

Land off Charity Close
Desford
Transport Assessment

LAND OFF CHARITY CLOSE

DESFORD

Transport Assessment

For

Miller Homes

DATE: May 2026

REV: P04

P24-724

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Contents

1	Introduction	1
1.1	Introduction	1
1.2	Site Location	1
1.3	Planning History	1
1.4	Report Structure	3
2	Policy Review	5
2.1	Policy Context	5
2.2	The National Planning Policy Framework	6
2.3	DfT Planning Practice Guidance on Travel Plans, Transport Assessments & Statements	7
2.4	Leicestershire County Council Local Transport Plan 4 (LTP4) 2025 - 2040	7
2.5	Hinckley & Bosworth Borough Council - Local Plan 2006 - 2026	8
2.6	Desford Neighbourhood Plan 2018-2036	9
2.7	Hinckley & Bosworth Borough Council – The Good Design Guide SPD (2020)	10
2.8	Leicestershire Highway Design Guide (2024)	10
3	Existing Conditions	11
3.1	The Site	11
3.2	Local Highway Network	11
3.3	Traffic Flows	16
3.4	Walking	19
3.5	Cycling	21
3.6	Public Transport	23
3.7	Personal Injury Collision (PIC) Records	26
3.8	Accessibility to Key Services	29
4	Development Proposals	31
4.1	General	31
4.2	Site Access	31
4.3	Internal Layout	33
4.4	Travel Plan	33
5	Sustainable Transport Strategy	34
6	Travel Demand	35
6.1	Trip Rates	35

6.2	Trip Generation for Traffic Modelling	39
6.3	Vehicle Trip Generation	39
6.4	The PRTM	39
7	Impact Assessment	40
7.1	Scope of Assessment	40
7.2	Assessment Scenarios	40
8	Junction Modelling	42
8.1	Junctions 11 Software	42
9	Review of Impact Assessment	44
9.1	Development Traffic Distribution	44
10	Summary & Conclusions	47
10.1	Summary	47
10.2	Conclusions	48

Figures

Figure 1: Site Location Plan	4
Figure 2: Traffic Survey Locations	17
Figure 3: Barns Way/Cortanis Lane AM Peak Flows (All Vehicles)	18
Figure 4: Barns Way/Cortanis Lane PM Peak Flows (All Vehicles)	19
Figure 5: Walking Catchment	20
Figure 6: Cycling Catchment	22
Figure 7: Bus Catchment	24
Figure 8: Traffic Survey Locations	28
Figure 9: Parent Zone Trip Distribution	44

Tables

Table 1 Public Transport Services	23
Table 2: Narborough Railway Station Facilities	25
Table 3: Average Direct Journey Times to Key Railway Stations	25
Table 4: Summary of Collisions by Severity and Year	26
Table 5: Distances and Journey Times to Local Facilities and Amenities	30
Table 6: Housing Schedule (Dwellings)	31
Table 7: Leicestershire County Council Car Parking Standards	33
Table 8: Trip Rates by Mode (per dwelling)	36
Table 9: Trip Generation by Mode (83 dwellings)	37
Table 10: Mode Share	38

Table 11: Approved Trip Rates	39
Table 12: Development Vehicle Trip Generation (83 Dwellings)	39
Table 13: TEMPro Growth Factors	40
Table 14: PCU Factors	41
Table 15: Barns Way / Cortanis Lane Capacity Assessment	42
Table 16: Barns Way / Station Road Capacity Assessment	43
Table 17: TEMPro Growth Factors	45
Table 18: Leicester Lane / Barns Way Capacity Assessment	46

Photographs

Photograph 1: Charity Close	12
Photograph 2: Charity Close / Archers Way Junction	13
Photograph 3: Archers Way	14
Photograph 4: Agricultural Access	15

Appendices

Appendix A: Proposed Layout
Appendix B: Scoping Response from LCC
Appendix C: Traffic Surveys
Appendix D: Cycling Map
Appendix E: Bus Services Information
Appendix F: Collision Records
Appendix G: Stage 1 RSA & Designers Response
Appendix H: Road Safety Risk Assessment
Appendix I: Multi Mode TRICS Data Sheets
Appendix J: PRTM Outputs
Appendix K: Email Correspondance with LCC on Desford Crossroads
Appendix L: LCC PRTM Furnessed Traffic Flows
Appendix M: Scenario Traffic Flow Diagrams
Appendix N: Junctions 11 Annotated Parameter Drawings
Appendix O: Barns Way / Cortanis Lane Capacity Assessment
Appendix P: Barns Way / Station Road Capacity Assessment
Appendix Q: Development Traffic Distribution
Appendix R: Traffic Flow Scenarios for Barns Way / Leicester Road Junction
Appendix S: Barns Way / Leicester Road Junctions 11 Outputs

1 Introduction

1.1 Introduction

- 1.1.1 Rodgers Leask Ltd (RL) have been appointed by Miller Homes to prepare a Transport Assessment (TA) in support of a full planning application for the following:

“Full application for residential development of 83 dwellings with associated vehicular access, footpaths, public open space, landscaping, and drainage infrastructure including pumpstation”.

- 1.1.2 The Technical Planning Layout can be seen in Appendix A.

1.2 Site Location

- 1.2.1 The proposed residential development site, herein referred to as the ‘Site’, is located on the urban fringe of Desford, Leicestershire, approximately 800m to the north-east of Desford village centre, and approximately 10km to the west of Leicester city centre.
- 1.2.2 The site’s eastern and southern boundaries are bound by private agricultural fields, and to the north the site is bound by a number of existing properties. The site is bound to the west by the existing residential development to the east of Barns Way. The site location plan can be seen in **Figure 1**.

1.3 Planning History

- 1.3.1 A Reserved Matters application ([19/00149/OUT](#)) was submitted in December 2019 for the erection of 80 dwellings on Land Opposite Bosworth College, Leicestershire Lane. Approval was granted in March 2020.

Scoping and Pre-Application Discussions

- 1.3.2 Pre-planning discussions were undertaken with Leicestershire County Council (LCC) between December 2024 and January 2025. A transport scoping note was produced by RL which provided information on the proposed methodology of the TA and the traffic modelling.

1.3.3 The response from LCC can be seen in **Appendix B** and the key points to note have been summarised below:

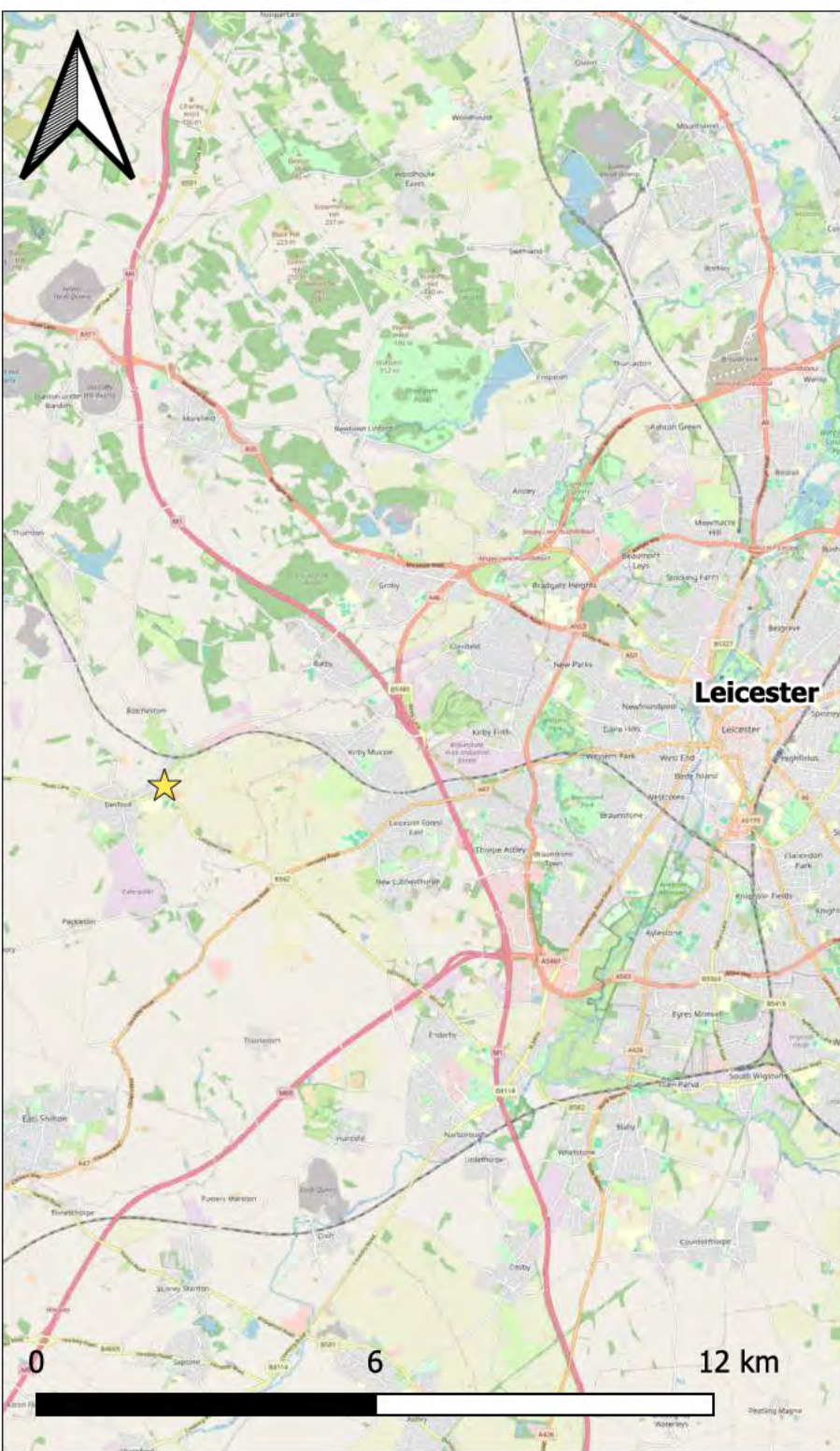
- Site access –
 - LCC noted that Charity Close, the road being used to provide access to the Site, has been put forward for adoption but is yet to be formally adopted. It was noted that Charity Close is 4.8m wide, which is sub-standard to serve another 100 dwellings;
 - Various improvements were mentioned in the response, including removing the farm access track, but it was suggested that a 2m wide footway would be required on Charity Close as a minimum;
 - LCC advise that consideration is given to the need for a ghost island right turn lane at the junction of Cortanis Lane with Barns Way;
 - Swept path analysis of a Phoenix 2 series refuse vehicle is required and a Stage 1 Road Safety Audit (RSA) of the site access proposals, to include designers response, should be included.
- Highway safety – personal injury collision data should be obtained to inform a review of the existing road safety situation within the study area.
- Trip Generation/ Distribution –
 - LCC advise that the ‘applicants’ proposed trip rates will be compared to other more recent proposed developments in the Desford area, with lower trips rates not likely to be accepted. LCC advise the use of the Pan Regional Transport Model (PRTM) in line with the Leicestershire Highway Design Guide (LHDG).
- Junction Capacity Assessments –
 - Junctions where an increase of 30 or more two-way trips are predicted should be assessed. In addition, regardless of the predicted traffic volumes, LCC advise that the Desford Crossroads (B582 Leicester Lane/ B582 Desford Road/ A47 Hinckley Road) signalised junction should be assessed.
- Internal layout – various observations and comments were made regarding the internal access roads, junction visibility and forward visibility, bend widening, road and footway widths etc. which should all be in line with the LHDG.
- Parking provision – off-street residential parking standards set out within the LHDG should be consulted, noting that only the first two tandem parking spaces will count towards the minimum standards.

1.3.4 The observations and comments made by LCC in their formal response have been considered in the preparation of this TA, where relevant.

1.4 Report Structure

1.4.1 Following this introduction the TA comprises of the following sections;

- Section 2.0 Policy Review;
- Section 3.0 Existing Conditions;
- Section 4.0 Proposed Development;
- Section 5.0 Sustainable Transport Strategy
- Section 6.0 Travel Demand;
- Section 7.0 Impact Assessment;
- Section 8.0 Junction Modelling;
- Section 9.0 Review of Impact Assessment; and
- Section 10.0 Summary and Conclusions.



- Legend
- ★ Site Location
 - Site Boundary

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Client
Miller Homes
 Project
Land off Charity Close, Desford
 Figure Title
Site Location Plan

Status
FOR INFORMATION

Scale
A4 @ 1:VARIES

Drawn	Checked	Date
WGG	PJD	08/01/25
Figure Number		

Figure 1

2 Policy Review

2.1 Policy Context

- 2.1.1 This TA has been prepared in line with the relevant national and local policies and guidance.
- 2.1.2 It is considered that the most significant transport-related policies of relevance to the proposals are contained within the following documents:
- The National Planning Policy Framework (NPPF – December 2024);
 - LCC Local Transport Plan 4 (LTP4) (2025 – 2040);
 - Hinckley and Bosworth Borough Council (HBBC) Local Plan (2006-2026) – Core
 - Strategy Development Plan Document (DPD) and Site Allocations & Development Management Policies DPD;
 - Desford Neighbourhood Plan 2018-2036 (Nov 2020);
- 2.1.3 In addition to the above documents, the following guidance documents have also been considered:
- DfT Planning Practice Guidance on Travel Plans, Transport Assessments and Statements (March 2014);
 - Leicestershire Highways Design Guide (December 2024);
 - Hinckley & Bosworth Borough Council – The Good Design Guide SPD (2020)
 - CIHT Providing for Journeys on Foot (2000); and
 - Standards for Highways – various documents
- 2.1.4 This TA presents a vision led approach in line with current policy and industry best practice. A vision led approach sets out the transport related sustainable aim for the proposals and in the context of this TA, the aim is as follows:
- To encourage residents and visitors to walk, wheel, cycling or use public transport for everyday journeys, over the use of a private car.
- 2.1.5 To achieve this aim, the TA provides a review of the existing provision for sustainable modes of travel in the vicinity of the site and assesses the impact of the proposals on the operation of the local highway network. Using these findings, the TA proposes interventions and opportunities for funding of local transport initiatives (subject to discussion with LCC), with developer contributions proportionate to the scale of the development.

2.2 The National Planning Policy Framework

2.2.1 The NPPF sets out the government's current planning policies for England and how they should be applied. The key theme running through the NPPF is how planning should contribute to the achievement of sustainable development. With regard to Transport, this theme is applied to transport specific policies within Section 9: 'Promoting sustainable transport' of the document. The NPPF promotes a vision led approach to transport planning.

2.2.2 As stated in paragraph 109:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."

2.2.3 As stated in paragraph 115:

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

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

2.2.4 As stated in paragraph 116:

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

2.2.5 As stated in paragraph 118;

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.3 DfT Planning Practice Guidance on Travel Plans, Transport Assessments & Statements

2.3.1 This guidance sets out the overarching principles of Travel Plans, Transport Assessments and Transport Statements.

2.3.2 As stated in paragraph 002:

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements (Reference ID: 42-002-20140306).

2.3.3 As stated in paragraph 005:

The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development (Reference ID: 42-005-20140306).

2.3.4 As stated in paragraph 014:

The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development (Reference ID: 42-014-20140306).

2.4 Leicestershire County Council Local Transport Plan 4 (LTP4) 2025 - 2040

2.4.1 The LTP4 sets out LCC’s vision for transport in the county. The document sets out a number of objectives for the County Council to maximise sustainable development to help grow the local economy as well as ensuring the safe and efficient operation of the transport system.

2.4.2 Core Policy 2: Managing Demand

- “Delivering a safe, accessible, integrated, and resilient transport network that is well managed and enables communities to access jobs, education and all services... To deliver this, the transport network needs to be resilient and reliable to make sure that users experience minimal delay between their origins and destination.”

2.4.3 Core Policy 3: Enabling Travel Choice

- “Enabling travel choice in our communities that reflects their unique needs, ensures their safety, actively promotes health & wellbeing, and protects the environment.”

- “To enable travel choice viable, safe and attractive transport alternatives need to be provided to reduce single occupancy vehicle journeys.”

2.5 Hinckley & Bosworth Borough Council - Local Plan 2006 - 2026

2.5.1 The councils development plan is dictated by the policies outlined in the Core Strategy (2009).

2.5.2 The Core Strategy provides and overall strategy and vision for the borough. The following policies have been extracted from the Core Strategy and are deemed to be the most relevant for this TA.

2.5.3 Spatial Objective 6: Infrastructure Provision

- “To ensure that development contributes to the necessary infrastructure required by new development, through provision of new, or where appropriate, enhancement of existing infrastructure (for example through appropriate developer contributions).”

2.5.4 Spatial Objective 7: Healthier Active Communities

- “To develop healthier and stronger communities by improving access to, and the provision of, community, sports and cultural facilities, green infrastructure and walking and cycling routes integrated with local public transport.”

2.5.5 Spatial Objective 13: Transportation and Need to Travel

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

2.5.6 Development management (DM) policy DM17 ‘Highways and Transportation’ of the Site Allocations and Development Management Policies DPD 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;*
 - b) *Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;*
 - c) *Demonstrate that there is not a significant adverse impact upon highway safety, and in the case of development that generates significant movement;*

- d) *That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;*
- e) *Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.*

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

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

- 2.5.7 The new Hinckley and Bosworth Local Plan (2024-2045) is currently being prepared, with the initial stage of consultation (Regulation 18 consultation) currently taking place. The Planning Statement submitted with the planning application considers the application of this draft document.

2.6 Desford Neighbourhood Plan 2018-2036

- 2.6.1 The Desford Neighbourhood Plan has been prepared by the Desford Parish Council and is designed to present the 'vision' for future development in Desford, aligned with the policies of the Hickley and Bosworth Borough Council's Local Plan.

- 2.6.2 The vision is to ensure that the Parish:

Remains a valued and safe place to live and work, continues to thrive in each of the distinct communities, will evolve and expand whilst retaining its sense of identity, provides well-being and makes a positive local contribution to preserving and enhancing the environment and improving sustainability."

- 2.6.3 Chapter 7 includes a description of the transport situation in Desford, including a summary of the concerns with speeding traffic and unauthorised HGVs cited as key issues. Policy T1 Traffic Management states:

With particular regard to the rural highway network of the Parish and the need to minimise any increase in vehicular traffic all housing and commercial development must:

- a) *Be designed to minimise additional traffic generation and movement through the villages,*
- b) *Incorporate sufficient off-road parking in line with housing policy H6.*
- c) *Not remove or compromise the use of any existing off-road parking areas unless a suitable equivalent alternative is provided.*
- d) *Provide any necessary improvements to site access, communal parking and the highway network either directly or by financial contributions.*

- e) *Consider, where appropriate, the improvement and where possible the creation of footpaths and cycleways to key village services.*

2.6.4 Policy T3 refers to electric vehicles as follows:

Housing and commercial developments will be required, where appropriate, to provide 7KW cabling to the most practical points to facilitate subsequent installation of electric vehicle charging points.

2.6.5 It is noted that the Desford Parish Council is currently undertaking a review of the Neighbourhood Plan, which is anticipated to include an amendment to Policy T1 and the removal of Policy T3. The Planning Statement submitted with the planning application considers the application of this draft document.

2.7 Hinckley & Bosworth Borough Council – The Good Design Guide SPD (2020)

2.7.1 The Hinckley & Bosworth Borough Council Good Design Guide has been used to inform any relevant aspects of this TA and the associated development proposals.

2.8 Leicestershire Highway Design Guide (2024)

2.8.1 The Leicestershire County Council Highway Design Guide (LHDG) has been used to inform all relevant aspects of this TA.

3 Existing Conditions

3.1 The Site

- 3.1.1 The site is formed by a parcel of land to the north of Charity Close adjacent to the existing residential development of Cortanis Lane, Archers Way and Charity Close.
- 3.1.2 Access to the Site is to be via Charity Close, a residential street that forms part of the earlier residential development. The planning application (app ref: [19/00149/OUT](#)) for “Land off Barns Way, Desford” was granted planning permission in October 2019 for a residential development of up to 80 dwellings.

3.2 Local Highway Network

- 3.2.1 The location of the Site in relation to the local highway network is shown in **Figure 1**. It is a typical suburban and inter-urban road network and there is the potential for good connection between the Site and wider highway network.

Charity Close

- 3.2.2 Charity Close is a 4.8m wide single carriageway residential street, with street lighting, a 2m wide footway along the southern side of Charity Close and a 1m wide surfaced service strip present along the northern side. The road has been designed for 20mph speeds.
- 3.2.3 At present Charity Close has an existing turning head at the end of the carriageway, which allows for a refuse vehicle to manoeuvre around the site and serve the dwellings accessed by the private drive. A photograph of Charity Close can be seen in **Photograph 1**.

Photograph 1: Charity Close



Source: Site Visit on 29/11/2024

- 3.2.4 At its western end Charity Close forms a priority junction with Archers Way, which includes a raised table, which can be seen in **Photograph 2**.

Photograph 2: Charity Close / Archers Way Junction



Source: Site Visit on 29/11/2024

Archers Way

- 3.2.5 Archers Way is a 5.5m wide residential street, subject to street lighting and is designed for 20mph speeds. The single carriageway residential street serves a number of dwellings and private drives. There are 2m wide footways on either side of the carriageway. Archers Way forms the link between Charity Close and Cortanis Lane. A photograph showing Archers Way can be seen in **Photograph 3**.

Photograph 3: Archers Way



Source: Site Visit by PJD on 29/11/2024

Cortanis Lane

- 3.2.6 Cortanis Lane is the primary residential road linking the development to the wider highway network. Cortanis Lane is 5.5m wide, with street lighting and there are 2m wide footways on either side of the carriageway. Cortanis Lane forms a priority T junction with Barns Way at its south-western end.

Agricultural Access

- 3.2.7 To the north of Charity Close, there is a separate gated agricultural access which runs on a parallel alignment from Barns Way to the agricultural land to the east of the site, crossing Archers Way in the vicinity of the raised table junction as shown in **Photograph 4**.

Photograph 4: Agricultural Access

Source: Site Visit by PJD on 29/11/2024

Barns Way

- 3.2.8 Barns Way extends south towards the mini-roundabout junction with the B582 Leicester Lane and north where it becomes Station Road, approximately 110m north of the junction with Cortanis Lane. Barns Way is a single carriageway road, subject to a 30mph speed restriction, and is approximately 7m with a 2m wide footway along the eastern side. At the roundabout junction with the B582 the footway continues west, with dropped kerbs and a tactile paving on the splitter island; there is no footway provision on the B582 heading east.
- 3.2.9 Heading north the 2m wide footway continues along the eastern side of the road; a footway of varying width extends along the western side of Barns Way from Fuller Close. The footway on the western side ends approximately 50m north of the junction with Station Road.

Strategic Network

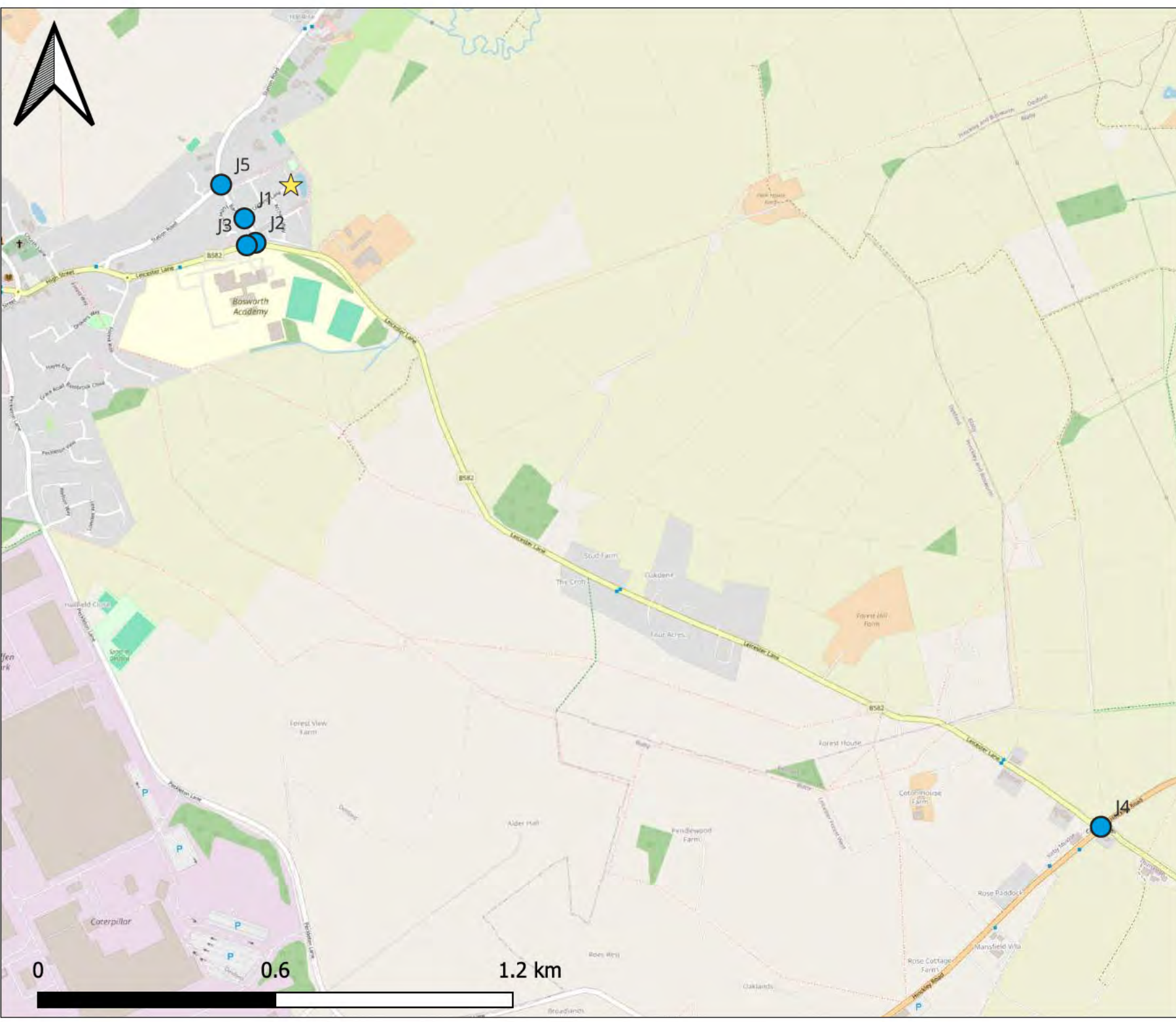
- 3.2.10 Station Road continues north east becoming Desford Lane as the road heads towards Leicester. To the south east of the Site the B582 connects to the A47 and beyond to pass the M69; junction 21 of the M1 is approximately 8 miles south east of the Site.

3.3 Traffic Flows

3.3.1 In order to understand the current situation on the local highway network, junction turning counts and queue length surveys were undertaken at a number of locations. Key junctions were identified, and the surveys were conducted during the morning (07:00 – 10:00) and afternoon (15:00 – 18:30) on Tuesday 5th November 2024. The junction locations surveyed are:

- J1 – Barns Way / Cortanis Lane;
- J2 – Barns Way / B582;
- J3 – B582 / Bosworth Academy Access;
- J4 – Leicester Lane / A47 / Desford Road; and
- Petrol Filling Station (located to the north west of Junction 4) access / egress.

3.3.2 An additional survey was undertaken at the Barns Way / Station Road junction (J5) on Tuesday 1st April 2025. The junction locations can be seen in **Figure 2**, and a copy of the traffic survey data is included within **Appendix C**.



Legend

- ★ Site Location
- Surveyed Junctions

Source: © OpenStreetMap contributors,
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Client

Miller Homes

Project

Land off Charity Close,
Desford

Traffic Survey Locations

Status

FOR INFORMATION

Scale

A4 @ 1:12500

Drawn

Checked

Date

JWB

JR

25/09/25

Figure Number

Figure 2

- 3.3.3 The traffic survey at the main site access junction of Cortanis Lane with Barns Way is summarised in **Figure 3** and **Figure 4** with all vehicle movements identified for the AM and PM peak periods; from the survey data these peak periods were identified as 07:45-08:45 for the AM peak and 16:30-17:30 for the PM peak.
- 3.3.4 The traffic surveys for each peak hour confirm that there is a larger flow of traffic travelling southbound on Barns Way. Approximately 2-3% of the southbound flow turns on to Cortanis Lane, while 2-5% of the northbound traffic turns right onto Cortanis Lane.

Figure 3: Barns Way/Cortanis Lane AM Peak Flows (All Vehicles)

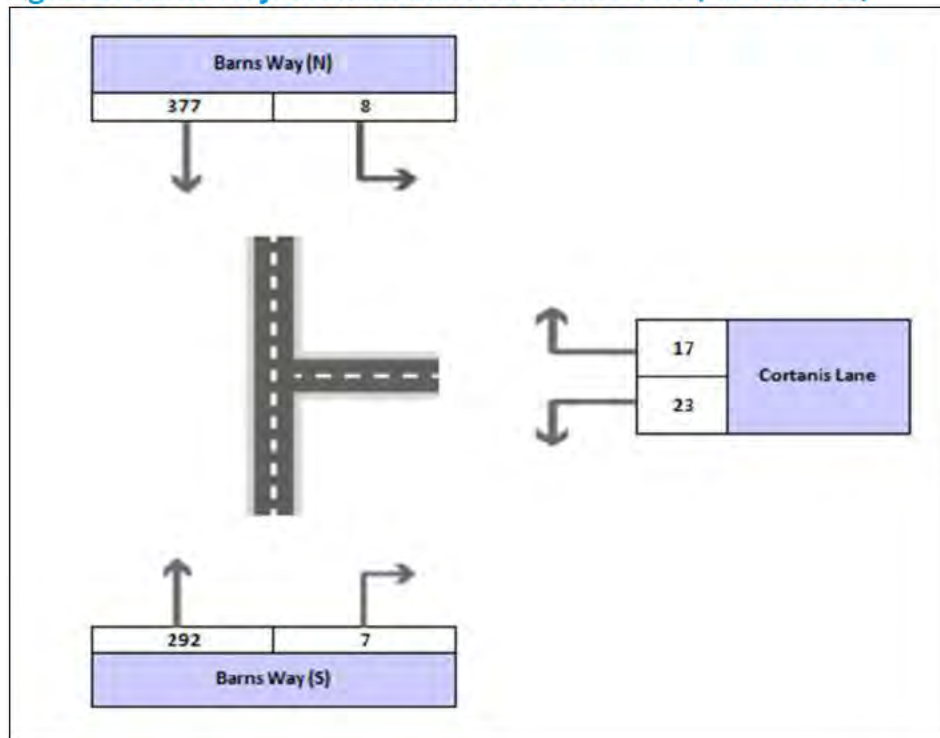
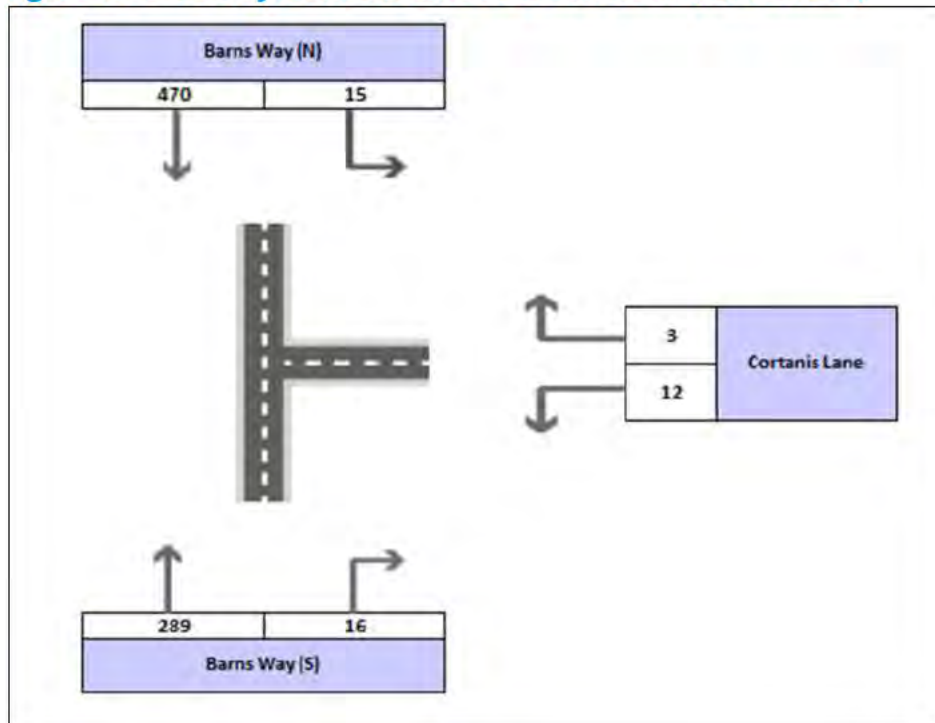
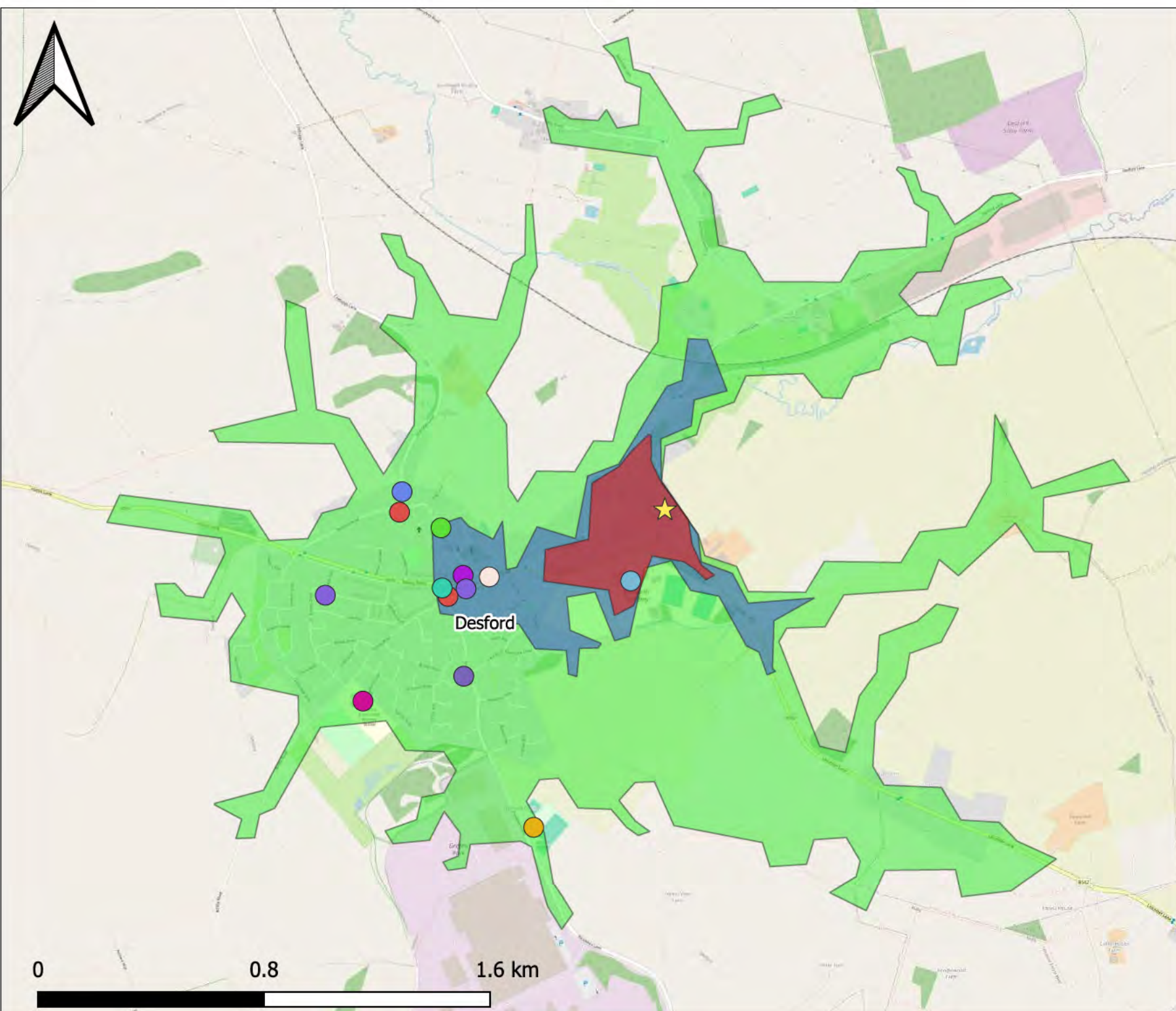


Figure 4: Barns Way/Cortanis Lane PM Peak Flows (All Vehicles)



3.4 Walking

- 3.4.1 The majority of the streets inside the 'Land off Barns Way' development have 2m wide footways on both sides of the carriageway, with dropped kerbs and have street lighting present.
- 3.4.2 Along Barns Way there is a 2m wide footway on the eastern side of the carriageway with dropped kerbs and tactile paving present. There is also a 2m wide footway present on the western side of the carriageway north from the Barns Way / Fuller Close junction.
- 3.4.3 To understand the destinations that can be accessed on foot using this existing infrastructure, a plan showing the 2km catchment from the centre of the site has been created. The Chartered Institute for Highways and Transport (CIHT) in their document 'Guidelines for Providing for Journeys on Foot' (2000) suggests that the preferred maximum walking distance is 2km for commuting, which is comparable to a 25-minute walk. Many of the services and facilities are within a walking distance of 1.2km, which is considered to be an acceptable distance for convenience trips.
- 3.4.4 The facilities and services that are within a 2km catchment are illustrated in **Figure 5**. The figure confirms that a number of local amenities are within a 2km walk from the site such as the local pharmacy, post office, primary school and the local Co-Op.



Legend

★ Site Location

Amenities

● Academy

● GP

● Library

● Pharmacy

● Post Office

● Primary School

● Public House

● Recreation Centre

● Supermarket

● Village Hall

● Nursery

Walking Catchment

■ 400m

■ 800m

■ 2km

Source: © OpenStreetMap contributors, CC-BY-SA

RLRE
Consulting Engineers

Client

Miller Homes

Project

Land off Charity Close Desford

Figure Title

Walking Catchment

Status

FOR INFORMATION

Scale

A4 @ 1:17500

Drawn

Checked

Date

WGG PJD

21/05/25

Figure Number

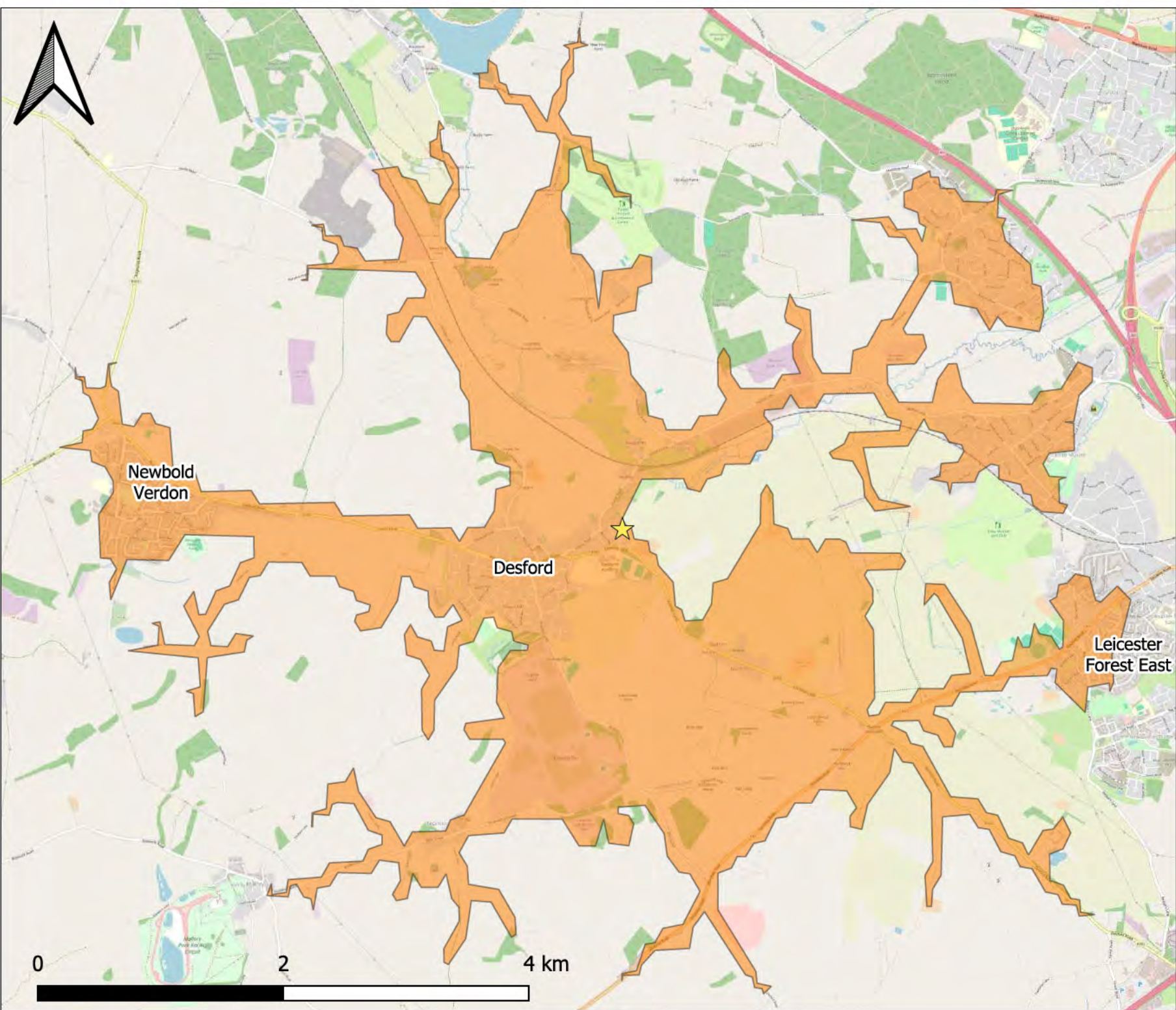
Figure 5

St James House, Mansfield Road, Derby, DE1 1TQ, Tel: 01332 285000, Fax 01332 2917
www.rodgersleask.co.uk

0 0.8 1.6 km

3.5 Cycling

- 3.5.1 The 'Choose How You Move' partnership project is a joint venture between LCC and Leicester City Council that provides sustainable travel information in Leicester and Leicestershire online, by providing maps, recommended routes and potential training opportunities for everyone. The website includes a cycle map for the borough of Hinckley and Bosworth that highlights on-road and off-road cycle routes as well as roads considered as 'quieter routes', which can provide an opportunity to experience cycling along roads with less motor traffic. This cycling map can be seen in **Appendix D**.
- 3.5.2 As shown on the cycling map, Barns Way north of the Barns Way / Cortanis Lane junction is recommended as a 'quieter route'. The 'quieter routes' shown on the map provide cycle access to nearby residential areas such as Thornton, Ratby and Groby.
- 3.5.3 To understand the areas which future residents and employees could travel to by bicycle, a 5km cycling catchment from the site has been calculated. The cycle catchment from the site is shown on **Figure 6**.
- 3.5.4 The figure shows that areas such as Newbold Verdon and Leicester Forest East, as well as other commercial areas are reachable within a 5km cycling distance.



- Legend
- ★ Site Location
 - Cycling Catchment
 - 5km

Source: © OpenStreetMap contributors, CC-BY-SA



Client
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Project
Land off Charity Close, Desford

Cycling Catchment

Status
FOR INFORMATION

Scale
A4 @ 1:40000

Drawn	Checked	Date
WGG	PJD	21/05/25

Figure Number

Figure 6

3.6 Public Transport

Bus

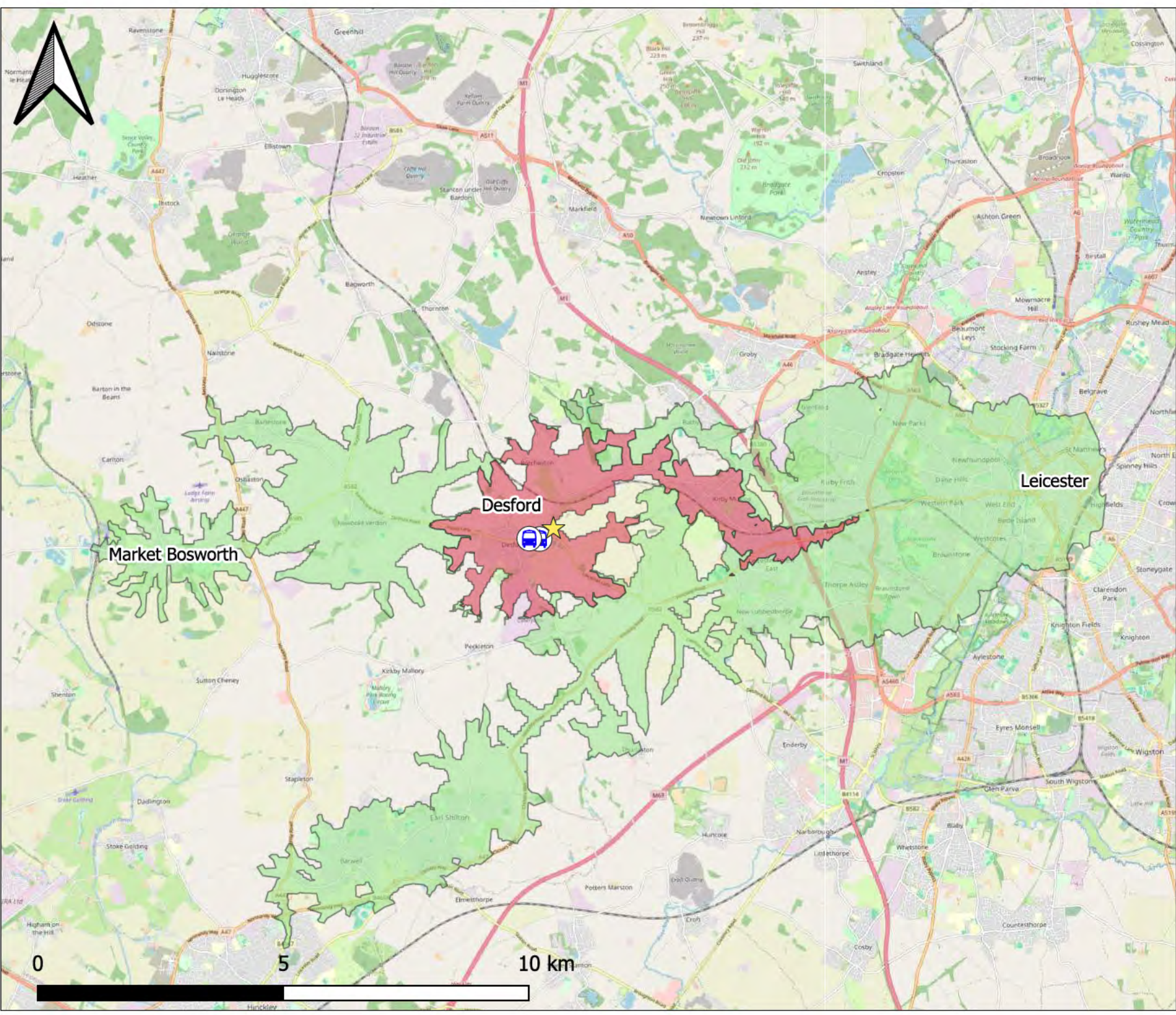
- 3.6.1 The closest bus stops are located along the B582 to the south-west of the site, with both bus stops known as the “Bosworth College” bus stops. The westbound and eastbound bus stops are approximately 650m and 850m from the centre of the site, respectively. The eastbound bus stop comprises of a flagpole with timetable information and real time information, as well as a raised kerb, shelter and refuse bin. The westbound bus stop also comprises of a flagpole with timetable information, a raised kerb, shelter and refuse bin.
- 3.6.2 **Table 1** provides a summary of the timetable for the local bus service, operated by Arriva which serves the Bosworth College bus stops along the B582, with the full timetable included in **Appendix E**.

Table 1 Public Transport Services

Bus Service	Weekday			Saturday		
	Start Time	Frequency	End Time	Start Time	Frequency	End Time
153						
Leicester to Market Bosworth	07:09	Hourly	20:45	08:26	Hourly	20:24
Market Bosworth to Leicester	06:00	Hourly	19:30	08:13	Hourly	19:08

Note: Times shown are up to date as of 26/03/26.

- 3.6.3 In order to see how far future residents can travel via bus, a 30 minute and 1 hour public transport catchment has been created, which can be seen in **Figure 7**. The figure shows that the whole of Market Bosworth and Leicester is reachable within 1 hour when travelling using buses.



Legend

★ Site Location

🚌 Bus Stops

Public Transport Catchment

30 Minutes

1 Hour

Source: © OpenStreetMap contributors,
CC-BY-SA



Client

Miller Homes

Project

Land off Charity Close,
Desford
Figure Title

Bus Catchment

Status

FOR INFORMATION

Scale

A4 @ 1:100000

Drawn

Checked

Date

WGG PJD

21/05/25

Figure Number

Figure 7

Rail

3.6.4 The closest railway station to the site is the Narborough railway station, which is approximately 9.3km to the south-east of the site. Narborough railway station is operated by East Midlands Rail and sits on the Birmingham to Peterborough Line.

3.6.5 The facilities available at Narborough railway station are shown in **Table 2**.

Table 2: Narborough Railway Station Facilities

Facilities		Narborough Railway Station	
Bicycle Parking	Stands	Yes	
	Sheltered	No	
	Spaces	20	
Ticket Office Opening Hours		Monday - Friday	06:40 - 13:00
		Saturday	06:40 - 13:00
		Sunday	Closed
CCTV Coverage		Yes	
Refreshment Facilities		No	
Passenger Information		Departure screens, Announcements	

3.6.6 Railway services from Narborough railway station provide access to a number of towns and cities in the region. The average journey time by rail to reach these is shown below in **Table 3**.

Table 3: Average Direct Journey Times to Key Railway Stations

Station	Average Journey Time (Minutes)
Hinckley	9
Leicester	10
Nuneaton	14
Birmingham New Street	46

3.6.7 The table shows that Narborough railway station serves a number of key areas. While the location of the station may not be easily accessible by walking or cycling, it does provide the opportunity for residents to commute to key employment destinations such as Leicester while avoiding a longer car journey.

3.7 Personal Injury Collision (PIC) Records

- 3.7.1 PIC records were requested from LCC for the most recently available 5-year period from 2020 – 2024; data was provided for the 71 months from 01 January 2019 to 14 December 2024.
- 3.7.2 For clarification, those accidents recorded which result in slight injury indicate that the casualty was likely to suffer from slight shock with occurrences of sprains or bruises from the accident, whereas a serious accident accounts for breakages, lacerations, concussion or hospital admittance. A fatal accident means there was a resultant death from the injuries sustained.
- 3.7.3 The PIC records obtained from LCC have been included within this report as **Appendix F** with a summary of the collisions by year and severity is included in **Table 4**.

Table 4: Summary of Collisions by Severity and Year

Year	Accident Severity			Total
	Slight	Serious	Fatal	
2019	1	0	0	1
2020	0	0	0	0
2021	0	0	0	0
2022	0	0	0	0
2023	1	0	0	1
2024	1	0	0	1
Total	3	0	0	3

- 3.7.4 **Table 4** shows that there were 3 recorded collisions in the study area assessed over the period analysed. All three accidents were slight, and none involved pedestrians or cyclists.
- 3.7.5 The incident recorded in November 2019 occurred on the B582 Leicester Lane, approximately 20m north west of Manor Hill Farm; it involved three separate cars and resulted in slight injury to two individuals. The weather was recorded as 'fine, the roads condition was dry, and the accident occurred during daylight hours.
- 3.7.6 The collision recorded in March 2023 occurred on the C3104 Station Road near to The Cottage and involved a HGV and a car, resulting in slight injuries to a driver and a passenger slight injuries. The incident occurred during daylight hours when the weather was 'fine and the roads were dry.
- 3.7.7 The final collision recorded in March 2024 occurred on the roundabout junction on the B582 outside the Bosworth Academy. There were two cars involved and one driver suffered slight injuries. The incident occurred in daylight hours when the weather was 'fine' however the road conditions were recorded as 'frost/ice'.

- 3.7.8 Due to low quantity of collisions, as well as their lack of severity, it is deemed that there are no underlying highway safety concerns. The location of the accidents can be seen in **Figure 8**.



crashmap.co.uk

CrashMap Data: Great Britain 1999 - 2023 (verified)

Map

Satellite



3.8 Accessibility to Key Services

- 3.8.1 **Table 5** provides indicative sustainable transport journey times between the centre of the proposed development site and the key facilities and amenities in the local area. It should be noted that the facilities listed within **Table 5** are examples of existing local amenities considered of key importance and it does not represent an exhaustive list.
- 3.8.2 Bus journey times have been calculated based on bus timetable information. It should be noted that the bus journey times include all parts of the journey, so the time taken to walk to and from the stops at the origin and destination.
- 3.8.3 Where the approximate walking time for a journey would exceed 15 minutes, public transport has been included as an option. In addition, any walking journey times that would exceed 90 minutes have been disregarded.

Table 5: Distances and Journey Times to Local Facilities and Amenities

Service Category	Facility / Amenity	Approx. Dist. (km)	Approx. Journey Time (minutes)		
			Walking	Cycling	Bus
Community	Lisa's Barbers	1.0	15	5	N/A
Community	Principals Hair & Beauty	1.0	15	5	N/A
Community	Desford Library	1.0	14	5	N/A
Community	Desford Village Hall	1.4	19	7	15
Community	Desford Fish Bar	1.5	19	5	11
Community	Desford Post Office	1.5	19	5	11
Community	Little India Takeaway	1.6	20	5	11
Education (Secondary)	Bosworth Academy	0.4	6	2	N/A
Education (Infant)	Topsham House Children's Nursery	1.3	19	8	14
Education (Primary)	Desford Community Primary School	1.5	22	7	17
Food Retail (Convenience)	Co-Op (High Street)	1.0	15	5	N/A
Food (Restaurant)	Co-Op (Newbold Road)	1.5	19	6	15
Food Retail (Supermarket)	Morrisons	7.5	N/A	23	52
Health	Desford Dental Care	1.0	15	5	N/A
Health	Desford Medical Centre	1.1	16	5	12
Hospital	Glenfield Hospital	10.2	N/A	31	54
Leisure	Sport in Desford	2.0	29	11	25
Village Centre	Desford Village Centre	1.0	15	5	N/A
Railway Station	Narborough Railway Station	9.3	N/A	28	N/a

3.8.4 When viewing the indicative journey times presented in **Table 5**, it can be seen that future residents and employees of/at the site can access a number of local facilities and amenities via sustainable transport modes.

4 Development Proposals

4.1 General

- 4.1.1 The proposed development will see the construction of 83 dwellings and associated infrastructure located on land to the north of Charity Close, as shown on the site layout plan contained within **Appendix A**.
- 4.1.2 **Table 6** includes a breakdown of the development content.

Table 6: Housing Schedule (Dwellings)

Number of Bedrooms	Number of Dwellings
1	6
2	27
3	29
4	9
5	12

4.2 Site Access

- 4.2.1 The site will be accessed directly from Charity Close, by extending the road from the Charity Close turning head east into the Site.
- 4.2.2 It is proposed that Charity Close will be widened to 5.5m, in keeping with the LHGD and to address the comments made by LCC in the highway response.
- 4.2.3 There will be a continuous 2m wide footway on the southern / eastern side of the carriageway, with a primarily 2m wide footway on the northern / western side of the carriageway, which will be narrowed in areas to 1.2m wide. LCC have confirmed that this would not be considered a major issue in the site specific circumstances.
- 4.2.4 The site access drawing has been provided as part of the package of drawings submitted as part of the planning application.
- 4.2.5 The access arrangements have been subject to a Stage 1 Road Safety Audit (RSA), with the RSA and Designers Response included within **Appendix G**.

4.2.6 A Road Safety Risk Assessment (RSRA) was also undertaken which focused on access to the Site from the junction of Cortanis Lane with Barns Way along to Charity Close. The RSRA was undertaken in accordance with 'GG104, Revision 3 of the DMRB' with consideration of the proposed development. The RSRA analysed identified risks and where appropriate recommended mitigation measures.

4.2.7 The RSRA is included as **Appendix H** and the key conclusions have been summarised below:

- A total of nine principle hazards were identified to include carriageway width, on-street parking, traffic volumes, service and emergency vehicle manoeuvres, pedestrian and cyclist safety, junction operation, and driver behaviour;
- Each hazard has been assessed by the RSRA, given a risk score and then recommended mitigation measure where required. Most hazards returned a risk score of 9, corresponding to the 'acceptable' category;
- Two hazards (on-street parking obstruction and driver behaviour/speed management) fell with a 'tolerable' category requiring proportionate attention;
- Appropriate mitigation measures were identified for all hazards, with a focus on practical low impact interventions;
- The report concludes that:

'The proposed development does not give rise to unacceptable highway safety risks, and no further intrusive or heavy engineering measures are deemed reasonably practicable given the scale and context of the development.

There is no evidence identified that would suggest that the additional vehicle trips associated with the residential development would change driver behaviours so significantly to either exacerbate existing or give rise to new road safety hazards.'

4.2.8 The layout and proposed changes have taken account of the comments made in both the RSA and the RSRA.

Vehicle Swept Path Analysis

4.2.9 Vehicle swept path analysis has been undertaken based on a 11.2m long refuse vehicle using a forward speed of 15kph, as required in the Leicestershire Highway Design Guide. The swept path drawings have been provided as part of the package of drawings submitted as part of the planning application.

4.3 Internal Layout

4.3.1 Pedestrian connectivity will be supported through the provision of footways along the roads within the development, with 2m wide footway provided along each side of all roads that are not shared surface. In addition there will be two pedestrian links extending from the site in towards the existing play area, connecting into the existing footways that link to Cortanis Lane and Cooper Close.

4.3.2 The internal road network has been designed in accordance with the LHDG.

Vehicle Parking

4.3.3 The parking standards for residential dwellings are set out in Table 28 of the LCC Highway Design Guide, which have been summarised in **Table 7**.

Table 7: Leicestershire County Council Car Parking Standards

Number of Bedrooms	Number of Parking Spaces
1 – 3	2
4+	3

4.3.4 Visitor parking should be provided at a rate of 0.25 spaces per dwelling, which would be equivalent of 21 visitor parking spaces. This will be provided via suitable on street parking.

4.3.5 Each dwelling will have an Electric Vehicle Charge Point (EVCP). The parking provision for each dwelling is shown on the Technical Planning Layout contained within **Appendix A**.

Cycle Parking

4.3.6 The minimum cycle parking standards are set out in the LCC Highway Design Guide, which states that one space must be provided for each bedroom. These spaces should be under cover and secure. Secure cycle parking for each dwelling will be provided within each plot to meet the councils parking standards.

4.4 Travel Plan

4.4.1 A Residential Travel Plan (RTP) has been produced to support this application. The document outlines the proposed measures to encourage sustainable travel to / from the proposed development. In conjunction with the proposed physical infrastructure shown on the masterplan to facilitate walking, cycling and public transport trips, the RTP will outline objectives, targets and measures to reduce car travel for the proposed development.

4.4.2 As part of the RTP, the mode share of trips made to / from the development will be monitored annually with questionnaires distributed to residents to understand travel choices. This data will be used to understand the change in mode share over time and help achieve the targets for single occupancy car reduction outlined in the RTP.

5 Sustainable Transport Strategy

5.1.1 This section describes the infrastructure to be implemented with a summary of the soft measures to be included in the Travel Plan, which together will form the sustainable transport strategy that will support the proposed development.

5.1.2 The following are proposed measures and possible opportunities to encourage the uptake of active travel options, which include:

- New infrastructure:
 - Provision of a new 2m wide (narrowed to 1.2m wide in areas) footway on the north side of Charity Close; and
 - Pedestrian infrastructure along the Site access road linking the Site to Charity Close.
- Active travel corridors – the Site is located on the eastern edge of Desford Village, and as described in Section 3 there are good pedestrian links to a range of services, as well as a ‘quieter route’ for cycling. In addition the bus stops on the B582 provide further opportunities for active travel from the Site;
- Demand responsive transport – an increase in the use of transport related mobile applications and mobility as a service (MAAS) has led to the development of demand responsive transport (DRT). DRT enables passengers to call on waiting vehicles, with transport able to react to real time changes in demand. The flexibility provides people with a genuine alternative to single occupancy vehicle use. There are over 30 DRT services across Leicestershire, with fare charges similar to a scheduled bus service. The LCC Bus Service Improvement Plan (BSIP) 2024 includes plans to expand the DRT services across the county. While the existing levels of bus service are good, the use of DRT enables more flexibility with a wider choice of destinations and potentially access outside of normal service operation times.
- Travel plan measures –
 - Resident travel packs;
 - Bike user group;
 - Car clubs/car sharing;
 - Bus taster tickets.

6 Travel Demand

6.1 Trip Rates

- 6.1.1 Multi-modal trip rates likely to be generated by the proposed development have been forecast using TRICS (Version 8.25.6) database.
- 6.1.2 The following criteria have been selected as part of the TRICS filtering process:
- Land use: 03 Residential
 - Category: A-Houses Privately Owned
 - Survey days: Monday to Thursday
 - Selected locations: Edge of Town
 - Range (No. of dwellings): 4 to 300 dwellings
- 6.1.3 The TRICS report is included at **Appendix I**. The derived multi-modal trip rates and forecast number of trips per mode of travel are shown in **Table 8** and **Table 9** respectively.

Table 8: Trip Rates by Mode (per dwelling)

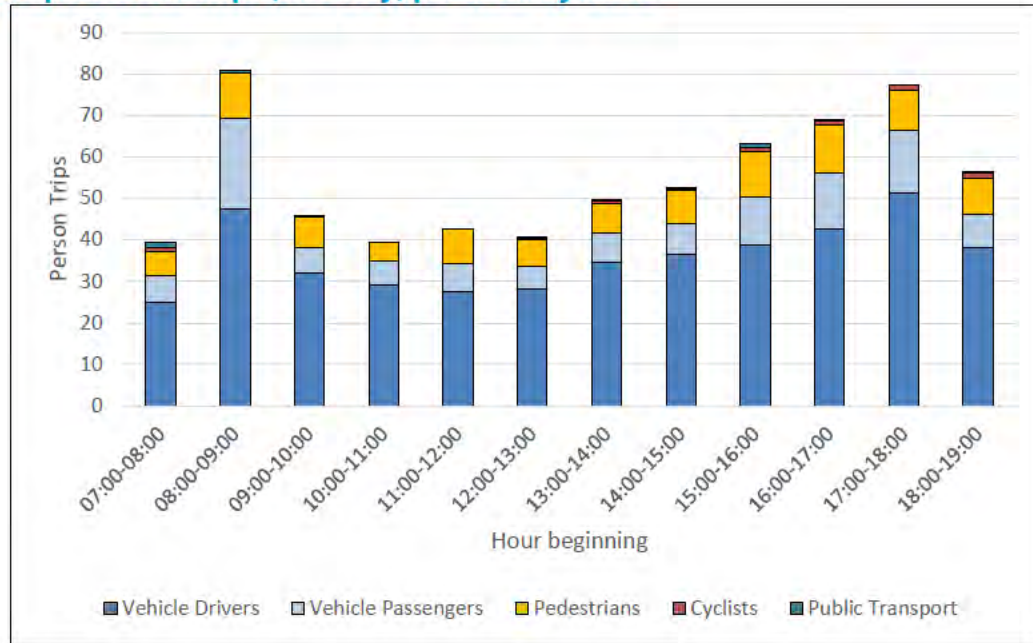
Time Period	Total People			Car Driver			Car Passenger			Pedestrians			Cyclists			Public Transport		
	Arr.	Dep.	2 way	Arr.	Dep.	2 way	Arr.	Dep.	2 way	Arr.	Dep.	2 way	Arr.	Dep.	2 way	Arr.	Dep.	2 way
07-08	0.097	0.380	0.477	0.066	0.233	0.299	0.004	0.074	0.078	0.024	0.047	0.071	0.004	0.006	0.010	0.000	0.019	0.019
08-09	0.235	0.742	0.977	0.166	0.408	0.574	0.028	0.232	0.260	0.041	0.091	0.132	0.000	0.002	0.002	0.000	0.006	0.006
09-10	0.212	0.340	0.552	0.165	0.222	0.387	0.015	0.058	0.073	0.032	0.056	0.088	0.000	0.004	0.004	0.000	0.000	0.000
10-11	0.227	0.248	0.475	0.165	0.187	0.352	0.029	0.038	0.067	0.034	0.022	0.056	0.000	0.001	0.001	0.000	0.000	0.000
11-12	0.268	0.243	0.511	0.176	0.155	0.331	0.039	0.044	0.083	0.054	0.045	0.099	0.000	0.000	0.000	0.000	0.000	0.000
12-13	0.278	0.211	0.489	0.194	0.145	0.339	0.038	0.030	0.068	0.044	0.032	0.076	0.002	0.000	0.002	0.000	0.004	0.004
13-14	0.282	0.318	0.600	0.191	0.227	0.418	0.040	0.045	0.085	0.042	0.042	0.084	0.005	0.004	0.009	0.004	0.000	0.004
14-15	0.335	0.301	0.636	0.227	0.211	0.438	0.045	0.045	0.090	0.057	0.042	0.099	0.001	0.001	0.002	0.004	0.001	0.005
15-16	0.454	0.308	0.762	0.255	0.210	0.465	0.101	0.041	0.142	0.077	0.054	0.131	0.009	0.004	0.013	0.011	0.000	0.011
16-17	0.523	0.308	0.831	0.315	0.199	0.514	0.109	0.054	0.163	0.090	0.047	0.137	0.005	0.007	0.012	0.004	0.000	0.004
17-18	0.578	0.357	0.935	0.390	0.227	0.617	0.131	0.054	0.185	0.050	0.064	0.114	0.006	0.011	0.017	0.000	0.000	0.000
18-19	0.404	0.291	0.695	0.263	0.196	0.459	0.053	0.042	0.095	0.062	0.047	0.109	0.012	0.001	0.013	0.005	0.000	0.005
12 hrs	3.893	4.047	7.940	2.573	2.620	5.193	0.632	0.757	1.389	0.607	0.589	1.196	0.044	0.041	0.085	0.028	0.030	0.058

Table 9: Trip Generation by Mode (83 dwellings)

Time Period	Total People			Car Driver			Car Passenger			Pedestrians			Cyclists			Public Transport		
	Arr.	Dep.	2 way	Arr.	Dep.	2 way	Arr.	Dep.	2 way	Arr.	Dep.	2 way	Arr.	Dep.	2 way	Arr.	Dep.	2 way
07-08	8	32	40	5	19	25	0	6	6	2	4	6	0	0	1	0	2	2
08-09	20	62	81	14	34	48	2	19	22	3	8	11	0	0	0	0	0	0
09-10	18	28	46	14	18	32	1	5	6	3	5	7	0	0	0	0	0	0
10-11	19	21	39	14	16	29	2	3	6	3	2	5	0	0	0	0	0	0
11-12	22	20	42	15	13	27	3	4	7	4	4	8	0	0	0	0	0	0
12-13	23	18	41	16	12	28	3	2	6	4	3	6	0	0	0	0	0	0
13-14	23	26	50	16	19	35	3	4	7	3	3	7	0	0	1	0	0	0
14-15	28	25	53	19	18	36	4	4	7	5	3	8	0	0	0	0	0	0
15-16	38	26	63	21	17	39	8	3	12	6	4	11	1	0	1	1	0	1
16-17	43	26	69	26	17	43	9	4	14	7	4	11	0	1	1	0	0	0
17-18	48	30	78	32	19	51	11	4	15	4	5	9	0	1	1	0	0	0
18-19	34	24	58	22	16	38	4	3	8	5	4	9	1	0	1	0	0	0
12 hrs	323	336	659	214	217	431	52	63	115	50	49	99	4	3	7	2	2	5

- 6.1.4 It is estimated that the development will generate 659 two-way person trips during a 12 hour period. The trip generation for each hour by mode is set out in **Graph 1**.

Graph 1: Total Trips (two-way) per Hour by Mode



- 6.1.5 As shown in **Graph 1**, the hourly periods where the greatest number of trips will be generated by the development during a typical weekday will be from 08:00 to 09:00 and 17:00 to 18:00, equating to 81 and 78 total person trips respectively.
- 6.1.6 The AM peak period represents the hourly period with the greatest number of vehicle trips at 69 car driver and car passenger two-way trips, attributed to future residents commuting to work and travelling for the school drop off. However, vehicle trips are also high during 17:00 – 18:00, the traditional PM peak hour, equating to 67 vehicle trips.
- 6.1.7 Trips by public transport and by bicycle are estimated to occur primarily during the morning and afternoon periods and represent a small proportion of daily trips. This is expanded upon further below in **Table 10** which provides a breakdown of the mode share over the 12 hour day (07:00 – 19:00).

Table 10: Mode Share

Time Period	Veh Driver	Veh Pass.	Ped	Cyclists	P/T	Total
07:00-19:00	431	115	99	7	5	657
	66%	18%	15%	1%	<1%	100

- 6.1.8 **Table 10** indicates that 66% of the two-way trips generated by the site will be vehicle drivers, with 18% as vehicle passengers. Trips made by pedestrians are shown at 15%, with cyclists and public transport making up less than 2% between them.

6.2 Trip Generation for Traffic Modelling

- 6.2.1 During the scoping exercise LCC requested that the vehicle trip generation rates to be applied should be similar to others recently approved for use by development sites in Desford, with planning application 23/00061/OUT specifically referenced. The planning application site is located off Kirkby Road to the south west of Desford.
- 6.2.2 The documents submitted with the planning application have been reviewed and the relevant trip rates have been identified; these were set out in the Tetra Tech note 'Response to LCC Highways Consultation Response' dated 3 May 2023. The trip rates obtained are shown in **Table 11**. These vehicle trip rates have been used to determine the likely vehicle trips to be generated by the site during the peak periods.

Table 11: Approved Trip Rates

	AM Peak			PM Peak		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Total Vehicles	0.074	0.606	0.680	0.521	0.170	0.691

6.3 Vehicle Trip Generation

- 6.3.1 The vehicular trip generation for the site is shown below in **Table 12**.

Table 12: Development Vehicle Trip Generation (83 Dwellings)

Vehicle Type	AM Peak			PM Peak		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Total Vehicles	6	50	56	43	14	57

- 6.3.2 As shown in **Table 12** the development is predicted to generate 56 and 57 two-way vehicle trips in the AM and PM peaks, respectively.

6.4 The PRTM

- 6.4.1 During the scoping exercise it was highlighted that the development would require the use of Leicestershire's Pan Regional Transport Model (PRTM) to inform the TA's trip distribution and assignment, as well as the forecast year flows. **Appendix J** contains the PRTM outputs provided by LCC.

Trip Distribution and Assignment

- 6.4.2 The development trips have been distributed and assigned to the network within the PRTM.

7 Impact Assessment

7.1 Scope of Assessment

7.1.1 The PRTM model highlighted two junctions within the area of influence, as follows:

- Barns Way / Cortanis Lane Junction; and
- Barns Way / Station Road Junction.

7.1.2 These two junctions have been modelled to determine the potential impacts associated with the additional traffic to be generated by the proposed development.

7.1.3 The response issued by LCC (dated 29 April 2025) requested that the impact to the Desford Crossroads junction was considered. The junction was included in a review of the PRTM outputs and was reported to the LCC Transport Planner, confirming that the percentage impact would be 0.5%. On this basis no further assessment of this junction has been undertaken. This email correspondence with the LCC Transport Planner is provided at **Appendix K**.

7.2 Assessment Scenarios

7.2.1 The junction capacity assessments have been undertaken for the two junctions for the following scenarios:

- 2024 Base (Barns Way / Cortanis Lane junction only);
- 2025 Base;
- 2030 Forecast Year; and
- 2030 Forecast Year + Development.

7.2.2 In order to factor the 2024 traffic flows for the Barns Way / Cortanis Lane junction to 2025, growth factors have been extracted from TEMPro v8.1 for the Hinckley and Bosworth area. The TEMPro growth factors for the AM and PM peak periods for minor roads can be seen below in **Table 13**.

Table 13: TEMPro Growth Factors

Time Period	AM	PM
Growth Factor	1.0021	1.0023

Furnished Traffic Flows

- 7.2.3 The PRTM furnished the observed 2024 and 2025 traffic flows for the following time periods; it should be noted that this is the standard approach, regardless of the peak times observed during traffic data collection:
- AM Peak: 08:00 - 09:00; and
 - PM Peak: 17:00 – 18:00.
- 7.2.4 These are the time periods which will be assessed as part of the junction modelling.
- 7.2.5 The PRTM presented the furnished flows as passenger car units (PCUs). The 2024 and 2025 traffic surveys were factored into PCUs using the matrix shown below in **Table 14**.

Table 14: PCU Factors

Bicycle	Motorcycle	Car	LGV	OGV1	OGV2	Bus
0.2	0.4	1.0	1.0	1.5	2.3	2.0

- 7.2.6 The observed traffic survey data was furnished by LCC for the '2030 Do Nothing' and '2030 Do Something' scenarios. The output is included as **Appendix L**.
- 7.2.7 As the quantum of development has subsequently been reduced from the 100 dwellings originally considered, the difference between the '2030 Do Nothing' and '2030 Do Something' scenario was calculated, and a pro-rata adjustment applied.
- 7.2.8 The traffic flow diagrams for the scenarios included within the capacity assessments are included within **Appendix M**.

8 Junction Modelling

8.1 Junctions 11 Software

- 8.1.1 To ensure that the junctions identified above will operate within capacity, the industry standard junction modelling software 'Junctions 11' has been used. This program is used for assessing the capacity of both priority junctions and roundabout junctions.
- 8.1.2 A Ratio of Flow to Capacity (RFC) value of 0.85 (85%) or less confirms that a particular arm of the junction will operate 'within capacity' and is unlikely to experience regular queues or delays. RFC values between 0.85 and 1.00 demonstrate that a particular arm will experience variable conditions, with intermittent periods of congestion and delay. RFC values greater than 1.0 represent an arm of the junction that is 'over capacity', with queues building up over time.
- 8.1.3 The geometric parameters used within the Junctions 11 models for the two junctions have been measured using OS mapping. The measurements included within the models are accurate according to the OS maps. The drawings (drawing refs: 24724-RLL-25-XX-DR-D-5008 and 24724-RLL-25-XX-DR-D-5009) showing the geometric parameters for each junction can be seen in **Appendix N**. The Junctions 11 models will also be sent to LCC as requested.
- Barns Way / Cortanis Lane Junction**
- 8.1.4 A summary of the capacity assessment results are provided in **Table 15** with the model output report included within **Appendix O**.

Table 15: Barns Way / Cortanis Lane Capacity Assessment

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 - Base								
Stream B-AC	0.1	8.33	0.09	A	0.0	8.01	0.04	A
Stream C-AB	0.0	5.30	0.03	A	0.1	5.44	0.05	A
2025 - Base								
Stream B-AC	0.1	8.33	0.09	A	0.0	8.02	0.04	A
Stream C-AB	0.0	5.30	0.03	A	0.1	5.44	0.05	A
2030 - Forecast								
Stream B-AC	0.1	8.53	0.09	A	0.0	8.18	0.04	A
Stream C-AB	0.0	5.22	0.03	A	0.1	5.31	0.05	A
2030 - Forecast + Development								
Stream B-AC	0.3	10.26	0.21	B	0.1	8.55	0.07	A
Stream C-AB	0.0	5.23	0.03	A	0.2	5.49	0.09	A

Note: Arm A – Barns Way (N), Arm B – Cortanis Lane, Arm C – Barns Way (S)

- 8.1.5 As can be seen the junction is predicted to operate significantly undercapacity in all scenarios with and without the inclusion of the development traffic. The queues and delay increase slightly with the addition of the development traffic, but the impact is minimal.

Barns Way / Station Road

- 8.1.6 A summary of the capacity assessment is provided in **Table 16** with the model output report included within **Appendix Q**.

Table 16: Barns Way / Station Road Capacity Assessment

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Base								
Stream B-AC	10.2	68.68	0.94	F	1.3	13.76	0.57	B
Stream C-AB	1.3	8.19	0.45	A	1.2	7.97	0.44	A
2030 - Forecast								
Stream B-AC	53.1	282.35	1.15	F	2.8	23.81	0.75	C
Stream C-AB	3.1	13.96	0.68	B	5.0	17.36	0.77	C
2030 - Forecast + Development								
Stream B-AC	57.8	317.29	1.16	F	3.0	25.20	0.76	D
Stream C-AB	3.4	15.25	0.70	C	6.5	22.26	0.82	C

Note: Arm A – Barns Way, Arm B – Station Road (W), Arm C – Station Road (N)

- 8.1.7 As can be seen above the Station Road / Barns Way junction is predicted to operate within its theoretical capacity in the PM peak hour with and without the inclusion of development traffic.
- 8.1.8 The junction model shows that in the AM peak hour, the Station Road / Barns Way junction is close to exceeding its capacity in the 2025 base year, with the Station Road approach exceeding its theoretical capacity in the 2030 forecast without the inclusion of the development traffic.
- 8.1.9 In the 2030 forecast + development scenario, queuing on the approach is predicted to increase by 4.7 PCUs, with the delay increasing by 35 seconds. This is not considered to be a significant change from the 2030 forecast results.

9 Review of Impact Assessment

9.1 Development Traffic Distribution

- 9.1.1 It has been confirmed that the Barns Way / Cortanis Lane junction will operate within capacity with the addition of the development traffic. However, the Barns Way / Station Road junction is predicted to experience capacity issues in the forecast year with the junction predicted to operate over capacity. As such, further consideration has been given to this issue.
- 9.1.2 It is apparent from the PRTM traffic flows at the Barns Way / Station Road junction that Station Road is being used as an alternative route to Leicester Lane for background movements travelling between the north (Station Road) and the west (High Street).
- 9.1.3 The distribution applied to the zone representing the proposed development has also been reviewed, and it is noted that the model distributes development trips along Station Road and Leicester Lane evenly (50/50) for development trips arriving from and departing to the west. This is shown on the output from the PRTM below (**Figure 9**).

Figure 9: Parent Zone Trip Distribution



- 9.1.4 When considering the route choice of development trips, the 50/50 split outlined above does not reflect the ability for drivers to seek alternative routes when regular delay is experienced. In the locality of the junction this would involve a greater proportion of development vehicles routing via Leicester Lane and using the Leicester Lane / Barns Way roundabout avoiding Station Road.

Leicester Lane / Barns Way

- 9.1.5 Although the Barns Way / Leicester Lane roundabout junction was not identified as being within the PRTM area of influence, it is prudent to understand the impact on the operation of Barns Way / Leicester Lane roundabout if more development trips were to use this junction as a consequence of a high proportion of development trips choosing to routing via Leicester Lane over Station Road.
- 9.1.6 To ensure that the worst case scenario is understood, it has been assumed that all development trips travelling to the west will use Leicester Lane. This approach has calculated the development trips across this area of the network using the estimated trip generation in **Table 12** and the distribution percentages shown above in **Figure 9** with the manual assignment of all vehicle movements arriving from and departing to the west in both peak hours to Leicester Lane.
- 9.1.7 As traffic flows have not been provided from the PRTM for the roundabout, observed turning counts recorded in 05 November 2024 have been used to develop the junction model. Observed base year turning flows were factored to 2025 and 2030 using TEMPro growth factors. The traffic growth factors have been extracted from the TEMPro database (version 8.1) and are summarised in **Table 17**.

Table 17: TEMPro Growth Factors

Peak Hour	2024-2025	2025-2030
AM	1.0021	1.0545
PM	1.0023	1.0566

- 9.1.8 A junction model has been developed for the Leicester Lane / Barns Way mini roundabout with base year calibration undertaken to reflect observed queuing. The 2025 base year and 2030 forecast year 'with' and 'without' development traffic flow scenarios for the Leicester Lane / Barns Way junction are presented in **Appendix R**. The junction capacity assessment results are shown in **Table 18** with the model outputs included at **Appendix S**.

Table 18: Leicester Lane / Barns Way Capacity Assessment

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Base						
1 - Barns Way	2.1	19.21	0.68	3.4	25.33	0.78
2 - B582 Leicester Lane (E)	2.0	14.56	0.66	6.1	35.22	0.87
3 - B582 Leicester Lane (W)	3.6	24.89	0.78	1.2	12.82	0.54
2030 - Forecast						
1 - Barns Way	2.6	22.62	0.72	4.4	32.10	0.83
2 - B582 Leicester Lane (E)	2.4	16.54	0.70	9.3	51.57	0.93
3 - B582 Leicester Lane (W)	4.6	30.88	0.83	1.4	13.92	0.58
2030 - Forecast + Dev						
1 - Barns Way	3.4	28.27	0.78	4.9	35.14	0.84
2 - B582 Leicester Lane (E)	2.6	17.72	0.72	10.6	57.65	0.94
3 - B582 Leicester Lane (W)	4.7	31.69	0.83	1.6	15.24	0.61

- 9.1.9 The results from the junction capacity assessment confirm that the junction would continue to operate within theoretical capacity in all scenarios, although it is noted that the B582 Leicester Lane (W) approach is operating near to capacity in the 2030 PM peak hour both 'with' and 'without' development with RFCs of 0.93 and 0.94 respectively. The increase in queueing and delay on the approach as a consequence of the proposed development has been recorded as 1.3 PCUs and 6 seconds respectively.
- 9.1.10 On this basis, on the premise that all development trips to/from the west will route via Leicester Lane, the impact on the operation of the Leicester Lane / Barns Way in the 2030 forecast year is considered indiscernible.

10 Summary & Conclusions

10.1 Summary

- 10.1.1 Rodgers Leask Ltd has been appointed by Miller Homes to produce this TA and associated RTP to support a planning application for a proposed residential development for 83 dwellings on land to the north of Charity Close, Desford, Leicestershire.
- 10.1.2 The site is located on a parcel of land to the north of Charity Close adjacent to the existing residential development of Cortanis Lane, Archers Way and Charity Close on the eastern edge of Desford.
- 10.1.3 A review of transport policy, both national and local, has been undertaken to consider the development proposals within this policy framework. A vision led approach sets out the transport related sustainable aim for the proposals.
- 10.1.4 Vehicular access is proposed with a link connecting directly to the existing cul-de-sac road at Charity Close. Pedestrian infrastructure is provided with 2m wide footways along the roads within the development. New footpath links will provide access to Cortanis Lane and Cooper Close through the existing play area.
- 10.1.5 A review of the existing road safety information has been completed which confirms that there does not appear to be an existing highway safety issue which could be exacerbated by the proposed development. In addition, a Stage 1 RSA has been undertaken and all points raised have been reviewed and responded to in the designers response. The RSRA has not identified any risks that would be considered unacceptable.
- 10.1.6 Junction capacity assessments show that the Cortanis Lane/ Barns Way junction site access will operate significantly within capacity with a maximum RFC in 2030 with the development traffic of 0.20. The junction capacity assessment of the Station Road/ Barns Way priority junction has identified that this junction would experience capacity issues in the 2030 Forecast scenario, which would be exacerbated by the additional traffic generated by the proposed development.
- 10.1.7 It is acknowledged that the Station Road / Barns Way junction is predicted to operate over its capacity however it is identified that this junction would already experience capacity issues prior to the addition of the development generated traffic. It is considered that background traffic would seek other routes across the network, and in particular development trips would route via Leicester Lane when departing to and arriving from the west to avoid queuing and delay forecast at the Station Road / Barns Way junction.
- 10.1.8 An assessment of the Leicester Lane / Barns Way mini roundabout has demonstrated the junction will still operate within its theoretical capacity in 2030 with all development trips travelling to/from the west using Leicester Lane. It is

concluded that that the proposed development would not have any significant impacts on the operation of junctions within the study area.

- 10.1.9 It is proposed that mitigation should focus on improvements to the wider network accessibility, to support walking, cycling and public transport trips. A Section 106 contribution is proposed to improve the local bus service, which would include upgrades to the nearest bus stops along the B582.

10.2 Conclusions

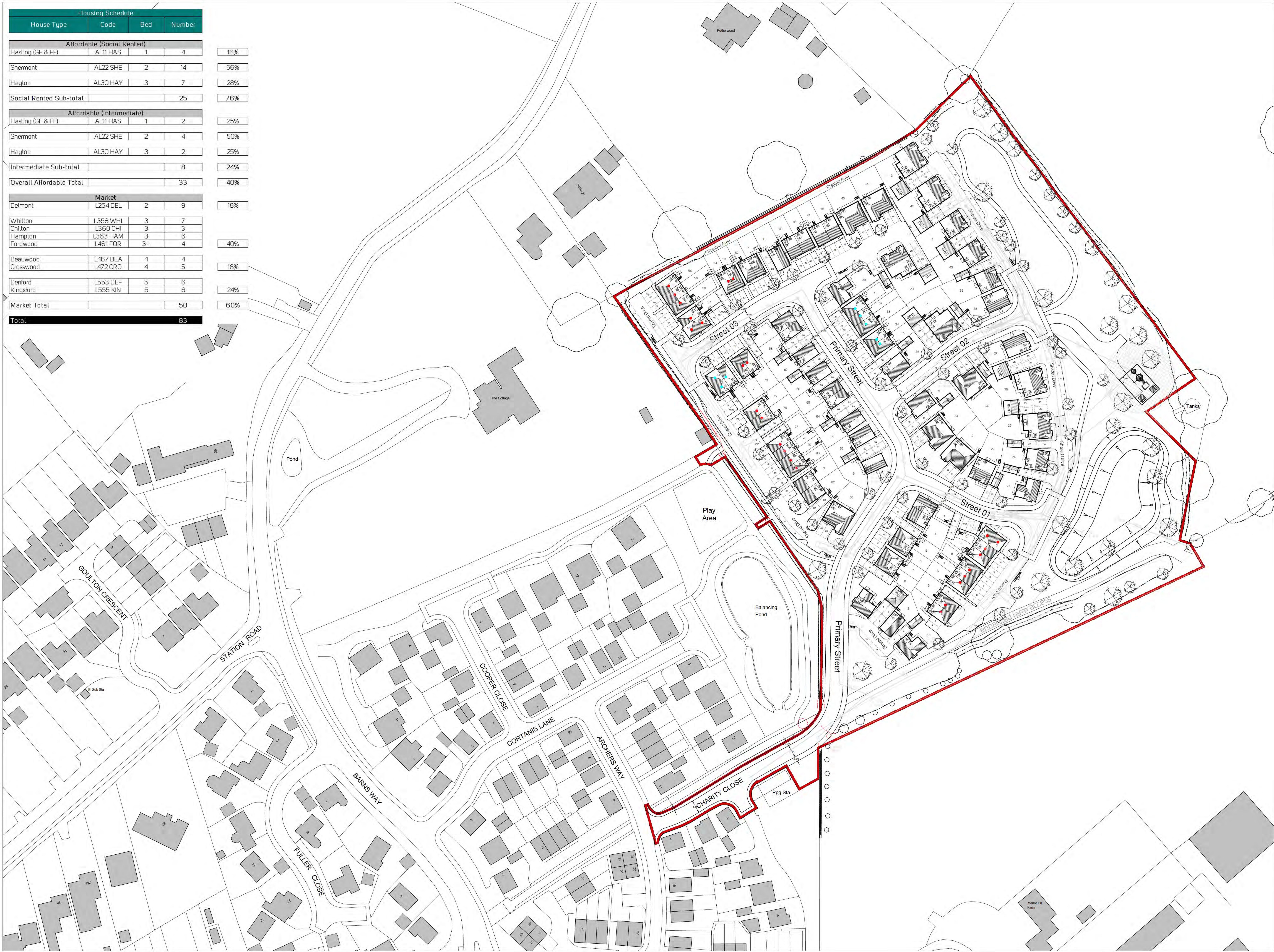
- 10.2.1 It can be concluded from the findings of this TA that the proposed development on land to the north of Charity Close can provide suitable measures to encourage residents to utilise sustainable travel in the form of walking, cycling and public transport. It is not expected that the proposed development will have significant impacts on the surrounding highway network. The impact assessment confirms that the proposed development would not result in any severe impacts on the road network or to highway safety.
- 10.2.2 The proposed development provides safe and suitable access for future residents, and there is no reason in transport terms why the proposed development should not be permitted.

Appendices

Appendix A: Proposed Layout
Appendix B: Scoping Response from LCC
Appendix C: Traffic Surveys
Appendix D: Cycling Map
Appendix E: Bus Services Information
Appendix F: Collision Records
Appendix G: Stage 1 RSA & Designers Response
Appendix H: Road Safety Risk Assessment
Appendix I: Multi Mode TRICS Data Sheets
Appendix J: PRTM Outputs
Appendix K: Email Correspondance with LCC on Desford Crossroads
Appendix L: LCC PRTM Furnessed Traffic Flows
Appendix M: Scenario Traffic Flow Diagrams
Appendix N: Junctions 11 Annotated Parameter Drawings
Appendix O: Barns Way / Cortanis Lane Capacity Assessment
Appendix P: Barns Way / Station Road Capacity Assessment
Appendix Q: Development Traffic Distribution
Appendix R: Traffic Flow Scenarios for Barns Way / Leicester Road Junction
Appendix S: Barns Way / Leicester Road Junctions 11 Outputs

Appendix A: Proposed Layout

Housing Schedule			
House Type	Code	Bed	Number
Affordable (Social Rented)			
Hasting (GF & FF)	AL11 HAS	1	4
Shermont	AL22 SHE	2	14
Hayton	AL30 HAY	3	7
Social Rented Sub-total		25	76%
Affordable (Intermediate)			
Hasting (GF & FF)	AL11 HAS	1	2
Shermont	AL22 SHE	2	4
Hayton	AL30 HAY	3	2
Intermediate Sub-total		8	24%
Overall Affordable Total		33	40%
Market			
Delmont	L254 DEL	2	9
Whitton	L358 WHI	3	7
Chilton	L360 CHI	3	3
Hampton	L363 HAM	3	6
Fordwood	L461 FOR	3+	4
Beauwood	L467 BEA	4	4
Crosswood	L472 CRO	4	5
Denford	L553 DEF	5	6
Kingsford	L555 KIN	5	6
Market Total		50	60%
Total		83	



- Key
- Application site boundary
 - Existing vegetation to be retained
 - Existing vegetation to be removed
 - Proposed indicative planting
 - Bin collection point
 - On plot bin location
 - Space within rear garden for cycle storage
 - Highway visibility
 - Affordable - Social Rent
 - Affordable - Intermediate
 - 1.8m high close boarded timber gate with security fittings
 - 1.8m high timber fence
 - 1.8m high brick screen wall
 - 450mm high timber knee rail
 - Grasscrete with collapsible bollards
 - VP Visitor parking space

Rev	Date	Comments
C	05/05/2024	Updated to landscape
B	27/04/2024	Revised to reflect 'B'102' landscaping or landscaping for M1 semi-new road layout
A	27/03/2024	House type changes throughout the site - street layout changes

Appendix B: Scoping Response from LCC

PRE-APPLICATION DETAILS

District Reference Number:

Highway Reference Number: 2025/0247/04/P/HEN

Location: Land Off Charity Close, Desford

Proposal: Enquiry. 100 dwellings.

GENERAL DETAILS

Planning Case Officer:

Applicant: Paul Dickens, Rodgers Leask Ltd

Parish: Desford

Road Classification: Class C

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway (LHA) is in receipt of a pre-application enquiry for a proposed development of up to 100 dwellings on land off Charity Close, Desford. It is understood outline planning permission would initially be sought with access to be considered.

Based on the [Planning Application Requirements](https://www.leicestershirehighwaydesignguide.uk/) section of the Leicestershire Highway Design Guide ([LHDG] available <https://www.leicestershirehighwaydesignguide.uk/>), the proposals would need to be accompanied by a Transport Assessment and Travel Plan. It should be noted that the LHDG was updated in December 2024 and any future application would need to be in accordance with the new guide.

The LHA has reviewed the following document in support of the proposals:

- Transport Planning Scoping Note dated 24th December 2024.

Site Access

Access to the site would be via an extension of Charity Close, which was constructed as part of application reference 19/00149/OUT. This is an unclassified road subject to a 30mph speed limit. Whilst the road network leading to the site has been put forward for adoption by Leicestershire County Council, this has yet to be formally adopted. The site would currently connect to the public highway through the wider development road network at the junction of Cortanis Lane with Barns Way.

Based on application reference 19/00149/OUT, there are 80 dwellings currently accessed off a single point of access on to Barns Way. The additional 100 dwellings would result in a total of 180 dwellings being accessed from a single point of access on to Barns Way. Usually from a 5.50m

wide access road, the LHA would not accept more than 150 dwellings. In addition, the LHA is aware that Charity Close is only 4.8m wide, which would be sub-standard to serve another 100 dwellings. Please see the [General layout and geometry - residential sites](#) section of the LHDG for further information on residential road geometry. This will need consideration by the Applicant.

If it was possible to remove the section of farm track highlighted below (between the new development access road and Archers Way) in order to widen/ realign the carriageway to achieve a 5.50m width, the LHA would accept this. Farm vehicles would be able to travel along the adopted highway and re-join the farm track west of Archers Way. It is however requested that if this was possible, the gates on the remaining track to the west of Archers Way and east of the new development road are set back sufficiently to allow a tractor/ trailer to stand clear of the highway in order for the gates to be opened/ closed. This would be the most preferable option to widening Charity Close if there was any possibility of removing a section of the farm track.



In the event removing the farm track is not possible, the LHA would welcome the new development road widening back to 5.50m as soon as it is possible to do so. As a minimum the 1.0m service margin to the north of Charity Close should be widened to 2.0m, as it is likely to be on the pedestrian desire line to the new development, with a carriageway width below the requirements of the LHDG for the number of dwellings it would serve. In addition, a pedestrian/ cycle link between Cortains Lane and the new development should also be considered, as this might provide a useful link between the existing site and the proposed development.

Depending on the level of traffic generated by the proposed development, as well as the existing 80 dwellings within the wider development, the LHA advise consideration is given to the Design Manual for Roads and Bridges CD123 Figure 2.3.1 in respect of whether a Ghost Right Turn Lane may need to be provided at the junction of Cortanis Lane with Barns Way.

Swept path analysis of a Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle accessing and egressing the access with Charity Close in all directions would be required. For all vehicles, the LHA will require swept paths at junctions to be undertaken at a minimum vehicle speed of 15kph (10mph) to provide a more realistic swept path.

The LHA will require the Applicant to submit an independent Stage 1 Road Safety Audit of the site access proposals and any off-site works, along with a Designer's Response to any problems raised with a revised drawing (if necessary) taking on board any changes to the design.

Highway Safety

Personal Injury Collision (PIC) data would need to be obtained and reviewed for an identified study area around the site, including all study junctions. This should cover the most recent five-year period. The Applicant can contact rtcddata@leics.gov.uk to obtain up to date PIC data from Leicestershire County Council. Whilst the indicative study area shown in Part 6 of the Scoping Note is noted, this may require expanding following updated trip rates and further analysis of trip distribution using Leicestershire County Council's Pan Regional Transport Model (PRTM) as detailed below.

Trip Generation/ Distribution

The trip rates proposed within Table 1 of the Scoping Note are low in comparison to other recent residential developments in Desford, notable application reference 23/00061/OUT (Residential development of up to 100 dwellings with associated public open space and infrastructure, Land Adjacent to Lockey Farm, Hunts Lane, Desford). The LHA therefore suggest that for a robust assessment, those accepted by the LHA as part of that application are used.

Given the scale and location of the proposed development, LHA would advise the use of PRTM to assess the impact of the development on the surrounding highway network as opposed to Census data. This is in line with the LHDG guidance, which advises the use of PRTM when a Transport Assessment is required. This could, for example, provide trip distribution / assignment as well as having committed developments already taken into account within extracted flows. Therefore, the LHA would advise the applicant to contact ETCF@leics.gov.uk and liaise with the Highway Development Management Team to discuss the potential modelling requirements for the proposed development and timescales for obtaining the information.

Further information on PRTM can be found at <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/leicestershires-pan-regional-transport-model-prtm>.

Junction Capacity Assessments

It is noted that out of the study junctions shown in Table 3 of the Scoping Note, only Junction 1 (site access) is to be considered as part of a capacity assessment. Following updated trip rates and trip distribution based on PRTM, this may expand the junctions which require a capacity assessment. Notably Junction 2 (Barns Way/ B582 Leicester Lane) is likely to require a capacity assessment. In addition, the LHA would advise an assessment of the B582 Leicester Lane/ B582 Desford Road/ A47 Hinckley Road signalised junction (Desford Crossroads) – see Off-Site Implications section further below.

The assessment scenarios for the capacity assessments which are outlined in Part 5 of the Scoping Note are accepted in principle.

It is noted traffic counts have been undertaken on Tuesday 5th November 2024, which would be considered acceptable.

To enable traffic flow scenarios to be checked, the following is required:

- Full traffic survey results as well as summary diagrams;
- Peak hour and, if appropriate, PCU calculations;

- Full explanation of all calculations;
- Fully explained and evidenced details of committed development flows;
- Full explanation of trip distribution and assignment and how the change in flows is built up;
- Full explanation of the build-up of traffic flow scenarios.

For all 'Junctions' or 'Linsig' modelling, the following information will be required:

- Models should be validated against observed conditions;
- Scale plans of junction geometries used for model input should be provided for review;
- Full model outputs in PDF format;
- Actual model files.

Off-Site Implications

It should be noted that improvements at the Desford Crossroads have been identified as a priority scheme for Leicestershire County Council. At the present time, the junction operation is such that even a low level of trips can significantly impact the flow of traffic. It would therefore be advisable to undertake LINSIG modelling of this junction to provide a full assessment of the impact of the development on the junction, regardless of whether 30 or more two way trips pass through the junction. A number of developments in Desford have been required to contribute towards an improvement scheme at this junction, including application reference 19/00149/OUT, through which the proposed development would be accessed.

Internal Layout

The internal layout of the development would need to be designed fully in accordance with the LHDG in order for it to be considered for adoption. It should be noted that should the wider development access roads not be adopted by LCC for any reason, the proposed development roads would also not be eligible for adoption as access to the adopted highway network would be severed by a section of private road.

Parking provision should be in line with the [Parking and making provision for service vehicles](#) section of the LHDG.

Swept path analysis of a refuse collection vehicle, to the specification and speeds detailed further above, would be required throughout the site.

Transport Sustainability

A Residential Travel Plan would need to be submitted in support of the proposals. The LHA would require a Travel Plan Monitoring fee (currently £6,000) as part of any future Section 106 agreement.

Section 106 Contributions

As well as a potential contribution towards the highway improvements at Desford Crossroads and the Travel Plan Monitoring Fee, at this stage the LHA advise it would usually require one Travel Pack per dwelling (currently at a cost of £52.85 each), along with two x six-month bus passes (current cost of £510 per pass for an Arriva service) per dwelling and potentially improvements to the nearest two bus stops such as raised kerbs, timetable cases etc.

Date Received
14 January 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
26 February 2025

Appendix C: Traffic Surveys

Desford

Tuesday 5th November 2024

Junction: 1

Approach: Barns Way North

TIME	Left to Cortanis Lane									Ahead to Barns Way (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	1	0	0	1	1.5	0	0	44	13	2	0	1	60	62.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	1	0	65	16	3	0	0	85	85.7
07:30 - 07:45	0	0	0	1	1	0	0	2	2.5	0	0	72	13	2	0	0	87	88.0
07:45 - 08:00	0	0	1	1	0	0	0	2	2.0	0	0	83	11	1	1	1	97	99.8
Hourly Total	0	0	2	2	2	0	0	6	7.0	1	0	264	53	8	1	2	329	335.5
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	1	81	11	1	1	0	95	96.2
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	67	8	1	0	4	80	84.5
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	2	93	8	1	0	1	105	105.3
08:45 - 09:00	0	0	3	0	0	0	0	3	3.0	0	0	46	4	2	0	1	53	55.0
Hourly Total	0	0	9	0	0	0	0	9	9.0	0	3	287	31	5	1	6	333	341.0
09:00 - 09:15	0	0	0	1	0	0	0	1	1.0	0	0	39	10	2	1	0	52	54.3
09:15 - 09:30	0	0	0	0	0	1	0	1	2.3	0	0	43	10	1	0	1	55	56.5
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	34	6	2	0	1	43	45.0
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	26	3	1	0	0	30	30.5
Hourly Total	0	0	1	1	0	1	0	3	4.3	0	0	142	29	6	1	2	180	186.3
TOTAL	0	0	12	3	2	1	0	18	20.3	1	3	693	113	19	3	10	842	862.8
15:00 - 15:15	0	0	2	1	0	0	0	3	3.0	0	1	48	9	3	0	0	61	61.9
15:15 - 15:30	0	0	2	0	0	0	0	2	2.0	0	1	63	11	2	0	0	77	77.4
15:30 - 15:45	0	0	1	0	1	0	0	2	2.5	0	0	62	7	1	0	2	72	74.5
15:45 - 16:00	0	0	3	0	0	0	0	3	3.0	0	1	46	10	1	1	1	60	62.2
Hourly Total	0	0	8	1	1	0	0	10	10.5	0	3	219	37	7	1	3	270	276.0
16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	0	60	10	0	1	0	71	72.3
16:15 - 16:30	0	0	4	0	0	0	0	4	4.0	0	0	68	16	2	0	1	87	89.0
16:30 - 16:45	0	0	2	0	0	0	0	2	2.0	0	1	77	13	0	0	1	92	92.4
16:45 - 17:00	0	0	2	0	0	0	0	2	2.0	0	0	112	9	1	0	1	123	124.5
Hourly Total	0	0	9	0	0	0	0	9	9.0	0	1	317	48	3	1	3	373	378.2
17:00 - 17:15	0	0	5	0	0	0	0	5	5.0	0	1	112	16	0	0	1	130	130.4
17:15 - 17:30	0	0	6	0	0	0	0	6	6.0	0	0	111	11	2	1	0	125	127.3
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	80	4	1	1	1	87	89.8
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	0	80	7	1	1	2	91	94.8
Hourly Total	0	0	12	0	0	0	0	12	12.0	0	1	383	38	4	3	4	433	442.3
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	24	8	2	0	0	34	35.0
18:15 - 18:30	0	0	2	1	0	0	0	3	3.0	0	0	19	4	1	0	0	24	24.5
Hourly Total	0	0	3	1	0	0	0	4	4.0	0	0	43	12	3	0	0	58	59.5
TOTAL	0	0	32	2	1	0	0	35	35.5	0	5	962	135	17	5	10	1134	1156.0

Desford

Tuesday 5th November 2024

Junction: 1

Approach: Cortanis Lane

TIME	Left to Barns Way (S)									Right to Barns Way (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	2	1	1	0	0	4	4.5	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	4	0	1	0	0	5	5.5	0	0	3	0	0	0	0	3	3.0
07:45 - 08:00	0	0	2	3	0	0	0	5	5.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	9	4	2	0	0	15	16.0	0	0	10	0	0	0	0	10	10.0
08:00 - 08:15	0	0	2	1	0	0	0	3	3.0	0	0	7	0	0	0	0	7	7.0
08:15 - 08:30	0	0	7	0	0	0	0	7	7.0	0	0	4	0	0	0	0	4	4.0
08:30 - 08:45	0	0	7	1	0	0	0	8	8.0	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	6	0	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	22	2	0	0	0	24	24.0	0	0	13	0	0	0	0	13	13.0
09:00 - 09:15	0	0	4	0	0	0	0	4	4.0	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	2	0	0	1	0	3	4.3	0	0	3	0	0	0	0	3	3.0
09:45 - 10:00	0	0	3	2	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	10	2	0	1	0	13	14.3	0	0	6	1	0	0	0	7	7.0
TOTAL	0	0	41	8	2	1	0	52	54.3	0	0	29	1	0	0	0	30	30.0
15:00 - 15:15	0	0	4	0	0	0	0	4	4.0	0	0	2	0	0	0	0	2	2.0
15:15 - 15:30	0	0	14	1	0	0	0	15	15.0	0	0	1	0	0	0	0	1	1.0
15:30 - 15:45	0	0	3	0	0	0	0	3	3.0	0	0	5	0	1	0	0	6	6.5
15:45 - 16:00	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	24	2	0	0	0	26	26.0	0	0	8	0	1	0	0	9	9.5
16:00 - 16:15	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	0	0	5	0	1	0	0	6	6.5	0	0	3	0	0	0	0	3	3.0
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	13	0	1	0	0	14	14.5	0	0	5	0	0	0	0	5	5.0
17:00 - 17:15	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	3	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
17:45 - 18:00	0	0	3	0	0	0	0	3	3.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	13	0	0	0	0	13	13.0	0	0	4	0	0	0	0	4	4.0
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	32	0	0	0	0	32	32.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	34	0	0	0	0	34	34.0	0	0	1	0	0	0	0	1	1.0
TOTAL	0	0	84	2	1	0	0	87	87.5	0	0	18	0	1	0	0	19	19.5

Desford

Tuesday 5th November 2024

Junction: 1

Approach: Barns Way South

TIME	Ahead to Barns Way (N)									Right to Cortanis Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	15	11	5	0	0	31	33.5	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	41	9	3	0	1	54	56.5	0	0	1	0	1	0	0	2	2.5
07:30 - 07:45	0	0	33	12	4	0	0	49	51.0	0	0	0	1	0	0	0	1	1.0
07:45 - 08:00	0	0	50	14	1	0	0	65	65.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	139	46	13	0	1	199	206.5	0	0	1	1	1	0	0	3	3.5
08:00 - 08:15	0	0	69	13	3	0	3	88	92.5	0	0	2	0	0	0	0	2	2.0
08:15 - 08:30	0	0	58	7	1	1	0	67	68.8	0	0	3	0	0	0	0	3	3.0
08:30 - 08:45	0	0	56	10	2	0	4	72	77.0	0	0	2	0	0	0	0	2	2.0
08:45 - 09:00	0	0	27	11	0	0	0	38	38.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	210	41	6	1	7	265	276.3	0	0	10	0	0	0	0	10	10.0
09:00 - 09:15	0	0	32	7	5	0	0	44	46.5	0	0	4	0	0	0	0	4	4.0
09:15 - 09:30	0	0	30	3	0	0	1	34	35.0	0	0	1	1	0	0	0	2	2.0
09:30 - 09:45	0	0	31	4	1	0	0	36	36.5	0	0	2	0	0	0	0	2	2.0
09:45 - 10:00	0	0	19	6	2	0	0	27	28.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	112	20	8	0	1	141	146.0	0	0	8	1	0	0	0	9	9.0
TOTAL	0	0	461	107	27	1	9	605	628.8	0	0	19	2	1	0	0	22	22.5
15:00 - 15:15	0	0	41	5	2	0	0	48	49.0	0	0	9	1	0	0	0	10	10.0
15:15 - 15:30	0	0	47	10	2	0	3	62	66.0	0	1	13	0	0	0	0	14	13.4
15:30 - 15:45	0	0	46	6	0	0	1	53	54.0	0	0	2	0	0	0	0	2	2.0
15:45 - 16:00	0	0	26	13	2	0	0	41	42.0	0	0	4	2	0	0	0	6	6.0
Hourly Total	0	0	160	34	6	0	4	204	211.0	0	1	28	3	0	0	0	32	31.4
16:00 - 16:15	0	0	40	10	0	0	0	50	50.0	0	0	7	0	0	0	0	7	7.0
16:15 - 16:30	0	0	57	6	1	0	1	65	66.5	0	0	4	0	0	0	0	4	4.0
16:30 - 16:45	0	1	74	13	0	0	0	88	87.4	0	0	5	0	0	0	0	5	5.0
16:45 - 17:00	0	0	55	5	2	0	0	62	63.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	1	226	34	3	0	1	265	266.9	0	0	19	0	0	0	0	19	19.0
17:00 - 17:15	0	0	59	7	1	0	0	67	67.5	0	0	3	0	0	0	0	3	3.0
17:15 - 17:30	0	1	69	2	0	0	0	72	71.4	0	0	5	0	0	0	0	5	5.0
17:30 - 17:45	0	0	60	1	0	0	0	61	61.0	0	0	7	0	0	0	0	7	7.0
17:45 - 18:00	0	0	68	1	0	0	0	69	69.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	1	256	11	1	0	0	269	268.9	0	0	18	0	0	0	0	18	18.0
18:00 - 18:15	0	0	40	0	0	0	0	40	40.0	0	0	2	1	0	0	0	3	3.0
18:15 - 18:30	0	0	47	0	0	0	0	47	47.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	87	0	0	0	0	87	87.0	0	0	7	1	0	0	0	8	8.0
TOTAL	0	2	729	79	10	0	5	825	833.8	0	1	72	4	0	0	0	77	76.4

Desford

Tuesday 5th November 2024

Junction: 2

Approach: Barns Way

TIME	Left to B582 (E)									Right to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	38	12	1	0	0	51	51.5	0	0	8	2	2	0	1	13	15.0
07:15 - 07:30	1	0	53	11	0	0	0	65	64.2	0	0	13	5	3	0	0	21	22.5
07:30 - 07:45	0	0	48	10	1	0	0	59	59.5	0	0	28	3	2	0	0	33	34.0
07:45 - 08:00	0	0	49	5	0	1	0	55	56.3	0	0	36	9	1	0	1	47	48.5
Hourly Total	1	0	188	38	2	1	0	230	231.5	0	0	85	19	8	0	2	114	120.0
08:00 - 08:15	0	0	41	7	1	1	0	50	51.8	0	1	42	5	0	0	0	48	47.4
08:15 - 08:30	0	0	36	3	1	0	0	40	40.5	0	0	38	5	0	0	4	47	51.0
08:30 - 08:45	0	2	46	3	1	0	1	53	53.3	0	0	54	6	0	0	0	60	60.0
08:45 - 09:00	0	0	34	0	2	0	1	37	39.0	0	0	18	4	0	0	0	22	22.0
Hourly Total	0	2	157	13	5	1	2	180	184.6	0	1	152	20	0	0	4	177	180.4
09:00 - 09:15	0	0	33	6	1	1	0	41	42.8	0	0	10	4	1	0	0	15	15.5
09:15 - 09:30	0	0	30	7	1	0	0	38	38.5	0	0	14	3	0	0	1	18	19.0
09:30 - 09:45	0	0	21	6	2	0	1	30	32.0	0	0	15	0	0	1	0	16	17.3
09:45 - 10:00	0	0	23	4	0	0	0	27	27.0	0	0	6	1	1	0	0	8	8.5
Hourly Total	0	0	107	23	4	1	1	136	140.3	0	0	45	8	2	1	1	57	60.3
TOTAL	1	2	452	74	11	3	3	546	556.4	0	1	282	47	10	1	7	348	360.7
15:00 - 15:15	0	1	23	5	2	0	0	31	31.4	0	0	29	4	1	0	0	34	34.5
15:15 - 15:30	0	1	55	8	2	0	0	66	66.4	0	0	22	4	0	0	0	26	26.0
15:30 - 15:45	0	0	32	6	1	0	1	40	41.5	0	0	33	1	0	0	1	35	36.0
15:45 - 16:00	0	1	30	5	1	1	0	38	39.2	0	0	19	6	0	0	1	26	27.0
Hourly Total	0	3	140	24	6	1	1	175	178.5	0	0	103	15	1	0	2	121	123.5
16:00 - 16:15	0	0	45	7	0	1	0	53	54.3	0	0	19	3	0	0	0	22	22.0
16:15 - 16:30	0	0	34	7	1	0	1	43	44.5	0	0	39	9	2	0	0	50	51.0
16:30 - 16:45	0	1	51	7	0	0	0	59	58.4	0	0	27	6	0	0	1	34	35.0
16:45 - 17:00	0	0	58	4	1	0	0	63	63.5	0	0	57	5	0	0	1	63	64.0
Hourly Total	0	1	188	25	2	1	1	218	220.7	0	0	142	23	2	0	2	169	172.0
17:00 - 17:15	0	0	59	9	0	0	0	68	68.0	0	1	58	7	0	0	1	67	67.4
17:15 - 17:30	0	0	60	8	1	1	0	70	71.8	0	0	54	3	1	0	0	58	58.5
17:30 - 17:45	0	0	42	1	1	0	1	45	46.5	0	0	40	3	0	1	0	44	45.3
17:45 - 18:00	0	0	43	5	1	1	0	50	51.8	0	0	40	2	0	0	2	44	46.0
Hourly Total	0	0	204	23	3	2	1	233	238.1	0	1	192	15	1	1	3	213	217.2
18:00 - 18:15	0	0	3	3	0	0	0	6	6.0	0	0	23	5	2	0	0	30	31.0
18:15 - 18:30	0	0	29	3	1	0	0	33	33.5	0	0	22	1	0	0	0	23	23.0
Hourly Total	0	0	32	6	1	0	0	39	39.5	0	0	45	6	2	0	0	53	54.0
TOTAL	0	4	564	78	12	4	3	665	676.8	0	1	482	59	6	1	7	556	566.7

Desford

Tuesday 5th November 2024

Junction: 2

Approach: B582 East

TIME	Ahead to B582 (W)									Right to Barns Way								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	25	11	4	0	1	41	44.0	0	0	12	9	5	0	0	26	28.5
07:15 - 07:30	0	0	54	12	3	1	0	70	72.8	0	0	31	6	2	0	1	40	42.0
07:30 - 07:45	0	0	43	8	3	0	1	55	57.5	0	0	28	10	3	0	0	41	42.5
07:45 - 08:00	0	0	65	10	3	0	3	81	85.5	0	0	40	11	1	0	0	52	52.5
Hourly Total	0	0	187	41	13	1	5	247	259.8	0	0	111	36	11	0	1	159	165.5
08:00 - 08:15	0	0	52	7	6	0	1	66	70.0	0	0	46	10	2	0	0	58	59.0
08:15 - 08:30	0	0	90	9	1	1	5	106	112.8	0	0	24	7	1	1	0	33	34.8
08:30 - 08:45	0	0	63	8	4	1	3	79	85.3	0	0	27	7	1	0	0	35	35.5
08:45 - 09:00	0	0	30	8	2	1	0	41	43.3	0	0	19	11	0	0	0	30	30.0
Hourly Total	0	0	235	32	13	3	9	292	311.4	0	0	116	35	4	1	0	156	159.3
09:00 - 09:15	0	0	33	7	0	0	0	40	40.0	0	0	28	6	5	0	0	39	41.5
09:15 - 09:30	0	0	32	6	3	0	0	41	42.5	0	0	25	3	0	0	1	29	30.0
09:30 - 09:45	0	0	24	3	5	2	0	34	39.1	0	0	23	3	1	0	0	27	27.5
09:45 - 10:00	0	0	31	3	3	0	0	37	38.5	0	0	16	6	2	0	0	24	25.0
Hourly Total	0	0	120	19	11	2	0	152	160.1	0	0	92	18	8	0	1	119	124.0
TOTAL	0	0	542	92	37	6	14	691	731.3	0	0	319	89	23	1	2	434	448.8
15:00 - 15:15	0	1	68	5	1	0	2	77	78.9	0	0	40	6	1	0	0	47	47.5
15:15 - 15:30	0	0	58	15	2	1	0	76	78.3	0	1	30	6	1	0	0	38	37.9
15:30 - 15:45	0	1	61	11	2	0	1	76	77.4	0	0	33	6	0	0	0	39	39.0
15:45 - 16:00	0	0	52	10	1	0	1	64	65.5	0	0	20	12	1	0	0	33	33.5
Hourly Total	0	2	239	41	6	1	4	293	300.1	0	1	123	30	3	0	0	157	157.9
16:00 - 16:15	0	0	57	4	3	0	0	64	65.5	0	0	39	8	0	0	0	47	47.0
16:15 - 16:30	0	0	79	10	0	1	0	90	91.3	0	0	45	6	1	0	1	53	54.5
16:30 - 16:45	0	1	68	12	2	0	1	84	85.4	0	0	52	13	0	0	0	65	65.0
16:45 - 17:00	0	0	83	7	2	0	0	92	93.0	0	0	41	3	1	0	0	45	45.5
Hourly Total	0	1	287	33	7	1	1	330	335.2	0	0	177	30	2	0	1	210	212.0
17:00 - 17:15	0	0	103	7	1	0	0	111	111.5	0	0	49	6	0	0	0	55	55.0
17:15 - 17:30	0	0	83	6	1	0	0	90	90.5	0	1	67	2	0	0	0	70	69.4
17:30 - 17:45	0	0	67	2	0	0	0	69	69.0	0	0	60	1	0	0	0	61	61.0
17:45 - 18:00	0	1	83	4	0	0	0	88	87.4	0	0	58	1	0	0	0	59	59.0
Hourly Total	0	1	336	19	2	0	0	358	358.4	0	1	234	10	0	0	0	245	244.4
18:00 - 18:15	0	0	59	2	1	0	1	63	64.5	0	0	35	1	0	0	0	36	36.0
18:15 - 18:30	0	0	70	5	0	0	0	75	75.0	0	0	44	0	0	0	0	44	44.0
Hourly Total	0	0	129	7	1	0	1	138	139.5	0	0	79	1	0	0	0	80	80.0
TOTAL	0	4	991	100	16	2	6	1119	1133.2	0	2	613	71	5	0	1	692	694.3

Desford

Tuesday 5th November 2024

Junction: 2

Approach: B582 West

TIME	Left to Barns Way									Ahead to B582 (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	2	0	0	0	5	5.0	0	0	63	8	2	0	2	75	78.0
07:15 - 07:30	0	0	11	3	2	0	0	16	17.0	0	1	91	14	1	0	0	107	106.9
07:30 - 07:45	0	0	5	3	1	0	0	9	9.5	0	0	76	13	2	1	0	92	94.3
07:45 - 08:00	0	0	10	3	0	0	0	13	13.0	0	1	94	13	2	1	0	111	112.7
Hourly Total	0	0	29	11	3	0	0	43	44.5	0	2	324	48	7	2	2	385	391.9
08:00 - 08:15	0	0	25	3	1	0	3	32	35.5	0	0	77	8	1	0	1	87	88.5
08:15 - 08:30	0	0	37	0	0	0	0	37	37.0	0	0	81	12	0	0	1	94	95.0
08:30 - 08:45	0	0	31	3	1	0	4	39	43.5	0	0	92	12	4	0	4	112	118.0
08:45 - 09:00	0	0	11	0	0	0	0	11	11.0	0	0	56	3	1	0	0	60	60.5
Hourly Total	0	0	104	6	2	0	7	119	127.0	0	0	306	35	6	0	6	353	362.0
09:00 - 09:15	0	0	8	1	0	0	0	9	9.0	0	0	51	5	4	0	0	60	62.0
09:15 - 09:30	0	0	6	1	0	0	0	7	7.0	0	0	53	5	4	0	0	62	64.0
09:30 - 09:45	0	0	10	1	0	0	0	11	11.0	0	1	39	3	2	2	0	47	50.0
09:45 - 10:00	0	0	4	0	0	0	0	4	4.0	0	0	49	5	5	1	0	60	63.8
Hourly Total	0	0	28	3	0	0	0	31	31.0	0	1	192	18	15	3	0	229	239.8
TOTAL	0	0	161	20	5	0	7	193	202.5	0	3	822	101	28	5	8	967	993.7
15:00 - 15:15	0	0	10	0	1	0	0	11	11.5	0	1	43	10	2	1	0	57	58.7
15:15 - 15:30	0	0	30	4	1	0	3	38	41.5	0	0	99	10	3	0	6	118	125.5
15:30 - 15:45	0	0	15	0	0	0	1	16	17.0	0	0	56	5	1	2	1	65	69.1
15:45 - 16:00	0	0	10	3	1	0	0	14	14.5	0	0	40	13	4	0	3	60	65.0
Hourly Total	0	0	65	7	3	0	4	79	84.5	0	1	238	38	10	3	10	300	318.3
16:00 - 16:15	0	0	8	2	0	0	0	10	10.0	0	0	60	17	2	2	2	83	88.6
16:15 - 16:30	0	0	16	0	0	0	0	16	16.0	0	2	67	9	2	0	0	80	79.8
16:30 - 16:45	0	1	27	0	0	0	0	28	27.4	1	1	63	12	1	0	0	78	77.1
16:45 - 17:00	0	0	17	2	1	0	0	20	20.5	0	0	59	7	1	0	1	68	69.5
Hourly Total	0	1	68	4	1	0	0	74	73.9	1	3	249	45	6	2	3	309	315.0
17:00 - 17:15	0	0	13	1	1	0	0	15	15.5	0	0	61	8	2	0	0	71	72.0
17:15 - 17:30	0	0	7	0	0	0	0	7	7.0	0	1	51	7	2	0	0	61	61.4
17:30 - 17:45	0	0	7	0	0	0	0	7	7.0	0	0	55	6	3	0	1	65	67.5
17:45 - 18:00	0	0	13	0	0	0	0	13	13.0	0	0	57	10	1	1	0	69	70.8
Hourly Total	0	0	40	1	1	0	0	42	42.5	0	1	224	31	8	1	1	266	271.7
18:00 - 18:15	0	0	7	0	0	0	0	7	7.0	0	1	48	7	0	0	0	56	55.4
18:15 - 18:30	0	0	8	0	0	0	0	8	8.0	0	0	30	0	0	0	0	30	30.0
Hourly Total	0	0	15	0	0	0	0	15	15.0	0	1	78	7	0	0	0	86	85.4
TOTAL	0	1	188	12	5	0	4	210	215.9	1	6	789	121	24	6	14	961	990.4

Desford

Tuesday 5th November 2024

Junction: 3

Approach: B582 East

TIME	Left to Bosworth Academy Access									Ahead to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	5	0	0	0	0	5	5.0	0	0	28	13	6	0	2	49	54.0
07:15 - 07:30	0	0	7	0	0	0	0	7	7.0	0	0	60	17	6	1	0	84	88.3
07:30 - 07:45	0	0	12	0	0	0	0	12	12.0	0	0	59	11	5	0	1	76	79.5
07:45 - 08:00	0	0	23	1	0	0	0	24	24.0	0	0	78	18	4	0	4	104	110.0
Hourly Total	0	0	47	1	0	0	0	48	48.0	0	0	225	59	21	1	7	313	331.8
08:00 - 08:15	0	1	37	0	0	0	0	38	37.4	0	0	57	12	6	0	1	76	80.0
08:15 - 08:30	0	0	57	2	0	0	0	59	59.0	0	0	71	12	1	1	9	94	104.8
08:30 - 08:45	0	0	41	0	0	0	0	41	41.0	0	0	76	14	4	1	3	98	104.3
08:45 - 09:00	0	0	10	1	0	0	0	11	11.0	0	0	38	11	2	1	0	52	54.3
Hourly Total	0	1	145	3	0	0	0	149	148.4	0	0	242	49	13	3	13	320	343.4
09:00 - 09:15	0	0	5	0	0	0	0	5	5.0	0	0	38	11	1	0	0	50	50.5
09:15 - 09:30	0	0	1	0	0	0	0	1	1.0	0	0	45	9	3	0	1	58	60.5
09:30 - 09:45	0	0	3	0	0	0	0	3	3.0	0	0	36	3	5	3	0	47	53.4
09:45 - 10:00	0	0	2	0	0	0	0	2	2.0	0	0	35	4	4	0	0	43	45.0
Hourly Total	0	0	11	0	0	0	0	11	11.0	0	0	154	27	13	3	1	198	209.4
TOTAL	0	1	203	4	0	0	0	208	207.4	0	0	621	135	47	7	21	831	884.6
15:00 - 15:15	0	0	14	0	0	0	0	14	14.0	0	1	83	9	2	0	2	97	99.4
15:15 - 15:30	0	0	18	0	0	0	0	18	18.0	0	0	62	19	2	1	0	84	86.3
15:30 - 15:45	0	0	14	0	0	0	0	14	14.0	0	1	80	12	2	0	2	97	99.4
15:45 - 16:00	0	0	7	0	0	0	0	7	7.0	0	0	64	16	1	0	2	83	85.5
Hourly Total	0	0	53	0	0	0	0	53	53.0	0	2	289	56	7	1	6	361	370.6
16:00 - 16:15	0	0	6	0	0	0	0	6	6.0	0	0	70	7	3	0	0	80	81.5
16:15 - 16:30	0	0	11	2	0	0	0	13	13.0	0	0	107	17	2	1	0	127	129.3
16:30 - 16:45	0	0	4	1	0	0	0	5	5.0	0	1	91	17	2	0	2	113	115.4
16:45 - 17:00	0	0	23	0	0	0	0	23	23.0	0	0	117	12	2	0	1	132	134.0
Hourly Total	0	0	44	3	0	0	0	47	47.0	0	1	385	53	9	1	3	452	460.2
17:00 - 17:15	0	0	6	2	0	0	0	8	8.0	0	1	155	12	1	0	1	170	170.9
17:15 - 17:30	0	0	12	0	0	0	0	12	12.0	0	0	125	9	2	0	0	136	137.0
17:30 - 17:45	0	0	4	0	0	0	0	4	4.0	0	0	103	5	0	1	0	109	110.3
17:45 - 18:00	0	0	13	1	0	0	0	14	14.0	0	1	110	5	0	0	2	118	119.4
Hourly Total	0	0	35	3	0	0	0	38	38.0	0	2	493	31	3	1	3	533	537.6
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	80	7	3	0	1	91	93.5
18:15 - 18:30	0	0	13	2	0	0	0	15	15.0	0	0	79	4	0	0	0	83	83.0
Hourly Total	0	0	15	2	0	0	0	17	17.0	0	0	159	11	3	0	1	174	176.5
TOTAL	0	0	147	8	0	0	0	155	155.0	0	5	1326	151	22	3	13	1520	1544.9

Approach: Bosworth Academy Access

[illegible]

Desford

Tuesday 5th November 2024

Junction: 3

Approach: B582 West

TIME	Ahead to B582 (E)									Right to Bosworth Academy Access								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	66	10	2	0	2	80	83.0	0	0	4	0	0	0	0	4	4.0
07:15 - 07:30	0	1	102	17	3	0	0	123	123.9	0	0	4	0	0	0	0	4	4.0
07:30 - 07:45	0	0	81	16	3	1	0	101	103.8	0	0	5	0	0	0	0	5	5.0
07:45 - 08:00	0	1	104	16	2	1	0	124	125.7	0	0	11	0	0	0	0	11	11.0
Hourly Total	0	2	353	59	10	2	2	428	436.4	0	0	24	0	0	0	0	24	24.0
08:00 - 08:15	0	0	102	11	2	0	4	119	124.0	0	0	23	0	0	0	0	23	23.0
08:15 - 08:30	0	0	118	12	0	0	1	131	132.0	0	0	27	0	0	0	0	27	27.0
08:30 - 08:45	0	0	123	15	5	0	8	151	161.5	1	0	5	0	0	0	0	6	5.2
08:45 - 09:00	0	0	67	3	1	0	0	71	71.5	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	410	41	8	0	13	472	489.0	1	0	60	0	0	0	0	61	60.2
09:00 - 09:15	0	0	59	6	4	0	0	69	71.0	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	59	6	4	0	0	69	71.0	0	0	4	0	0	0	0	4	4.0
09:30 - 09:45	0	1	49	4	2	2	0	58	61.0	0	0	3	0	0	0	0	3	3.0
09:45 - 10:00	0	0	53	5	5	1	0	64	67.8	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	1	220	21	15	3	0	260	270.8	0	0	11	1	0	0	0	12	12.0
TOTAL	0	3	983	121	33	5	15	1160	1196.2	1	0	95	1	0	0	0	97	96.2
15:00 - 15:15	0	1	53	10	3	1	0	68	70.2	0	0	11	1	0	0	0	12	12.0
15:15 - 15:30	0	0	129	14	4	0	9	156	167.0	0	0	4	0	0	0	0	4	4.0
15:30 - 15:45	0	0	71	5	1	2	2	81	86.1	0	0	1	0	0	0	0	1	1.0
15:45 - 16:00	0	0	50	16	5	0	3	74	79.5	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	1	303	45	13	3	14	379	402.8	0	0	21	1	0	0	0	22	22.0
16:00 - 16:15	0	0	68	19	2	2	2	93	98.6	0	0	5	0	0	0	0	5	5.0
16:15 - 16:30	0	2	83	9	2	0	0	96	95.8	0	0	3	1	0	0	0	4	4.0
16:30 - 16:45	1	2	90	12	1	0	0	106	104.5	0	0	2	0	0	0	0	2	2.0
16:45 - 17:00	0	0	76	9	2	0	1	88	90.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	1	4	317	49	7	2	3	383	388.9	0	0	19	1	0	0	0	20	20.0
17:00 - 17:15	0	0	74	9	3	0	0	86	87.5	0	0	6	0	0	0	0	6	6.0
17:15 - 17:30	0	1	58	7	2	0	0	68	68.4	0	0	5	0	0	0	0	5	5.0
17:30 - 17:45	0	0	62	6	3	0	1	72	74.5	0	0	3	0	0	0	0	3	3.0
17:45 - 18:00	0	0	70	10	1	1	0	82	83.8	0	0	9	0	0	0	0	9	9.0
Hourly Total	0	1	264	32	9	1	1	308	314.2	0	0	23	0	0	0	0	23	23.0
18:00 - 18:15	0	1	55	7	0	0	0	63	62.4	0	0	4	0	0	0	0	4	4.0
18:15 - 18:30	0	0	38	0	0	0	0	38	38.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	1	93	7	0	0	0	101	100.4	0	0	6	0	0	0	0	6	6.0
TOTAL	1	7	977	133	29	6	18	1171	1206.3	0	0	69	2	0	0	0	71	71.0

Road Data Services Ltd

Desford
Tuesday 5th November 2024
Junction: 4
Approach: Leicester Lane

	Left to A47 (E)									Ahead to Desford Road									Right to A47 (W)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	16	4	2	0	1	23	25.0	0	0	70	10	4	1	2	87	92.3	0	0	10	0	1	0	0	11	11.5	
07:15 - 07:30	0	0	22	10	1	0	0	33	33.5	0	0	78	8	0	0	0	86	86.0	0	0	14	7	0	0	0	21	21.0	
07:30 - 07:45	1	0	16	4	0	0	0	21	20.2	0	1	83	14	3	1	0	102	104.2	0	0	13	2	3	0	0	18	19.5	
07:45 - 08:00	0	0	17	6	1	0	0	24	24.5	0	1	104	14	1	1	0	121	122.2	0	1	6	6	0	1	0	14	14.7	
Hourly Total	1	0	71	24	4	0	1	101	103.2	0	2	335	46	8	3	2	396	404.7	0	1	43	15	4	1	0	64	66.7	
08:00 - 08:15	0	0	19	4	1	1	1	26	28.8	0	1	105	8	0	0	0	114	113.4	0	0	4	2	0	0	2	0	8	10.6
08:15 - 08:30	0	0	21	1	1	0	0	23	23.5	0	0	78	10	1	0	0	89	89.5	0	0	9	3	2	0	0	14	15.0	
08:30 - 08:45	0	0	30	3	0	0	0	33	33.0	0	0	99	13	2	1	1	116	119.3	0	0	7	3	0	0	2	12	14.0	
08:45 - 09:00	0	0	37	2	2	0	0	41	42.0	0	2	91	6	5	0	0	104	105.3	0	0	8	1	1	0	3	13	16.5	
Hourly Total	0	0	107	10	4	1	1	123	127.3	0	3	373	37	8	1	1	423	427.5	0	0	28	9	3	2	5	47	56.1	
09:00 - 09:15	0	0	20	1	0	0	0	21	21.0	0	0	63	6	5	0	0	74	76.5	0	0	13	5	3	0	1	22	24.5	
09:15 - 09:30	0	0	22	3	2	0	0	27	28.0	0	0	54	7	2	0	0	63	64.0	0	0	9	2	3	0	0	14	15.5	
09:30 - 09:45	0	0	17	1	0	1	0	19	20.3	0	0	52	7	4	1	0	64	67.3	0	0	7	2	1	1	1	12	14.8	
09:45 - 10:00	0	0	22	3	2	0	0	27	28.0	0	1	47	5	4	0	0	57	58.4	0	0	15	4	1	0	0	20	20.5	
Hourly Total	0	0	81	8	4	1	0	94	97.3	0	1	216	25	15	1	0	258	266.2	0	0	44	13	8	1	2	68	75.3	
TOTAL	1	0	259	42	12	2	2	318	327.8	0	6	924	108	31	5	3	1077	1098.4	0	1	115	37	15	4	7	179	198.1	
15:00 - 15:15	0	0	17	3	1	0	0	21	21.5	0	1	40	12	5	1	0	58	62.2	0	2	15	3	1	0	0	21	20.3	
15:15 - 15:30	0	0	69	4	0	0	4	77	81.0	0	1	44	13	4	0	1	63	65.4	0	0	16	3	0	1	1	21	23.3	
15:30 - 15:45	0	0	58	5	0	0	0	63	63.0	0	0	37	9	5	1	0	52	55.8	0	0	17	3	2	1	1	24	27.3	
15:45 - 16:00	0	0	19	5	0	0	3	27	30.0	0	0	42	12	5	0	0	59	61.5	0	0	19	8	0	1	0	28	29.3	
Hourly Total	0	0	163	17	1	0	7	188	195.5	0	2	163	46	19	2	1	233	244.9	0	2	67	17	3	3	2	94	100.2	
16:00 - 16:15	0	1	26	8	0	0	1	36	36.4	0	0	60	15	3	2	1	81	86.1	0	0	21	1	0	0	1	24	26.3	
16:15 - 16:30	0	1	24	2	1	0	0	28	27.9	0	0	54	9	1	1	0	65	66.8	0	0	16	9	0	0	1	26	27.0	
16:30 - 16:45	1	0	31	3	0	0	0	35	34.2	0	1	50	11	0	0	0	62	61.4	0	0	29	5	0	0	0	34	34.0	
16:45 - 17:00	1	1	30	1	1	0	0	34	33.1	0	0	74	9	1	0	0	84	84.5	0	0	33	1	1	0	0	35	35.5	
Hourly Total	2	3	111	14	2	0	1	133	131.6	0	1	238	44	5	3	1	292	298.8	0	0	99	16	1	1	2	119	122.8	
17:00 - 17:15	0	0	33	0	0	0	0	33	33.0	0	0	63	6	4	0	0	73	75.0	0	0	30	8	1	0	0	39	39.5	
17:15 - 17:30	0	0	19	1	0	0	0	20	20.0	0	0	62	7	0	0	0	69	69.0	0	0	33	6	0	1	0	40	41.3	
17:30 - 17:45	0	0	34	1	0	0	0	35	35.0	0	0	59	2	2	0	0	63	64.0	0	0	19	6	2	0	1	28	30.0	
17:45 - 18:00	0	0	29	4	0	0	0	33	33.0	0	0	46	6	3	1	0	56	58.8	0	1	28	4	0	0	1	34	34.4	
Hourly Total	0	0	115	6	0	0	0	121	121.0	0	0	230	21	9	1	0	261	266.8	0	1	110	24	3	1	2	141	145.2	
18:00 - 18:15	0	0	30	1	0	0	0	31	31.0	0	1	53	5	1	0	0	60	59.9	0	0	18	3	0	0	0	21	21.0	
18:15 - 18:30	0	0	19	0	0	0	0	19	19.0	0	0	43	4	0	0	0	47	47.0	0	0	21	5	0	0	0	26	26.0	
Hourly Total	0	0	49	1	0	0	0	50	50.0	0	1	96	9	1	0	0	107	106.9	0	0	39	8	0	0	0	47	47.0	
TOTAL	2	3	438	38	3	0	8	492	498.1	0	4	727	120	34	6	2	893	917.4	0	3	315	65	7	5	6	401	415.2	

Road Data Services Ltd

Desford
Tuesday 5th November 2024
Junction: 4
Approach: A47 East

	Left to Desford Road									Ahead to A47 (W)									Right to Leicester Lane								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	5	0	0	0	0	5	5.0	0	0	54	12	3	2	1	72	77.1	0	0	14	3	2	1	0	20	22.3
07:15 - 07:30	0	0	6	1	0	0	0	7	7.0	0	1	68	19	3	3	1	95	100.8	0	0	18	6	0	0	0	24	24.0
07:30 - 07:45	0	0	10	0	0	1	0	11	12.3	0	2	88	24	3	3	1	121	126.2	0	0	26	2	1	0	1	30	31.5
07:45 - 08:00	0	0	17	1	1	0	1	20	21.5	1	0	88	20	4	1	2	116	120.5	0	1	29	3	4	0	3	40	44.4
Hourly Total	0	0	38	2	1	1	1	43	45.8	1	3	298	75	13	9	5	404	424.6	0	1	87	14	7	1	4	114	122.2
08:00 - 08:15	0	0	21	3	2	0	0	26	27.0	0	0	99	11	4	3	1	118	124.9	0	0	43	5	0	0	1	49	50.0
08:15 - 08:30	0	0	26	4	4	0	0	34	36.0	0	0	72	14	3	0	0	89	90.5	1	0	86	5	1	0	6	99	104.7
08:30 - 08:45	0	0	42	3	1	0	0	46	46.5	0	0	47	12	3	1	1	64	67.8	0	0	30	5	0	0	0	35	35.0
08:45 - 09:00	0	0	23	2	1	0	0	26	26.5	0	0	62	17	5	5	2	91	102.0	0	0	15	5	1	0	0	21	21.5
Hourly Total	0	0	112	12	8	0	0	132	136.0	0	0	280	54	15	9	4	362	385.2	1	0	174	20	2	0	7	204	211.2
09:00 - 09:15	0	0	6	0	4	0	0	10	12.0	1	0	63	18	4	2	0	88	91.8	0	0	16	2	2	0	0	20	21.0
09:15 - 09:30	0	0	6	1	2	0	0	9	10.0	0	0	53	12	3	1	2	71	75.8	0	0	19	0	0	0	0	19	19.0
09:30 - 09:45	0	0	12	0	1	0	0	13	13.5	0	0	39	12	6	1	0	58	62.3	0	0	6	1	1	0	0	8	8.5
09:45 - 10:00	0	0	3	2	1	0	0	6	6.5	0	0	36	8	4	3	1	52	58.9	0	0	12	3	1	0	0	16	16.5
Hourly Total	0	0	27	3	8	0	0	38	42.0	1	0	191	50	17	7	3	269	288.8	0	0	53	6	4	0	0	63	65.0
TOTAL	0	0	177	17	17	1	1	213	223.8	2	3	769	179	45	25	12	1035	1098.6	1	1	314	40	13	1	11	381	398.4
15:00 - 15:15	0	0	4	2	0	0	0	6	6.0	0	0	63	15	2	1	1	82	85.3	0	0	32	4	0	0	0	36	36.0
15:15 - 15:30	0	0	3	0	0	0	0	3	3.0	0	1	70	15	3	0	1	90	91.9	0	0	31	7	2	0	0	40	41.0
15:30 - 15:45	0	0	10	1	0	1	0	12	13.3	0	0	70	18	2	2	2	94	99.6	0	0	29	8	1	0	2	40	42.5
15:45 - 16:00	0	0	9	4	1	0	0	14	14.5	0	3	87	24	3	1	2	120	123.0	0	0	22	9	2	0	0	33	34.0
Hourly Total	0	0	26	7	1	1	0	35	36.8	0	4	290	72	10	4	6	386	399.8	0	0	114	28	5	0	2	149	153.5
16:00 - 16:15	0	0	6	3	1	0	0	10	10.5	1	0	83	13	5	1	5	108	116.0	0	0	22	8	0	0	0	30	30.0
16:15 - 16:30	0	0	8	4	1	0	0	13	13.5	0	0	78	10	3	1	2	94	98.8	0	0	40	6	0	0	1	47	48.0
16:30 - 16:45	0	0	13	3	2	0	1	19	21.0	1	1	87	8	2	1	1	101	102.9	0	1	27	7	1	0	0	36	35.9
16:45 - 17:00	0	0	10	1	0	0	0	11	11.0	0	1	93	9	2	0	1	106	107.4	0	0	41	4	1	0	0	46	46.5
Hourly Total	0	0	37	11	4	0	1	53	56.0	2	2	341	40	12	3	9	409	425.1	0	1	130	25	2	0	1	159	160.4
17:00 - 17:15	0	0	12	1	1	0	0	14	14.5	0	0	88	6	0	2	0	96	98.6	0	0	36	2	2	0	0	40	41.0
17:15 - 17:30	0	0	12	0	0	0	0	12	12.0	0	0	94	17	3	0	2	116	119.5	0	0	31	3	0	0	0	34	34.0
17:30 - 17:45	0	0	6	3	0	0	0	9	9.0	1	0	115	10	3	1	1	131	134.0	0	0	26	1	0	0	0	27	27.0
17:45 - 18:00	0	0	9	1	1	0	0	11	11.5	1	1	80	10	1	0	1	94	94.1	0	0	26	3	0	0	0	29	29.0
Hourly Total	0	0	39	5	2	0	0	46	47.0	2	1	377	43	7	3	4	437	446.2	0	0	119	9	2	0	0	130	131.0
18:00 - 18:15	0	0	6	1	0	0	0	7	7.0	0	0	91	4	2	0	2	99	102.0	0	0	19	1	0	0	0	20	20.0
18:15 - 18:30	0	0	5	0	0	0	0	5	5.0	0	2	78	12	1	1	0	94	94.6	0	0	21	1	0	0	0	22	22.0
Hourly Total	0	0	11	1	0	0	0	12	12.0	0	2	169	16	3	1	2	193	196.6	0	0	40	2	0	0	0	42	42.0
TOTAL	0	0	113	24	7	1	1	146	151.8	4	9	1177	171	32	11	21	1425	1467.7	0	1	403	64	9	0	3	480	486.9

Desford

Tuesday 5th November 2024

Junction: 4

Approach: Desford Road

	Left to A47 (W)									Ahead to Leicester Lane									Right to A47 (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	19	4	0	0	0	24	23.4	0	0	20	16	2	1	0	39	41.3	0	0	1	1	0	0	0	2	2.0
07:15 - 07:30	0	2	20	4	1	0	0	27	26.3	0	0	42	13	8	1	0	64	69.3	0	0	3	2	2	0	0	7	8.0
07:30 - 07:45	0	0	19	5	3	0	0	27	28.5	0	0	57	21	0	1	0	79	80.3	0	0	3	1	4	0	0	8	10.0
07:45 - 08:00	0	0	20	4	2	0	0	26	27.0	0	0	64	11	1	0	0	76	76.5	0	0	6	1	0	1	0	8	9.3
Hourly Total	0	3	78	17	6	0	0	104	105.2	0	0	183	61	11	3	0	258	267.4	0	0	13	5	6	1	0	25	29.3
08:00 - 08:15	0	0	13	4	3	1	0	21	23.8	0	0	55	12	6	1	0	74	78.3	0	0	7	1	1	1	1	11	13.8
08:15 - 08:30	0	0	17	5	2	1	0	25	27.3	0	0	28	11	4	2	0	45	49.6	0	0	5	0	2	2	0	9	12.6
08:30 - 08:45	0	0	19	5	1	2	0	27	30.1	0	0	38	9	2	0	0	49	50.0	0	0	3	1	2	1	0	7	9.3
08:45 - 09:00	0	0	17	3	2	0	0	22	23.0	0	0	35	9	1	2	0	47	50.1	0	0	6	1	0	0	0	7	7.0
Hourly Total	0	0	66	17	8	4	0	95	104.2	0	0	156	41	13	5	0	215	228.0	0	0	21	3	5	4	1	34	42.7
09:00 - 09:15	0	0	17	3	2	0	0	22	23.0	0	0	40	5	2	1	0	48	50.3	0	0	5	2	1	0	0	8	8.5
09:15 - 09:30	0	0	23	3	1	0	0	27	27.5	0	0	34	10	1	1	0	46	47.8	1	0	10	3	2	0	0	16	16.2
09:30 - 09:45	0	0	18	5	1	0	0	24	24.5	0	0	28	7	4	0	0	39	41.0	0	0	6	1	0	0	0	7	7.0
09:45 - 10:00	0	0	14	3	1	1	0	19	20.8	0	0	28	5	2	0	0	35	36.0	0	0	9	0	1	1	0	11	12.8
Hourly Total	0	0	72	14	5	1	0	92	95.8	0	0	130	27	9	2	0	168	175.1	1	0	30	6	4	1	0	42	44.5
TOTAL	0	3	216	48	19	5	0	291	305.2	0	0	469	129	33	10	0	641	670.5	1	0	64	14	15	6	1	101	116.5
15:00 - 15:15	0	0	31	2	1	0	0	34	34.5	0	1	38	7	1	3	0	50	53.8	0	0	6	0	0	1	0	7	8.3
15:15 - 15:30	0	0	41	8	2	1	0	52	54.3	0	1	36	10	1	2	0	50	52.5	0	0	2	2	0	0	0	4	4.0
15:30 - 15:45	0	1	38	6	4	0	0	49	50.4	0	1	53	10	0	2	0	66	68.0	0	0	1	1	0	0	1	3	4.0
15:45 - 16:00	0	0	45	7	2	1	0	55	57.3	0	0	43	13	2	1	0	59	61.3	0	0	9	0	1	2	0	12	15.1
Hourly Total	0	1	155	23	9	2	0	190	196.5	0	3	170	40	4	8	0	225	235.6	0	0	18	3	1	3	1	26	31.4
16:00 - 16:15	0	0	44	5	2	1	1	53	56.3	0	0	78	10	3	3	0	94	99.4	0	0	7	1	0	2	0	10	12.6
16:15 - 16:30	0	0	45	4	1	0	0	50	50.5	0	0	86	14	2	3	0	105	109.9	0	0	6	0	0	0	0	6	6.0
16:30 - 16:45	0	1	50	8	0	0	0	59	58.4	0	0	64	12	2	0	0	78	79.0	0	0	4	1	0	0	0	5	5.0
16:45 - 17:00	0	1	42	5	1	0	0	49	48.9	0	0	95	10	2	0	0	107	108.0	0	0	3	1	1	0	0	5	5.5
Hourly Total	0	2	181	22	4	1	1	211	214.1	0	0	323	46	9	6	0	384	396.3	0	0	20	3	1	2	0	26	29.1
17:00 - 17:15	0	0	56	4	1	0	0	61	61.5	0	1	87	10	0	0	0	98	97.4	0	0	8	0	0	1	0	9	10.3
17:15 - 17:30	0	0	45	1	0	0	0	46	46.0	0	2	92	9	0	0	0	103	101.8	0	0	5	0	0	1	0	6	7.3
17:30 - 17:45	0	2	49	4	0	0	0	55	53.8	0	3	86	6	0	0	0	95	93.2	0	0	18	0	0	0	0	18	18.0
17:45 - 18:00	0	0	41	4	0	0	0	45	45.0	0	0	91	6	1	0	1	99	100.5	0	0	15	0	0	0	0	15	15.0
Hourly Total	0	2	191	13	1	0	0	207	206.3	0	6	356	31	1	0	1	395	392.9	0	0	46	0	0	2	0	48	50.6
18:00 - 18:15	0	1	35	6	0	1	0	43	43.7	0	0	55	4	1	0	0	60	60.5	0	0	10	0	0	0	0	10	10.0
18:15 - 18:30	0	0	29	5	0	0	0	34	34.0	0	0	65	5	0	0	0	70	70.0	0	0	7	2	0	0	0	9	9.0
Hourly Total	0	1	64	11	0	1	0	77	77.7	0	0	120	9	1	0	0	130	130.5	0	0	17	2	0	0	0	19	19.0
TOTAL	0	6	591	69	14	4	1	685	694.6	0	9	969	126	15	14	1	1134	1155.3	0	0	101	8	2	7	1	119	130.1

Road Data Services Ltd

Desford
Tuesday 5th November 2024
Junction: 4
Approach: A47 West

	Left to Leicester Lane									Ahead to A47 (E)								Right to Desford Road									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	8	4	4	0	0	16	18.0	0	2	71	17	3	3	2	98	104.2	0	0	40	6	0	1	0	47	48.3
07:15 - 07:30	0	0	5	0	2	0	1	8	10.0	0	0	87	15	3	0	1	106	108.5	0	0	48	9	0	1	0	58	59.3
07:30 - 07:45	0	0	7	0	1	0	0	8	8.5	0	0	77	22	4	2	4	109	117.6	0	2	36	2	2	1	0	43	44.1
07:45 - 08:00	0	0	3	1	2	0	0	6	7.0	1	0	79	17	1	0	1	99	99.7	0	0	54	2	0	0	1	57	58.0
Hourly Total	0	0	23	5	9	0	1	38	43.5	1	2	314	71	11	5	8	412	430.0	0	2	178	19	2	3	1	205	209.7
08:00 - 08:15	0	0	6	2	0	0	1	9	10.0	0	0	83	12	5	1	1	102	106.8	0	0	48	5	2	0	0	55	56.0
08:15 - 08:30	0	0	10	1	0	1	1	13	15.3	0	0	69	11	2	1	2	85	89.3	0	0	48	8	0	1	0	57	58.3
08:30 - 08:45	0	0	5	2	0	0	0	7	7.0	0	0	75	5	1	4	0	85	90.7	0	0	57	3	1	1	0	62	63.8
08:45 - 09:00	0	0	8	3	0	2	0	13	15.6	0	0	74	8	2	2	1	87	91.6	0	0	41	4	1	3	0	49	53.4
Hourly Total	0	0	29	8	0	3	2	42	47.9	0	0	301	36	10	8	4	359	378.4	0	0	194	20	4	5	0	223	231.5
09:00 - 09:15	0	0	9	6	0	4	0	19	24.2	0	0	84	16	3	3	2	108	115.4	0	0	42	1	0	0	0	43	43.0
09:15 - 09:30	0	0	13	1	0	0	1	15	16.0	1	0	81	13	2	4	1	102	108.4	0	0	46	7	3	0	0	56	57.5
09:30 - 09:45	0	0	7	0	2	1	0	10	12.3	0	0	74	10	2	1	0	87	89.3	0	0	37	8	1	0	0	46	46.5
09:45 - 10:00	0	0	4	2	1	1	0	8	9.8	0	0	45	11	4	3	1	64	70.9	0	0	29	5	1	4	0	39	44.7
Hourly Total	0	0	33	9	3	6	1	52	62.3	1	0	284	50	11	11	4	361	384.0	0	0	154	21	5	4	0	184	191.7
TOTAL	0	0	85	22	12	9	4	132	153.7	2	2	899	157	32	24	16	1132	1192.4	0	2	526	60	11	12	1	612	632.9
15:00 - 15:15	0	0	8	2	0	1	0	11	12.3	0	1	79	19	5	0	1	105	107.9	0	0	29	3	1	0	0	33	33.5
15:15 - 15:30	0	0	11	2	0	0	0	13	13.0	2	0	69	8	2	3	1	85	89.3	0	0	34	2	1	0	0	37	37.5
15:30 - 15:45	0	0	8	2	0	0	0	10	10.0	0	1	75	8	1	2	1	88	91.5	0	1	34	3	2	0	0	40	40.4
15:45 - 16:00	0	0	6	1	0	0	0	7	7.0	0	2	89	14	2	1	2	110	113.1	0	0	47	9	2	1	0	59	61.3
Hourly Total	0	0	33	7	0	1	0	41	42.3	2	4	312	49	10	6	5	388	401.8	0	1	144	17	6	1	0	169	172.7
16:00 - 16:15	0	1	6	1	0	0	0	8	7.4	1	1	95	17	2	0	1	117	117.6	0	0	39	4	1	0	0	44	44.5
16:15 - 16:30	0	0	12	2	0	0	1	15	16.0	0	0	87	10	4	1	0	102	105.3	0	0	32	8	0	0	1	41	42.0
16:30 - 16:45	0	0	5	2	0	0	0	7	7.0	3	3	84	14	2	1	1	108	107.1	0	0	31	3	2	1	0	37	39.3
16:45 - 17:00	0	0	17	2	0	0	0	19	19.0	0	1	71	12	2	0	2	88	90.4	0	1	31	3	0	0	0	35	34.4
Hourly Total	0	1	40	7	0	0	1	49	49.4	4	5	337	53	10	2	4	415	420.4	0	1	133	18	3	1	1	157	160.2
17:00 - 17:15	0	0	12	1	0	0	0	13	13.0	0	1	66	7	3	5	1	83	91.4	0	0	19	5	0	0	0	24	24.0
17:15 - 17:30	0	0	22	4	0	0	0	26	26.0	2	0	78	7	1	5	0	93	98.4	0	0	32	2	0	0	0	34	34.0
17:30 - 17:45	0	0	7	1	0	0	0	8	8.0	0	0	68	8	0	1	1	78	80.3	0	0	26	4	0	0	0	30	30.0
17:45 - 18:00	0	0	10	0	0	0	0	10	10.0	0	0	77	12	3	3	1	96	102.4	0	0	33	3	2	0	0	38	39.0
Hourly Total	0	0	51	6	0	0	0	57	57.0	2	1	289	34	7	14	3	350	372.5	0	0	110	14	2	0	0	126	127.0
18:00 - 18:15	0	0	12	1	0	0	0	13	13.0	0	0	59	11	2	0	0	72	73.0	0	0	24	1	0	0	0	25	25.0
18:15 - 18:30	0	0	7	0	0	0	0	7	7.0	0	1	57	3	0	1	3	65	68.7	0	0	21	3	0	0	0	24	24.0
Hourly Total	0	0	19	1	0	0	0	20	20.0	0	1	116	14	2	1	3	137	141.7	0	0	45	4	0	0	0	49	49.0
TOTAL	0	1	143	21	0	1	1	167	168.7	8	11	1054	150	29	23	15	1290	1336.4	0	2	432	53	11	2	1	501	508.9

Desford

Tuesday 1st April 2025

Junction: 1

Approach: Station Road North

TIME	Ahead to Barns Way									Right to Station Road (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	42	11	4	0	0	57	59.0	0	0	38	7	0	0	0	45	45.0
07:15 - 07:30	0	0	55	15	1	1	1	73	75.8	0	0	46	5	1	0	0	52	52.5
07:30 - 07:45	0	1	94	8	1	0	0	104	103.9	0	1	25	4	1	0	0	31	30.9
07:45 - 08:00	0	1	95	5	3	1	1	106	109.2	0	0	29	7	0	0	0	36	36.0
Hourly Total	0	2	286	39	9	2	2	340	347.9	0	1	138	23	2	0	0	164	164.4
08:00 - 08:15	0	3	76	10	0	1	1	91	91.5	0	1	34	8	0	0	1	44	44.4
08:15 - 08:30	0	1	95	1	3	0	3	103	106.9	0	0	22	7	2	0	0	31	32.0
08:30 - 08:45	0	0	92	11	0	0	3	106	109.0	0	0	34	9	1	0	0	44	44.5
08:45 - 09:00	0	0	49	4	2	0	0	55	56.0	0	1	45	5	0	0	0	51	50.4
Hourly Total	0	4	312	26	5	1	7	355	363.4	0	2	135	29	3	0	1	170	171.3
09:00 - 09:15	0	0	45	3	4	2	0	54	58.6	1	0	40	8	0	0	0	49	48.2
09:15 - 09:30	0	1	47	9	2	1	1	61	63.7	0	1	42	8	2	1	0	54	55.7
09:30 - 09:45	0	1	33	5	0	0	0	39	38.4	0	1	34	6	5	0	0	46	47.9
09:45 - 10:00	0	0	35	8	2	0	1	46	48.0	0	2	22	15	0	0	0	39	37.8
Hourly Total	0	2	160	25	8	3	2	200	208.7	1	4	138	37	7	1	0	188	189.6
TOTAL	0	8	758	90	22	6	11	895	920.0	1	7	411	89	12	1	1	522	525.3
15:00 - 15:15	0	1	38	5	1	0	0	45	44.9	0	0	51	10	0	0	0	61	61.0
15:15 - 15:30	0	0	71	17	0	0	2	90	92.0	0	0	44	6	0	0	0	50	50.0
15:30 - 15:45	0	0	52	12	0	0	0	64	64.0	0	1	46	7	0	0	0	54	53.4
15:45 - 16:00	1	1	87	20	1	0	1	111	111.1	1	0	52	14	1	0	0	68	67.7
Hourly Total	1	2	248	54	2	0	3	310	312.0	1	1	193	37	1	0	0	233	232.1
16:00 - 16:15	0	1	72	20	0	0	1	94	94.4	0	2	49	12	0	0	0	63	61.8
16:15 - 16:30	0	0	74	23	1	0	0	98	98.5	1	0	40	10	1	0	0	52	51.7
16:30 - 16:45	0	2	109	11	0	1	0	123	123.1	0	0	52	15	0	1	0	68	69.3
16:45 - 17:00	0	2	117	22	1	0	2	144	145.3	1	1	71	10	0	0	0	83	81.6
Hourly Total	0	5	372	76	2	1	3	459	461.3	2	3	212	47	1	1	0	266	264.4
17:00 - 17:15	0	1	122	15	0	0	0	138	137.4	0	0	53	7	1	0	0	61	61.5
17:15 - 17:30	0	0	118	13	1	0	0	132	132.5	1	2	59	7	1	0	0	70	68.5
17:30 - 17:45	0	1	111	11	0	0	1	124	124.4	1	0	46	9	0	0	1	57	57.2
17:45 - 18:00	0	0	64	6	0	0	0	70	70.0	0	0	50	5	1	0	0	56	56.5
Hourly Total	0	2	415	45	1	0	1	464	464.3	2	2	208	28	3	0	1	244	243.7
18:00 - 18:15	0	1	35	9	1	1	2	49	52.2	0	0	62	5	0	0	0	67	67.0
18:15 - 18:30	0	0	61	11	1	2	0	75	78.1	1	0	51	7	0	0	0	59	58.2
Hourly Total	0	1	96	20	2	3	2	124	130.3	1	0	113	12	0	0	0	126	125.2
TOTAL	1	10	1131	195	7	4	9	1357	1367.9	6	6	726	124	5	1	1	869	865.4

Road Data Services Ltd

Desford

Tuesday 1st April 2025

Junction: 1

Approach: Barns Way

TIME	Left to Station Road (W)									Ahead to Station Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	20	12	0	1	0	33	34.3
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	35	6	0	0	1	42	43.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	37	4	1	1	0	43	44.8
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	0	55	10	2	0	0	67	68.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	0	147	32	3	2	1	185	190.1
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	1	60	14	1	1	2	79	82.2
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	1	79	9	0	0	0	89	88.4
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	0	73	6	0	1	1	81	83.3
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	34	9	4	0	1	48	51.0
Hourly Total	0	0	4	0	0	0	0	4	4.0	0	2	246	38	5	2	4	297	304.9
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	0	0	45	8	1	2	0	56	59.1
09:15 - 09:30	0	0	1	1	0	0	0	2	2.0	0	0	58	18	0	0	0	76	76.0
09:30 - 09:45	0	0	0	1	0	0	0	1	1.0	0	0	62	16	2	1	0	81	83.3
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	62	19	3	2	0	86	90.1
Hourly Total	0	0	2	2	0	0	0	4	4.0	0	0	227	61	6	5	0	299	308.5
TOTAL	0	0	7	2	0	0	0	9	9.0	0	2	620	131	14	9	5	781	803.5
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	1	31	9	1	0	0	42	41.9
15:15 - 15:30	0	0	2	0	0	0	0	2	2.0	0	1	54	9	0	0	6	70	75.4
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	1	42	12	1	0	0	56	55.9
15:45 - 16:00	0	0	1	0	0	0	0	1	1.0	0	3	53	9	2	0	0	67	66.2
Hourly Total	0	0	3	0	0	0	0	3	3.0	0	6	180	39	4	0	6	235	239.4
16:00 - 16:15	0	0	3	0	0	0	0	3	3.0	2	0	58	11	1	0	0	72	70.9
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	1	58	9	1	0	0	69	68.9
16:30 - 16:45	0	0	3	0	0	0	0	3	3.0	0	2	78	12	1	1	0	94	94.6
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	69	9	0	0	0	78	78.0
Hourly Total	0	0	6	0	0	0	0	6	6.0	2	3	263	41	3	1	0	313	312.4
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	0	72	6	1	0	0	79	79.5
17:15 - 17:30	0	0	3	0	0	0	0	3	3.0	0	4	69	8	0	0	0	81	78.6
17:30 - 17:45	0	0	4	0	0	0	0	4	4.0	0	0	62	4	0	0	1	67	68.0
17:45 - 18:00	0	0	1	1	0	0	0	2	2.0	0	0	57	2	1	0	0	60	60.5
Hourly Total	0	0	9	1	0	0	0	10	10.0	0	4	260	20	2	0	1	287	286.6
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	32	3	1	1	0	37	38.8
18:15 - 18:30	0	0	1	0	0	0	0	1	1.0	0	2	29	1	0	0	0	32	30.8
Hourly Total	0	0	3	0	0	0	0	3	3.0	0	2	61	4	1	1	0	69	69.6
TOTAL	0	0	21	1	0	0	0	22	22.0	2	15	764	104	10	2	7	904	908.0

Desford

Tuesday 1st April 2025

Junction: 1

Approach: Station Road West

TIME	Left to Station Road (N)									Right to Barns Way								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	58	12	0	1	1	73	74.7	0	0	3	1	0	0	0	4	4.0
07:15 - 07:30	0	3	92	24	0	1	0	120	119.5	0	0	4	0	0	0	0	4	4.0
07:30 - 07:45	0	1	130	22	1	0	2	156	157.9	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	1	1	117	19	1	0	0	139	138.1	0	0	2	0	0	0	0	2	2.0
Hourly Total	1	6	397	77	2	2	3	488	490.2	0	0	10	1	0	0	0	11	11.0
08:00 - 08:15	1	0	122	22	1	0	0	146	145.7	0	0	2	0	0	0	0	2	2.0
08:15 - 08:30	0	0	115	23	3	0	1	142	144.5	0	0	5	0	0	0	0	5	5.0
08:30 - 08:45	0	0	87	12	0	0	0	99	99.0	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	97	17	3	1	0	118	120.8	0	0	2	0	0	0	0	2	2.0
Hourly Total	1	0	421	74	7	1	1	505	510.0	0	0	10	0	0	0	0	10	10.0
09:00 - 09:15	1	0	90	8	2	0	1	102	103.2	0	0	1	0	0	0	0	1	1.0
09:15 - 09:30	1	0	50	15	1	0	0	67	66.7	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	56	9	1	0	0	66	66.5	0	0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	63	12	2	0	0	77	78.0	0	0	1	1	0	0	0	2	2.0
Hourly Total	2	0	259	44	6	0	1	312	314.4	0	0	4	1	0	0	0	5	5.0
TOTAL	4	6	1077	195	15	3	5	1305	1314.6	0	0	24	2	0	0	0	26	26.0
15:00 - 15:15	0	1	68	11	1	0	0	81	80.9	0	0	2	0	0	0	0	2	2.0
15:15 - 15:30	0	3	68	14	0	0	1	86	85.2	0	0	1	0	0	0	0	1	1.0
15:30 - 15:45	1	1	97	9	0	0	1	109	108.6	0	0	0	0	0	0	1	1	2.0
15:45 - 16:00	0	1	94	8	0	0	0	103	102.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	6	327	42	1	0	2	379	377.1	0	0	3	0	0	0	1	4	5.0
16:00 - 16:15	0	2	94	11	0	0	1	108	107.8	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	2	3	92	13	0	0	2	112	110.6	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	1	78	13	0	0	0	92	91.4	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	2	70	15	0	0	0	87	85.8	0	0	3	0	0	0	0	3	3.0
Hourly Total	2	8	334	52	0	0	3	399	395.6	0	0	4	0	0	0	0	4	4.0
17:00 - 17:15	0	1	89	7	0	0	0	97	96.4	0	0	2	0	0	0	0	2	2.0
17:15 - 17:30	0	2	61	11	0	0	1	75	74.8	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	3	68	4	1	0	0	76	74.7	0	0	4	1	0	0	0	5	5.0
17:45 - 18:00	1	1	49	7	1	0	1	60	60.1	0	0	1	0	0	0	0	1	1.0
Hourly Total	1	7	267	29	2	0	2	308	306.0	0	0	7	1	0	0	0	8	8.0
18:00 - 18:15	0	0	54	3	0	0	0	57	57.0	0	0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	0	42	2	0	0	0	44	44.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	96	5	0	0	0	101	101.0	0	0	2	0	0	0	0	2	2.0
TOTAL	4	21	1024	128	3	0	7	1187	1179.7	0	0	16	1	0	0	1	18	19.0

Appendix D: Cycling Map

The towns of **Hinckley** and **Market Bosworth** are surrounded by many of Leicestershire's prettiest villages and rolling countryside.



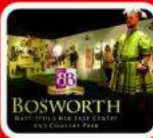
Hinckley itself has excellent cycling facilities including connections with nearby Earl Shilton, Barwell and

Burbage as well as routes around the town centre and railway station.

The area is home to one of the country's most important historical sites – **Bosworth Battlefield** and its award winning Heritage Centre. The site includes some fantastic walking and cycling routes, and the **Tithe Barn Restaurant** is a great place to go for a rest stop.

Close by is the **Ashby Canal**, with waterside routes and the **Battlefield Line** – complete the unique 'Cycle and Steam' circular route from Shackerstone or Shenton stations, returning with your bike on the heritage railway line.

Nestled further east on the edge of Charnwood Forest is **Thornton Reservoir**, another of Leicestershire's great leisure cycling routes including a marked woodland track.



HINCKLEY & BOSWORTH area

THE NATIONAL FOREST

For more detail please refer to Leicester City Cycling Map

KEY

- National Cycle Network (signed) on-road / off-road
- Other cycle routes on-road / off-road
- Leisure route
- Quietway route *
- Bridleway
- Railway line with station
- Level crossing
- Ford **
- Heritage railway
- Park & Ride to Leicester
- Tourist attraction
- College / University
- District boundary
- National Forest boundary

100 Rattby - Gilefield Cycleway (off-road)
 101 Rattby - Thornton Cycleway (off-road)
 102 Bagworth Heath Country Park (off-road)
 103 Cycle - Stanwell Bosworth promoted route (on-road)
 104 Battlefield promoted route (on-road)
 105 Thornton Reservoir (off-road)
 106 The Ashby Woods Heritage Trail
 107 Four Counties Ride
 108 Discovery Lanes
 109 Hinckley - Sutton Cycleway (off-road)
 110 Moira - Ashby Circuit
 111 Bradgate Circular Route
 112 Southland Reservoir Route

* These routes are often quieter and in some cases may provide an opportunity to experience cycling along roads with less motor traffic. As always care should be taken when planning and riding a route. The council guarantees that all routes and towpaths will always be possible to bike particularly in wet weather.

** Slippery surface - riders should descend.

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For more detail please see other side

0 1 2 3 miles

Not FREE

Cycling map

2020

Leicestershire County Council

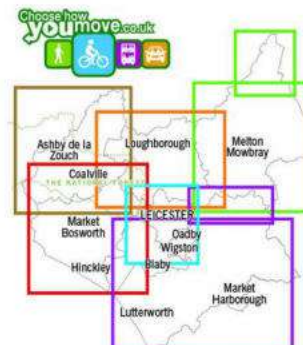
HINCKLEY & BOSWORTH AREA

For further information please visit our website
www.hincleybosworth.gov.uk/cycling

Apply to your local authority for a free roadworthy bike

Choose how

-  **By bike**
-  **By bike and foot**
-  **By bike and foot**



Download or view our other cycling maps at
www.choosehowyoumove.co.uk/cycling

If you would like help in understanding the text on this leaflet in an alternative language or require it in a large font/audio format please contact Leicestershire County Council on **0116 305 0001**. The map section can be enlarged if required.

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2 Donate your points to

Get started at choosehowyoumove.betterpoints.uk



Choose how **youmove.co.uk**

Leicestershire's **Choose How You Move** campaign helps people to get fit, save money, and protect the environment - by leaving the car at home and choosing how you move by using public transport or car sharing.

For information about cycling and other forms of sustainable transport visit our website: choosehowyoumove.co.uk

KEY

	National Cycle Network (signed) on-road / off-road		N670 Ratty - Glenfield Cyclerway (off-road)
	Other cycle routes on-road / off-road		N652 Ratty - Thornton Cyclerway (off-road)
	Leisure route		N653 Baginbun Heath Country Park (on-road)
	Quieter routes *		N654 Cycle to Shan Bownagh promoted route (on-road)
	Bridleway		N655 Bushfield promoted route (on-road)
	Railway line with station		N656 Thornton Reservoir (off-road)
	Level crossing		N657 The Ashby Woods Heritage Trail
	Ford **		N658 Four Counties Ride
	Heritage railway		N659 Discovery Lines
	Park & Ride to Leicester		N660 Heddon - Sutterton Cyclerway (off-road)
	Tourist attraction		N661 Moira - Ashby Circuit
	College / University		N662 Bradgate Circular Route
	District boundary		N663 Southland Reservoir Route
	National Forest boundary		

* These routes are often suitable and in some cases even provide an opportunity to experience cycling along roads with less motor traffic than the main roads through the area.

** We cannot guarantee that all bridges and all crossings will always be possible to bike particularly in wet weather.

** Slippery surface - riders should demand.

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www.ashbycyclingclub.co.uk

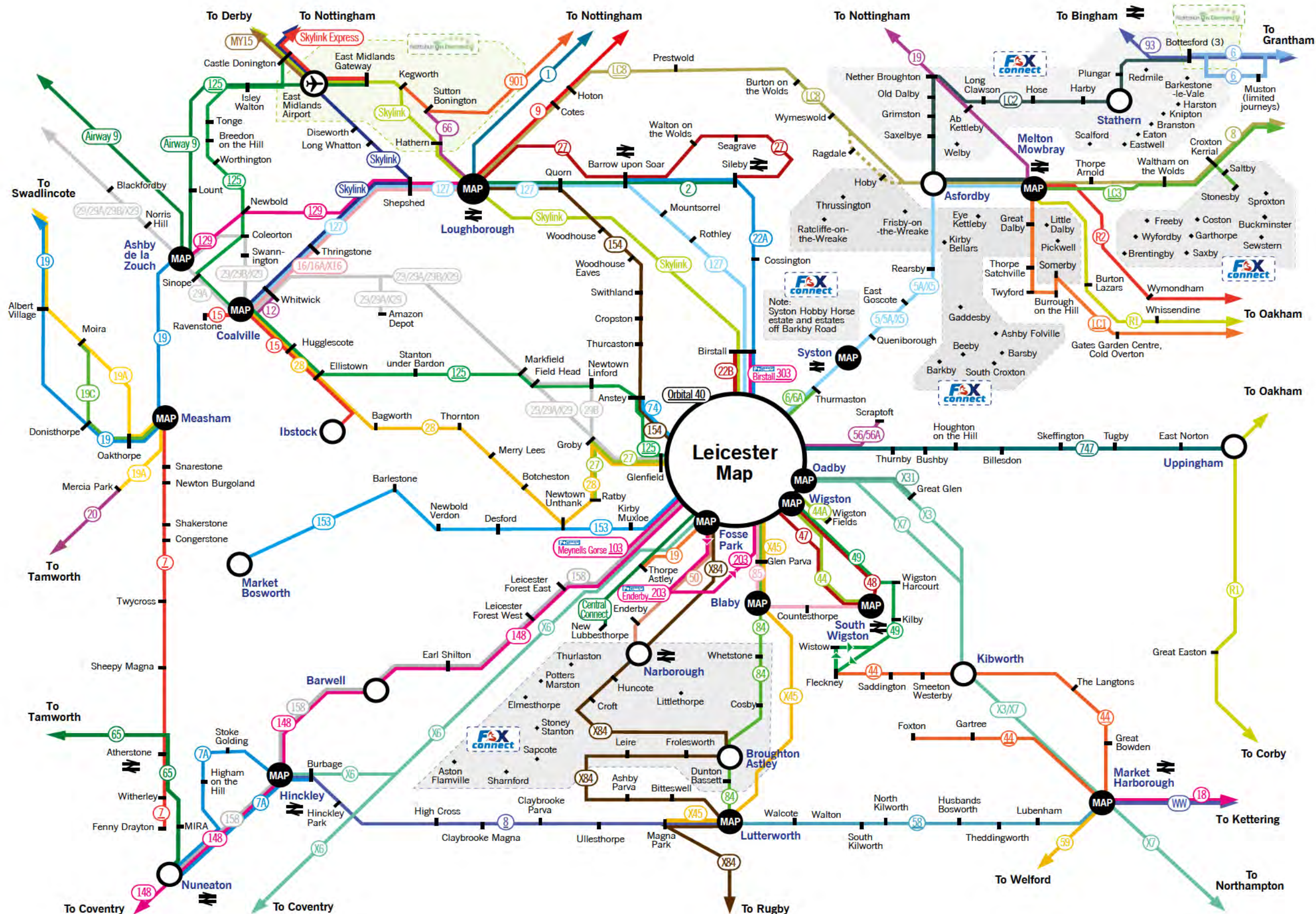
Appendix E: Bus Services Information

Leicestershire Network

Bus map & guide

January 2025

www.Choose how
youmove.co.uk



www.Choose how
youmove.co.uk

View other local bus guides at
www.choosehowyoumove.co.uk/public-transport

@CHYMLEICS ChooseHowYouMove



Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
1	NCT	Loughborough - East Leake - Nottingham	20 mins	hourly	hourly
2	Kinchbus	Loughborough - Quorn - Barrow upon Soar - Sileby	90 mins	no service	no service
2X	Central Connect	Loughborough - Quorn - Barrow upon Soar - Sileby - Leicester	infrequent	infrequent	infrequent
5	Arriva	Leicester - Belgrave - Rushey Mead - Syston - East Goscote	30 mins	hourly	30 min
5/5A	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	30 mins	infrequent	infrequent
X5	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	infrequent	no service	no service
6/6A	Arriva	Leicester - Thurmaston ASDA	30 mins	hourly	no service
6	Centrebuz	Bottesford - Grantham	Infrequent	no service	no service
7/7A	Arriva	Burbage - Hinckley - Stoke Golding - Higham on the Hill - Nuneaton	hourly	no service	no service
7	Stagecoach	Fenny Drayton - Atherstone - Twycross - Newton Burgoland - Measham	infrequent	no service	no service
8	Centrebuz	Melton Mowbray - Grantham	2 hourly	no service	no service
8	Arriva	Hinckley - Burbage - Hinckley Park - Magna Park - Lutterworth	hourly	hourly	infrequent
9	Kinchbus	Loughborough - Bunny - Nottingham	30 mins	2 hourly	hourly
12	Arriva	Coalville - Whitwick	hourly (Monday-Friday)	no service	no service
13/13W	First	Leicester - New Parks - Glenfield	30 mins	hourly	hourly
15	Arriva	Ravenstone - Coalville - Ellistown - Ibstock	30min Ibstock - Coalville hourly to Ravenstone	no service	no service
16	Arriva	Coalville - Whitwick - Thringstone - Shepshed - Loughborough	hourly	infrequent	no service
16A/16	Arriva	Coalville - Whitwick - Thringstone - Shepshed - Loughborough	infrequent	no service	no service
18	Stagecoach	Market Harborough - Isle Lodge, Kettering	hourly	no service	no service
19	First	Leicester - Braunstone - Fosse Park - Thorpe Astley	hourly	infrequent	no service
19	Centrebuz	Melton Mowbray - Nottingham	infrequent	no service	no service
19	Diamond Bus	Ashby de la Zouch - Measham - Swadlincote - Burton upon Trent	hourly	no service	no service
19A	Diamond Bus	Mercia Park - Measham - Swadlincote - Burton upon Trent	Monday - Friday infrequent	no service	infrequent
19C	Diamond Bus	Moiria - Measham - Burton upon Trent	Monday - Friday 1 morning journey	no service	no service
20	Diamond Bus	Mercia Park - Tamworth	Monday - Friday infrequent	Monday - Friday infrequent	infrequent
22A	Centrebuz	Evington - Leicester - Birstall - Cossington - Sileby - Barrow-upon-Soar	30 mins Birstall - Leicester - Evington Hourly (Mon-Fri) Barrow - Birstall - Leicester - Evington	hourly Evington - Leicester (22E)	no service
22B	First	Leicester - Birstall	hourly (Sat Only)	no service	no service
27	Arriva	Leicester - Ratby via Groby Road	hourly	hourly	hourly
27	Centrebuz	Loughborough - Barrow upon Soar - Walton-on-the-Wolds - Seagrave - Sileby	75 mins	no service	no service
28	Arriva	Leicester - Ratby - Botcheston - Thornton - Bagworth - Coalville	hourly	no service	no service
29	Arriva	Leicester - Groby - Markfield - Coalville - Swannington - Ashby de la Zouch - Swadlincote	hourly	hourly	hourly
29A	Arriva	Leicester - Groby - Markfield - Coalville - Ashby de la Zouch - Swadlincote	hourly	no service	no service
29B	Arriva	Leicester - Groby - Newtown Linford - Markfield - Coalville - Swannington - Ashby de la Zouch - Swadlincote	no service	no service	infrequent
X29	Arriva	Leicester - Coalville - Swannington - Ashby de la Zouch - Swadlincote	infrequent	no service	no service
31/31A	Arriva	Oadby - Leicester	15 min	40mins	40mins
Orbital 40	Centrebuz	Leicester Orbital (Clockwise & Anti-clockwise)	hourly	no service	no service
44	Centrebuz	Fleckney - Market Harborough - Foxton	hourly peak 2 hourly off-peak	no service	no service
44	Arriva	Leicester - South Wigston	30 mins	infrequent	hourly
44A	Arriva	Leicester - Wigston Magna	30 mins	hourly	no service
47	Arriva	Leicester - South Wigston - Wigston Magna - Leicester	12 mins Monday - Friday 15 mins Saturday	30 mins	30 mins
48	Arriva	Leicester - Wigston Magna - South Wigston - Leicester	12 mins Monday - Friday 15 mins Saturday	30 mins	30 mins
49	Arriva	Leicester - Wigston Magna - Wigston Harcourt - Fleckney (1)	hourly	infrequent	no service
50	Arriva	Leicester - Fosse Park - Enderby - Narborough	20 mins	30 mins Fosse Park hourly Narborough	30 mins
56/56A	Arriva	Leicester - Scraptoft - Thurnby School	2 hourly	no service	no service
58	Centrebuz	Market Harborough - Husbands Bosworth - South Kilworth - Lutterworth	infrequent	no service	no service
59	Stagecoach	Market Harborough - Marston Trussell - Sibbertoft - Clipston - Naseby - Cold Ashby - Welford	once a day Tuesday and Friday	no service	no service
65	Arriva	Tamworth - Polesworth - Atherstone - MIRA Technology Park - Nuneaton	hourly	no service	no service
66	CT4N	Sutton Bonington Campus - Zouch - Hathern - Loughborough	hourly	no service	no service
74	First	Leicester - Anstey via Beaumont Centre (5)	20 mins Monday - Friday 30 mins Saturday	hourly	hourly
84	Arriva	Leicester - Blaby - Whetstone - Cosby - Broughton Astley - Dunton Bassett - Lutterworth	30 mins Leicester - Cosby hourly Lutterworth	hourly	hourly Leicester - Broughton Astley
86	Arriva	Leicester - Blaby - Countesthorpe - South Wigston	30 mins	hourly	hourly
93	Central Connect	Bingham - Whetton - Bottesford - Barrowby Gate - Grantham	90 mins (Mon-Fri) 2 hourly (Sat)	no service	no service
104	Arriva	Fosse Park - Braunstone - Leicester	15 mins (Mon-Fri) 20 mins (Sat)	hourly	30 mins
125	Diamond Bus	Leicester - Newton Linford - Markfield - Stanton under Bardon - Coalville - Worthington - Castle Donington	infrequent	no service	no service
127	Arriva	Leicester - Rothley - Mountsorrel - Loughborough - Shepshed (4)	20 mins	hourly	30 mins
129	Diamond Bus	Ashby De La Zouch - Griffydarn - Belton - Shepshed - Nanpantan - Loughborough	2 hourly	no service	no service
148	Stagecoach	Leicester - Hinckley - Nuneaton - Coventry	30 mins	hourly	hourly
153	Arriva	Leicester - Kirby Muxloe - Desford - Newbold Verdon - Market Bosworth	hourly	infrequent	no service
154	Centrebuz	Leicester - Anstey - Thurmaston - Cropston - Swithland - Woodhouse Eaves - Quorn - Loughborough	hourly	no service	no service
158	Arriva	Leicester - Hinckley - Nuneaton	30 mins	hourly	hourly
747	Centrebuz	Leicester - Houghton on the Hill - Billesdon - Uppingham	hourly peak 2 hourly off-peak	no service	no service
901	Arriva	Kegworth - Sutton Bonington Campus - Clifton - Nottingham University	30 mins (80 mins Sat)	80 mins	80 mins
9	Airway Diamond Bus	East Midlands Gateway - East Midlands Airport - Ashby De La Zouch - Woodville - Swadlincote - Burton upon Trent	hourly EMA - Ashby 30 mins Ashby - Burton	hourly	hourly

Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
LC1	Centrebuz	Melton Mowbray - Great Dalby - Somerby - Knessington - Oakham	infrequent	no service	no service
LC2	Central Connect	Melton Mowbray - Asfordby - Old Dalby - Long Clawson - Harby - Stathern - Redmile - Bottesford	infrequent	no service	no service
LC3	Centrebuz	Melton Mowbray - Buckminster - Grantham	infrequent	no service	no service
LC8	Centrebuz	Loughborough - Burton on the Wolds - Wymeswold - Melton Mowbray	hourly (Ragdale and Hoby one return journey a day)	no service	no service
MY15	Trent Barton	Ilkeston - Long Eaton - Old Sawley - Castle Donington - East Midlands Airport	30 mins	hourly	hourly
Novus Direct	Central Connect	New Lubbethorpe - Thorpe Astley - Leicester	15 mins Monday-Friday 20 mins Saturday	hourly	30 mins
R1	Bland's	Melton Mowbray - Oakham - Uppingham - Corby	2 hourly	no service	no service
R2	Centrebuz	Melton Mowbray - Wymondham - Cottesmore - Oakham	2 hourly	no service	no service
Skylink	Kinchbus	Leicester - Loughborough - Kegworth - East Midlands Airport - Castle Donington - Derby	15 mins	hourly	30 mins daytime hourly evenings
Skylink	Trent Barton	Coalville - East Midlands Airport - Castle Donington - Nottingham	20 mins EMA - Nottingham hourly EMA - Coalville	hourly EMA - Nottingham	30 mins EMA - Nottingham hourly EMA - Coalville
Skylink Express	Trent Barton	East Midlands Airport - Nottingham (Limited Stop)	30 mins	hourly	30 mins
WW	Lawsons of Corby	Market Harborough - Cottingham - Gtretton	Tuesdays Only	no service	no service
X3	Arriva	Leicester - Oadby - Great Glen - Kibworth - Market Harborough (2)	hourly	hourly	no service
X6	Arriva	Leicester - Fosse Park - Hinckley - Coventry via M69 (2)	hourly	infrequent	2 hourly
X7	Stagecoach	Leicester - Oadby - Kibworth - Market Harborough - Northampton (2)	hourly	hourly	hourly
X31	Arriva	Leicester - Oadby - Great Glen	infrequent 1 PM journey to Kibworth Beauchamp	no service	no service
X45	Arriva	Leicester - Aylestone - Blaby - Lutterworth - Magna Park	Infrequent	infrequent	infrequent
X84	Arriva	Leicester - Fosse Park - Huncote - Croft - Broughton Astley - Lutterworth - Magna Park - Rugby	hourly	infrequent	Lutterworth - Rugby only infrequent
Meynell's Gorse P&R 103	Roberts	Meynell's Gorse Park & Ride Site - Leicester - Meynell's Gorse Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
Enderby P&R 203	Roberts	Enderby Park & Ride Site - Leicester Royal Infirmary - Leicester City Centre - Enderby Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
Birstall P&R 303	Roberts	Birstall Park & Ride Site - Leicester - Birstall Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service

Underlined services provided by Leicestershire County Council.

- (1) City bound journeys to run via Wistow Rural Centre.

(2) Limited Stop
- (3) Stops served in Bottesford will be the Railway Station and the two stops located on the High Street close to Queen Street.
- (4) Mon-Fri one early AM journey departs Coalville & Thringstone.
- (5) Also service 54 one Mon to Sun evening journey

Further information

For comprehensive service information contact Traveline between 07.00 – 22.00



www.traveline.info

0871 200 22 33

calls cost 12p per minute plus your phone company's access charge



0344 800 4411

www.arrivabus.co.uk



www.blands.info



0844 351 1120

www.centrebuz.info



www.ct4n.co.uk



01283 500 228

www.diamondbuses.com



0345 646 0707

www.firstgroup.com



0116 216 5555

www.foxconnect.co.uk



01509 815 637

www.kinchbus.co.uk



0115 950 60 70

www.nctx.co.uk



0115 804 0404

www.nottinghamshire.gov.uk/nottsbusedemand



01530 817 444

www.robertstravelgroup.co.uk



01604 67 60 60

www.stagecoachbus.com



01773 712265

www.trentbarton.co.uk



0115 777 3187

www.central-connect.co.uk



03457 48 49 50

www.nationalrail.co.uk

Additional services

There may be other services operating less frequently in your area. Facilities for those with special needs are offered by the Accessible, Community or Demand Responsive Transport service providers. For further information call **0116 305 0002**.

How to use this map

The map is a guide to bus services and connections operating across Leicestershire.

Please contact each service for further information, details are supplied above.

Underlined services are those supported by Leicestershire County Council, other services may have supported journeys.

Printed and online guides

Separate bus guides are available for various locations (identified by the word MAP), including a Leicester Hospitals guide. Visit **www.choosehowyoumove.co.uk/public-transport** for online guides (updates will only occur if services change). Printed versions can be found at local libraries, tourist information centres, local council offices and bus company travel shops.



www.choosehowyoumove.co.uk/public-transport

• 0116 305 0002 • choosehowyoumove@leics.gov.uk

Sustainable Travel Team, Environment and Transport, Leicestershire County Council, Glenfield, Leicester, LE3 8RJ

The information contained in this leaflet is correct at time of printing, but may be subject to change. Every effort will be made to maintain these services. However, no liability can be accepted for failure to operate the services as specified. Please check the operator's website for the most up to date bus timetables.

Y0623

153 Leicester to Market Bosworth

through Kirby Muxloe, Desford, Newbold Verdon and Barlestone - Valid from Saturday, January 3, 2026 to Monday, June 22, 2026

Monday to Friday - Leicester St Margaret's Bus Station

	153	153	153	153 ¹	153	153	153		153		153	153	153	153	153	153	153	153
Leicester St Margaret's Bus Station	--	--	0640	--	0745	0855	0955		55		1255	1355	1455	1615	1715	1815	1915	2015
West End Mostyn Street	--	--	0649	0753	0756	0905	1005		05		1305	1405	1507	1627	1727	1827	1927	2025
Leicester Forest East Kings Drive	--	--	0657	0805	0808	0914	1014		14		1314	1414	1518	1640	1740	1835	1935	2033
Desford Main Street	--	--	0711	0820	0825	0928	1028		28		1328	1428	1531	1655	1755	1850	1949	2047
Newbold Verdon Old White Swan	--	--	0721	--	0832	0935	1035		35		1335	1435	--	1703	1803	1859	1955	2053
Osbaston Manor Road	--	--	0728	--	0841	0942	1042	Then at these mins	42	past each hour until	1342	1442	--	1711	1811	1906	2002	2100
Market Bosworth The Square	--	0638	0735	--	0850	0949	1049		49		1349	1455	--	1718	1818	1909	2008	2106
Barlestone Manor Road	--	0645	0742	--	0857	0956	1056		56		1356	1505	--	1725	1825	1916	2015	2113
Newbold Verdon Old White Swan	--	0654	0751	--	0906	1004	1104		04		1404	1514	--	1732	1832	1924	2022	2120
Desford Main Street	0600	0704	0801	--	0915	1013	1113		13		1413	1525	1533	1739	1839	1930	2027	2125
Leicester Forest East Kings Drive	0613	0717	0817	--	0929	1027	1127		27		1427	1540	1548	1752	1852	1944	--	--
West End Mostyn Street	0621	0728	0829	--	0940	1037	1137		37		1437	1554	1601	1801	1901	1952	--	--
Leicester St Margaret's Bus Station	0633	0740	0842	--	0952	1049	1149		49		1449	1608	1615	1813	1913	2004	--	--

¹ Term Time Only

Saturday - Leicester St Margaret's Bus Station

	153	153	153		153		153	153	153		153	153	153	153	153
Leicester St Margaret's Bus Station	--	0755	0855		55		1555	1655	1755	1855	1955				
West End Mostyn Street	--	0805	0905		05		1605	1705	1805	1905	2005				
Leicester Forest East Kings Drive	--	0814	0914		14		1614	1714	1813	1913	2013				
Desford Main Street	0728	0828	0928		28		1628	1728	1827	1926	2026				
Newbold Verdon Old White Swan	0735	0835	0935		35		1635	1735	1834	1933	2033				
Osbaston Manor Road	0742	0842	0942	Then at these mins	42	past each hour until	1642	1742	1841	1940	2040				
Market Bosworth The Square	0749	0849	0949		49		1649	1749	1848	1946	2046				
Barlestone Manor Road	0756	0856	0956		56		1656	1756	1855	1952	2052				
Newbold Verdon Old White Swan	0804	0904	1004		04		1704	1802	1901	1958	2058				
Desford Main Street	0813	0913	1013		13		1713	1809	1908	2005	2105				
Leicester Forest East Kings Drive	0827	0927	1027		27		1727	1820	1919	--	--				
West End Mostyn Street	0837	0937	1037		37		1737	1827	1926	--	--				
Leicester St Margaret's Bus Station	0849	0949	1049		49		1749	1837	1936	--	--				

Appendix F: Collision Records

Colour-Coding by Severity (Legacy)

Total Accidents (3)

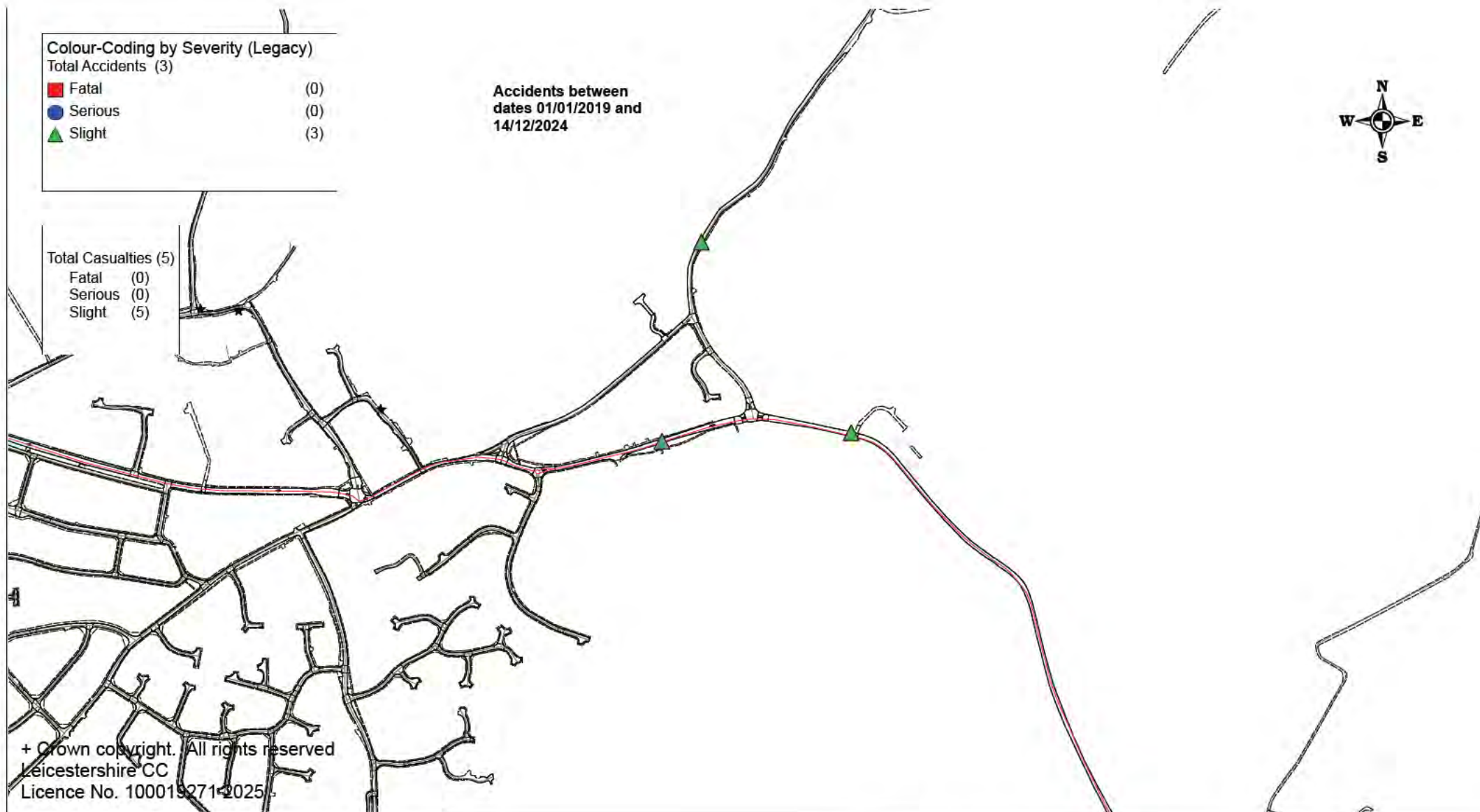
- Fatal (0)
- Serious (0)
- Slight (3)

Accidents between
dates 01/01/2019 and
14/12/2024



Total Casualties (5)

- Fatal (0)
- Serious (0)
- Slight (5)



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Rodgers Leask Desford

SCALE 1 : 8000

DATE 04/02/2025

DRAWING No.

DRAWN BY

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

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Rodgers Leask Desford 04.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901152	19/11/2019	448607	303441	Fine without high winds	Dry	Daylight	Slight

Location: B582 LEICESTER LANE DESFORD APPROX 20M NORTHWEST JW MANOR HILL FARM

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

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

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Rodgers Leask Desford 04.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300190	15/03/2023	448380	303730	Fine without high winds	Dry	Daylight	Slight

Location: C3104 STATION ROAD DESFORD NR THE COTTAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Not at, or within 20M of Jct	Going ahead right bend	S	NE
Car	Not at, or within 20M of Jct	Going ahead left bend	NE	S

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400284	04/03/2024	448320	303428	Fine without high winds	Frost/Ice	Daylight	Slight

Location: B582 LEICESTER LANE DESFORD OUTSIDE BOSWORTH ACADEMY.

Vehicles:

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

Casualties:

Class	Severity
Driver / Rider	Slight

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

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Rodgers Leask Desford 04.02.2025")

Number of records in selection: 3

Appendix G: Stage 1 RSA & Designers Response

Land East of Charity Close, Desford

Stage 1 Road Safety Audit

Document Reference: 10198_REP_01_00_15092025_cvi

for Rodgers Leask Limited

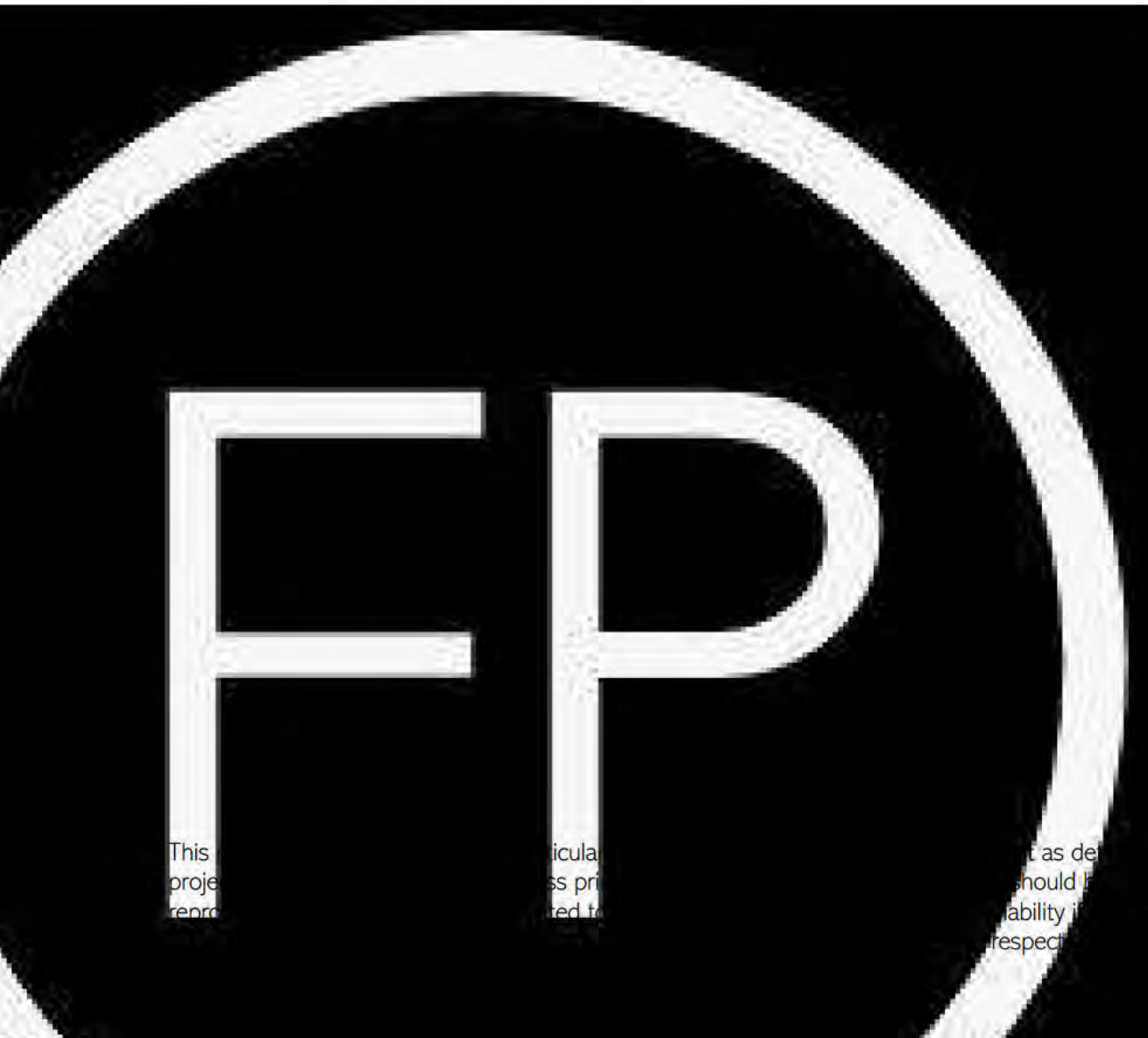


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Document Control

Document Reference	Issue	Date	Checked	Approved
10198_REP_01_D1_12092025_cvl	Draft 1	12.09.2025	cvl	-
10198_REP_01_00_15092025_cvl	00	15.09.2025	cb	cvl



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CONTENTS

PROJECT DETAILS	4
1. INTRODUCTION	4
1.1. Scheme Location, Description and Objectives	4
1.2. Road Safety Audit Brief	5
1.3. Road Safety Audit Team	5
1.4. Site Visit	5
1.5. Terms of Reference	5
2. PREVIOUS ROAD SAFETY AUDIT(S)	7
3. ITEMS RAISED IN THIS ROAD SAFETY AUDIT	8
3.1. Problem – Agricultural access track crossing on bend	8
3.2. Problem – Narrow carriageway	8
3.3. Problem – Narrow footway	9
3.4. Problem – Proximity of access to junction	Error! Bookmark not defined.
4. COMMENTS OUTWITH THE RSA SCOPE	12
5. ROAD SAFETY AUDIT STATEMENT	13

Appendix A – Documents and Drawings

Appendix B – Problem Location Plan(s)

PROJECT DETAILS

Road Safety Audit (RSA) Title:	Land East of Charity Close, Desford
Stage of Audit:	Stage 1
Date of Audit	15.09.2025
Document Reference and Revision:	10198_REP_01_00_15092025_cvl rev 00
Prepared by;	Foster Percival Limited
For:	Rodgers Leask Limited
On behalf of:	Leicestershire County Council

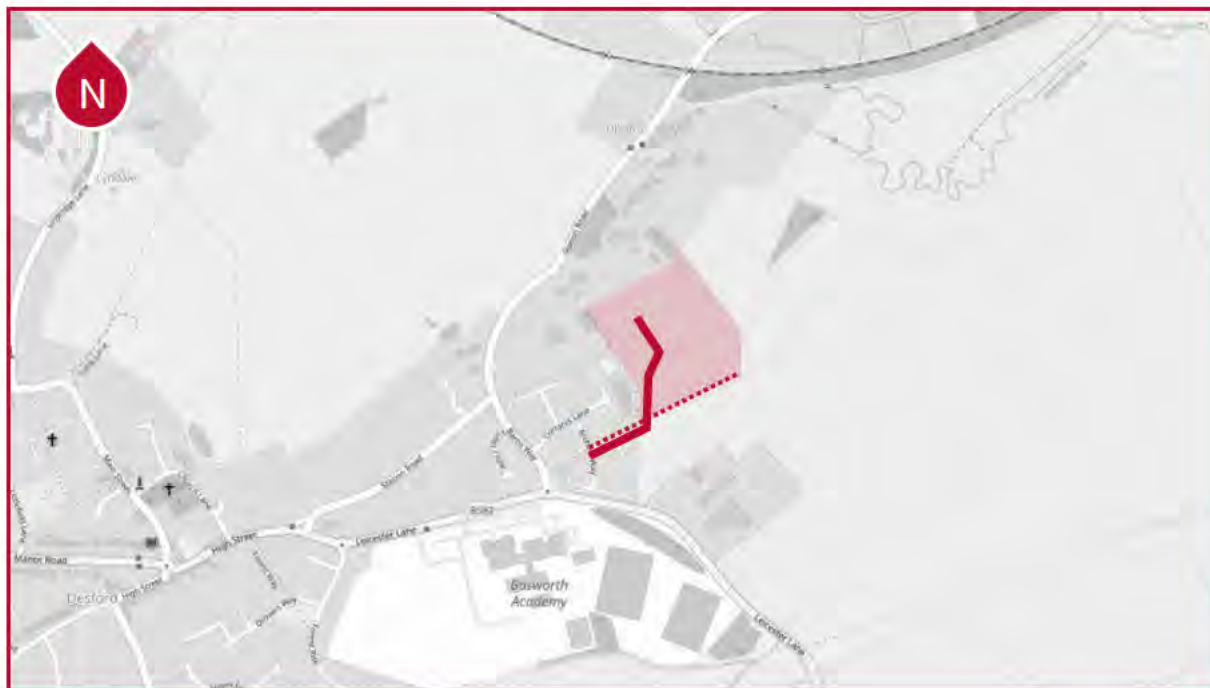
GG119 Table D.1.

1. INTRODUCTION

1.1. Scheme Location, Description and Objectives

Scheme Location

Cortanis Lane and Archers Way are residential streets on a development on the eastern edge of the village of Desford, six miles west of Leicester. Charity Close is a short cul-de-sac leading from Archers Way towards agricultural fields on the western edge of the development. A gated agricultural access track runs through existing residential estate, parallel to the north side Charity Close, between Manor Hill Farm and Barns Way.



© OpenStreetMap Contributors

Scheme Description

The development proposals would comprise up to 100 dwellings served via an extension to the existing Charity Close. The residential dwellings would be accessed off a series of internal roads and private driveways.

The agricultural access track would be maintained, crossing Charity Close in addition to the crossing of Archers Way at the mouth of Charity Close.

Scheme Objectives

The objective of the scheme is to provide access to the proposed residential development whilst maintaining the agricultural access for Manor Hill Farm.

Strategic Decisions

No strategic decisions have been identified to the RSA team.

RSA Scope

The scope of this RSA is scheme is to provide access to the proposed residential development including the internal road layout.

The RSA comprised a visit to the site (detailed below); and an examination of all the documents provided with the RSA brief. These are listed in Appendix A to this report.

1.2. Road Safety Audit Brief

A formal RSA brief was not provided to the RSA Team. However, information regarding the site was provided via email by J Blay of Rodgers Leask alongside the relevant scheme documents and drawings. This was considered by the audit team leader to provide sufficient detail to undertake the appropriate stage of audit.

1.3. Road Safety Audit Team

The RSA team membership, independent from the scheme conception, design, construction and operation, was as follows:

Team Leader:	C van Lottum MEng (Hons), MCIHT, MSoRSA (Certificate of Competency gained in May 2018)
Organisation:	Foster Percival Limited
Team Member:	C Berry BSc, MSc, MCIHT, MSoRSA (Certificate of Competency gained in January 2017)
Organisation:	For Foster Percival Limited

1.4. Site Visit

The RSA team visited the site together on the afternoon of Friday 29th August 2025 between 12:00 and 12:30. During the site visit the weather was bright and the road surface was dry; traffic conditions were quiet with no other road users observed.

1.5. Terms of Reference

The RSA team members meet the training and experience requirements set out in the Terms of Reference GG 119 'Road Safety Audit' (version 2). The RSA team have performed their duties in accordance with the Terms of Reference unless stated in the Audit Team Statement. The RSA team has

examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria. However, to clearly explain a problem or recommendation the RSA team may occasionally refer to design standards.

All problems and recommendations identified by this RSA are referenced to the design drawings and the locations have been indicated on the figures(s) included in Appendix B to this report.

Other issues which the RSA team wishes to draw to the attention of the Highway Authority are set out in Section 4 of this report. These may include safety issues excluded from the RSA by the Terms of Reference or the RSA brief.

2. PREVIOUS ROAD SAFETY AUDIT(S)

It is understood that **no** previous RSAs have been conducted on this scheme.

End of list of problems identified and recommendations offered in the previous RSA.

3. ITEMS RAISED IN THIS ROAD SAFETY AUDIT

Four problems have been identified as a result of this RSA.

3.1. Problem – Proximity of access to junction

Location: A (Problem Location Plan 1)	Junction of Charity Close with Archers Way
Drawing:	n2235_006
Summary:	Proximity of access to junction leading to failure to give-way and turning collisions.
Problem:	The agricultural access track crosses Archers Way immediately north of the junction of Charity Close at an acute angle, such that drivers emerging from the access may not see drivers approaching from junction and vice versa. Archers Way and Charity Close together serve 33 dwellings south of the crossing. The addition of 100 additional dwellings would quadruple traffic through the crossing, increasing the risk of failure to give-way and turning collisions.
Photograph:	 Proximity of the agricultural access to the junction of Charity Close with Archers Way [20250829_120703]
Recommendation:	It is recommended that the designer remove the need for the agricultural access in close proximity to the junction; and where agricultural access is provided, visibility envelopes commensurate to the speed of traffic are provided for all road users.

3.2. Problem – Narrow carriageway

Location: B (Problem Location Plan 1)	Charity Close
Drawing:	n2235_006
Summary:	Narrow carriageway leading to side-to-side collisions.

Problem:	Charity Close is a cul-de-sac serving currently serving six dwellings. The carriageway is 4.8m wide for a distance of approximately 50m from the junction with Archers Way to the western end of the turning head. The uplift in traffic from the additional 100 dwellings will result in more frequent two-way traffic movements including larger delivery and service vehicles. The narrow carriageway of Charity Close may result in side-to-side collisions as vehicles pass oncoming traffic, particularly if vehicles are parked on-street.
Photograph:	 Narrow carriageway on Charity Close [20250829_120616]
Recommendation:	It is recommended the designer widen the carriageway to safely accommodate two-way traffic.

3.3. Problem – Narrow footway

Location: B (Problem Location Plan 1)	Charity Close
Drawing:	n2235_006
Summary:	Narrow footway leading to pedestrian injuries.
Problem:	Charity Close is a cul-de-sac serving currently serving six dwellings. The service strip on the north side less than a metre wide for a distance of approximately 50m from the Junction with Archers Way to the western end of the turning head. The narrow service strip will be used as a footway by pedestrians. It is however too narrow for pedestrians to pass safely or to be safely used by the mobility impaired as pedestrians may accidentally step off the kerb resulting in trip and fall injuries. Furthermore, a pedestrian falling into the carriageway could be struck by a passing vehicle resulting in more serious injuries.

Photograph:	 Narrow footway / service strip on Charity Close [20250829_120602]
Recommendation:	It is recommended that the designer widen the service strip to safely operate as a footway, able to accommodate the needs of the mobility impaired.

3.4. Problem – Agricultural access track crossing on bend

Location: C (Problem Location Plan 1)	Primary Street, agricultural access track crossing
Drawing:	n2235_006
Summary:	Agricultural access track crossing on bend leading to side impact and failure to give-way collisions.
Problem:	The agricultural access track would cross the Primary Street at an acute angle, immediately adjacent to a low radius bend. The existing topography indicates that this may also be located in a dip as the level of the agricultural access track is several metres below that of the Charity Close tie-in at this location. Whilst the agricultural accesses would be comparatively lightly used. They would likely be used more intensively at certain points in the year. The arrangement of the crossing would require a driver approaching the crossing on the inside of the bend to look behind to see approaching traffic. This could lead to side impact and failure to give-way collisions.
Photograph:	 View showing the existing topography west of Charity Close [20250829_121037]
Recommendation:	It is recommended that the designer remove the need for the agricultural access from the inside of the bend; and where agricultural access is

	provided, visibility envelopes commensurate to the speed of traffic are provided for all road users.
--	--

End of list of problems identified and recommendations offered in this RSA.

4. COMMENTS OUTWITH THE RSA SCOPE

In addition to the Problems and Recommendations raised in Section 3 of this report, the Audit Team noted the following **two** points outwith the remit of the RSA. The Overseeing Organisation should bring these issues to the attention of the Design Organisation and/or Maintaining Agent as appropriate.

4.1 Comment – Private driveways aligned with footway

Location: 1, 2, 3, & 4 (Problem Location Plan 1)	Street 01, Street 02 and Street 03 turning heads
Drawing:	n2235_006
Summary:	Private driveways aligned with footway
Comment:	The driveways accessed via the turning heads on Streets 01, 02 and 03 are shown partially aligned with the adjacent footway rather than the carriageway and could lead to footway damage through overrunning.

4.2 Comment – Residential driveway coincident with ramp

Location: 5 (Problem Location Plan 1)	Primary Street, raised table
Drawing:	n2235_006
Summary:	Residential driveway coincident with ramp
Comment:	The ramp at the end of the raised feature on the Primary Street at the junction with Street 02 is coincident with a residential driveway. This could result in discomfort for drivers accessing the driveway. Consideration should be given to relocating the ramps outside of the driveway.

End of list of comments offered with this RSA.

5. ROAD SAFETY AUDIT STATEMENT

We certify that the RSA team have performed their duties in accordance with DMRB GG 119 unless stated below.

The following departures from the RSA process as detailed in the Terms of Reference have been noted:

- A formal RSA brief was not provided to the RSA Team;
- The RSA Team was not approved by the Highway Authority;
- Comments outwith the RSA scope have been included in Section 4 of this report;
- This RSA report was issued directly to our Client (the Design Organisation);

Foster Percival Limited is not responsible for failings by other parties to discharge their duties under the prescribed Terms of Reference.

Audit Team Leader

Name:	C van Lottum MEng (Hons), MCIHT, MSoRSA (Certificate of Competency gained in May 2018)
Signed:	
Position:	Director
Organisation:	Foster Percival Limited
Date:	15.09.2025

Audit Team Member(s)

Name:	C Berry BSc, MSc, MCIHT, MSoRSA (Certificate of Competency gained in January 2017)
Signed:	
Position:	Road Safety Auditor
Organisation:	for Foster Percival Limited
Date:	15.09.2025

Appendix A - Documents and Drawings

The following documents and drawings were supplied to the RSA team by the Design Organisation and have been examined in the course of conducting this audit.

Documents

Title	Reference	Revision
Transport Planning Scoping Note	24724-RLL-24-XX-TN-D-5003	P01
[Leicestershire County Council's response to Rogers Leask's Transport Planning Scoping Note]	2025/0247/04/P/HEN	26.02.2025

Drawings

Title	Reference	Revision
Illustrative Masterplan	n2235_006	A

Appendix B – Problem Location Plan(s)



Problem Location Plan 1 of 1

ROAD SAFETY AUDIT DESIGNER'S RESPONSE DOCUMENT

Junction Layout / Reference No	Charity Close Desford	Road Safety Audit Stage	1
Project Title	Land off Charity Close, Desford	Audit Site Visit Undertaken	29/08/25
Project Reference	P24-724	RSA Document Reference No	10198_REP_01_00_15092025_cvl rev 00
Designer's Response Prepared by	Jake Blay - Transport Planner	Auditors' Name and Company	Chris Van Lottum - Foster Percival

Reference	Location	Problem	Recommendation	Designer's Response
3.1	Archers Way / Charity Close Junction	Summary: Proximity of access to junction leading to failure to give-way and turning collisions. <i>"The agricultural access track crosses Archers Way immediately north of the junction of Charity Close at an acute angle, such that drivers emerging from the access may not see drivers approaching from junction and vice versa. Archers Way and Charity Close together serve 33 dwellings south of the crossing. The addition of 100 additional dwellings would quadruple traffic through the crossing, increasing the risk of failure to give-way and turning collisions."</i> Problem accepted? Yes: ☒ No: ☐	It is recommended that the designer remove the need for the agricultural access in close proximity to the junction; and where agricultural access is provided, visibility envelopes commensurate to the speed of traffic are provided for all road users. Recommendation accepted? Yes: ☐ No: ☒	The farmer requires the access in order to access the local highway network from their land. Visibility envelopes have been provided on the masterplan showing that all vehicles have ample visibility.

Reference	Location	Problem	Recommendation	Designer's Response
3.2	Charity Close	Summary: Narrow carriageway leading to side-to-side collisions. <i>"Charity Close is a cul-de-sac serving currently serving six dwellings. The carriageway is 4.8m wide for a distance of approximately 50m from the junction with Archers Way to the western end of the turning head. The uplift in traffic from the additional 100 dwellings will result in more frequent two-way traffic movements including larger delivery and service vehicles. The narrow carriageway of Charity Close may result in side-to-side collisions as vehicles pass oncoming traffic, particularly if vehicles are parked on-street.."</i> Problem accepted? Yes: ☒ No: ☐	It is recommended the designer widen the carriageway to safely accommodate two-way traffic. Recommendation accepted? Yes: ☒ No: ☐	The carriageway along Charity Close has been widened to 5.5m.

Reference	Location	Problem	Recommendation	Designer's Response
3.3	Charity Close	Summary: Narrow footway leading to pedestrian injuries. <i>"Charity Close is a cul-de-sac serving currently serving six dwellings. The service strip on the north side less than a metre wide for a distance of approximately 50m from the Junction with Archers Way to the western end of the turning head. The narrow service strip will be used as a footway by pedestrians. It is however too narrow for pedestrians to pass safely or to be safely used by the mobility impaired as pedestrians may accidentally step off the kerb resulting in trip and fall injuries. Furthermore, a pedestrian falling into the carriageway could be struck by a passing vehicle resulting in more serious injuries."</i> Problem accepted? Yes: ☒ No: ☐	It is recommended that the designer widen the service strip to safely operate as a footway, able to accommodate the needs of the mobility impaired Recommendation accepted? Yes: ☐ No: ☒	Leicestershire County Council have confirmed that a narrowed footway width of 1.2m is suitable in some areas as this would not be considered a major issue in the site specific circumstances. A 2m footway will be present on either side of the carriageway where feasible.

Reference	Location	Problem	Recommendation	Designer's Response
3.4	Primary Street, agricultural access track crossing	Summary: Agricultural access track crossing on bend leading to side impact and failure to give-way collisions. <i>"The agricultural access track would cross the Primary Street at an acute angle, immediately adjacent to a low radius bend. The existing topography indicates that this may also be located in a dip as the level of the agricultural access track is several metres below that of the Charity Close tie-in at this location. Whilst the agricultural accesses would be comparatively lightly used. They would likely be used more intensively at certain points in the year. The arrangement of the crossing would require a driver approaching the crossing on the inside of the bend to look behind to see approaching traffic. This could lead to side impact and failure to give-way collisions."</i> Problem accepted? Yes: ☒ No: ☐	It is recommended that the designer remove the need for the agricultural access from the inside of the bend; and where agricultural access is provided, visibility envelopes commensurate to the speed of traffic are provided for all road users. Recommendation accepted? Yes: ☐ No: ☒	The farmer requires the access in order to access the local highway network from their land. Visibility envelopes have been provided on the masterplan showing that all vehicles have ample visibility.

Appendix H: Road Safety Risk Assessment



ROAD SAFETY RISK ASSESSMENT

Charity Close, Desford

Rodgers Leask Ltd

AKT Project No. 00014

Prepared by: **AKT Consulting Ltd**

29 September 2025

Revision 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	29 September 2025	Alastair Pike	Jo Read	Alastair Pike
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This document has been prepared by AKT Consulting Ltd with the appropriate skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Rodgers Leask Ltd Ltd (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

AKT Consulting Ltd shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only if AKT Consulting Ltd and the third party have executed a reliance agreement or collateral warranty.

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This document may contain information of a specialised and/or highly technical nature, and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.

Table Of Contents	Page
1.0 Introduction	4
2.0 Safety Risk Assessment Process	5
3.0 Development Proposals	7
4.0 Charity Close, Desford Existing Scenario	14
6.0 Summary Recommendations and Conclusion	15

Appendices

Appendix A	Risk Matrix
Appendix B	Submitted Documents

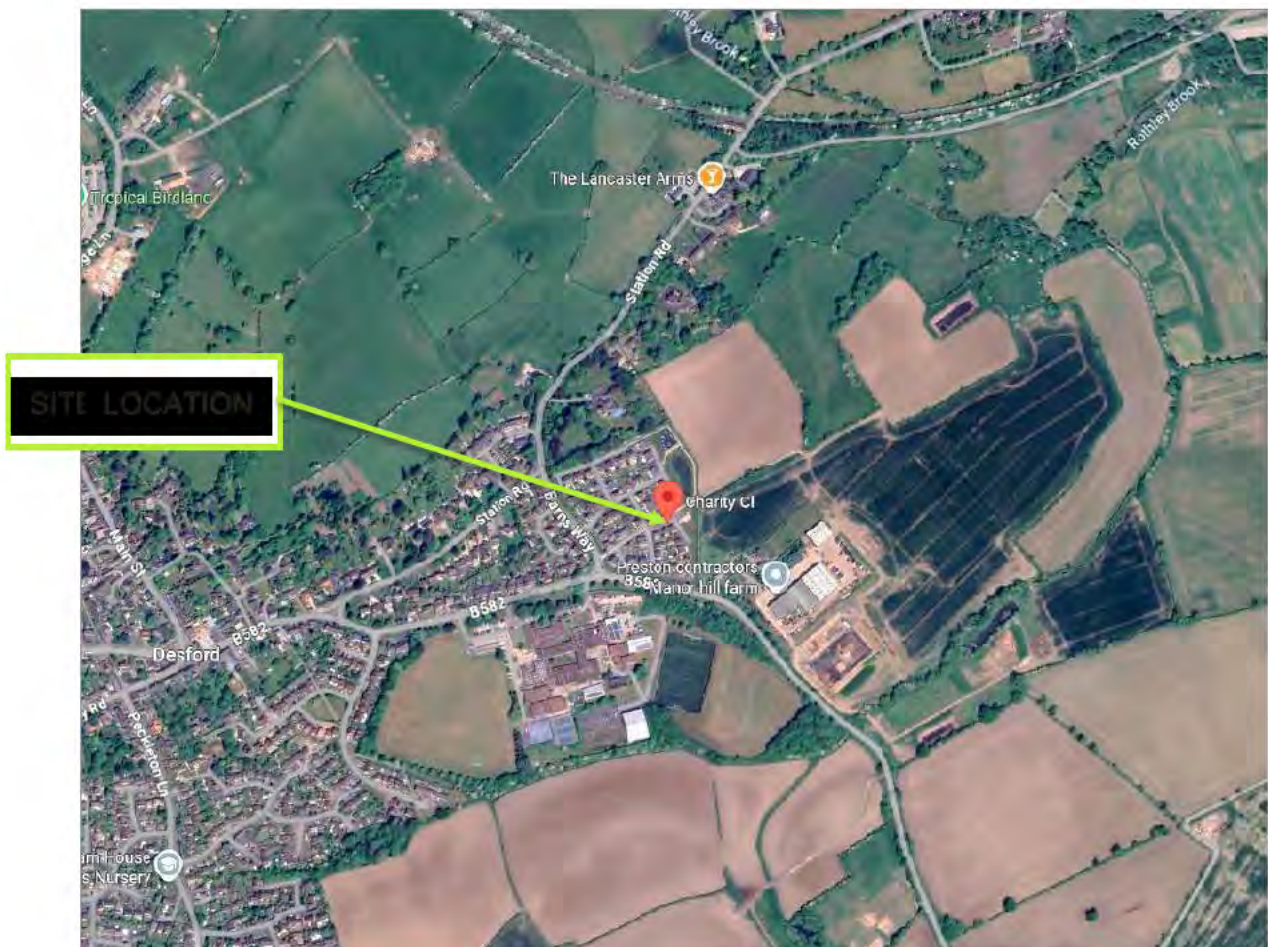
Acronyms and Abbreviations

RSA	Road Safety Audit
NMU	Non-Motorised Road Users
SRA	Safety Risk Assessment
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle
SFAIRP	So Far As Is Reasonably Practicable

1.0 Introduction

- 1.1 This Road Safety Risk Assessment has been produced by AKT Consulting Ltd on behalf of Rodgers Leask Ltd. The Assessment has been commissioned to examine any potential impacts to road safety in connection with proposals to create a residential development comprising 85 Residential Dwellings.
- 1.2 A thorough review of submitted documents has been undertaken by the Assessment Team. These include design drawings showing the proposed development and access arrangements, visibility splays, swept path analysis, traffic flow data, a Stage 1 RSA report and a Local Authority Response note.
- 1.3 A complete list of the documents and drawings submitted for this Safety Risk Assessment can be found in **Appendix B**.
- 1.4 This Risk Assessment will identify, quantify and where appropriate mitigate any potential hazards that have been identified in relation to the proposed increased interactions between vehicular traffic and non-motorised road users.
- 1.5 A site location plan can be found in **Figure 1** below.

Figure 1 – Site Location Plan



2.0 Safety Risk Assessment Process

Hazard Identification and Analysis

- 2.1 All reasonably foreseeable hazards associated with a particular activity shall be identified and all identified hazards shall be documented. The identified hazards shall be analysed to understand the resulting safety risks and all reasonably foreseeable consequences should those risks be realised.

Analysis of Safety Risks

- 2.2 The analysis of the safety risks for each population type shall include an assessment of the likelihood of the risk being realised and the most common potential severity of the consequences of an event occurring. These values are then multiplied together to determine a 'risk rating' value. These values will then fit into one of three risk categories. These categories can be found in **Table 1 below**.

Table 1 - Risk Matrix Ratings

Estimated Level of Risk (Based on Risk Rating) – (R)		
Low Risk (1-9)	Ensure assumed control measures are maintained and reviewed, as necessary.	Acceptable
Medium Risk (10-19)	Additional control measures needed to reduce risk rating to a level which is equivalent to a test of "reasonably required" for the population concerned.	Tolerable
High Risk (20-25)	Activity not permitted. Hazard to be avoided or risk to be reduced to a tolerable level.	Unacceptable

Risk Rating will apply to both likelihood and severity and then multiplied together to give actual Risk Rating of a particular hazard.

- 2.3 The analysis of the safety risk for each population may use a range of evidence sources including;
- Quantitative data; and
 - Qualitative data including;
 - 1) Previous experience
 - 2) Expert opinion
 - 3) Research

Evaluation of Safety Risks

- 2.4 Outputs from safety risk analysis shall show the level of the safety risk associated with the activity. Outputs from safety risk analysis shall be compared to the safety baseline and safety objectives set for the activity.
- 2.5 To demonstrate that a proposed measure of control or mitigation is reasonably required, all suitable potential mitigations to reduce safety risks are assessed. Where the cost of a measure

identified in the assessment is, in the reasonable opinion of those carrying out the assessment, proportionate to the benefit derived, that measure can be deemed as reasonably required.

Safety Risk Mitigations

- 2.6 Where the outcome of the safety risk assessment evaluation for an option being assessed is within the list below, safety risk mitigations / control measures shall be provided and explored.
- 2.7 These measures are considered for any risk that falls within the tolerable or unacceptable categories.
- Shows a safety risk dis-benefit from the safety baseline.
 - It does not meet the safety objective.
 - Does not accord with 'as low as reasonably possible' (SFAIRP).
 - Is less than what is deemed reasonably required.

3.0 Development Proposals

- 3.1 Development proposals are described in detail within the submitted documents received by the Assessment Team. A residential development of 85 dwellings is to be created on land to the east of Charity Close in Desford. This new residential development, will be accessed via an existing development comprising 80 residential units, on land to the east of Barns Road, Desford.
- 3.2 A view of the proposed residential development can be found in **Figure 2** below.

Figure 2 – Plan showing the proposed residential development east of Charity Close



- 3.3 Access to the new development will be provided via Charity Close. Charity Close is at present a 4.8m single carriageway subject to a 30mph limit. Charity Close has a 2m footway on the southern side where there is active residential frontage and off street parking. A further 2m footway will be provided on the northern side of Charity Close where an existing service strip will be widened to accommodate. Charity Close will be widened to 5.5m to accommodate the additional development traffic.

- 3.4 A view of the proposed access road can be found in **Figure 3** below.

Figure 3 – View of Charity Close Access Road Proposal



Site Visit

- 3.5 A combined walking / driving site visit was undertaken on Friday 19th September 2025 between the hours of 12:00pm and 12:30pm. The weather was fine and bright and the carriageway surface of Charity Close, and its surrounding junctions was dry.
- 3.6 Traffic levels at the time of the site visit were considered to be light on the surrounding road network, with both private vehicles and LGV's observed entering and leaving Cortanis Lane, from both north and south.
- 3.7 Several pedestrian movements were observed on Charity Close and Archers Way, comprising a range of age and activity categories such as school children and the elderly. Each of these movements was conducted with no conflicts witnessed.

Existing Conditions

- 3.8 At present Charity Close is a single carriageway road with a small service strip on its northern side. The southern side is made up on active residential frontage with private driveways. The road is currently subject to a 30mph limit although as designed, the geometric features will see a much lower actual daily speed.
- 3.9 Charity Close leads to a private drive to the south serving 3 dwellings all with off street parking, at this minor junction there is also a service / maintenance area fenced off to the back of the carriageway with dropped kerbs for vehicular access. A 2m footway can be found on the southern side of Charity Close and a narrow service margin comprising paved footway and grass verge can be found to the north.

- 3.10 A view looking east on Charity Close toward the proposed access can be found in **Figure 4** below.

Figure 4 – View east from Charity Close



Figure 5 – View south from Charity Close into private drive and service area



Figure 6 – View east from Charity Close



Figure 7 – View north from Archers Way



Figure 8 – View south from Barns Way



Figure 9 – View north from Barns Way toward Cortanis Lane



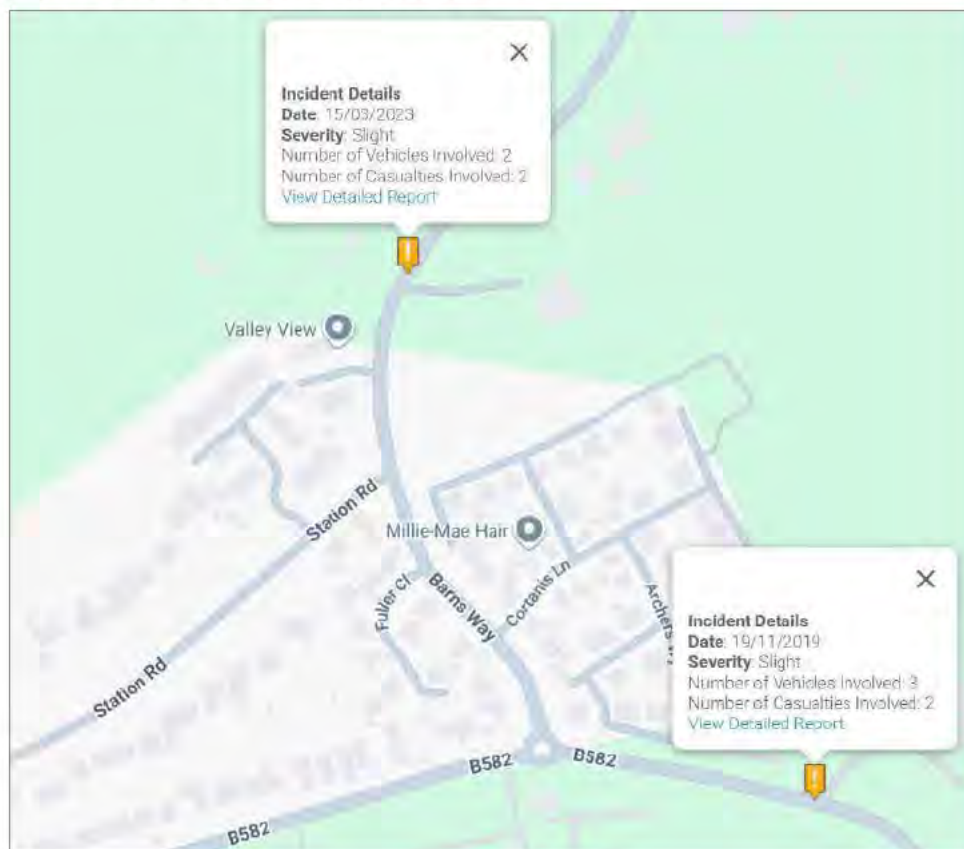
Safety Objective

- 3.11 The safety objective in this instance is to ensure that the additional vehicular activity on Charity Close associated with a new residential development, will not create new hazards, nor contribute to the elevation of an existing hazard to an 'unacceptable' level above the safety baseline. This Assessment will therefore focus on the potential effect that an increase in vehicle trips on Charity Close, will have on the existing highway conditions
- 3.12 Any hazards identified will be scored appropriately, where required any identified mitigation or control measures listed within this Assessment may be applied where reasonably required to further reduce or mitigate a potential road safety risk.
- 3.13 The resultant safety objective of the site will therefore be maintained in line with the principle to manage any associated risks to a level 'so far as is reasonably practicable'. This 'SFAIRP' principle intends identify manage and mitigate all risks to users / workers relating to the proposed scheme.

Collision Data Analysis

- 3.14 Collision data has been obtained from the online Crashmap Database covering a 5-year study period from 2019-2024. For the purposes of this Risk Assessment only collisions occurring in the immediate vicinity (200m) of the major road junction Barns Way / Cortanis Lane will be considered.
- 3.15 A view of the PIC study area can be found in **Figure 10** below.

Figure 10 – Personal Injury Collision Study Area



-
- 3.16 There were 2 recorded collisions occurring on 19th October 2019 and 15th March 2023. The first collision in 2019 was described as a shunt type collision occurring in slow traffic some 200m to the southeast of the site access on a the B582.
- 3.17 The second collision in 2023 appears to be an overshoot of the centreline where an elderly driver and another vehicle occupant were slightly injured when an oncoming vehicle impacted the side of their vehicle on a bend some 200m to the north of the site access.
- 3.18 These 2 collisions occurred over a 5 year period and are considered in isolation with no indicated collisions trends or cluster locations. It is clear therefore that the area surrounding the current site access location can be considered safe in its current operation.

4.0 Charity Close Risk Matrix

- 4.1 The Safety Risk Assessment will focus on the current interactions between vehicles and non-motorised users on Charity Close, Archers Way, Cortanis Lane and its junction with Barns Way with cognisance paid to a potential increase in vehicular and active travel trips associated with a new residential development.
- 4.2 The existing layout and development proposals have been subject to a detailed analysis in order to identify any relevant hazards relating to the proposed increase in highway activities. Any resultant risks related to these activities have then been quantified and where reasonable further mitigated to reduce any residual risk factors.
- 4.3 A risk matrix in accordance with Table D1 and Table D2 of SRA guidance document GG104 has been completed to demonstrate any identified hazards and their resultant risk factors. These risks have been quantified and where necessary following the principles of SFAIRP, additional control measures have been provided to reduce the resultant risks.
- 4.4 The Risk Matrix can be found in **Appendix A** below.

5.0 Summary Recommendations and Conclusion

- 5.1 This Road Safety Risk Assessment (SRA) has been undertaken in accordance with GG104, Revision 3 of the Design Manual for Roads and Bridges, considering the proposed residential development of 85 dwellings accessed via existing estate roads.
- 5.2 This SRA has analysed identified risks and where appropriate recommended mitigation measures have been provided in order to reduce to 'so far as is reasonably practicable' (SFAIRP) any resultant road safety risks that may arise in conjunction with the proposed construction of additional residential dwellings on land adjacent to Charity Close, Desford.
- 5.3 The 5-year collision history of the surrounding area indicates that there are no pre-existing road safety issues to be further exacerbated by the development of the site.
- 5.4 A total of nine principal hazards were identified, relating to carriageway width, on-street parking, traffic volumes, service and emergency vehicle manoeuvres, pedestrian and cyclist safety, junction operation, and driver behaviour. Each hazard was assessed using the GG104 risk matrix, with likelihood and severity scores applied in line with the published guidance.
- i) Most hazards returned a risk score of 9 (L=3, S=3), corresponding to the Acceptable (Green) category.
 - ii) 2 hazards—on-street parking obstruction and driver behaviour/speed management—scored 12 Tolerable, (Amber) category, reflecting areas that warrant proportionate attention.
 - iii) Appropriate mitigation measures have been identified for all hazards, focusing on practical, low-impact interventions that reduce risk SFAIRP.

Recommendations

- 5.5 Parking Management
- iv) Ensure adequate on-plot parking for residents and provide a small number of designated visitor bays.
 - v) Use informal measures such as lining or signage at critical junctions to protect visibility, rather than physical build-outs.
- 5.6 Speed Awareness / Minor Calming
- vi) Maintain a 20 mph design environment using street layout, gentle curves, and narrowing where natural rather than adding vertical tables or humps.
 - vii) Focus on self-enforcing geometry rather than intrusive speed calming features.
- 5.7 Service and Emergency Vehicle Access
- viii) Confirm swept paths for refuse and emergency vehicles at key junctions only; use existing carriageway width (4.8–5.5 m) with minor adjustments if needed.

- ix) Avoid adding large turning heads unless unavoidable; rely on careful layout planning.

5.8 Pedestrian and Cyclist Provision

- x) Keep continuous footways where they already exist; improve crossings only at key desire lines.
- xi) Provide informal cycle-friendly carriageway markings if space allows; no need for dedicated off-carriageway paths.

5.9 Monitoring / Practical Oversight

- xii) Encourage early occupation feedback from residents and refuse crews to identify any pinch points or parking issues.
- xiii) Introduce minor mitigations only if evidence shows conflicts occurring.

Conclusion

- 5.10 Following implementation of the proposed mitigation measures, the residual risks are considered Low and acceptable SFAIRP. The proposed development does not give rise to unacceptable highway safety risks, and no further intrusive or heavy engineering measures are deemed reasonably practicable given the scale and context of the development.
- 5.11 There is no evidence identified that would suggest that the additional vehicle trips associated with the residential development would change driver behaviours so significantly to either exacerbate existing or give rise to new road safety hazards. In addition, subject to the junction capacity assessment results, it is not anticipated that the additional traffic would impact the operation or safety of the Cortanis Lane/Barns Way junction.
- 5.12 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The assessment team will be pleased to consider any alternatives if required.
- 5.13 This document is intended to operate as a live report and should be updated accordingly throughout the design lifecycle of the project to ensure it is current and effective at identifying any new hazards that may arise.



Appendix A Risk Matrix

ROAD SAFETY RISK ASSESSMENT

Charity Close, Desford

Rodgers Leask Ltd

AKT Project No. 00014

Prepared by: **AKT Consulting Ltd**

29 September 2025

Revision 01



Location	Charity Close, Desford		
Date:	25-Sep-25		
Severity of Outcome – (S)	Rating Given	Likelihood – (L)	Rating Given
Minor Harm: Minor damage or loss no injury.	1	Very Unlikely	1
Moderate Harm: Slight injury or illness, moderate damage or loss.	2	Unlikely	2
Serious Harm: Serious injury or illness, substantial damage or loss.	3	May Happen	3
Major Harm: Fatal injury, major damage or loss.	4	Likely	4
Extreme Harm: Multiple fatalities extreme loss or damage.	5	Almost Certain	5

Rating will apply to both likelihood and severity multiplied to give hazard risk rating

Hazard	Risk	S	L	R	Control Measures	S	L	R	Residual Risk
Narrow carriageway width (4.8–5.5 m)	Side-swipes, reversing into driveways, vehicles mounting footways injury to drivers/pedestrians	3	3	9	Provide 5.5 m where feasible; if 4.8 m, add passing bays, visibility, and parking controls	3	2	6	Low – risk reduced SFAIRP if measures provided
On-street parking obstructing visibility	Vehicle vs vehicle at junctions; pedestrian stepping from behind cars	4	3	12	On-plot/visitor parking, restrictions near junctions, build-outs for visibility	4	2	8	Low – acceptable SFAIRP with controls
Increased traffic volumes through estate	Higher exposure, minor collisions related to congestion and stopping / restarts,	3	2	6	Confirm junction capacity; calming to 20 mph	3	1	3	Low – no further measures reasonably practicable
Refuse/service vehicle manoeuvres	Large vehicle vs parked car, reversing into pedestrians	4	3	12	Adequate turning heads, swept-path tracking, bin collection points, parking restrictions	4	1	4	Low – SFAIRP demonstrated
Emergency vehicle access constraints	Blockage delayed response, possible fatal outcomes	2	4	8	Maintain 3.7 m clear width; passing bays; FRS consultation	2	2	4	Low – residual risk SFAIRP if FRS signs off
Pedestrian safety / route continuity	Pedestrian vs vehicle at driveways/crossing points	3	3	9	Continuous footways, raised tables, dropped kerbs, good lighting	3	2	6	Low – residual risk acceptable SFAIRP
Cyclist safety	Close passes, dooring, side-swipes from on street parking	3	3	9	20 mph design; cycle markings; off-carriageway/shared space if practicable	3	2	6	Low – SFAIRP demonstrated
Junction capacity & turning	Right-turn conflicts, shunts, pedestrian conflict	3	3	9	Capacity assessment, visibility splays, pedestrian crossing	3	2	6	Low – risk reduced SFAIRP
Driver behaviour / speed management	Higher speeds more severe collisions	3	3	9	Traffic calming, 20 mph design, geometry/landscaping to self-enforce	2	2	4	Low – SFAIRP after calming



Appendix B Submitted Documents

ROAD SAFETY RISK ASSESSMENT

Charity Close, Desford

Rodgers Leask Ltd

AKT Project No. 00014

Prepared by: **AKT Consulting Ltd**

29 September 2025

Revision 01

Submitted Documents

Document	Document Title
Stage 1 RSA	10098_REP_01_00_15092025_cvl Charity Close RSA1
Design Drawing	24724-RLL-25-XX-DR-D-5006 24724-RLL-25-XX-DR-D-5007 Widening justification option -B- n2235_006A Illustrative Masterplan
Traffic Flow Data	Desford J1
PIC Data	Mini-Roundabout & Site Access Crashmap Report
Authority Response	Response_2025-1436-04-HEN(1)

Appendix I: Multi Mode TRICS Data Sheets

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	3 days
09	NORTH		
	IM	ISLE OF MAN	1 day
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 day
12	CONNAUGHT		
	RO	ROSCOMMON	1 day
14	LEINSTER		
	WC	WICKLOW	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

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

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	4 to 300 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/14 to 17/09/24

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

Selected survey days:

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

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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

Selected Locations:

Edge of Town	9 days
--------------	--------

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

Selected Location Sub Categories:

No Sub Category	3 days
Residential Zone	6 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	6 days
Servicing vehicles Included	3 days

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Secondary Filtering Selection:

Use Class:

C3	9 surveys
----	-----------

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

Population within 500m Range:

220 - 4850

Population within 1 mile:

1,001 to 5,000	9 surveys
----------------	-----------

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

Population within 5 miles:

5,000 or Less	2 surveys
5,001 to 25,000	7 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys
Yes	3 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

1	AN-03-A-09	DETACHED & SEMI-DETACHED	ANTRIM
SLOEFIELD DRIVE CARRICKFERGUS Edge of Town No Sub Category Site area: 9.48 hect Survey date: Wednesday 12/10/2016			
		Survey Type: Manual	
2	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Site area: 5.3 hect Survey date: Wednesday 20/04/2022			
		Survey Type: Manual	
3	DN-03-A-06	DETACHED HOUSING	DONEGAL
GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.02 hect Survey date: Wednesday 10/10/2018			
		Survey Type: Manual	
4	IM-03-A-05	MIXED HOUSES	ISLE OF MAN
SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Site area: 2.19 hect Survey date: Tuesday 21/05/2024			
		Survey Type: Manual	
5	NF-03-A-05	MIXED HOUSES	NORFOLK
HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.57 hect Survey date: Thursday 19/09/2019			
		Survey Type: Manual	
6	NF-03-A-33	MIXED HOUSES	NORFOLK
LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Site area: 4.78 hect Survey date: Thursday 29/09/2022			
		Survey Type: Manual	
7	NF-03-A-39	MIXED HOUSES	NORFOLK
HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 7.84 hect Survey date: Tuesday 27/09/2022			
		Survey Type: Manual	
8	RO-03-A-03	DETACHED HOUSES	ROSCOMMON
N61 BOYLE GREATMEADOW Edge of Town No Sub Category Site area: 4.08 hect			

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Survey date: Thursday 25/09/2014Survey Type: Manual

9	WC-03-A-01	DETACHED HOUSES	WICKLOW
STATION ROAD			
WICKLOW			
CORPORATION MURRAGH			
Edge of Town			
No Sub Category			
Site area: 2.443 hect			
Survey date: Monday 28/05/2018			Survey Type: Manual

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.066	0.233	0.299
08:00-09:00	9	89	0.166	0.408	0.574
09:00-10:00	9	89	0.165	0.222	0.387
10:00-11:00	9	89	0.165	0.187	0.352
11:00-12:00	9	89	0.176	0.155	0.331
12:00-13:00	9	89	0.194	0.145	0.339
13:00-14:00	9	89	0.191	0.227	0.418
14:00-15:00	9	89	0.227	0.211	0.438
15:00-16:00	9	89	0.255	0.210	0.465
16:00-17:00	9	89	0.315	0.199	0.514
17:00-18:00	9	89	0.390	0.227	0.617
18:00-19:00	9	89	0.263	0.196	0.459
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.573	2.620	5.193

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	25/09/2014 - 21/05/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.097	0.380	0.477
08:00-09:00	9	89	0.235	0.742	0.977
09:00-10:00	9	89	0.212	0.340	0.552
10:00-11:00	9	89	0.227	0.248	0.475
11:00-12:00	9	89	0.268	0.243	0.511
12:00-13:00	9	89	0.278	0.211	0.489
13:00-14:00	9	89	0.282	0.318	0.600
14:00-15:00	9	89	0.335	0.301	0.636
15:00-16:00	9	89	0.454	0.308	0.762
16:00-17:00	9	89	0.523	0.308	0.831
17:00-18:00	9	89	0.578	0.357	0.935
18:00-19:00	9	89	0.404	0.291	0.695
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.893	4.047	7.940

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	25/09/2014 - 21/05/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.004	0.006	0.010
08:00-09:00	9	89	0.000	0.002	0.002
09:00-10:00	9	89	0.000	0.004	0.004
10:00-11:00	9	89	0.000	0.001	0.001
11:00-12:00	9	89	0.000	0.000	0.000
12:00-13:00	9	89	0.002	0.000	0.002
13:00-14:00	9	89	0.005	0.004	0.009
14:00-15:00	9	89	0.001	0.001	0.002
15:00-16:00	9	89	0.009	0.004	0.013
16:00-17:00	9	89	0.005	0.007	0.012
17:00-18:00	9	89	0.006	0.011	0.017
18:00-19:00	9	89	0.012	0.001	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.044	0.041	0.085

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	12/10/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.000	0.000	0.000
08:00-09:00	9	89	0.002	0.002	0.004
09:00-10:00	9	89	0.000	0.000	0.000
10:00-11:00	9	89	0.000	0.000	0.000
11:00-12:00	9	89	0.000	0.000	0.000
12:00-13:00	9	89	0.000	0.000	0.000
13:00-14:00	9	89	0.000	0.000	0.000
14:00-15:00	9	89	0.000	0.000	0.000
15:00-16:00	9	89	0.000	0.000	0.000
16:00-17:00	9	89	0.000	0.000	0.000
17:00-18:00	9	89	0.001	0.000	0.001
18:00-19:00	9	89	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.003	0.002	0.005

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	12/10/2016 - 12/10/2016
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.002	0.006	0.008
08:00-09:00	9	89	0.004	0.001	0.005
09:00-10:00	9	89	0.004	0.004	0.008
10:00-11:00	9	89	0.004	0.004	0.008
11:00-12:00	9	89	0.005	0.005	0.010
12:00-13:00	9	89	0.001	0.005	0.006
13:00-14:00	9	89	0.002	0.002	0.004
14:00-15:00	9	89	0.000	0.000	0.000
15:00-16:00	9	89	0.004	0.004	0.008
16:00-17:00	9	89	0.000	0.001	0.001
17:00-18:00	9	89	0.001	0.001	0.002
18:00-19:00	9	89	0.004	0.000	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.031	0.033	0.064

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	25/09/2014 - 29/09/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.002	0.004	0.006
08:00-09:00	9	89	0.004	0.004	0.008
09:00-10:00	9	89	0.002	0.002	0.004
10:00-11:00	9	89	0.001	0.001	0.002
11:00-12:00	9	89	0.006	0.005	0.011
12:00-13:00	9	89	0.002	0.004	0.006
13:00-14:00	9	89	0.007	0.005	0.012
14:00-15:00	9	89	0.004	0.004	0.008
15:00-16:00	9	89	0.001	0.001	0.002
16:00-17:00	9	89	0.001	0.004	0.005
17:00-18:00	9	89	0.000	0.000	0.000
18:00-19:00	9	89	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.031	0.035	0.066

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	12/10/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.054	0.205	0.259
08:00-09:00	9	89	0.130	0.366	0.496
09:00-10:00	9	89	0.127	0.196	0.323
10:00-11:00	9	89	0.126	0.147	0.273
11:00-12:00	9	89	0.130	0.112	0.242
12:00-13:00	9	89	0.164	0.106	0.270
13:00-14:00	9	89	0.155	0.187	0.342
14:00-15:00	9	89	0.192	0.180	0.372
15:00-16:00	9	89	0.226	0.182	0.408
16:00-17:00	9	89	0.277	0.167	0.444
17:00-18:00	9	89	0.353	0.206	0.559
18:00-19:00	9	89	0.238	0.181	0.419
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.172	2.235	4.407

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	25/09/2014 - 21/05/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.007	0.017	0.024
08:00-09:00	9	89	0.025	0.034	0.059
09:00-10:00	9	89	0.031	0.019	0.050
10:00-11:00	9	89	0.034	0.035	0.069
11:00-12:00	9	89	0.035	0.032	0.067
12:00-13:00	9	89	0.024	0.029	0.053
13:00-14:00	9	89	0.026	0.031	0.057
14:00-15:00	9	89	0.027	0.026	0.053
15:00-16:00	9	89	0.022	0.021	0.043
16:00-17:00	9	89	0.034	0.026	0.060
17:00-18:00	9	89	0.032	0.019	0.051
18:00-19:00	9	89	0.019	0.014	0.033
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.316	0.303	0.619

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	25/09/2014 - 21/05/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.000	0.001	0.001
08:00-09:00	9	89	0.001	0.001	0.002
09:00-10:00	9	89	0.000	0.001	0.001
10:00-11:00	9	89	0.000	0.000	0.000
11:00-12:00	9	89	0.001	0.000	0.001
12:00-13:00	9	89	0.001	0.001	0.002
13:00-14:00	9	89	0.000	0.001	0.001
14:00-15:00	9	89	0.004	0.001	0.005
15:00-16:00	9	89	0.001	0.001	0.002
16:00-17:00	9	89	0.002	0.000	0.002
17:00-18:00	9	89	0.001	0.001	0.002
18:00-19:00	9	89	0.001	0.000	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.012	0.008	0.020

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	28/05/2018 - 21/05/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.070	0.307	0.377
08:00-09:00	9	89	0.194	0.640	0.834
09:00-10:00	9	89	0.180	0.280	0.460
10:00-11:00	9	89	0.194	0.225	0.419
11:00-12:00	9	89	0.215	0.199	0.414
12:00-13:00	9	89	0.232	0.175	0.407
13:00-14:00	9	89	0.231	0.272	0.503
14:00-15:00	9	89	0.272	0.256	0.528
15:00-16:00	9	89	0.356	0.251	0.607
16:00-17:00	9	89	0.424	0.253	0.677
17:00-18:00	9	89	0.521	0.281	0.802
18:00-19:00	9	89	0.316	0.238	0.554
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.205	3.377	6.582

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	25/09/2014 - 21/05/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.024	0.047	0.071
08:00-09:00	9	89	0.041	0.091	0.132
09:00-10:00	9	89	0.032	0.056	0.088
10:00-11:00	9	89	0.034	0.022	0.056
11:00-12:00	9	89	0.054	0.045	0.099
12:00-13:00	9	89	0.044	0.032	0.076
13:00-14:00	9	89	0.042	0.042	0.084
14:00-15:00	9	89	0.057	0.042	0.099
15:00-16:00	9	89	0.077	0.054	0.131
16:00-17:00	9	89	0.090	0.047	0.137
17:00-18:00	9	89	0.050	0.064	0.114
18:00-19:00	9	89	0.071	0.051	0.122
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.616	0.593	1.209

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	25/09/2014 - 21/05/2024
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.000	0.019	0.019
08:00-09:00	9	89	0.000	0.006	0.006
09:00-10:00	9	89	0.000	0.000	0.000
10:00-11:00	9	89	0.000	0.000	0.000
11:00-12:00	9	89	0.000	0.000	0.000
12:00-13:00	9	89	0.000	0.004	0.004
13:00-14:00	9	89	0.004	0.000	0.004
14:00-15:00	9	89	0.004	0.001	0.005
15:00-16:00	9	89	0.011	0.000	0.011
16:00-17:00	9	89	0.004	0.000	0.004
17:00-18:00	9	89	0.000	0.000	0.000
18:00-19:00	9	89	0.005	0.000	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.028	0.030	0.058

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	12/10/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.000	0.019	0.019
08:00-09:00	9	89	0.000	0.006	0.006
09:00-10:00	9	89	0.000	0.000	0.000
10:00-11:00	9	89	0.000	0.000	0.000
11:00-12:00	9	89	0.000	0.000	0.000
12:00-13:00	9	89	0.000	0.004	0.004
13:00-14:00	9	89	0.004	0.000	0.004
14:00-15:00	9	89	0.004	0.001	0.005
15:00-16:00	9	89	0.011	0.000	0.011
16:00-17:00	9	89	0.004	0.000	0.004
17:00-18:00	9	89	0.000	0.000	0.000
18:00-19:00	9	89	0.005	0.000	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.028	0.030	0.058

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	12/10/2016 - 21/05/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.000	0.000	0.000
08:00-09:00	9	89	0.000	0.000	0.000
09:00-10:00	9	89	0.000	0.000	0.000
10:00-11:00	9	89	0.000	0.000	0.000
11:00-12:00	9	89	0.000	0.000	0.000
12:00-13:00	9	89	0.000	0.000	0.000
13:00-14:00	9	89	0.000	0.000	0.000
14:00-15:00	9	89	0.000	0.000	0.000
15:00-16:00	9	89	0.000	0.000	0.000
16:00-17:00	9	89	0.000	0.000	0.000
17:00-18:00	9	89	0.000	0.000	0.000
18:00-19:00	9	89	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

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

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	9	89	0.000	0.000	0.000
08:00-09:00	9	89	0.000	0.000	0.000
09:00-10:00	9	89	0.000	0.000	0.000
10:00-11:00	9	89	0.000	0.000	0.000
11:00-12:00	9	89	0.000	0.000	0.000
12:00-13:00	9	89	0.000	0.000	0.000
13:00-14:00	9	89	0.000	0.000	0.000
14:00-15:00	9	89	0.000	0.000	0.000
15:00-16:00	9	89	0.000	0.000	0.000
16:00-17:00	9	89	0.000	0.000	0.000
17:00-18:00	9	89	0.000	0.000	0.000
18:00-19:00	9	89	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 0e42a323-b156-44f2-91d8-92a6d7b28d7a

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix J: PRTM Outputs

Charity Close, Desford

Parent Zone Trip Distribution + Aol

3852.016

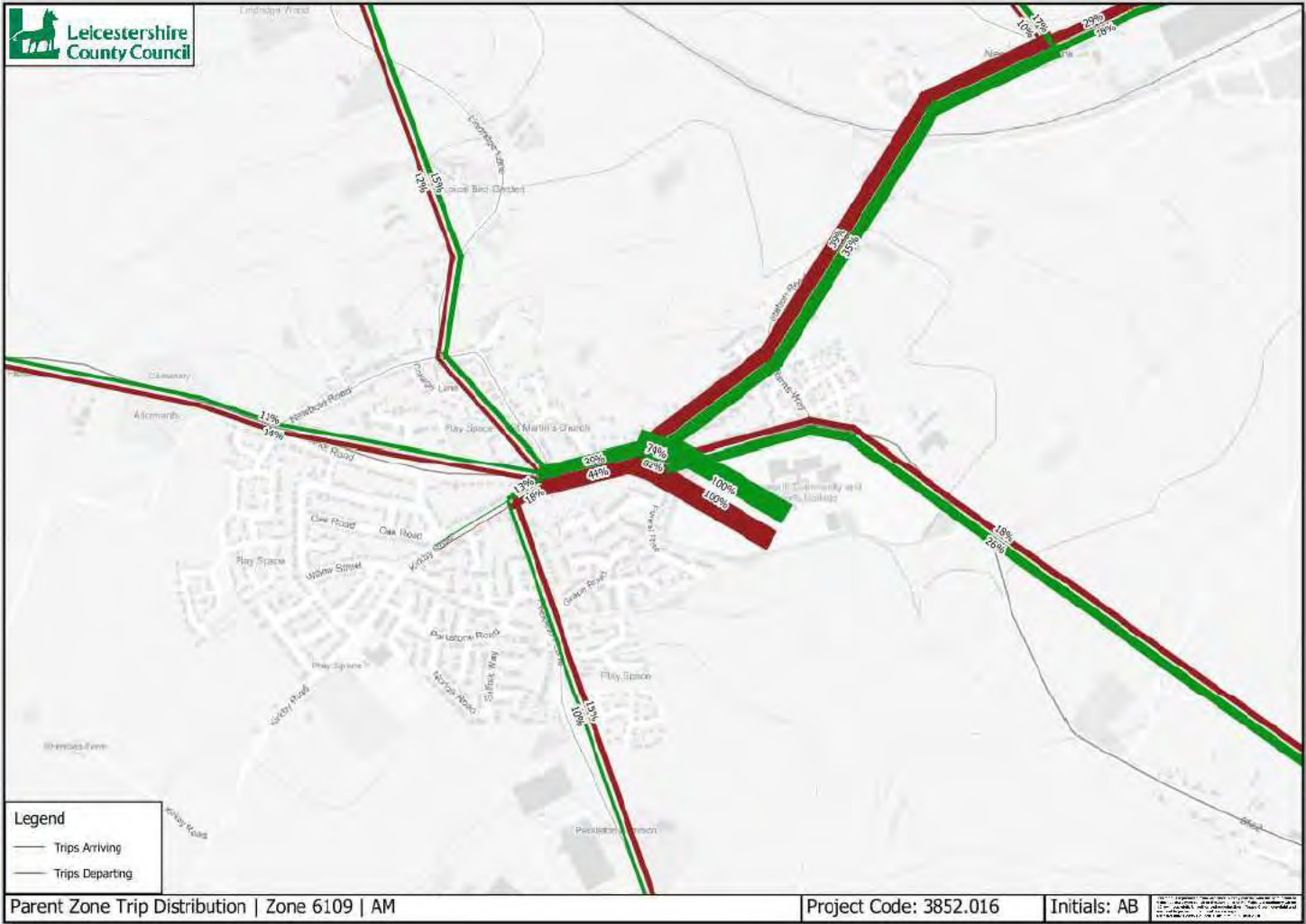
[REDACTED] Transport Modeller

Created on 24/03/2025

CONFIDENTIAL

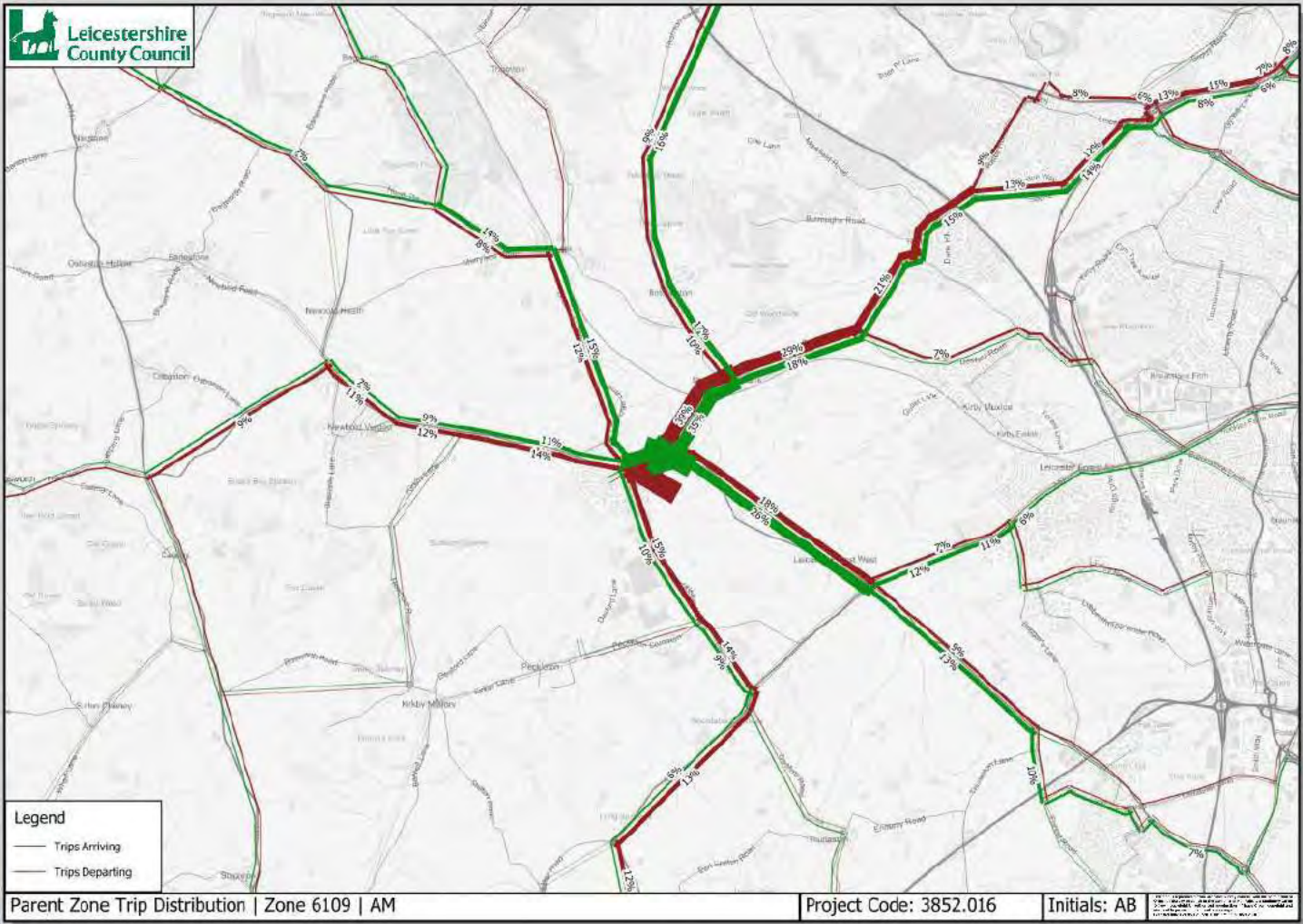
Parent Zone 6109 Trip Distribution - AM

Local scale



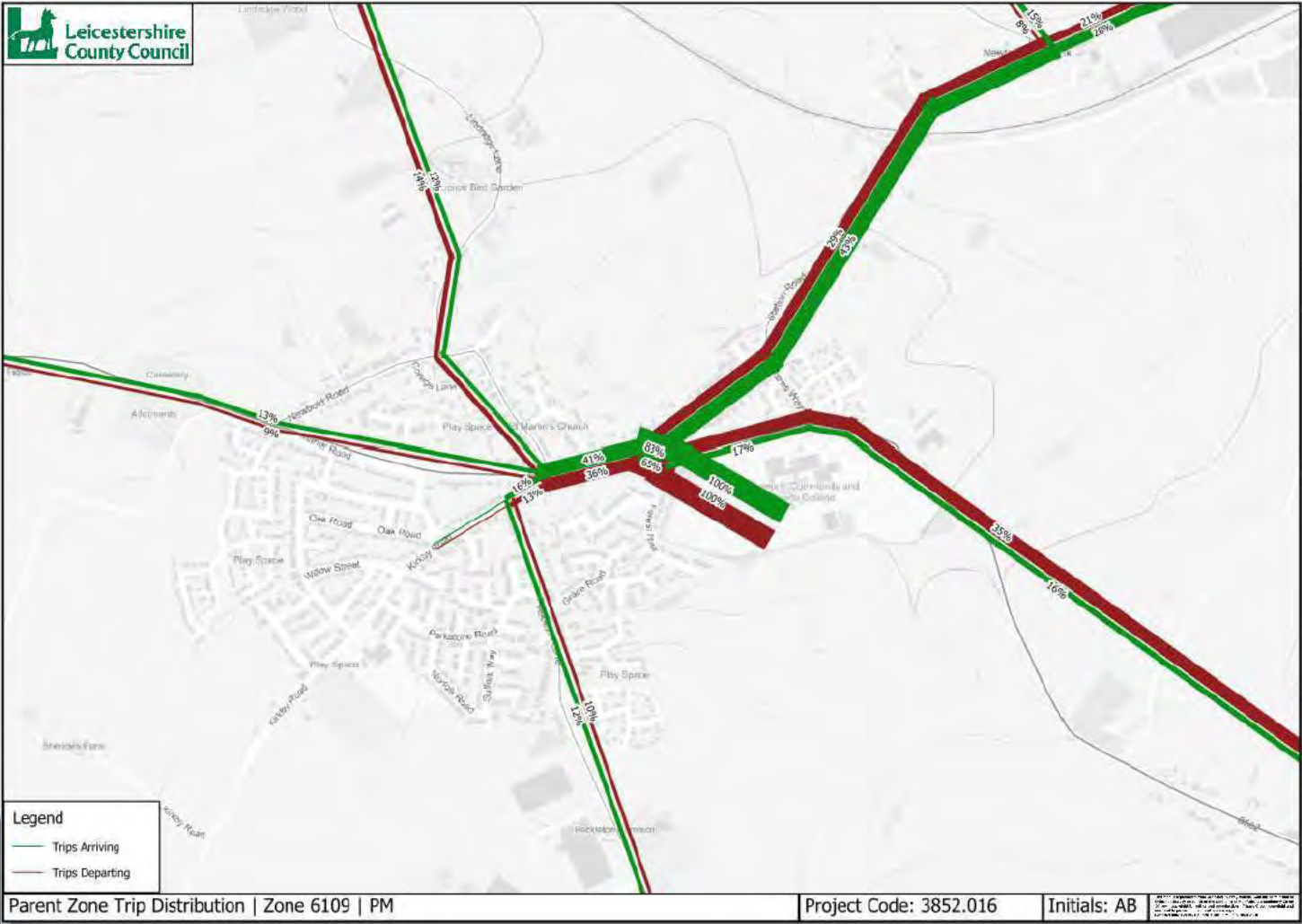
Parent Zone 6109 Trip Distribution - AM

Strategic scale



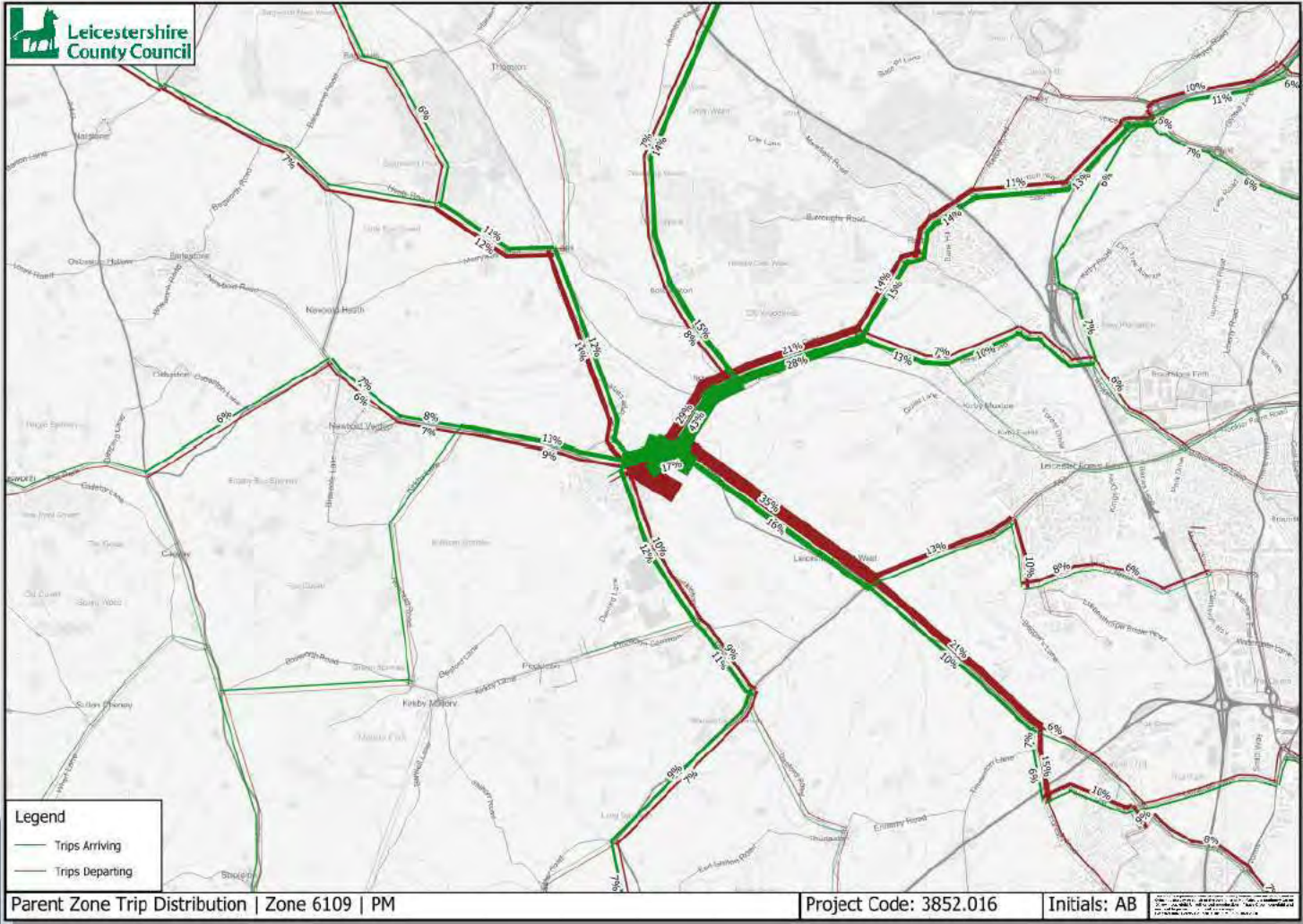
Parent Zone 6109 Trip Distribution - PM

Local scale



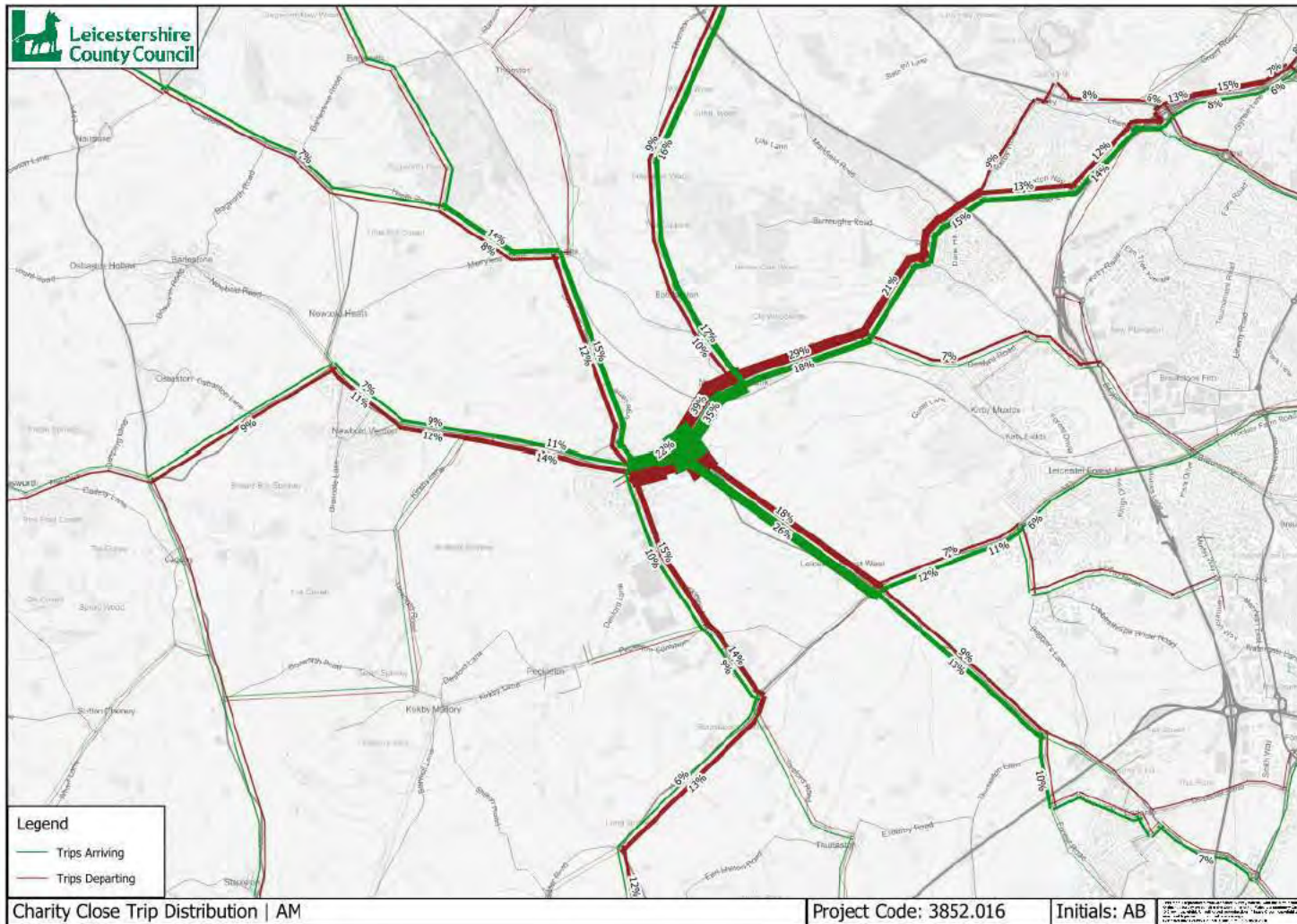
Parent Zone 6109 Trip Distribution - PM

Strategic scale



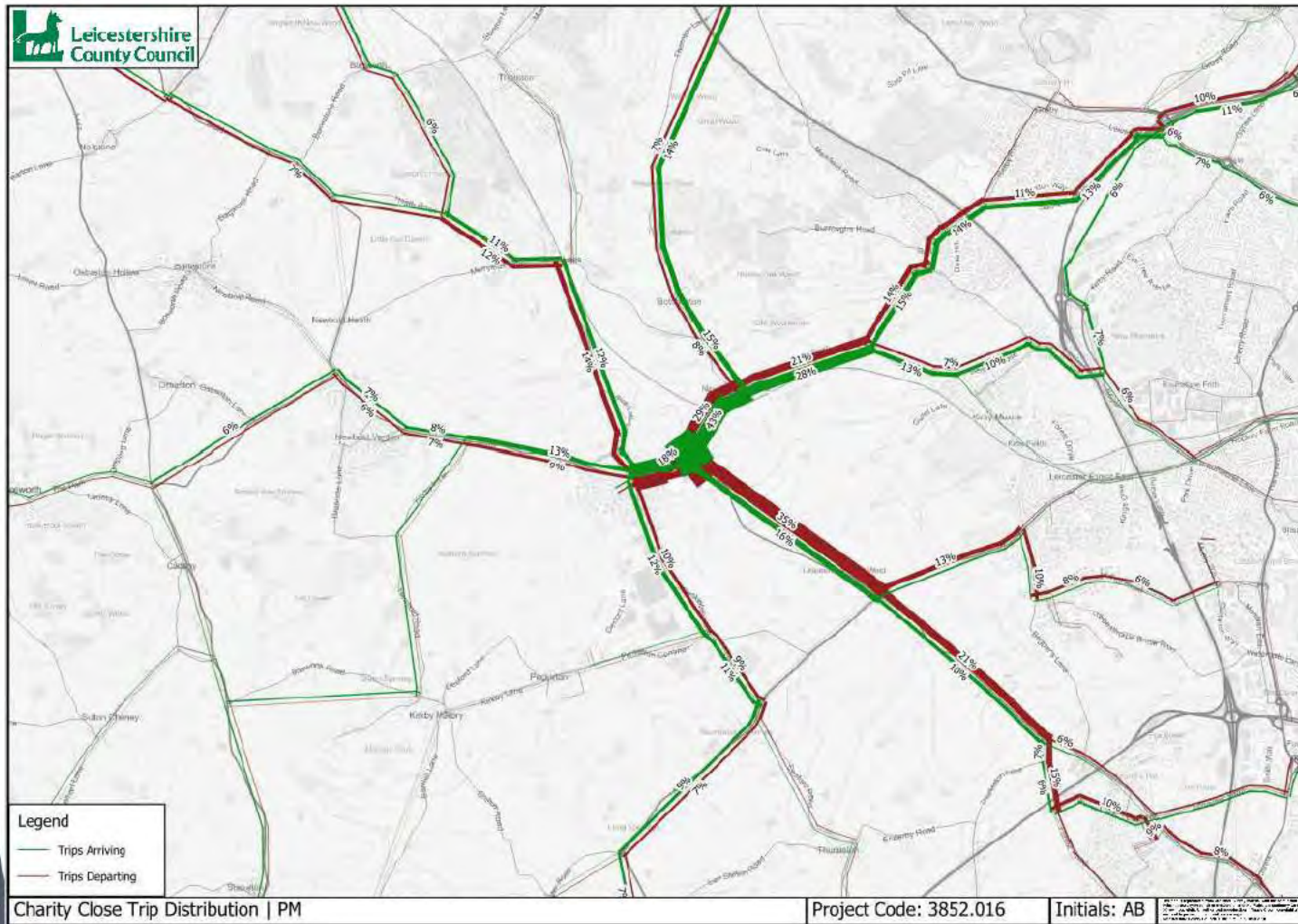
Charity Close Trip Distribution - 2030 AM

Strategic scale



Charity Close Trip Distribution - 2030 PM

Strategic scale



Development Area of Influence

Defined by a change in 30 two-way PCU in 2030, 'Do Something' - 'Do Nothing'



Appendix K: Email Correspondance with LCC on Desford Crossroads

Joanna Read

From: Joanna Read
Sent: 29 October 2025 12:23
To: Joanna Read
Subject: RE: Residential Development Desford

From: Paul Dickens <[REDACTED]>
Sent: 04 April 2025
To: Ben T Dutton <[REDACTED]>
Subject: RE: Residential Development Desford

Ben,

Thank you for your reply.

We have reviewed the traffic impact of the development traffic based on the PRTM outputs, these are summarised below.

	AM Peak					PM Peak				
	PRTM 2024 Base	PRTM 2030 Base	PRTM 2030 Base + Dev	Dev	Percentage Impact	PRTM 2024 Base	PRTM 2030 Base	PRTM 2030 Base + Dev	Dev	Percentage Impact
Station Road/ B582 Leicester Lane/ B582 High Street priority junction	1357	1633	1661	28	1.7%	1429	1610	1636	26	1.6%
B582 High Street/ High Street/ B582 Manor Road/ Main Street mini roundabout	1678	1963	1990	28	1.4%	1759	1969	1994	26	1.3%
B582 Leicester Lane/ Barns Way mini roundabout	803	963	988	26	2.7%	920	1054	1081	26	2.5%
Desford Crossroads	2115	2505	2517	12	0.5%	2441	2728	2741	14	0.5%

Based on the above with the impact at all the junctions being below 30 vehicles in both peaks and the low percentage impact of the development, we are therefore only proposing to model the Desford Crossroads junction (in addition to the PRTM area of influence) as you have requested this one specifically.

For the Desford Crossroads we are only having an 0.5% impact on total traffic with 12 vehicles in the AM and 14 in the PM. We can model the impact on the junction if required but it would be useful to understand the proposed improvements and the do you require the existing junction modelling or the improved junction. Do you have existing and proposed Linsig models available?

It may be easier to have a quick teams call to discuss if that is acceptable to yourself and agree the modelling requirements.

Regards

Paul

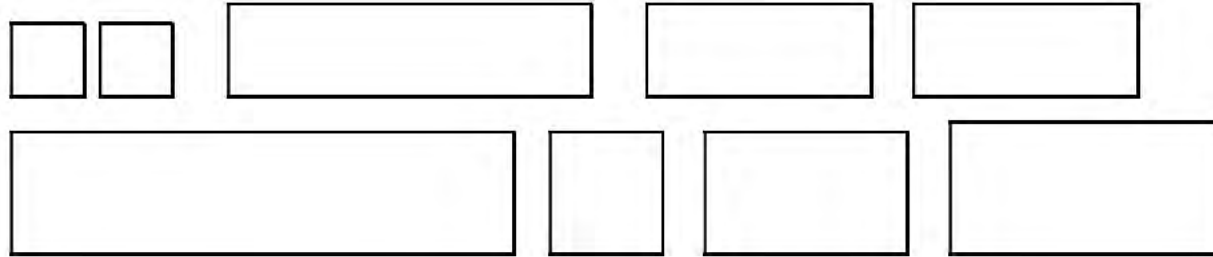


Paul Dickens BEng (Hons) MCIHT CMILT MTPS
PRINCIPAL TRANSPORT PLANNER

Rodgers Leask Limited
Seven House, [18 High Street, Longbridge, Birmingham B31 2UG](#)



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From: Ben T Dutton
Sent: 03 April 2020
To: Paul Dickens
Subject: RE: Residential Development Desford

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Hi Paul,

Thanks for the information.

We would require capacity assessments at any key junction where approximately 30 or more two way trips are likely to be generated by the proposals. On this basis, I'd suggest consideration is also given to at least the following additional junctions:

- Station Road/ B582 Leicester Lane/ B582 High Street priority junction
- B582 High Street/ High Street/ B582 Manor Road/ Main Street mini roundabout
- B582 Leicester Lane/ Barns Way mini roundabout

In addition, a capacity assessment of the Desford Crossroads is strongly advised. Please note the following was advised as part of pre-application advice:

It should be noted that improvements at the Desford Crossroads have been identified as a priority scheme for Leicestershire County Council. At the present time, the junction operation is such that even a low level of trips can significantly impact the flow of traffic. It would therefore be advisable to undertake LINSIG modelling of this junction to provide a full assessment of the impact of the development on the junction, regardless of whether 30 or more two way trips pass through the junction. A number of developments in Desford have been required to contribute towards an improvement scheme at this junction, including application reference 19/00149/OUT, through which the proposed development would be accessed.

Kind regards,

Ben Dutton
Transport Planner

[Redacted signature block]

Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter

From: Paul Dickenson [redacted]
Sent: 27 March 2020 10:02
To: Ben T Dutton
Cc: HDC <HDC@leics.gov.uk>
Subject: RE: Residential Development Desford

Ben,

Please find attached email including the PRTM model results.

The final page of the PowerPoint highlights the area of influence, showing two junctions:

- Cortanis Lane / Barns Way; and
- Station Road / Barns Way.

We are therefore proposing to proceed with the TA on the basis of including assessments for the above junctions, including additional traffic survey for the Station Road/Barns Way junction.

Could you please confirm this approach is acceptable?

Regards

Paul

From: Ben T Dutton [redacted]
Sent: 13 March 2020 10:02
To: Paul Dickenson [redacted]
Cc: HDC <HDC@leics.gov.uk>
Subject: RE: Residential Development Desford

ALERT: External email. Check the address. Think before you click links and attachments.

Hi Paul,

In can confirm we are happy with the trip rates.

Kind regards,

Ben Dutton
Transport Planner
[redacted] ment
[redacted]
[redacted]

From: Paul Dickenson [redacted]
Sent: Tuesday, March 24, 2020 10:02
To: Ben T Dutton
Cc: HDC <HDC@leics.gov.uk>
Subject: RE: Residential Development Desford

Hi Ben,

We are in the process of commissioning the PRTM run and was hoping you could confirm that the trip rates below extracted from the response to highways comments for application 23/00061/OUT are those you require us to use for our scheme.
Residential trip generation are presented in **Table 1** and **2** respectively.

Table 1: Residential Trip Rates (from Planning Application 22/01227/OUT)

Mode	AM Arrivals	AM Departures	Total	PM Arrivals	PM Departures	Total
Vehicles	0.074	0.606	0.680	0.521	0.170	0.691

5.1.3 Using the trip rates in **Table 1**, trip generation for a residential development with 100 dwellings is shown in **Table 2**.

Table 2: Residential Trip Generation (100 Dwellings)

Mode	AM Arrivals	AM Departures	Total	PM Arrivals	PM Departures	Total
Vehicles	7	61	68	52	17	69

Regards

Paul



Paul Dickens BEng (Hons) MCIHT CMILT MTPS
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To: Paul Dickens [REDACTED]
Cc: HDC <HDC@leics.gov.uk> [REDACTED]
Subject: RE: Residential Development Desford

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Hi Paul,

I'll have a full response over with you tomorrow. Sorry for the slight delay.

We will require trip rates which match other recent developments in Desford and trip distribution will need to be based on our Pan Regional Transport Model, the detailed response will include more information.

Kind regards

Ben Dutton
Transport Planner

[REDACTED] ment
[REDACTED] k

From: Emma Leask [REDACTED] on Behalf Of HDC
Sent: Tuesday, February 10, 2015
To: Ben T Dutton [REDACTED]
Subject: FW: Residential Development Desford

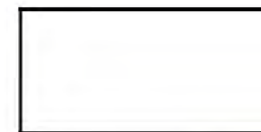
From: Paul Dickens [REDACTED]
Sent: Tuesday, February 10, 2015
To: Emma Peacock [REDACTED] <HDC@leics.gov.uk>
Subject: RE: Residential Development Desford

Good morning Emma,

Would it be possible to confirm if we will receive the response today? Or if your colleague requires any further information?

Regards

Paul

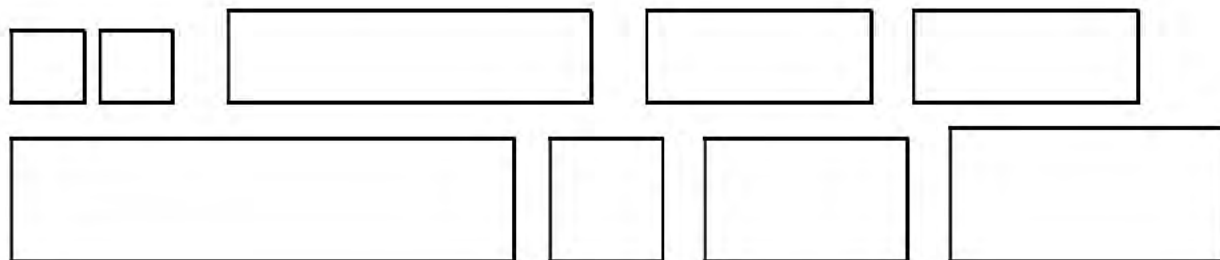


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From: Emma Peacock [REDACTED] On Behalf Of HDC
Sent: 15 January 2025
To: Paul Dickens [REDACTED]
Subject: RE: Residential Development Desford

ALERT: External email. Check the address. Think before you click links and attachments.

Good morning Paul,

Many thanks for this Transport Scoping Note.

This matter will be dealt with by a member of the HDM team who will aim to provide a response by 25/02/2025. For your information, our reference number is 2025/0247/04/P/HEN.

Kind regards,

Emma Peacock (she/her)
Transport Planning Technician
Highway Development Management
Highways & Transport Commissioning Service
Leicestershire County Council

From: Paul Dickens [REDACTED]
Sent: Tuesday, January 14, 2025
To: HDC <HDC@leicestershire.gov.uk>
Subject: RE: Residential Development Desford

Good Morning Emma,

Please find attached our Transport Scoping note, could you please advise if the proposed methodology for trip generation, distribution etc would be acceptable

Regards

Paul

From: Emma Peacock [redacted] On Behalf Of HDC
Sent: 26 November 2024
To: Paul Dickens [redacted]
Subject: RE: Residential Development Desford

ALERT: External email. Check the address. Think before you click links and attachments.

Good morning Paul,

Thank you for your email.

In terms of pre-application highways advice, we do not currently charge for this, and there is a 42 day response period for enquiries direct from applicants and their consultants.

Pre-app enquiries should be submitted to hdc@leics.gov.uk for allocation to an officer and there is no standard pro-forma.

We would generally require as a minimum the following information in order to provide a response:

- Red line boundary plan,
- Details of proposed access arrangement,
- Details of use classes and scale,
- Details of sufficient off street parking, parking space dimensions and garages (if applicable),
- Details of correspondence with the Local Planning Authority (if applicable).

The information provided should all be in accordance with the Leicestershire Highway Design Guide (LHDG) standards which can be found at <https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide>

Please do not hesitate to contact us if you have any further questions.

Kind regards,

Emma Peacock (she/her)
Transport Planning Technician
Highway Development Management
Highways & Transport Commissioning Service
Leicestershire County Council

From: Paul Dickens [redacted]
Sent: Tuesday, November 26, 2024
To: HDC <HDC@leics.gov.uk>
Subject: Residential Development Desford

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Highway Development Control,

We have been appointed by Miller Home to undertake a Transport Assessment scoping exercise for a residential development located off Charity Close, Desford the site location is shown on the attached drawing.

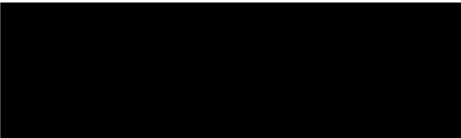
The proposed development is for up to 100 dwellings and we would like to enter into some pre application highways discussions regarding the scope of the required Transport Assessment. Could you please advise of your preferred process for these discussions .

Regards

Paul



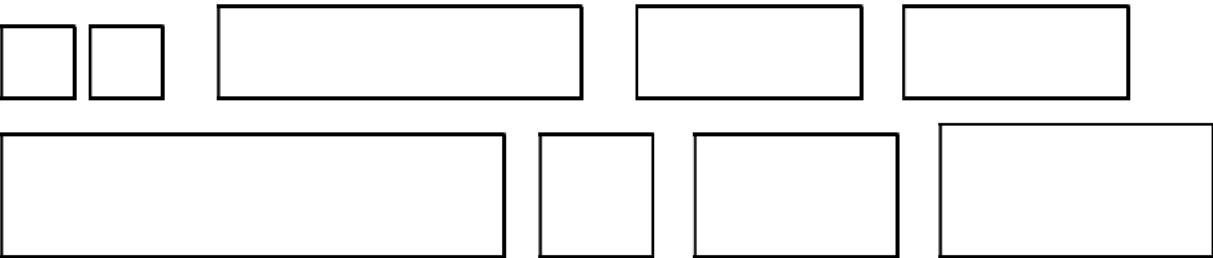
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Appendix L: LCC PRTM Furnessed Traffic Flows

Barns Way/Cortanis Lane**A Barns Way (N)****B Cortanis Lane****C Barns Way (S)****Observed Counts****AM**

	A	B	C	Total
A		9	341	350
B	13		24	37
C	276	10		286
Total	289	19	365	

PM

	A	B	C	Total
A		12	442	454
B	4		13	17
C	269	18		287
Total	273	30	455	

Station Road/Barns Way**A Station Road (N)****B Barns Way****C Station Road (W)****AM**

	A	B	C	Total
A		363	171	534
B	305		4	309
C	510	10		520
Total	815	373	175	

PM

	A	B	C	Total
A		464	244	708
B	287		10	297
C	306	8		314
Total	593	472	254	

Furness Output**2030 DN AM**

	A	B	C	Total
A	0	9	370	379
B	13	0	24	37
C	308	10	0	318
Total	321	19	394	

Final R.A.D: 0.0%

2030 DN PM

	A	B	C	Total
A	0	12	467	479
B	4	0	13	17
C	309	18	0	327
Total	313	30	480	

Final R.A.D: 0.8%

2030 DN AM

	A	B	C	Total
A	0	392	249	641
B	336	0	5	341
C	611	11	0	622
Total	947	403	254	

Final R.A.D: 0.2%

2030 DN PM

	A	B	C	Total
A	0	506	255	761
B	328	0	9	337
C	394	9	0	403
Total	722	515	264	

Final R.A.D: 1.8%

2030 DS AM

	A	B	C	Total
A	0	13	370	383
B	44	0	50	94
C	308	13	0	321
Total	352	26	420	

Final R.A.D: 0.9%

2030 DS PM

	A	B	C	Total
A	0	42	468	510
B	8	0	25	33
C	308	37	0	345
Total	316	79	493	

Final R.A.D: 0.9%

2030 DS AM

	A	B	C	Total
A	0	388	255	643
B	369	0	6	375
C	612	11	0	623
Total	981	399	261	

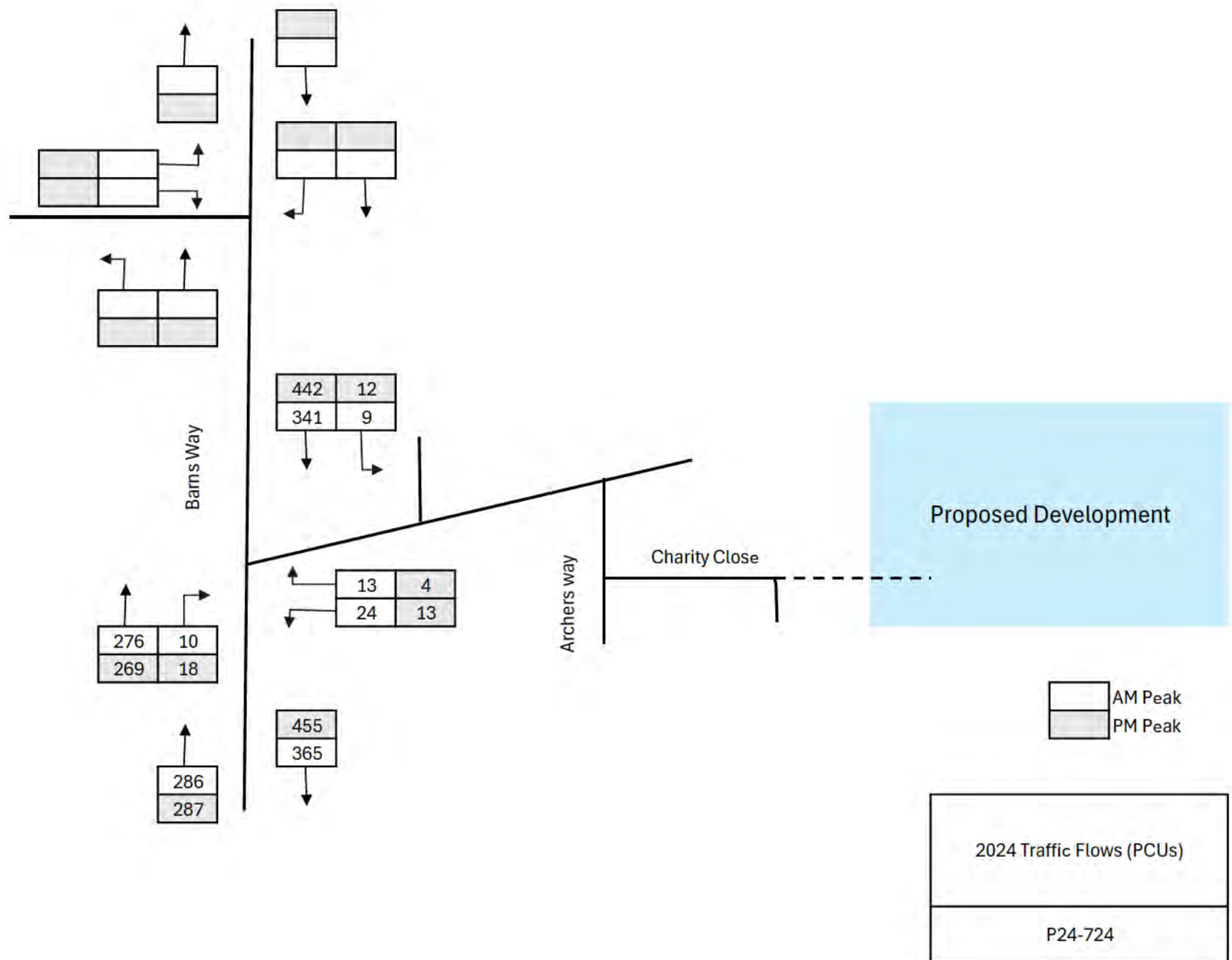
Final R.A.D: 1.3%

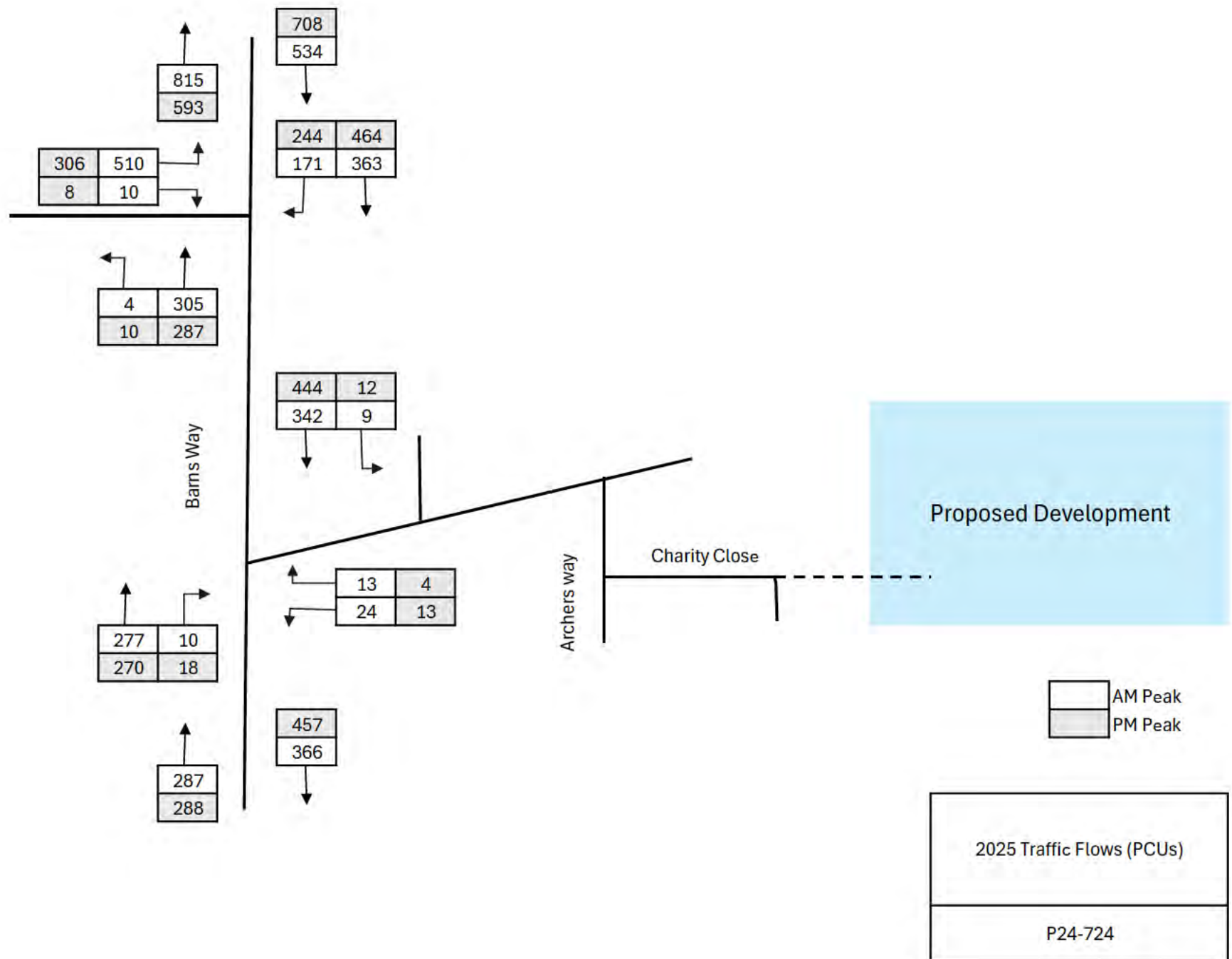
2030 DS PM

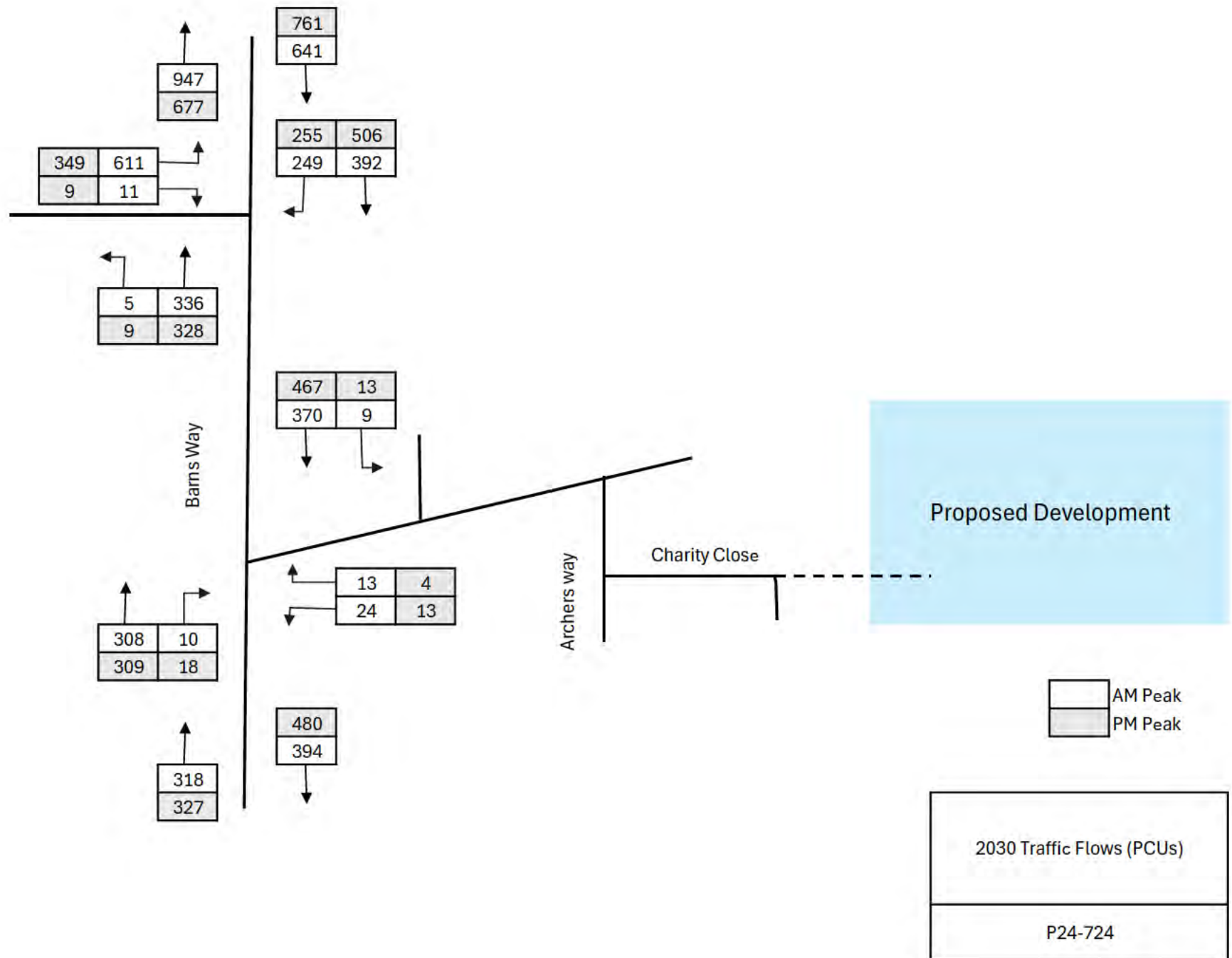
	A	B	C	Total
A	0	512	270	782
B	333	0	11	344
C	403	10	0	413
Total	736	522	281	

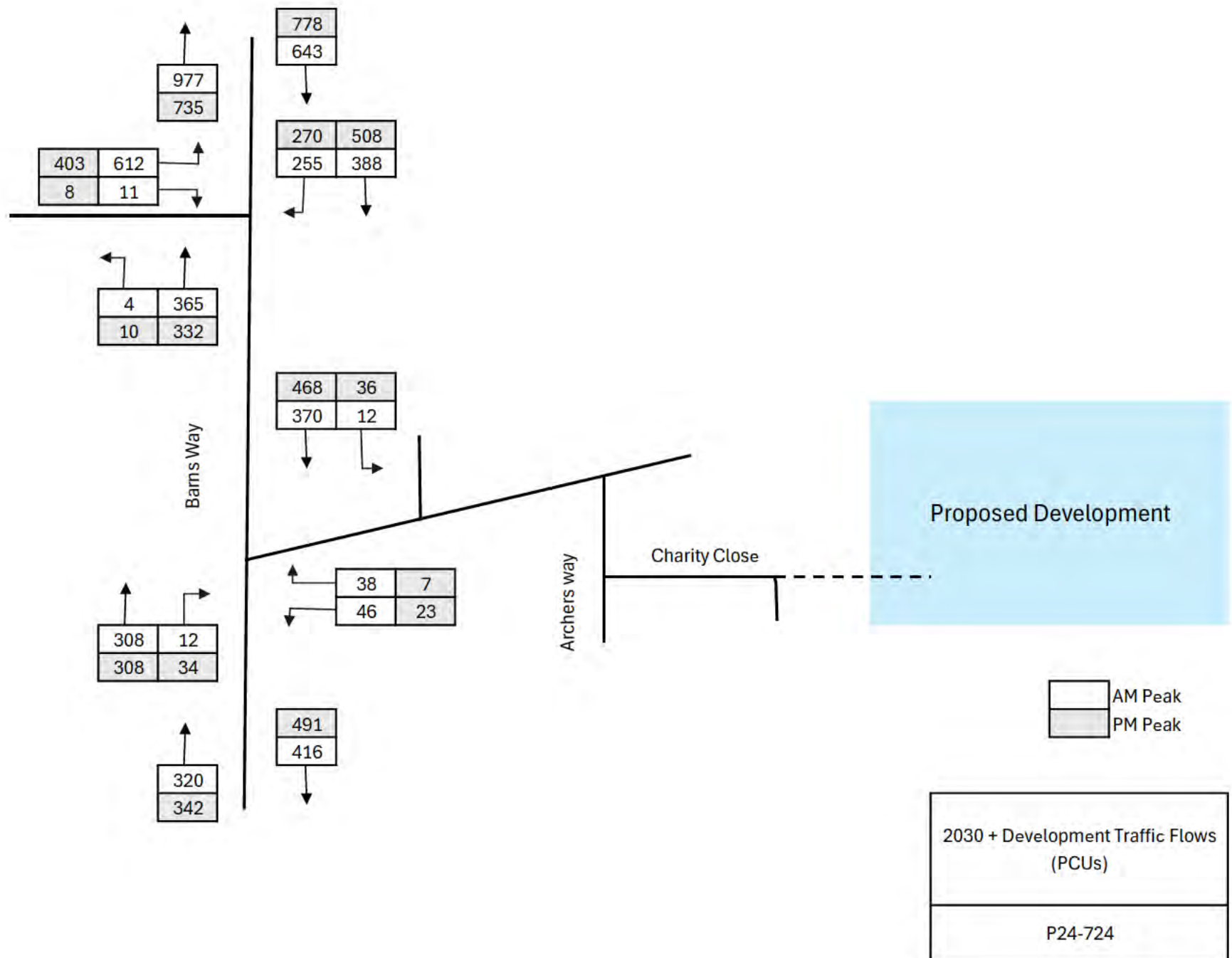
Final R.A.D: 1.2%

Appendix M: Scenario Traffic Flow Diagrams









Appendix N: Junctions 11 Annotated Parameter Drawings



KEY:

Junction Parameter
Measurements

NOTE

Preliminary scheme only for
comment & review. Based upon
information provided / available at
the time.

Detailed design subject to further
review and amendment if required
via S278 / technical approval
process, to be secured via
condition.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk

RLRE
Consulting Engineers

Client

Miller Homes

Project

Land off Charity Close,
Desford

Drawing Title

Barns Way / Cortanis Lane
Junctions 11 Measurements

Status

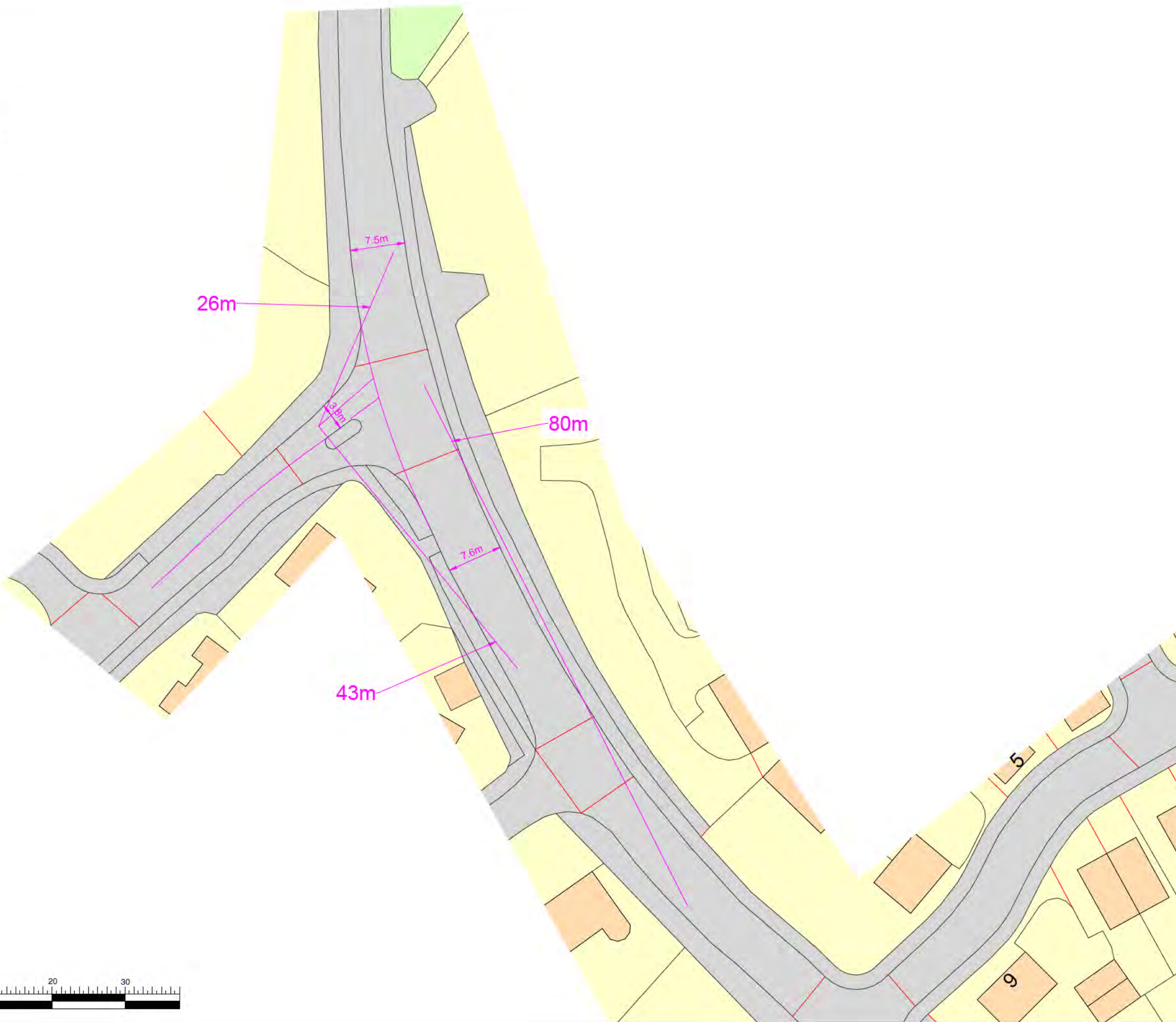
For Information

Scale	Drawn	Checked	Date
A3@ 1:500	JWB	JR	25/09/25

Drawing No.	Rev.
24724-RLL-25-XX-DR-D-5008	#

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**KEY:**

— Junction Parameter Measurements

NOTE

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Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk

RLRE
Consulting Engineers

Client

Miller Homes

Project

Land off Charity Close,
Desford

Drawing Title

Station Road / Barns Way
Junctions 11 Measurements

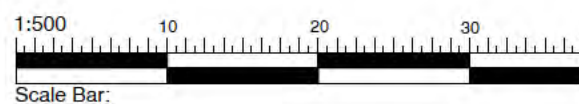
Status

For Information

Scale	Drawn	Checked	Date
A3@ 1:500	JWB	JR	25/09/25

Drawing No.	Rev.
24724-RLL-25-XX-DR-D-5009	#

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Appendix O: Barns Way / Cortanis Lane Capacity Assessment

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.1.0.2307			
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Report generation date: 24/03/2026 15:49:42

- »D1 - 2024 | Base | AM
- »D2 - 2024 | Base | PM
- »D3 - 2025 | Base | AM
- »D4 - 2025 | Base | PM
- »D5 - 2030 | Forecast | AM
- »D6 - 2030 | Forecast | PM
- »D7 - 2030 | Forecast + Development | AM
- »D8 - 2030 | Forecast + Development | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 - Base								
Stream B-AC	0.1	8.33	0.09	A	0.0	8.01	0.04	A
Stream C-AB	0.0	5.30	0.03	A	0.1	5.44	0.05	A
2025 - Base								
Stream B-AC	0.1	8.33	0.09	A	0.0	8.02	0.04	A
Stream C-AB	0.0	5.30	0.03	A	0.1	5.44	0.05	A
2030 - Forecast								
Stream B-AC	0.1	8.53	0.09	A	0.0	8.18	0.04	A
Stream C-AB	0.0	5.22	0.03	A	0.1	5.31	0.05	A
2030 - Forecast + Development								
Stream B-AC	0.3	10.26	0.21	B	0.1	8.55	0.07	A
Stream C-AB	0.0	5.23	0.03	A	0.2	5.49	0.09	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	Barns Way / Cortanis Lane Junction
Location	Desford
Site number	
Date	25/09/2025
Version	
Status	
Identifier	
Client	Miller Homes
Jobnumber	P24-724
Enumerator	
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

PICADY short flare model	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
PICADY 4.1	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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Forecast	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Forecast	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030	Forecast + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Forecast + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2024 | Base | AM

Data Errors and Warnings

No errors or warnings

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	Barns Way / Cortanis Lane	T-Junction	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barns Way (N)		Major
B	Cortanis Lane		Minor
C	Barns Way (S)		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 - Barns Way (S)	7.05			76.0	✓	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 - Cortanis Lane	One lane	2.85	60	38

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	508	0.089	0.224	0.141	0.320
B-C	638	0.093	0.235	-	-
C-B	618	0.229	0.229	-	-

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)	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 - Barns Way (N)		ONE HOUR	✓	350	100.000
B - Cortanis Lane		ONE HOUR	✓	37	100.000
C - Barns Way (S)		ONE HOUR	✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
	From			
	A - Barns Way (N)	0	9	341
	B - Cortanis Lane	13	0	24
	C - Barns Way (S)	276	10	0

Proportions

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
	From			
	A - Barns Way (N)	0.00	0.03	0.97
	B - Cortanis Lane	0.35	0.00	0.65
	C - Barns Way (S)	0.97	0.03	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
	From			
	A - Barns Way (N)	0	0	4
	B - Cortanis Lane	0	0	0
	C - Barns Way (S)	5	0	0

Average PCU Per Veh

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
	From			
	A - Barns Way (N)	1.000	1.000	1.040
	B - Cortanis Lane	1.000	1.000	1.000
	C - Barns Way (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (N)	07:45-08:00	263	263
	08:00-08:15	315	315
	08:15-08:30	385	385
	08:30-08:45	385	385
	08:45-09:00	315	315
	09:00-09:15	263	263
B - Cortanis Lane	07:45-08:00	28	28
	08:00-08:15	33	33
	08:15-08:30	41	41
	08:30-08:45	41	41
	08:45-09:00	33	33
	09:00-09:15	28	28
C - Barns Way (S)	07:45-08:00	215	215
	08:00-08:15	257	257
	08:15-08:30	315	315
	08:30-08:45	315	315
	08:45-09:00	257	257
	09:00-09:15	215	215

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-AC	0.09	8.33	0.1	A	34	51
C-AB	0.03	5.30	0.0	A	14	22
C-A					248	372
AB					8	12
AC					313	469

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-AC	28	7	0.00	509	0.055	28	0.0	0.1	7.472	A
C-AB	11	3	0.00	701	0.015	11	0.0	0.0	5.287	A
C-A	205	51	0.00			205				
AB	7	2	0.00			7				
AC	257	64	0.00			257				

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-AC	33	8	0.00	494	0.067	33	0.1	0.1	7.810	A
C-AB	14	3	0.00	719	0.019	14	0.0	0.0	5.184	A
C-A	243	61	0.00			243				
AB	8	2	0.00			8				
AC	307	77	0.00			307				

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-AC	41	10	0.00	473	0.086	41	0.1	0.1	8.324	A
C-AB	19	5	0.00	744	0.025	19	0.0	0.0	5.052	A
C-A	296	74	0.00			296				
AB	10	2	0.00			10				
AC	375	94	0.00			375				

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-AC	41	10	0.00	473	0.086	41	0.1	0.1	8.328	A
C-AB	19	5	0.00	744	0.025	19	0.0	0.0	5.061	A
C-A	296	74	0.00			296				
AB	10	2	0.00			10				
AC	375	94	0.00			375				

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-AC	33	8	0.00	494	0.067	33	0.1	0.1	7.816	A
C-AB	14	3	0.00	719	0.019	14	0.0	0.0	5.200	A
C-A	243	61	0.00			243				
AB	8	2	0.00			8				
AC	307	77	0.00			307				

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-AC	28	7	0.00	509	0.055	28	0.1	0.1	7.483	A
C-AB	11	3	0.00	701	0.015	11	0.0	0.0	5.296	A
C-A	205	51	0.00			205				
AB	7	2	0.00			7				
AC	257	64	0.00			257				

D2 - 2024 | Base | PM

Data Errors and Warnings

No errors or warnings

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	Barns Way / Cortanis Lane	T-Junction	Two-way	Two-way	Two-way		0.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.38	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 - Barns Way (N)		ONE HOUR	✓	454	100.000
B - Cortanis Lane		ONE HOUR	✓	17	100.000
C - Barns Way (S)		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	12	442
	B - Cortanis Lane	4	0	13
	C - Barns Way (S)	269	18	0

Proportions

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0.00	0.03	0.97
	B - Cortanis Lane	0.24	0.00	0.76
	C - Barns Way (S)	0.94	0.06	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	0	3
	B - Cortanis Lane	0	0	0
	C - Barns Way (S)	0	0	0

Average PCU Per Veh

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	1.000	1.000	1.030
	B - Cortanis Lane	1.000	1.000	1.000
	C - Barns Way (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (N)	16:45-17:00	342	342
	17:00-17:15	408	408
	17:15-17:30	500	500
	17:30-17:45	500	500
	17:45-18:00	408	408
	18:00-18:15	342	342
B - Cortanis Lane	16:45-17:00	13	13
	17:00-17:15	15	15
	17:15-17:30	19	19
	17:30-17:45	19	19
	17:45-18:00	15	15
	18:00-18:15	13	13
C - Barns Way (S)	16:45-17:00	216	216
	17:00-17:15	258	258
	17:15-17:30	316	316
	17:30-17:45	316	316
	17:45-18:00	258	258
	18:00-18:15	216	216

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-AC	0.04	8.01	0.0	A	16	23
C-AB	0.05	5.44	0.1	A	26	39
C-A					237	356
AB					11	17
AC					406	608

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-AC	13	3	0.00	511	0.025	13	0.0	0.0	7.220	A
C-AB	19	5	0.00	682	0.028	19	0.0	0.0	5.434	A
C-A	197	49	0.00			197				
AB	9	2	0.00			9				
AC	333	83	0.00			333				

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-AC	15	4	0.00	493	0.031	15	0.0	0.0	7.532	A
C-AB	25	6	0.00	696	0.036	25	0.0	0.0	5.362	A
C-A	233	58	0.00			233				
AB	11	3	0.00			11				
AC	397	99	0.00			397				

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-AC	19	5	0.00	468	0.040	19	0.0	0.0	8.011	A
C-AB	34	8	0.00	717	0.047	34	0.0	0.1	5.268	A
C-A	282	71	0.00			282				
AB	13	3	0.00			13				
AC	487	122	0.00			487				

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-AC	19	5	0.00	468	0.040	19	0.0	0.0	8.011	A
C-AB	34	8	0.00	717	0.047	34	0.1	0.1	5.269	A
C-A	282	71	0.00			282				
AB	13	3	0.00			13				
AC	487	122	0.00			487				

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-AC	15	4	0.00	493	0.031	15	0.0	0.0	7.533	A
C-AB	25	6	0.00	696	0.036	25	0.1	0.0	5.364	A
C-A	233	58	0.00			233				
AB	11	3	0.00			11				
AC	397	99	0.00			397				

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-AC	13	3	0.00	511	0.025	13	0.0	0.0	7.223	A
C-AB	19	5	0.00	682	0.028	19	0.0	0.0	5.435	A
C-A	197	49	0.00			197				
AB	9	2	0.00			9				
AC	333	83	0.00			333				

D3 - 2025 | Base | AM

Data Errors and Warnings

No errors or warnings

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	Barns Way / Cortanis Lane	T-Junction	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.58	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)	Run automatically
D3	2025	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 - Barns Way (N)		ONE HOUR	✓	351	100.000
B - Cortanis Lane		ONE HOUR	✓	37	100.000
C - Barns Way (S)		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	9	342
	B - Cortanis Lane	13	0	24
	C - Barns Way (S)	277	10	0

Proportions

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0.00	0.03	0.97
	B - Cortanis Lane	0.35	0.00	0.65
	C - Barns Way (S)	0.97	0.03	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	0	4
	B - Cortanis Lane	0	0	0
	C - Barns Way (S)	5	0	0

Average PCU Per Veh

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	1.000	1.000	1.040
	B - Cortanis Lane	1.000	1.000	1.000
	C - Barns Way (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (N)	07:45-08:00	264	264
	08:00-08:15	316	316
	08:15-08:30	386	386
	08:30-08:45	386	386
	08:45-09:00	316	316
	09:00-09:15	264	264
B - Cortanis Lane	07:45-08:00	28	28
	08:00-08:15	33	33
	08:15-08:30	41	41
	08:30-08:45	41	41
	08:45-09:00	33	33
	09:00-09:15	28	28
C - Barns Way (S)	07:45-08:00	216	216
	08:00-08:15	258	258
	08:15-08:30	316	316
	08:30-08:45	316	316
	08:45-09:00	258	258
	09:00-09:15	216	216

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-AC	0.09	8.33	0.1	A	34	51
C-AB	0.03	5.30	0.0	A	14	22
C-A					249	373
AB					8	12
AC					314	471

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-AC	28	7	0.00	509	0.055	28	0.0	0.1	7.475	A
C-AB	11	3	0.00	702	0.015	11	0.0	0.0	5.285	A
C-A	205	51	0.00			205				
AB	7	2	0.00			7				
AC	257	64	0.00			257				

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-AC	33	8	0.00	494	0.067	33	0.1	0.1	7.815	A
C-AB	14	3	0.00	719	0.019	14	0.0	0.0	5.181	A
C-A	244	61	0.00			244				
AB	8	2	0.00			8				
AC	307	77	0.00			307				

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-AC	41	10	0.00	473	0.086	41	0.1	0.1	8.331	A
C-AB	19	5	0.00	745	0.025	19	0.0	0.0	5.048	A
C-A	297	74	0.00			297				
AB	10	2	0.00			10				
AC	377	94	0.00			377				

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-AC	41	10	0.00	473	0.086	41	0.1	0.1	8.334	A
C-AB	19	5	0.00	745	0.025	19	0.0	0.0	5.057	A
C-A	297	74	0.00			297				
AB	10	2	0.00			10				
AC	377	94	0.00			377				

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-AC	33	8	0.00	494	0.067	33	0.1	0.1	7.821	A
C-AB	14	3	0.00	719	0.019	14	0.0	0.0	5.199	A
C-A	244	61	0.00			244				
AB	8	2	0.00			8				
AC	307	77	0.00			307				

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-AC	28	7	0.00	509	0.055	28	0.1	0.1	7.483	A
C-AB	11	3	0.00	702	0.015	11	0.0	0.0	5.295	A
C-A	205	51	0.00			205				
AB	7	2	0.00			7				
AC	257	64	0.00			257				

D4 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

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	Barns Way / Cortanis Lane	T-Junction	Two-way	Two-way	Two-way		0.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.38	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	2025	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 - Barns Way (N)		ONE HOUR	✓	456	100.000
B - Cortanis Lane		ONE HOUR	✓	17	100.000
C - Barns Way (S)		ONE HOUR	✓	288	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	12	444
	B - Cortanis Lane	4	0	13
	C - Barns Way (S)	270	18	0

Proportions

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0.00	0.03	0.97
	B - Cortanis Lane	0.24	0.00	0.76
	C - Barns Way (S)	0.94	0.06	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	0	3
	B - Cortanis Lane	0	0	0
	C - Barns Way (S)	0	0	0

Average PCU Per Veh

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	1.000	1.000	1.030
	B - Cortanis Lane	1.000	1.000	1.000
	C - Barns Way (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (N)	16:45-17:00	343	343
	17:00-17:15	410	410
	17:15-17:30	502	502
	17:30-17:45	502	502
	17:45-18:00	410	410
	18:00-18:15	343	343
B - Cortanis Lane	16:45-17:00	13	13
	17:00-17:15	15	15
	17:15-17:30	19	19
	17:30-17:45	19	19
	17:45-18:00	15	15
	18:00-18:15	13	13
C - Barns Way (S)	16:45-17:00	217	217
	17:00-17:15	259	259
	17:15-17:30	317	317
	17:30-17:45	317	317
	17:45-18:00	259	259
	18:00-18:15	217	217

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-AC	0.04	8.02	0.0	A	16	23
C-AB	0.05	5.44	0.1	A	26	39
C-A					238	357
AB					11	17
AC					407	611

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-AC	13	3	0.00	511	0.025	13	0.0	0.0	7.225	A
C-AB	19	5	0.00	682	0.028	19	0.0	0.0	5.432	A
C-A	198	49	0.00			198				
AB	9	2	0.00			9				
AC	334	84	0.00			334				

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-AC	15	4	0.00	493	0.031	15	0.0	0.0	7.539	A
C-AB	25	6	0.00	696	0.036	25	0.0	0.0	5.360	A
C-A	234	59	0.00			234				
AB	11	3	0.00			11				
AC	399	100	0.00			399				

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-AC	19	5	0.00	467	0.040	19	0.0	0.0	8.021	A
C-AB	34	8	0.00	717	0.047	34	0.0	0.1	5.266	A
C-A	283	71	0.00			283				
AB	13	3	0.00			13				
AC	489	122	0.00			489				

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-AC	19	5	0.00	467	0.040	19	0.0	0.0	8.021	A
C-AB	34	8	0.00	717	0.047	34	0.1	0.1	5.269	A
C-A	283	71	0.00			283				
AB	13	3	0.00			13				
AC	489	122	0.00			489				

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-AC	15	4	0.00	493	0.031	15	0.0	0.0	7.543	A
C-AB	25	6	0.00	696	0.036	25	0.1	0.0	5.364	A
C-A	234	58	0.00			234				
AB	11	3	0.00			11				
AC	399	100	0.00			399				

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-AC	13	3	0.00	511	0.025	13	0.0	0.0	7.232	A
C-AB	19	5	0.00	682	0.028	19	0.0	0.0	5.436	A
C-A	197	49	0.00			197				
AB	9	2	0.00			9				
AC	334	84	0.00			334				

D5 - 2030 | Forecast | AM

Data Errors and Warnings

No errors or warnings

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	Barns Way / Cortanis Lane	T-Junction	Two-way	Two-way	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)	Run automatically
D5	2030	Forecast	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 - Barns Way (N)		ONE HOUR	✓	379	100.000
B - Cortanis Lane		ONE HOUR	✓	37	100.000
C - Barns Way (S)		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	9	370
	B - Cortanis Lane	13	0	24
	C - Barns Way (S)	308	10	0

Proportions

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0.00	0.02	0.98
	B - Cortanis Lane	0.35	0.00	0.65
	C - Barns Way (S)	0.97	0.03	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	0	4
	B - Cortanis Lane	0	0	0
	C - Barns Way (S)	5	0	0

Average PCU Per Veh

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	1.000	1.000	1.040
	B - Cortanis Lane	1.000	1.000	1.000
	C - Barns Way (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (N)	07:45-08:00	285	285
	08:00-08:15	341	341
	08:15-08:30	417	417
	08:30-08:45	417	417
	08:45-09:00	341	341
	09:00-09:15	285	285
B - Cortanis Lane	07:45-08:00	28	28
	08:00-08:15	33	33
	08:15-08:30	41	41
	08:30-08:45	41	41
	08:45-09:00	33	33
	09:00-09:15	28	28
C - Barns Way (S)	07:45-08:00	239	239
	08:00-08:15	286	286
	08:15-08:30	350	350
	08:30-08:45	350	350
	08:45-09:00	286	286
	09:00-09:15	239	239

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-AC	0.09	8.53	0.1	A	34	51
C-AB	0.03	5.22	0.0	A	15	23
C-A					277	415
AB					8	12
AC					340	509

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-AC	28	7	0.00	502	0.055	28	0.0	0.1	7.581	A
C-AB	11	3	0.00	713	0.016	11	0.0	0.0	5.206	A
C-A	228	57	0.00			228				
AB	7	2	0.00			7				
AC	279	70	0.00			279				

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-AC	33	8	0.00	486	0.068	33	0.1	0.1	7.954	A
C-AB	14	4	0.00	734	0.020	14	0.0	0.0	5.089	A
C-A	271	68	0.00			271				
AB	8	2	0.00			8				
AC	333	83	0.00			333				

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-AC	41	10	0.00	463	0.088	41	0.1	0.1	8.529	A
C-AB	20	5	0.00	763	0.026	20	0.0	0.0	4.939	A
C-A	330	83	0.00			330				
AB	10	2	0.00			10				
AC	407	102	0.00			407				

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-AC	41	10	0.00	463	0.088	41	0.1	0.1	8.532	A
C-AB	20	5	0.00	763	0.026	20	0.0	0.0	4.949	A
C-A	330	83	0.00			330				
AB	10	2	0.00			10				
AC	407	102	0.00			407				

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-AC	33	8	0.00	486	0.068	33	0.1	0.1	7.960	A
C-AB	14	4	0.00	734	0.020	15	0.0	0.0	5.107	A
C-A	271	68	0.00			271				
AB	8	2	0.00			8				
AC	333	83	0.00			333				

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-AC	28	7	0.00	502	0.055	28	0.1	0.1	7.592	A
C-AB	11	3	0.00	713	0.016	11	0.0	0.0	5.216	A
C-A	228	57	0.00			228				
AB	7	2	0.00			7				
AC	279	70	0.00			279				

D6 - 2030 | Forecast | PM

Data Errors and Warnings

No errors or warnings

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	Barns Way / Cortanis Lane	T-Junction	Two-way	Two-way	Two-way		0.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.36	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	2030	Forecast	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 - Barns Way (N)		ONE HOUR	✓	479	100.000
B - Cortanis Lane		ONE HOUR	✓	17	100.000
C - Barns Way (S)		ONE HOUR	✓	327	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	12	467
	B - Cortanis Lane	4	0	13
	C - Barns Way (S)	309	18	0

Proportions

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0.00	0.03	0.97
	B - Cortanis Lane	0.24	0.00	0.76
	C - Barns Way (S)	0.94	0.06	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	0	0	3
	B - Cortanis Lane	0	0	0
	C - Barns Way (S)	0	0	0

Average PCU Per Veh

	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
From	A - Barns Way (N)	1.000	1.000	1.030
	B - Cortanis Lane	1.000	1.000	1.000
	C - Barns Way (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (N)	16:45-17:00	361	361
	17:00-17:15	431	431
	17:15-17:30	527	527
	17:30-17:45	527	527
	17:45-18:00	431	431
	18:00-18:15	361	361
B - Cortanis Lane	16:45-17:00	13	13
	17:00-17:15	15	15
	17:15-17:30	19	19
	17:30-17:45	19	19
	17:45-18:00	15	15
	18:00-18:15	13	13
C - Barns Way (S)	16:45-17:00	246	246
	17:00-17:15	294	294
	17:15-17:30	360	360
	17:30-17:45	360	360
	17:45-18:00	294	294
	18:00-18:15	246	246

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-AC	0.04	8.18	0.0	A	16	23
C-AB	0.05	5.31	0.1	A	28	42
C-A					272	408
AB					11	17
AC					429	643

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-AC	13	3	0.00	505	0.025	13	0.0	0.0	7.309	A
C-AB	20	5	0.00	699	0.029	20	0.0	0.0	5.303	A
C-A	226	56	0.00			226				
AB	9	2	0.00			9				
AC	352	88	0.00			352				

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-AC	15	4	0.00	486	0.031	15	0.0	0.0	7.650	A
C-AB	26	7	0.00	717	0.037	26	0.0	0.1	5.211	A
C-A	267	67	0.00			267				
AB	11	3	0.00			11				
AC	420	105	0.00			420				

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-AC	19	5	0.00	459	0.041	19	0.0	0.0	8.179	A
C-AB	37	9	0.00	744	0.049	37	0.1	0.1	5.090	A
C-A	323	81	0.00			323				
AB	13	3	0.00			13				
AC	514	129	0.00			514				

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-AC	19	5	0.00	459	0.041	19	0.0	0.0	8.179	A
C-AB	37	9	0.00	744	0.049	37	0.1	0.1	5.094	A
C-A	323	81	0.00			323				
AB	13	3	0.00			13				
AC	514	129	0.00			514				

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-AC	15	4	0.00	486	0.031	15	0.0	0.0	7.654	A
C-AB	27	7	0.00	717	0.037	27	0.1	0.1	5.213	A
C-A	267	67	0.00			267				
AB	11	3	0.00			11				
AC	420	105	0.00			420				

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-AC	13	3	0.00	505	0.025	13	0.0	0.0	7.313	A
C-AB	20	5	0.00	699	0.029	20	0.1	0.0	5.307	A
C-A	226	56	0.00			226				
AB	9	2	0.00			9				
AC	352	88	0.00			352				

D7 - 2030 | Forecast + Development | AM

Data Errors and Warnings

No errors or warnings

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	Barns Way / Cortanis Lane	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.23	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
D7	2030	Forecast + Development	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 - Barns Way (N)		ONE HOUR	✓	382	100.000
B - Cortanis Lane		ONE HOUR	✓	84	100.000
C - Barns Way (S)		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
	A - Barns Way (N)	0	12	370
	B - Cortanis Lane	38	0	46
	C - Barns Way (S)	308	12	0

Proportions

From	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
	A - Barns Way (N)	0.00	0.03	0.97
	B - Cortanis Lane	0.45	0.00	0.55
	C - Barns Way (S)	0.96	0.04	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
	A - Barns Way (N)	0	0	4
	B - Cortanis Lane	0	0	0
	C - Barns Way (S)	5	0	0

Average PCU Per Veh

From	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
	A - Barns Way (N)	1.000	1.000	1.040
	B - Cortanis Lane	1.000	1.000	1.000
	C - Barns Way (S)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (N)	07:45-08:00	288	288
	08:00-08:15	343	343
	08:15-08:30	421	421
	08:30-08:45	421	421
	08:45-09:00	343	343
	09:00-09:15	288	288
B - Cortanis Lane	07:45-08:00	63	63
	08:00-08:15	76	76
	08:15-08:30	92	92
	08:30-08:45	92	92
	08:45-09:00	76	76
	09:00-09:15	63	63
C - Barns Way (S)	07:45-08:00	241	241
	08:00-08:15	288	288
	08:15-08:30	352	352
	08:30-08:45	352	352
	08:45-09:00	288	288
	09:00-09:15	241	241

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-AC	0.21	10.26	0.3	B	77	116
C-AB	0.03	5.23	0.0	A	18	27
C-A					275	413
AB					11	17
AC					340	509

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-AC	63	16	0.00	485	0.130	63	0.0	0.1	8.516	A
C-AB	13	3	0.00	713	0.019	13	0.0	0.0	5.226	A
C-A	228	57	0.00			228				
AB	9	2	0.00			9				
AC	279	70	0.00			279				

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-AC	76	19	0.00	467	0.162	75	0.1	0.2	9.177	A
C-AB	17	4	0.00	733	0.024	17	0.0	0.0	5.113	A
C-A	270	68	0.00			270				
AB	11	3	0.00			11				
AC	333	83	0.00			333				

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-AC	92	23	0.00	443	0.209	92	0.2	0.3	10.245	B
C-AB	24	6	0.00	763	0.031	24	0.0	0.0	4.970	A
C-A	328	82	0.00			328				
AB	13	3	0.00			13				
AC	407	102	0.00			407				

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-AC	92	23	0.00	443	0.209	92	0.3	0.3	10.261	B
C-AB	24	6	0.00	763	0.031	24	0.0	0.0	4.978	A
C-A	328	82	0.00			328				
AB	13	3	0.00			13				
AC	407	102	0.00			407				

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-AC	76	19	0.00	467	0.162	76	0.3	0.2	9.199	A
C-AB	17	4	0.00	733	0.024	17	0.0	0.0	5.132	A
C-A	270	68	0.00			270				
AB	11	3	0.00			11				
AC	333	83	0.00			333				

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-AC	63	16	0.00	485	0.130	63	0.2	0.2	8.549	A
C-AB	13	3	0.00	713	0.019	13	0.0	0.0	5.234	A
C-A	227	57	0.00			227				
AB	9	2	0.00			9				
AC	279	70	0.00			279				

D8 - 2030 | Forecast + Development | PM

Data Errors and Warnings

No errors or warnings

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	Barns Way / Cortanis Lane	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)	Run automatically
D8	2030	Forecast + Development	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 - Barns Way (N)		ONE HOUR	✓	504	100.000
B - Cortanis Lane		ONE HOUR	✓	30	100.000
C - Barns Way (S)		ONE HOUR	✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
A - Barns Way (N)		0	36	468
B - Cortanis Lane		7	0	23
C - Barns Way (S)		308	34	0

Proportions

From	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
A - Barns Way (N)		0.00	0.07	0.93
B - Cortanis Lane		0.23	0.00	0.77
C - Barns Way (S)		0.90	0.10	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
A - Barns Way (N)		0	0	3
B - Cortanis Lane		0	0	0
C - Barns Way (S)		0	0	0

Average PCU Per Veh

From	To			
		A - Barns Way (N)	B - Cortanis Lane	C - Barns Way (S)
A - Barns Way (N)		1.000	1.000	1.030
B - Cortanis Lane		1.000	1.000	1.000
C - Barns Way (S)		1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (N)	16:45-17:00	379	379
	17:00-17:15	453	453
	17:15-17:30	555	555
	17:30-17:45	555	555
	17:45-18:00	453	453
	18:00-18:15	379	379
B - Cortanis Lane	16:45-17:00	23	23
	17:00-17:15	27	27
	17:15-17:30	33	33
	17:30-17:45	33	33
	17:45-18:00	27	27
	18:00-18:15	23	23
C - Barns Way (S)	16:45-17:00	257	257
	17:00-17:15	307	307
	17:15-17:30	377	377
	17:30-17:45	377	377
	17:45-18:00	307	307
	18:00-18:15	257	257

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-AC	0.07	8.55	0.1	A	28	41
C-AB	0.09	5.49	0.2	A	53	79
C-A					261	392
AB					33	50
AC					429	644

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-AC	23	6	0.00	502	0.045	22	0.0	0.0	7.505	A
C-AB	38	10	0.00	695	0.055	38	0.0	0.1	5.482	A
C-A	219	55	0.00			219				
AB	27	7	0.00			27				
AC	352	88	0.00			352				

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-AC	27	7	0.00	482	0.056	27	0.0	0.1	7.908	A
C-AB	50	13	0.00	712	0.070	50	0.1	0.1	5.439	A
C-A	257	64	0.00			257				
AB	32	8	0.00			32				
AC	421	105	0.00			421				

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-AC	33	8	0.00	454	0.073	33	0.1	0.1	8.548	A
C-AB	70	17	0.00	738	0.094	69	0.1	0.2	5.389	A
C-A	307	77	0.00			307				
AB	40	10	0.00			40				
AC	515	129	0.00			515				

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-AC	33	8	0.00	454	0.073	33	0.1	0.1	8.550	A
C-AB	70	17	0.00	738	0.094	70	0.2	0.2	5.393	A
C-A	307	77	0.00			307				
AB	40	10	0.00			40				
AC	515	129	0.00			515				

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-AC	27	7	0.00	482	0.056	27	0.1	0.1	7.914	A
C-AB	50	13	0.00	712	0.071	51	0.2	0.1	5.445	A
C-A	257	64	0.00			257				
AB	32	8	0.00			32				
AC	421	105	0.00			421				

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-AC	23	6	0.00	502	0.045	23	0.1	0.0	7.512	A
C-AB	39	10	0.00	695	0.056	39	0.1	0.1	5.489	A
C-A	219	55	0.00			219				
AB	27	7	0.00			27				
AC	352	88	0.00			352				

Appendix P: Barns Way / Station Road Capacity Assessment

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.1.0.2307			
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Filename: Station Road_Barns Way.j11

Path: P:\2024\P24-724 Charity Close Desford\T&T\Capacity Assessments\Junctions 11

Report generation date: 24/03/2026 15:51:53

- »D1 - 2025 | Base | AM
- »D2 - 2025 | Base | PM
- »D3 - 2030 | Forecast | AM
- »D4 - 2030 | Forecast | PM
- »D5 - 2030 | Forecast + Development | AM
- »D6 - 2030 | Forecast + Development | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Base								
Stream B-AC	10.2	68.68	0.94	F	1.3	13.76	0.57	B
Stream C-AB	1.3	8.19	0.45	A	1.2	7.97	0.44	A
2030 - Forecast								
Stream B-AC	53.1	282.35	1.15	F	2.8	23.81	0.75	C
Stream C-AB	3.1	13.96	0.68	B	5.0	17.36	0.77	C
2030 - Forecast + Development								
Stream B-AC	57.8	317.29	1.16	F	3.0	25.20	0.76	D
Stream C-AB	3.4	15.25	0.70	C	6.5	22.26	0.82	C

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	Station Road / Barns Way Junction
Location	Desford
Site number	
Date	25/09/2025
Version	
Status	
Identifier	
Client	Miller Homes
Jobnumber	P24-724
Enumerator	
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

PICADY short flare model	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
PICADY 4.1	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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	Forecast	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Forecast	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Forecast + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Forecast + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2025 | Base | AM

Data Errors and Warnings

No errors or warnings

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	Station Road / Barns Way Junction	T-Junction	Two-way	Two-way	Two-way		28.03	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.03	D

Arms

Arms

Arm	Name	Description	Arm type
A	Barns Way (S)		Major
B	Station Road		Minor
C	Barns Way (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 - Barns Way (N)	7.55			80.0	✓	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 - Station Road	One lane	3.80	26	43

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	548	0.093	0.235	0.148	0.335
B-C	703	0.101	0.255	-	-
C-B	620	0.224	0.224	-	-

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)	Run automatically
D1	2025	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 - Barns Way (S)		ONE HOUR	✓	309	100.000
B - Station Road		ONE HOUR	✓	520	100.000
C - Barns Way (N)		ONE HOUR	✓	534	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
	A - Barns Way (S)	0	4	305
	B - Station Road	10	0	510
	C - Barns Way (N)	363	171	0

Proportions

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
	A - Barns Way (S)	0.00	0.01	0.99
	B - Station Road	0.02	0.00	0.98
	C - Barns Way (N)	0.68	0.32	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
	A - Barns Way (S)	0	0	4
	B - Station Road	0	0	2
	C - Barns Way (N)	4	2	0

Average PCU Per Veh

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
	A - Barns Way (S)	1.000	1.000	1.040
	B - Station Road	1.000	1.000	1.020
	C - Barns Way (N)	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (S)	07:45-08:00	233	233
	08:00-08:15	278	278
	08:15-08:30	340	340
	08:30-08:45	340	340
	08:45-09:00	278	278
	09:00-09:15	233	233
B - Station Road	07:45-08:00	391	391
	08:00-08:15	467	467
	08:15-08:30	573	573
	08:30-08:45	573	573
	08:45-09:00	467	467
	09:00-09:15	391	391
C - Barns Way (N)	07:45-08:00	402	402
	08:00-08:15	480	480
	08:15-08:30	588	588
	08:30-08:45	588	588
	08:45-09:00	480	480
	09:00-09:15	402	402

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-AC	0.94	68.68	10.2	F	477	716
C-AB	0.45	8.19	1.3	A	279	418
C-A					211	317
AB					4	6
AC					280	420

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-AC	391	98	0.00	637	0.614	385	0.0	1.6	14.233	B
C-AB	202	50	0.00	755	0.267	200	0.0	0.5	6.646	A
C-A	200	50	0.00			200				
AB	3	0.75	0.00			3				
AC	230	57	0.00			230				

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-AC	467	117	0.00	625	0.748	463	1.6	2.8	21.919	D
C-AB	265	66	0.00	784	0.338	264	0.5	0.8	7.124	A
C-A	216	54	0.00			216				
AB	4	0.90	0.00			4				
AC	274	69	0.00			274				

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-AC	573	143	0.00	608	0.942	550	2.8	8.3	50.260	F
C-AB	368	92	0.00	824	0.447	366	0.8	1.2	8.112	A
C-A	220	55	0.00			220				
AB	4	1	0.00			4				
AC	336	84	0.00			336				

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-AC	573	143	0.00	608	0.942	565	8.3	10.2	68.678	F
C-AB	369	92	0.00	825	0.447	369	1.2	1.3	8.189	A
C-A	219	55	0.00			219				
AB	4	1	0.00			4				
AC	336	84	0.00			336				

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-AC	467	117	0.00	625	0.748	495	10.2	3.3	32.547	D
C-AB	266	66	0.00	785	0.338	267	1.3	0.8	7.217	A
C-A	215	54	0.00			215				
AB	4	0.90	0.00			4				
AC	274	69	0.00			274				

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-AC	391	98	0.00	637	0.614	398	3.3	1.7	15.733	C
C-AB	203	51	0.00	756	0.268	204	0.8	0.5	6.730	A
C-A	199	50	0.00			199				
AB	3	0.75	0.00			3				
AC	230	57	0.00			230				

D2 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

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	Station Road / Barns Way Junction	T-Junction	Two-way	Two-way	Two-way		5.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.88	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)	Run automatically
D2	2025	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 - Barns Way (S)		ONE HOUR	✓	297	100.000
B - Station Road		ONE HOUR	✓	314	100.000
C - Barns Way (N)		ONE HOUR	✓	534	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0	10	287
	B - Station Road	8	0	306
	C - Barns Way (N)	363	171	0

Proportions

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0.00	0.03	0.97
	B - Station Road	0.03	0.00	0.97
	C - Barns Way (N)	0.68	0.32	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0	0	1
	B - Station Road	0	0	1
	C - Barns Way (N)	0	2	0

Average PCU Per Veh

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	1.000	1.000	1.010
	B - Station Road	1.000	1.000	1.010
	C - Barns Way (N)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (S)	16:45-17:00	224	224
	17:00-17:15	267	267
	17:15-17:30	327	327
	17:30-17:45	327	327
	17:45-18:00	267	267
	18:00-18:15	224	224
B - Station Road	16:45-17:00	236	236
	17:00-17:15	282	282
	17:15-17:30	346	346
	17:30-17:45	346	346
	17:45-18:00	282	282
	18:00-18:15	236	236
C - Barns Way (N)	16:45-17:00	402	402
	17:00-17:15	480	480
	17:15-17:30	588	588
	17:30-17:45	588	588
	17:45-18:00	480	480
	18:00-18:15	402	402

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-AC	0.57	13.76	1.3	B	288	432
C-AB	0.44	7.97	1.2	A	278	417
C-A					212	318
AB					9	14
AC					263	395

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-AC	236	59	0.00	638	0.370	234	0.0	0.6	8.944	A
C-AB	201	50	0.00	757	0.266	199	0.0	0.5	6.529	A
C-A	201	50	0.00			201				
AB	8	2	0.00			8				
AC	216	54	0.00			216				

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-AC	282	71	0.00	626	0.451	281	0.6	0.8	10.513	B
C-AB	264	66	0.00	786	0.336	263	0.5	0.7	6.985	A
C-A	216	54	0.00			216				
AB	9	2	0.00			9				
AC	258	65	0.00			258				

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-AC	346	86	0.00	609	0.567	344	0.8	1.3	13.583	B
C-AB	367	92	0.00	826	0.444	365	0.7	1.2	7.917	A
C-A	221	55	0.00			221				
AB	11	3	0.00			11				
AC	316	79	0.00			316				

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-AC	346	86	0.00	609	0.567	346	1.3	1.3	13.765	B
C-AB	368	92	0.00	827	0.445	368	1.2	1.2	7.973	A
C-A	220	55	0.00			220				
AB	11	3	0.00			11				
AC	316	79	0.00			316				

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-AC	282	71	0.00	626	0.451	284	1.3	0.8	10.685	B
C-AB	265	66	0.00	787	0.337	267	1.2	0.8	7.043	A
C-A	215	54	0.00			215				
AB	9	2	0.00			9				
AC	258	65	0.00			258				

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-AC	236	59	0.00	638	0.370	237	0.8	0.6	9.095	A
C-AB	203	51	0.00	758	0.267	203	0.8	0.5	6.598	A
C-A	199	50	0.00			199				
AB	8	2	0.00			8				
AC	216	54	0.00			216				

D3 - 2030 | Forecast | AM

Data Errors and Warnings

No errors or warnings

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	Station Road / Barns Way Junction	T-Junction	Two-way	Two-way	Two-way		113.54	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	113.54	F

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	2030	Forecast	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 - Barns Way (S)		ONE HOUR	✓	341	100.000
B - Station Road		ONE HOUR	✓	622	100.000
C - Barns Way (N)		ONE HOUR	✓	641	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0	5	336
	B - Station Road	11	0	611
	C - Barns Way (N)	392	249	0

Proportions

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0.00	0.01	0.99
	B - Station Road	0.02	0.00	0.98
	C - Barns Way (N)	0.61	0.39	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0	0	4
	B - Station Road	0	0	2
	C - Barns Way (N)	4	2	0

Average PCU Per Veh

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	1.000	1.000	1.040
	B - Station Road	1.000	1.000	1.020
	C - Barns Way (N)	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (S)	07:45-08:00	257	257
	08:00-08:15	307	307
	08:15-08:30	375	375
	08:30-08:45	375	375
	08:45-09:00	307	307
	09:00-09:15	257	257
B - Station Road	07:45-08:00	468	468
	08:00-08:15	559	559
	08:15-08:30	685	685
	08:30-08:45	685	685
	08:45-09:00	559	559
	09:00-09:15	468	468
C - Barns Way (N)	07:45-08:00	483	483
	08:00-08:15	576	576
	08:15-08:30	706	706
	08:30-08:45	706	706
	08:45-09:00	576	576
	09:00-09:15	483	483

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-AC	1.15	282.35	53.1	F	571	856
C-AB	0.68	13.96	3.1	B	427	641
C-A					161	241
AB					5	7
AC					308	462

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-AC	468	117	0.00	631	0.742	458	0.0	2.7	20.104	C
C-AB	305	76	0.00	766	0.398	301	0.0	0.9	7.941	A
C-A	178	44	0.00			178				
AB	4	0.94	0.00			4				
AC	253	63	0.00			253				

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-AC	559	140	0.00	617	0.906	543	2.7	6.6	42.456	E
C-AB	404	101	0.00	797	0.506	401	0.9	1.5	9.384	A
C-A	173	43	0.00			173				
AB	4	1	0.00			4				
AC	302	76	0.00			302				

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-AC	685	171	0.00	598	1.146	588	6.6	30.8	132.536	F
C-AB	568	142	0.00	841	0.676	562	1.5	3.0	13.341	B
C-A	137	34	0.00			137				
AB	6	1	0.00			6				
AC	370	92	0.00			370				

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-AC	685	171	0.00	598	1.146	596	30.8	53.1	265.890	F
C-AB	572	143	0.00	844	0.678	571	3.0	3.1	13.962	B
C-A	134	33	0.00			134				
AB	6	1	0.00			6				
AC	370	92	0.00			370				

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-AC	559	140	0.00	617	0.906	605	53.1	41.6	282.348	F
C-AB	407	102	0.00	800	0.509	413	3.1	1.6	9.825	A
C-A	169	42	0.00			169				
AB	4	1	0.00			4				
AC	302	76	0.00			302				

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-AC	468	117	0.00	631	0.742	615	41.6	4.8	145.154	F
C-AB	307	77	0.00	768	0.401	310	1.6	1.0	8.174	A
C-A	175	44	0.00			175				
AB	4	0.94	0.00			4				
AC	253	63	0.00			253				

D4 - 2030 | Forecast | PM

Data Errors and Warnings

No errors or warnings

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	Station Road / Barns Way Junction	T-Junction	Two-way	Two-way	Two-way		12.95	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.95	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)	Run automatically
D4	2030	Forecast	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 - Barns Way (S)		ONE HOUR	✓	337	100.000
B - Station Road		ONE HOUR	✓	403	100.000
C - Barns Way (N)		ONE HOUR	✓	761	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0	9	328
	B - Station Road	9	0	394
	C - Barns Way (N)	506	255	0

Proportions

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0.00	0.03	0.97
	B - Station Road	0.02	0.00	0.98
	C - Barns Way (N)	0.66	0.34	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	0	0	1
	B - Station Road	0	0	1
	C - Barns Way (N)	0	2	0

Average PCU Per Veh

	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
From	A - Barns Way (S)	1.000	1.000	1.010
	B - Station Road	1.000	1.000	1.010
	C - Barns Way (N)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (S)	16:45-17:00	254	254
	17:00-17:15	303	303
	17:15-17:30	371	371
	17:30-17:45	371	371
	17:45-18:00	303	303
	18:00-18:15	254	254
B - Station Road	16:45-17:00	303	303
	17:00-17:15	362	362
	17:15-17:30	444	444
	17:30-17:45	444	444
	17:45-18:00	362	362
	18:00-18:15	303	303
C - Barns Way (N)	16:45-17:00	573	573
	17:00-17:15	684	684
	17:15-17:30	838	838
	17:30-17:45	838	838
	17:45-18:00	684	684
	18:00-18:15	573	573

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-AC	0.75	23.81	2.8	C	370	555
C-AB	0.77	17.36	5.0	C	520	780
C-A					178	267
AB					8	12
AC					301	451

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-AC	303	76	0.00	629	0.482	300	0.0	0.9	10.915	B
C-AB	357	89	0.00	825	0.432	352	0.0	1.1	7.668	A
C-A	216	54	0.00			216				
AB	7	2	0.00			7				
AC	247	62	0.00			247				

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-AC	362	91	0.00	615	0.589	360	0.9	1.4	14.159	B
C-AB	485	121	0.00	869	0.558	482	1.1	1.9	9.455	A
C-A	199	50	0.00			199				
AB	8	2	0.00			8				
AC	295	74	0.00			295				

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-AC	444	111	0.00	595	0.746	438	1.4	2.7	22.483	C
C-AB	709	177	0.00	931	0.762	698	1.9	4.7	15.753	C
C-A	129	32	0.00			129				
AB	10	2	0.00			10				
AC	361	90	0.00			361				

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-AC	444	111	0.00	595	0.746	443	2.7	2.8	23.808	C
C-AB	718	179	0.00	936	0.767	716	4.7	5.0	17.359	C
C-A	120	30	0.00			120				
AB	10	2	0.00			10				
AC	361	90	0.00			361				

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-AC	362	91	0.00	615	0.589	368	2.8	1.5	15.002	C
C-AB	493	123	0.00	876	0.563	504	5.0	2.1	10.208	B
C-A	191	48	0.00			191				
AB	8	2	0.00			8				
AC	295	74	0.00			295				

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-AC	303	76	0.00	629	0.482	306	1.5	1.0	11.310	B
C-AB	360	90	0.00	828	0.435	364	2.1	1.2	7.938	A
C-A	212	53	0.00			212				
AB	7	2	0.00			7				
AC	247	62	0.00			247				

D5 - 2030 | Forecast + Development | AM

Data Errors and Warnings

No errors or warnings

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	Station Road / Barns Way Junction	T-Junction	Two-way	Two-way	Two-way		125.34	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	125.34	F

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	2030	Forecast + Development	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 - Barns Way (S)		ONE HOUR	✓	369	100.000
B - Station Road		ONE HOUR	✓	623	100.000
C - Barns Way (N)		ONE HOUR	✓	643	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
A - Barns Way (S)		0	4	365
B - Station Road		11	0	612
C - Barns Way (N)		388	255	0

Proportions

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
A - Barns Way (S)		0.00	0.01	0.99
B - Station Road		0.02	0.00	0.98
C - Barns Way (N)		0.60	0.40	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
A - Barns Way (S)		0	0	4
B - Station Road		0	0	2
C - Barns Way (N)		4	2	0

Average PCU Per Veh

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
A - Barns Way (S)		1.000	1.000	1.040
B - Station Road		1.000	1.000	1.020
C - Barns Way (N)		1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (S)	07:45-08:00	278	278
	08:00-08:15	332	332
	08:15-08:30	406	406
	08:30-08:45	406	406
	08:45-09:00	332	332
	09:00-09:15	278	278
B - Station Road	07:45-08:00	469	469
	08:00-08:15	560	560
	08:15-08:30	686	686
	08:30-08:45	686	686
	08:45-09:00	560	560
	09:00-09:15	469	469
C - Barns Way (N)	07:45-08:00	484	484
	08:00-08:15	578	578
	08:15-08:30	708	708
	08:30-08:45	708	708
	08:45-09:00	578	578
	09:00-09:15	484	484

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-AC	1.16	317.29	57.8	F	572	858
C-AB	0.70	15.25	3.4	C	437	656
C-A					153	229
AB					4	6
AC					335	502

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-AC	469	117	0.00	625	0.750	458	0.0	2.8	20.744	C
C-AB	312	78	0.00	760	0.411	308	0.0	1.0	8.163	A
C-A	172	43	0.00			172				
AB	3	0.75	0.00			3				
AC	275	69	0.00			275				

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-AC	560	140	0.00	610	0.917	543	2.8	7.1	45.196	E
C-AB	413	103	0.00	790	0.523	411	1.0	1.6	9.782	A
C-A	165	41	0.00			165				
AB	4	0.90	0.00			4				
AC	328	82	0.00			328				

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-AC	686	171	0.00	590	1.164	581	7.1	33.3	142.966	F
C-AB	582	146	0.00	833	0.699	575	1.6	3.3	14.426	B
C-A	126	31	0.00			126				
AB	4	1	0.00			4				
AC	402	100	0.00			402				

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-AC	686	171	0.00	589	1.164	588	33.3	57.8	290.423	F
C-AB	586	147	0.00	836	0.701	586	3.3	3.4	15.246	C
C-A	122	30	0.00			122				
AB	4	1	0.00			4				
AC	402	100	0.00			402				

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-AC	560	140	0.00	610	0.918	600	57.8	47.9	317.287	F
C-AB	417	104	0.00	794	0.525	424	3.4	1.7	10.326	B
C-A	161	40	0.00			161				
AB	4	0.90	0.00			4				
AC	328	82	0.00			328				

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-AC	469	117	0.00	625	0.750	612	47.9	12.1	183.591	F
C-AB	314	79	0.00	762	0.413	317	1.7	1.0	8.424	A
C-A	170	42	0.00			170				
AB	3	0.75	0.00			3				
AC	275	69	0.00			275				

D6 - 2030 | Forecast + Development | PM

Data Errors and Warnings

No errors or warnings

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	Station Road / Barns Way Junction	T-Junction	Two-way	Two-way	Two-way		15.55	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.55	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
D6	2030	Forecast + Development	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 - Barns Way (S)		ONE HOUR	✓	342	100.000
B - Station Road		ONE HOUR	✓	411	100.000
C - Barns Way (N)		ONE HOUR	✓	778	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
	A - Barns Way (S)	0	10	332
	B - Station Road	8	0	403
	C - Barns Way (N)	508	270	0

Proportions

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
	A - Barns Way (S)	0.00	0.03	0.97
	B - Station Road	0.02	0.00	0.98
	C - Barns Way (N)	0.65	0.35	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
	A - Barns Way (S)	0	0	1
	B - Station Road	0	0	1
	C - Barns Way (N)	0	2	0

Average PCU Per Veh

From	To			
		A - Barns Way (S)	B - Station Road	C - Barns Way (N)
	A - Barns Way (S)	1.000	1.000	1.010
	B - Station Road	1.000	1.000	1.010
	C - Barns Way (N)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - Barns Way (S)	16:45-17:00	257	257
	17:00-17:15	307	307
	17:15-17:30	377	377
	17:30-17:45	377	377
	17:45-18:00	307	307
	18:00-18:15	257	257
B - Station Road	16:45-17:00	309	309
	17:00-17:15	369	369
	17:15-17:30	453	453
	17:30-17:45	453	453
	17:45-18:00	369	369
	18:00-18:15	309	309
C - Barns Way (N)	16:45-17:00	586	586
	17:00-17:15	699	699
	17:15-17:30	857	857
	17:30-17:45	857	857
	17:45-18:00	699	699
	18:00-18:15	586	586

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-AC	0.76	25.20	3.0	D	377	566
C-AB	0.82	22.26	6.5	C	554	832
C-A					160	239
AB					9	14
AC					305	457

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-AC	309	77	0.00	629	0.492	306	0.0	1.0	11.100	B
C-AB	379	95	0.00	826	0.459	374	0.0	1.2	8.025	A
C-A	207	52	0.00			207				
AB	8	2	0.00			8				
AC	250	62	0.00			250				

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-AC	369	92	0.00	615	0.601	367	1.0	1.5	14.543	B
C-AB	516	129	0.00	870	0.593	512	1.2	2.2	10.220	B
C-A	184	46	0.00			184				
AB	9	2	0.00			9				
AC	298	75	0.00			298				

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-AC	453	113	0.00	595	0.760	447	1.5	2.9	23.609	C
C-AB	755	189	0.00	932	0.810	740	2.2	5.9	19.074	C
C-A	101	25	0.00			101				
AB	11	3	0.00			11				
AC	366	91	0.00			366				

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-AC	453	113	0.00	595	0.761	452	2.9	3.0	25.205	D
C-AB	767	192	0.00	939	0.817	765	5.9	6.5	22.259	C
C-A	90	22	0.00			90				
AB	11	3	0.00			11				
AC	366	91	0.00			366				

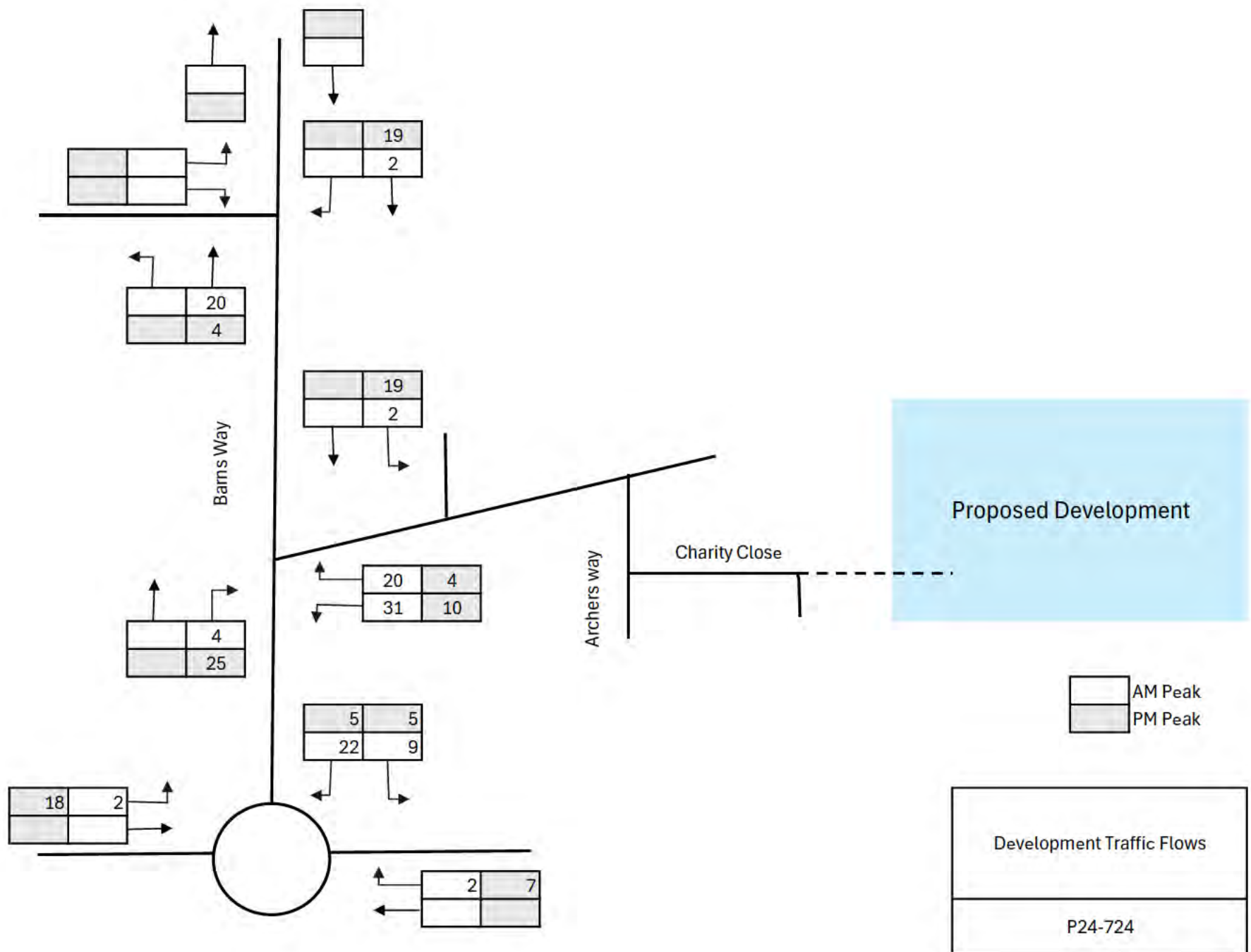
17:45 - 18:00

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-AC	369	92	0.00	615	0.601	375	3.0	1.6	15.517	C
C-AB	527	132	0.00	879	0.599	543	6.5	2.4	11.503	B
C-A	173	43	0.00			173				
AB	9	2	0.00			9				
AC	298	75	0.00			298				

18:00 - 18:15

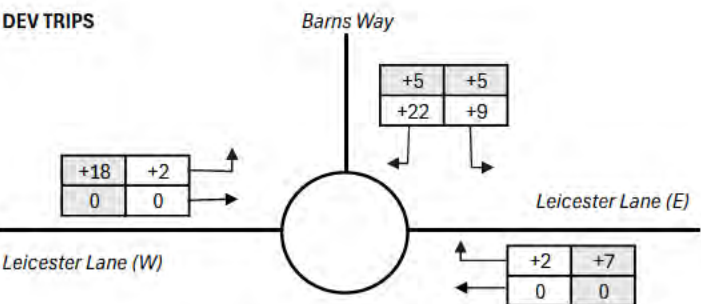
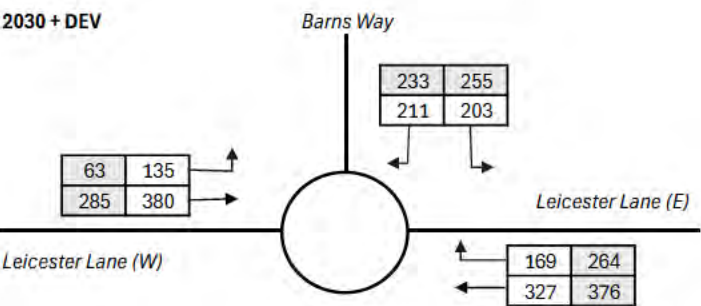
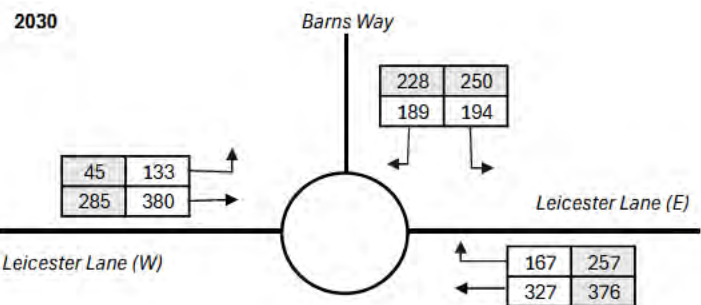
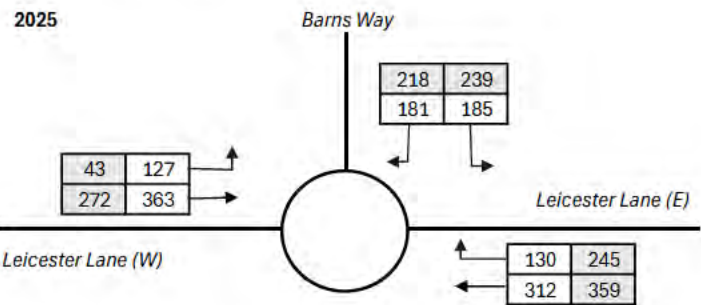
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	309	77	0.00	629	0.492	312	1.6	1.0	11.529	B
C-AB	383	96	0.00	829	0.462	388	2.4	1.3	8.371	A
C-A	202	51	0.00			202				
AB	8	2	0.00			8				
AC	250	62	0.00			250				

Appendix Q: Development Traffic Distribution



Appendix R: Traffic Flow Scenarios for Barns Way / Leicester Road Junction

Leciester Way / Barns Way Turning Movements (PCU)



Appendix S: Barns Way / Leicester Road Junctions 11 Outputs

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.0.2307						
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Filename: B582 Leicester Lane_Barns Way.j11

Path: P:\2024\P24-724 Charity Close Desford\T&T\Capacity Assessments\Junctions 11

Report generation date: 24/03/2026 16:01:40

- »D1 - 2024 | Base | AM
- »D2 - 2024 | Base | PM
- »D3 - 2030 | Forecast | AM
- »D4 - 2030 | Forecast | PM
- »D5 - 2030 | Forecast + Dev | AM
- »D6 - 2030 | Forecast + Dev | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Base						
1 - Barns Way	2.1	19.21	0.68	3.4	25.33	0.78
2 - B582 Leicester Lane (E)	2.0	14.56	0.66	6.1	35.22	0.87
3 - B582 Leicester Lane (W)	3.6	24.89	0.78	1.2	12.82	0.54
2030 - Forecast						
1 - Barns Way	2.6	22.62	0.72	4.4	32.10	0.83
2 - B582 Leicester Lane (E)	2.4	16.54	0.70	9.3	51.57	0.93
3 - B582 Leicester Lane (W)	4.6	30.88	0.83	1.4	13.92	0.58
2030 - Forecast + Dev						
1 - Barns Way	3.4	28.27	0.78	4.9	35.14	0.84
2 - B582 Leicester Lane (E)	2.6	17.72	0.72	10.6	57.65	0.94
3 - B582 Leicester Lane (W)	4.7	31.69	0.83	1.6	15.24	0.61

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.

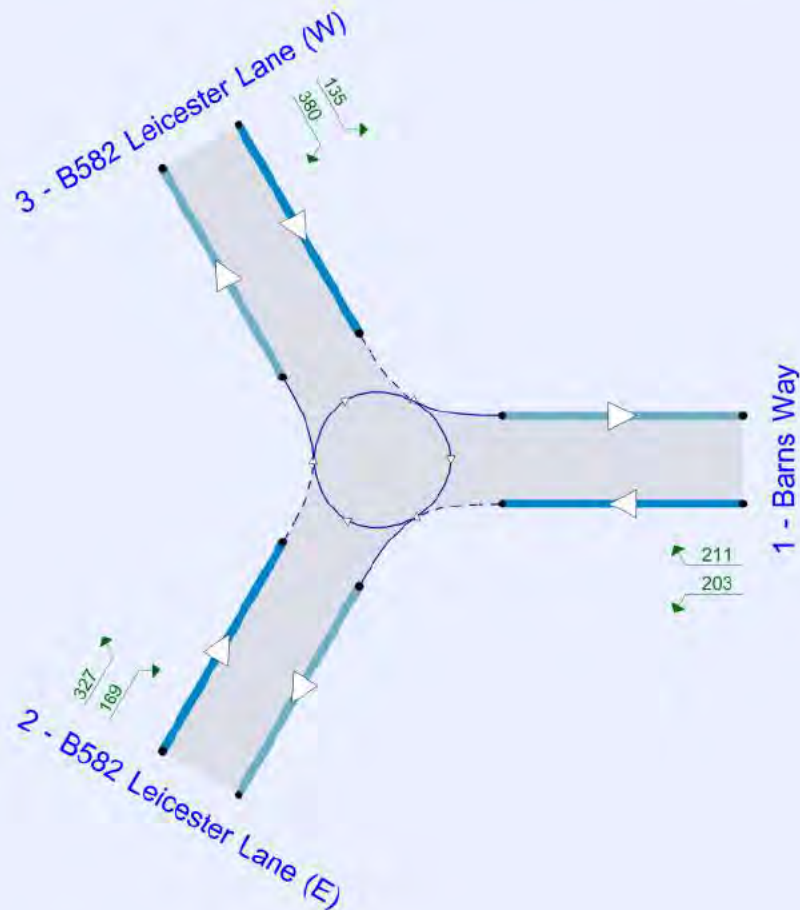
File summary

File Description

Title	
Location	
Site number	
Date	22/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HQ\jake.blay
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

Mini-roundabout model	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
JUNCTIONS 9	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	2030	Forecast	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Forecast	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030	Forecast + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Forecast + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B582 Leicester Lane / Barns Way	Mini-roundabout		1, 2, 3	19.66	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19.66	C

Arms

Arms

Arm	Name	Description
1	Barns Way	
2	B582 Leicester Lane (E)	
3	B582 Leicester Lane (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Barns Way	4.20	4.20	6.20	8.4	13.90	10.70	0.0	
2 - B582 Leicester Lane (E)	3.60	3.60	5.00	2.4	18.30	18.90	0.0	
3 - B582 Leicester Lane (W)	3.20	3.20	5.20	2.4	13.00	9.40	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Barns Way	0.682	1063
2 - B582 Leicester Lane (E)	0.807	1276
3 - B582 Leicester Lane (W)	0.620	916

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Barns Way	Percentage		75.00
2 - B582 Leicester Lane (E)	Percentage		70.00
3 - B582 Leicester Lane (W)	Percentage		85.00

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 (%)
1 - Barns Way		ONE HOUR	✓	365	100.000
2 - B582 Leicester Lane (E)		ONE HOUR	✓	470	100.000
3 - B582 Leicester Lane (W)		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
	1 - Barns Way	0	185	180
	2 - B582 Leicester Lane (E)	159	0	311
	3 - B582 Leicester Lane (W)	127	362	0

Proportions

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
	1 - Barns Way	0.00	0.51	0.49
	2 - B582 Leicester Lane (E)	0.34	0.00	0.66
	3 - B582 Leicester Lane (W)	0.26	0.74	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
	1 - Barns Way	0	4	2
	2 - B582 Leicester Lane (E)	3	0	9
	3 - B582 Leicester Lane (W)	8	3	0

Average PCU Per Veh

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
	1 - Barns Way	1.000	1.040	1.020
	2 - B582 Leicester Lane (E)	1.030	1.000	1.090
	3 - B582 Leicester Lane (W)	1.080	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Barns Way	275	275
	2 - B582 Leicester Lane (E)	354	354
	3 - B582 Leicester Lane (W)	368	368
08:00-08:15	1 - Barns Way	328	328
	2 - B582 Leicester Lane (E)	423	423
	3 - B582 Leicester Lane (W)	440	440
08:15-08:30	1 - Barns Way	402	402
	2 - B582 Leicester Lane (E)	517	517
	3 - B582 Leicester Lane (W)	538	538
08:30-08:45	1 - Barns Way	402	402
	2 - B582 Leicester Lane (E)	517	517
	3 - B582 Leicester Lane (W)	538	538
08:45-09:00	1 - Barns Way	328	328
	2 - B582 Leicester Lane (E)	423	423
	3 - B582 Leicester Lane (W)	440	440
09:00-09:15	1 - Barns Way	275	275
	2 - B582 Leicester Lane (E)	354	354
	3 - B582 Leicester Lane (W)	368	368

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barns Way	0.68	19.21	2.1	9.1	C	335	502
2 - B582 Leicester Lane (E)	0.66	14.56	2.0	7.3	B	431	647
3 - B582 Leicester Lane (W)	0.78	24.89	3.6	18.3	C	449	673

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	275	69	269	660	0.417	272	213	0.0	0.7	9.495	A
2 - B582 Leicester Lane (E)	354	88	134	817	0.433	351	407	0.0	0.8	8.193	A
3 - B582 Leicester Lane (W)	368	92	119	716	0.514	364	366	0.0	1.1	10.524	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	328	82	324	632	0.519	327	256	0.7	1.1	12.090	B
2 - B582 Leicester Lane (E)	423	106	161	802	0.527	421	489	0.8	1.2	10.063	B
3 - B582 Leicester Lane (W)	440	110	142	704	0.625	437	440	1.1	1.7	13.948	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	402	100	393	596	0.674	398	312	1.1	2.0	18.379	C
2 - B582 Leicester Lane (E)	517	129	196	782	0.662	514	595	1.2	2.0	14.182	B
3 - B582 Leicester Lane (W)	538	135	174	687	0.783	532	537	1.7	3.4	23.108	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	402	100	398	594	0.677	402	315	2.0	2.1	19.212	C
2 - B582 Leicester Lane (E)	517	129	198	781	0.662	517	602	2.0	2.0	14.558	B
3 - B582 Leicester Lane (W)	538	135	175	687	0.784	538	540	3.4	3.6	24.889	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	328	82	331	628	0.522	332	260	2.1	1.2	12.657	B
2 - B582 Leicester Lane (E)	423	106	164	801	0.528	426	499	2.0	1.2	10.359	B
3 - B582 Leicester Lane (W)	440	110	144	703	0.625	447	445	3.6	1.8	15.014	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	275	69	275	657	0.418	276	217	1.2	0.8	9.785	A
2 - B582 Leicester Lane (E)	354	88	136	816	0.434	355	415	1.2	0.8	8.383	A
3 - B582 Leicester Lane (W)	368	92	120	716	0.515	371	371	1.8	1.1	10.973	B

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	0.72	0.57	1.03	1.44	1.49			N/A	N/A
2 - B582 Leicester Lane (E)	0.80	0.59	1.07	1.50	1.55			N/A	N/A
3 - B582 Leicester Lane (W)	1.08	0.57	1.04	1.46	1.51			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.08	0.11	1.02	1.74	2.03			N/A	N/A
2 - B582 Leicester Lane (E)	1.16	0.11	1.07	1.90	2.37			N/A	N/A
3 - B582 Leicester Lane (W)	1.67	0.09	1.18	3.52	4.80			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	2.01	0.03	0.31	2.01	9.06			N/A	N/A
2 - B582 Leicester Lane (E)	2.00	0.03	0.31	2.00	7.26			N/A	N/A
3 - B582 Leicester Lane (W)	3.39	0.04	0.36	7.61	18.29			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	2.08	0.03	0.29	2.08	7.15			N/A	N/A
2 - B582 Leicester Lane (E)	2.05	0.03	0.30	2.05	4.79			N/A	N/A
3 - B582 Leicester Lane (W)	3.57	0.03	0.31	3.57	15.87			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.16	0.06	0.71	2.52	3.59			N/A	N/A
2 - B582 Leicester Lane (E)	1.22	0.07	0.87	2.50	3.44			N/A	N/A
3 - B582 Leicester Lane (W)	1.81	0.05	0.48	4.81	7.80			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	0.75	0.04	0.41	1.70	2.68			N/A	N/A
2 - B582 Leicester Lane (E)	0.83	0.05	0.47	1.79	2.67			N/A	N/A
3 - B582 Leicester Lane (W)	1.13	0.04	0.37	2.81	5.33			N/A	N/A

D2 - 2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B582 Leicester Lane / Barns Way	Mini-roundabout		1, 2, 3	26.80	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		26.80	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)	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 (%)
1 - Barns Way		ONE HOUR	✓	455	100.000
2 - B582 Leicester Lane (E)		ONE HOUR	✓	602	100.000
3 - B582 Leicester Lane (W)		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0	238	217
	2 - B582 Leicester Lane (E)	244	0	358
	3 - B582 Leicester Lane (W)	43	272	0

Proportions

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0.00	0.52	0.48
	2 - B582 Leicester Lane (E)	0.41	0.00	0.59
	3 - B582 Leicester Lane (W)	0.14	0.86	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		0	3	2
2 - B582 Leicester Lane (E)		0	0	1
3 - B582 Leicester Lane (W)		2	4	0

Average PCU Per Veh

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		1.000	1.030	1.020
2 - B582 Leicester Lane (E)		1.000	1.000	1.010
3 - B582 Leicester Lane (W)		1.020	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Barns Way	343	343
	2 - B582 Leicester Lane (E)	453	453
	3 - B582 Leicester Lane (W)	237	237
17:00-17:15	1 - Barns Way	409	409
	2 - B582 Leicester Lane (E)	541	541
	3 - B582 Leicester Lane (W)	283	283
17:15-17:30	1 - Barns Way	501	501
	2 - B582 Leicester Lane (E)	663	663
	3 - B582 Leicester Lane (W)	347	347
17:30-17:45	1 - Barns Way	501	501
	2 - B582 Leicester Lane (E)	663	663
	3 - B582 Leicester Lane (W)	347	347
17:45-18:00	1 - Barns Way	409	409
	2 - B582 Leicester Lane (E)	541	541
	3 - B582 Leicester Lane (W)	283	283
18:00-18:15	1 - Barns Way	343	343
	2 - B582 Leicester Lane (E)	453	453
	3 - B582 Leicester Lane (W)	237	237

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barns Way	0.78	25.33	3.4	17.3	D	418	626
2 - B582 Leicester Lane (E)	0.87	35.22	6.1	33.3	E	552	829
3 - B582 Leicester Lane (W)	0.54	12.82	1.2	3.4	B	289	434

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	343	86	203	694	0.494	339	214	0.0	1.0	10.288	B
2 - B582 Leicester Lane (E)	453	113	162	802	0.565	448	380	0.0	1.3	10.101	B
3 - B582 Leicester Lane (W)	237	59	182	683	0.347	235	428	0.0	0.5	8.292	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	409	102	244	673	0.608	407	256	1.0	1.5	13.761	B
2 - B582 Leicester Lane (E)	541	135	194	783	0.691	538	457	1.3	2.1	14.530	B
3 - B582 Leicester Lane (W)	283	71	218	664	0.426	282	514	0.5	0.8	9.759	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	501	125	298	645	0.777	494	310	1.5	3.2	23.474	C
2 - B582 Leicester Lane (E)	663	166	236	760	0.872	649	557	2.1	5.5	29.689	D
3 - B582 Leicester Lane (W)	347	87	263	640	0.542	345	622	0.8	1.2	12.578	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	501	125	299	644	0.778	500	315	3.2	3.4	25.328	D
2 - B582 Leicester Lane (E)	663	166	239	758	0.874	660	561	5.5	6.1	35.224	E
3 - B582 Leicester Lane (W)	347	87	268	638	0.544	347	631	1.2	1.2	12.817	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	409	102	246	672	0.609	416	264	3.4	1.7	14.798	B
2 - B582 Leicester Lane (E)	541	135	198	781	0.693	556	464	6.1	2.4	17.033	C
3 - B582 Leicester Lane (W)	283	71	225	660	0.429	285	529	1.2	0.8	9.995	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	343	86	206	692	0.495	345	218	1.7	1.0	10.708	B
2 - B582 Leicester Lane (E)	453	113	165	800	0.567	457	386	2.4	1.3	10.695	B
3 - B582 Leicester Lane (W)	237	59	185	681	0.348	238	437	0.8	0.6	8.444	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	0.98	0.56	1.03	1.44	1.49			N/A	N/A
2 - B582 Leicester Lane (E)	1.27	0.56	1.10	1.35	1.68			N/A	N/A
3 - B582 Leicester Lane (W)	0.54	0.54	1.04	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.53	0.09	1.12	3.09	4.24			N/A	N/A
2 - B582 Leicester Lane (E)	2.14	0.07	1.13	5.19	7.48			N/A	N/A
3 - B582 Leicester Lane (W)	0.76	0.19	0.95	1.44	1.50			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	3.21	0.04	0.35	7.13	17.28			N/A	N/A
2 - B582 Leicester Lane (E)	5.49	0.05	0.48	15.65	27.90			N/A	N/A
3 - B582 Leicester Lane (W)	1.19	0.03	0.28	1.19	1.20			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	3.38	0.03	0.31	3.38	15.17			N/A	N/A
2 - B582 Leicester Lane (E)	6.08	0.04	0.36	13.69	33.32			N/A	N/A
3 - B582 Leicester Lane (W)	1.22	0.03	0.29	1.22	3.45			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.66	0.05	0.47	4.34	6.99			N/A	N/A
2 - B582 Leicester Lane (E)	2.39	0.04	0.43	6.56	11.61			N/A	N/A
3 - B582 Leicester Lane (W)	0.79	0.08	0.84	1.30	1.30			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.03	0.04	0.36	2.52	4.81			N/A	N/A
2 - B582 Leicester Lane (E)	1.35	0.03	0.33	2.85	6.93			N/A	N/A
3 - B582 Leicester Lane (W)	0.56	0.05	0.47	1.37	1.49			N/A	N/A

D3 - 2030 | Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B582 Leicester Lane / Barns Way	Mini-roundabout		1, 2, 3	23.51	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		23.51	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
D3	2030	Forecast	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 (%)
1 - Barns Way		ONE HOUR	✓	383	100.000
2 - B582 Leicester Lane (E)		ONE HOUR	✓	494	100.000
3 - B582 Leicester Lane (W)		ONE HOUR	✓	513	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0	194	189
	2 - B582 Leicester Lane (E)	167	0	327
	3 - B582 Leicester Lane (W)	133	380	0

Proportions

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0.00	0.51	0.49
	2 - B582 Leicester Lane (E)	0.34	0.00	0.66
	3 - B582 Leicester Lane (W)	0.26	0.74	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		0	4	2
2 - B582 Leicester Lane (E)		3	0	9
3 - B582 Leicester Lane (W)		8	3	0

Average PCU Per Veh

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		1.000	1.040	1.020
2 - B582 Leicester Lane (E)		1.030	1.000	1.090
3 - B582 Leicester Lane (W)		1.080	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Barns Way	288	288
	2 - B582 Leicester Lane (E)	372	372
	3 - B582 Leicester Lane (W)	386	386
08:00-08:15	1 - Barns Way	344	344
	2 - B582 Leicester Lane (E)	444	444
	3 - B582 Leicester Lane (W)	461	461
08:15-08:30	1 - Barns Way	422	422
	2 - B582 Leicester Lane (E)	544	544
	3 - B582 Leicester Lane (W)	565	565
08:30-08:45	1 - Barns Way	422	422
	2 - B582 Leicester Lane (E)	544	544
	3 - B582 Leicester Lane (W)	565	565
08:45-09:00	1 - Barns Way	344	344
	2 - B582 Leicester Lane (E)	444	444
	3 - B582 Leicester Lane (W)	461	461
09:00-09:15	1 - Barns Way	288	288
	2 - B582 Leicester Lane (E)	372	372
	3 - B582 Leicester Lane (W)	386	386

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barns Way	0.72	22.62	2.6	12.5	C	351	527
2 - B582 Leicester Lane (E)	0.70	16.54	2.4	10.5	C	453	680
3 - B582 Leicester Lane (W)	0.83	30.88	4.6	23.7	D	471	706

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	288	72	283	653	0.442	285	223	0.0	0.8	10.000	A
2 - B582 Leicester Lane (E)	372	93	141	813	0.457	368	427	0.0	0.9	8.579	A
3 - B582 Leicester Lane (W)	386	97	125	713	0.541	381	385	0.0	1.2	11.156	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	344	86	339	624	0.552	343	268	0.8	1.2	13.103	B
2 - B582 Leicester Lane (E)	444	111	169	797	0.557	442	513	0.9	1.3	10.784	B
3 - B582 Leicester Lane (W)	461	115	150	700	0.659	458	462	1.2	1.9	15.330	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	422	105	411	587	0.718	417	326	1.2	2.4	21.202	C
2 - B582 Leicester Lane (E)	544	136	206	777	0.700	540	623	1.3	2.4	15.943	C
3 - B582 Leicester Lane (W)	565	141	182	683	0.827	555	563	1.9	4.3	27.586	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	422	105	417	584	0.722	421	330	2.4	2.6	22.624	C
2 - B582 Leicester Lane (E)	544	136	208	776	0.701	544	631	2.4	2.4	16.537	C
3 - B582 Leicester Lane (W)	565	141	184	682	0.828	564	568	4.3	4.6	30.882	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	344	86	349	619	0.556	349	274	2.6	1.3	13.983	B
2 - B582 Leicester Lane (E)	444	111	172	796	0.558	448	526	2.4	1.4	11.207	B
3 - B582 Leicester Lane (W)	461	115	152	699	0.660	471	469	4.6	2.1	17.109	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	288	72	289	650	0.444	290	227	1.3	0.8	10.372	B
2 - B582 Leicester Lane (E)	372	93	143	812	0.458	374	436	1.4	0.9	8.817	A
3 - B582 Leicester Lane (W)	386	97	126	712	0.542	390	391	2.1	1.3	11.752	B

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	0.80	0.57	1.03	1.44	1.49			N/A	N/A
2 - B582 Leicester Lane (E)	0.88	0.59	1.07	1.50	1.55			N/A	N/A
3 - B582 Leicester Lane (W)	1.20	0.57	1.04	1.46	1.51			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.23	0.10	1.06	2.06	2.82			N/A	N/A
2 - B582 Leicester Lane (E)	1.31	0.10	1.10	2.32	3.07			N/A	N/A
3 - B582 Leicester Lane (W)	1.92	0.08	1.23	4.28	5.98			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	2.43	0.03	0.32	3.96	12.46			N/A	N/A
2 - B582 Leicester Lane (E)	2.36	0.03	0.32	2.36	10.49			N/A	N/A
3 - B582 Leicester Lane (W)	4.27	0.04	0.42	11.38	22.71			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	2.56	0.03	0.30	2.56	10.25			N/A	N/A
2 - B582 Leicester Lane (E)	2.43	0.03	0.30	2.43	6.79			N/A	N/A
3 - B582 Leicester Lane (W)	4.59	0.03	0.34	7.46	23.66			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.33	0.05	0.56	3.16	4.81			N/A	N/A
2 - B582 Leicester Lane (E)	1.39	0.06	0.77	3.13	4.59			N/A	N/A
3 - B582 Leicester Lane (W)	2.12	0.05	0.45	5.77	9.86			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	0.84	0.04	0.38	1.97	3.44			N/A	N/A
2 - B582 Leicester Lane (E)	0.92	0.04	0.44	2.09	3.40			N/A	N/A
3 - B582 Leicester Lane (W)	1.27	0.04	0.36	2.99	6.36			N/A	N/A

D4 - 2030 | Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B582 Leicester Lane / Barns Way	Mini-roundabout		1, 2, 3	36.49	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		36.49	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)	Run automatically
D4	2030	Forecast	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 (%)
1 - Barns Way		ONE HOUR	✓	478	100.000
2 - B582 Leicester Lane (E)		ONE HOUR	✓	633	100.000
3 - B582 Leicester Lane (W)		ONE HOUR	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0	250	228
	2 - B582 Leicester Lane (E)	257	0	376
	3 - B582 Leicester Lane (W)	45	285	0

Proportions

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0.00	0.52	0.48
	2 - B582 Leicester Lane (E)	0.41	0.00	0.59
	3 - B582 Leicester Lane (W)	0.14	0.86	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		0	3	2
2 - B582 Leicester Lane (E)		0	0	1
3 - B582 Leicester Lane (W)		2	4	0

Average PCU Per Veh

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		1.000	1.030	1.020
2 - B582 Leicester Lane (E)		1.000	1.000	1.010
3 - B582 Leicester Lane (W)		1.020	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Barns Way	360	360
	2 - B582 Leicester Lane (E)	477	477
	3 - B582 Leicester Lane (W)	248	248
17:00-17:15	1 - Barns Way	430	430
	2 - B582 Leicester Lane (E)	569	569
	3 - B582 Leicester Lane (W)	297	297
17:15-17:30	1 - Barns Way	526	526
	2 - B582 Leicester Lane (E)	697	697
	3 - B582 Leicester Lane (W)	363	363
17:30-17:45	1 - Barns Way	526	526
	2 - B582 Leicester Lane (E)	697	697
	3 - B582 Leicester Lane (W)	363	363
17:45-18:00	1 - Barns Way	430	430
	2 - B582 Leicester Lane (E)	569	569
	3 - B582 Leicester Lane (W)	297	297
18:00-18:15	1 - Barns Way	360	360
	2 - B582 Leicester Lane (E)	477	477
	3 - B582 Leicester Lane (W)	248	248

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barns Way	0.83	32.10	4.4	23.2	D	439	658
2 - B582 Leicester Lane (E)	0.93	51.57	9.3	47.8	F	581	871
3 - B582 Leicester Lane (W)	0.58	13.92	1.4	3.8	B	303	454

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	360	90	213	689	0.523	355	225	0.0	1.1	10.940	B
2 - B582 Leicester Lane (E)	477	119	170	797	0.598	471	398	0.0	1.5	10.908	B
3 - B582 Leicester Lane (W)	248	62	191	678	0.366	246	449	0.0	0.6	8.597	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	430	107	255	667	0.644	427	270	1.1	1.8	15.209	C
2 - B582 Leicester Lane (E)	569	142	204	778	0.731	565	479	1.5	2.6	16.614	C
3 - B582 Leicester Lane (W)	297	74	229	658	0.451	296	539	0.6	0.8	10.274	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	526	132	312	638	0.825	517	324	1.8	4.1	28.498	D
2 - B582 Leicester Lane (E)	697	174	247	754	0.925	676	582	2.6	7.8	38.853	E
3 - B582 Leicester Lane (W)	363	91	274	634	0.573	361	648	0.8	1.3	13.574	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	526	132	314	637	0.826	525	330	4.1	4.4	32.099	D
2 - B582 Leicester Lane (E)	697	174	250	752	0.927	691	588	7.8	9.3	51.572	F
3 - B582 Leicester Lane (W)	363	91	281	631	0.576	363	661	1.3	1.4	13.923	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	430	107	258	665	0.646	440	282	4.4	2.0	16.992	C
2 - B582 Leicester Lane (E)	569	142	210	775	0.735	594	488	9.3	3.0	22.428	C
3 - B582 Leicester Lane (W)	297	74	241	652	0.455	299	563	1.4	0.9	10.633	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	360	90	216	687	0.524	363	230	2.0	1.2	11.496	B
2 - B582 Leicester Lane (E)	477	119	173	795	0.599	482	405	3.0	1.5	11.778	B
3 - B582 Leicester Lane (W)	248	62	196	676	0.368	250	460	0.9	0.6	8.785	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.09	0.56	1.03	1.44	1.49			N/A	N/A
2 - B582 Leicester Lane (E)	1.45	0.59	1.35	1.79	1.91			N/A	N/A
3 - B582 Leicester Lane (W)	0.59	0.57	1.04	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.78	0.08	1.16	3.92	5.45			N/A	N/A
2 - B582 Leicester Lane (E)	2.57	0.07	1.24	6.46	9.34			N/A	N/A
3 - B582 Leicester Lane (W)	0.83	0.17	0.96	1.46	1.53			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	4.12	0.04	0.41	11.05	21.81			N/A	N/A
2 - B582 Leicester Lane (E)	7.81	0.08	1.60	22.20	34.24			N/A	N/A
3 - B582 Leicester Lane (W)	1.35	0.03	0.28	1.35	2.58			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	4.44	0.03	0.33	7.60	23.17			N/A	N/A
2 - B582 Leicester Lane (E)	9.32	0.05	0.71	27.00	47.82			N/A	N/A
3 - B582 Leicester Lane (W)	1.38	0.03	0.29	1.38	3.81			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.96	0.04	0.44	5.28	9.02			N/A	N/A
2 - B582 Leicester Lane (E)	2.99	0.04	0.42	8.21	15.08			N/A	N/A
3 - B582 Leicester Lane (W)	0.88	0.08	0.85	1.34	1.80			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.16	0.03	0.34	2.67	5.80			N/A	N/A
2 - B582 Leicester Lane (E)	1.55	0.03	0.32	2.77	7.97			N/A	N/A
3 - B582 Leicester Lane (W)	0.61	0.05	0.48	1.27	1.27			N/A	N/A

D5 - 2030 | Forecast + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B582 Leicester Lane / Barns Way	Mini-roundabout		1, 2, 3	25.83	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		25.83	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)	Run automatically
D5	2030	Forecast + 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 (%)
1 - Barns Way		ONE HOUR	✓	414	100.000
2 - B582 Leicester Lane (E)		ONE HOUR	✓	496	100.000
3 - B582 Leicester Lane (W)		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0	203	211
	2 - B582 Leicester Lane (E)	169	0	327
	3 - B582 Leicester Lane (W)	135	380	0

Proportions

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0.00	0.49	0.51
	2 - B582 Leicester Lane (E)	0.34	0.00	0.66
	3 - B582 Leicester Lane (W)	0.26	0.74	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		0	4	2
2 - B582 Leicester Lane (E)		3	0	9
3 - B582 Leicester Lane (W)		8	3	0

Average PCU Per Veh

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		1.000	1.040	1.020
2 - B582 Leicester Lane (E)		1.030	1.000	1.090
3 - B582 Leicester Lane (W)		1.080	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Barns Way	312	312
	2 - B582 Leicester Lane (E)	373	373
	3 - B582 Leicester Lane (W)	388	388
08:00-08:15	1 - Barns Way	372	372
	2 - B582 Leicester Lane (E)	446	446
	3 - B582 Leicester Lane (W)	463	463
08:15-08:30	1 - Barns Way	456	456
	2 - B582 Leicester Lane (E)	546	546
	3 - B582 Leicester Lane (W)	567	567
08:30-08:45	1 - Barns Way	456	456
	2 - B582 Leicester Lane (E)	546	546
	3 - B582 Leicester Lane (W)	567	567
08:45-09:00	1 - Barns Way	372	372
	2 - B582 Leicester Lane (E)	446	446
	3 - B582 Leicester Lane (W)	463	463
09:00-09:15	1 - Barns Way	312	312
	2 - B582 Leicester Lane (E)	373	373
	3 - B582 Leicester Lane (W)	388	388

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barns Way	0.78	28.27	3.4	17.1	D	380	570
2 - B582 Leicester Lane (E)	0.72	17.72	2.6	11.9	C	455	683
3 - B582 Leicester Lane (W)	0.83	31.69	4.7	24.7	D	473	709

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	312	78	283	653	0.477	308	226	0.0	0.9	10.639	B
2 - B582 Leicester Lane (E)	373	93	157	804	0.464	370	434	0.0	0.9	8.784	A
3 - B582 Leicester Lane (W)	388	97	126	712	0.544	383	401	0.0	1.2	11.232	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	372	93	339	624	0.597	370	272	0.9	1.5	14.474	B
2 - B582 Leicester Lane (E)	446	111	189	786	0.567	444	521	0.9	1.4	11.175	B
3 - B582 Leicester Lane (W)	463	116	151	699	0.662	460	481	1.2	2.0	15.497	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	456	114	411	587	0.776	449	331	1.5	3.2	25.613	D
2 - B582 Leicester Lane (E)	546	137	229	764	0.715	541	631	1.4	2.5	16.954	C
3 - B582 Leicester Lane (W)	567	142	184	682	0.832	557	586	2.0	4.4	28.150	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	456	114	417	584	0.781	455	334	3.2	3.4	28.273	D
2 - B582 Leicester Lane (E)	546	137	232	762	0.717	546	640	2.5	2.6	17.717	C
3 - B582 Leicester Lane (W)	567	142	186	681	0.833	566	592	4.4	4.7	31.690	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	372	93	349	619	0.601	379	278	3.4	1.6	15.910	C
2 - B582 Leicester Lane (E)	446	111	193	784	0.569	451	535	2.6	1.5	11.701	B
3 - B582 Leicester Lane (W)	463	116	154	698	0.663	473	490	4.7	2.2	17.386	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	312	78	289	650	0.480	314	230	1.6	1.0	11.133	B
2 - B582 Leicester Lane (E)	373	93	160	802	0.465	375	443	1.5	0.9	9.051	A
3 - B582 Leicester Lane (W)	388	97	128	711	0.545	391	408	2.2	1.3	11.844	B

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	0.92	0.57	1.03	1.44	1.49			N/A	N/A
2 - B582 Leicester Lane (E)	0.91	0.59	1.07	1.50	1.55			N/A	N/A
3 - B582 Leicester Lane (W)	1.21	0.57	1.04	1.46	1.51			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.47	0.09	1.11	2.92	3.94			N/A	N/A
2 - B582 Leicester Lane (E)	1.36	0.09	1.11	2.55	3.30			N/A	N/A
3 - B582 Leicester Lane (W)	1.95	0.08	1.23	4.38	6.09			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	3.19	0.04	0.36	7.44	17.10			N/A	N/A
2 - B582 Leicester Lane (E)	2.52	0.03	0.32	2.92	11.85			N/A	N/A
3 - B582 Leicester Lane (W)	4.38	0.04	0.42	11.82	23.16			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	3.41	0.03	0.32	4.12	16.26			N/A	N/A
2 - B582 Leicester Lane (E)	2.61	0.03	0.30	2.61	8.06			N/A	N/A
3 - B582 Leicester Lane (W)	4.72	0.03	0.34	8.09	24.66			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.62	0.05	0.47	4.19	6.77			N/A	N/A
2 - B582 Leicester Lane (E)	1.45	0.06	0.71	3.41	5.06			N/A	N/A
3 - B582 Leicester Lane (W)	2.16	0.05	0.45	5.88	10.08			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	0.97	0.04	0.36	2.32	4.57			N/A	N/A
2 - B582 Leicester Lane (E)	0.95	0.04	0.42	2.22	3.74			N/A	N/A
3 - B582 Leicester Lane (W)	1.28	0.04	0.35	3.00	6.46			N/A	N/A

D6 - 2030 | Forecast + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B582 Leicester Lane / Barns Way	Mini-roundabout		1, 2, 3	40.21	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		40.21	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)	Run automatically
D6	2030	Forecast + 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 (%)
1 - Barns Way		ONE HOUR	✓	488	100.000
2 - B582 Leicester Lane (E)		ONE HOUR	✓	640	100.000
3 - B582 Leicester Lane (W)		ONE HOUR	✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0	255	233
	2 - B582 Leicester Lane (E)	264	0	376
	3 - B582 Leicester Lane (W)	63	285	0

Proportions

	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
From	1 - Barns Way	0.00	0.52	0.48
	2 - B582 Leicester Lane (E)	0.41	0.00	0.59
	3 - B582 Leicester Lane (W)	0.18	0.82	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		0	3	2
2 - B582 Leicester Lane (E)		0	0	1
3 - B582 Leicester Lane (W)		2	4	0

Average PCU Per Veh

From	To			
		1 - Barns Way	2 - B582 Leicester Lane (E)	3 - B582 Leicester Lane (W)
1 - Barns Way		1.000	1.030	1.020
2 - B582 Leicester Lane (E)		1.000	1.000	1.010
3 - B582 Leicester Lane (W)		1.020	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Barns Way	367	367
	2 - B582 Leicester Lane (E)	482	482
	3 - B582 Leicester Lane (W)	262	262
17:00-17:15	1 - Barns Way	439	439
	2 - B582 Leicester Lane (E)	575	575
	3 - B582 Leicester Lane (W)	313	313
17:15-17:30	1 - Barns Way	537	537
	2 - B582 Leicester Lane (E)	705	705
	3 - B582 Leicester Lane (W)	383	383
17:30-17:45	1 - Barns Way	537	537
	2 - B582 Leicester Lane (E)	705	705
	3 - B582 Leicester Lane (W)	383	383
17:45-18:00	1 - Barns Way	439	439
	2 - B582 Leicester Lane (E)	575	575
	3 - B582 Leicester Lane (W)	313	313
18:00-18:15	1 - Barns Way	367	367
	2 - B582 Leicester Lane (E)	482	482
	3 - B582 Leicester Lane (W)	262	262

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barns Way	0.84	35.14	4.9	26.6	E	448	672
2 - B582 Leicester Lane (E)	0.94	57.65	10.6	51.6	F	587	881
3 - B582 Leicester Lane (W)	0.61	15.24	1.6	4.5	C	319	479

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	367	92	212	689	0.533	363	243	0.0	1.1	11.173	B
2 - B582 Leicester Lane (E)	482	120	173	795	0.606	476	402	0.0	1.5	11.144	B
3 - B582 Leicester Lane (W)	262	65	196	675	0.388	259	453	0.0	0.6	8.913	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	439	110	255	667	0.658	436	292	1.1	1.9	15.762	C
2 - B582 Leicester Lane (E)	575	144	208	775	0.742	571	483	1.5	2.7	17.259	C
3 - B582 Leicester Lane (W)	313	78	235	655	0.478	312	543	0.6	0.9	10.834	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	537	134	312	638	0.842	527	350	1.9	4.5	30.566	D
2 - B582 Leicester Lane (E)	705	176	251	751	0.938	681	587	2.7	8.6	41.869	E
3 - B582 Leicester Lane (W)	383	96	281	631	0.607	381	652	0.9	1.5	14.763	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	537	134	314	637	0.843	536	357	4.5	4.9	35.145	E
2 - B582 Leicester Lane (E)	705	176	256	749	0.941	697	594	8.6	10.6	57.654	F
3 - B582 Leicester Lane (W)	383	96	287	627	0.611	383	665	1.5	1.6	15.236	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	439	110	258	665	0.659	450	307	4.9	2.1	17.960	C
2 - B582 Leicester Lane (E)	575	144	215	772	0.746	605	493	10.6	3.2	24.790	C
3 - B582 Leicester Lane (W)	313	78	250	647	0.483	315	570	1.6	1.0	11.312	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barns Way	367	92	216	687	0.535	371	249	2.1	1.2	11.798	B
2 - B582 Leicester Lane (E)	482	120	177	793	0.608	488	409	3.2	1.6	12.116	B
3 - B582 Leicester Lane (W)	262	65	201	673	0.389	263	464	1.0	0.7	9.140	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.14	0.56	1.03	1.44	1.49			N/A	N/A
2 - B582 Leicester Lane (E)	1.50	0.59	1.42	1.84	1.95			N/A	N/A
3 - B582 Leicester Lane (W)	0.65	0.57	1.04	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.88	0.08	1.18	4.23	5.92			N/A	N/A
2 - B582 Leicester Lane (E)	2.70	0.07	1.28	6.82	9.87			N/A	N/A
3 - B582 Leicester Lane (W)	0.93	0.15	0.98	1.54	1.54			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	4.53	0.04	0.44	12.55	23.37			N/A	N/A
2 - B582 Leicester Lane (E)	8.61	0.09	2.40	24.01	35.90			N/A	N/A
3 - B582 Leicester Lane (W)	1.54	0.03	0.29	1.54	4.48			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	4.94	0.03	0.35	9.88	26.63			N/A	N/A
2 - B582 Leicester Lane (E)	10.58	0.06	1.42	31.01	51.58			N/A	N/A
3 - B582 Leicester Lane (W)	1.59	0.03	0.29	1.59	4.41			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	2.08	0.04	0.43	5.66	9.82			N/A	N/A
2 - B582 Leicester Lane (E)	3.19	0.04	0.42	8.78	16.17			N/A	N/A
3 - B582 Leicester Lane (W)	0.99	0.07	0.86	1.76	2.23			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Barns Way	1.21	0.03	0.34	2.69	6.10			N/A	N/A
2 - B582 Leicester Lane (E)	1.61	0.03	0.31	2.73	8.21			N/A	N/A
3 - B582 Leicester Lane (W)	0.67	0.05	0.47	1.13	1.78			N/A	N/A

