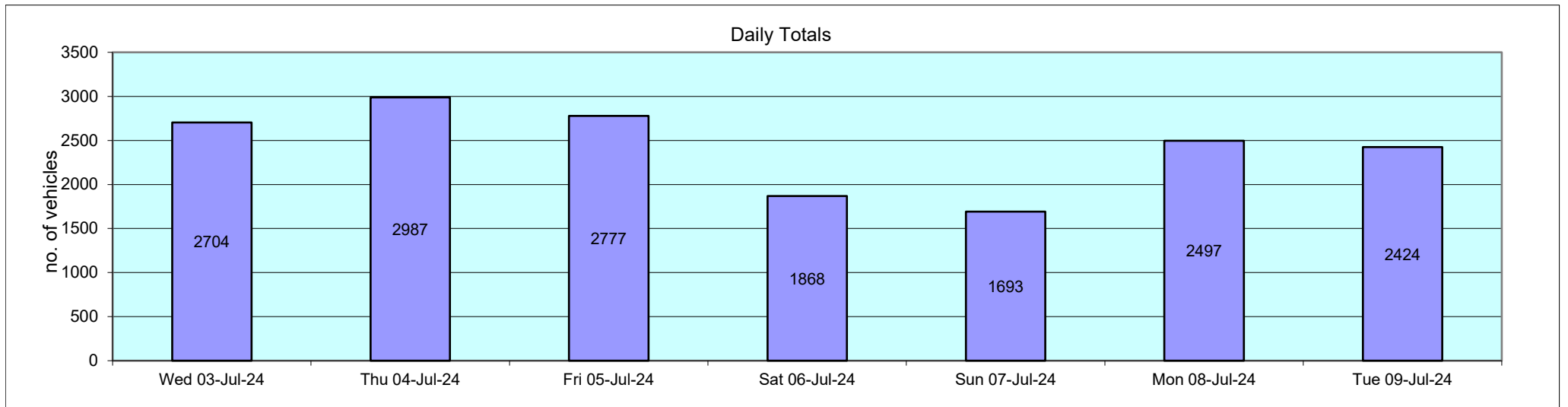
13569		MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 07-Jul-24											
00:00	22	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
01:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
02:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	11	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
06:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
07:00	26	1	3.9	25	96.2	0	0.0	0	0.0	0	0.0
08:00	53	3	5.7	48	90.6	1	1.9	1	1.9	0	0.0
09:00	112	9	8.0	93	83.0	7	6.3	2	1.8	1	0.9
10:00	146	9	6.2	128	87.7	7	4.8	2	1.4	0	0.0
11:00	151	7	4.6	134	88.7	10	6.6	0	0.0	0	0.0
12:00	162	7	4.3	148	91.4	7	4.3	0	0.0	0	0.0
13:00	152	2	1.3	138	90.8	12	7.9	0	0.0	0	0.0
14:00	142	0	0.0	132	93.0	9	6.3	1	0.7	0	0.0
15:00	127	0	0.0	122	96.1	4	3.2	1	0.8	0	0.0
16:00	131	3	2.3	119	90.8	8	6.1	1	0.8	0	0.0
17:00	126	1	0.8	114	90.5	11	8.7	0	0.0	0	0.0
18:00	99	2	2.0	93	93.9	4	4.0	0	0.0	0	0.0
19:00	78	4	5.1	71	91.0	3	3.9	0	0.0	0	0.0
20:00	41	1	2.4	39	95.1	1	2.4	0	0.0	0	0.0
21:00	32	1	3.1	25	78.1	5	15.6	1	3.1	0	0.0
22:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
23:00	19	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
12H,7-19	1427	44	3.1	1294	90.7	80	5.6	8	0.6	1	0.1
16H,6-22	1593	50	3.1	1443	90.6	90	5.7	9	0.6	1	0.1
18H,6-24	1632	50	3.1	1480	90.7	92	5.6	9	0.6	1	0.1
24H,0-24	1693	51	3.0	1535	90.7	97	5.7	9	0.5	1	0.1

13569		MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 08-Jul-24											
00:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	32	1	3.1	29	90.6	2	6.3	0	0.0	0	0.0
06:00	71	0	0.0	66	93.0	5	7.0	0	0.0	0	0.0
07:00	188	0	0.0	169	89.9	14	7.5	5	2.7	0	0.0
08:00	232	2	0.9	196	84.5	31	13.4	2	0.9	1	0.4
09:00	169	5	3.0	134	79.3	20	11.8	5	3.0	5	3.0
10:00	156	12	7.7	121	77.6	12	7.7	11	7.1	0	0.0
11:00	132	5	3.8	107	81.1	19	14.4	0	0.0	1	0.8
12:00	143	7	4.9	114	79.7	20	14.0	2	1.4	0	0.0
13:00	148	5	3.4	125	84.5	15	10.1	2	1.4	1	0.7
14:00	154	4	2.6	127	82.5	19	12.3	4	2.6	0	0.0
15:00	180	5	2.8	151	83.9	20	11.1	2	1.1	2	1.1
16:00	213	0	0.0	191	89.7	21	9.9	1	0.5	0	0.0
17:00	275	4	1.5	251	91.3	17	6.2	0	0.0	3	1.1
18:00	162	3	1.9	145	89.5	13	8.0	0	0.0	1	0.6
19:00	90	3	3.3	85	94.4	1	1.1	0	0.0	1	1.1
20:00	58	1	1.7	52	89.7	4	6.9	1	1.7	0	0.0
21:00	57	0	0.0	52	91.2	5	8.8	0	0.0	0	0.0
22:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
23:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
12H,7-19	2152	52	2.4	1831	85.1	221	10.3	34	1.6	14	0.7
16H,6-22	2428	56	2.3	2086	85.9	236	9.7	35	1.4	15	0.6
18H,6-24	2447	56	2.3	2103	85.9	238	9.7	35	1.4	15	0.6
24H,0-24	2497	57	2.3	2148	86.0	242	9.7	35	1.4	15	0.6

13569				MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth		
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Tue 09-Jul-24												
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0	
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0	
02:00	0	0	-	0	-	0	-	0	-	0	-	
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0	
04:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0	
05:00	38	1	2.6	31	81.6	6	15.8	0	0.0	0	0.0	
06:00	83	1	1.2	76	91.6	6	7.2	0	0.0	0	0.0	
07:00	200	0	0.0	169	84.5	31	15.5	0	0.0	0	0.0	
08:00	228	1	0.4	198	86.8	26	11.4	2	0.9	1	0.4	
09:00	147	0	0.0	124	84.4	16	10.9	3	2.0	4	2.7	
10:00	117	0	0.0	96	82.1	14	12.0	7	6.0	0	0.0	
11:00	118	1	0.9	100	84.8	16	13.6	1	0.9	0	0.0	
12:00	141	1	0.7	120	85.1	16	11.4	1	0.7	3	2.1	
13:00	147	0	0.0	136	92.5	11	7.5	0	0.0	0	0.0	
14:00	120	0	0.0	101	84.2	14	11.7	3	2.5	2	1.7	
15:00	217	0	0.0	198	91.2	15	6.9	2	0.9	2	0.9	
16:00	218	0	0.0	199	91.3	18	8.3	0	0.0	1	0.5	
17:00	219	1	0.5	202	92.2	14	6.4	2	0.9	0	0.0	
18:00	166	2	1.2	155	93.4	9	5.4	0	0.0	0	0.0	
19:00	90	1	1.1	82	91.1	6	6.7	0	0.0	1	1.1	
20:00	79	2	2.5	74	93.7	3	3.8	0	0.0	0	0.0	
21:00	47	0	0.0	39	83.0	8	17.0	0	0.0	0	0.0	
22:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0	
23:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0	
12H,7-19	2038	6	0.3	1798	88.2	200	9.8	21	1.0	13	0.6	
16H,6-22	2337	10	0.4	2069	88.5	223	9.5	21	0.9	14	0.6	
18H,6-24	2373	10	0.4	2102	88.6	226	9.5	21	0.9	14	0.6	
24H,0-24	2424	11	0.5	2144	88.5	234	9.7	21	0.9	14	0.6	

13569	MARKET BOSWORTH	Site No: 13569004	Location	Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 03-Jul-24	2704	24	0.9	2405	88.9	241	8.9	26	1.0	8	0.3
Thu 04-Jul-24	2987	34	1.1	2652	88.8	268	9.0	26	0.9	7	0.2
Fri 05-Jul-24	2777	38	1.4	2460	88.6	247	8.9	24	0.9	8	0.3
Sat 06-Jul-24	1868	26	1.4	1705	91.3	127	6.8	10	0.5	0	0.0
Sun 07-Jul-24	1693	51	3.0	1535	90.7	97	5.7	9	0.5	1	0.1
Mon 08-Jul-24	2497	57	2.3	2148	86.0	242	9.7	35	1.4	15	0.6
Tue 09-Jul-24	2424	11	0.5	2144	88.5	234	9.7	21	0.9	14	0.6
Total Vehicles											
[--]	16950	241	1.5	15049	89.0	1456	8.4	151	0.9	53	0.3



13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					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 03-Jul-24																
00:00	6	-	46	11.8	0	0	0	0	0	1	0	1	1	1	0	2
01:00	4	-	34.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0
02:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
03:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
04:00	9	-	35.7	7.7	0	0	0	0	1	2	0	5	0	1	0	0
05:00	37	44	38.4	6.1	0	0	0	0	1	2	8	17	5	3	1	0
06:00	86	42.4	36.6	5.7	0	0	1	0	0	7	34	27	13	4	0	0
07:00	195	39.5	33.9	5.1	0	0	0	0	7	49	75	49	14	1	0	0
08:00	301	38.9	33.6	4.9	0	0	1	0	10	74	127	76	11	2	0	0
09:00	152	37.6	32.5	5.4	0	1	0	3	7	40	69	27	4	1	0	0
10:00	144	38.7	33.8	4.7	0	0	0	0	2	36	68	30	6	2	0	0
11:00	143	38.3	32.7	5.3	0	0	1	1	5	47	56	24	9	0	0	0
12:00	142	37.8	33	5.2	0	0	0	1	8	36	68	20	7	2	0	0
13:00	150	38.7	32.8	5.5	0	0	0	1	13	40	56	32	7	1	0	0
14:00	146	40.5	34.8	6.5	0	0	1	2	3	30	56	35	12	4	3	0
15:00	252	37.8	32.9	4.6	0	0	0	0	4	87	106	47	6	1	1	0
16:00	274	38.8	33.2	5.3	0	0	1	4	8	77	107	63	14	0	0	0
17:00	214	39.3	33.8	5	0	0	0	0	5	59	84	50	15	1	0	0
18:00	152	40	33.9	6.2	0	0	0	4	7	35	52	38	12	4	0	0
19:00	105	40.1	34.9	5.8	0	0	0	2	2	22	30	40	7	1	1	0
20:00	76	40.8	35.6	5.9	0	0	0	1	2	9	31	22	7	4	0	0
21:00	72	40.1	34.4	5.1	0	0	0	0	1	16	33	13	9	0	0	0
22:00	27	42.1	32.8	9.4	0	1	0	1	2	9	5	4	2	3	0	0
23:00	13	42.4	35.8	7.6	0	0	0	0	1	1	7	1	2	0	1	0
12H,7-19	2265	39	33.4	5.3	0	1	4	16	79	610	924	491	117	19	4	0
16H,6-22	2604	39.3	33.7	5.4	0	1	5	19	84	664	1052	593	153	28	5	0
18H,6-24	2644	39.3	33.7	5.5	0	2	5	20	87	674	1064	598	157	31	6	0
24H,0-24	2704	39.4	33.8	5.5	0	2	5	20	89	679	1077	624	163	36	7	2

13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					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 04-Jul-24																
00:00	2	-	43.5	14.1	0	0	0	0	0	0	1	0	0	0	1	0
01:00	3	-	38.5	8.8	0	0	0	0	0	0	2	0	0	1	0	0
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	6	-	37.7	5.1	0	0	0	0	0	1	0	4	1	0	0	0
04:00	11	39.9	32.6	8.7	0	0	0	2	0	3	0	5	1	0	0	0
05:00	28	45.4	38.1	7.6	0	0	0	0	3	2	3	10	6	4	0	0
06:00	84	44	37.5	7.1	0	0	1	0	1	8	25	30	10	5	3	1
07:00	217	40.7	35.6	5.7	0	0	0	2	6	33	68	80	23	4	1	0
08:00	324	39.2	33.9	5.2	0	0	0	4	6	77	140	74	19	4	0	0
09:00	151	39.5	34.1	5.2	0	0	0	1	6	27	71	33	12	1	0	0
10:00	133	38.7	33.2	5.5	0	0	0	3	9	24	62	27	7	1	0	0
11:00	176	36.6	31.5	5.2	0	0	0	6	10	67	63	25	5	0	0	0
12:00	183	38.3	33.4	5.2	0	0	1	2	2	47	89	30	9	3	0	0
13:00	164	39.3	33.9	5.7	0	0	0	1	5	42	71	30	8	7	0	0
14:00	159	38.7	33.3	5	0	0	0	0	4	51	63	31	9	1	0	0
15:00	272	38.7	33.3	5.1	0	0	0	2	5	87	107	55	14	1	1	0
16:00	269	39.8	34	5.8	0	0	1	1	10	71	96	65	18	6	1	0
17:00	224	39.9	34.9	5.4	0	0	1	0	7	34	93	71	12	5	1	0
18:00	220	39.6	34.4	5.4	0	0	0	0	3	56	85	59	12	3	1	1
19:00	133	39.7	34.3	5.3	0	0	0	0	4	29	58	29	10	3	0	0
20:00	102	40.6	34.5	6.3	0	0	0	0	6	24	35	23	11	1	2	0
21:00	57	42.4	35.3	6.8	0	0	0	0	3	12	20	11	7	3	1	0
22:00	50	39.8	34.4	6.2	0	0	0	0	0	15	21	8	4	1	0	1
23:00	18	44	36.8	6.8	0	0	0	0	1	1	8	3	3	2	0	0
12H,7-19	2492	39.4	33.8	5.4	0	0	3	22	73	616	1008	580	148	36	5	1
16H,6-22	2868	39.6	34	5.6	0	0	4	22	87	689	1146	673	186	48	11	2
18H,6-24	2936	39.7	34	5.6	0	0	4	22	88	705	1175	684	193	51	11	3
24H,0-24	2987	39.8	34.1	5.7	0	0	4	24	91	711	1181	703	201	57	12	3

13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					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 05-Jul-24																
00:00	3	-	38.5	8.8	0	0	0	0	0	0	2	0	0	1	0	0
01:00	5	-	33.5	6.3	0	0	0	0	0	2	2	0	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	-	37.5	5.6	0	0	0	0	0	1	0	3	1	0	0	0
04:00	8	-	37.3	6	0	0	0	0	0	2	0	4	2	0	0	0
05:00	38	45.5	38.9	6.8	0	0	0	0	1	5	5	11	11	5	0	0
06:00	74	43.9	37.9	6.2	0	0	0	0	1	5	24	26	11	5	1	1
07:00	166	40.3	34.4	5.2	0	0	0	0	2	46	56	43	19	0	0	0
08:00	242	39.2	34.1	5.1	0	0	0	0	11	45	112	58	12	3	1	0
09:00	180	39.5	33.8	5.8	0	0	0	2	10	41	68	45	10	3	1	0
10:00	152	38.9	33.8	4.7	0	0	0	1	3	36	64	42	6	0	0	0
11:00	169	38.3	32.6	5.1	0	0	0	2	7	58	59	38	4	1	0	0
12:00	201	38.1	32.7	5.3	0	0	1	3	8	59	86	32	12	0	0	0
13:00	183	39	33.2	5.5	0	0	1	0	8	56	66	40	10	2	0	0
14:00	201	39.1	33	5.6	0	0	0	4	11	56	76	38	16	0	0	0
15:00	258	38.3	33.7	4.5	0	0	0	0	6	56	133	52	9	2	0	0
16:00	211	38.6	33.5	5.1	0	0	1	1	8	47	96	49	7	2	0	0
17:00	201	39.6	34.1	5.7	0	1	0	0	12	38	76	60	12	1	1	0
18:00	175	40.4	34.8	5.6	0	0	0	0	5	35	74	39	17	4	1	0
19:00	101	40.6	35.8	4.5	0	0	0	0	0	10	48	30	13	0	0	0
20:00	83	41	34.9	6.6	0	0	1	0	5	17	20	27	11	2	0	0
21:00	54	38.9	33.8	5.1	0	0	0	0	4	8	27	11	4	0	0	0
22:00	41	40	34.5	5.8	0	0	0	0	0	12	16	8	4	0	1	0
23:00	26	37.6	32.7	6.1	0	0	0	0	1	11	8	5	0	0	1	0
12H,7-19	2339	39.2	33.6	5.3	0	1	3	13	91	573	966	536	134	18	4	0
16H,6-22	2651	39.5	33.9	5.4	0	1	4	13	101	613	1085	630	173	25	5	1
18H,6-24	2718	39.5	33.9	5.4	0	1	4	13	102	636	1109	643	177	25	7	1
24H,0-24	2777	39.6	34	5.5	0	1	4	13	103	646	1118	661	192	31	7	1

13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					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 06-Jul-24																
00:00	5	-	40.5	7.7	0	0	0	0	0	0	2	1	0	2	0	0
01:00	5	-	34.5	2.6	0	0	0	0	0	0	4	1	0	0	0	0
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
03:00	5	-	37.5	4.4	0	0	0	0	0	0	2	2	1	0	0	0
04:00	8	-	39.8	9.3	0	0	0	0	0	1	2	3	0	0	2	0
05:00	13	44.9	35.8	7.6	0	0	0	0	1	2	5	2	1	2	0	0
06:00	21	43.3	39	7.9	0	0	0	0	0	2	5	9	3	0	0	2
07:00	49	42.5	36.7	6.2	0	0	0	0	0	6	21	12	7	2	0	1
08:00	67	41.3	35.7	5.4	0	0	0	0	0	13	24	19	9	2	0	0
09:00	151	39.2	33.7	5.1	0	0	0	1	7	33	61	41	8	0	0	0
10:00	146	39.1	33.9	5.4	0	2	0	0	1	30	70	33	10	0	0	0
11:00	142	39.1	33.4	5.4	0	0	0	1	7	37	58	28	10	1	0	0
12:00	176	38.8	33.2	5.5	0	0	1	5	2	47	70	43	7	1	0	0
13:00	142	39.6	33.5	6.7	0	0	1	3	7	38	49	31	7	5	0	1
14:00	173	38.7	33.4	6	0	0	0	6	6	37	79	34	6	3	2	0
15:00	133	38.5	33.6	4.8	0	0	1	0	4	27	63	35	2	1	0	0
16:00	170	40.1	34.5	5.6	0	0	0	0	3	40	75	32	15	4	0	1
17:00	91	41.5	35.5	6.4	0	0	0	1	0	20	33	22	9	4	2	0
18:00	80	40.5	35.9	5.5	0	0	0	1	1	7	35	26	6	4	0	0
19:00	68	42.7	36.7	5.5	0	0	0	0	0	8	26	20	10	4	0	0
20:00	73	40.3	35.6	5.2	0	0	0	0	3	6	31	25	6	2	0	0
21:00	63	39.1	33.4	6.4	0	0	1	1	2	16	25	13	2	3	0	0
22:00	49	39.7	35.5	4.4	0	0	0	0	0	7	18	22	1	1	0	0
23:00	37	39.7	33.8	6.3	0	0	0	0	2	12	11	8	2	2	0	0
12H,7-19	1520	39.6	34.1	5.7	0	2	3	18	38	335	638	356	96	27	4	3
16H,6-22	1745	39.8	34.3	5.8	0	2	4	19	43	367	725	423	117	36	4	5
18H,6-24	1831	39.8	34.3	5.8	0	2	4	19	45	386	754	453	120	39	4	5
24H,0-24	1868	39.9	34.4	5.8	0	2	4	19	46	389	769	462	122	44	6	5

13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					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 07-Jul-24																
00:00	22	39.2	34.2	5.6	0	0	0	0	0	7	8	5	1	1	0	0
01:00	13	38.8	35.8	7.4	0	0	0	0	0	4	3	4	1	0	1	0
02:00	7	-	37.8	10.6	0	0	0	0	0	2	2	1	1	0	0	1
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	7	-	34.2	4.7	0	0	0	0	0	1	5	0	1	0	0	0
05:00	11	45.3	37.6	11	0	0	1	0	0	2	0	4	2	1	1	0
06:00	15	40.3	33.8	7.5	0	0	0	1	2	1	4	5	2	0	0	0
07:00	26	40.3	35.2	5.6	0	0	0	0	1	3	13	5	3	1	0	0
08:00	53	40.7	34.3	6.9	0	0	1	1	2	9	21	11	7	0	1	0
09:00	112	38.7	32.4	6.4	0	0	0	3	12	32	34	25	3	2	1	0
10:00	146	38.2	32.6	6	0	1	1	3	4	45	56	31	4	0	0	1
11:00	151	38.1	32.5	5.8	0	1	1	1	9	45	60	26	6	2	0	0
12:00	162	39.1	33.7	5.6	0	0	1	1	6	38	68	37	9	0	2	0
13:00	152	38	32.5	5.9	0	1	3	1	9	34	69	29	6	0	0	0
14:00	142	38.9	33.6	5	0	0	0	0	5	36	61	31	8	1	0	0
15:00	127	38.6	33.7	4.6	0	0	0	0	4	29	55	37	1	1	0	0
16:00	131	38.7	33.6	4.9	0	0	0	0	3	35	60	24	8	1	0	0
17:00	126	40.5	35	5.8	0	0	0	1	2	23	53	31	12	3	0	1
18:00	99	41.2	35.2	5.7	0	0	0	0	2	20	39	22	14	1	1	0
19:00	78	39.1	33.6	5.8	0	0	1	1	4	13	35	19	4	1	0	0
20:00	41	41.4	36.3	7	0	0	0	0	1	7	14	12	4	1	1	1
21:00	32	44.4	37.1	8.4	0	0	0	0	0	10	5	9	4	1	2	1
22:00	20	36.6	32.3	4.5	0	0	0	0	1	7	8	4	0	0	0	0
23:00	19	39.3	36.1	6.5	0	0	0	0	1	2	7	6	1	2	0	0
12H,7-19	1427	39.1	33.5	5.7	0	3	7	11	59	349	589	309	81	12	5	2
16H,6-22	1593	39.3	33.6	5.9	0	3	8	13	66	380	647	354	95	15	8	4
18H,6-24	1632	39.3	33.6	5.9	0	3	8	13	68	389	662	364	96	17	8	4
24H,0-24	1693	39.4	33.7	5.9	0	3	9	13	68	406	680	378	102	19	10	5

13569		MARKET BOSWORTH			Site No: 13569004		Location Site 4 - Station Rd, Market Bosworth									
Wed 03-Jul-24 to Tue 09-Jul-24					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 08-Jul-24																
00:00	7	-	37.8	9	0	0	0	0	0	2	2	0	1	2	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
04:00	7	-	38.5	4.3	0	0	0	0	0	0	2	3	2	0	0	0
05:00	32	44.2	38.2	5.9	0	0	0	0	0	4	7	10	9	2	0	0
06:00	71	42.6	37.4	5.1	0	0	0	0	0	4	27	25	12	2	1	0
07:00	188	40.2	35	5.4	0	0	0	0	6	35	65	64	13	5	0	0
08:00	232	38.9	33.1	5.5	0	0	0	6	7	66	90	48	13	2	0	0
09:00	169	37.4	32.1	5.9	1	0	0	4	15	41	75	26	5	2	0	0
10:00	156	38.2	32	6.2	0	0	3	2	17	41	56	30	6	1	0	0
11:00	132	38	33.2	4.9	0	0	1	0	3	34	64	24	5	1	0	0
12:00	143	35.6	31.5	5.1	0	0	1	3	8	50	64	12	5	0	0	0
13:00	148	36.1	31.5	5.5	0	0	0	4	19	38	64	18	5	0	0	0
14:00	154	38.3	32.6	5.3	0	1	0	0	7	55	53	31	7	0	0	0
15:00	180	38.8	33.3	5.3	0	0	0	3	1	58	71	35	11	0	1	0
16:00	213	39	33.4	5.5	0	0	1	0	14	47	96	37	15	3	0	0
17:00	275	39.4	33.6	5.6	0	0	0	3	20	62	89	88	10	3	0	0
18:00	162	39.8	34	5.3	0	0	0	1	7	33	71	33	17	0	0	0
19:00	90	40	34.7	5.8	0	0	0	1	2	18	36	24	6	2	1	0
20:00	58	40.8	35.2	7	0	0	0	0	3	14	16	16	6	0	3	0
21:00	57	40.3	34.8	6	0	0	0	0	2	12	22	14	5	1	1	0
22:00	10	46	40	7.2	0	0	0	0	0	0	4	2	2	1	1	0
23:00	9	-	34.6	9	0	0	0	0	2	1	3	0	2	1	0	0
12H,7-19	2152	38.8	33	5.6	1	1	6	26	124	560	858	446	112	17	1	0
16H,6-22	2428	39.1	33.3	5.7	1	1	6	27	131	608	959	525	141	22	7	0
18H,6-24	2447	39.2	33.4	5.7	1	1	6	27	133	609	966	527	145	24	8	0
24H,0-24	2497	39.3	33.5	5.8	1	1	6	27	133	616	977	543	157	28	8	0

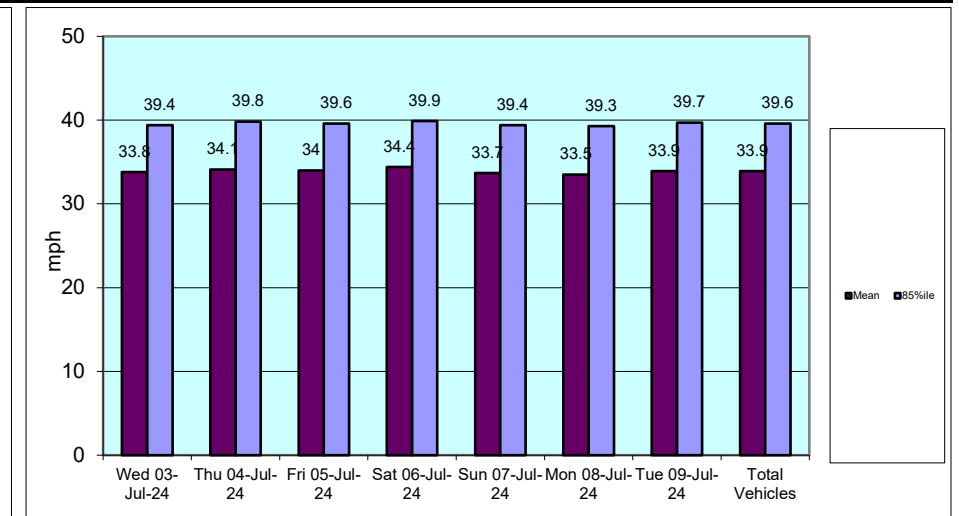
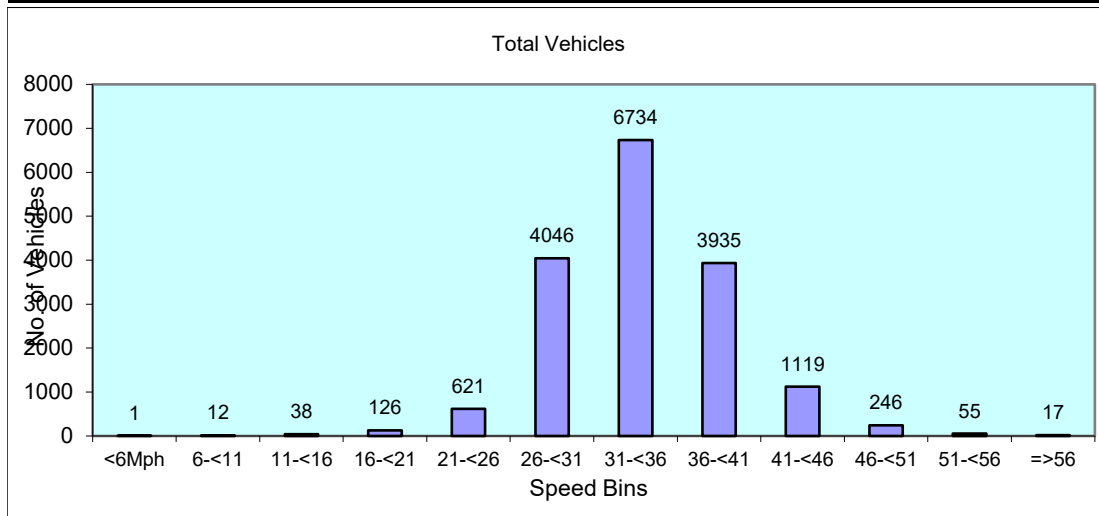
13569 MARKET BOSWORTH					Site No: 13569004 Location Site 4 - Station Rd, Market Bosworth											
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 09-Jul-24																
00:00	4	-	34.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0
01:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	6	-	41	5.4	0	0	0	0	0	0	1	2	2	1	0	0
05:00	38	45.8	39.4	6.8	0	0	0	0	0	3	8	15	6	4	1	1
06:00	83	43	36.5	6	0	0	1	0	1	9	30	22	18	2	0	0
07:00	200	40.4	35.3	4.9	0	0	0	0	1	32	87	56	21	3	0	0
08:00	228	39.5	33.7	5.8	0	0	2	2	3	67	78	59	13	3	1	0
09:00	147	37.4	32	5.4	0	0	0	1	16	45	56	23	5	1	0	0
10:00	117	37.5	33	4.8	0	0	0	0	8	24	62	17	6	0	0	0
11:00	118	39.2	33.3	5.7	0	0	0	1	6	36	40	26	8	0	1	0
12:00	141	39.6	33.9	5.4	0	0	0	1	5	33	61	27	12	2	0	0
13:00	147	38.8	33.5	4.8	0	0	0	0	4	41	60	35	6	1	0	0
14:00	120	38.9	33.3	5.3	0	0	0	0	3	41	44	23	7	2	0	0
15:00	217	38.9	33.3	5.3	0	0	0	0	14	56	89	43	13	2	0	0
16:00	218	38.7	32.7	6.2	0	3	1	2	12	58	83	48	9	1	1	0
17:00	219	39.9	34.4	5.4	0	0	1	0	7	47	81	64	17	2	0	0
18:00	166	39.7	34	5.9	0	0	1	2	5	42	55	48	10	2	1	0
19:00	90	40.3	35.2	5.1	0	0	0	1	0	14	38	27	9	1	0	0
20:00	79	39.9	33.7	5.7	0	0	0	0	2	26	30	11	8	2	0	0
21:00	47	39.9	33.9	5.9	0	0	0	0	2	15	13	12	4	1	0	0
22:00	24	42.6	35.4	6	0	0	0	0	0	7	7	4	6	0	0	0
23:00	12	42.8	34.3	8	0	0	0	0	2	2	4	1	2	1	0	0
12H,7-19	2038	39.3	33.6	5.5	0	3	5	9	84	522	796	469	127	19	4	0
16H,6-22	2337	39.6	33.8	5.6	0	3	6	10	89	586	907	541	166	25	4	0
18H,6-24	2373	39.6	33.8	5.6	0	3	6	10	91	595	918	546	174	26	4	0
24H,0-24	2424	39.7	33.9	5.6	0	3	6	10	91	599	932	564	182	31	5	1

13569	MARKET BOSWORTH	Site No: 13569004	Location Site 4 - Station Rd, Market Bosworth
Wed 03-Jul-24 to Tue 09-Jul-24		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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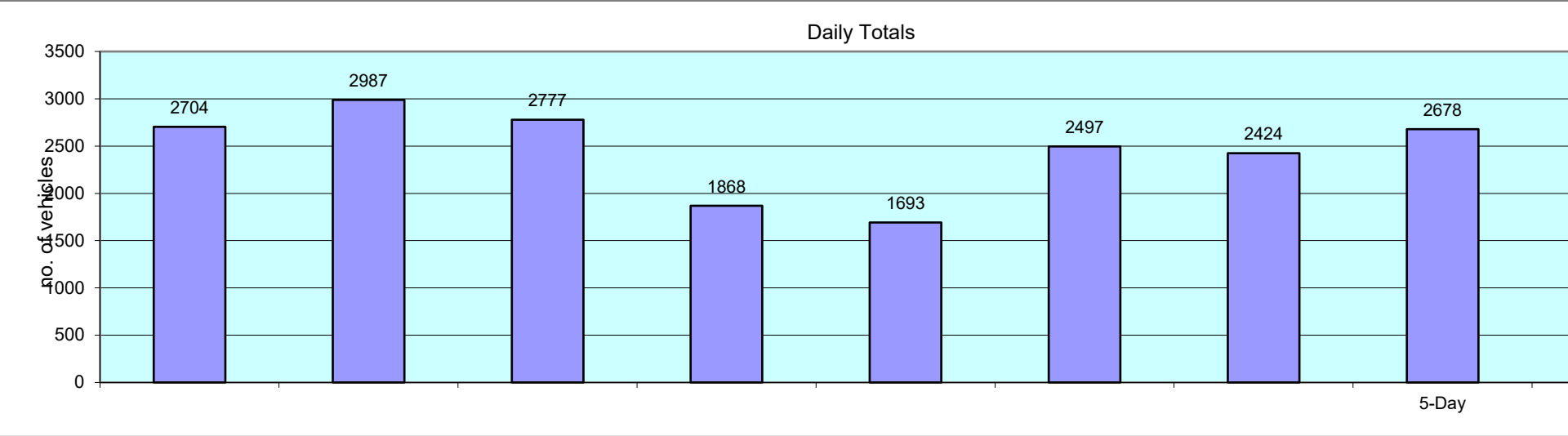
Daily Totals																
Wed 03-Jul-24	2704	39.4	33.8	5.5	0	2	5	20	89	679	1077	624	163	36	7	2
Thu 04-Jul-24	2987	39.8	34.1	5.7	0	0	4	24	91	711	1181	703	201	57	12	3
Fri 05-Jul-24	2777	39.6	34	5.5	0	1	4	13	103	646	1118	661	192	31	7	1
Sat 06-Jul-24	1868	39.9	34.4	5.8	0	2	4	19	46	389	769	462	122	44	6	5
Sun 07-Jul-24	1693	39.4	33.7	5.9	0	3	9	13	68	406	680	378	102	19	10	5
Mon 08-Jul-24	2497	39.3	33.5	5.8	1	1	6	27	133	616	977	543	157	28	8	0
Tue 09-Jul-24	2424	39.7	33.9	5.6	0	3	6	10	91	599	932	564	182	31	5	1

Total Vehicles																
[--]	16950	39.6	33.9	5.7	1	12	38	126	621	4046	6734	3935	1119	246	55	17



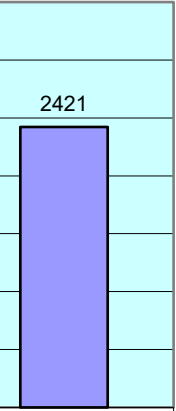
13569	MARKET BOSWORTH		Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
			Channel: Westbound					
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av
Week Begin: 03-Jul-24								
00:00	6	2	3	5	22	7	4	4
01:00	4	3	5	5	13	1	2	3
02:00	2	1	0	1	7	1	0	1
03:00	2	6	5	5	1	2	1	3
04:00	9	11	8	8	7	7	6	8
05:00	37	28	38	13	11	32	38	35
06:00	86	84	74	21	15	71	83	80
07:00	195	217	166	49	26	188	200	193
08:00	301	324	242	67	53	232	228	265
09:00	152	151	180	151	112	169	147	160
10:00	144	133	152	146	146	156	117	140
11:00	143	176	169	142	151	132	118	148
12:00	142	183	201	176	162	143	141	162
13:00	150	164	183	142	152	148	147	158
14:00	146	159	201	173	142	154	120	156
15:00	252	272	258	133	127	180	217	236
16:00	274	269	211	170	131	213	218	237
17:00	214	224	201	91	126	275	219	227
18:00	152	220	175	80	99	162	166	175
19:00	105	133	101	68	78	90	90	104
20:00	76	102	83	73	41	58	79	80
21:00	72	57	54	63	32	57	47	57
22:00	27	50	41	49	20	10	24	30
23:00	13	18	26	37	19	9	12	16
12H,7-19	2265	2492	2339	1520	1427	2152	2038	2257
16H,6-22	2604	2868	2651	1745	1593	2428	2337	2578
18H,6-24	2644	2936	2718	1831	1632	2447	2373	2624
24H,0-24	2704	2987	2777	1868	1693	2497	2424	2678
Am	08:00	08:00	08:00	09:00	11:00	08:00	08:00	
Peak	301	324	242	151	151	232	228	
Pm	16:00	15:00	15:00	12:00	12:00	17:00	17:00	
Peak	274	272	258	176	162	275	219	

13569		MARKET BOSWORTH			Site No: 13569004		Location		Site 4 - Station Rd, Market Bosworth	
					Channel: Westbound					
									5-Day	
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Av		



7-Day Av
7
5
2
3
8
28
62
149
207
152
142
147
164
155
156
206
212
193
151
95
73
55
32
19
2033
2318
2369
2421

**7-Day
Av**



7-Day

Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet			
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5
1	motorcycle	2	<6.0			
2	passenger car	2	6.0 - 10.0			
	car + 1 axle trailer	3	<10.0	10.0 - 18.0		
	car + 2 axle trailer	4	<10.0		<3.5	
3	pickup	2	10.0 - 15.0			
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0		
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5	
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5
4	Traditional bus/coach	2	>20.0			
	Traditional bus/coach	3	>19.0			
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5
6	3 axle truck	3		<18.0		
7	4 axle truck	4				
8	2S1	3		>18.0		
	2S2	4		>5.0	>3.5	
	3S1	4		<5.0	>10.0	
9	3S2	5		<6.1		3.5 - 8.0
	5 axle combination	5				
10	6 axle combination	6			3.5 - 5.0	
	3S3	6				
11	2S1-2	5		>6.0		
12	3S1-2	6				
13	truck	7 or more				

ification

Axle
5 to 6
>10.0

13569		MARKET BOSWORTH								
JULY 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13569005	Site 5 - Wellsborough Rd, Market Bosworth 52.625358, -1.423960	Channel: Eastbound	Wed 03-Jul-24	Tue 09-Jul-24	40	16257	2576	2322	40.7	35.3
		Channel: Westbound	Wed 03-Jul-24	Tue 09-Jul-24		16413	2600	2345	42.8	37.1

T24554

Land North of Station Road, Market Bosworth

Appendix D

Personal Injury Accident (PIA) Data



Legend

● Site

PIA data

● Severe

● Slight

Figure x - Accident Data

 Richborough


TRANSPORT PLANNING LTD

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0 200 400 600 800 m



T24554

Land North of Station Road, Market Bosworth



Appendix E

Road Safety Audit and Designer's Response

**LAND NORTH OF STATION ROAD,
MARKET BOSWORTH,
LEICESTERSHIRE**

UPDATED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
HUB TRANSPORT PLANNING**

APRIL 2025



RKS
Associates

Project: Land North of Station Road, Market Bosworth, Leicestershire
Updated Highway Works

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1933 - RSA 1

Issue date: 4th April 2025

Status: Final

Authorised by: VP/BN

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RKS
Associates

Contents

1 Introduction1

2 Issues Identified During Stage 1 Road Safety Audit.....4

3 Audit Team Statement.....5

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 the updated highway works associated with a proposed residential development on land located north of Station Road, Market Bosworth in Leicestershire. The development proposals seek to provide 130 dwellings.

1.2 The highway works subject to this Stage 1 Road Safety Audit involve amendments to an existing access serving the site located on the northern side of Station Road. The proposed development access forms of a simple priority junction with Station Road, the development access is 6m wide with 10m junction radii. A 2m wide footway is to be set back from the carriageway by a 2m grass verge along its eastern side. The footway on the western side of the development access is 3m wide, it reduces to 2m at the proposed uncontrolled pedestrian crossing facility across the development access. The highway works also include the provision of a 2m wide pedestrian footway along the northern side of Station Road either side of the proposed development access. This footway continues and connects with the existing footway infrastructure further along Station Road with the provision of an uncontrolled pedestrian crossing across Station Road to the west of the proposed development access.

1.3 Station Road in the vicinity of the development access junction is a two-way single carriageway aligned in an east to west direction. It is subject to a 30mph limit. The carriageway is lit and it has a continuous narrow footway along the northern side of the carriageway. There is a short section of footway located on the southern side of Station Road to the west of the proposed development access with a grass/hedgerow along its remaining length.

1.4 Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Transport Assessment prepared by Hub Transport Reference: T24554 (August 2024);
- Technical Note prepared by ADC Infrastructure – Response to LCC Comments in relation to proposed development south of Station Road;
- ADC Infrastructure Drawing Number: ADC3326-DR- 002 Revision P5 – Land South of Station Road – Proposed Access Junction Layout; and
- Hub Transport Planning Drawing Number: T24554-001 Revision A – Proposed Site Access Layout Plan.

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, Reg RSA (IHE)
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Local Highway Authority	Leicestershire County Council
Design Organisation	Hub Transport Planning



- 1.6 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Tuesday 3rd September 2024 between the hours of 1pm and 2pm as a part of the original Road Safety Audit. Observations during the site inspection noted moderate traffic flows, low pedestrian and no cycle flows along Station Road.

Terms of Reference

- 1.7 The Audit Team is independent of the project design team and has no other involvement with the project. It should be noted that the Audit Team undertook a Stage 1 RSA on the original highway works in September 2024. 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 has not been made aware of any Departures from Standard; however they have been informed that the development proposals on land to the south of Station Road will introduce traffic calming along Station Road in the form of kerb buildouts and priority one way operation.
- 1.9 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.
- 1.10 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.
- 1.11 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.

Trip Generation/Traffic Flow Data

- 1.12 The Transport Assessment prepared by Hub Transport Planning provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 55 and 65 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, traffic surveys conducted along Station Road in July 2024 indicate that the 85th percentile speeds of 34.6mph eastbound and 40.2mph westbound direction.



Collision Data

- 1.13** Publicly available personal Injury Collision (PIC) information obtained from the *Crashmap UK* website (www.crashmap.co.uk) for the five-year period up to December 2023 for the local highway. The collision data indicates no collisions have occurred along Station Road in the immediate vicinity of the site access.



2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions associated with poor positioning of surface water drainage gully

Location: *Station Road eastern side of development access*

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 an existing surface water drainage gully is located on the eastern side of the development access, if this gully is retained then there is concern that it may cause a hazard for cyclists and powered two-wheelers leading to a greater risk of loss of control collisions.

Recommendation:

Ensure that the existing surface water drainage gully located on the eastern side of the development access is relocated away from the wheel tracks of cyclists and powered two-wheelers, if necessary, provide additional drainage.

2.2 Problem

Summary: Potential vehicle collisions due to inadequate road space or visibility

Location: *Proposed development access*

It is noted that the proposed site access road has been designed in accordance with Leicestershire County Council Design Guide. However, no details of vehicle swept path assessments have been provided. Insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway to cross the development access at risk of being struck turning vehicles.

Recommendation

Ensure that vehicle swept path assessments are undertaken, if necessary, amend the layout to ensure that large vehicles can safely negotiate the development access without overrunning the opposing carriageway/footway when negotiating the turning manoeuvres at the site access. In addition, ensure that inter-visibility splays between vehicles entering and exiting the development are provided.



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, Reg RSA (IHE)

Signed:

Date: 5th April 2025

Audit Team Member

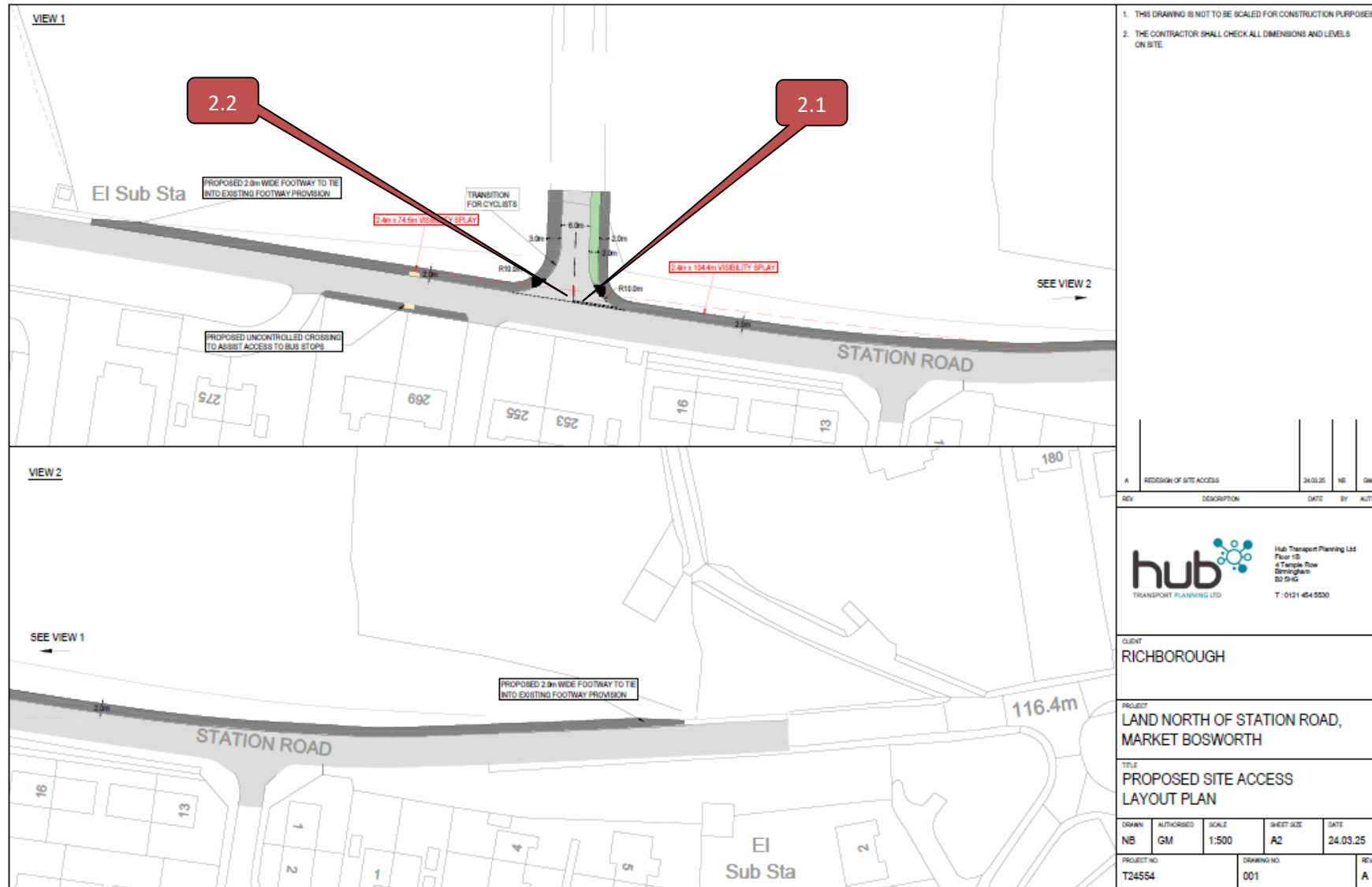
Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed:

Date: 5th April 2025



Appendix A





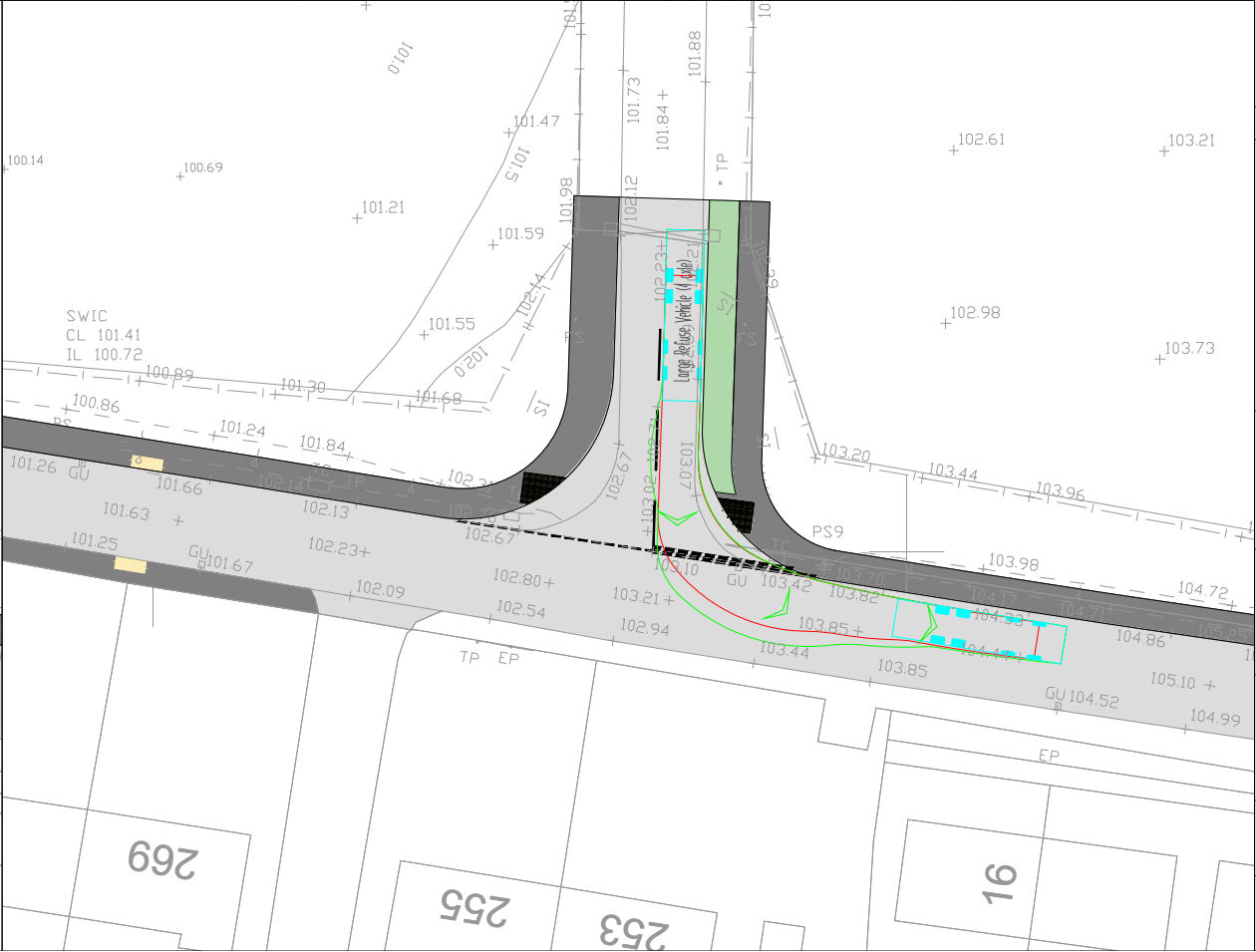
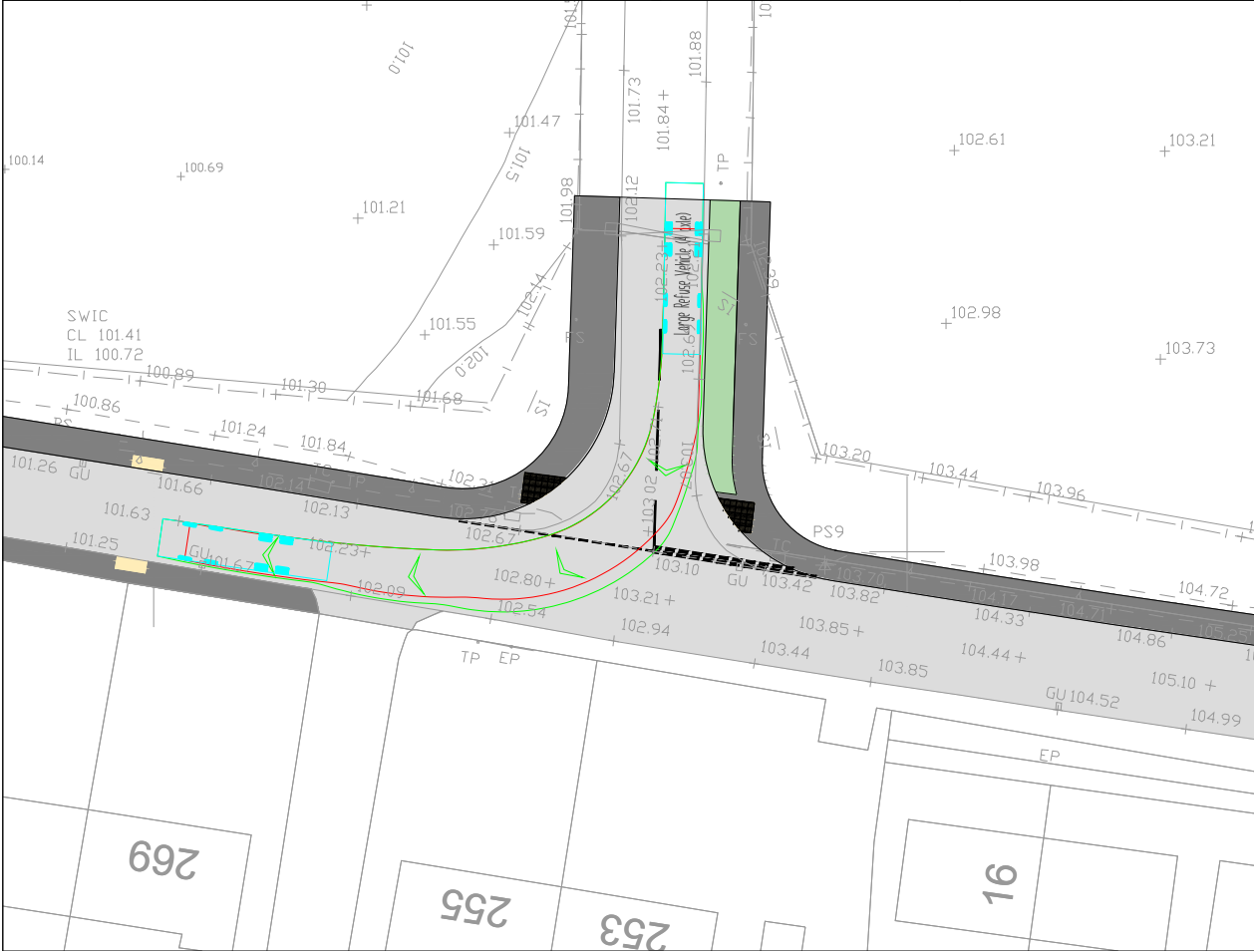
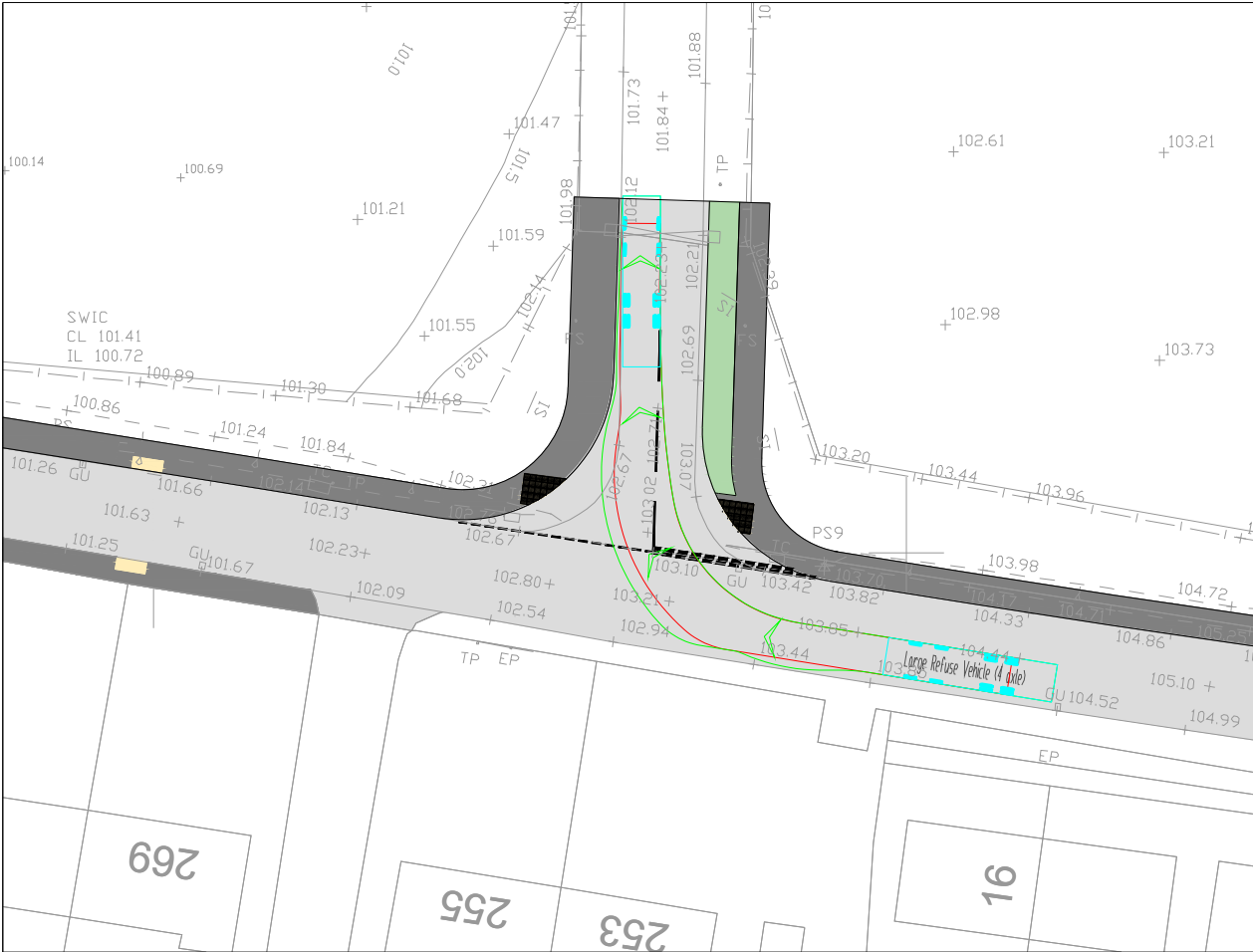
Appendix B



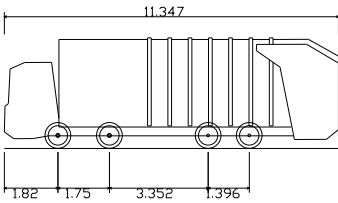
Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted that an existing surface water drainage gulley is located on the eastern side of the development access, if this gulley is retained then there is concern that it may cause a hazard for cyclists and powered two-wheelers leading to a greater risk of loss of control collisions.	Ensure that the existing surface water drainage gulley located on the eastern side of the development access is relocated away from the wheel tracks of cyclists and powered two-wheelers, if necessary, provide additional drainage.	Recommendation accepted. This issue will be addressed at the detailed design stage.		



2.2	It is noted that the proposed site access road has been designed in accordance with Leicestershire County Council Design Guide. However, no details of vehicle swept path assessments have been provided. Insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway to cross the development access at risk of being struck turning vehicles.	Ensure that vehicle swept path assessments are undertaken, if necessary, amend the layout to ensure that large vehicles can safely negotiate the development access without overrunning the opposing carriageway/footway when negotiating the turning manoeuvres at the site access. In addition, ensure that inter-visibility splays between vehicles entering and exiting the development are provided.	The vehicle swept path plots are attached as Drawings T25554.002 Rev A & T24554.003 Rev A. The largest vehicles expected to visit the residential development (i.e. refuse lorries) will do so on an infrequent basis. The carriageway widths meet the LCC design guidance which, by inference, acknowledge the use of such residential accesses by larger vehicles and this part of the recommendation is not accepted. Details of junction intervisibility will be provided at the detailed design stage.		
-----	--	--	--	--	--



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

A	REDESIGN OF SITE ACCESS	09.04.25	NB	GM
---	-------------------------	----------	----	----

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



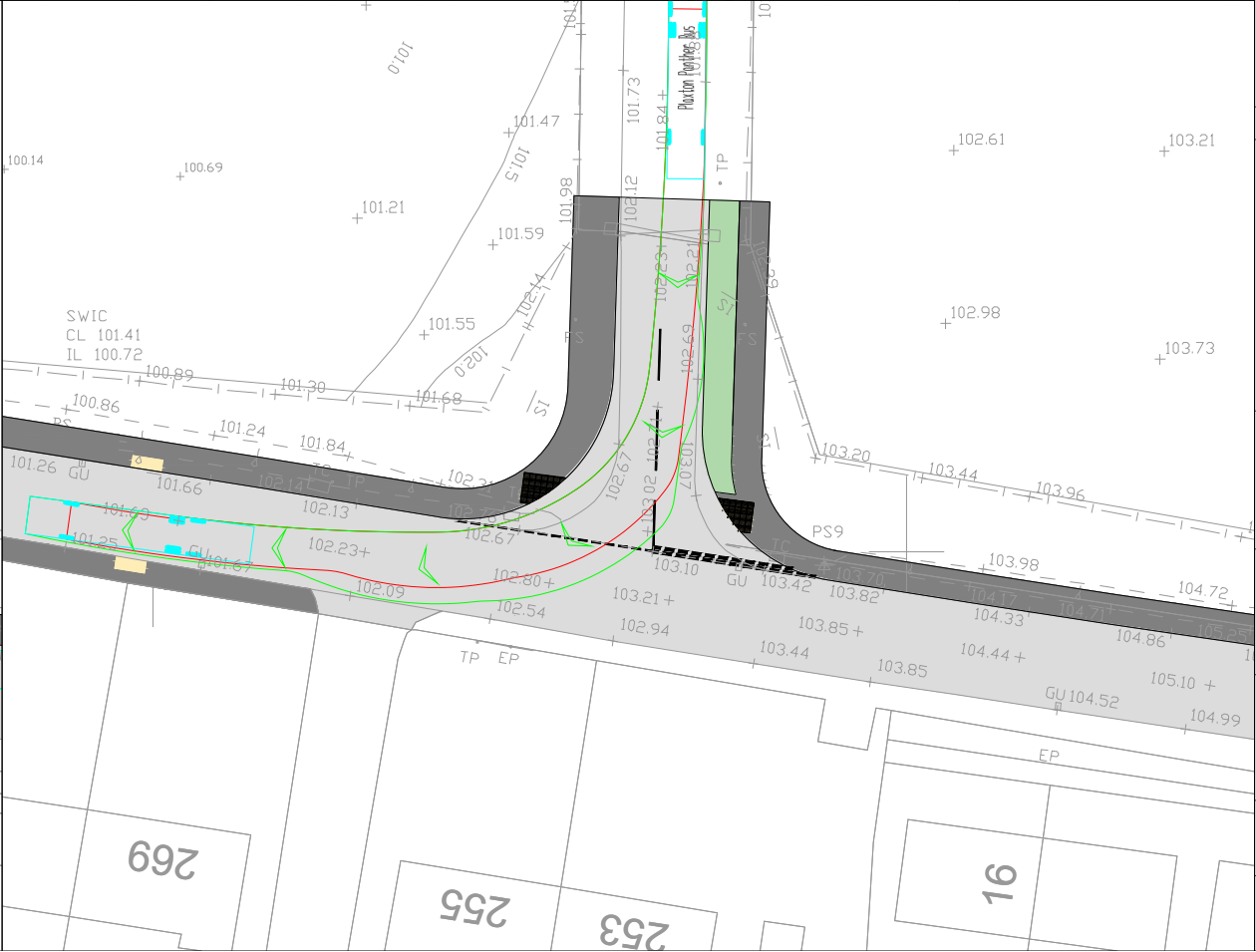
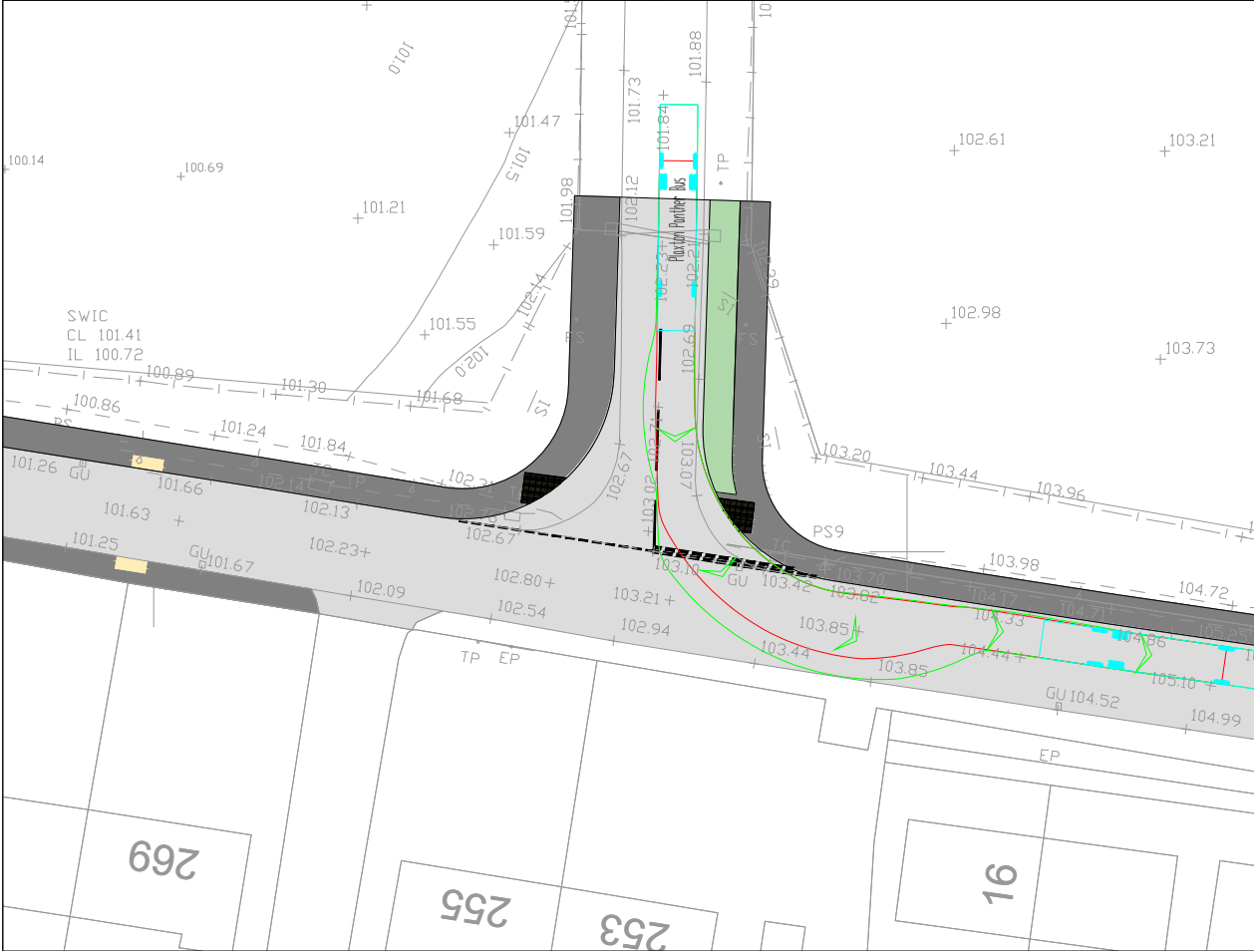
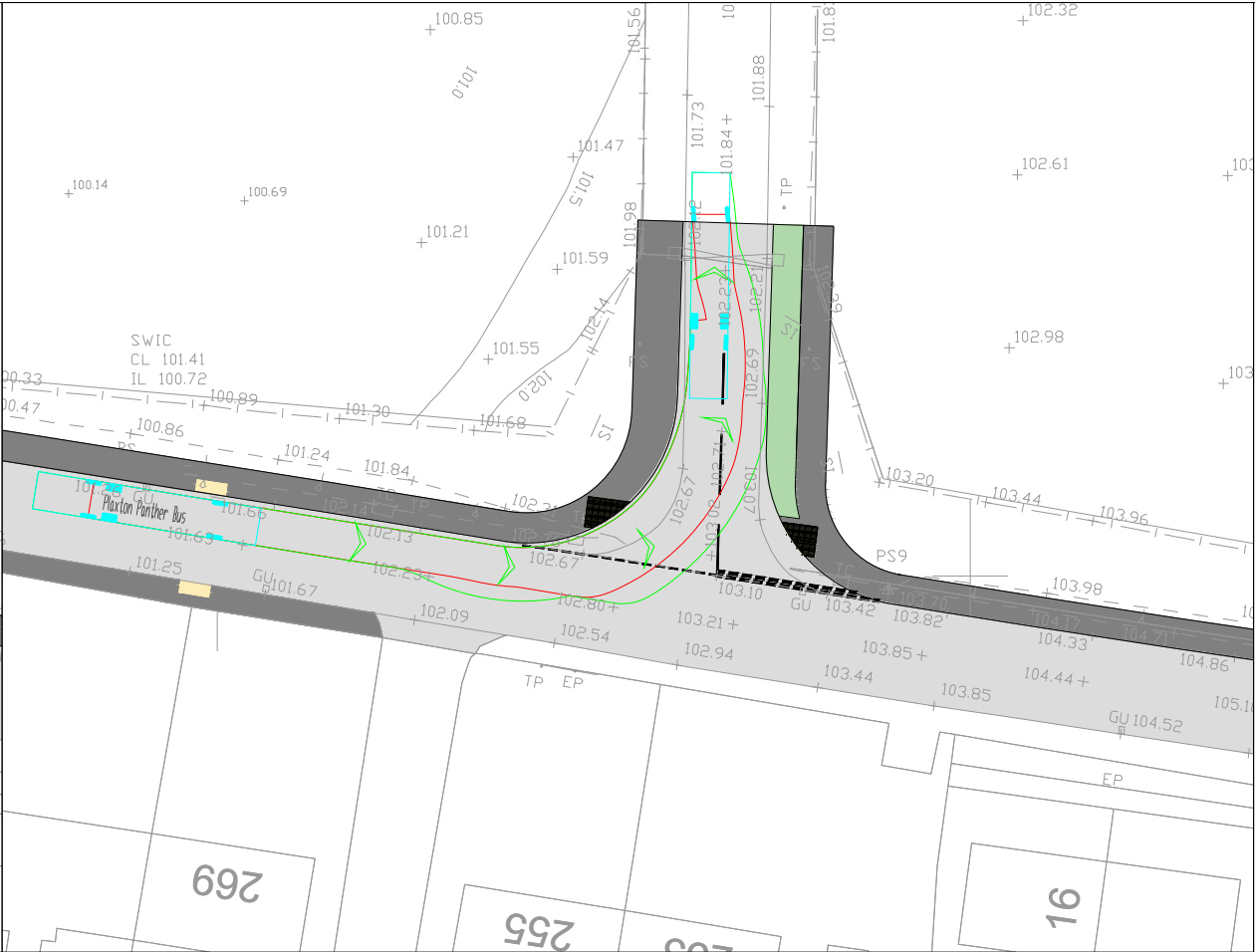
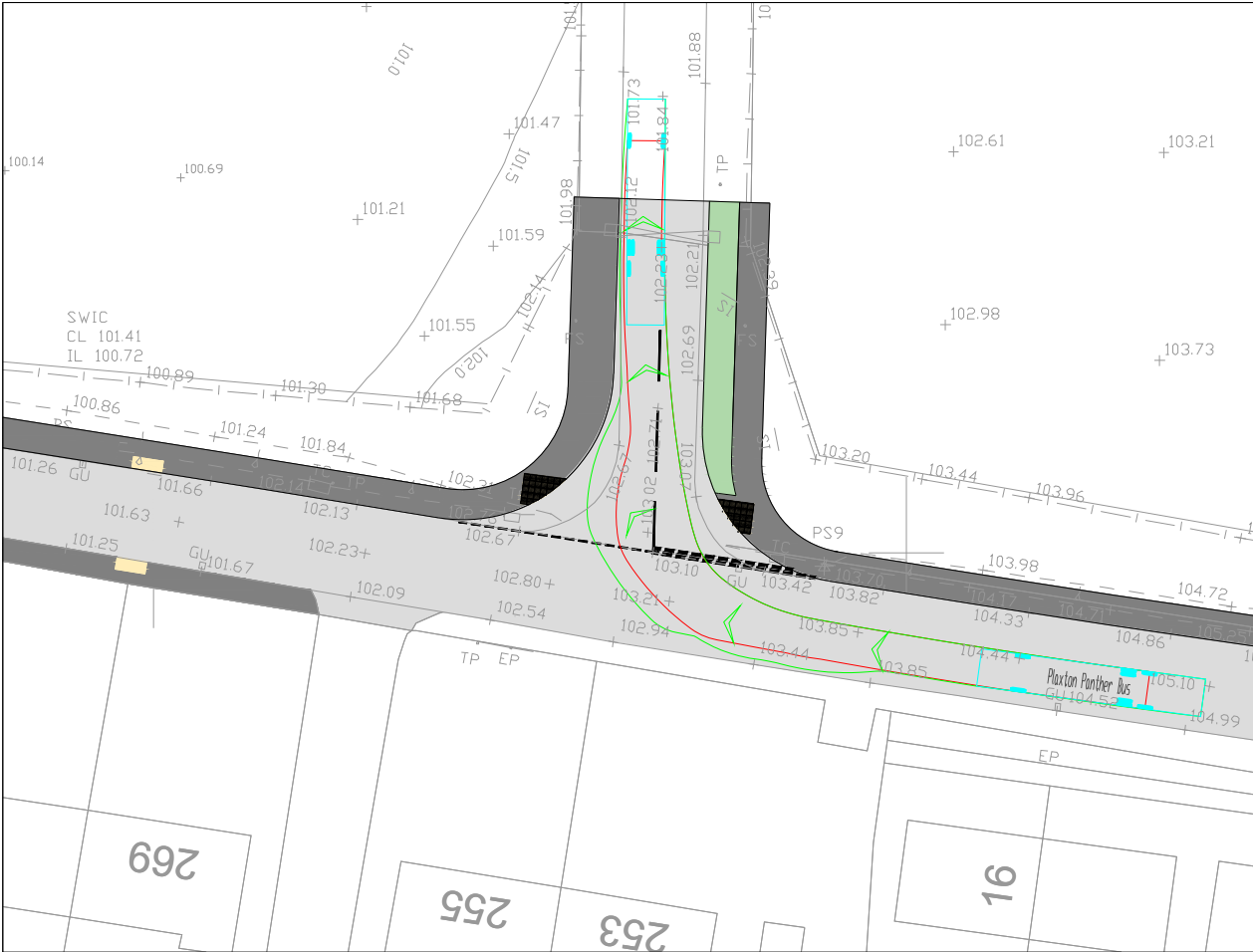
Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T : 0121 454 5530

CLIENT
RICHBOROUGH

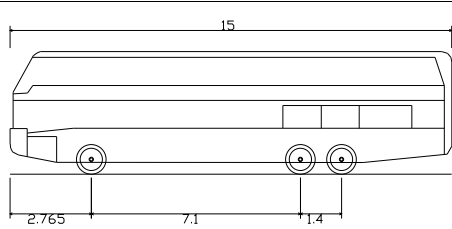
PROJECT
**LAND NORTH OF STATION ROAD,
MARKET BOSWORTH**

TITLE
**PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS 002**

DRAWN BHB	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 13.08.24
PROJECT NO. T24554		DRAWING NO. 002		REV A



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Plaxton Panther Bus
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 4.157m
Min Body Ground Clearance 0.397m
Track Width 2.500m
Lock to lock time 5.00s
Wall to Wall Turning Radius 12.500m

A	REDESIGN OF SITE ACCESS	09.04.25	NB	GM
---	-------------------------	----------	----	----

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



hub
TRANSPORT PLANNING LTD

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T : 0121 454 5530

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PROJECT
**LAND NORTH OF STATION ROAD,
MARKET BOSWORTH**

TITLE
**PROPOSED SITE ACCESS
SWEEP PATH ANALYSIS 003**

DRAWN BHB	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 13.08.24
PROJECT NO. T24554		DRAWING NO. 003		REV A



RKS
Associates

RKS Associates Limited
11 Falconer Road
Bushey Village
Bushey
Hertfordshire
WD23 3AQ

Our Ref: VRP1933-01-L1

E-mail: ypatel@rks.org.uk

14th April 2025

Gerard McKinney

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

Dear Gerard,

Stage 1 RSA Land North of Station Road Market Bosworth Leicestershire- Designer's Response

Thank you for sending us a copy of your Designer's Response to the Stage 1 Road Safety Audit for the highway works associated with the development proposals on land to the north of Station Road, Market Bosworth in Leicestershire.

The Audit Team can confirm that the Designer's Response to the Stage 1 Road Safety Audit for the highway works addresses the road safety issues identified in our Stage 1 Road Safety Audit.

In any event we recommend that the Designers Response together with the respective drawings are forwarded to the Local Highway Authority for their approval and sign off in accordance with highway standards.

Please contact me if you require any further assistance.

Yours sincerely

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

Enc.

Designers Response to Stage 1 RSA prepared by Hub Transport Planning.

Hub Transport Planning Drawing Number:

- ❖ T24554.002 Revision A – Proposed Site Access Swept Path Analysis 02; and
- ❖ T24554.003 Revision A – Proposed Site Access Swept Path Analysis 03.

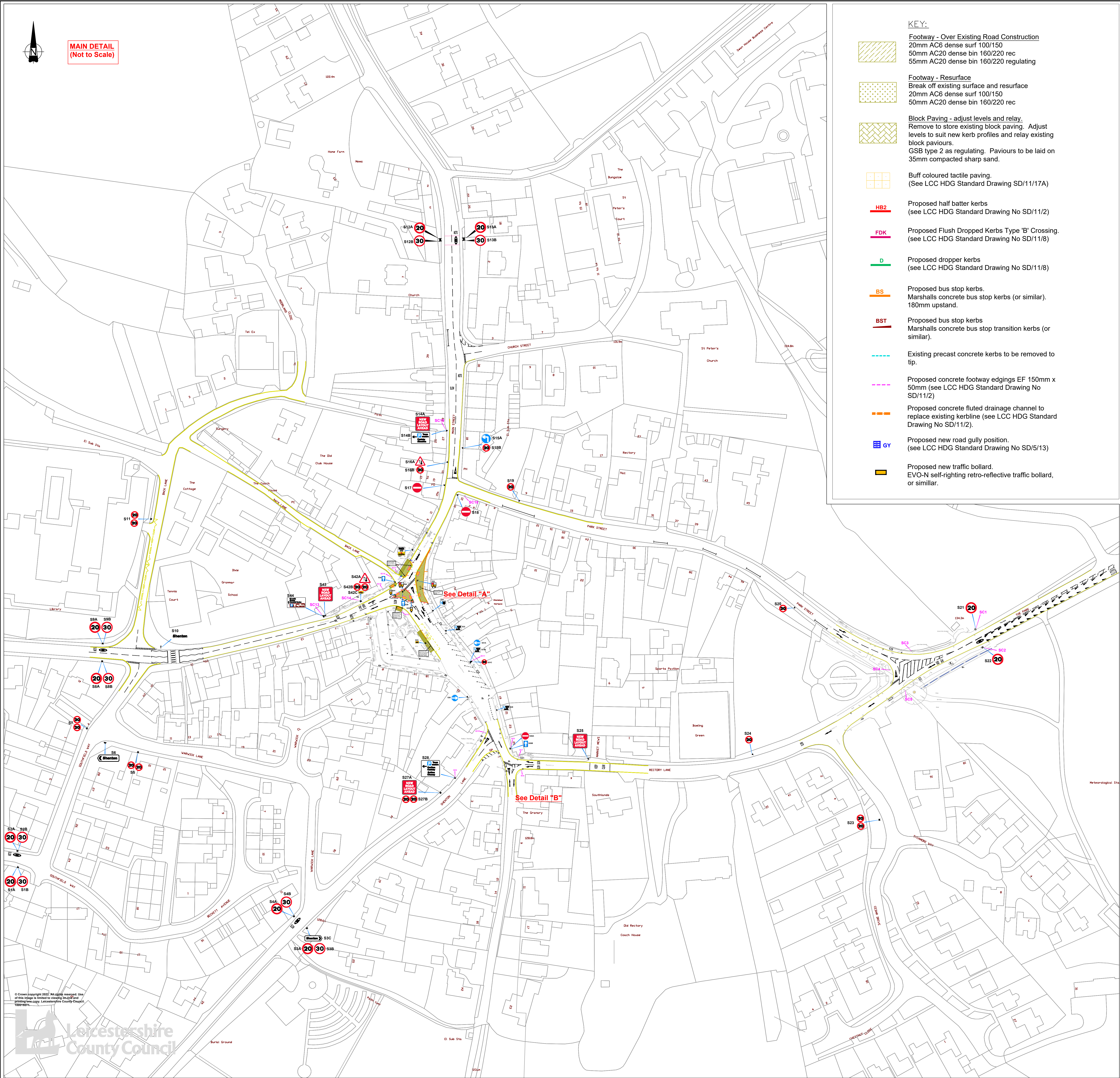


T24554

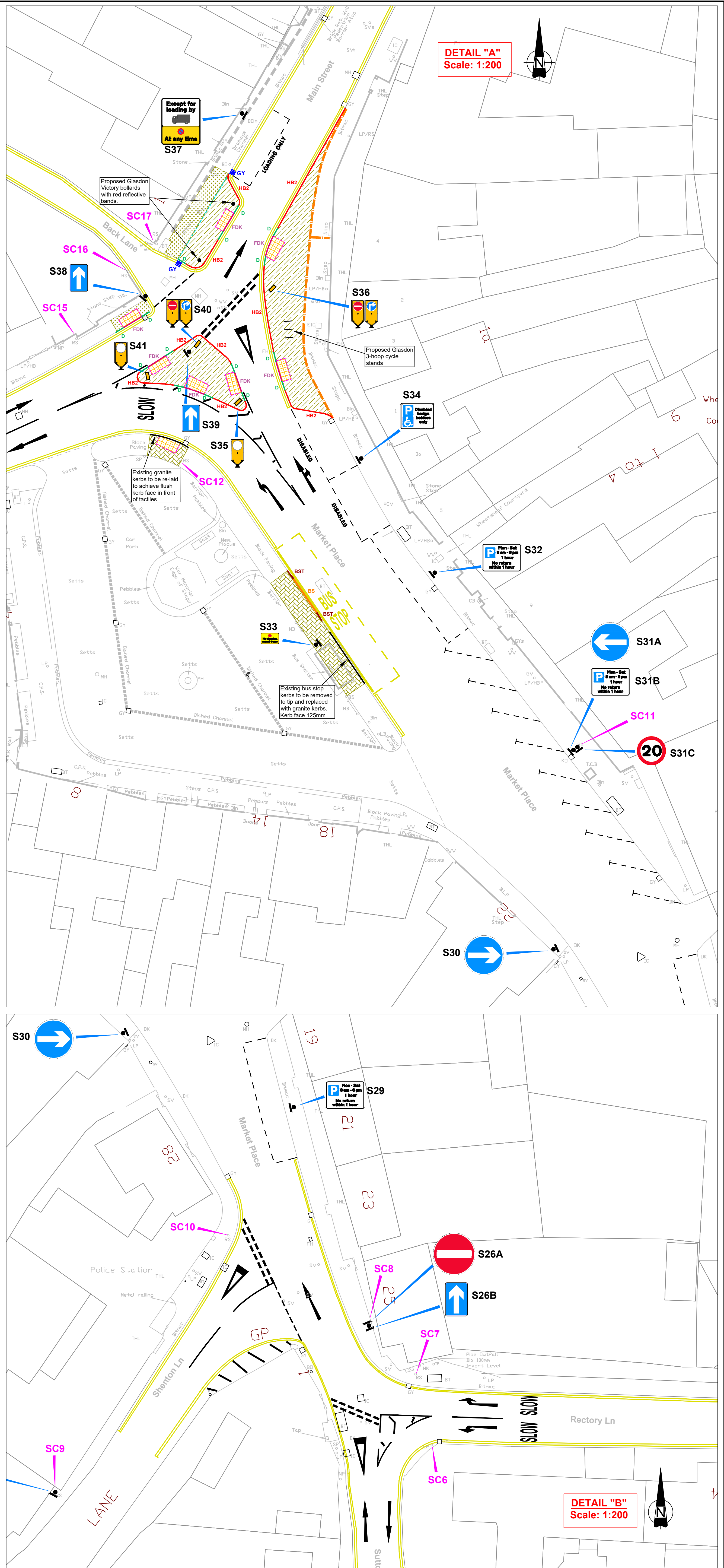
Land North of Station Road, Market Bosworth

Appendix F

One-Way System for Market Bosworth



- KEY:**
- Footway - Over Existing Road Construction**
20mm AC6 dense surf 100/150
50mm AC20 dense bin 160/220 rec
55mm AC20 dense bin 160/220 regulating
 - Footway - Resurface**
Break off existing surface and resurface
20mm AC6 dense surf 100/150
50mm AC20 dense bin 160/220 rec
 - Block Paving - adjust levels and relay.**
Remove to store existing block paving. Adjust levels to suit new kerb profiles and relay existing block pavours.
GSB type 2 as regulating. Pavours to be laid on 35mm compacted sharp sand.
 - Buff coloured tactile paving.**
(See LCC HDG Standard Drawing SD/11/17A)
 - Proposed half batter kerbs**
(see LCC HDG Standard Drawing No SD/11/2)
 - Proposed Flush Dropped Kerbs Type 'B' Crossing.**
(see LCC HDG Standard Drawing No SD/11/8)
 - Proposed dropper kerbs**
(see LCC HDG Standard Drawing No SD/11/8)
 - Proposed bus stop kerbs.**
Marshalls concrete bus stop kerbs (or similar).
180mm upstand.
 - Proposed bus stop kerbs**
Marshalls concrete bus stop transition kerbs (or similar).
 - Existing precast concrete kerbs to be removed to tip.**
 - Proposed concrete footway edgings EF 150mm x 50mm**
(see LCC HDG Standard Drawing No SD/11/2)
 - Proposed concrete fluted drainage channel to replace existing kerbline**
(see LCC HDG Standard Drawing No SD/11/2).
 - Proposed new road gully position.**
(see LCC HDG Standard Drawing No SD/5/13)
 - Proposed new traffic bollard.**
EVO-N self-righting retro-reflective traffic bollard, or similar.



Notes:

- All Dimensions are in Metres. All Levels are in Metres Above Ordnance Datum.
- Any changes to the design or specification will require the prior approval of the relevant engineer in writing.

Approved	Revision	By	Date	Rev.

Leicestershire County Council

Ann Carruthers
Director of
Environment And Transport

County Hall * Glenfield * Leicester * LE3 8RJ
Tel No : 0116 3050001 Web : www.leics.gov.uk

Detail Design

Design & Delivery
Highways & Transport Services

CLIENT: ASSETS & MAJOR PROGRAMMES

TITLE: Site: Market Bosworth Town Centre
Public Realm Scheme

Series: 100
Drawing: General Layout

Scheme Ref. / Drawing No.	Revision
ES_0072/H2/1/1	O

Prepared By: P Lighthowler	Scale: AS SHOWN
Checked By: J Hardy	Size: A0
Approved By: J Hardy	Date: APR 2024

T24554

Land North of Station Road, Market Bosworth



Appendix G

Junctions 11 PICADY Output – Site Access/ Station Road Priority Junction

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: T24552 - Site Access, Station Road.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 26/02/2025 09:01:44

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	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm									
Stream B-AC	D5	0.0	7.11	0.02	A	D6	0.1	7.01	0.09	A
Stream C-AB		0.2	4.89	0.09	A		0.1	4.99	0.04	A
	2029 - Future Year Base + Comm + Dev									
Stream B-AC	D7	0.2	8.15	0.15	A	D8	0.3	8.13	0.21	A
Stream C-AB		0.3	5.01	0.13	A		0.1	5.08	0.07	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	Market Bosworth
Location	Site Access/ Station Road
Site number	
Date	15/07/2024
Version	
Status	(new file)
Identifier	

Client	Richborough
Jobnumber	T24554
Enumerator	AzureAD\JasminRema
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	Year	Scenario	Time period	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	16:15	17:45	15
D3	2029	Future Year Base	AM	ONE HOUR	07:45	09:15	15
D4	2029	Future Year Base	PM	ONE HOUR	16:15	17:45	15
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road (W)		Major
B	Site Access (E)		Minor
C	Station Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.60			175.0	✓	0.00

Major Arm Geometry Notes

Arm	Notes
C	Hedgerow along Station Road blocks visiiblity

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.52	91	56

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	617	0.114	0.289	0.182	0.413
B-C	760	0.118	0.299	-	-
C-B	675	0.266	0.266	-	-

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	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	301	100.000
B		✓	0	100.000
C		✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	301
	B	0	0	0

	C	310	0	0
--	---	-----	---	---

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	10
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	586	0.000	0	0.0	0.000	A
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	233	0.00			233			
A-B	0	0.00			0			
A-C	227	0.00			227			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	568	0.000	0	0.0	0.000	A
C-AB	0	0.00	603	0.000	0	0.0	0.000	A
C-A	279	0.00			279			
A-B	0	0.00			0			
A-C	271	0.00			271			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	541	0.000	0	0.0	0.000	A
C-AB	0	0.00	587	0.000	0	0.0	0.000	A
C-A	341	0.00			341			
A-B	0	0.00			0			
A-C	331	0.00			331			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	541	0.000	0	0.0	0.000	A
C-AB	0	0.00	587	0.000	0	0.0	0.000	A
C-A	341	0.00			341			
A-B	0	0.00			0			
A-C	331	0.00			331			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	568	0.000	0	0.0	0.000	A
C-AB	0	0.00	603	0.000	0	0.0	0.000	A
C-A	279	0.00			279			
A-B	0	0.00			0			
A-C	271	0.00			271			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	586	0.000	0	0.0	0.000	A
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	233	0.00			233			
A-B	0	0.00			0			
A-C	227	0.00			227			

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	241	100.000
B		✓	0	100.000
C		✓	219	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	241
	B	0	0	0
	C	219	0	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	608	0.000	0	0.0	0.000	A
C-AB	0	0.00	627	0.000	0	0.0	0.000	A
C-A	165	0.00			165			
A-B	0	0.00			0			
A-C	181	0.00			181			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	594	0.000	0	0.0	0.000	A
C-AB	0	0.00	618	0.000	0	0.0	0.000	A
C-A	197	0.00			197			
A-B	0	0.00			0			
A-C	217	0.00			217			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	574	0.000	0	0.0	0.000	A
C-AB	0	0.00	605	0.000	0	0.0	0.000	A
C-A	241	0.00			241			
A-B	0	0.00			0			
A-C	265	0.00			265			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	574	0.000	0	0.0	0.000	A
C-AB	0	0.00	605	0.000	0	0.0	0.000	A
C-A	241	0.00			241			
A-B	0	0.00			0			
A-C	265	0.00			265			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	594	0.000	0	0.0	0.000	A
C-AB	0	0.00	618	0.000	0	0.0	0.000	A
C-A	197	0.00			197			
A-B	0	0.00			0			
A-C	217	0.00			217			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	608	0.000	0	0.0	0.000	A
C-AB	0	0.00	627	0.000	0	0.0	0.000	A
C-A	165	0.00			165			
A-B	0	0.00			0			
A-C	181	0.00			181			

2029 | Future Year Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Future Year Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	316	100.000
B		✓	0	100.000
C		✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	316
	B	0	0	0
	C	326	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	11
	B	0	0	0
From	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	581	0.000	0	0.0	0.000	A
C-AB	0	0.00	612	0.000	0	0.0	0.000	A
C-A	245	0.00			245			
A-B	0	0.00			0			
A-C	238	0.00			238			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	562	0.000	0	0.0	0.000	A
C-AB	0	0.00	600	0.000	0	0.0	0.000	A
C-A	293	0.00			293			
A-B	0	0.00			0			
A-C	284	0.00			284			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	534	0.000	0	0.0	0.000	A
C-AB	0	0.00	583	0.000	0	0.0	0.000	A

C-A	359	0.00			359			
A-B	0	0.00			0			
A-C	348	0.00			348			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	534	0.000	0	0.0	0.000	A
C-AB	0	0.00	583	0.000	0	0.0	0.000	A
C-A	359	0.00			359			
A-B	0	0.00			0			
A-C	348	0.00			348			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	562	0.000	0	0.0	0.000	A
C-AB	0	0.00	600	0.000	0	0.0	0.000	A
C-A	293	0.00			293			
A-B	0	0.00			0			
A-C	284	0.00			284			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	581	0.000	0	0.0	0.000	A
C-AB	0	0.00	612	0.000	0	0.0	0.000	A
C-A	245	0.00			245			
A-B	0	0.00			0			
A-C	238	0.00			238			

2029 | Future Year Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Future Year Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	254	100.000
B		✓	0	100.000
C		✓	230	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	254
	B	0	0	0
	C	230	0	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	604	0.000	0	0.0	0.000	A
C-AB	0	0.00	624	0.000	0	0.0	0.000	A
C-A	173	0.00			173			
A-B	0	0.00			0			
A-C	191	0.00			191			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	589	0.000	0	0.0	0.000	A
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	207	0.00			207			
A-B	0	0.00			0			
A-C	228	0.00			228			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	568	0.000	0	0.0	0.000	A
C-AB	0	0.00	601	0.000	0	0.0	0.000	A
C-A	253	0.00			253			
A-B	0	0.00			0			
A-C	280	0.00			280			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	568	0.000	0	0.0	0.000	A
C-AB	0	0.00	601	0.000	0	0.0	0.000	A
C-A	253	0.00			253			
A-B	0	0.00			0			
A-C	280	0.00			280			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	589	0.000	0	0.0	0.000	A
C-AB	0	0.00	615	0.000	0	0.0	0.000	A
C-A	207	0.00			207			
A-B	0	0.00			0			
A-C	228	0.00			228			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	604	0.000	0	0.0	0.000	A
C-AB	0	0.00	624	0.000	0	0.0	0.000	A
C-A	173	0.00			173			

A-B	0	0.00			0			
A-C	191	0.00			191			

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	356	100.000
B		✓	11	100.000
C		✓	405	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	28	328
	B	5	0	6
	C	368	37	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	11
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.11	0.0	A
C-AB	0.09	4.89	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	574	0.014	8	0.0	6.367	A
C-AB	43	0.00	788	0.055	43	0.1	4.879	A
C-A	262	0.00			262			
A-B	21	0.00			21			
A-C	247	0.00			247			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	551	0.018	10	0.0	6.656	A
C-AB	56	0.00	813	0.069	56	0.1	4.813	A
C-A	308	0.00			308			
A-B	25	0.00			25			
A-C	295	0.00			295			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	0.00	518	0.023	12	0.0	7.109	A
C-AB	78	0.00	848	0.092	78	0.2	4.742	A
C-A	368	0.00			368			
A-B	31	0.00			31			
A-C	361	0.00			361			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	0.00	518	0.023	12	0.0	7.110	A
C-AB	78	0.00	848	0.092	78	0.2	4.750	A
C-A	368	0.00			368			
A-B	31	0.00			31			
A-C	361	0.00			361			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	551	0.018	10	0.0	6.660	A
C-AB	56	0.00	813	0.069	57	0.1	4.828	A
C-A	308	0.00			308			
A-B	25	0.00			25			
A-C	295	0.00			295			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	573	0.014	8	0.0	6.371	A
C-AB	43	0.00	788	0.055	43	0.1	4.891	A
C-A	262	0.00			262			
A-B	21	0.00			21			
A-C	247	0.00			247			

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	284	100.000
B		✓	45	100.000
C		✓	269	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	15	269
	B	20	0	25
	C	250	19	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.01	0.1	A
C-AB	0.04	4.99	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	604	0.056	34	0.1	6.312	A
C-AB	19	0.00	742	0.026	19	0.0	4.992	A
C-A	183	0.00			183			
A-B	11	0.00			11			
A-C	203	0.00			203			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	587	0.069	40	0.1	6.588	A
C-AB	24	0.00	756	0.032	24	0.0	4.931	A
C-A	217	0.00			217			
A-B	13	0.00			13			
A-C	242	0.00			242			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	563	0.088	49	0.1	7.006	A
C-AB	32	0.00	777	0.042	32	0.1	4.851	A
C-A	264	0.00			264			
A-B	17	0.00			17			
A-C	296	0.00			296			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	563	0.088	50	0.1	7.006	A
C-AB	32	0.00	777	0.042	32	0.1	4.853	A
C-A	264	0.00			264			
A-B	17	0.00			17			
A-C	296	0.00			296			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	587	0.069	41	0.1	6.593	A
C-AB	24	0.00	756	0.032	24	0.0	4.937	A
C-A	217	0.00			217			
A-B	13	0.00			13			
A-C	242	0.00			242			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	604	0.056	34	0.1	6.321	A
C-AB	19	0.00	742	0.026	19	0.0	4.995	A
C-A	183	0.00			183			
A-B	11	0.00			11			

A-C	203	0.00			203			
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2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	366	100.000
B		✓	69	100.000
C		✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	38	328
	B	30	0	39
	C	368	50	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.15	0.2	A
C-AB	0.13	5.01	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	0.00	574	0.090	52	0.1	6.884	A
C-AB	58	0.00	786	0.074	58	0.1	4.990	A
C-A	257	0.00			257			
A-B	29	0.00			29			
A-C	247	0.00			247			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	551	0.113	62	0.1	7.364	A
C-AB	76	0.00	811	0.094	76	0.2	4.959	A
C-A	300	0.00			300			
A-B	34	0.00			34			
A-C	295	0.00			295			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	517	0.147	76	0.2	8.146	A
C-AB	106	0.00	846	0.126	106	0.3	4.936	A
C-A	354	0.00			354			
A-B	42	0.00			42			

A-C	361	0.00			361			
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08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	517	0.147	76	0.2	8.154	A
C-AB	106	0.00	846	0.126	106	0.3	4.945	A
C-A	354	0.00			354			
A-B	42	0.00			42			
A-C	361	0.00			361			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	551	0.113	62	0.1	7.374	A
C-AB	76	0.00	811	0.094	77	0.2	4.975	A
C-A	299	0.00			299			
A-B	34	0.00			34			
A-C	295	0.00			295			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	0.00	574	0.091	52	0.1	6.897	A
C-AB	58	0.00	787	0.074	59	0.1	5.007	A
C-A	256	0.00			256			
A-B	29	0.00			29			
A-C	247	0.00			247			

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	294	100.000
B		✓	104	100.000
C		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	25	269
	B	46	0	58
	C	258	32	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.13	0.3	A
C-AB	0.07	5.08	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	0.00	600	0.130	78	0.1	6.885	A
C-AB	33	0.00	744	0.044	32	0.1	5.070	A
C-A	186	0.00			186			
A-B	19	0.00			19			
A-C	203	0.00			203			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	582	0.161	93	0.2	7.361	A
C-AB	42	0.00	759	0.055	41	0.1	5.031	A
C-A	219	0.00			219			
A-B	22	0.00			22			
A-C	242	0.00			242			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	558	0.205	114	0.3	8.115	A
C-AB	56	0.00	780	0.071	55	0.1	4.983	A
C-A	264	0.00			264			
A-B	28	0.00			28			
A-C	296	0.00			296			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	558	0.205	115	0.3	8.125	A
C-AB	56	0.00	780	0.071	56	0.1	4.989	A
C-A	264	0.00			264			
A-B	28	0.00			28			
A-C	296	0.00			296			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	582	0.161	94	0.2	7.372	A
C-AB	42	0.00	759	0.055	42	0.1	5.039	A
C-A	219	0.00			219			
A-B	22	0.00			22			
A-C	242	0.00			242			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	0.00	600	0.131	78	0.2	6.904	A
C-AB	33	0.00	744	0.044	33	0.1	5.078	A
C-A	186	0.00			186			

A-B	19	0.00			19			
A-C	203	0.00			203			

T24554

Land North of Station Road, Market Bosworth

Appendix H

Junctions 11 PICADY Output – Station Road (E)/Southfield Way/ Station Road (W)/ Back Lane Crossroads

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024									
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Filename: T24554 - Southfield Way, Station Road, Back Lane Cross Road.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 24/02/2025 11:29:15

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-CD	D1	0.1	6.26	0.05	A	D2	0.0	6.04	0.02	A
Stream B-AD		0.1	12.17	0.10	B		0.1	10.33	0.08	B
Stream A-BCD		0.3	5.36	0.14	A		0.0	5.06	0.02	A
Stream D-AB		0.2	7.46	0.15	A		0.1	7.00	0.13	A
Stream D-BC		0.2	10.90	0.14	B		0.1	8.83	0.08	A
Stream C-ABD		0.1	5.15	0.07	A		0.0	5.11	0.02	A
		2029 - Future Year Base								
Stream B-CD	D3	0.1	6.39	0.05	A	D4	0.0	6.10	0.02	A
Stream B-AD		0.1	12.65	0.11	B		0.1	10.59	0.08	B
Stream A-BCD		0.3	5.37	0.15	A		0.0	5.03	0.02	A
Stream D-AB		0.2	7.64	0.16	A		0.2	7.13	0.14	A
Stream D-BC		0.2	11.34	0.15	B		0.1	9.03	0.09	A
Stream C-ABD		0.1	5.12	0.08	A		0.0	5.06	0.02	A
		2029 - Future Year Base + Comm								
Stream B-CD	D5	0.1	7.02	0.07	A	D6	0.0	6.40	0.03	A
Stream B-AD		0.2	14.53	0.17	B		0.1	11.97	0.12	B
Stream A-BCD		0.4	5.24	0.16	A		0.0	4.87	0.02	A
Stream D-AB		0.2	7.97	0.16	A		0.2	7.41	0.14	A
Stream D-BC		0.2	12.65	0.17	B		0.1	9.89	0.10	A
Stream C-ABD		0.2	5.01	0.09	A		0.0	4.96	0.03	A
		2029 - Future Year Base + Comm + Dev								
Stream B-CD	D7	0.1	7.05	0.07	A	D8	0.0	6.46	0.03	A
Stream B-AD		0.2	15.13	0.17	C		0.1	12.34	0.12	B
Stream A-BCD		0.4	5.27	0.17	A		0.0	4.87	0.02	A
Stream D-AB		0.2	8.13	0.16	A		0.2	7.55	0.15	A
Stream D-BC		0.2	13.23	0.18	B		0.1	10.24	0.10	B
Stream C-ABD		0.3	5.00	0.11	A		0.1	4.90	0.04	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	Market Bosworth
Location	Southfield Way, Station Road, Back Lane crossroad
Site number	
Date	10/02/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24554
Enumerator	AzureAD\JasminRema
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	Year	Scenario	Time period	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	Future Year Base	AM	ONE HOUR	07:45	09:15	15
D4	2029	Future Year Base	PM	ONE HOUR	16:45	18:15	15
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029	Future Year Base + Comm + Dev	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	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

B-D, nearside lane	582	0.108	0.273	0.273	-	-	-	0.172	0.390	0.172	-	-	-
B-D, offside lane	521	0.097	0.244	0.244	-	-	-	0.154	0.349	0.154	-	-	-
C-B	616	0.243	0.243	0.347	-	-	-	-	-	-	-	-	-
D-A	696	-	-	-	-	-	-	0.275	-	0.109	-	-	-
D-B, nearside lane	546	0.161	0.161	0.366	-	-	-	0.256	0.256	0.101	-	-	-
D-B, offside lane	596	0.176	0.176	0.399	-	-	-	0.280	0.280	0.111	-	-	-
D-C	596	-	0.176	0.399	0.140	0.280	0.280	0.280	0.280	0.111	-	-	-

*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	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	380	100.000
B		✓	59	100.000
C		✓	384	100.000
D		✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	39	287	54
	B	30	0	26	3
	C	342	26	0	16
	D	74	1	50	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.05	6.26	0.1	A
B-AD	0.10	12.17	0.1	B
A-BCD	0.14	5.36	0.3	A
A-B				
A-C				
D-AB	0.15	7.46	0.2	A
D-BC	0.14	10.90	0.2	B
C-ABD	0.07	5.15	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	0.00	649	0.032	21	0.0	5.726	A
B-AD	24	0.00	391	0.060	23	0.1	9.784	A
A-BCD	61	0.00	734	0.083	61	0.1	5.348	A
A-B	27	0.00			27			
A-C	198	0.00			198			
D-AB	56	0.00	608	0.092	56	0.1	6.509	A
D-BC	38	0.00	453	0.084	38	0.1	8.659	A
C-ABD	31	0.00	730	0.042	31	0.1	5.146	A
C-D	12	0.00			12			
C-A	247	0.00			247			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	0.00	631	0.039	25	0.0	5.938	A
B-AD	28	0.00	366	0.077	28	0.1	10.666	B
A-BCD	80	0.00	754	0.106	79	0.2	5.340	A
A-B	31	0.00			31			
A-C	231	0.00			231			
D-AB	67	0.00	590	0.114	67	0.1	6.874	A
D-BC	45	0.00	425	0.107	45	0.1	9.481	A
C-ABD	41	0.00	755	0.054	41	0.1	5.043	A
C-D	14	0.00			14			
C-A	291	0.00			291			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	0.00	606	0.050	30	0.1	6.258	A
B-AD	35	0.00	331	0.104	34	0.1	12.150	B

A-BCD	110	0.00	784	0.141	110	0.3	5.347	A
A-B	37	0.00			37			
A-C	271	0.00			271			
D-AB	82	0.00	565	0.145	82	0.2	7.456	A
D-BC	56	0.00	386	0.144	55	0.2	10.883	B
C-ABD	57	0.00	791	0.072	57	0.1	4.909	A
C-D	16	0.00			16			
C-A	349	0.00			349			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	0.00	605	0.050	30	0.1	6.262	A
B-AD	35	0.00	330	0.104	35	0.1	12.166	B
A-BCD	110	0.00	784	0.141	110	0.3	5.351	A
A-B	37	0.00			37			
A-C	271	0.00			271			
D-AB	82	0.00	564	0.145	82	0.2	7.461	A
D-BC	56	0.00	386	0.144	56	0.2	10.903	B
C-ABD	57	0.00	791	0.073	57	0.1	4.911	A
C-D	16	0.00			16			
C-A	349	0.00			349			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	0.00	630	0.039	25	0.0	5.946	A
B-AD	28	0.00	365	0.077	28	0.1	10.686	B
A-BCD	80	0.00	754	0.106	80	0.2	5.349	A
A-B	31	0.00			31			
A-C	230	0.00			230			
D-AB	67	0.00	590	0.114	67	0.1	6.886	A
D-BC	45	0.00	425	0.107	46	0.1	9.503	A
C-ABD	41	0.00	755	0.054	41	0.1	5.047	A
C-D	14	0.00			14			
C-A	291	0.00			291			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	0.00	648	0.032	21	0.0	5.738	A
B-AD	24	0.00	391	0.061	24	0.1	9.813	A
A-BCD	61	0.00	734	0.084	62	0.1	5.360	A
A-B	27	0.00			27			
A-C	198	0.00			198			
D-AB	56	0.00	608	0.092	56	0.1	6.522	A
D-BC	38	0.00	453	0.084	38	0.1	8.687	A
C-ABD	31	0.00	730	0.043	31	0.1	5.154	A
C-D	12	0.00			12			
C-A	246	0.00			246			

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	281	100.000
B		✓	39	100.000
C		✓	302	100.000
D		✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	30	242	9
	B	27	0	11	1
	C	283	9	0	10
	D	69	2	33	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.02	6.04	0.0	A
B-AD	0.08	10.33	0.1	B
A-BCD	0.02	5.06	0.0	A
A-B				
A-C				
D-AB	0.13	7.00	0.1	A
D-BC	0.08	8.83	0.1	A
C-ABD	0.02	5.11	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	0.00	640	0.014	9	0.0	5.698	A
B-AD	21	0.00	425	0.049	20	0.1	8.888	A
A-BCD	9	0.00	721	0.013	9	0.0	5.060	A
A-B	22	0.00			22			
A-C	180	0.00			180			
D-AB	53	0.00	625	0.084	52	0.1	6.286	A
D-BC	26	0.00	493	0.052	25	0.1	7.694	A
C-ABD	10	0.00	715	0.014	10	0.0	5.104	A
C-D	7	0.00			7			
C-A	210	0.00			210			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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B-CD	10	0.00	627	0.017	10	0.0	5.836	A
B-AD	25	0.00	406	0.061	25	0.1	9.447	A
A-BCD	12	0.00	738	0.016	12	0.0	4.959	A
A-B	27	0.00			27			
A-C	214	0.00			214			
D-AB	63	0.00	611	0.103	63	0.1	6.570	A
D-BC	31	0.00	473	0.065	30	0.1	8.136	A
C-ABD	13	0.00	736	0.017	13	0.0	4.977	A
C-D	9	0.00			9			
C-A	250	0.00			250			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	0.00	608	0.021	13	0.0	6.042	A
B-AD	30	0.00	379	0.080	30	0.1	10.326	B
A-BCD	16	0.00	762	0.021	16	0.0	4.824	A
A-B	32	0.00			32			
A-C	261	0.00			261			
D-AB	77	0.00	591	0.130	77	0.1	6.995	A
D-BC	37	0.00	445	0.084	37	0.1	8.829	A
C-ABD	17	0.00	765	0.022	17	0.0	4.811	A
C-D	11	0.00			11			
C-A	305	0.00			305			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	0.00	608	0.021	13	0.0	6.043	A
B-AD	30	0.00	379	0.080	30	0.1	10.332	B
A-BCD	16	0.00	762	0.021	16	0.0	4.826	A
A-B	32	0.00			32			
A-C	261	0.00			261			
D-AB	77	0.00	591	0.130	77	0.1	6.998	A
D-BC	37	0.00	445	0.084	37	0.1	8.833	A
C-ABD	17	0.00	765	0.022	17	0.0	4.813	A
C-D	11	0.00			11			
C-A	305	0.00			305			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	0.00	627	0.017	10	0.0	5.840	A
B-AD	25	0.00	406	0.061	25	0.1	9.455	A
A-BCD	12	0.00	738	0.016	12	0.0	4.960	A
A-B	27	0.00			27			
A-C	214	0.00			214			
D-AB	63	0.00	611	0.103	63	0.1	6.577	A
D-BC	31	0.00	473	0.065	31	0.1	8.144	A
C-ABD	13	0.00	736	0.017	13	0.0	4.980	A
C-D	9	0.00			9			
C-A	250	0.00			250			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	0.00	640	0.014	9	0.0	5.702	A
B-AD	21	0.00	425	0.049	21	0.1	8.905	A
A-BCD	9	0.00	721	0.013	10	0.0	5.060	A
A-B	22	0.00			22			
A-C	180	0.00			180			
D-AB	53	0.00	625	0.084	53	0.1	6.299	A
D-BC	26	0.00	493	0.052	26	0.1	7.706	A
C-ABD	10	0.00	715	0.014	10	0.0	5.106	A
C-D	7	0.00			7			
C-A	210	0.00			210			

2029 | Future Year Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Future Year Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	399	100.000
B		✓	62	100.000

C		✓	403	100.000
D		✓	131	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	41	301	57
	B	32	0	27	3
	C	359	27	0	17
	D	78	1	52	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.05	6.39	0.1	A
B-AD	0.11	12.65	0.1	B
A-BCD	0.15	5.37	0.3	A
A-B				
A-C				
D-AB	0.16	7.64	0.2	A
D-BC	0.15	11.34	0.2	B
C-ABD	0.08	5.12	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	0.00	641	0.034	21	0.0	5.804	A
B-AD	25	0.00	385	0.065	25	0.1	9.986	A
A-BCD	66	0.00	739	0.089	65	0.2	5.345	A
A-B	28	0.00			28			
A-C	206	0.00			206			
D-AB	59	0.00	604	0.098	59	0.1	6.590	A
D-BC	39	0.00	446	0.089	39	0.1	8.841	A
C-ABD	33	0.00	737	0.045	33	0.1	5.114	A
C-D	12	0.00			12			
C-A	258	0.00			258			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	0.00	622	0.041	26	0.0	6.033	A
B-AD	30	0.00	358	0.084	30	0.1	10.960	B
A-BCD	86	0.00	760	0.114	86	0.2	5.343	A
A-B	33	0.00			33			
A-C	240	0.00			240			
D-AB	71	0.00	585	0.121	71	0.1	6.993	A
D-BC	47	0.00	416	0.113	47	0.1	9.747	A
C-ABD	44	0.00	763	0.057	44	0.1	5.006	A
C-D	14	0.00			14			
C-A	304	0.00			304			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32	0.00	595	0.053	32	0.1	6.383	A
B-AD	37	0.00	322	0.114	37	0.1	12.627	B
A-BCD	120	0.00	792	0.152	120	0.3	5.360	A
A-B	38	0.00			38			
A-C	281	0.00			281			
D-AB	87	0.00	558	0.155	86	0.2	7.631	A
D-BC	58	0.00	375	0.154	58	0.2	11.323	B
C-ABD	62	0.00	801	0.077	62	0.1	4.874	A
C-D	17	0.00			17			
C-A	365	0.00			365			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32	0.00	595	0.053	32	0.1	6.388	A
B-AD	37	0.00	321	0.114	37	0.1	12.647	B
A-BCD	120	0.00	792	0.152	120	0.3	5.367	A
A-B	38	0.00			38			
A-C	281	0.00			281			
D-AB	87	0.00	558	0.155	87	0.2	7.641	A
D-BC	58	0.00	375	0.154	58	0.2	11.343	B
C-ABD	62	0.00	801	0.077	62	0.1	4.875	A

C-D	17	0.00			17			
C-A	365	0.00			365			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	0.00	621	0.041	26	0.0	6.042	A
B-AD	30	0.00	358	0.084	30	0.1	10.985	B
A-BCD	87	0.00	761	0.114	87	0.2	5.351	A
A-B	33	0.00			33			
A-C	240	0.00			240			
D-AB	71	0.00	585	0.121	71	0.1	7.006	A
D-BC	47	0.00	416	0.113	47	0.1	9.774	A
C-ABD	44	0.00	763	0.057	44	0.1	5.011	A
C-D	14	0.00			14			
C-A	304	0.00			304			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	0.00	640	0.034	22	0.0	5.818	A
B-AD	25	0.00	385	0.065	25	0.1	10.017	B
A-BCD	66	0.00	739	0.090	66	0.2	5.358	A
A-B	28	0.00			28			
A-C	206	0.00			206			
D-AB	59	0.00	604	0.098	59	0.1	6.613	A
D-BC	39	0.00	445	0.089	40	0.1	8.875	A
C-ABD	33	0.00	736	0.045	33	0.1	5.120	A
C-D	12	0.00			12			
C-A	258	0.00			258			

2029 | Future Year Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
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1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.79	A
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Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Future Year Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	296	100.000
B		✓	41	100.000
C		✓	318	100.000
D		✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	32	255	9
	B	28	0	12	1
	C	298	9	0	11
	D	73	2	34	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.02	6.10	0.0	A
B-AD	0.08	10.59	0.1	B
A-BCD	0.02	5.03	0.0	A

A-B				
A-C				
D-AB	0.14	7.13	0.2	A
D-BC	0.09	9.03	0.1	A
C-ABD	0.02	5.06	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	0.00	638	0.015	9	0.0	5.728	A
B-AD	21	0.00	420	0.051	21	0.1	9.020	A
A-BCD	10	0.00	726	0.013	10	0.0	5.026	A
A-B	24	0.00			24			
A-C	189	0.00			189			
D-AB	56	0.00	621	0.090	55	0.1	6.357	A
D-BC	26	0.00	488	0.054	26	0.1	7.796	A
C-ABD	10	0.00	721	0.014	10	0.0	5.063	A
C-D	8	0.00			8			
C-A	221	0.00			221			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	0.00	624	0.018	11	0.0	5.876	A
B-AD	26	0.00	400	0.064	26	0.1	9.625	A
A-BCD	12	0.00	744	0.017	12	0.0	4.920	A
A-B	28	0.00			28			
A-C	225	0.00			225			
D-AB	67	0.00	607	0.110	66	0.1	6.663	A
D-BC	31	0.00	466	0.067	31	0.1	8.273	A
C-ABD	13	0.00	743	0.017	13	0.0	4.930	A
C-D	10	0.00			10			
C-A	263	0.00			263			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14	0.00	604	0.023	14	0.0	6.096	A
B-AD	31	0.00	371	0.084	31	0.1	10.588	B
A-BCD	17	0.00	770	0.022	17	0.0	4.778	A
A-B	34	0.00			34			
A-C	275	0.00			275			
D-AB	82	0.00	586	0.139	81	0.2	7.127	A

D-BC	38	0.00	437	0.088	38	0.1	9.028	A
C-ABD	18	0.00	774	0.023	18	0.0	4.757	A
C-D	12	0.00			12			
C-A	321	0.00			321			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14	0.00	604	0.023	14	0.0	6.097	A
B-AD	31	0.00	371	0.084	31	0.1	10.595	B
A-BCD	17	0.00	770	0.022	17	0.0	4.778	A
A-B	34	0.00			34			
A-C	275	0.00			275			
D-AB	82	0.00	586	0.139	82	0.2	7.131	A
D-BC	38	0.00	437	0.088	38	0.1	9.033	A
C-ABD	18	0.00	774	0.023	18	0.0	4.757	A
C-D	12	0.00			12			
C-A	321	0.00			321			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	0.00	624	0.018	11	0.0	5.877	A
B-AD	26	0.00	399	0.064	26	0.1	9.636	A
A-BCD	12	0.00	744	0.017	12	0.0	4.922	A
A-B	28	0.00			28			
A-C	225	0.00			225			
D-AB	67	0.00	607	0.110	67	0.1	6.668	A
D-BC	31	0.00	466	0.067	31	0.1	8.280	A
C-ABD	13	0.00	743	0.017	13	0.0	4.931	A
C-D	10	0.00			10			
C-A	263	0.00			263			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	0.00	638	0.015	9	0.0	5.729	A
B-AD	21	0.00	420	0.051	21	0.1	9.036	A
A-BCD	10	0.00	726	0.013	10	0.0	5.029	A
A-B	24	0.00			24			
A-C	189	0.00			189			
D-AB	56	0.00	621	0.090	56	0.1	6.371	A
D-BC	26	0.00	488	0.054	26	0.1	7.807	A
C-ABD	10	0.00	721	0.014	10	0.0	5.063	A
C-D	8	0.00			8			
C-A	221	0.00			221			

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	456	100.000
B		✓	78	100.000
C		✓	460	100.000
D		✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	42	357	57
	B	44	0	31	3
	C	414	29	0	17
	D	78	1	53	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.07	7.02	0.1	A
B-AD	0.17	14.53	0.2	B
A-BCD	0.16	5.24	0.4	A
A-B				
A-C				
D-AB	0.16	7.97	0.2	A
D-BC	0.17	12.65	0.2	B
C-ABD	0.09	5.01	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	0.00	604	0.041	24	0.0	6.214	A
B-AD	34	0.00	370	0.092	34	0.1	10.678	B
A-BCD	71	0.00	759	0.094	70	0.2	5.225	A
A-B	29	0.00			29			
A-C	244	0.00			244			
D-AB	59	0.00	592	0.100	59	0.1	6.746	A
D-BC	40	0.00	424	0.095	40	0.1	9.352	A
C-ABD	38	0.00	757	0.050	38	0.1	5.005	A
C-D	12	0.00			12			
C-A	296	0.00			296			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	0.00	581	0.051	29	0.1	6.520	A
B-AD	41	0.00	340	0.120	41	0.1	12.027	B

A-BCD	95	0.00	786	0.121	94	0.2	5.211	A
A-B	33	0.00			33			
A-C	282	0.00			282			
D-AB	71	0.00	570	0.124	71	0.1	7.204	A
D-BC	48	0.00	390	0.123	48	0.1	10.504	B
C-ABD	51	0.00	788	0.065	51	0.1	4.888	A
C-D	14	0.00			14			
C-A	348	0.00			348			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	0.00	549	0.066	36	0.1	7.020	A
B-AD	50	0.00	298	0.167	50	0.2	14.484	B
A-BCD	135	0.00	824	0.164	135	0.4	5.228	A
A-B	39	0.00			39			
A-C	328	0.00			328			
D-AB	87	0.00	538	0.161	86	0.2	7.962	A
D-BC	59	0.00	344	0.171	59	0.2	12.616	B
C-ABD	75	0.00	833	0.089	74	0.2	4.747	A
C-D	17	0.00			17			
C-A	415	0.00			415			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	0.00	548	0.066	36	0.1	7.024	A
B-AD	50	0.00	298	0.167	50	0.2	14.527	B
A-BCD	135	0.00	824	0.164	135	0.4	5.236	A
A-B	39	0.00			39			
A-C	328	0.00			328			
D-AB	87	0.00	538	0.161	87	0.2	7.972	A
D-BC	59	0.00	343	0.171	59	0.2	12.650	B
C-ABD	75	0.00	833	0.090	75	0.2	4.751	A
C-D	17	0.00			17			
C-A	415	0.00			415			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	0.00	581	0.051	29	0.1	6.529	A
B-AD	41	0.00	339	0.120	41	0.1	12.075	B
A-BCD	95	0.00	786	0.121	95	0.3	5.225	A
A-B	33	0.00			33			
A-C	282	0.00			282			
D-AB	71	0.00	570	0.124	71	0.1	7.219	A
D-BC	48	0.00	390	0.123	48	0.1	10.540	B
C-ABD	52	0.00	788	0.065	52	0.1	4.893	A
C-D	14	0.00			14			
C-A	348	0.00			348			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	0.00	603	0.041	25	0.0	6.225	A
B-AD	34	0.00	370	0.092	34	0.1	10.733	B
A-BCD	71	0.00	759	0.094	72	0.2	5.244	A
A-B	29	0.00			29			
A-C	243	0.00			243			
D-AB	59	0.00	592	0.100	59	0.1	6.766	A
D-BC	40	0.00	424	0.095	40	0.1	9.391	A
C-ABD	38	0.00	757	0.051	39	0.1	5.014	A
C-D	12	0.00			12			
C-A	296	0.00			296			

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	363	100.000
B		✓	52	100.000

C		✓	378	100.000
D		✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	33	321	9
	B	37	0	14	1
	C	355	12	0	11
	D	73	2	35	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.03	6.40	0.0	A
B-AD	0.12	11.97	0.1	B
A-BCD	0.02	4.87	0.0	A
A-B				
A-C				
D-AB	0.14	7.41	0.2	A
D-BC	0.10	9.89	0.1	A
C-ABD	0.03	4.96	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	0.00	621	0.018	11	0.0	5.895	A
B-AD	28	0.00	400	0.070	28	0.1	9.662	A
A-BCD	11	0.00	750	0.014	10	0.0	4.867	A
A-B	24	0.00			24			
A-C	238	0.00			238			
D-AB	56	0.00	609	0.092	55	0.1	6.502	A
D-BC	27	0.00	465	0.058	27	0.1	8.212	A
C-ABD	14	0.00	740	0.019	14	0.0	4.960	A
C-D	8	0.00			8			
C-A	262	0.00			262			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	0.00	604	0.022	13	0.0	6.094	A
B-AD	34	0.00	376	0.090	34	0.1	10.521	B
A-BCD	14	0.00	774	0.018	14	0.0	4.736	A
A-B	29	0.00			29			
A-C	283	0.00			283			
D-AB	67	0.00	592	0.113	66	0.1	6.854	A
D-BC	32	0.00	439	0.074	32	0.1	8.843	A
C-ABD	19	0.00	767	0.025	19	0.0	4.814	A
C-D	10	0.00			10			
C-A	311	0.00			311			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	0.00	578	0.028	16	0.0	6.401	A
B-AD	41	0.00	342	0.121	41	0.1	11.958	B
A-BCD	19	0.00	808	0.024	19	0.0	4.563	A
A-B	35	0.00			35			
A-C	345	0.00			345			
D-AB	82	0.00	567	0.144	81	0.2	7.406	A
D-BC	40	0.00	404	0.098	39	0.1	9.879	A
C-ABD	27	0.00	805	0.033	26	0.0	4.626	A
C-D	12	0.00			12			
C-A	378	0.00			378			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	0.00	578	0.028	16	0.0	6.402	A
B-AD	41	0.00	342	0.121	41	0.1	11.972	B
A-BCD	19	0.00	808	0.024	19	0.0	4.565	A
A-B	35	0.00			35			
A-C	345	0.00			345			
D-AB	82	0.00	567	0.144	82	0.2	7.410	A
D-BC	40	0.00	404	0.098	40	0.1	9.886	A
C-ABD	27	0.00	805	0.033	27	0.0	4.628	A

C-D	12	0.00			12			
C-A	378	0.00			378			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13	0.00	604	0.022	13	0.0	6.096	A
B-AD	34	0.00	376	0.090	34	0.1	10.538	B
A-BCD	14	0.00	774	0.018	14	0.0	4.736	A
A-B	29	0.00			29			
A-C	283	0.00			283			
D-AB	67	0.00	591	0.113	67	0.1	6.865	A
D-BC	32	0.00	439	0.074	32	0.1	8.853	A
C-ABD	19	0.00	767	0.025	19	0.0	4.815	A
C-D	10	0.00			10			
C-A	311	0.00			311			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	0.00	621	0.018	11	0.0	5.900	A
B-AD	28	0.00	400	0.071	28	0.1	9.689	A
A-BCD	11	0.00	750	0.014	11	0.0	4.869	A
A-B	24	0.00			24			
A-C	238	0.00			238			
D-AB	56	0.00	609	0.092	56	0.1	6.514	A
D-BC	27	0.00	465	0.058	27	0.1	8.225	A
C-ABD	14	0.00	740	0.020	14	0.0	4.963	A
C-D	8	0.00			8			
C-A	262	0.00			262			

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	464	100.000
B		✓	80	100.000
C		✓	493	100.000
D		✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	42	365	57
	B	44	0	33	3
	C	440	36	0	17
	D	78	1	53	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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B-CD	0.07	7.05	0.1	A
B-AD	0.17	15.13	0.2	C
A-BCD	0.17	5.27	0.4	A
A-B				
A-C				
D-AB	0.16	8.13	0.2	A
D-BC	0.18	13.23	0.2	B
C-ABD	0.11	5.00	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	0.00	607	0.043	26	0.0	6.192	A
B-AD	34	0.00	363	0.094	34	0.1	10.910	B
A-BCD	72	0.00	758	0.095	71	0.2	5.244	A
A-B	29	0.00			29			
A-C	249	0.00			249			
D-AB	59	0.00	586	0.101	59	0.1	6.818	A
D-BC	40	0.00	416	0.097	40	0.1	9.560	A
C-ABD	49	0.00	770	0.064	49	0.1	4.992	A
C-D	12	0.00			12			
C-A	310	0.00			310			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	0.00	584	0.053	31	0.1	6.515	A
B-AD	41	0.00	332	0.123	41	0.1	12.365	B
A-BCD	96	0.00	784	0.123	96	0.3	5.238	A
A-B	33	0.00			33			
A-C	288	0.00			288			
D-AB	71	0.00	563	0.125	71	0.1	7.304	A
D-BC	48	0.00	380	0.126	48	0.1	10.824	B
C-ABD	66	0.00	804	0.083	66	0.2	4.886	A
C-D	14	0.00			14			
C-A	363	0.00			363			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	38	0.00	549	0.070	38	0.1	7.041	A
B-AD	50	0.00	288	0.173	50	0.2	15.081	C
A-BCD	139	0.00	823	0.168	138	0.4	5.262	A

A-B	38	0.00			38			
A-C	334	0.00			334			
D-AB	87	0.00	529	0.163	86	0.2	8.121	A
D-BC	59	0.00	331	0.178	59	0.2	13.188	B
C-ABD	97	0.00	853	0.114	97	0.3	4.767	A
C-D	17	0.00			17			
C-A	429	0.00			429			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	38	0.00	549	0.070	38	0.1	7.051	A
B-AD	50	0.00	288	0.173	50	0.2	15.130	C
A-BCD	139	0.00	823	0.169	139	0.4	5.272	A
A-B	38	0.00			38			
A-C	334	0.00			334			
D-AB	87	0.00	529	0.164	87	0.2	8.132	A
D-BC	59	0.00	331	0.178	59	0.2	13.229	B
C-ABD	97	0.00	853	0.114	97	0.3	4.774	A
C-D	17	0.00			17			
C-A	429	0.00			429			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	0.00	582	0.054	31	0.1	6.530	A
B-AD	41	0.00	331	0.123	41	0.1	12.415	B
A-BCD	97	0.00	784	0.123	97	0.3	5.251	A
A-B	33	0.00			33			
A-C	287	0.00			287			
D-AB	71	0.00	563	0.125	71	0.1	7.318	A
D-BC	48	0.00	380	0.126	48	0.1	10.868	B
C-ABD	67	0.00	804	0.083	67	0.2	4.895	A
C-D	14	0.00			14			
C-A	362	0.00			362			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	0.00	606	0.043	26	0.0	6.213	A
B-AD	34	0.00	363	0.094	34	0.1	10.964	B
A-BCD	72	0.00	758	0.096	73	0.2	5.262	A
A-B	29	0.00			29			
A-C	248	0.00			248			
D-AB	59	0.00	586	0.101	59	0.1	6.836	A
D-BC	40	0.00	415	0.097	40	0.1	9.605	A
C-ABD	49	0.00	770	0.064	49	0.1	5.003	A
C-D	12	0.00			12			
C-A	310	0.00			310			

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	373	100.000
B		✓	54	100.000
C		✓	410	100.000
D		✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
	A	0	33	331	9
	B	37	0	16	1
	C	384	15	0	11

	D	73	2	35	0
--	---	----	---	----	---

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.03	6.46	0.0	A
B-AD	0.12	12.34	0.1	B
A-BCD	0.02	4.87	0.0	A
A-B				
A-C				
D-AB	0.15	7.55	0.2	A
D-BC	0.10	10.24	0.1	B
C-ABD	0.04	4.90	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	0.00	620	0.020	12	0.0	5.923	A
B-AD	28	0.00	394	0.072	28	0.1	9.821	A
A-BCD	11	0.00	750	0.014	11	0.0	4.870	A
A-B	24	0.00			24			
A-C	246	0.00			246			
D-AB	56	0.00	603	0.093	55	0.1	6.575	A
D-BC	27	0.00	457	0.059	27	0.1	8.374	A
C-ABD	19	0.00	754	0.025	19	0.0	4.897	A
C-D	8	0.00			8			
C-A	282	0.00			282			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	0.00	602	0.025	15	0.0	6.132	A
B-AD	34	0.00	368	0.091	34	0.1	10.748	B
A-BCD	14	0.00	774	0.018	14	0.0	4.737	A
A-B	29	0.00			29			
A-C	292	0.00			292			
D-AB	67	0.00	584	0.114	66	0.1	6.952	A
D-BC	32	0.00	429	0.075	32	0.1	9.069	A
C-ABD	25	0.00	783	0.032	25	0.0	4.746	A
C-D	10	0.00			10			
C-A	334	0.00			334			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18	0.00	576	0.032	18	0.0	6.457	A
B-AD	41	0.00	333	0.124	41	0.1	12.321	B
A-BCD	20	0.00	809	0.024	20	0.0	4.563	A
A-B	35	0.00			35			
A-C	356	0.00			356			
D-AB	82	0.00	558	0.146	81	0.2	7.549	A
D-BC	40	0.00	391	0.101	39	0.1	10.228	B
C-ABD	35	0.00	825	0.042	35	0.1	4.554	A
C-D	12	0.00			12			
C-A	405	0.00			405			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18	0.00	576	0.032	18	0.0	6.458	A
B-AD	41	0.00	333	0.124	41	0.1	12.336	B
A-BCD	20	0.00	809	0.024	20	0.0	4.563	A
A-B	35	0.00			35			
A-C	356	0.00			356			
D-AB	82	0.00	558	0.146	82	0.2	7.553	A
D-BC	40	0.00	391	0.101	40	0.1	10.236	B
C-ABD	35	0.00	825	0.042	35	0.1	4.555	A
C-D	12	0.00			12			
C-A	405	0.00			405			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	0.00	602	0.025	15	0.0	6.137	A
B-AD	34	0.00	368	0.091	34	0.1	10.767	B
A-BCD	14	0.00	774	0.018	14	0.0	4.738	A
A-B	29	0.00			29			
A-C	292	0.00			292			
D-AB	67	0.00	584	0.114	67	0.1	6.963	A
D-BC	32	0.00	429	0.075	32	0.1	9.078	A

C-ABD	25	0.00	783	0.032	25	0.0	4.747	A
C-D	10	0.00			10			
C-A	334	0.00			334			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	0.00	620	0.020	12	0.0	5.928	A
B-AD	28	0.00	394	0.072	28	0.1	9.850	A
A-BCD	11	0.00	750	0.014	11	0.0	4.870	A
A-B	24	0.00			24			
A-C	246	0.00			246			
D-AB	56	0.00	602	0.093	56	0.1	6.590	A
D-BC	27	0.00	456	0.059	27	0.1	8.390	A
C-ABD	19	0.00	754	0.025	19	0.0	4.900	A
C-D	8	0.00			8			
C-A	282	0.00			282			

T24554

Land North of Station Road, Market Bosworth

Appendix I

Junctions 11 PICADY Output – Bosworth Road/ A447/B585 Bosworth Ln/ A447 Ashby Road

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024									
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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: T24554 - Bosworth Rd, A447, B585 Bosworth Ln Stagger.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 27/02/2025 16:18:29

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-C	D1	0.1	8.96	0.11	A	D2	0.2	9.58	0.16	A
Stream B-AD		3.6	45.26	0.80	E		2.5	33.64	0.72	D
Stream A-D		0.3	8.52	0.22	A		0.4	8.39	0.27	A
Stream D-A		0.3	9.60	0.26	A		0.3	8.47	0.23	A
Stream D-BC		0.9	20.57	0.48	C		0.7	16.96	0.40	C
Stream C-B		0.1	6.64	0.10	A		0.1	6.73	0.09	A
	2029 - Future Year Base + Comm									
Stream B-C	D3	4.9	234.05	1.03	F	D4	0.3	12.30	0.22	B
Stream B-AD		14.4	143.63	1.01	F		5.1	62.62	0.86	F
Stream A-D		0.3	9.15	0.24	A		0.4	8.84	0.29	A
Stream D-A		0.4	11.04	0.30	B		0.3	9.33	0.26	A
Stream D-BC		1.9	33.89	0.66	D		1.2	23.53	0.55	C
Stream C-B		0.1	7.10	0.13	A		0.1	7.01	0.10	A
	2029 - Future Year Base + Comm + Dev									
Stream B-C	D5	5.9	287.35	1.09	F	D6	0.4	18.17	0.30	C
Stream B-AD		20.5	188.59	1.06	F		6.5	76.62	0.90	F
Stream A-D		0.3	9.28	0.24	A		0.4	8.90	0.29	A
Stream D-A		0.4	11.25	0.30	B		0.4	9.47	0.26	A
Stream D-BC		2.1	36.72	0.69	E		1.3	25.18	0.58	D
Stream C-B		0.1	7.12	0.13	A		0.1	7.21	0.12	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.

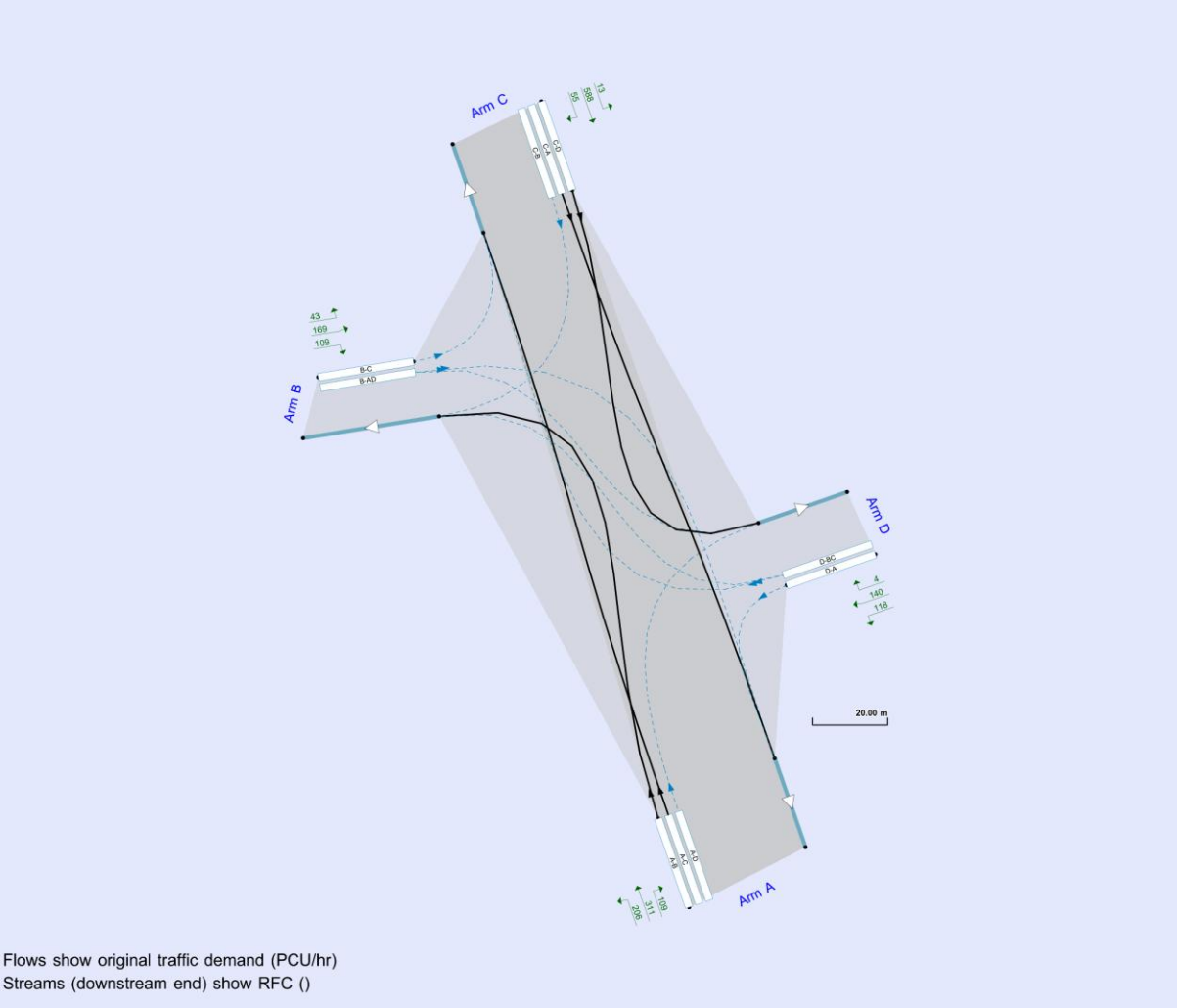
File summary

File Description

Title	Market Bosworth
Location	Bosworth Rd, A447, B585 Bosworth Ln
Site number	
Date	12/02/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24554
Enumerator	AzureAD\JasminRema
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	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	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D4	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D5	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2029	Future Year Base + Comm + Dev	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	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		9.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.84	A

Arms

Arms

Arm	Name	Description	Arm type
A	A447 Ashby Rd (S)		Major
B	Bosworth Rd		Minor
C	A447 (N)		Major
D	B585 Bosworth Ln		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	13.50		✓	3.20	145.0		-

C	13.00		✓	3.10	190.0		-
---	-------	--	---	------	-------	--	---

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 (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare			10.00	6.40	4.00	3.50	2.70		20.00	25	48
D	Two lanes	3.53	3.28								86	125

Minor Arm Geometry Notes

Arm	Notes
B	actual flare is approximately 120m in width, with hatchings acting as a slip northbound
D	actual flare is approximately 125m in width, acting as a slip southbound - as this adds lane capacity we have modelled as 2 lanes

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	730	-	-	-	0.190	0.190	0.190	-	0.190	-	-
B-AD	562	0.071	0.180	-	-	-	0.113	0.257	0.113	0.071	0.180
B-C	667	0.071	0.180	-	-	-	-	-	-	0.071	0.180
C-B	751	0.202	0.202	-	-	-	-	-	-	0.202	0.202
D-A	740	-	-	-	0.193	0.076	0.193	-	0.076	-	-
D-BC	585	0.114	0.114	0.259	0.181	0.072	0.181	-	0.072	-	-

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	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	626	100.000
B		✓	321	100.000
C		✓	656	100.000
D		✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	D

	A	0	206	311	109
	B	109	0	43	169
	C	588	55	0	13
	D	118	140	4	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	8.96	0.1	A
B-AD	0.80	45.26	3.6	E
A-B				
A-C				
A-D	0.22	8.52	0.3	A
D-A	0.26	9.60	0.3	A
D-BC	0.48	20.57	0.9	C
C-D				
C-A				
C-B	0.10	6.64	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	0.00	534	0.061	32	0.1	7.171	A
B-AD	209	0.00	439	0.477	206	0.9	15.204	C
A-B	155	0.00			155			
A-C	234	0.00			234			
A-D	82	0.00	604	0.136	81	0.2	6.886	A
D-A	89	0.00	587	0.151	88	0.2	7.206	A
D-BC	108	0.00	414	0.262	107	0.3	11.678	B
C-D	10	0.00			10			

C-A	443	0.00			443			
C-B	41	0.00	650	0.064	41	0.1	5.907	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	0.00	503	0.077	39	0.1	7.744	A
B-AD	250	0.00	415	0.602	248	1.4	21.218	C
A-B	185	0.00			185			
A-C	280	0.00			280			
A-D	98	0.00	578	0.169	98	0.2	7.485	A
D-A	106	0.00	554	0.192	106	0.2	8.031	A
D-BC	129	0.00	380	0.340	129	0.5	14.283	B
C-D	12	0.00			12			
C-A	529	0.00			529			
C-B	49	0.00	630	0.078	49	0.1	6.195	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	0.00	455	0.104	47	0.1	8.822	A
B-AD	306	0.00	382	0.801	299	3.3	39.960	E
A-B	227	0.00			227			
A-C	342	0.00			342			
A-D	120	0.00	544	0.221	120	0.3	8.475	A
D-A	130	0.00	507	0.256	129	0.3	9.537	A
D-BC	159	0.00	334	0.474	157	0.9	20.160	C
C-D	14	0.00			14			
C-A	647	0.00			647			
C-B	61	0.00	603	0.100	60	0.1	6.629	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	0.00	449	0.105	47	0.1	8.964	A
B-AD	306	0.00	382	0.802	305	3.6	45.260	E
A-B	227	0.00			227			
A-C	342	0.00			342			
A-D	120	0.00	543	0.221	120	0.3	8.516	A
D-A	130	0.00	505	0.257	130	0.3	9.600	A
D-BC	159	0.00	333	0.476	158	0.9	20.573	C
C-D	14	0.00			14			
C-A	647	0.00			647			
C-B	61	0.00	603	0.100	61	0.1	6.635	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	0.00	499	0.077	39	0.1	7.820	A
B-AD	250	0.00	415	0.602	258	1.6	23.979	C
A-B	185	0.00			185			
A-C	280	0.00			280			

A-D	98	0.00	576	0.170	98	0.2	7.537	A
D-A	106	0.00	552	0.192	106	0.2	8.097	A
D-BC	129	0.00	379	0.342	131	0.5	14.599	B
C-D	12	0.00			12			
C-A	529	0.00			529			
C-B	49	0.00	630	0.078	50	0.1	6.202	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	0.00	531	0.061	32	0.1	7.214	A
B-AD	209	0.00	439	0.477	212	0.9	16.041	C
A-B	155	0.00			155			
A-C	234	0.00			234			
A-D	82	0.00	602	0.136	82	0.2	6.924	A
D-A	89	0.00	585	0.152	89	0.2	7.259	A
D-BC	108	0.00	413	0.262	109	0.4	11.873	B
C-D	10	0.00			10			
C-A	443	0.00			443			
C-B	41	0.00	650	0.064	41	0.1	5.919	A

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		7.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	729	100.000
B		✓	318	100.000
C		✓	473	100.000
D		✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	112	474	143
	B	95	0	67	156
	C	415	51	0	7
	D	117	125	4	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	9.58	0.2	A
B-AD	0.72	33.64	2.5	D
A-B				
A-C				
A-D	0.27	8.39	0.4	A
D-A	0.23	8.47	0.3	A
D-BC	0.40	16.96	0.7	C
C-D				
C-A				
C-B	0.09	6.73	0.1	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	0.00	526	0.096	50	0.1	7.551	A
B-AD	189	0.00	439	0.431	186	0.7	14.080	B
A-B	84	0.00			84			
A-C	357	0.00			357			
A-D	108	0.00	633	0.170	107	0.2	6.832	A
D-A	88	0.00	619	0.142	87	0.2	6.762	A
D-BC	97	0.00	428	0.227	96	0.3	10.806	B
C-D	5	0.00			5			
C-A	312	0.00			312			
C-B	38	0.00	642	0.060	38	0.1	5.958	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	0.00	496	0.122	60	0.1	8.264	A
B-AD	226	0.00	415	0.544	224	1.1	18.697	C
A-B	101	0.00			101			
A-C	426	0.00			426			
A-D	129	0.00	614	0.209	128	0.3	7.412	A
D-A	105	0.00	593	0.177	105	0.2	7.378	A
D-BC	116	0.00	397	0.292	116	0.4	12.766	B
C-D	6	0.00			6			
C-A	373	0.00			373			
C-B	46	0.00	621	0.074	46	0.1	6.261	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	0.00	452	0.163	74	0.2	9.516	A
B-AD	276	0.00	382	0.724	272	2.3	31.365	D
A-B	123	0.00			123			
A-C	522	0.00			522			
A-D	157	0.00	588	0.268	157	0.4	8.354	A
D-A	129	0.00	555	0.232	128	0.3	8.439	A
D-BC	142	0.00	355	0.400	141	0.6	16.769	C
C-D	8	0.00			8			
C-A	457	0.00			457			
C-B	56	0.00	591	0.095	56	0.1	6.725	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	0.00	450	0.164	74	0.2	9.578	A
B-AD	276	0.00	382	0.724	276	2.5	33.642	D
A-B	123	0.00			123			
A-C	522	0.00			522			
A-D	157	0.00	587	0.268	157	0.4	8.387	A

D-A	129	0.00	554	0.233	129	0.3	8.473	A
D-BC	142	0.00	354	0.401	142	0.7	16.965	C
C-D	8	0.00			8			
C-A	457	0.00			457			
C-B	56	0.00	591	0.095	56	0.1	6.728	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	0.00	493	0.122	60	0.1	8.325	A
B-AD	226	0.00	415	0.544	231	1.2	20.029	C
A-B	101	0.00			101			
A-C	426	0.00			426			
A-D	129	0.00	612	0.210	129	0.3	7.450	A
D-A	105	0.00	591	0.178	106	0.2	7.417	A
D-BC	116	0.00	396	0.293	117	0.4	12.939	B
C-D	6	0.00			6			
C-A	373	0.00			373			
C-B	46	0.00	620	0.074	46	0.1	6.267	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	0.00	525	0.096	51	0.1	7.599	A
B-AD	189	0.00	439	0.431	191	0.8	14.632	B
A-B	84	0.00			84			
A-C	357	0.00			357			
A-D	108	0.00	632	0.170	108	0.2	6.870	A
D-A	88	0.00	618	0.143	88	0.2	6.802	A
D-BC	97	0.00	427	0.227	98	0.3	10.943	B
C-D	5	0.00			5			
C-A	312	0.00			312			
C-B	38	0.00	642	0.060	38	0.1	5.967	A

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
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1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		34.95	D
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Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.95	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	676	100.000
B		✓	402	100.000
C		✓	701	100.000
D		✓	311	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	235	327	114
	B	125	0	67	210
	C	618	69	0	14
	D	124	183	4	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.03	234.05	4.9	F

B-AD	1.01	143.63	14.4	F
A-B				
A-C				
A-D	0.24	9.15	0.3	A
D-A	0.30	11.04	0.4	B
D-BC	0.66	33.89	1.9	D
C-D				
C-A				
C-B	0.13	7.10	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	0.00	512	0.099	50	0.1	7.792	A
B-AD	252	0.00	428	0.590	247	1.4	19.360	C
A-B	177	0.00			177			
A-C	246	0.00			246			
A-D	86	0.00	591	0.145	85	0.2	7.110	A
D-A	93	0.00	565	0.165	93	0.2	7.614	A
D-BC	141	0.00	401	0.351	139	0.5	13.640	B
C-D	11	0.00			11			
C-A	465	0.00			465			
C-B	52	0.00	637	0.082	52	0.1	6.146	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	0.00	474	0.127	60	0.1	8.700	A
B-AD	301	0.00	401	0.750	296	2.6	32.603	D
A-B	211	0.00			211			
A-C	294	0.00			294			
A-D	102	0.00	563	0.182	102	0.2	7.811	A
D-A	111	0.00	525	0.212	111	0.3	8.686	A
D-BC	168	0.00	364	0.462	167	0.8	18.145	C
C-D	13	0.00			13			
C-A	556	0.00			556			
C-B	62	0.00	614	0.101	62	0.1	6.517	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	0.00	72	1.031	58	4.1	187.317	F
B-AD	369	0.00	365	1.010	339	10.1	89.841	F
A-B	259	0.00			259			
A-C	360	0.00			360			

A-D	126	0.00	525	0.239	125	0.3	9.000	A
D-A	137	0.00	468	0.292	136	0.4	10.816	B
D-BC	206	0.00	314	0.656	202	1.7	31.217	D
C-D	15	0.00			15			
C-A	680	0.00			680			
C-B	76	0.00	583	0.130	76	0.1	7.090	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	0.00	80	0.918	71	4.9	234.054	F
B-AD	369	0.00	365	1.011	351	14.4	143.634	F
A-B	259	0.00			259			
A-C	360	0.00			360			
A-D	126	0.00	519	0.242	125	0.3	9.146	A
D-A	137	0.00	463	0.295	136	0.4	11.037	B
D-BC	206	0.00	311	0.663	205	1.9	33.892	D
C-D	15	0.00			15			
C-A	680	0.00			680			
C-B	76	0.00	583	0.130	76	0.1	7.103	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	0.00	423	0.142	79	0.2	11.038	B
B-AD	301	0.00	401	0.751	344	3.6	78.267	F
A-B	211	0.00			211			
A-C	294	0.00			294			
A-D	102	0.00	553	0.185	103	0.2	8.002	A
D-A	111	0.00	516	0.216	112	0.3	8.912	A
D-BC	168	0.00	358	0.470	172	0.9	19.697	C
C-D	13	0.00			13			
C-A	556	0.00			556			
C-B	62	0.00	613	0.101	62	0.1	6.536	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	0.00	506	0.100	51	0.1	7.906	A
B-AD	252	0.00	427	0.590	261	1.5	22.556	C
A-B	177	0.00			177			
A-C	246	0.00			246			
A-D	86	0.00	588	0.146	86	0.2	7.175	A
D-A	93	0.00	561	0.166	94	0.2	7.702	A
D-BC	141	0.00	399	0.353	142	0.6	14.112	B
C-D	11	0.00			11			
C-A	465	0.00			465			
C-B	52	0.00	636	0.082	52	0.1	6.163	A

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		13.33	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.33	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	784	100.000
B		✓	365	100.000
C		✓	497	100.000
D		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	135	499	150
	B	106	0	76	183
	C	437	53	0	7
	D	123	163	4	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	12.30	0.3	B
B-AD	0.86	62.62	5.1	F
A-B				
A-C				
A-D	0.29	8.84	0.4	A
D-A	0.26	9.33	0.3	A
D-BC	0.55	23.53	1.2	C
C-D				
C-A				
C-B	0.10	7.01	0.1	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	0.00	509	0.112	57	0.1	7.943	A
B-AD	218	0.00	430	0.506	214	1.0	16.358	C
A-B	102	0.00			102			
A-C	376	0.00			376			
A-D	113	0.00	624	0.181	112	0.2	7.014	A
D-A	93	0.00	601	0.154	92	0.2	7.061	A
D-BC	126	0.00	417	0.302	124	0.4	12.243	B
C-D	5	0.00			5			
C-A	329	0.00			329			
C-B	40	0.00	629	0.063	40	0.1	6.105	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	0.00	474	0.144	68	0.2	8.860	A
B-AD	260	0.00	404	0.643	257	1.7	24.001	C
A-B	121	0.00			121			
A-C	449	0.00			449			

A-D	135	0.00	603	0.224	135	0.3	7.677	A
D-A	111	0.00	569	0.194	110	0.2	7.836	A
D-BC	150	0.00	383	0.392	149	0.6	15.336	C
C-D	6	0.00			6			
C-A	393	0.00			393			
C-B	48	0.00	605	0.079	48	0.1	6.459	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	0.00	404	0.207	83	0.3	11.224	B
B-AD	318	0.00	369	0.863	307	4.5	50.959	F
A-B	149	0.00			149			
A-C	549	0.00			549			
A-D	165	0.00	575	0.287	165	0.4	8.773	A
D-A	135	0.00	524	0.259	135	0.3	9.248	A
D-BC	184	0.00	338	0.544	182	1.1	22.794	C
C-D	8	0.00			8			
C-A	481	0.00			481			
C-B	58	0.00	572	0.102	58	0.1	7.004	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	0.00	376	0.222	84	0.3	12.299	B
B-AD	318	0.00	368	0.864	316	5.1	62.621	F
A-B	149	0.00			149			
A-C	549	0.00			549			
A-D	165	0.00	572	0.289	165	0.4	8.838	A
D-A	135	0.00	521	0.260	135	0.3	9.326	A
D-BC	184	0.00	336	0.547	184	1.2	23.529	C
C-D	8	0.00			8			
C-A	481	0.00			481			
C-B	58	0.00	572	0.102	58	0.1	7.013	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	0.00	468	0.146	69	0.2	9.023	A
B-AD	260	0.00	404	0.643	273	1.9	29.602	D
A-B	121	0.00			121			
A-C	449	0.00			449			
A-D	135	0.00	600	0.225	135	0.3	7.752	A
D-A	111	0.00	566	0.195	111	0.2	7.917	A
D-BC	150	0.00	381	0.394	152	0.7	15.853	C
C-D	6	0.00			6			
C-A	393	0.00			393			
C-B	48	0.00	604	0.079	48	0.1	6.468	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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B-C	57	0.00	507	0.113	57	0.1	8.018	A
B-AD	218	0.00	430	0.506	221	1.1	17.529	C
A-B	102	0.00			102			
A-C	376	0.00			376			
A-D	113	0.00	623	0.181	113	0.2	7.065	A
D-A	93	0.00	599	0.155	93	0.2	7.118	A
D-BC	126	0.00	415	0.303	127	0.4	12.507	B
C-D	5	0.00			5			
C-A	329	0.00			329			
C-B	40	0.00	628	0.063	40	0.1	6.117	A

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		45.42	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	45.42	E

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	677	100.000
B		✓	420	100.000
C		✓	701	100.000
D		✓	316	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	236	327	114
	B	128	0	69	223
	C	618	69	0	14
	D	124	188	4	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.09	287.35	5.9	F
B-AD	1.06	188.59	20.5	F
A-B				
A-C				
A-D	0.24	9.28	0.3	A
D-A	0.30	11.25	0.4	B
D-BC	0.69	36.72	2.1	E
C-D				
C-A				
C-B	0.13	7.12	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	0.00	507	0.102	51	0.1	7.894	A
B-AD	264	0.00	427	0.618	258	1.5	20.601	C
A-B	178	0.00			178			

A-C	246	0.00			246			
A-D	86	0.00	589	0.146	85	0.2	7.142	A
D-A	93	0.00	562	0.166	93	0.2	7.657	A
D-BC	145	0.00	399	0.362	142	0.6	13.892	B
C-D	11	0.00			11			
C-A	465	0.00			465			
C-B	52	0.00	636	0.082	52	0.1	6.156	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	0.00	466	0.133	62	0.2	8.905	A
B-AD	316	0.00	401	0.787	309	3.1	36.734	E
A-B	212	0.00			212			
A-C	294	0.00			294			
A-D	102	0.00	560	0.183	102	0.2	7.860	A
D-A	111	0.00	522	0.214	111	0.3	8.760	A
D-BC	173	0.00	363	0.476	171	0.9	18.693	C
C-D	13	0.00			13			
C-A	556	0.00			556			
C-B	62	0.00	613	0.101	62	0.1	6.530	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	0.00	70	1.085	58	4.6	204.783	F
B-AD	386	0.00	365	1.060	346	13.2	108.564	F
A-B	260	0.00			260			
A-C	360	0.00			360			
A-D	126	0.00	521	0.241	125	0.3	9.085	A
D-A	137	0.00	463	0.295	136	0.4	10.974	B
D-BC	211	0.00	312	0.677	207	1.9	33.128	D
C-D	15	0.00			15			
C-A	680	0.00			680			
C-B	76	0.00	582	0.131	76	0.1	7.109	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	0.00	78	0.969	71	5.9	287.352	F
B-AD	386	0.00	364	1.061	357	20.5	188.586	F
A-B	260	0.00			260			
A-C	360	0.00			360			
A-D	126	0.00	513	0.244	125	0.3	9.279	A
D-A	137	0.00	456	0.299	136	0.4	11.254	B
D-BC	211	0.00	307	0.687	211	2.1	36.717	E
C-D	15	0.00			15			
C-A	680	0.00			680			
C-B	76	0.00	581	0.131	76	0.1	7.123	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	0.00	137	0.454	82	0.9	81.148	F
B-AD	316	0.00	401	0.788	377	5.3	129.288	F
A-B	212	0.00			212			
A-C	294	0.00			294			
A-D	102	0.00	546	0.188	103	0.2	8.136	A
D-A	111	0.00	510	0.219	112	0.3	9.066	A
D-BC	173	0.00	354	0.488	177	1.0	20.778	C
C-D	13	0.00			13			
C-A	556	0.00			556			
C-B	62	0.00	612	0.101	62	0.1	6.551	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52	0.00	499	0.104	55	0.1	8.163	A
B-AD	264	0.00	427	0.619	278	1.7	26.172	D
A-B	178	0.00			178			
A-C	246	0.00			246			
A-D	86	0.00	585	0.147	86	0.2	7.226	A
D-A	93	0.00	558	0.167	94	0.2	7.764	A
D-BC	145	0.00	397	0.364	146	0.6	14.456	B
C-D	11	0.00			11			
C-A	465	0.00			465			
C-B	52	0.00	635	0.082	52	0.1	6.176	A

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Arm D - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		16.07	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
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Left	Normal/unknown	16.07	C
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Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	785	100.000
B		✓	375	100.000
C		✓	508	100.000
D		✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	136	499	150
	B	107	0	77	191
	C	437	64	0	7
	D	123	171	4	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	18.17	0.4	C
B-AD	0.90	76.62	6.5	F
A-B				
A-C				
A-D	0.29	8.90	0.4	A
D-A	0.26	9.47	0.4	A

D-BC	0.58	25.18	1.3	D
C-D				
C-A				
C-B	0.12	7.21	0.1	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	0.00	506	0.115	57	0.1	8.013	A
B-AD	224	0.00	427	0.525	220	1.1	17.044	C
A-B	102	0.00			102			
A-C	376	0.00			376			
A-D	113	0.00	623	0.181	112	0.2	7.032	A
D-A	93	0.00	598	0.155	92	0.2	7.102	A
D-BC	132	0.00	416	0.317	130	0.5	12.515	B
C-D	5	0.00			5			
C-A	329	0.00			329			
C-B	48	0.00	628	0.077	48	0.1	6.207	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	0.00	470	0.147	69	0.2	8.973	A
B-AD	268	0.00	401	0.668	265	1.9	25.791	D
A-B	122	0.00			122			
A-C	449	0.00			449			
A-D	135	0.00	602	0.224	135	0.3	7.704	A
D-A	111	0.00	566	0.195	110	0.2	7.902	A
D-BC	157	0.00	382	0.411	156	0.7	15.864	C
C-D	6	0.00			6			
C-A	393	0.00			393			
C-B	58	0.00	603	0.095	57	0.1	6.595	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	0.00	366	0.231	84	0.3	12.739	B
B-AD	328	0.00	365	0.900	314	5.4	58.729	F
A-B	150	0.00			150			
A-C	549	0.00			549			
A-D	165	0.00	573	0.288	165	0.4	8.817	A
D-A	135	0.00	519	0.261	135	0.3	9.372	A
D-BC	193	0.00	337	0.572	190	1.3	24.210	C
C-D	8	0.00			8			
C-A	481	0.00			481			

C-B	70	0.00	570	0.124	70	0.1	7.203	A
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17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	0.00	282	0.301	84	0.4	18.171	C
B-AD	328	0.00	365	0.900	324	6.5	76.615	F
A-B	150	0.00			150			
A-C	549	0.00			549			
A-D	165	0.00	570	0.290	165	0.4	8.895	A
D-A	135	0.00	516	0.263	135	0.4	9.465	A
D-BC	193	0.00	335	0.575	192	1.3	25.182	D
C-D	8	0.00			8			
C-A	481	0.00			481			
C-B	70	0.00	569	0.124	70	0.1	7.213	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	0.00	462	0.150	70	0.2	9.213	A
B-AD	268	0.00	401	0.669	285	2.2	34.633	D
A-B	122	0.00			122			
A-C	449	0.00			449			
A-D	135	0.00	598	0.226	135	0.3	7.794	A
D-A	111	0.00	562	0.197	111	0.2	7.999	A
D-BC	157	0.00	380	0.414	160	0.7	16.516	C
C-D	6	0.00			6			
C-A	393	0.00			393			
C-B	58	0.00	603	0.095	58	0.1	6.610	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	0.00	503	0.115	58	0.1	8.095	A
B-AD	224	0.00	427	0.525	229	1.1	18.489	C
A-B	102	0.00			102			
A-C	376	0.00			376			
A-D	113	0.00	621	0.182	113	0.2	7.085	A
D-A	93	0.00	596	0.155	93	0.2	7.161	A
D-BC	132	0.00	415	0.318	133	0.5	12.822	B
C-D	5	0.00			5			
C-A	329	0.00			329			
C-B	48	0.00	627	0.077	48	0.1	6.223	A

T24554

Land North of Station Road, Market Bosworth

Appendix J

Junctions 11 ARCADY Output – Station Road/ Sedgemere Road/ Wellsborough Road/ Pipistrelle Drive Roundabout

Junctions 11										
ARCADY 11 - Roundabout Module										
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024										
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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: T24664 - Station Road Roundabout.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Arcady
Report generation date: 26/02/2025 09:41:51

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Arm A	D1	0.5	5.20	0.33	A	D2	0.5	4.86	0.31	A
Arm B		0.1	6.53	0.06	A		0.0	6.08	0.03	A
Arm C		0.5	5.25	0.32	A		0.4	4.64	0.26	A
Arm D		0.0	3.94	0.05	A		0.0	3.70	0.03	A
	2029 - Future Year Base									
Arm A	D3	0.6	5.40	0.36	A	D4	0.5	5.04	0.34	A
Arm B		0.1	6.64	0.06	A		0.0	6.21	0.03	A
Arm C		0.5	5.33	0.33	A		0.4	4.71	0.27	A
Arm D		0.0	3.97	0.05	A		0.0	3.72	0.03	A
	2029 - Future Year Base + Comm									
Arm A	D5	0.6	5.18	0.36	A	D6	0.5	5.06	0.34	A
Arm B		0.1	6.70	0.06	A		0.0	6.22	0.03	A
Arm C		0.6	5.49	0.35	A		0.4	4.78	0.28	A
Arm D		0.1	4.02	0.05	A		0.0	3.75	0.03	A
	2029 - Future Year Base + Comm + Dev									
Arm A	D7	0.7	5.72	0.39	A	D8	0.6	5.26	0.36	A
Arm B		0.1	6.85	0.07	A		0.0	6.35	0.03	A
Arm C		0.6	5.62	0.36	A		0.4	4.85	0.29	A
Arm D		0.1	4.05	0.05	A		0.0	3.77	0.03	A

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

File summary

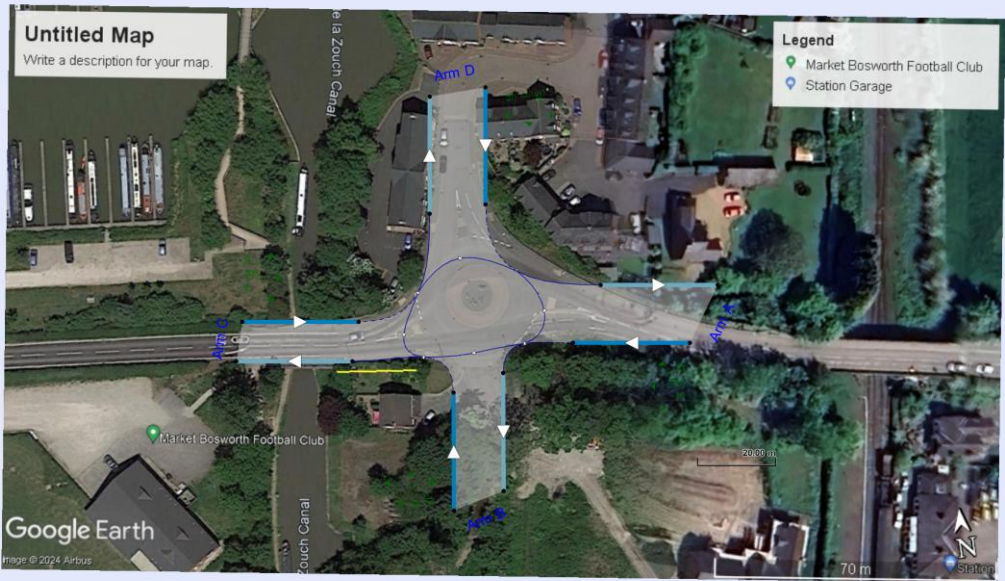
File Description

Title	Wellsborough Road, Station Road, Sedgemere Road, Pippistrelle Drive
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Location	Market Bosworth
Site number	
Date	02/08/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24554
Enumerator	AzureAD\JasminRema
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



Flows show original traffic demand (PCU/hr)
The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	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	16:15	17:45	15
D3	2029	Future Year Base	AM	ONE HOUR	07:45	09:15	15
D4	2029	Future Year Base	PM	ONE HOUR	16:15	17:45	15
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.22	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Station Road		
B	Sedgemere Road		
C	Wellsborough Road		
D	Pippistrelle Drive		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	3.08	5.49	4.3	12.0	30.0	34.4		
B	3.00	3.00	0.0	3.0	13.0	0.0		
C	3.03	5.20	4.1	11.0	30.0	30.0		
D	2.89	6.15	4.5	15.0	13.0	29.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.528	1137
B	0.416	752
C	0.526	1116
D	0.550	1159

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	338	100.000
B		✓	34	100.000
C		✓	321	100.000
D		✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	2	10	313	13
	B	17	2	15	0
	C	303	8	1	9
	D	25	0	15	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	9	0
	B	1	1	1	0
	C	9	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.33	5.20	0.5	A
B	0.06	6.53	0.1	A

C	0.32	5.25	0.5	A
D	0.05	3.94	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	254	19	1126	0.226	253	0.3	4.457	A
B	26	258	645	0.040	25	0.0	5.870	A
C	242	25	1103	0.219	240	0.3	4.522	A
D	30	249	1022	0.029	30	0.0	3.628	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	304	23	1124	0.270	304	0.4	4.746	A
B	31	309	623	0.049	31	0.1	6.132	A
C	289	31	1100	0.262	288	0.4	4.807	A
D	36	299	995	0.036	36	0.0	3.754	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	372	29	1122	0.332	372	0.5	5.194	A
B	37	378	595	0.063	37	0.1	6.525	A
C	353	37	1097	0.322	353	0.5	5.248	A
D	44	366	958	0.046	44	0.0	3.939	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	372	29	1122	0.332	372	0.5	5.200	A
B	37	379	594	0.063	37	0.1	6.528	A
C	353	37	1097	0.322	353	0.5	5.254	A
D	44	367	957	0.046	44	0.0	3.941	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	304	23	1124	0.270	304	0.4	4.758	A
B	31	310	623	0.049	31	0.1	6.140	A
C	289	31	1100	0.262	289	0.4	4.817	A
D	36	300	994	0.036	36	0.0	3.759	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	254	20	1126	0.226	255	0.3	4.475	A
B	26	259	644	0.040	26	0.0	5.882	A
C	242	26	1103	0.219	242	0.3	4.538	A

D	30	251	1021	0.029	30	0.0	3.632	A
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2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	318	100.000
B		✓	14	100.000
C		✓	262	100.000
D		✓	25	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	11	294	13
	B	6	0	8	0
	C	234	10	1	17
	D	17	0	8	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.31	4.86	0.5	A
B	0.03	6.08	0.0	A
C	0.26	4.64	0.4	A
D	0.03	3.70	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	239	14	1129	0.212	238	0.3	4.223	A
B	11	237	653	0.016	10	0.0	5.599	A
C	197	14	1109	0.178	196	0.2	4.154	A
D	19	188	1056	0.018	19	0.0	3.494	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	286	17	1128	0.254	286	0.4	4.473	A
B	13	284	634	0.020	13	0.0	5.794	A
C	236	17	1107	0.213	235	0.3	4.350	A
D	22	225	1035	0.022	22	0.0	3.578	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	350	21	1126	0.311	350	0.5	4.851	A
B	15	347	607	0.025	15	0.0	6.081	A
C	288	21	1105	0.261	288	0.4	4.641	A
D	28	276	1007	0.027	28	0.0	3.698	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	350	21	1126	0.311	350	0.5	4.857	A
B	15	348	607	0.025	15	0.0	6.082	A
C	288	21	1105	0.261	288	0.4	4.645	A
D	28	276	1007	0.027	28	0.0	3.698	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	286	17	1128	0.254	286	0.4	4.479	A
B	13	285	634	0.020	13	0.0	5.799	A
C	236	17	1107	0.213	236	0.3	4.355	A
D	22	226	1035	0.022	22	0.0	3.579	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	239	14	1129	0.212	240	0.3	4.236	A
B	11	238	653	0.016	11	0.0	5.605	A
C	197	14	1109	0.178	197	0.2	4.164	A
D	19	189	1055	0.018	19	0.0	3.496	A

2029 | Future Year Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Future Year Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	363	100.000
B		✓	34	100.000
C		✓	331	100.000
D		✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	D

	A	2	10	338	13
	B	17	2	15	0
	C	313	8	1	9
	D	25	0	15	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	9	0
	B	1	1	0	0
	C	9	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.36	5.40	0.6	A
B	0.06	6.64	0.1	A
C	0.33	5.33	0.5	A
D	0.05	3.97	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	273	19	1126	0.243	272	0.3	4.556	A
B	26	276	637	0.040	25	0.0	5.919	A
C	249	25	1103	0.226	248	0.3	4.562	A
D	30	257	1018	0.030	30	0.0	3.643	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	326	23	1124	0.290	326	0.4	4.882	A
B	31	331	614	0.050	31	0.1	6.203	A
C	298	31	1100	0.270	297	0.4	4.862	A
D	36	308	990	0.036	36	0.0	3.773	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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A	400	29	1122	0.356	399	0.6	5.392	A
B	37	406	583	0.064	37	0.1	6.632	A
C	364	37	1097	0.332	364	0.5	5.328	A
D	44	377	952	0.046	44	0.0	3.965	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	400	29	1122	0.356	400	0.6	5.401	A
B	37	406	583	0.064	37	0.1	6.635	A
C	364	37	1097	0.332	364	0.5	5.334	A
D	44	378	951	0.046	44	0.0	3.967	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	326	23	1124	0.290	327	0.4	4.895	A
B	31	332	614	0.050	31	0.1	6.209	A
C	298	31	1100	0.270	298	0.4	4.874	A
D	36	309	989	0.036	36	0.0	3.778	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	273	20	1126	0.243	274	0.3	4.575	A
B	26	278	636	0.040	26	0.0	5.931	A
C	249	26	1103	0.226	250	0.3	4.579	A
D	30	259	1017	0.030	30	0.0	3.650	A

2029 | Future Year Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Future Year Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	344	100.000
B		✓	14	100.000
C		✓	272	100.000
D		✓	25	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	11	320	13
	B	6	0	8	0
	C	244	10	1	17
	D	17	0	8	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	5	1
	B	0	0	0	0
	C	6	0	0	1
	D	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.34	5.04	0.5	A
B	0.03	6.21	0.0	A
C	0.27	4.71	0.4	A
D	0.03	3.72	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	259	14	1129	0.229	258	0.3	4.318	A
B	11	256	645	0.016	10	0.0	5.671	A
C	205	14	1109	0.185	204	0.2	4.189	A

D	19	196	1052	0.018	19	0.0	3.508	A
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16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	309	17	1128	0.274	309	0.4	4.600	A
B	13	307	624	0.020	13	0.0	5.886	A
C	245	17	1107	0.221	244	0.3	4.396	A
D	22	234	1030	0.022	22	0.0	3.595	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	379	21	1126	0.336	378	0.5	5.038	A
B	15	376	595	0.026	15	0.0	6.205	A
C	299	21	1105	0.271	299	0.4	4.705	A
D	28	287	1001	0.027	28	0.0	3.721	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	379	21	1126	0.336	379	0.5	5.044	A
B	15	377	595	0.026	15	0.0	6.207	A
C	299	21	1105	0.271	299	0.4	4.709	A
D	28	287	1001	0.028	28	0.0	3.721	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	309	17	1128	0.274	310	0.4	4.611	A
B	13	308	624	0.020	13	0.0	5.890	A
C	245	17	1107	0.221	245	0.3	4.404	A
D	22	235	1030	0.022	22	0.0	3.599	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	259	14	1129	0.229	259	0.3	4.335	A
B	11	258	645	0.016	11	0.0	5.677	A
C	205	14	1109	0.185	205	0.2	4.200	A
D	19	197	1051	0.018	19	0.0	3.510	A

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	369	100.000
B		✓	34	100.000
C		✓	349	100.000
D		✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	2	10	343	14
	B	17	2	15	0
	C	331	8	1	9
	D	26	0	16	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	0	3	0
	B	1	1	1	0
	C	9	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.36	5.18	0.6	A
B	0.06	6.70	0.1	A
C	0.35	5.49	0.6	A
D	0.05	4.02	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	278	20	1126	0.247	276	0.3	4.355	A
B	26	282	635	0.040	25	0.0	5.966	A
C	263	26	1102	0.238	261	0.3	4.637	A
D	32	270	1010	0.031	31	0.0	3.677	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	332	24	1124	0.295	331	0.4	4.666	A
B	31	338	611	0.050	31	0.1	6.258	A
C	314	31	1100	0.285	313	0.4	4.966	A
D	38	324	981	0.039	38	0.0	3.816	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	406	30	1121	0.362	406	0.6	5.168	A
B	37	413	580	0.065	37	0.1	6.701	A
C	384	38	1096	0.351	384	0.6	5.480	A
D	46	397	941	0.049	46	0.1	4.023	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	406	30	1121	0.362	406	0.6	5.176	A
B	37	414	580	0.065	37	0.1	6.704	A
C	384	39	1096	0.351	384	0.6	5.488	A
D	46	397	940	0.049	46	0.1	4.025	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	332	24	1124	0.295	332	0.4	4.679	A
B	31	339	611	0.050	31	0.1	6.264	A
C	314	32	1100	0.285	314	0.4	4.980	A
D	38	325	980	0.039	38	0.0	3.821	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	278	20	1126	0.247	278	0.3	4.366	A
B	26	283	634	0.040	26	0.0	5.976	A
C	263	26	1102	0.238	263	0.3	4.657	A
D	32	272	1009	0.031	32	0.0	3.681	A

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	346	100.000
B		✓	14	100.000
C		✓	282	100.000
D		✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	11	321	14
	B	6	0	8	0
	C	253	10	1	18
	D	18	0	8	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	0	5	1
	B	0	0	0	0

	C	6	0	0	1
	D	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.34	5.06	0.5	A
B	0.03	6.22	0.0	A
C	0.28	4.78	0.4	A
D	0.03	3.75	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	260	14	1129	0.231	259	0.3	4.325	A
B	11	258	645	0.016	10	0.0	5.676	A
C	212	15	1108	0.192	211	0.2	4.226	A
D	20	202	1048	0.019	19	0.0	3.524	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	311	17	1128	0.276	311	0.4	4.609	A
B	13	309	623	0.020	13	0.0	5.893	A
C	254	18	1107	0.229	253	0.3	4.445	A
D	23	242	1026	0.023	23	0.0	3.615	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	381	21	1126	0.338	380	0.5	5.053	A
B	15	378	595	0.026	15	0.0	6.215	A
C	310	22	1105	0.281	310	0.4	4.774	A
D	29	297	996	0.029	29	0.0	3.746	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	381	21	1126	0.338	381	0.5	5.059	A
B	15	379	594	0.026	15	0.0	6.217	A
C	310	22	1105	0.281	310	0.4	4.778	A
D	29	297	996	0.029	29	0.0	3.747	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	311	17	1128	0.276	312	0.4	4.619	A
B	13	310	623	0.020	13	0.0	5.899	A
C	254	18	1107	0.229	254	0.3	4.451	A
D	23	243	1025	0.023	23	0.0	3.616	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	260	14	1129	0.231	261	0.3	4.342	A
B	11	259	644	0.016	11	0.0	5.685	A
C	212	15	1108	0.192	213	0.3	4.237	A
D	20	204	1047	0.019	20	0.0	3.529	A

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	394	100.000
B		✓	34	100.000
C		✓	359	100.000
D		✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	2	10	368	14
	B	17	2	15	0
	C	341	8	1	9
	D	26	0	16	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	10	0
	B	1	1	1	0
	C	10	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.39	5.72	0.7	A
B	0.07	6.85	0.1	A
C	0.36	5.62	0.6	A
D	0.05	4.05	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	297	20	1126	0.263	295	0.4	4.726	A
B	26	300	627	0.041	25	0.0	6.043	A
C	270	26	1102	0.245	269	0.4	4.720	A
D	32	278	1006	0.031	31	0.0	3.692	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	354	24	1124	0.315	354	0.5	5.104	A
B	31	360	602	0.051	31	0.1	6.360	A
C	323	31	1100	0.293	322	0.5	5.068	A
D	38	333	976	0.039	38	0.0	3.836	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	434	30	1121	0.387	433	0.7	5.712	A
B	37	441	569	0.066	37	0.1	6.844	A
C	395	38	1096	0.361	395	0.6	5.615	A
D	46	408	935	0.049	46	0.1	4.051	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	434	30	1121	0.387	434	0.7	5.723	A
B	37	441	568	0.066	37	0.1	6.848	A
C	395	39	1096	0.361	395	0.6	5.624	A
D	46	408	934	0.049	46	0.1	4.052	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	354	24	1124	0.315	355	0.5	5.122	A
B	31	361	602	0.051	31	0.1	6.367	A
C	323	32	1100	0.293	323	0.5	5.082	A
D	38	334	975	0.039	38	0.0	3.839	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	297	20	1126	0.263	297	0.4	4.748	A
B	26	302	626	0.041	26	0.0	6.057	A
C	270	26	1102	0.245	271	0.4	4.740	A
D	32	280	1005	0.031	32	0.0	3.699	A

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	372	100.000
B		✓	14	100.000
C		✓	293	100.000
D		✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	11	347	14
	B	6	0	8	0
	C	264	10	1	18
	D	18	0	8	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	0	5	1
	B	0	0	0	0
	C	6	0	0	1
	D	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.36	5.26	0.6	A
B	0.03	6.35	0.0	A
C	0.29	4.85	0.4	A
D	0.03	3.77	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	280	14	1129	0.248	279	0.3	4.424	A
B	11	277	637	0.017	10	0.0	5.750	A
C	221	15	1108	0.199	220	0.3	4.267	A
D	20	211	1043	0.019	19	0.0	3.539	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	334	17	1128	0.297	334	0.4	4.746	A
B	13	332	614	0.021	13	0.0	5.988	A
C	263	18	1107	0.238	263	0.3	4.498	A
D	23	252	1020	0.023	23	0.0	3.634	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	410	21	1126	0.364	409	0.6	5.254	A
B	15	407	583	0.026	15	0.0	6.345	A
C	323	22	1105	0.292	322	0.4	4.849	A
D	29	309	989	0.029	29	0.0	3.772	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	410	21	1126	0.364	410	0.6	5.262	A
B	15	407	582	0.026	15	0.0	6.347	A
C	323	22	1105	0.292	323	0.4	4.853	A
D	29	309	989	0.029	29	0.0	3.773	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	334	17	1128	0.297	335	0.4	4.759	A
B	13	333	613	0.021	13	0.0	5.992	A
C	263	18	1107	0.238	264	0.3	4.504	A
D	23	253	1020	0.023	23	0.0	3.636	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	280	14	1129	0.248	280	0.3	4.444	A
B	11	279	636	0.017	11	0.0	5.759	A
C	221	15	1108	0.199	221	0.3	4.278	A
D	20	212	1043	0.019	20	0.0	3.542	A

T24554

Land North of Station Road, Market Bosworth

Appendix K

Junctions 11 PICADY Output – Main Street/Market Place/ Station Road/ Back Lane Crossroads

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024									
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Filename: T24554 - Main Street, Market Place, Station Road, Back Lane Crossroad.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 26/02/2025 10:15:49

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-CD	D1	1.4	16.10	0.59	C	D2	0.7	9.69	0.41	A
Stream B-AD		0.6	16.31	0.39	C		0.4	12.59	0.28	B
Stream A-BCD		0.2	7.04	0.11	A		0.0	6.81	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.1	4.65	0.06	A		0.1	4.78	0.06	A
	2029 - Future Year Base + Comm									
Stream B-CD	D5	2.7	25.96	0.74	D	D6	1.2	12.89	0.56	B
Stream B-AD		1.0	23.49	0.50	C		0.5	14.88	0.33	B
Stream A-BCD		0.2	7.25	0.12	A		0.0	6.98	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.2	4.48	0.08	A		0.2	4.62	0.08	A
	2029 - Future Year Base + Comm + Dev									
Stream B-CD	D7	3.1	28.48	0.77	D	D8	1.4	13.72	0.59	B
Stream B-AD		1.1	25.71	0.53	D		0.5	15.41	0.34	C
Stream A-BCD		0.2	7.34	0.12	A		0.0	7.03	0.01	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.2	4.45	0.10	A		0.2	4.61	0.09	A

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

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

File summary

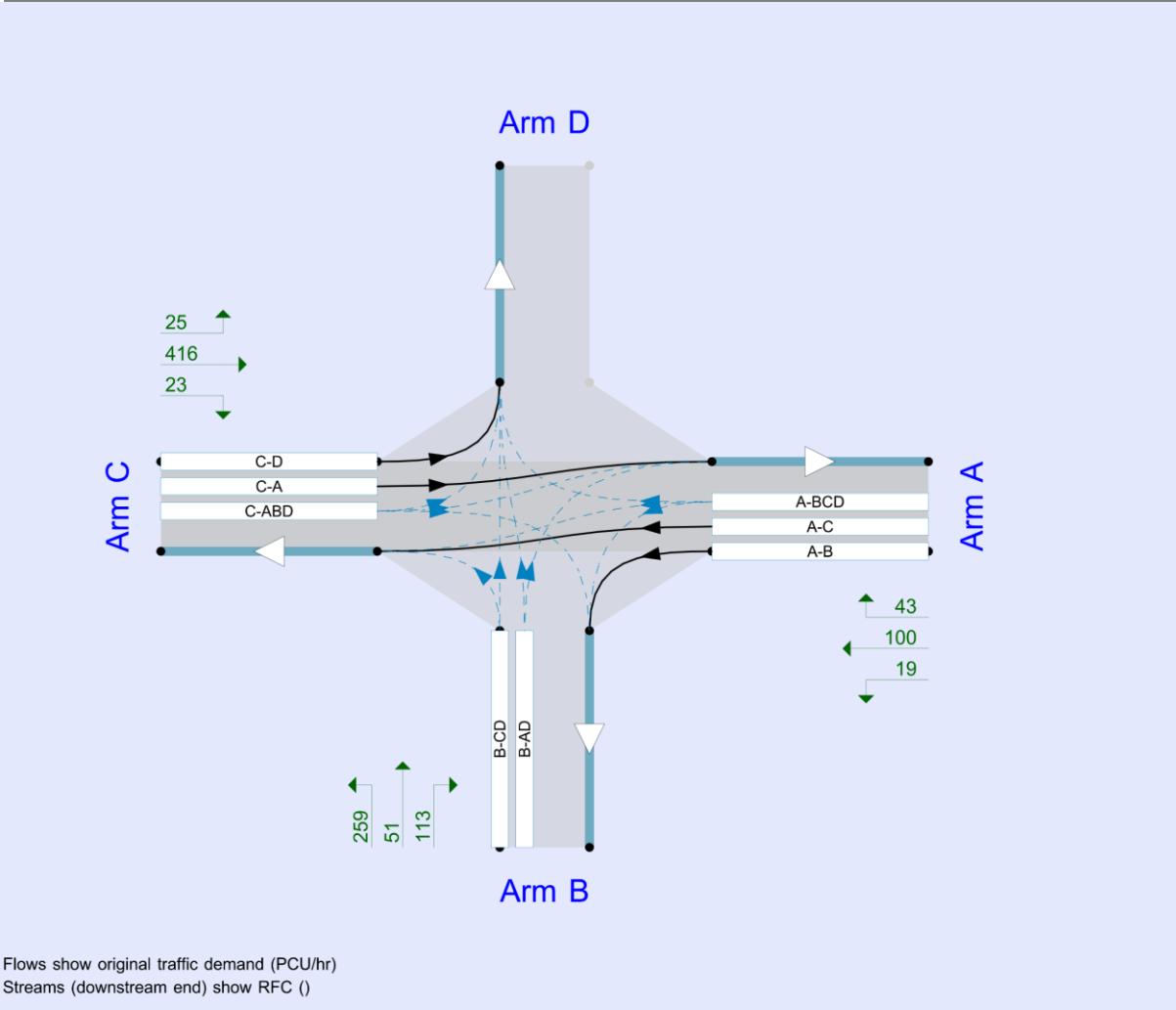
File Description

Title	Market Bosworth
-------	-----------------

Location	Main Street/Market Place/ Station Road/ Back Lane Crossroads
Site number	
Date	07/08/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24554
Enumerator	AzureAD\JasminRema
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	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
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029	Future Year Base + Comm + Dev	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	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		7.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.08	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street		Major
B	Market Place		Minor
C	Station Road		Major
D	Back Lane		Minor

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)
A	6.20			38.0	✓	0.00
C	6.20			63.0	✓	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)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		10.00	5.70	4.60	4.60	4.60	✓	3.00	45	48
D											

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	596	-	-	-	-	-	-	0.229	0.327	0.229	-	-	-
B-A	491	0.089	0.224	0.224	-	-	-	0.141	0.320	-	0.224	0.224	0.112
B-C	680	0.103	0.261	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	536	0.097	0.245	0.245	-	-	-	0.154	0.349	0.154	-	-	-
B-D, offside lane	491	0.089	0.224	0.224	-	-	-	0.141	0.320	0.141	-	-	-
C-B	610	0.234	0.234	0.335	-	-	-	-	-	-	-	-	-
D-A	574	-	-	-	-	-	-	0.220	-	0.087	-	-	-
D-B, nearside lane	440	0.126	0.126	0.287	-	-	-	0.201	0.201	0.079	-	-	-
D-B, offside lane	440	0.126	0.126	0.287	-	-	-	0.201	0.201	0.079	-	-	-
D-C	440	-	0.126	0.287	0.100	0.201	0.201	0.201	0.201	0.079	-	-	-

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	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	162	100.000
B		✓	423	100.000
C		✓	464	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	19	100	43
	B	113	0	259	51
	C	416	23	0	25
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.59	16.10	1.4	C
B-AD	0.39	16.31	0.6	C
A-BCD	0.11	7.04	0.2	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.06	4.65	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	218	0.00	589	0.370	216	0.6	9.578	A
B-AD	100	0.00	414	0.243	99	0.3	11.402	B
A-BCD	38	0.00	578	0.066	38	0.1	6.660	A
A-B	13	0.00			13			
A-C	70	0.00			70			
D-ABC	0	0.00	362	0.000	0	0.0	0.000	A
C-ABD	29	0.00	804	0.037	29	0.1	4.648	A
C-D	18	0.00			18			
C-A	302	0.00			302			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	262	0.00	572	0.457	261	0.8	11.518	B
B-AD	119	0.00	396	0.300	118	0.4	12.969	B
A-BCD	48	0.00	576	0.083	47	0.1	6.814	A
A-B	16	0.00			16			

A-C	82	0.00			82			
D-ABC	0	0.00	341	0.000	0	0.0	0.000	A
C-ABD	39	0.00	843	0.046	39	0.1	4.481	A
C-D	21	0.00			21			
C-A	357	0.00			357			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	323	0.00	546	0.590	320	1.4	15.772	C
B-AD	143	0.00	364	0.393	142	0.6	16.148	C
A-BCD	61	0.00	573	0.107	61	0.2	7.038	A
A-B	19	0.00			19			
A-C	98	0.00			98			
D-ABC	0	0.00	310	0.000	0	0.0	0.000	A
C-ABD	55	0.00	897	0.062	55	0.1	4.277	A
C-D	26	0.00			26			
C-A	430	0.00			430			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	323	0.00	546	0.591	322	1.4	16.102	C
B-AD	143	0.00	364	0.394	143	0.6	16.311	C
A-BCD	62	0.00	573	0.107	62	0.2	7.043	A
A-B	19	0.00			19			
A-C	98	0.00			98			
D-ABC	0	0.00	310	0.000	0	0.0	0.000	A
C-ABD	55	0.00	897	0.062	55	0.1	4.277	A
C-D	26	0.00			26			
C-A	430	0.00			430			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	262	0.00	571	0.458	264	0.9	11.787	B
B-AD	119	0.00	395	0.300	119	0.4	13.084	B
A-BCD	48	0.00	576	0.083	48	0.1	6.821	A
A-B	16	0.00			16			
A-C	82	0.00			82			
D-ABC	0	0.00	340	0.000	0	0.0	0.000	A
C-ABD	39	0.00	843	0.047	39	0.1	4.481	A
C-D	21	0.00			21			
C-A	356	0.00			356			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	218	0.00	589	0.371	219	0.6	9.777	A
B-AD	100	0.00	413	0.243	101	0.3	11.532	B
A-BCD	38	0.00	578	0.066	38	0.1	6.674	A
A-B	13	0.00			13			

A-C	70	0.00			70			
D-ABC	0	0.00	362	0.000	0	0.0	0.000	A
C-ABD	30	0.00	804	0.037	30	0.1	4.650	A
C-D	18	0.00			18			
C-A	302	0.00			302			

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		4.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	53	100.000
B		✓	339	100.000
C		✓	390	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	9	40	4
	B	99	0	235	5
	C	363	26	0	1
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.41	9.69	0.7	A
B-AD	0.28	12.59	0.4	B
A-BCD	0.01	6.81	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.06	4.78	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	179	0.00	657	0.273	178	0.4	7.488	A
B-AD	76	0.00	423	0.180	75	0.2	10.326	B
A-BCD	3	0.00	553	0.006	3	0.0	6.548	A
A-B	7	0.00			7			
A-C	30	0.00			30			
D-ABC	0	0.00	389	0.000	0	0.0	0.000	A
C-ABD	30	0.00	783	0.038	30	0.1	4.776	A
C-D	0.72	0.00			0.72			
C-A	263	0.00			263			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	214	0.00	647	0.331	214	0.5	8.286	A
B-AD	91	0.00	413	0.220	91	0.3	11.170	B

A-BCD	4	0.00	545	0.007	4	0.0	6.654	A
A-B	8	0.00			8			
A-C	36	0.00			36			
D-ABC	0	0.00	373	0.000	0	0.0	0.000	A
C-ABD	39	0.00	817	0.048	39	0.1	4.627	A
C-D	0.86	0.00			0.86			
C-A	311	0.00			311			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	262	0.00	634	0.414	261	0.7	9.639	A
B-AD	111	0.00	397	0.280	111	0.4	12.553	B
A-BCD	5	0.00	534	0.009	5	0.0	6.804	A
A-B	10	0.00			10			
A-C	44	0.00			44			
D-ABC	0	0.00	351	0.000	0	0.0	0.000	A
C-ABD	54	0.00	864	0.062	53	0.1	4.441	A
C-D	1	0.00			1			
C-A	375	0.00			375			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	262	0.00	634	0.414	262	0.7	9.686	A
B-AD	111	0.00	397	0.280	111	0.4	12.592	B
A-BCD	5	0.00	534	0.009	5	0.0	6.807	A
A-B	10	0.00			10			
A-C	44	0.00			44			
D-ABC	0	0.00	351	0.000	0	0.0	0.000	A
C-ABD	54	0.00	864	0.062	54	0.1	4.440	A
C-D	1	0.00			1			
C-A	375	0.00			375			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	214	0.00	647	0.331	215	0.5	8.343	A
B-AD	91	0.00	412	0.220	91	0.3	11.216	B
A-BCD	4	0.00	545	0.007	4	0.0	6.657	A
A-B	8	0.00			8			
A-C	36	0.00			36			
D-ABC	0	0.00	373	0.000	0	0.0	0.000	A
C-ABD	39	0.00	817	0.048	39	0.1	4.629	A
C-D	0.86	0.00			0.86			
C-A	311	0.00			311			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	179	0.00	656	0.273	180	0.4	7.562	A
B-AD	76	0.00	423	0.180	76	0.2	10.391	B

A-BCD	3	0.00	553	0.006	3	0.0	6.549	A
A-B	7	0.00			7			
A-C	30	0.00			30			
D-ABC	0	0.00	389	0.000	0	0.0	0.000	A
C-ABD	30	0.00	783	0.039	30	0.1	4.782	A
C-D	0.72	0.00			0.72			
C-A	263	0.00			263			

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		10.81	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.81	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	180	100.000
B		✓	500	100.000
C		✓	553	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	20	115	45

	B	124	0	321	55
	C	499	28	0	26
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.74	25.96	2.7	D
B-AD	0.50	23.49	1.0	C
A-BCD	0.12	7.25	0.2	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.08	4.48	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	267	0.00	588	0.454	264	0.8	11.001	B
B-AD	109	0.00	393	0.278	108	0.4	12.556	B
A-BCD	41	0.00	572	0.072	41	0.1	6.774	A
A-B	14	0.00			14			
A-C	80	0.00			80			
D-ABC	0	0.00	343	0.000	0	0.0	0.000	A
C-ABD	40	0.00	844	0.047	39	0.1	4.472	A
C-D	19	0.00			19			
C-A	358	0.00			358			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	321	0.00	567	0.565	319	1.3	14.391	B
B-AD	129	0.00	367	0.351	128	0.5	15.022	C
A-BCD	52	0.00	569	0.091	51	0.1	6.959	A
A-B	16	0.00			16			
A-C	94	0.00			94			
D-ABC	0	0.00	316	0.000	0	0.0	0.000	A
C-ABD	54	0.00	891	0.060	54	0.1	4.297	A
C-D	22	0.00			22			
C-A	422	0.00			422			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	395	0.00	534	0.741	390	2.6	24.195	C
B-AD	155	0.00	311	0.498	153	0.9	22.531	C
A-BCD	67	0.00	565	0.119	67	0.2	7.237	A
A-B	19	0.00			19			
A-C	111	0.00			111			
D-ABC	0	0.00	278	0.000	0	0.0	0.000	A
C-ABD	78	0.00	958	0.082	78	0.2	4.095	A
C-D	26	0.00			26			
C-A	504	0.00			504			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	396	0.00	532	0.743	395	2.7	25.962	D
B-AD	155	0.00	308	0.504	155	1.0	23.486	C
A-BCD	67	0.00	565	0.119	67	0.2	7.246	A
A-B	19	0.00			19			
A-C	111	0.00			111			
D-ABC	0	0.00	278	0.000	0	0.0	0.000	A
C-ABD	78	0.00	958	0.082	78	0.2	4.095	A
C-D	26	0.00			26			
C-A	504	0.00			504			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	321	0.00	566	0.567	326	1.4	15.358	C
B-AD	129	0.00	365	0.352	130	0.6	15.440	C
A-BCD	52	0.00	569	0.091	52	0.1	6.972	A
A-B	16	0.00			16			
A-C	94	0.00			94			
D-ABC	0	0.00	315	0.000	0	0.0	0.000	A
C-ABD	54	0.00	891	0.060	54	0.1	4.301	A
C-D	22	0.00			22			
C-A	421	0.00			421			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	267	0.00	587	0.455	269	0.9	11.404	B
B-AD	109	0.00	392	0.278	110	0.4	12.775	B
A-BCD	41	0.00	572	0.072	41	0.1	6.790	A
A-B	14	0.00			14			
A-C	80	0.00			80			
D-ABC	0	0.00	342	0.000	0	0.0	0.000	A
C-ABD	40	0.00	844	0.047	40	0.1	4.477	A
C-D	19	0.00			19			
C-A	358	0.00			358			

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		6.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	63	100.000
B		✓	431	100.000
C		✓	475	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	9	50	4
	B	109	0	317	5
	C	441	33	0	1
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.56	12.89	1.2	B
B-AD	0.33	14.88	0.5	B
A-BCD	0.01	6.98	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.08	4.62	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	241	0.00	661	0.365	239	0.6	8.482	A
B-AD	84	0.00	403	0.207	83	0.3	11.193	B
A-BCD	3	0.00	543	0.006	3	0.0	6.663	A
A-B	7	0.00			7			
A-C	37	0.00			37			

D-ABC	0	0.00	370	0.000	0	0.0	0.000	A
C-ABD	42	0.00	821	0.051	41	0.1	4.617	A
C-D	0.71	0.00			0.71			
C-A	315	0.00			315			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	288	0.00	649	0.443	287	0.8	9.909	A
B-AD	100	0.00	389	0.256	99	0.3	12.426	B
A-BCD	4	0.00	534	0.007	4	0.0	6.795	A
A-B	8	0.00			8			
A-C	45	0.00			45			
D-ABC	0	0.00	350	0.000	0	0.0	0.000	A
C-ABD	55	0.00	862	0.064	55	0.1	4.460	A
C-D	0.84	0.00			0.84			
C-A	371	0.00			371			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	353	0.00	632	0.558	351	1.2	12.720	B
B-AD	122	0.00	364	0.335	121	0.5	14.780	B
A-BCD	5	0.00	520	0.010	5	0.0	6.983	A
A-B	10	0.00			10			
A-C	55	0.00			55			
D-ABC	0	0.00	322	0.000	0	0.0	0.000	A
C-ABD	77	0.00	920	0.084	77	0.2	4.274	A
C-D	1	0.00			1			
C-A	445	0.00			445			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	353	0.00	632	0.558	353	1.2	12.888	B
B-AD	122	0.00	364	0.335	122	0.5	14.877	B
A-BCD	5	0.00	520	0.010	5	0.0	6.984	A
A-B	10	0.00			10			
A-C	55	0.00			55			
D-ABC	0	0.00	322	0.000	0	0.0	0.000	A
C-ABD	77	0.00	920	0.084	77	0.2	4.276	A
C-D	1	0.00			1			
C-A	444	0.00			444			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	288	0.00	649	0.444	290	0.8	10.069	B
B-AD	100	0.00	388	0.257	100	0.4	12.515	B
A-BCD	4	0.00	534	0.007	4	0.0	6.799	A
A-B	8	0.00			8			
A-C	45	0.00			45			

D-ABC	0	0.00	350	0.000	0	0.0	0.000	A
C-ABD	55	0.00	863	0.064	55	0.1	4.464	A
C-D	0.84	0.00			0.84			
C-A	371	0.00			371			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	241	0.00	660	0.365	242	0.6	8.627	A
B-AD	84	0.00	403	0.207	84	0.3	11.292	B
A-BCD	3	0.00	543	0.006	3	0.0	6.667	A
A-B	7	0.00			7			
A-C	37	0.00			37			
D-ABC	0	0.00	370	0.000	0	0.0	0.000	A
C-ABD	42	0.00	821	0.051	42	0.1	4.623	A
C-D	0.71	0.00			0.71			
C-A	315	0.00			315			

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		11.71	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.71	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
-----	------------	--------------	-------------------------	--------------------

A		✓	181	100.000
B		✓	510	100.000
C		✓	580	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	20	116	45
	B	124	0	331	55
	C	522	32	0	26
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.77	28.48	3.1	D
B-AD	0.53	25.71	1.1	D
A-BCD	0.12	7.34	0.2	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.10	4.45	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	275	0.00	589	0.467	271	0.9	11.223	B
B-AD	109	0.00	388	0.282	108	0.4	12.786	B
A-BCD	41	0.00	568	0.073	41	0.1	6.829	A
A-B	14	0.00			14			
A-C	81	0.00			81			
D-ABC	0	0.00	338	0.000	0	0.0	0.000	A
C-ABD	47	0.00	856	0.054	46	0.1	4.446	A
C-D	19	0.00			19			
C-A	372	0.00			372			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	330	0.00	567	0.581	328	1.3	14.906	B
B-AD	129	0.00	360	0.357	128	0.5	15.468	C
A-BCD	52	0.00	564	0.092	52	0.1	7.029	A
A-B	16	0.00			16			
A-C	95	0.00			95			
D-ABC	0	0.00	310	0.000	0	0.0	0.000	A
C-ABD	63	0.00	905	0.070	63	0.1	4.275	A
C-D	22	0.00			22			
C-A	436	0.00			436			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	407	0.00	532	0.764	400	2.9	26.120	D
B-AD	155	0.00	299	0.518	153	1.0	24.344	C
A-BCD	68	0.00	559	0.121	68	0.2	7.329	A
A-B	19	0.00			19			
A-C	112	0.00			112			
D-ABC	0	0.00	271	0.000	0	0.0	0.000	A
C-ABD	93	0.00	975	0.095	93	0.2	4.083	A
C-D	26	0.00			26			
C-A	520	0.00			520			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	407	0.00	531	0.766	406	3.1	28.481	D
B-AD	155	0.00	294	0.526	155	1.1	25.709	D
A-BCD	68	0.00	559	0.121	68	0.2	7.336	A
A-B	19	0.00			19			
A-C	112	0.00			112			
D-ABC	0	0.00	270	0.000	0	0.0	0.000	A
C-ABD	93	0.00	975	0.095	93	0.2	4.084	A
C-D	26	0.00			26			
C-A	520	0.00			520			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	330	0.00	566	0.583	336	1.5	16.106	C
B-AD	129	0.00	358	0.360	131	0.6	15.991	C
A-BCD	52	0.00	564	0.092	52	0.1	7.039	A
A-B	16	0.00			16			
A-C	95	0.00			95			
D-ABC	0	0.00	309	0.000	0	0.0	0.000	A
C-ABD	63	0.00	906	0.070	64	0.1	4.281	A
C-D	22	0.00			22			
C-A	436	0.00			436			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	275	0.00	588	0.468	277	0.9	11.675	B
B-AD	109	0.00	387	0.282	110	0.4	13.024	B
A-BCD	41	0.00	568	0.073	42	0.1	6.842	A
A-B	14	0.00			14			
A-C	81	0.00			81			
D-ABC	0	0.00	337	0.000	0	0.0	0.000	A
C-ABD	47	0.00	856	0.055	47	0.1	4.451	A
C-D	18	0.00			18			
C-A	371	0.00			371			

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		6.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	65	100.000
B		✓	447	100.000
C		✓	492	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	9	52	4
	B	109	0	333	5
	C	455	36	0	1
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.59	13.72	1.4	B
B-AD	0.34	15.41	0.5	C
A-BCD	0.01	7.03	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.09	4.61	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	253	0.00	662	0.382	251	0.6	8.689	A
B-AD	84	0.00	399	0.210	83	0.3	11.349	B
A-BCD	3	0.00	541	0.006	3	0.0	6.688	A
A-B	7	0.00			7			
A-C	39	0.00			39			
D-ABC	0	0.00	367	0.000	0	0.0	0.000	A
C-ABD	46	0.00	828	0.056	46	0.1	4.604	A
C-D	0.71	0.00			0.71			
C-A	323	0.00			323			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	302	0.00	651	0.465	301	0.9	10.275	B
B-AD	100	0.00	383	0.260	99	0.3	12.666	B
A-BCD	4	0.00	531	0.008	4	0.0	6.826	A
A-B	8	0.00			8			
A-C	46	0.00			46			
D-ABC	0	0.00	346	0.000	0	0.0	0.000	A
C-ABD	61	0.00	871	0.070	61	0.1	4.450	A
C-D	0.84	0.00			0.84			
C-A	380	0.00			380			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	370	0.00	633	0.585	368	1.4	13.504	B
B-AD	122	0.00	356	0.342	121	0.5	15.292	C
A-BCD	5	0.00	518	0.010	5	0.0	7.022	A
A-B	10	0.00			10			
A-C	57	0.00			57			
D-ABC	0	0.00	316	0.000	0	0.0	0.000	A
C-ABD	86	0.00	930	0.093	86	0.2	4.268	A
C-D	1.00	0.00			1.00			
C-A	454	0.00			454			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	370	0.00	632	0.586	370	1.4	13.720	B
B-AD	122	0.00	355	0.343	122	0.5	15.408	C
A-BCD	5	0.00	518	0.010	5	0.0	7.026	A
A-B	10	0.00			10			
A-C	57	0.00			57			

D-ABC	0	0.00	316	0.000	0	0.0	0.000	A
C-ABD	87	0.00	930	0.093	87	0.2	4.270	A
C-D	1.00	0.00			1.00			
C-A	454	0.00			454			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	302	0.00	650	0.465	304	0.9	10.471	B
B-AD	100	0.00	383	0.260	100	0.4	12.769	B
A-BCD	4	0.00	531	0.008	4	0.0	6.827	A
A-B	8	0.00			8			
A-C	46	0.00			46			
D-ABC	0	0.00	345	0.000	0	0.0	0.000	A
C-ABD	61	0.00	871	0.071	62	0.1	4.454	A
C-D	0.84	0.00			0.84			
C-A	380	0.00			380			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	253	0.00	662	0.382	254	0.6	8.855	A
B-AD	84	0.00	399	0.210	84	0.3	11.455	B
A-BCD	3	0.00	541	0.006	3	0.0	6.692	A
A-B	7	0.00			7			
A-C	39	0.00			39			
D-ABC	0	0.00	366	0.000	0	0.0	0.000	A
C-ABD	46	0.00	828	0.056	47	0.1	4.609	A
C-D	0.71	0.00			0.71			
C-A	323	0.00			323			

T24554

Land North of Station Road, Market Bosworth

Appendix L

Junctions 11 PICADY Output – Main Street/Market Place/ Station Road/ Back Lane Crossroads Sensitivity Test

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
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Filename: T24554 - Main Street, Market Place, Station Road, Back Lane Crossroad sensitivity.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 26/02/2025 10:10:12

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 - Future Year Base + Comm ST									
Stream B-CD	D9	8.2	54.04	0.92	F	D10	1.6	14.09	0.62	B
Stream B-AD		0.5	12.15	0.34	B		0.4	10.64	0.27	B
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm_+ Dev ST									
Stream B-CD	D11	9.7	62.67	0.94	F	D12	1.6	14.25	0.62	B
Stream B-AD		0.5	12.33	0.35	B		0.4	10.81	0.27	B
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.
Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

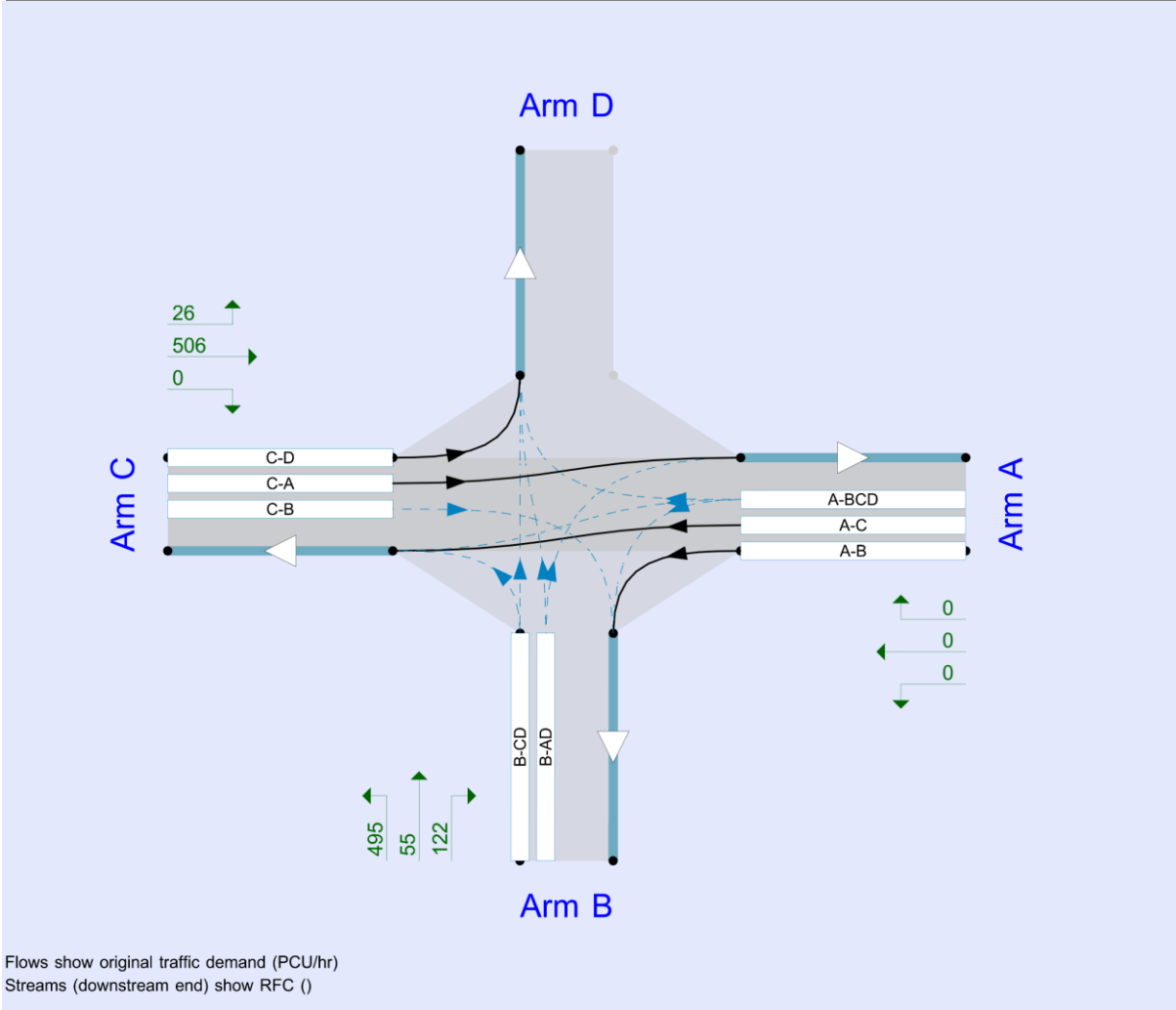
File Description

Title	Market Bosworth
Location	Main Street/Market Place/ Station Road/ Back Lane Crossroads
Site number	
Date	07/08/2024
Version	
Status	(new file)
Identifier	

Client	Richborough
Jobnumber	T24554
Enumerator	AzureAD\JasminRema
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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15
D10	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:45	18:15	15
D11	2029	Future Year Base + Comm_ + Dev ST	AM	ONE HOUR	07:45	09:15	15
D12	2029	Future Year Base + Comm_ + Dev ST	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 | Future Year Base + Comm ST | 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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		25.20	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.20	D

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street		Major
B	Market Place		Minor
C	Station Road		Major
D	Back Lane		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)
A	6.20			38.0	✓	0.00
C	6.20			63.0		-

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		4.00	3.00	110	50
D						

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	596	-	-	-	-	-	-	0.229	0.327	0.229	-	-	-

B-A	538	0.097	0.246	0.246	-	-	-	0.155	0.351	-	0.246	0.246	0.123
B-C	721	0.110	0.277	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	592	0.107	0.270	0.270	-	-	-	0.170	0.386	0.170	-	-	-
B-D, offside lane	538	0.097	0.246	0.246	-	-	-	0.155	0.351	0.155	-	-	-
C-B	610	0.234	0.234	0.335	-	-	-	-	-	-	-	-	-
D-A	574	-	-	-	-	-	-	0.220	-	0.087	-	-	-
D-B, nearside lane	440	0.126	0.126	0.287	-	-	-	0.201	0.201	0.079	-	-	-
D-B, offside lane	440	0.126	0.126	0.287	-	-	-	0.201	0.201	0.079	-	-	-
D-C	440	-	0.126	0.287	0.100	0.201	0.201	0.201	0.201	0.079	-	-	-

*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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	672	100.000
C		✓	532	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	0	0	0
	B	122	0	495	55
	C	506	0	0	26
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.92	54.04	8.2	F
B-AD	0.34	12.15	0.5	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	397	0.00	665	0.598	392	1.4	12.928	B
B-AD	109	0.00	479	0.227	107	0.3	9.659	A
A-BCD	0	0.00	504	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	354	0.000	0	0.0	0.000	A
C-D	20	0.00			20			
C-A	381	0.00			381			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	476	0.00	654	0.727	471	2.5	19.279	C
B-AD	129	0.00	468	0.275	128	0.4	10.599	B
A-BCD	0	0.00	486	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	329	0.000	0	0.0	0.000	A
C-D	23	0.00			23			
C-A	455	0.00			455			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	584	0.00	638	0.915	566	7.0	41.979	E
B-AD	156	0.00	452	0.344	155	0.5	12.109	B
A-BCD	0	0.00	462	0.000	0	0.0	0.000	A
A-B	0	0.00			0			

A-C	0	0.00			0			
D-ABC	0	0.00	292	0.000	0	0.0	0.000	A
C-D	29	0.00			29			
C-A	557	0.00			557			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	584	0.00	638	0.916	580	8.2	54.039	F
B-AD	155	0.00	452	0.344	155	0.5	12.152	B
A-BCD	0	0.00	462	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	290	0.000	0	0.0	0.000	A
C-D	29	0.00			29			
C-A	557	0.00			557			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	476	0.00	653	0.728	497	2.9	25.467	D
B-AD	129	0.00	468	0.275	129	0.4	10.654	B
A-BCD	0	0.00	486	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	327	0.000	0	0.0	0.000	A
C-D	23	0.00			23			
C-A	455	0.00			455			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	397	0.00	664	0.598	403	1.5	14.048	B
B-AD	109	0.00	479	0.227	109	0.3	9.737	A
A-BCD	0	0.00	504	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	353	0.000	0	0.0	0.000	A
C-D	20	0.00			20			
C-A	381	0.00			381			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

2029 | Future Year Base + Comm ST | PM

Data Errors and Warnings

Severity	Area	Item	Description
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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.
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Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		6.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	488	100.000
C		✓	460	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	0	0	0
	B	109	0	374	5
	C	459	0	0	1
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.62	14.09	1.6	B
B-AD	0.27	10.64	0.4	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	284	0.00	688	0.412	281	0.7	8.787	A
B-AD	84	0.00	485	0.172	83	0.2	8.934	A
A-BCD	0	0.00	517	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	374	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	346	0.00			346			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	339	0.00	681	0.498	338	1.0	10.461	B
B-AD	100	0.00	475	0.210	100	0.3	9.593	A
A-BCD	0	0.00	501	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	355	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	413	0.00			413			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	415	0.00	670	0.619	413	1.6	13.844	B

B-AD	122	0.00	460	0.265	122	0.4	10.620	B
A-BCD	0	0.00	480	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	327	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	505	0.00			505			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	415	0.00	670	0.620	415	1.6	14.090	B
B-AD	122	0.00	460	0.265	122	0.4	10.643	B
A-BCD	0	0.00	480	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	327	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	505	0.00			505			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	339	0.00	681	0.498	341	1.0	10.683	B
B-AD	100	0.00	475	0.210	100	0.3	9.624	A
A-BCD	0	0.00	501	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	354	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	413	0.00			413			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	284	0.00	688	0.413	285	0.7	8.966	A
B-AD	84	0.00	485	0.172	84	0.2	8.982	A
A-BCD	0	0.00	517	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	374	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	346	0.00			346			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

**2029 | Future Year Base + Comm_+ Dev ST
| 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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		28.71	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.71	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2029	Future Year Base + Comm_ + Dev ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	683	100.000
C		✓	558	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	0	0	0
	B	122	0	506	55
	C	532	0	0	26
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

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

	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.94	62.67	9.7	F
B-AD	0.35	12.33	0.5	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	406	0.00	664	0.611	400	1.5	13.315	B
B-AD	109	0.00	476	0.228	107	0.3	9.738	A
A-BCD	0	0.00	500	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	349	0.000	0	0.0	0.000	A
C-D	20	0.00			20			
C-A	401	0.00			401			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	485	0.00	653	0.743	481	2.7	20.318	C
B-AD	129	0.00	464	0.277	128	0.4	10.711	B
A-BCD	0	0.00	481	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	323	0.000	0	0.0	0.000	A
C-D	23	0.00			23			
C-A	478	0.00			478			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	597	0.00	638	0.936	575	8.0	46.454	E
B-AD	155	0.00	447	0.348	155	0.5	12.288	B
A-BCD	0	0.00	455	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	284	0.000	0	0.0	0.000	A
C-D	29	0.00			29			
C-A	586	0.00			586			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	597	0.00	637	0.936	590	9.7	62.673	F
B-AD	155	0.00	447	0.347	155	0.5	12.333	B
A-BCD	0	0.00	455	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	282	0.000	0	0.0	0.000	A
C-D	29	0.00			29			
C-A	586	0.00			586			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	486	0.00	653	0.744	512	3.2	29.077	D
B-AD	128	0.00	464	0.277	129	0.4	10.769	B
A-BCD	0	0.00	481	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	320	0.000	0	0.0	0.000	A
C-D	23	0.00			23			
C-A	478	0.00			478			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	406	0.00	664	0.611	412	1.6	14.620	B
B-AD	109	0.00	476	0.228	109	0.3	9.815	A
A-BCD	0	0.00	500	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	348	0.000	0	0.0	0.000	A
C-D	20	0.00			20			
C-A	401	0.00			401			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

2029 | Future Year Base + Comm_+ Dev ST | 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	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Exit Only		6.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2029	Future Year Base + Comm_+ Dev ST	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	490	100.000
C		✓	490	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	0	0	0
	B	109	0	376	5
	C	489	0	0	1
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.62	14.25	1.6	B
B-AD	0.27	10.81	0.4	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-D				
C-A				
C-B	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	285	0.00	688	0.415	282	0.7	8.824	A
B-AD	84	0.00	481	0.174	83	0.2	9.011	A
A-BCD	0	0.00	512	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	369	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	368	0.00			368			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	341	0.00	680	0.501	340	1.0	10.527	B
B-AD	100	0.00	470	0.212	100	0.3	9.700	A
A-BCD	0	0.00	495	0.000	0	0.0	0.000	A
A-B	0	0.00			0			

A-C	0	0.00			0			
D-ABC	0	0.00	349	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	440	0.00			440			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	417	0.00	670	0.623	415	1.6	13.991	B
B-AD	122	0.00	455	0.268	122	0.4	10.786	B
A-BCD	0	0.00	472	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	320	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	538	0.00			538			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	417	0.00	670	0.623	417	1.6	14.248	B
B-AD	122	0.00	455	0.268	122	0.4	10.806	B
A-BCD	0	0.00	472	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	320	0.000	0	0.0	0.000	A
C-D	1	0.00			1			
C-A	538	0.00			538			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	341	0.00	680	0.501	343	1.0	10.757	B
B-AD	100	0.00	470	0.212	100	0.3	9.731	A
A-BCD	0	0.00	495	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			
D-ABC	0	0.00	349	0.000	0	0.0	0.000	A
C-D	0.90	0.00			0.90			
C-A	440	0.00			440			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	285	0.00	687	0.415	287	0.7	9.007	A
B-AD	84	0.00	481	0.174	84	0.2	9.059	A
A-BCD	0	0.00	512	0.000	0	0.0	0.000	A
A-B	0	0.00			0			

A-C	0	0.00			0			
D-ABC	0	0.00	369	0.000	0	0.0	0.000	A
C-D	0.75	0.00			0.75			
C-A	368	0.00			368			
C-B	0	0.00	610	0.000	0	0.0	0.000	A

T24554

Land North of Station Road, Market Bosworth

Appendix M

Junctions 11 PICADY Output – Main Street (N)/Park Street/ Main Street (S) Priority Junction

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: T24554 - Main Street (N), Park Street, Main Street (S).j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 26/02/2025 10:35:19

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	0.9	13.83	0.46	B	D2	0.2	8.08	0.17	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm									
Stream B-AC	D5	1.2	17.19	0.54	C	D6	0.3	8.96	0.21	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm + Dev									
Stream B-AC	D7	1.2	17.82	0.55	C	D8	0.3	9.17	0.22	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

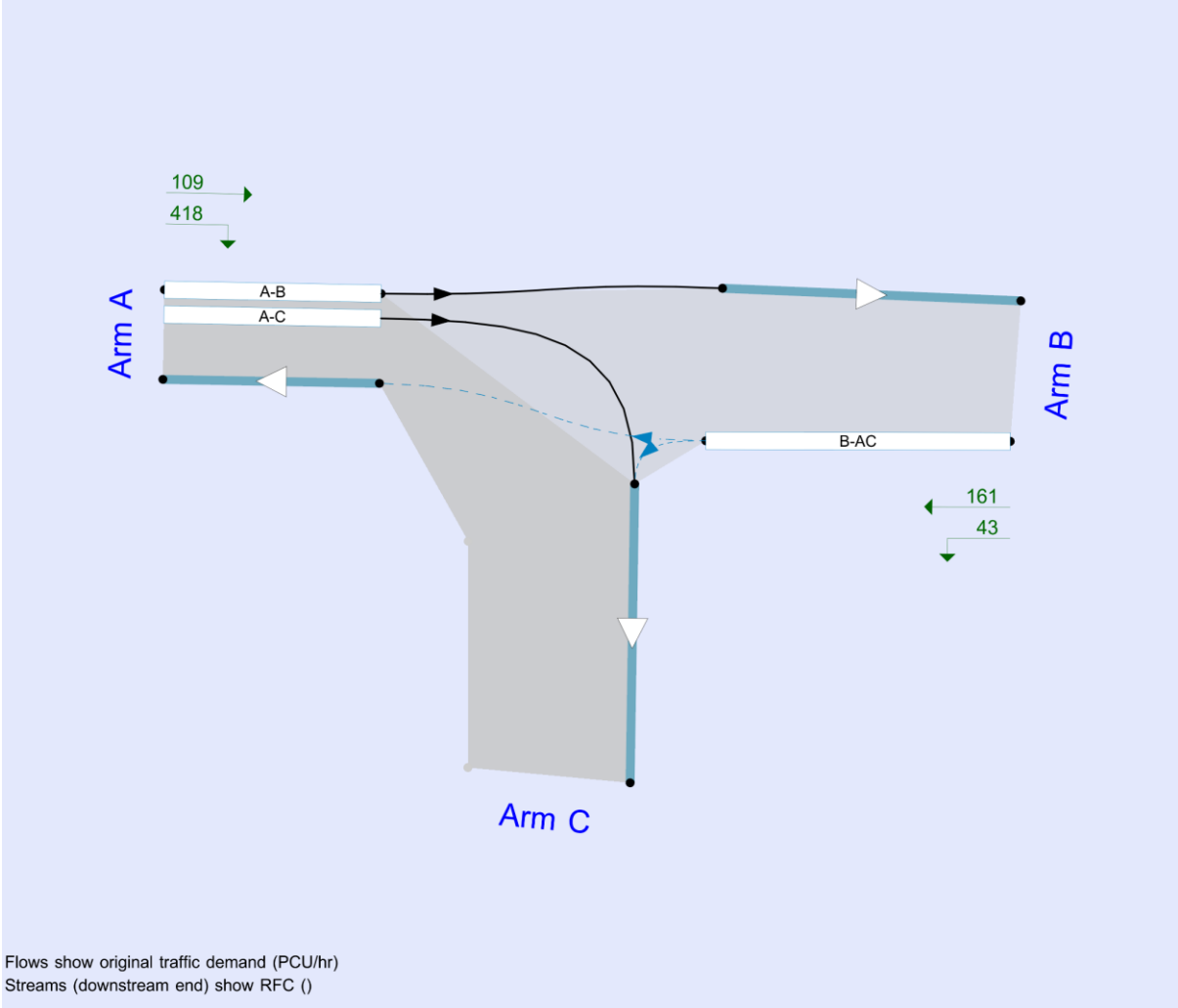
File Description

Title	Market Bosworth
Location	Main Street (N)/Park Street/ Main Street (S)
Site number	
Date	10/02/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24554
Enumerator	AzureAD\JasminRema

Description	
-------------	--

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	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	16:15	17:45	15
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	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	Exit Only		3.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street (S)		Major
B	Main St (N)		Minor
C	Park Street		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	6.20				✓	

Major Arm Geometry Notes

Arm	Notes
C	Park St is one way

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	12	20

Minor Arm Geometry Notes

Arm	Notes
B	Park St is one way

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	590	0.106	0.269	0.169	0.384
B-C	764	0.085	0.214	-	-
C-B	623	0.207	0.207	-	-

*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	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	527	100.000
B		✓	204	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	109	418
	B	161	0	43
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

		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	0.46	13.83	0.9	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				

A-C				
-----	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	0.00	527	0.291	152	0.4	9.546	A
C-AB	0	0.00	541	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	82	0.00			82			
A-C	315	0.00			315			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	183	0.00	510	0.360	183	0.6	10.998	B
C-AB	0	0.00	525	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	98	0.00			98			
A-C	376	0.00			376			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	225	0.00	485	0.463	223	0.8	13.717	B
C-AB	0	0.00	503	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	120	0.00			120			
A-C	460	0.00			460			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	225	0.00	485	0.463	225	0.9	13.835	B
C-AB	0	0.00	503	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	120	0.00			120			
A-C	460	0.00			460			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	183	0.00	510	0.360	185	0.6	11.115	B
C-AB	0	0.00	525	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	98	0.00			98			

A-C	376	0.00			376			
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09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	0.00	527	0.291	154	0.4	9.659	A
C-AB	0	0.00	541	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	82	0.00			82			
A-C	315	0.00			315			

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	Exit Only		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	463	100.000
B		✓	85	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	116	347

	B	50	0	35
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	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	8.08	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	0.00	574	0.111	63	0.1	7.040	A
C-AB	0	0.00	551	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	87	0.00			87			
A-C	261	0.00			261			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	560	0.137	76	0.2	7.447	A
C-AB	0	0.00	537	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	104	0.00			104			
A-C	312	0.00			312			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	0.00	539	0.174	93	0.2	8.079	A
C-AB	0	0.00	518	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	128	0.00			128			
A-C	382	0.00			382			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	0.00	539	0.174	94	0.2	8.085	A
C-AB	0	0.00	518	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	128	0.00			128			
A-C	382	0.00			382			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	560	0.137	77	0.2	7.459	A
C-AB	0	0.00	537	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	104	0.00			104			
A-C	312	0.00			312			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	0.00	574	0.111	64	0.1	7.054	A
C-AB	0	0.00	551	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	87	0.00			87			
A-C	261	0.00			261			

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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	Exit Only		4.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	624	100.000
B		✓	225	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	123	501
	B	180	0	45
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	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	0.54	17.19	1.2	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	0.00	508	0.333	167	0.5	10.511	B
C-AB	0	0.00	526	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	93	0.00			93			
A-C	377	0.00			377			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	0.00	487	0.416	201	0.7	12.588	B
C-AB	0	0.00	507	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	111	0.00			111			
A-C	450	0.00			450			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	0.00	457	0.542	246	1.1	16.927	C
C-AB	0	0.00	481	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	135	0.00			135			
A-C	552	0.00			552			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	0.00	457	0.542	248	1.2	17.193	C
C-AB	0	0.00	481	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	135	0.00			135			
A-C	552	0.00			552			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	0.00	487	0.416	204	0.7	12.817	B
C-AB	0	0.00	507	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	111	0.00			111			
A-C	450	0.00			450			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	0.00	508	0.333	170	0.5	10.687	B
C-AB	0	0.00	526	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	93	0.00			93			
A-C	377	0.00			377			

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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	Exit Only		1.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	552	100.000
B		✓	98	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	133	419
	B	61	0	37
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.96	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	553	0.133	73	0.2	7.493	A
C-AB	0	0.00	537	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	100	0.00			100			
A-C	315	0.00			315			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	535	0.165	88	0.2	8.047	A
C-AB	0	0.00	521	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	120	0.00			120			
A-C	377	0.00			377			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	510	0.212	108	0.3	8.943	A
C-AB	0	0.00	498	0.000	0	0.0	0.000	A

C-A	0	0.00			0			
A-B	146	0.00			146			
A-C	461	0.00			461			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	510	0.212	108	0.3	8.956	A
C-AB	0	0.00	498	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	146	0.00			146			
A-C	461	0.00			461			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	535	0.165	88	0.2	8.065	A
C-AB	0	0.00	521	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	120	0.00			120			
A-C	377	0.00			377			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	553	0.133	74	0.2	7.516	A
C-AB	0	0.00	537	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	100	0.00			100			
A-C	315	0.00			315			

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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	Exit Only		4.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
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Left	Normal/unknown	4.62	A
------	----------------	------	---

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	646	100.000
B		✓	226	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	125	521
	B	181	0	45
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	17.82	1.2	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	0.00	504	0.338	168	0.5	10.667	B
C-AB	0	0.00	523	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	94	0.00			94			
A-C	392	0.00			392			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	481	0.422	202	0.7	12.898	B
C-AB	0	0.00	503	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	112	0.00			112			
A-C	468	0.00			468			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	0.00	450	0.552	247	1.2	17.520	C
C-AB	0	0.00	476	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	138	0.00			138			
A-C	574	0.00			574			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	0.00	450	0.552	249	1.2	17.820	C
C-AB	0	0.00	476	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	138	0.00			138			
A-C	574	0.00			574			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	481	0.422	205	0.7	13.111	B
C-AB	0	0.00	503	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	112	0.00			112			
A-C	468	0.00			468			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	0.00	504	0.338	171	0.5	10.853	B
C-AB	0	0.00	523	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	94	0.00			94			
A-C	392	0.00			392			

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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	Exit Only		1.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	567	100.000
B		✓	101	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	135	432

	B	64	0	37
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	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	0.22	9.17	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	548	0.139	75	0.2	7.603	A
C-AB	0	0.00	535	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	102	0.00			102			
A-C	325	0.00			325			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	530	0.171	91	0.2	8.195	A
C-AB	0	0.00	518	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	121	0.00			121			
A-C	388	0.00			388			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	504	0.221	111	0.3	9.162	A
C-AB	0	0.00	494	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	149	0.00			149			
A-C	476	0.00			476			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	504	0.221	111	0.3	9.168	A
C-AB	0	0.00	494	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	149	0.00			149			
A-C	476	0.00			476			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	530	0.171	91	0.2	8.212	A
C-AB	0	0.00	518	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	121	0.00			121			
A-C	388	0.00			388			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	548	0.139	76	0.2	7.627	A
C-AB	0	0.00	535	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	102	0.00			102			
A-C	325	0.00			325			

T24554

Land North of Station Road, Market Bosworth



Appendix N

Junctions 11 PICADY Output – Main Street (N)/Park Street/ Main Street (S) Priority Junction Sensitivity Test

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: T24554 - Main Street (N), Park Street, Main Street (S)_sensitivity.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 26/02/2025 10:37:31

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 - Future Year Base + Comm ST									
Stream B-AC	D9	0.6	9.47	0.39	A	D10	0.2	6.18	0.16	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm_+ Dev ST									
Stream B-AC	D11	0.7	9.64	0.40	A	D12	0.2	6.79	0.17	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	Market Bosworth
Location	Main Street (N)/Park Street/ Main Street (S)
Site number	
Date	10/02/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24554
Enumerator	AzureAD\JasminRema
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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15
D10	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:15	17:45	15
D11	2029	Future Year Base + Comm_ + Dev ST	AM	ONE HOUR	07:45	09:15	15
D12	2029	Future Year Base + Comm_ + Dev ST	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 | Future Year Base + Comm ST | 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	Entry Only	Two-way	Exit Only		2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street (S)		Major
B	Main St (N)		Minor
C	Park Street		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	6.20				✓	

Major Arm Geometry Notes

Arm	Notes
C	Park St is one way

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	12	20

Minor Arm Geometry Notes

Arm	Notes
B	Park St is one way

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	590	0.106	0.269	0.169	0.384
B-C	764	0.085	0.214	-	-
C-B	623	0.207	0.207	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	653	100.000
B		✓	225	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	123	530
	B	0	0	225
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	9.47	0.6	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	0.00	671	0.252	168	0.3	7.140	A
C-AB	0	0.00	522	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	93	0.00			93			
A-C	399	0.00			399			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	0.00	653	0.310	202	0.4	7.973	A
C-AB	0	0.00	502	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	111	0.00			111			
A-C	476	0.00			476			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	0.00	628	0.395	247	0.6	9.430	A
C-AB	0	0.00	475	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	135	0.00			135			

A-C	584	0.00			584			
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08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	248	0.00	628	0.395	248	0.6	9.467	A
C-AB	0	0.00	475	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	135	0.00			135			
A-C	584	0.00			584			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	0.00	653	0.310	203	0.5	8.017	A
C-AB	0	0.00	502	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	111	0.00			111			
A-C	476	0.00			476			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	169	0.00	671	0.252	170	0.3	7.190	A
C-AB	0	0.00	522	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	93	0.00			93			
A-C	399	0.00			399			

2029 | Future Year Base + Comm ST | 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	Entry Only	Two-way	Exit Only		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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	586	100.000
B		✓	98	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	453	133
	B	0	0	98
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		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	6.18	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	714	0.103	73	0.1	5.617	A
C-AB	0	0.00	532	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	341	0.00			341			
A-C	100	0.00			100			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	704	0.125	88	0.1	5.844	A
C-AB	0	0.00	514	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	407	0.00			407			
A-C	120	0.00			120			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	691	0.156	108	0.2	6.175	A
C-AB	0	0.00	490	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	499	0.00			499			
A-C	146	0.00			146			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	691	0.156	108	0.2	6.177	A
C-AB	0	0.00	490	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	499	0.00			499			
A-C	146	0.00			146			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	704	0.125	88	0.1	5.849	A
C-AB	0	0.00	514	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	407	0.00			407			
A-C	120	0.00			120			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	0.00	714	0.103	74	0.1	5.626	A
C-AB	0	0.00	532	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	341	0.00			341			

A-C	100	0.00			100			
-----	-----	------	--	--	-----	--	--	--

2029 | Future Year Base + Comm_+ Dev ST | 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	Entry Only	Two-way	Exit Only		2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2029	Future Year Base + Comm_+ Dev ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	678	100.000
B		✓	226	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	125	553
	B	0	0	226
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		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	0.40	9.64	0.7	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	0.00	667	0.255	169	0.3	7.206	A
C-AB	0	0.00	518	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	94	0.00			94			
A-C	416	0.00			416			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	648	0.313	203	0.5	8.071	A
C-AB	0	0.00	497	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	112	0.00			112			
A-C	497	0.00			497			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	0.00	622	0.400	248	0.7	9.597	A
C-AB	0	0.00	469	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	138	0.00			138			

A-C	609	0.00			609			
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08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	0.00	622	0.400	249	0.7	9.636	A
C-AB	0	0.00	469	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	138	0.00			138			
A-C	609	0.00			609			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	648	0.313	204	0.5	8.117	A
C-AB	0	0.00	497	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	112	0.00			112			
A-C	497	0.00			497			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	0.00	667	0.255	171	0.3	7.256	A
C-AB	0	0.00	518	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	94	0.00			94			
A-C	416	0.00			416			

2029 | Future Year Base + Comm_+ Dev ST | 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	Entry Only	Two-way	Exit Only		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2029	Future Year Base + Comm_ + Dev ST	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	603	100.000
B		✓	101	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	135	468
	B	0	0	101
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	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	6.79	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	680	0.112	76	0.1	5.949	A
C-AB	0	0.00	529	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	102	0.00			102			
A-C	352	0.00			352			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	664	0.137	91	0.2	6.278	A
C-AB	0	0.00	511	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	121	0.00			121			
A-C	421	0.00			421			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	641	0.173	111	0.2	6.788	A
C-AB	0	0.00	486	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	149	0.00			149			
A-C	515	0.00			515			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	641	0.173	111	0.2	6.789	A
C-AB	0	0.00	486	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	149	0.00			149			
A-C	515	0.00			515			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	664	0.137	91	0.2	6.285	A
C-AB	0	0.00	511	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	121	0.00			121			
A-C	421	0.00			421			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	680	0.112	76	0.1	5.961	A
C-AB	0	0.00	529	0.000	0	0.0	0.000	A
C-A	0	0.00			0			

A-B	102	0.00			102			
A-C	352	0.00			352			

T24554

Land North of Station Road, Market Bosworth

Appendix O

Junctions 11 PICADY Output – Market Place(S)/Shenton Lane/Market Place (N) Priority Junction

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024										
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Filename: T24554 - Market Place(S), Shenton Lane, Market Place (N).j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 26/02/2025 10:41:03

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	7.94	0.10	A	D2	0.1	7.64	0.09	A
Stream C-AB		0.0	7.98	0.05	A		0.0	7.45	0.04	A
	2029 - Future Year Base + Comm									
Stream B-AC	D7	0.1	8.08	0.10	A	D8	0.1	7.74	0.10	A
Stream C-AB		0.1	8.10	0.05	A		0.0	7.53	0.05	A
	2029 - Future Year Base + Comm + Dev									
Stream B-AC	D9	0.1	8.13	0.10	A	D10	0.1	7.78	0.10	A
Stream C-AB		0.1	8.09	0.05	A		0.0	7.51	0.05	A
	2029 - Future Year Base + Comm ST									
Stream B-AC	D11	0.1	9.26	0.12	A	D12	0.1	8.01	0.10	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm_ + Dev ST									
Stream B-AC	D13	0.1	9.34	0.12	A	D14	0.1	8.07	0.10	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

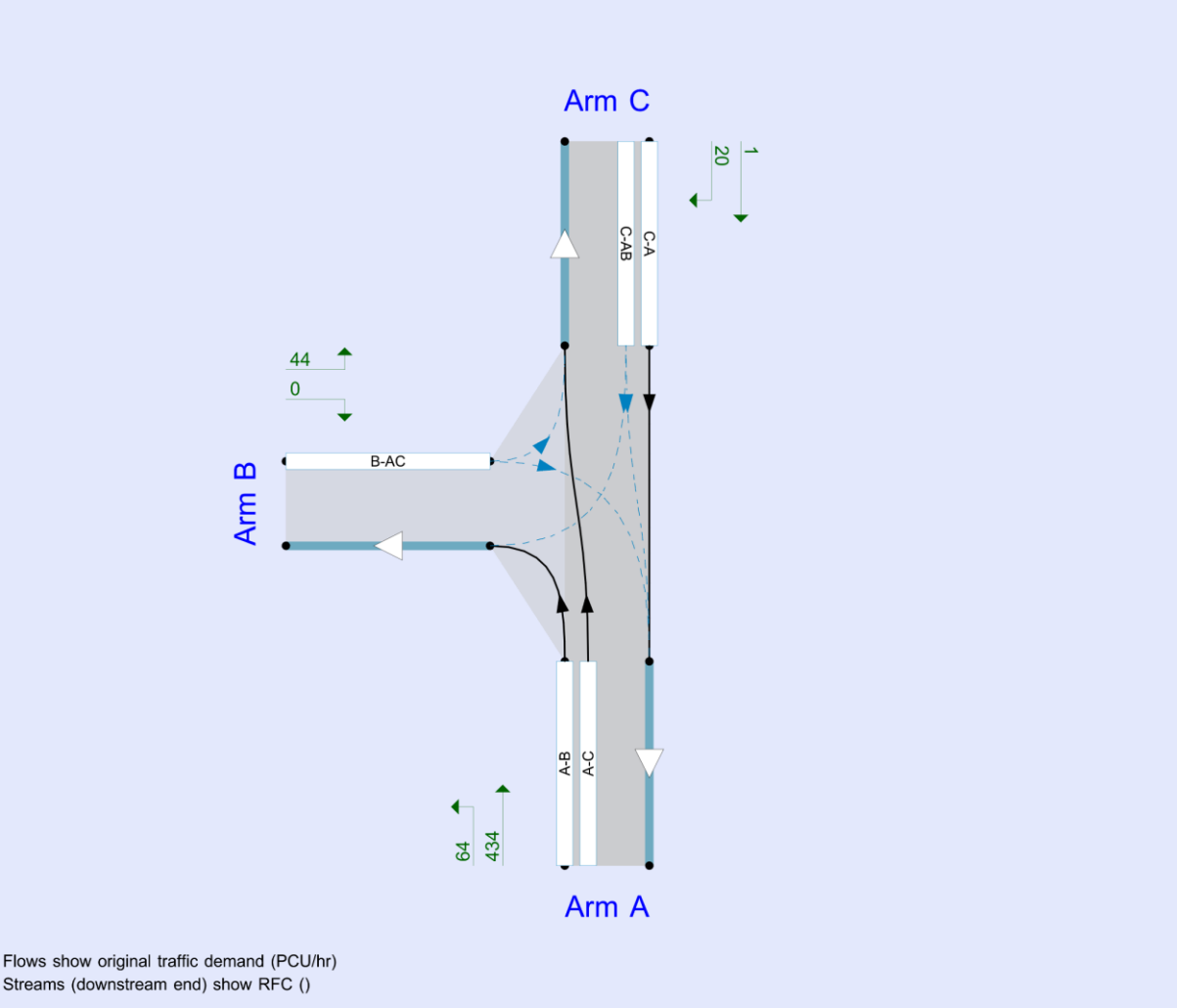
File Description

Title	Market Bosworth
Location	Market Place(S)/Shenton Lane/Market Place (N)
Site number	
Date	10/02/2025

Version	
Status	(new file)
Identifier	
Client	
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	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

D7	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D8	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D9	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D11	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15
D12	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:45	18:15	15
D13	2029	Future Year Base + Comm_ + Dev ST	AM	ONE HOUR	07:45	09:15	15
D14	2029	Future Year Base + Comm_ + Dev ST	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		0.90	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	Market Place (S)		Major
B	Shenton Lane		Minor
C	Market Place (N)		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	6.50			39.0	✓	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	2.80	22	15

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	482	0.086	0.217	0.137	0.310
B-C	621	0.093	0.235	-	-
C-B	597	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	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	498	100.000
B		✓	44	100.000
C		✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	64	434
	B	0	0	44
	C	1	20	0

Vehicle Mix

Heavy Vehicle %

		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	7.94	0.1	A

C-AB	0.05	7.98	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	539	0.061	33	0.1	7.105	A
C-AB	15	0.00	512	0.029	15	0.0	7.236	A
C-A	0.73	0.00			0.73			
A-B	48	0.00			48			
A-C	327	0.00			327			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	524	0.076	39	0.1	7.437	A
C-AB	18	0.00	496	0.036	18	0.0	7.531	A
C-A	0.87	0.00			0.87			
A-B	58	0.00			58			
A-C	390	0.00			390			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	502	0.097	48	0.1	7.938	A
C-AB	22	0.00	473	0.047	22	0.0	7.974	A
C-A	1	0.00			1			
A-B	70	0.00			70			
A-C	478	0.00			478			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	502	0.097	48	0.1	7.941	A
C-AB	22	0.00	473	0.047	22	0.0	7.976	A
C-A	1	0.00			1			
A-B	70	0.00			70			
A-C	478	0.00			478			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	524	0.076	40	0.1	7.440	A

C-AB	18	0.00	496	0.036	18	0.0	7.535	A
C-A	0.87	0.00			0.87			
A-B	58	0.00			58			
A-C	390	0.00			390			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	539	0.061	33	0.1	7.112	A
C-AB	15	0.00	512	0.029	15	0.0	7.240	A
C-A	0.73	0.00			0.73			
A-B	48	0.00			48			
A-C	327	0.00			327			

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		1.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	370	100.000
B		✓	44	100.000
C		✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	20	350
	B	2	0	42
From	C	1	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	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	7.64	0.1	A
C-AB	0.04	7.45	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	549	0.060	33	0.1	6.971	A
C-AB	15	0.00	534	0.028	15	0.0	6.932	A
C-A	0.73	0.00			0.73			
A-B	15	0.00			15			
A-C	263	0.00			263			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	537	0.074	39	0.1	7.240	A
C-AB	18	0.00	522	0.035	18	0.0	7.142	A
C-A	0.87	0.00			0.87			
A-B	18	0.00			18			

A-C	315	0.00			315			
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17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	520	0.093	48	0.1	7.636	A
C-AB	22	0.00	505	0.044	22	0.0	7.449	A
C-A	1	0.00			1			
A-B	22	0.00			22			
A-C	385	0.00			385			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	520	0.093	48	0.1	7.639	A
C-AB	22	0.00	505	0.044	22	0.0	7.449	A
C-A	1	0.00			1			
A-B	22	0.00			22			
A-C	385	0.00			385			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	537	0.074	40	0.1	7.245	A
C-AB	18	0.00	522	0.035	18	0.0	7.143	A
C-A	0.87	0.00			0.87			
A-B	18	0.00			18			
A-C	315	0.00			315			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	549	0.060	33	0.1	6.978	A
C-AB	15	0.00	534	0.028	15	0.0	6.938	A
C-A	0.73	0.00			0.73			
A-B	15	0.00			15			
A-C	263	0.00			263			

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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		0.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	521	100.000
B		✓	46	100.000
C		✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	67	454
	B	0	0	46
	C	1	21	0

Vehicle Mix

Heavy Vehicle %

	To			
		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	8.08	0.1	A
C-AB	0.05	8.10	0.1	A
C-A				

A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	536	0.065	34	0.1	7.179	A
C-AB	16	0.00	508	0.031	16	0.0	7.304	A
C-A	0.73	0.00			0.73			
A-B	50	0.00			50			
A-C	342	0.00			342			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	519	0.080	41	0.1	7.534	A
C-AB	19	0.00	491	0.039	19	0.0	7.619	A
C-A	0.86	0.00			0.86			
A-B	60	0.00			60			
A-C	408	0.00			408			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	496	0.102	51	0.1	8.075	A
C-AB	23	0.00	468	0.050	23	0.1	8.097	A
C-A	1	0.00			1			
A-B	74	0.00			74			
A-C	500	0.00			500			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	496	0.102	51	0.1	8.078	A
C-AB	23	0.00	468	0.050	23	0.1	8.098	A
C-A	1	0.00			1			
A-B	74	0.00			74			
A-C	500	0.00			500			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	519	0.080	41	0.1	7.538	A
C-AB	19	0.00	491	0.039	19	0.0	7.624	A
C-A	0.86	0.00			0.86			

A-B	60	0.00			60			
A-C	408	0.00			408			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	536	0.065	35	0.1	7.190	A
C-AB	16	0.00	508	0.031	16	0.0	7.311	A
C-A	0.73	0.00			0.73			
A-B	50	0.00			50			
A-C	342	0.00			342			

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	387	100.000
B		✓	46	100.000
C		✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To
--	----

From		A	B	C
	A	0	21	366
	B	2	0	44
	C	1	21	0

Vehicle Mix

Heavy Vehicle %

From	To			
		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	7.74	0.1	A
C-AB	0.05	7.53	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	547	0.063	34	0.1	7.026	A
C-AB	16	0.00	531	0.030	16	0.0	6.981	A
C-A	0.73	0.00			0.73			
A-B	16	0.00			16			
A-C	276	0.00			276			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	534	0.078	41	0.1	7.312	A
C-AB	19	0.00	519	0.036	19	0.0	7.204	A
C-A	0.87	0.00			0.87			
A-B	19	0.00			19			
A-C	329	0.00			329			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	516	0.098	51	0.1	7.737	A
C-AB	23	0.00	501	0.046	23	0.0	7.533	A
C-A	1	0.00			1			
A-B	23	0.00			23			
A-C	403	0.00			403			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	516	0.098	51	0.1	7.740	A
C-AB	23	0.00	501	0.046	23	0.0	7.533	A
C-A	1	0.00			1			
A-B	23	0.00			23			
A-C	403	0.00			403			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	534	0.078	41	0.1	7.315	A
C-AB	19	0.00	519	0.036	19	0.0	7.208	A
C-A	0.87	0.00			0.87			
A-B	19	0.00			19			
A-C	329	0.00			329			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	546	0.063	35	0.1	7.034	A
C-AB	16	0.00	531	0.030	16	0.0	6.987	A
C-A	0.73	0.00			0.73			
A-B	16	0.00			16			
A-C	276	0.00			276			

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	531	100.000
B		✓	46	100.000
C		✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	67	464
	B	0	0	46
	C	5	21	0

Vehicle Mix

Heavy Vehicle %

	To			
		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	8.13	0.1	A
C-AB	0.05	8.09	0.1	A
C-A				

A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	534	0.065	34	0.1	7.205	A
C-AB	16	0.00	509	0.031	16	0.0	7.299	A
C-A	4	0.00			4			
A-B	50	0.00			50			
A-C	349	0.00			349			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	517	0.080	41	0.1	7.568	A
C-AB	19	0.00	492	0.039	19	0.0	7.612	A
C-A	4	0.00			4			
A-B	60	0.00			60			
A-C	417	0.00			417			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	494	0.103	51	0.1	8.123	A
C-AB	23	0.00	468	0.050	23	0.1	8.087	A
C-A	5	0.00			5			
A-B	74	0.00			74			
A-C	511	0.00			511			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	494	0.103	51	0.1	8.126	A
C-AB	23	0.00	468	0.050	23	0.1	8.090	A
C-A	5	0.00			5			
A-B	74	0.00			74			
A-C	511	0.00			511			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	517	0.080	41	0.1	7.574	A
C-AB	19	0.00	492	0.039	19	0.0	7.617	A
C-A	4	0.00			4			

A-B	60	0.00			60			
A-C	417	0.00			417			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	534	0.065	35	0.1	7.215	A
C-AB	16	0.00	509	0.031	16	0.0	7.303	A
C-A	4	0.00			4			
A-B	50	0.00			50			
A-C	349	0.00			349			

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	396	100.000
B		✓	46	100.000
C		✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	21	375
	B	2	0	44
	C	6	21	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	7.78	0.1	A
C-AB	0.05	7.51	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	545	0.064	34	0.1	7.049	A
C-AB	16	0.00	532	0.030	16	0.0	6.967	A
C-A	4	0.00			4			
A-B	16	0.00			16			
A-C	282	0.00			282			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	532	0.078	41	0.1	7.341	A
C-AB	19	0.00	520	0.037	19	0.0	7.187	A

C-A	5	0.00			5			
A-B	19	0.00			19			
A-C	337	0.00			337			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	513	0.099	51	0.1	7.777	A
C-AB	23	0.00	503	0.047	23	0.0	7.509	A
C-A	6	0.00			6			
A-B	23	0.00			23			
A-C	413	0.00			413			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	513	0.099	51	0.1	7.780	A
C-AB	23	0.00	503	0.047	23	0.0	7.512	A
C-A	6	0.00			6			
A-B	23	0.00			23			
A-C	413	0.00			413			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	532	0.078	41	0.1	7.344	A
C-AB	19	0.00	520	0.037	19	0.0	7.191	A
C-A	5	0.00			5			
A-B	19	0.00			19			
A-C	337	0.00			337			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	545	0.064	35	0.1	7.056	A
C-AB	16	0.00	532	0.030	16	0.0	6.971	A
C-A	4	0.00			4			
A-B	16	0.00			16			
A-C	282	0.00			282			

2029 | Future Year Base + Comm ST | 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		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	763	100.000
B		✓	46	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	105	658
	B	0	0	46
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	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	9.26	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				

A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	497	0.070	34	0.1	7.780	A
C-AB	0	0.00	467	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	79	0.00			79			
A-C	495	0.00			495			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	473	0.087	41	0.1	8.340	A
C-AB	0	0.00	441	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	94	0.00			94			
A-C	592	0.00			592			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	439	0.115	51	0.1	9.252	A
C-AB	0	0.00	407	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	116	0.00			116			
A-C	724	0.00			724			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	439	0.115	51	0.1	9.257	A
C-AB	0	0.00	407	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	116	0.00			116			
A-C	724	0.00			724			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	473	0.087	41	0.1	8.351	A
C-AB	0	0.00	441	0.000	0	0.0	0.000	A
C-A	0	0.00			0			

A-B	94	0.00			94			
A-C	592	0.00			592			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	497	0.070	35	0.1	7.792	A
C-AB	0	0.00	467	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	79	0.00			79			
A-C	495	0.00			495			

2029 | Future Year Base + Comm ST | 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		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	508	100.000
B		✓	46	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To
--	----

From		A	B	C
	A	0	70	438
	B	0	0	46
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

From	To			
		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	8.01	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	538	0.064	34	0.1	7.142	A
C-AB	0	0.00	510	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	53	0.00			53			
A-C	330	0.00			330			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	522	0.079	41	0.1	7.485	A
C-AB	0	0.00	493	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	63	0.00			63			
A-C	394	0.00			394			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	500	0.101	51	0.1	8.006	A
C-AB	0	0.00	470	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	77	0.00			77			
A-C	482	0.00			482			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	500	0.101	51	0.1	8.009	A
C-AB	0	0.00	470	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	77	0.00			77			
A-C	482	0.00			482			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	522	0.079	41	0.1	7.491	A
C-AB	0	0.00	493	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	63	0.00			63			
A-C	394	0.00			394			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	538	0.064	35	0.1	7.149	A
C-AB	0	0.00	510	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	53	0.00			53			
A-C	330	0.00			330			

2029 | Future Year Base + Comm_ + Dev ST | 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		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2029	Future Year Base + Comm_ + Dev ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	778	100.000
B		✓	46	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	109	669
	B	0	0	46
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		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	9.34	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				

A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	495	0.070	34	0.1	7.817	A
C-AB	0	0.00	464	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	82	0.00			82			
A-C	504	0.00			504			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	470	0.088	41	0.1	8.392	A
C-AB	0	0.00	438	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	98	0.00			98			
A-C	601	0.00			601			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	436	0.116	51	0.1	9.330	A
C-AB	0	0.00	403	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	120	0.00			120			
A-C	737	0.00			737			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	436	0.116	51	0.1	9.335	A
C-AB	0	0.00	403	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	120	0.00			120			
A-C	737	0.00			737			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	470	0.088	41	0.1	8.403	A
C-AB	0	0.00	438	0.000	0	0.0	0.000	A
C-A	0	0.00			0			

A-B	98	0.00			98			
A-C	601	0.00			601			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	495	0.070	35	0.1	7.831	A
C-AB	0	0.00	464	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	82	0.00			82			
A-C	504	0.00			504			

2029 | Future Year Base + Comm_ + Dev ST | 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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2029	Future Year Base + Comm_ + Dev ST	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	523	100.000
B		✓	46	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	75	448
	B	0	0	46
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		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	8.07	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	536	0.065	34	0.1	7.172	A
C-AB	0	0.00	508	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	56	0.00			56			
A-C	337	0.00			337			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	520	0.080	41	0.1	7.525	A
C-AB	0	0.00	490	0.000	0	0.0	0.000	A

C-A	0	0.00			0			
A-B	67	0.00			67			
A-C	403	0.00			403			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	497	0.102	51	0.1	8.062	A
C-AB	0	0.00	466	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	83	0.00			83			
A-C	493	0.00			493			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	497	0.102	51	0.1	8.065	A
C-AB	0	0.00	466	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	83	0.00			83			
A-C	493	0.00			493			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	520	0.080	41	0.1	7.528	A
C-AB	0	0.00	490	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	67	0.00			67			
A-C	403	0.00			403			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	0.00	536	0.065	35	0.1	7.182	A
C-AB	0	0.00	508	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	56	0.00			56			
A-C	337	0.00			337			

T24554

Land North of Station Road, Market Bosworth

Appendix P

Junctions 11 PICADY Output – Shenton Lane (W)/Warwick Lane/Shenton Lane (E) Priority Junction

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024										
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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: T24554 - Shenton Lane (W), Warwick Lane, Shenton Lane (E).j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 26/02/2025 10:50:52

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-C	D1	0.0	6.55	0.02	A	D2	0.0	6.71	0.00	A
Stream B-A		0.1	8.36	0.06	A		0.0	7.75	0.02	A
Stream C-AB		0.1	6.07	0.08	A		0.0	5.72	0.02	A
	2029 - Future Year Base + Comm									
Stream B-C	D5	0.0	6.52	0.03	A	D6	0.0	6.74	0.00	A
Stream B-A		0.1	8.63	0.08	A		0.0	7.85	0.03	A
Stream C-AB		0.1	6.15	0.09	A		0.0	5.76	0.02	A
	2029 - Future Year Base + Comm + Dev									
Stream B-C	D7	0.0	6.52	0.03	A	D8	0.0	6.74	0.00	A
Stream B-A		0.1	8.63	0.08	A		0.0	7.85	0.03	A
Stream C-AB		0.1	6.15	0.09	A		0.0	5.76	0.02	A
	2029 - Future Year Base + Comm ST									
Stream B-C	D9	0.0	6.53	0.03	A	D10	0.0	6.74	0.00	A
Stream B-A		0.1	8.73	0.08	A		0.0	7.94	0.03	A
Stream C-AB		0.1	5.97	0.10	A		0.0	5.56	0.02	A
	2029 - Future Year Base + Comm_+ Dev ST									
Stream B-C	D11	0.0	6.53	0.03	A	D12	0.0	6.74	0.00	A
Stream B-A		0.1	8.74	0.08	A		0.0	7.95	0.03	A
Stream C-AB		0.1	5.95	0.10	A		0.0	5.55	0.02	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.

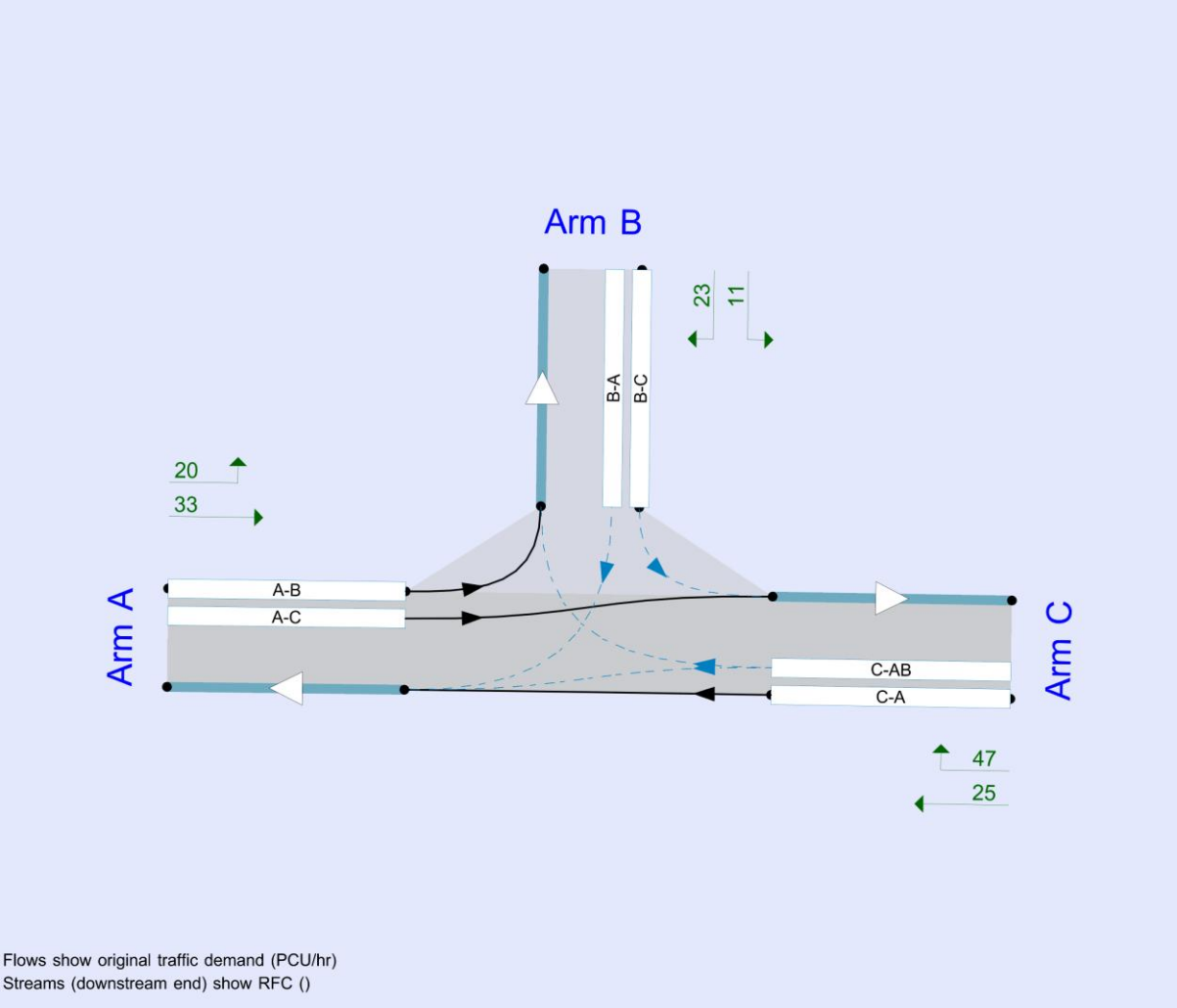
File summary

File Description

Title	MArket Bosworth
Location	Shenton Lane (W)/Warwick Lane/Shenton Lane (E)
Site number	
Date	12/02/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	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
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D9	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15
D10	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:45	18:15	15
D11	2029	Future Year Base + Comm_ + Dev ST	AM	ONE HOUR	07:45	09:15	15
D12	2029	Future Year Base + Comm_ + Dev ST	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	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		3.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.52	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shenton Lane (W)		Major
B	Warwick Lane		Minor
C	Shenton Lane (E)		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	6.50			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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.70	3.50	2.36	2.20	2.20		1.00	11	14

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	486	0.087	0.219	0.138	0.313
B-C	580	0.087	0.220	-	-
C-B	643	0.244	0.244	-	-

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	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	53	100.000
B		✓	34	100.000
C		✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	20	33
	B	23	0	11
	C	25	47	0

Vehicle Mix

Heavy Vehicle %

	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-C	0.02	6.55	0.0	A
B-A	0.06	8.36	0.1	A
C-AB	0.08	6.07	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	0.00	568	0.015	8	0.0	6.432	A
B-A	17	0.00	466	0.037	17	0.0	8.026	A
C-AB	36	0.00	646	0.056	36	0.1	5.904	A
C-A	18	0.00			18			
A-B	15	0.00			15			
A-C	25	0.00			25			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	0.00	565	0.017	10	0.0	6.480	A
B-A	21	0.00	462	0.045	21	0.0	8.165	A
C-AB	44	0.00	646	0.068	44	0.1	5.973	A
C-A	21	0.00			21			
A-B	18	0.00			18			
A-C	30	0.00			30			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	0.00	562	0.022	12	0.0	6.546	A
B-A	25	0.00	456	0.056	25	0.1	8.356	A
C-AB	54	0.00	647	0.084	54	0.1	6.069	A
C-A	25	0.00			25			
A-B	22	0.00			22			
A-C	36	0.00			36			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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B-C	12	0.00	562	0.022	12	0.0	6.547	A
B-A	25	0.00	456	0.056	25	0.1	8.358	A
C-AB	54	0.00	647	0.084	54	0.1	6.072	A
C-A	25	0.00			25			
A-B	22	0.00			22			
A-C	36	0.00			36			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	0.00	565	0.018	10	0.0	6.482	A
B-A	21	0.00	461	0.045	21	0.0	8.168	A
C-AB	44	0.00	646	0.068	44	0.1	5.974	A
C-A	21	0.00			21			
A-B	18	0.00			18			
A-C	30	0.00			30			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	0.00	568	0.015	8	0.0	6.435	A
B-A	17	0.00	465	0.037	17	0.0	8.035	A
C-AB	36	0.00	646	0.056	37	0.1	5.907	A
C-A	18	0.00			18			
A-B	15	0.00			15			
A-C	25	0.00			25			

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	51	100.000
B		✓	10	100.000
C		✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	11	40
	B	9	0	1
	C	13	9	0

Vehicle Mix

Heavy Vehicle %

	To			
		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-C	0.00	6.71	0.0	A
B-A	0.02	7.75	0.0	A
C-AB	0.02	5.72	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	542	0.001	0.75	0.0	6.656	A
B-A	7	0.00	480	0.014	7	0.0	7.612	A
C-AB	7	0.00	640	0.011	7	0.0	5.681	A
C-A	10	0.00			10			
A-B	8	0.00			8			
A-C	30	0.00			30			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	540	0.002	0.90	0.0	6.679	A
B-A	8	0.00	477	0.017	8	0.0	7.668	A
C-AB	8	0.00	640	0.013	8	0.0	5.699	A
C-A	12	0.00			12			
A-B	10	0.00			10			
A-C	36	0.00			36			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	537	0.002	1	0.0	6.712	A
B-A	10	0.00	475	0.021	10	0.0	7.747	A
C-AB	10	0.00	639	0.016	10	0.0	5.723	A
C-A	14	0.00			14			
A-B	12	0.00			12			
A-C	44	0.00			44			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	537	0.002	1	0.0	6.712	A
B-A	10	0.00	475	0.021	10	0.0	7.747	A
C-AB	10	0.00	639	0.016	10	0.0	5.723	A
C-A	14	0.00			14			
A-B	12	0.00			12			
A-C	44	0.00			44			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	540	0.002	0.90	0.0	6.682	A
B-A	8	0.00	477	0.017	8	0.0	7.671	A
C-AB	8	0.00	640	0.013	8	0.0	5.699	A
C-A	12	0.00			12			
A-B	10	0.00			10			
A-C	36	0.00			36			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	541	0.001	0.75	0.0	6.659	A
B-A	7	0.00	480	0.014	7	0.0	7.616	A
C-AB	7	0.00	640	0.011	7	0.0	5.681	A
C-A	10	0.00			10			
A-B	8	0.00			8			
A-C	30	0.00			30			

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		3.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	59	100.000
B		✓	48	100.000
C		✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	

	A	0	24	35
	B	31	0	17
	C	26	53	0

Vehicle Mix

Heavy Vehicle %

	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-C	0.03	6.52	0.0	A
B-A	0.08	8.63	0.1	A
C-AB	0.09	6.15	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	0.00	578	0.022	13	0.0	6.368	A
B-A	23	0.00	462	0.051	23	0.1	8.209	A
C-AB	41	0.00	645	0.064	41	0.1	5.953	A
C-A	18	0.00			18			
A-B	18	0.00			18			
A-C	26	0.00			26			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	575	0.027	15	0.0	6.433	A
B-A	28	0.00	457	0.061	28	0.1	8.385	A
C-AB	49	0.00	646	0.077	49	0.1	6.036	A
C-A	22	0.00			22			

A-B	22	0.00			22			
A-C	31	0.00			31			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	571	0.033	19	0.0	6.523	A
B-A	34	0.00	451	0.076	34	0.1	8.632	A
C-AB	61	0.00	646	0.095	61	0.1	6.151	A
C-A	26	0.00			26			
A-B	26	0.00			26			
A-C	39	0.00			39			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	570	0.033	19	0.0	6.524	A
B-A	34	0.00	451	0.076	34	0.1	8.635	A
C-AB	61	0.00	646	0.095	61	0.1	6.153	A
C-A	26	0.00			26			
A-B	26	0.00			26			
A-C	39	0.00			39			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	575	0.027	15	0.0	6.438	A
B-A	28	0.00	457	0.061	28	0.1	8.391	A
C-AB	49	0.00	646	0.077	50	0.1	6.038	A
C-A	22	0.00			22			
A-B	22	0.00			22			
A-C	31	0.00			31			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	0.00	578	0.022	13	0.0	6.375	A
B-A	23	0.00	461	0.051	23	0.1	8.218	A
C-AB	41	0.00	645	0.064	41	0.1	5.961	A
C-A	18	0.00			18			
A-B	18	0.00			18			
A-C	26	0.00			26			

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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.
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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		1.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	58	100.000
B		✓	14	100.000
C		✓	25	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	42
	B	13	0	1
	C	14	11	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	6.74	0.0	A
B-A	0.03	7.85	0.0	A
C-AB	0.02	5.76	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	540	0.001	0.75	0.0	6.674	A
B-A	10	0.00	478	0.020	10	0.0	7.680	A
C-AB	8	0.00	640	0.013	8	0.0	5.702	A
C-A	10	0.00			10			
A-B	12	0.00			12			
A-C	32	0.00			32			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	538	0.002	0.90	0.0	6.702	A
B-A	12	0.00	476	0.025	12	0.0	7.752	A
C-AB	10	0.00	639	0.016	10	0.0	5.724	A
C-A	12	0.00			12			
A-B	14	0.00			14			
A-C	38	0.00			38			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	535	0.002	1	0.0	6.739	A
B-A	14	0.00	473	0.030	14	0.0	7.852	A
C-AB	12	0.00	638	0.019	12	0.0	5.754	A
C-A	15	0.00			15			
A-B	18	0.00			18			
A-C	46	0.00			46			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	535	0.002	1	0.0	6.739	A
B-A	14	0.00	473	0.030	14	0.0	7.852	A

C-AB	12	0.00	638	0.019	12	0.0	5.757	A
C-A	15	0.00			15			
A-B	18	0.00			18			
A-C	46	0.00			46			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	538	0.002	0.90	0.0	6.704	A
B-A	12	0.00	476	0.025	12	0.0	7.755	A
C-AB	10	0.00	639	0.016	10	0.0	5.726	A
C-A	12	0.00			12			
A-B	14	0.00			14			
A-C	38	0.00			38			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	540	0.001	0.75	0.0	6.677	A
B-A	10	0.00	478	0.020	10	0.0	7.683	A
C-AB	8	0.00	640	0.013	8	0.0	5.705	A
C-A	10	0.00			10			
A-B	12	0.00			12			
A-C	32	0.00			32			

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		3.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	59	100.000
B		✓	48	100.000
C		✓	79	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	24	35
	B	31	0	17
	C	26	53	0

Vehicle Mix

Heavy Vehicle %

	To			
		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-C	0.03	6.52	0.0	A
B-A	0.08	8.63	0.1	A
C-AB	0.09	6.15	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	0.00	578	0.022	13	0.0	6.368	A
B-A	23	0.00	462	0.051	23	0.1	8.209	A
C-AB	41	0.00	645	0.064	41	0.1	5.953	A
C-A	18	0.00			18			
A-B	18	0.00			18			
A-C	26	0.00			26			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	575	0.027	15	0.0	6.433	A
B-A	28	0.00	457	0.061	28	0.1	8.385	A
C-AB	49	0.00	646	0.077	49	0.1	6.036	A
C-A	22	0.00			22			
A-B	22	0.00			22			
A-C	31	0.00			31			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	571	0.033	19	0.0	6.523	A
B-A	34	0.00	451	0.076	34	0.1	8.632	A
C-AB	61	0.00	646	0.095	61	0.1	6.151	A
C-A	26	0.00			26			
A-B	26	0.00			26			
A-C	39	0.00			39			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	570	0.033	19	0.0	6.524	A
B-A	34	0.00	451	0.076	34	0.1	8.635	A
C-AB	61	0.00	646	0.095	61	0.1	6.153	A
C-A	26	0.00			26			
A-B	26	0.00			26			
A-C	39	0.00			39			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	575	0.027	15	0.0	6.438	A
B-A	28	0.00	457	0.061	28	0.1	8.391	A
C-AB	49	0.00	646	0.077	50	0.1	6.038	A
C-A	22	0.00			22			
A-B	22	0.00			22			
A-C	31	0.00			31			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	0.00	578	0.022	13	0.0	6.375	A
B-A	23	0.00	461	0.051	23	0.1	8.218	A
C-AB	41	0.00	645	0.064	41	0.1	5.961	A
C-A	18	0.00			18			
A-B	18	0.00			18			
A-C	26	0.00			26			

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		1.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	58	100.000
B		✓	14	100.000
C		✓	25	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	16	42
	B	13	0	1
From	C	14	11	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	6.74	0.0	A
B-A	0.03	7.85	0.0	A
C-AB	0.02	5.76	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	540	0.001	0.75	0.0	6.674	A
B-A	10	0.00	478	0.020	10	0.0	7.680	A
C-AB	8	0.00	640	0.013	8	0.0	5.702	A
C-A	10	0.00			10			
A-B	12	0.00			12			
A-C	32	0.00			32			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	538	0.002	0.90	0.0	6.702	A
B-A	12	0.00	476	0.025	12	0.0	7.752	A

C-AB	10	0.00	639	0.016	10	0.0	5.724	A
C-A	12	0.00			12			
A-B	14	0.00			14			
A-C	38	0.00			38			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	535	0.002	1	0.0	6.739	A
B-A	14	0.00	473	0.030	14	0.0	7.852	A
C-AB	12	0.00	638	0.019	12	0.0	5.754	A
C-A	15	0.00			15			
A-B	18	0.00			18			
A-C	46	0.00			46			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	535	0.002	1	0.0	6.739	A
B-A	14	0.00	473	0.030	14	0.0	7.852	A
C-AB	12	0.00	638	0.019	12	0.0	5.757	A
C-A	15	0.00			15			
A-B	18	0.00			18			
A-C	46	0.00			46			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	538	0.002	0.90	0.0	6.704	A
B-A	12	0.00	476	0.025	12	0.0	7.755	A
C-AB	10	0.00	639	0.016	10	0.0	5.726	A
C-A	12	0.00			12			
A-B	14	0.00			14			
A-C	38	0.00			38			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	540	0.001	0.75	0.0	6.677	A
B-A	10	0.00	478	0.020	10	0.0	7.683	A
C-AB	8	0.00	640	0.013	8	0.0	5.705	A
C-A	10	0.00			10			
A-B	12	0.00			12			
A-C	32	0.00			32			

2029 | Future Year Base + Comm ST | AM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		3.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	59	100.000
B		✓	48	100.000
C		✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	35
	B	31	0	17
	C	55	53	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.53	0.0	A
B-A	0.08	8.73	0.1	A
C-AB	0.10	5.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	0.00	578	0.022	13	0.0	6.368	A
B-A	23	0.00	459	0.051	23	0.1	8.265	A
C-AB	43	0.00	659	0.065	42	0.1	5.830	A
C-A	39	0.00			39			
A-B	18	0.00			18			
A-C	26	0.00			26			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	575	0.027	15	0.0	6.434	A
B-A	28	0.00	454	0.061	28	0.1	8.455	A
C-AB	52	0.00	663	0.078	51	0.1	5.889	A
C-A	46	0.00			46			
A-B	22	0.00			22			
A-C	31	0.00			31			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	570	0.033	19	0.0	6.524	A
B-A	34	0.00	447	0.076	34	0.1	8.724	A
C-AB	64	0.00	667	0.096	64	0.1	5.970	A
C-A	55	0.00			55			
A-B	26	0.00			26			
A-C	39	0.00			39			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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B-C	19	0.00	570	0.033	19	0.0	6.525	A
B-A	34	0.00	447	0.076	34	0.1	8.726	A
C-AB	64	0.00	667	0.096	64	0.1	5.974	A
C-A	55	0.00			55			
A-B	26	0.00			26			
A-C	39	0.00			39			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	575	0.027	15	0.0	6.439	A
B-A	28	0.00	453	0.061	28	0.1	8.460	A
C-AB	52	0.00	663	0.078	52	0.1	5.894	A
C-A	46	0.00			46			
A-B	22	0.00			22			
A-C	31	0.00			31			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	0.00	578	0.022	13	0.0	6.375	A
B-A	23	0.00	458	0.051	23	0.1	8.275	A
C-AB	43	0.00	659	0.065	43	0.1	5.836	A
C-A	39	0.00			39			
A-B	18	0.00			18			
A-C	26	0.00			26			

2029 | Future Year Base + Comm ST | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		1.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	58	100.000
B		✓	14	100.000
C		✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	16	42
	B	13	0	1
	C	47	11	0

Vehicle Mix

Heavy Vehicle %

	To			
		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-C	0.00	6.74	0.0	A
B-A	0.03	7.94	0.0	A
C-AB	0.02	5.56	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	540	0.001	0.75	0.0	6.675	A
B-A	10	0.00	475	0.021	10	0.0	7.737	A
C-AB	9	0.00	656	0.013	9	0.0	5.563	A
C-A	35	0.00			35			
A-B	12	0.00			12			
A-C	32	0.00			32			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	538	0.002	0.90	0.0	6.702	A
B-A	12	0.00	472	0.025	12	0.0	7.822	A
C-AB	11	0.00	658	0.016	11	0.0	5.558	A
C-A	42	0.00			42			
A-B	14	0.00			14			
A-C	38	0.00			38			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	535	0.002	1	0.0	6.740	A
B-A	14	0.00	468	0.031	14	0.0	7.939	A
C-AB	13	0.00	662	0.020	13	0.0	5.551	A
C-A	51	0.00			51			
A-B	18	0.00			18			
A-C	46	0.00			46			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	535	0.002	1	0.0	6.740	A
B-A	14	0.00	468	0.031	14	0.0	7.939	A
C-AB	13	0.00	662	0.020	13	0.0	5.553	A
C-A	51	0.00			51			
A-B	18	0.00			18			
A-C	46	0.00			46			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	538	0.002	0.90	0.0	6.702	A
B-A	12	0.00	472	0.025	12	0.0	7.824	A
C-AB	11	0.00	658	0.016	11	0.0	5.558	A
C-A	42	0.00			42			
A-B	14	0.00			14			
A-C	38	0.00			38			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	540	0.001	0.75	0.0	6.675	A
B-A	10	0.00	475	0.021	10	0.0	7.741	A
C-AB	9	0.00	656	0.013	9	0.0	5.563	A
C-A	35	0.00			35			
A-B	12	0.00			12			
A-C	32	0.00			32			

2029 | Future Year Base + Comm_+ Dev ST | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		3.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2029	Future Year Base + Comm_+ Dev ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	59	100.000
B		✓	48	100.000
C		✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	24	35
	B	31	0	17
From	C	58	53	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.53	0.0	A
B-A	0.08	8.74	0.1	A
C-AB	0.10	5.95	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	0.00	578	0.022	13	0.0	6.368	A
B-A	23	0.00	458	0.051	23	0.1	8.271	A
C-AB	43	0.00	661	0.065	42	0.1	5.818	A
C-A	41	0.00			41			
A-B	18	0.00			18			
A-C	26	0.00			26			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	575	0.027	15	0.0	6.434	A
B-A	28	0.00	453	0.062	28	0.1	8.463	A

C-AB	52	0.00	664	0.078	52	0.1	5.875	A
C-A	48	0.00			48			
A-B	22	0.00			22			
A-C	31	0.00			31			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	570	0.033	19	0.0	6.524	A
B-A	34	0.00	446	0.076	34	0.1	8.734	A
C-AB	65	0.00	669	0.096	64	0.1	5.952	A
C-A	58	0.00			58			
A-B	26	0.00			26			
A-C	39	0.00			39			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	0.00	570	0.033	19	0.0	6.525	A
B-A	34	0.00	446	0.077	34	0.1	8.736	A
C-AB	65	0.00	669	0.096	65	0.1	5.953	A
C-A	58	0.00			58			
A-B	26	0.00			26			
A-C	39	0.00			39			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	0.00	575	0.027	15	0.0	6.439	A
B-A	28	0.00	453	0.062	28	0.1	8.468	A
C-AB	52	0.00	664	0.078	52	0.1	5.877	A
C-A	48	0.00			48			
A-B	22	0.00			22			
A-C	31	0.00			31			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	0.00	578	0.022	13	0.0	6.373	A
B-A	23	0.00	458	0.051	23	0.1	8.283	A
C-AB	43	0.00	661	0.065	43	0.1	5.826	A
C-A	41	0.00			41			
A-B	18	0.00			18			
A-C	26	0.00			26			

**2029 | Future Year Base + Comm_+ Dev ST
| PM**

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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		1.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2029	Future Year Base + Comm_+ Dev ST	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	58	100.000
B		✓	14	100.000
C		✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	16	42
	B	13	0	1
	C	50	11	0

Vehicle Mix

Heavy Vehicle %

	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-C	0.00	6.74	0.0	A
B-A	0.03	7.95	0.0	A
C-AB	0.02	5.55	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	540	0.001	0.75	0.0	6.675	A
B-A	10	0.00	475	0.021	10	0.0	7.743	A
C-AB	9	0.00	657	0.013	9	0.0	5.551	A
C-A	37	0.00			37			
A-B	12	0.00			12			
A-C	32	0.00			32			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	538	0.002	0.90	0.0	6.702	A
B-A	12	0.00	472	0.025	12	0.0	7.828	A
C-AB	11	0.00	660	0.016	11	0.0	5.543	A
C-A	44	0.00			44			
A-B	14	0.00			14			
A-C	38	0.00			38			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.00	535	0.002	1	0.0	6.740	A
B-A	14	0.00	467	0.031	14	0.0	7.947	A
C-AB	13	0.00	664	0.020	13	0.0	5.533	A
C-A	54	0.00			54			
A-B	18	0.00			18			
A-C	46	0.00			46			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
--------	-----------------------	----------------------------	-------------------	-----	---------------------	-----------------	-----------	-------------------------------

B-C	1	0.00	535	0.002	1	0.0	6.740	A
B-A	14	0.00	467	0.031	14	0.0	7.948	A
C-AB	13	0.00	664	0.020	13	0.0	5.533	A
C-A	54	0.00			54			
A-B	18	0.00			18			
A-C	46	0.00			46			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.00	538	0.002	0.90	0.0	6.705	A
B-A	12	0.00	472	0.025	12	0.0	7.829	A
C-AB	11	0.00	660	0.016	11	0.0	5.544	A
C-A	44	0.00			44			
A-B	14	0.00			14			
A-C	38	0.00			38			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.00	540	0.001	0.75	0.0	6.678	A
B-A	10	0.00	475	0.021	10	0.0	7.745	A
C-AB	9	0.00	657	0.013	9	0.0	5.551	A
C-A	37	0.00			37			
A-B	12	0.00			12			
A-C	32	0.00			32			

T24554

Land North of Station Road, Market Bosworth

Appendix Q

Junctions 11 PICADY Output – Market Place/ Rectory Lane/Sutton Lane Priority Junction

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
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Filename: T24554 -Market Place, Rectory Lane, Sutton Lane.j11

Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady

Report generation date: 24/04/2025 17:16:01

- »2024 | Base | AM
- »2024 | Base | PM
- »2029 | Future Year Base + Comm | AM
- »2029 | Future Year Base + Comm | PM
- »2029 | Future Year Base + Comm + Dev | AM
- »2029 | Future Year Base + Comm + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-C	D1	0.0	7.93	0.00	A	D2	0.0	7.34	0.00	A
Stream B-A		1.0	7.64	0.51	A		0.6	5.86	0.37	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm									
Stream B-C	D3	0.0	7.94	0.00	A	D4	0.0	7.90	0.00	A
Stream B-A		1.6	9.65	0.61	A		0.9	7.04	0.47	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm + Dev									
Stream B-C	D5	0.0	7.96	0.00	A	D6	0.0	7.96	0.00	A
Stream B-A		1.6	9.91	0.62	A		0.9	7.26	0.49	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	T24544
Location	Market Place, Rectory Lane, Sutton Lane
Site number	
Date	10/02/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	
Enumerator	AzureAD\JasminRema
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

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D4	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
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	Entry Only	Two-way		7.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.55	A

Arms

Arms

Arm	Name	Description	Arm type
A	Market Place		Major
B	Rectory Lane		Minor
C	Sutton Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.40			60.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.56	2.58	9	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	469	0.088	0.221	0.139	0.316
B-C	607	0.095	0.241	-	-
C-B	609	0.242	0.242	-	-

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.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-A	✓		500
B-C			

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1	100.000
B		ONE HOUR	✓	452	100.000
C		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	1
	B	451	0	1
	C	5	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	7.93	0.0	A	0.92	1
B-A	0.51	7.64	1.0	A	414	621
C-AB	0.00	0.00	0.0	A	0	0
C-A					5	7
A-B					0	0
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	497	0.002	0.75	0.0	0.0	7.254	A
B-A	340	85	0.00	968	0.351	337	0.0	0.5	5.688	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94	0.00			4				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	475	0.002	0.90	0.0	0.0	7.595	A
B-A	405	101	0.00	968	0.419	405	0.5	0.7	6.383	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	4	1	0.00			4				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	455	0.002	1	0.0	0.0	7.926	A
B-A	497	124	0.00	968	0.513	495	0.7	1.0	7.596	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	6	1	0.00			6				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	455	0.002	1	0.0	0.0	7.926	A
B-A	497	124	0.00	968	0.513	497	1.0	1.0	7.637	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	6	1	0.00			6				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	474	0.002	0.90	0.0	0.0	7.608	A
B-A	405	101	0.00	968	0.419	407	1.0	0.7	6.430	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	4	1	0.00			4				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	496	0.002	0.75	0.0	0.0	7.268	A
B-A	340	85	0.00	968	0.351	340	0.7	0.5	5.740	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94	0.00			4				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
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	Entry Only	Two-way		5.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.77	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	3	100.000
B		ONE HOUR	✓	322	100.000
C		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	3
	B	321	0	1
From	C	5	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	7.34	0.0	A	0.92	1
B-A	0.37	5.86	0.6	A	295	442
C-AB	0.00	0.00	0.0	A	0	0
C-A					5	7
A-B					0	0
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	529	0.001	0.75	0.0	0.0	6.818	A
B-A	242	60	0.00	968	0.250	240	0.0	0.3	4.937	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94	0.00			4				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	513	0.002	0.90	0.0	0.0	7.029	A
B-A	289	72	0.00	968	0.298	288	0.3	0.4	5.294	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	4	1	0.00			4				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	492	0.002	1	0.0	0.0	7.335	A
B-A	353	88	0.00	968	0.365	353	0.4	0.6	5.847	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	6	1	0.00			6				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	492	0.002	1	0.0	0.0	7.338	A
B-A	353	88	0.00	968	0.365	353	0.6	0.6	5.858	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	6	1	0.00			6				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	513	0.002	0.90	0.0	0.0	7.036	A
B-A	289	72	0.00	968	0.298	289	0.6	0.4	5.309	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	4	1	0.00			4				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	528	0.001	0.75	0.0	0.0	6.828	A
B-A	242	60	0.00	968	0.250	242	0.4	0.3	4.962	A
C-AB	0	0	0.00	609	0.000	0	0.0	0.0	0.000	A
C-A	4	0.94	0.00			4				
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
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	Entry Only	Two-way		9.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	5	100.000
B		ONE HOUR	✓	540	100.000
C		ONE HOUR	✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	5
	B	539	0	1
	C	7	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	7.94	0.0	A	0.92	1
B-A	0.61	9.65	1.6	A	495	742
C-AB	0.00	0.00	0.0	A	0	0
C-A					6	10
A-B					0	0
A-C					5	7

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	474	0.002	0.75	0.0	0.0	7.599	A
B-A	406	101	0.00	967	0.420	403	0.0	0.7	6.350	A
C-AB	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
C-A	5	1	0.00			5				
A-B	0	0	0.00			0				
A-C	4	0.94	0.00			4				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	454	0.002	0.90	0.0	0.0	7.937	A
B-A	485	121	0.00	967	0.501	483	0.7	1.0	7.432	A
C-AB	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
C-A	6	2	0.00			6				
A-B	0	0	0.00			0				
A-C	4	1	0.00			4				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	454	0.002	1	0.0	0.0	7.944	A
B-A	593	148	0.00	966	0.614	591	1.0	1.6	9.540	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	0	0	0.00			0				
A-C	6	1	0.00			6				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	454	0.002	1	0.0	0.0	7.944	A
B-A	593	148	0.00	966	0.614	593	1.6	1.6	9.647	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	0	0	0.00			0				
A-C	6	1	0.00			6				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	454	0.002	0.90	0.0	0.0	7.939	A
B-A	485	121	0.00	967	0.501	487	1.6	1.0	7.536	A
C-AB	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
C-A	6	2	0.00			6				
A-B	0	0	0.00			0				
A-C	4	1	0.00			4				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	473	0.002	0.75	0.0	0.0	7.620	A
B-A	406	101	0.00	967	0.420	407	1.0	0.7	6.442	A
C-AB	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
C-A	5	1	0.00			5				
A-B	0	0	0.00			0				
A-C	4	0.94	0.00			4				

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
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	Entry Only	Two-way		6.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	6	100.000
B		ONE HOUR	✓	414	100.000
C		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	6
	B	413	0	1
	C	9	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	7.90	0.0	A	0.92	1
B-A	0.47	7.04	0.9	A	379	568
C-AB	0.00	0.00	0.0	A	0	0
C-A					8	12
A-B					0	0
A-C					6	8

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	505	0.001	0.75	0.0	0.0	7.138	A
B-A	311	78	0.00	967	0.322	309	0.0	0.5	5.459	A
C-AB	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
C-A	7	2	0.00			7				
A-B	0	0	0.00			0				
A-C	5	1	0.00			5				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	485	0.002	0.90	0.0	0.0	7.443	A
B-A	371	93	0.00	966	0.384	371	0.5	0.6	6.037	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	0	0	0.00			0				
A-C	5	1	0.00			5				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	457	0.002	1	0.0	0.0	7.899	A
B-A	455	114	0.00	966	0.471	454	0.6	0.9	7.016	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	10	2	0.00			10				
A-B	0	0	0.00			0				
A-C	7	2	0.00			7				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	456	0.002	1	0.0	0.0	7.905	A
B-A	455	114	0.00	966	0.471	455	0.9	0.9	7.043	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	10	2	0.00			10				
A-B	0	0	0.00			0				
A-C	7	2	0.00			7				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	484	0.002	0.90	0.0	0.0	7.454	A
B-A	371	93	0.00	966	0.384	372	0.9	0.6	6.070	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	0	0	0.00			0				
A-C	5	1	0.00			5				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	504	0.001	0.75	0.0	0.0	7.153	A
B-A	311	78	0.00	967	0.322	312	0.6	0.5	5.501	A
C-AB	0	0	0.00	608	0.000	0	0.0	0.0	0.000	A
C-A	7	2	0.00			7				
A-B	0	0	0.00			0				
A-C	5	1	0.00			5				

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
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	Entry Only	Two-way		9.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	9	100.000
B		ONE HOUR	✓	548	100.000
C		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	9
	B	547	0	1
	C	9	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	7.96	0.0	A	0.92	1
B-A	0.62	9.91	1.6	A	502	753
C-AB	0.00	0.00	0.0	A	0	0
C-A					8	12
A-B					0	0
A-C					8	12

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	472	0.002	0.75	0.0	0.0	7.643	A
B-A	412	103	0.00	966	0.426	409	0.0	0.7	6.427	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	7	2	0.00			7				
A-B	0	0	0.00			0				
A-C	7	2	0.00			7				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	454	0.002	0.90	0.0	0.0	7.948	A
B-A	492	123	0.00	966	0.509	491	0.7	1.0	7.559	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	0	0	0.00			0				
A-C	8	2	0.00			8				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	453	0.002	1	0.0	0.0	7.958	A
B-A	602	151	0.00	965	0.624	600	1.0	1.6	9.793	A
C-AB	0	0	0.00	606	0.000	0	0.0	0.0	0.000	A
C-A	10	2	0.00			10				
A-B	0	0	0.00			0				
A-C	10	2	0.00			10				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	453	0.002	1	0.0	0.0	7.958	A
B-A	602	151	0.00	965	0.624	602	1.6	1.6	9.915	A
C-AB	0	0	0.00	606	0.000	0	0.0	0.0	0.000	A
C-A	10	2	0.00			10				
A-B	0	0	0.00			0				
A-C	10	2	0.00			10				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	454	0.002	0.90	0.0	0.0	7.949	A
B-A	492	123	0.00	966	0.509	494	1.6	1.1	7.672	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	0	0	0.00			0				
A-C	8	2	0.00			8				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	470	0.002	0.75	0.0	0.0	7.669	A
B-A	412	103	0.00	966	0.426	413	1.1	0.8	6.524	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	7	2	0.00			7				
A-B	0	0	0.00			0				
A-C	7	2	0.00			7				

2029 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
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	Entry Only	Two-way		6.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	9	100.000
B		ONE HOUR	✓	427	100.000
C		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	9
	B	426	0	1
	C	9	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	7.96	0.0	A	0.92	1
B-A	0.49	7.26	0.9	A	391	586
C-AB	0.00	0.00	0.0	A	0	0
C-A					8	12
A-B					0	0
A-C					8	12

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	501	0.002	0.75	0.0	0.0	7.192	A
B-A	321	80	0.00	966	0.332	319	0.0	0.5	5.544	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	7	2	0.00			7				
A-B	0	0	0.00			0				
A-C	7	2	0.00			7				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	480	0.002	0.90	0.0	0.0	7.513	A
B-A	383	96	0.00	966	0.397	382	0.5	0.7	6.165	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	0	0	0.00			0				
A-C	8	2	0.00			8				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	453	0.002	1	0.0	0.0	7.958	A
B-A	469	117	0.00	965	0.486	468	0.7	0.9	7.226	A
C-AB	0	0	0.00	606	0.000	0	0.0	0.0	0.000	A
C-A	10	2	0.00			10				
A-B	0	0	0.00			0				
A-C	10	2	0.00			10				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	0.00	453	0.002	1	0.0	0.0	7.958	A
B-A	469	117	0.00	965	0.486	469	0.9	0.9	7.257	A
C-AB	0	0	0.00	606	0.000	0	0.0	0.0	0.000	A
C-A	10	2	0.00			10				
A-B	0	0	0.00			0				
A-C	10	2	0.00			10				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	0.00	479	0.002	0.90	0.0	0.0	7.522	A
B-A	383	96	0.00	966	0.397	384	0.9	0.7	6.200	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	0	0	0.00			0				
A-C	8	2	0.00			8				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	0.00	500	0.002	0.75	0.0	0.0	7.207	A
B-A	321	80	0.00	966	0.332	321	0.7	0.5	5.590	A
C-AB	0	0	0.00	607	0.000	0	0.0	0.0	0.000	A
C-A	7	2	0.00			7				
A-B	0	0	0.00			0				
A-C	7	2	0.00			7				

T24554

Land North of Station Road, Market Bosworth



Appendix R

Junctions 11 PICADY Output – Market Place/ Rectory Lane/Sutton Lane Priority Junction Sensitivity Test

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
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: T24554 -Market Place, Rectory Lane, Sutton Lane Sensitivity.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 26/02/2025 10:59:05

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 - Future Year Base + Comm									
Stream B-AC	D1	0.0	9.94	0.02	A	D2	0.0	9.34	0.03	A
Stream C-AB		0.0	3.68	0.00	A		0.0	4.20	0.00	A
	2029 - Future Year Base + Comm_+ Dev ST									
Stream B-AC	D3	0.0	10.04	0.03	B	D4	0.0	9.39	0.03	A
Stream C-AB		0.0	3.66	0.00	A		0.0	4.15	0.00	A

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

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

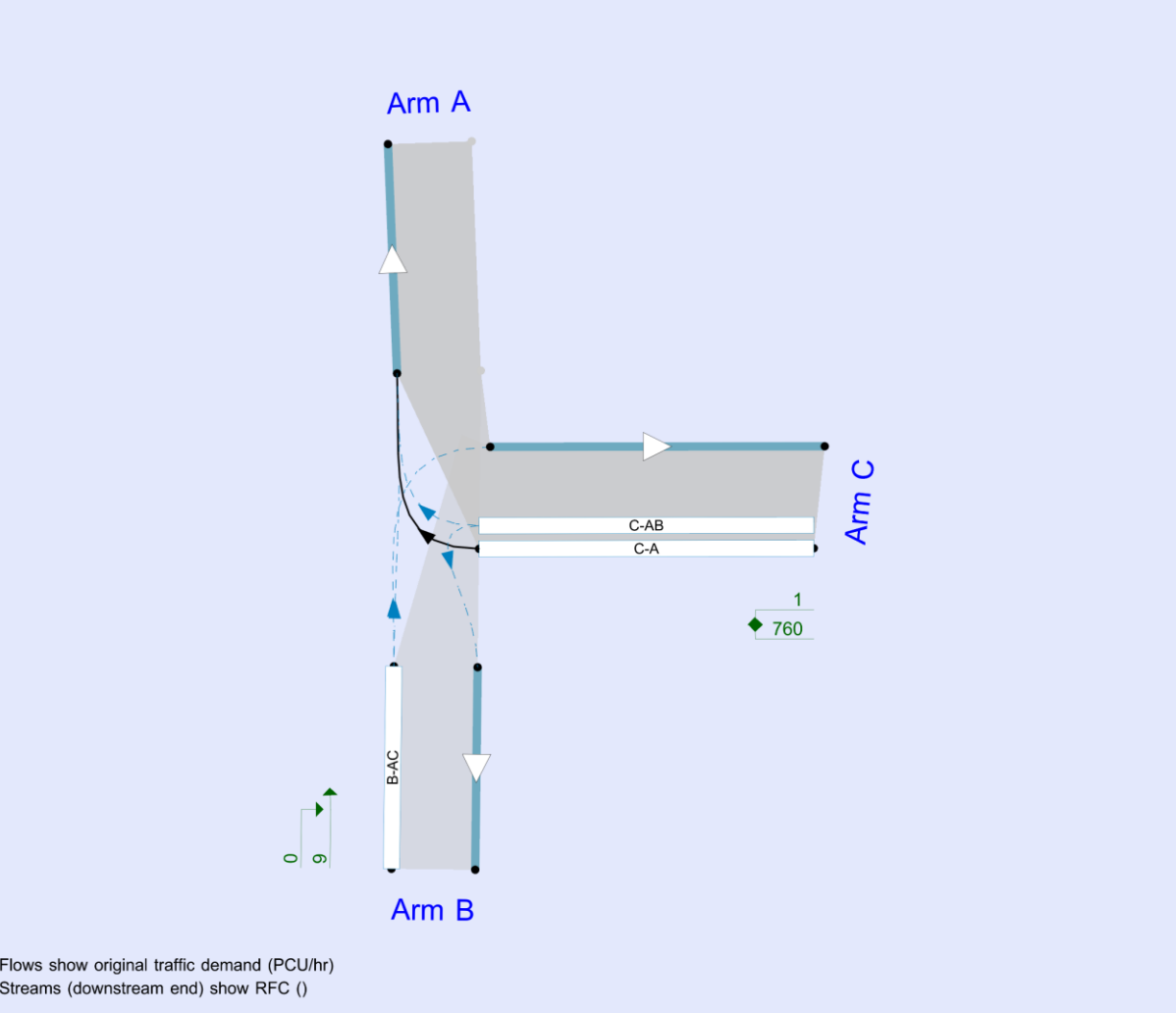
File summary

File Description

Title	
Location	
Site number	
Date	24/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JasminRema
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D2	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15
D3	2029	Future Year Base + Comm_+ Dev ST	AM	ONE HOUR	07:45	09:15	15
D4	2029	Future Year Base + Comm_+ Dev ST	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Exit Only	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

Arms

Arms

Arm	Name	Description	Arm type
A	Market Place		Major
B	Sutton Lane	Sutton Lane gives way	Minor
C	Rectory Lane		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	6.00			55.0	✓	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	2.40	0	0

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	449	0.060	0.153	0.096	0.218
B-C	586	0.090	0.227	-	-
C-B	606	0.204	0.204	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
----	------	----------	-------------	----------------------	--------------------	---------------------	---------------------------

D1	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
----	------	-------------------------	----	----------	-------	-------	----

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	7	100.000
C		✓	748	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	0
	B	7	0	0
	C	747	1	0

Vehicle Mix

Heavy Vehicle %

	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	0.02	9.94	0.0	A
C-AB	0.00	3.68	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	395	0.013	5	0.0	9.236	A

C-AB	2	0.00	979	0.002	2	0.0	3.683	A
C-A	561	0.00			561			
A-B	0	0.00			0			
A-C	0	0.00			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	384	0.016	6	0.0	9.520	A
C-AB	2	0.00	1051	0.002	2	0.0	3.431	A
C-A	670	0.00			670			
A-B	0	0.00			0			
A-C	0	0.00			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	370	0.021	8	0.0	9.940	A
C-AB	4	0.00	1151	0.003	4	0.0	3.136	A
C-A	820	0.00			820			
A-B	0	0.00			0			
A-C	0	0.00			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	370	0.021	8	0.0	9.940	A
C-AB	4	0.00	1151	0.003	4	0.0	3.138	A
C-A	820	0.00			820			
A-B	0	0.00			0			
A-C	0	0.00			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	384	0.016	6	0.0	9.523	A
C-AB	2	0.00	1051	0.002	2	0.0	3.431	A
C-A	670	0.00			670			
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	395	0.013	5	0.0	9.239	A
C-AB	2	0.00	979	0.002	2	0.0	3.683	A
C-A	561	0.00			561			
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Exit Only	Two-way	Two-way		0.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	9	100.000
C		✓	508	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	0
	B	9	0	0
	C	507	1	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	0

	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	9.34	0.0	A
C-AB	0.00	4.20	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	412	0.016	7	0.0	8.875	A
C-AB	1	0.00	859	0.002	1	0.0	4.197	A
C-A	381	0.00			381			
A-B	0	0.00			0			
A-C	0	0.00			0			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	405	0.020	8	0.0	9.066	A
C-AB	2	0.00	908	0.002	2	0.0	3.971	A
C-A	455	0.00			455			
A-B	0	0.00			0			
A-C	0	0.00			0			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	395	0.025	10	0.0	9.342	A
C-AB	3	0.00	976	0.003	3	0.0	3.696	A
C-A	557	0.00			557			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
--------	-----------------------	----------------------------	-------------------	-----	---------------------	-----------------	-----------	-------------------------------

B-AC	10	0.00	395	0.025	10	0.0	9.342	A
C-AB	3	0.00	976	0.003	3	0.0	3.696	A
C-A	557	0.00			557			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	405	0.020	8	0.0	9.067	A
C-AB	2	0.00	908	0.002	2	0.0	3.973	A
C-A	455	0.00			455			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	412	0.016	7	0.0	8.879	A
C-AB	1	0.00	859	0.002	1	0.0	4.198	A
C-A	381	0.00			381			
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm_+ Dev ST | 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	Exit Only	Two-way	Two-way		0.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
----	------	----------	-------------	----------------------	--------------------	---------------------	---------------------------

D3	2029	Future Year Base + Comm_+ Dev ST	AM	ONE HOUR	07:45	09:15	15
----	------	----------------------------------	----	----------	-------	-------	----

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	9	100.000
C		✓	761	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	0
	B	9	0	0
	C	760	1	0

Vehicle Mix

Heavy Vehicle %

	To			
		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	0.03	10.04	0.0	B
C-AB	0.00	3.66	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	394	0.017	7	0.0	9.295	A

C-AB	2	0.00	985	0.002	2	0.0	3.659	A
C-A	571	0.00			571			
A-B	0	0.00			0			
A-C	0	0.00			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	383	0.021	8	0.0	9.594	A
C-AB	3	0.00	1059	0.002	3	0.0	3.406	A
C-A	682	0.00			682			
A-B	0	0.00			0			
A-C	0	0.00			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	368	0.027	10	0.0	10.039	B
C-AB	4	0.00	1161	0.003	4	0.0	3.110	A
C-A	834	0.00			834			
A-B	0	0.00			0			
A-C	0	0.00			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	368	0.027	10	0.0	10.039	B
C-AB	4	0.00	1161	0.003	4	0.0	3.110	A
C-A	834	0.00			834			
A-B	0	0.00			0			
A-C	0	0.00			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	383	0.021	8	0.0	9.596	A
C-AB	3	0.00	1059	0.002	3	0.0	3.406	A
C-A	682	0.00			682			
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	394	0.017	7	0.0	9.297	A
C-AB	2	0.00	985	0.002	2	0.0	3.661	A
C-A	571	0.00			571			
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm_+ Dev ST | 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	Exit Only	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Future Year Base + Comm_+ Dev ST	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	9	100.000
C		✓	527	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	0
	B	9	0	0
	C	526	1	0

Vehicle Mix

Heavy Vehicle %

	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	0.03	9.39	0.0	A
C-AB	0.00	4.15	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	411	0.016	7	0.0	8.905	A
C-AB	1	0.00	869	0.002	1	0.0	4.151	A
C-A	395	0.00			395			
A-B	0	0.00			0			
A-C	0	0.00			0			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	403	0.020	8	0.0	9.104	A
C-AB	2	0.00	920	0.002	2	0.0	3.922	A
C-A	472	0.00			472			
A-B	0	0.00			0			
A-C	0	0.00			0			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	393	0.025	10	0.0	9.391	A
C-AB	3	0.00	990	0.003	3	0.0	3.645	A
C-A	578	0.00			578			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	393	0.025	10	0.0	9.391	A
C-AB	3	0.00	990	0.003	3	0.0	3.647	A
C-A	578	0.00			578			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	403	0.020	8	0.0	9.105	A
C-AB	2	0.00	920	0.002	2	0.0	3.924	A
C-A	472	0.00			472			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	411	0.016	7	0.0	8.909	A
C-AB	1	0.00	869	0.002	1	0.0	4.151	A
C-A	395	0.00			395			
A-B	0	0.00			0			
A-C	0	0.00			0			

T24554

Land North of Station Road, Market Bosworth

Appendix S

Junctions 11 PICADY Output – Rectory Lane/Park Street/The Park Priority Junction

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024									
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: T24554 - Rectory Lane, Park Street, The Park.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24554 Station Road, Market Bosworth\Modelling\Picady
Report generation date: 27/02/2025 15:43:01

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-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.1	7.25	0.06	A		0.1	6.98	0.05	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm									
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		0.1	7.53	0.07	A		0.1	7.18	0.06	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm + Dev									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		0.1	7.59	0.08	A		0.1	7.25	0.07	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm ST									
Stream B-C	D9	0.0	0.00	0.00	A	D10	0.0	0.00	0.00	A
Stream B-A		1.1	14.49	0.52	B		0.3	9.07	0.26	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029 - Future Year Base + Comm_+ Dev ST									
Stream B-C	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream B-A		1.1	15.02	0.53	C		0.4	9.31	0.27	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

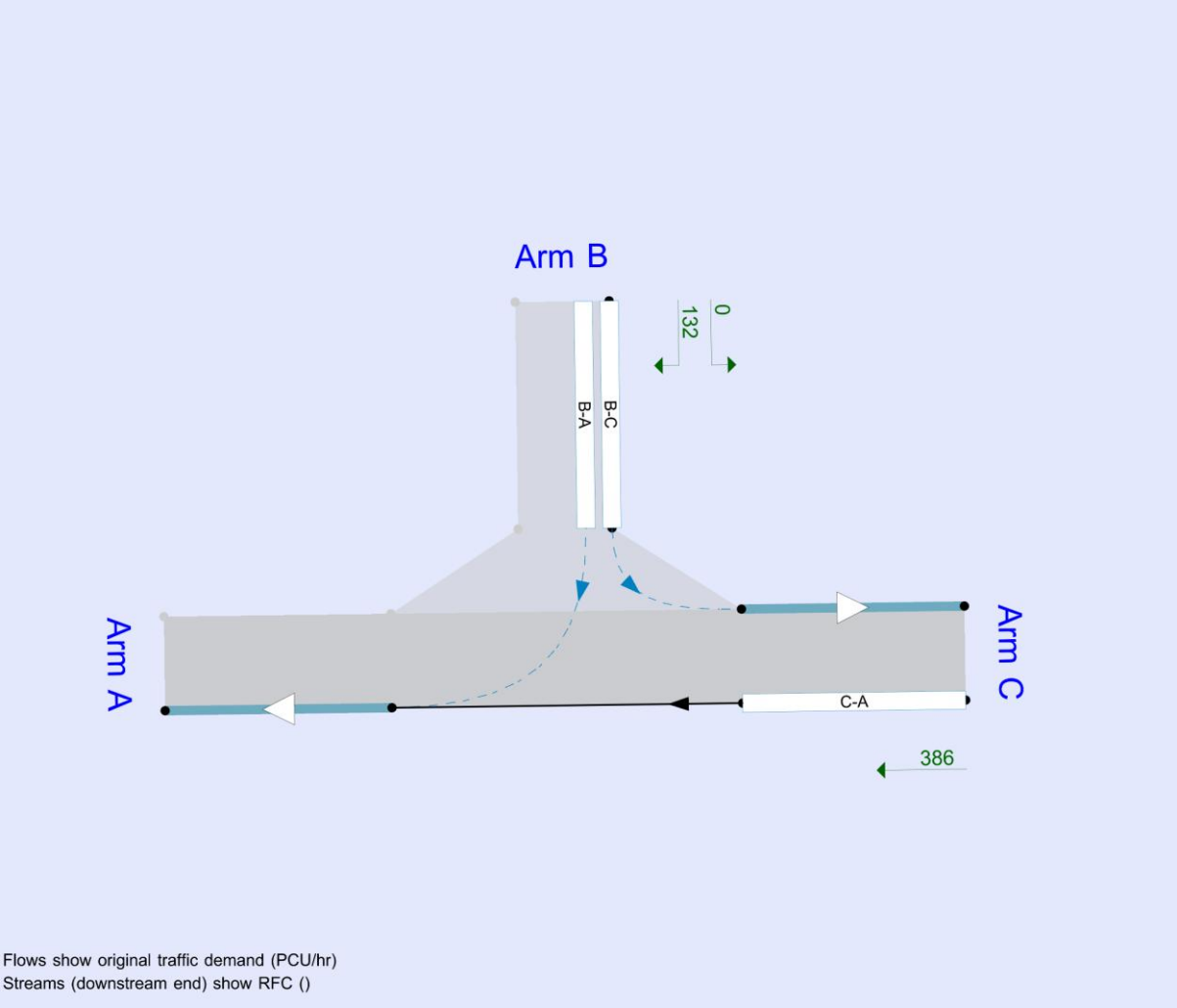
File summary

File Description

Title	Market Bosworth
Location	Rectory Lane/Park Street/The Park
Site number	
Date	10/02/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	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	16:15	17:45	15
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15
D9	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15
D10	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:15	17:45	15
D11	2029	Future Year Base + Comm_ + Dev ST	AM	ONE HOUR	07:45	09:15	15
D12	2029	Future Year Base + Comm_ + Dev ST	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.45	A

Arms

Arms

Arm	Name	Description	Arm type
A	Rectory Lane	One way, can only go in Rectory Lane, nothing can come out to The Park or Park Street	Major
B	Park Street	Park Street is one way	Minor
C	The Park	Ahead Only, No right turners	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	6.50			80.0		-

Major Arm Geometry Notes

Arm	Notes
C	From Arm C, movement is one way (ahead only) allowing all movements from The Park to Rectory Lane.

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.50	110	80

Minor Arm Geometry Notes

Arm	Notes
B	One way system

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	582	0.074	0.186	0.117	0.266
B-C	674	0.101	0.256	-	-
C-B	620	0.201	0.201	-	-

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	Year	Scenario	Time period	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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	28	100.000
C		✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	0
	B	28	0	0
	C	420	0	0

Vehicle Mix

Heavy Vehicle %

	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-C	0.00	0.00	0.0	A
B-A	0.06	7.25	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	668	0.000	0	0.0	0.000	A
B-A	21	0.00	545	0.039	21	0.0	6.873	A
C-A	316	0.00			316			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	666	0.000	0	0.0	0.000	A
B-A	25	0.00	537	0.047	25	0.0	7.027	A
C-A	378	0.00			378			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	664	0.000	0	0.0	0.000	A
B-A	31	0.00	527	0.058	31	0.1	7.248	A
C-A	462	0.00			462			

C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	664	0.000	0	0.0	0.000	A
B-A	31	0.00	527	0.058	31	0.1	7.248	A
C-A	462	0.00			462			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	666	0.000	0	0.0	0.000	A
B-A	25	0.00	537	0.047	25	0.0	7.031	A
C-A	378	0.00			378			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	668	0.000	0	0.0	0.000	A
B-A	21	0.00	545	0.039	21	0.0	6.877	A
C-A	316	0.00			316			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		0.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	25	100.000
C		✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	0
	B	25	0	0
	C	297	0	0

Vehicle Mix

Heavy Vehicle %

	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-C	0.00	0.00	0.0	A
B-A	0.05	6.98	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	669	0.000	0	0.0	0.000	A
B-A	19	0.00	555	0.034	19	0.0	6.705	A
C-A	224	0.00			224			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	667	0.000	0	0.0	0.000	A
B-A	22	0.00	550	0.041	22	0.0	6.819	A
C-A	267	0.00			267			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	666	0.000	0	0.0	0.000	A
B-A	28	0.00	543	0.051	27	0.1	6.978	A
C-A	327	0.00			327			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	666	0.000	0	0.0	0.000	A
B-A	28	0.00	543	0.051	28	0.1	6.978	A
C-A	327	0.00			327			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	667	0.000	0	0.0	0.000	A
B-A	22	0.00	550	0.041	23	0.0	6.823	A
C-A	267	0.00			267			

C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	669	0.000	0	0.0	0.000	A
B-A	19	0.00	555	0.034	19	0.0	6.711	A
C-A	224	0.00			224			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		0.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	32	100.000
C		✓	528	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	0
	B	32	0	0
From	C	528	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.07	7.53	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	667	0.000	0	0.0	0.000	A
B-A	24	0.00	535	0.045	24	0.0	7.042	A
C-A	398	0.00			398			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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B-C	0	0.00	665	0.000	0	0.0	0.000	A
B-A	29	0.00	526	0.055	29	0.1	7.239	A
C-A	475	0.00			475			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	663	0.000	0	0.0	0.000	A
B-A	35	0.00	514	0.069	35	0.1	7.526	A
C-A	581	0.00			581			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	663	0.000	0	0.0	0.000	A
B-A	35	0.00	514	0.069	35	0.1	7.526	A
C-A	581	0.00			581			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	665	0.000	0	0.0	0.000	A
B-A	29	0.00	526	0.055	29	0.1	7.243	A
C-A	475	0.00			475			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	667	0.000	0	0.0	0.000	A
B-A	24	0.00	535	0.045	24	0.0	7.048	A
C-A	398	0.00			398			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	29	100.000
C		✓	373	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	0
	B	29	0	0
	C	373	0	0

Vehicle Mix

Heavy Vehicle %

	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-C	0.00	0.00	0.0	A
B-A	0.06	7.18	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	668	0.000	0	0.0	0.000	A
B-A	22	0.00	549	0.040	22	0.0	6.829	A
C-A	281	0.00			281			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	666	0.000	0	0.0	0.000	A
B-A	26	0.00	542	0.048	26	0.1	6.972	A
C-A	335	0.00			335			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	664	0.000	0	0.0	0.000	A
B-A	32	0.00	533	0.060	32	0.1	7.176	A
C-A	411	0.00			411			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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B-C	0	0.00	664	0.000	0	0.0	0.000	A
B-A	32	0.00	533	0.060	32	0.1	7.176	A
C-A	411	0.00			411			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	666	0.000	0	0.0	0.000	A
B-A	26	0.00	542	0.048	26	0.1	6.976	A
C-A	335	0.00			335			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	668	0.000	0	0.0	0.000	A
B-A	22	0.00	549	0.040	22	0.0	6.832	A
C-A	281	0.00			281			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		0.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	35	100.000
C		✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	0
	B	35	0	0
	C	536	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		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-C	0.00	0.00	0.0	A
B-A	0.08	7.59	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	666	0.000	0	0.0	0.000	A
B-A	26	0.00	534	0.049	26	0.1	7.080	A
C-A	404	0.00			404			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	664	0.000	0	0.0	0.000	A
B-A	31	0.00	525	0.060	31	0.1	7.291	A
C-A	482	0.00			482			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	662	0.000	0	0.0	0.000	A
B-A	39	0.00	512	0.075	38	0.1	7.595	A
C-A	590	0.00			590			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	662	0.000	0	0.0	0.000	A
B-A	39	0.00	512	0.075	39	0.1	7.595	A
C-A	590	0.00			590			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	664	0.000	0	0.0	0.000	A
B-A	31	0.00	525	0.060	32	0.1	7.295	A
C-A	482	0.00			482			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	666	0.000	0	0.0	0.000	A
B-A	26	0.00	534	0.049	26	0.1	7.087	A
C-A	404	0.00			404			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	32	100.000
C		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	0
	B	32	0	0
From	C	386	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.07	7.25	0.1	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	667	0.000	0	0.0	0.000	A
B-A	24	0.00	548	0.044	24	0.0	6.873	A
C-A	291	0.00			291			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	665	0.000	0	0.0	0.000	A
B-A	29	0.00	541	0.053	29	0.1	7.027	A

C-A	347	0.00			347			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	663	0.000	0	0.0	0.000	A
B-A	35	0.00	532	0.066	35	0.1	7.248	A
C-A	425	0.00			425			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	663	0.000	0	0.0	0.000	A
B-A	35	0.00	532	0.066	35	0.1	7.248	A
C-A	425	0.00			425			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	665	0.000	0	0.0	0.000	A
B-A	29	0.00	541	0.053	29	0.1	7.032	A
C-A	347	0.00			347			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	667	0.000	0	0.0	0.000	A
B-A	24	0.00	548	0.044	24	0.0	6.877	A
C-A	291	0.00			291			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm ST | AM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029	Future Year Base + Comm ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	241	100.000
C		✓	528	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	241	0	0
	C	528	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.52	14.49	1.1	B
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	617	0.000	0	0.0	0.000	A
B-A	181	0.00	535	0.339	179	0.5	10.069	B
C-A	398	0.00			398			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	604	0.000	0	0.0	0.000	A
B-A	217	0.00	526	0.412	216	0.7	11.582	B
C-A	475	0.00			475			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	586	0.000	0	0.0	0.000	A
B-A	265	0.00	514	0.517	264	1.0	14.341	B
C-A	581	0.00			581			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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B-C	0	0.00	586	0.000	0	0.0	0.000	A
B-A	265	0.00	514	0.517	265	1.1	14.492	B
C-A	581	0.00			581			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	604	0.000	0	0.0	0.000	A
B-A	217	0.00	526	0.412	218	0.7	11.739	B
C-A	475	0.00			475			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	616	0.000	0	0.0	0.000	A
B-A	181	0.00	535	0.339	182	0.5	10.225	B
C-A	398	0.00			398			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm ST | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029	Future Year Base + Comm ST	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	124	100.000
C		✓	373	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	0
	B	124	0	0
	C	373	0	0

Vehicle Mix

Heavy Vehicle %

	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-C	0.00	0.00	0.0	A
B-A	0.26	9.07	0.3	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	646	0.000	0	0.0	0.000	A
B-A	93	0.00	549	0.170	93	0.2	7.880	A
C-A	281	0.00			281			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	639	0.000	0	0.0	0.000	A
B-A	111	0.00	542	0.206	111	0.3	8.347	A
C-A	335	0.00			335			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	631	0.000	0	0.0	0.000	A
B-A	137	0.00	533	0.256	136	0.3	9.054	A
C-A	411	0.00			411			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	631	0.000	0	0.0	0.000	A
B-A	137	0.00	533	0.256	137	0.3	9.068	A
C-A	411	0.00			411			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	639	0.000	0	0.0	0.000	A
B-A	111	0.00	542	0.206	112	0.3	8.369	A
C-A	335	0.00			335			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	645	0.000	0	0.0	0.000	A
B-A	93	0.00	549	0.170	94	0.2	7.914	A
C-A	281	0.00			281			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm_+ Dev ST | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		4.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2029	Future Year Base + Comm_+ Dev ST	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	248	100.000
C		✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	0
	B	248	0	0
From	C	536	0	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.53	15.02	1.1	C
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	615	0.000	0	0.0	0.000	A
B-A	187	0.00	534	0.349	185	0.5	10.234	B
C-A	404	0.00			404			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	602	0.000	0	0.0	0.000	A
B-A	223	0.00	525	0.425	222	0.7	11.848	B

C-A	482	0.00			482			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	584	0.000	0	0.0	0.000	A
B-A	273	0.00	512	0.533	272	1.1	14.840	B
C-A	590	0.00			590			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	583	0.000	0	0.0	0.000	A
B-A	273	0.00	512	0.533	273	1.1	15.020	C
C-A	590	0.00			590			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	601	0.000	0	0.0	0.000	A
B-A	223	0.00	525	0.425	224	0.8	12.030	B
C-A	482	0.00			482			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	614	0.000	0	0.0	0.000	A
B-A	187	0.00	534	0.349	188	0.5	10.407	B
C-A	404	0.00			404			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

2029 | Future Year Base + Comm_+ Dev ST | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Exit Only	Entry Only	Two-way		2.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2029	Future Year Base + Comm_ + Dev ST	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	0	100.000
B		✓	132	100.000
C		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	0
	B	132	0	0
	C	386	0	0

Vehicle Mix

Heavy Vehicle %

	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-C	0.00	0.00	0.0	A
B-A	0.27	9.31	0.4	A
C-A				
C-B	0.00	0.00	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	644	0.000	0	0.0	0.000	A
B-A	99	0.00	548	0.181	98	0.2	8.002	A
C-A	291	0.00			291			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	637	0.000	0	0.0	0.000	A
B-A	119	0.00	541	0.219	118	0.3	8.516	A
C-A	347	0.00			347			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	628	0.000	0	0.0	0.000	A
B-A	145	0.00	532	0.273	145	0.4	9.296	A
C-A	425	0.00			425			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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B-C	0	0.00	628	0.000	0	0.0	0.000	A
B-A	145	0.00	532	0.273	145	0.4	9.314	A
C-A	425	0.00			425			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	637	0.000	0	0.0	0.000	A
B-A	119	0.00	541	0.219	119	0.3	8.540	A
C-A	347	0.00			347			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0.00	643	0.000	0	0.0	0.000	A
B-A	99	0.00	548	0.181	100	0.2	8.040	A
C-A	291	0.00			291			
C-B	0	0.00	620	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	0	0.00			0			