Bloor Homes Jelson Homes Barwood Land

EARL SHILTON SUE

Transport Assessment Addendum

OUR REF. NO. 42523-WSPE-XX-XX-RP-OT-00001_S2_P01
MARCH 2024

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CONTENTS

1 INTRODUCTION 1

1.1 BACKGROUND 1
1.2 THE SCOPE OF THE TRANSPORT ASSESSMENT ADDENDUM 1

2 POLICY CONTEXT 2

2.1 NATIONAL GUIDANCE 2
2.2 LOCAL POLICY 3
2.3 LOCAL TRANSPORT STRATEGIES 4
2.4 SUMMARY 5

3 BASELINE SITUATION 6

3.2 DESCRIPTION OF THE SITE 6
3.3 LOCAL ROAD NETWORK 6
3.4 THE STRATEGIC ROAD NETWORK 6
3.5 PUBLIC TRANSPORT NETWORK 6
3.6 RAIL SERVICES AND STATIONS 7
3.7 PUBLIC RIGHTS OF WAY, CYCLE AND PEDESTRIAN FACILITIES 8
3.8 ACCESS TO LOCAL SERVICES AND FACILITIES 8
3.9 JOURNEY TO WORK TRAVEL PATTERNS 9
3.10 LOCAL ROAD SAFETY CONSIDERATIONS AND ASSESSMENT 10

4 THE PROPOSED DEVELOPMENT 15

4.1 OVERVIEW OF DEVELOPMENT PROPOSALS 15
4.2 ACCESS AND MOVEMENT STRATEGY 15
4.3 SUSTAINABLE TRAVEL PLAN INITIATIVES 19

5 TRAFFIC IMPACT ASSESSMENT OVERVIEW 21

5.2 DEVELOPMENT TRAFFIC FLOWS 21
5.3 ASSESSMENT SCENARIOS 21
5.4 PRTM MODELLING 21
5.5 AREA OF INFLUENCE/STUDY AREA 23
5.6 TRAFFIC FLOW FURNESSING 27

6 JUNCTION CAPACITY MODELLING 29

6.1 OVERVIEW 29
6.2 JUNCTION MODELLING THRESHOLDS 29
6.3 ACCESS JUNCTIONS: CAPACITY ASSESSMENT 30
6.4 OFF-SITE STRATEGIC JUNCTIONS: CAPACITY ASSESSMENT 32
6.5 OFF-SITE LOCAL ROUTE JUNCTIONS: CAPACITY ASSESSMENT 42
6.6 LOCAL ROAD NETWORK JUNCTION MODELLING RESULTS - CONCLUSION 51
6.7 STRATEGIC ROAD NETWORK 51

7 SUMMARY AND CONCLUSIONS 52

7.1 SUMMARY OF THE TA ADDENDUM 52
7.2 SUMMARY OF TRANSPORT PROPOSALS 52
7.3 CONCLUSIONS 53

TABLES

Table 3-1 – Hinckley Railway Station Service Summary 8

Table 3-2 - Updated TA Table 3.5 Baseline Modal Share (2011 and 2021 Census) 10

Table 3-3 - PIA summary 2018-2022: Junctions 11

Table 3-4 - PIA summary 2018-2022: Links (excluding accidents recorded at the junctions in Table 3-3) 12

Table 3-5 - Average accident rate per million vehicle kilometres by road type 13

Table 5-1 – Off-Site Junctions for Capacity Assessment 25

Table 6-1 – A47/Southern Roundabout 2036 Future Year with Development 30
Table 6-2 – A47/Southern Roundabout 2036 Future Year with Development 30
Table 6-3 – Mill Lane Mini Roundabout – 2036 Future Year with Development 31
Table 6-4 – Astley Road Priority Junction – 2036 Future Year with Development 31
Table 6-5 - – Estimated Trip Rates and Traffic Generation from 46 Dwellings 31
Table 6-6 - 2023 Observed Flows at Breach Lane/Equity Road East (PCU) 32
Table 6-7 - A47/A447 Ashby Road - 2023 Base 32
Table 6-8 - A47/A447 Ashby Road - 2036 Future Year Baseline 33
Table 6-9 - A47/A447 Ashby Road - 2036 Future Year + Proposed Development 33
Table 6-10 - A47/The Common/B4688 - 2023 Base 34
Table 6-11 - A47/The Common/B4688 - 2036 Future Year Baseline 34
Table 6-12 - A47/The Common/B4688 - 2036 Future Year + Proposed Development 34
Table 6-13 - A47/Leicester Road - 2023 Base 35
Table 6-14 - A47/Leicester Road - 2036 Future Year Baseline 35
Table 6-15 - A47/Leicester Road - 2036 Future Year + Proposed Development 35
Table 6-16 - A47/Station Road B581- 2023 Base 36
Table 6-17 - A47/Station Road B581- 2036 Future Year Baseline 36
Table 6-18 - A47/Station Road B581- 2036 Future Year + Proposed Development 37
Table 6-19 – A47/Wilkinson Lane – 2023 Base 37
Table 6-20 – A47/Wilkinson Lane – 2036 Future Year Baseline 38
Table 6-21 – A47/Wilkinson Lane – 2036 Future Year + Proposed Development 38
Table 6-22 – A47/Dans Lane – 2036 Future Year Baseline 39
Table 6-23 – A47/Dans – 2036 Future Year + Proposed Development 39
Table 6-24 – A47/Beggars Lane – 2036 Future Year Baseline 39
Table 6-25 – A47/Beggars Lane – 2036 Future Year + Proposed Development 40
Table 6-26 - A47/Kirby Lane - 2036 Future Year Baseline 40
Table 6-27 - A47/Kirby Lane - 2036 Future Year + Proposed Development 41
Table 6-28 - Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668) - 2023 Base 41
Table 6-29 - Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668) - 2036 Future Year Baseline 41

Table 6-30 - Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668) - 2036 Future Year + Proposed Development 42
Table 6-31 - Astley Road/Alexander Avenue - 2023 Base 42
Table 6-32 - Astley Road/Alexander Avenue - 2036 Future Year Baseline 43
Table 6-33 - Astley Road/Alexander Avenue - 2036 Future Year + Proposed Development 43
Table 6-34 - Alexander Avenue/High Street - 2023 Base 43
Table 6-35 - Alexander Avenue/High Street - 2036 Future Year Baseline 44
Table 6-36 - Alexander Avenue/High Street - 2036 Future Year + Proposed Development 44
Table 6-37 - Station Road/Wood Street/High Street - 2023 Base 44
Table 6-38 - Station Road/Wood Street/High Street - 2036 Future Year Baseline 44
Table 6-39 - Station Road/Wood Street/High Street - 2036 Future Year + Proposed Development 45
Table 6-40 - Mill Lane/Alexander Avenue- 2023 Base 45
Table 6-41 - Mill Lane/Alexander Avenue- 2036 Future Year Baseline 45
Table 6-42 - Mill Lane/Alexander Avenue- 2036 Future Year + Proposed Development 46
Table 6-43 - Mill Lane/Almey's Lane/Chapel Street - 2023 Base 46
Table 6-44 - Mill Lane/Almey's Lane/Chapel Street - 2036 Future Year Baseline 46
Table 6-45 - Mill Lane/Almey's Lane/Chapel Street - 2036 Future Year + Proposed Development 47
Table 6-46 - Chapel Street/Church Street - 2023 Base 47
Table 6-47 - Chapel Street/Church Street - 2036 Future Year Baseline 47
Table 6-48 - Chapel Street/Church Street - 2036 Future Year + Proposed Development 48
Table 6-49 - Church Street/Leicester Road - 2023 Base 49
Table 6-50 - Church Street/Leicester Road - 2036 Future Year Baseline 49
Table 6-51 - Church Street/Leicester Road - 2036 Future Year + Proposed Development 50

FIGURES

Figure 5-1 – Parent Zones Used for Traffic Distribution 23
Figure 5-2 - – Strategic Route Junctions South of Earl Shilton SUE 26
Figure 5-3 - - Strategic Route Junctions North of Earl Shilton SUE- 26

Figure 5-4 - Local Junctions Study Area and Access Junctions 27

APPENDICES

APPENDIX A

UPDATES TO SUBMITTED TA FIGURES

APPENDIX B

ACCIDENT DATA

APPENDIX C

A47 NORTHERN ACCESS ROUNDABOUT

APPENDIX D

A47 SOUTHERN ACCESS ROUNDABOUT

APPENDIX E

ASTLEY ROAD ACCESS

APPENDIX F

MILL LANE ACCESS

APPENDIX G

BREACH LANE ACCESS

APPENDIX H

BUS STRATEGY

APPENDIX I

PROPOSED STUDY AREA FOR JUNCTION ASSESSMENT TECHNICAL NOTE (DOC REF: 42523-WSPE-XX-XX-TN-OT-00001_S0_P03

APPENDIX J

FURNESS FLOWS TECHNICAL NOTE (DOC REF: 42523-WSPE-XX-XX-TN-OT-00008_S2_P01)

APPENDIX K

JUNCTION MODELLING OUTPUTS: ACCESS JUNCTIONS - CAPACITY ASSESSMENT

APPENDIX L

JUNCTION MODELLING OUTPUTS: OFF-SITE STRATEGIC JUNCTIONS - CAPACITY ASSESSMENT

APPENDIX M

COMMITTED MITIGATION SCHEMES

APPENDIX N

A5 VISSIM TECHNICAL NOTE (DOC REF: 42523-WSPE-XX-XX-TN-OT-00005_S2_P01.1)

1 INTRODUCTION

1.1 BACKGROUND

1.1.1. WSP UK Limited (WSP), formerly Wood E&IS UK Limited, has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the 'Applicants') to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development known as the Earl Shilton Sustainable Urban Extension (SUE). The Earl Shilton SUE is an allocated site within the Hinckley and Bosworth Borough Council (HBBC) Local Plan for up to 1,600 dwellings, employment, primary school, local centre and associated infrastructure. The two separate, but aligned, OPAs are referred to as Application A and Application B. Application B for Bloor Homes and Jelson was submitted in December 2021 and Application A for Barwood Strategic Land was submitted in March 2023.

1.1.2. Both applications have been prepared to work in combination to deliver the majority of the overall SUE allocation requirements, providing up to 1,500 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, public open space, landscaping, access and drainage. This is referred to herein as 'the Proposed Development'.

1.1.3. One overarching Transport Assessment (TA) and Framework Travel Plan (FTP) was produced in December 2021 to support both Applications, referred to herein as the 'submitted TA and the 'submitted FTP'. Comments from the Leicestershire County Council (LCC) Highways Development Management (HDM) team and National Highways included the need for agreements on the approach to the traffic modelling and therefore re-testing of the Pan Regional Traffic Model (PRTM).

1.1.4. The PRTM modelling has been undertaken in consultation with officers from LCC HDM, National Highways and the neighbouring authority to the south, Warwickshire County Council (WCC), collectively referred to herein as the 'highway authorities'. The Applicants commissioned AECOM to carry out the PRTM modelling. The PRTM modelling is based on the full allocation for the Earl Shilton SUE of 1,600 dwellings.

1.1.5. This TA Addendum reports on the methodology and findings of the additional traffic modelling work, as well as updates to the policy context, baseline situation and changes to the transport strategy.

1.2 THE SCOPE OF THE TRANSPORT ASSESSMENT ADDENDUM

1.2.1. The scope of this TA Addendum is to provide an update to the information presented in the submitted TA where relevant. The main body of the TA Addendum is structured similarly to the submitted TA, as follows:

- Section 2 Policy Context – sets out the relevant national and local transport policy context.
- Section 3 – outlines the existing baseline transport network.
- Section 4 – describes the development proposals.
- Section 5 - sets out the anticipated development traffic generation and distribution onto the local highway network.
- Section 6 – presents the traffic impact assessment.
- Section 7 – summarises the updates presented within the TA Addendum and the transport proposals and provides the conclusion of the assessment of traffic impact.

2 POLICY CONTEXT

2.1 NATIONAL GUIDANCE

2.1.1. The submitted TA summarised relevant national transport policy and guidance. Since the submission, the following have been updated and summaries of the updates are provided in the following sections.

- the Department for Levelling Up, Housing and Communities (DLUHC) *National Planning Policy Framework* (NPPF) – last update in December 2023[1].
- The Department for Transport (DfT) Circular 02/2013 The Strategic Road Network and the delivery of sustainable development has been superseded by Circular 01/20222 which was published on 23rd December 2022. No updates are required to the summaries of the other national guidance documents provided in the TA.

NATIONAL PLANNING POLICY FRAMEWORK

2.1.2. The submitted TA included a summary of Section 9 of the July 2021 NPPF which sets out the approach for promoting sustainable transport, from plan making, planning policy and parking standards setting, to considering development proposals.

2.1.3. The NPPF has since been updated on 5th September and 19th December 2023. The updates have not changed the content of Section 9, 'Promoting sustainable transport', just the paragraph numbering which is now paragraphs 108 to 117.

2.1.4. With specific regards to decision making for development proposals, the NPPF continues to state:

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

CIRCULAR 01/2022 STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (DFT, 2022)

2.1.5. The Circular sets out the policy for National Highways engagement with the planning system and how it will deliver sustainable economic growth (whilst maintaining, managing and operating a safe and efficient strategic road network) and it sets out requirements for roadside facilities including for zero emission vehicles.

The Circular includes expectations on early engagement between developers and National Highways on impacts on the Strategic Road Network (Paragraph 42) and that National Highways will as required engage at pre-application state for Transport Assessment/Statement and Travel

[1] National Planning Policy Framework - Guidance - GOV.UK (www.gov.uk)

[2] https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development#fn:21 Accessed 29/11/2023

Plan (Paragraph 47). It, also, highlights the effectiveness of travel plans for encouraging sustainable travel (Paragraph 44).

Relating to Transport Assessments the Circular, particularly Paragraphs 47- 54, outlines that Transport Assessments should:

- '*start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision*' (Paragraph 48).
- '*consider existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact on the same sections (link or junction) as the proposed development. Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic*.' and '*Planned improvements to the SRN or local road network should also be considered in any assessment where there is a high degree of certainty that this will be delivered'* (Paragraph 49).
- For committed development assumption '*Where development proposals are consistent with an up-to-date plan or strategy (or where there is no up-to-date plan or strategy), this should include all relevant development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years and include the full amount of development to be built. Where development proposals are not consistent with an up-to-date plan or strategy, this should include all relevant development that is consented or allocated over the entirety of the plan period.*' (Footnote 21)
- Include '*An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase*. (Paragraph 50).

Additionally, the Circular, Paragraph 51, outlines that:

'*Where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary.'*

2.2 LOCAL POLICY

The submitted TA summarised relevant local planning and transport policy. Since the TA was submitted, the LCC Strategic Plan 2018-2022 has been superseded and the emerging Local Plan Review for Hinckley and Bosworth has progressed. A summary of the current LCC Strategic Plan along with additional details on the HBBC draft Local Plan Review are provided within this section of the TA Addendum. There are no updates to the summaries within the submitted TA for the following:

- Leicestershire Local Transport Plan 3 (2011-2026);
- HBBC Core Strategy 2009; and
- Earl Shilton and Barwell Area Action Plan 2014 (Local Plan 2006-2026).

HINCKLEY AND BOSWORTH DRAFT LOCAL PLAN (2021)

2.2.1. The submitted TA summarised the emerging Hinckley and Bosworth Draft Local Plan 2020-2039. The Local Plan is still in process and has been expanded to cover the period 2020-2041[3].

LEICESTERSHIRE COUNTY COUNCIL STRATEGIC PLAN 2022 - 2026[4]

2.2.2. The LCC Strategic Plan 2022-2026 was adopted in March 2022. It outlines LCC's five desired strategic outcomes to be achieved in its administrative area which are: Clean and Green; Great Communities; Improved Opportunities; Strong Economy, Transport and Infrastructure and Safe and Well. Each strategic outcome is has identified aims, actions and measures of success.

2.2.3. Transport plays a key role in three of the strategic outcome areas (Clean and Green, Strong Economy, Transport and Infrastructure and Safe and Well).

2.2.4. Key actions include:

- Working with bus operators to deliver the LCC Bus Service Improvement Plan (BSIP) which will promote affordable, frequent, and high-quality passenger transport services.
- Working with the region's transport body, Midlands Connect, to improve passenger rail services.
- Working with partners to enable and encourage electrical vehicle usage, such as by expanding charging points.
- Enhancing the infrastructure that supports cycling and walking to create healthy streets and spaces, such as segregated infrastructure, cycle parking, crossings, traffic reduction measures
- Providing cycle training and work with schools and workplaces to provide people with the required skills and information to cycle and walk.

2.2.5. Indicators of measurement of success identified within the document include: levels of electric vehicle uptake, proportion of adults walking and cycling three days a week, public transport use and satisfaction of use, proportion of roads where structural maintenance should be considered and numbers of road fatalities and serious injuries.

2.3 LOCAL TRANSPORT STRATEGIES

2.3.1. The submitted TA summarised relevant local transport strategies, there are no updates to the summaries within the submitted TA for the included strategies which were as follows:

- Leicester and Leicestershire Working Together Strategic Transport Priorities 2020-2050 (2020);
- Leicestershire County Council Cycling and Walking Strategy (2021);
- Leicestershire County Council Passenger Transport Policy and Leicestershire County Council Passenger Transport Strategy (2019);
- Strategic Growth Plan Leicester & Leicestershire 2050: Our Vision for Growth (2018);
- Green Infrastructure Strategy (2020); and
- Review of Other Relevant Documents- Earl Shilton and Barwell AAP

[3] https://www.hinckley-bosworth.gov.uk/localplanreview Accessed 24/11/2023

[4] https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2022/7/13/LCC-Strategic-Plan-2022-26.pdf Accessed 27/11/2023

It is noted that there has been publication of Local Cycling and Walking Infrastructure Plans (LCWIPs) for a number of areas in the county, but this doesn't include Earl Shilton.

2.3.2. Since the production of the submitted TA ,a Net Zero Leicestershire Strategy has been published along with a Net Zero Leicestershire Action Plan which are summarised below as relevant documents.

NET ZERO LEICESTERSHIRE STRATEGY 2023-2045 (2022)[5]

2.3.3. The LCC Net Zero Strategy has the aim to achieve net zero carbon from Leicestershire by or before 2045. It, also, outlines the council's goal for council operations to become net zero by 2030. The strategy focuses on several categories of emissions including road and rail transport.

NET ZERO LEICESTERSHIRE ACTION PLAN 2023-2027 (2022)[6]

2.3.4. The Net Zero Action Plan identifies the delivery of the Net Zero Leicestershire Strategy for the five-year period 2023-2027. The plan outlines: actions for six areas (one of which is transport) along with actions that are cross-cutting of these areas; a methodology for action prioritisation; governance and monitoring and reporting.

2.3.5. The Action Plan identifies the hierarchy for mitigation measures to cut carbon emissions as follows: eliminate, reduce, substitute and compensate/neutralise. Regarding transport, the Action Plan's aim is '*to deliver low-carbon, affordable transport choices for all'*. This aim is supported by six objectives:

- *'Encourage and enable more cycling, walking and other active travel*
- *Reduce the need to travel by car*
- *Encourage changes to travel behaviours, including fuel efficient driving*
- *Support people to choose public transport*
- *Support the transition to ultra-low emission vehicles for example, electric and hydrogen fuelled*
- *Reduce the impact of freight movement within and across the county'*

2.3.6. Each of the six objectives has associated actions for delivery. Those of key relevance to the Proposed Development include, but are not limited to, the following:

- Supporting planning policies for development that reduces the need to travel and promotes active and public transport.
- Deliver sustainable travel advice through the Choose How you Move campaign
- Encourage employers to promote remote and flexible working and sustainable travel choices

2.4 SUMMARY

2.4.1. The updates to the national and local policy of relevance to the Site and Proposed Development relating to transport do not have a significant impact on the conclusion of the TA. The Proposed Development has been designed to comply with relevant local and national policy and standards as outlined within the submitted TA and within this TA Addendum.

[5] https://www.leicestershire.gov.uk/sites/default/files/2022-12/net-zero-leicestershire-strategy.pdf Accessed 27/11/23
[6] https://www.leicestershire.gov.uk/sites/default/files/2022-12/net-zero-leicestershire-action-plan.pdf Accessed 27/11/23

3 BASELINE SITUATION

3.1.1. This section sets out updates to the baseline situation presented in the submitted TA.

3.2 DESCRIPTION OF THE SITE

3.2.1. There are no updates required to the Site context and description presented in the submitted TA.

3.3 LOCAL ROAD NETWORK

3.3.1. There are no updates required to the description of the outline of the local road network presented in the submitted TA Section 3.3.

3.3.2. For the purpose of the TA Addendum, new traffic counts have been undertaken in order to provide a more up-to-date baseline, and one that is during normal traffic conditions. Traffic count surveys were undertaken by MHC on Wednesday 28th June 2023 between the hours of 0630 and 1000 in the morning and between 1600 and 1930 in the evening. Junction capacity assessments set out in **Chapter 6** includes assessment of the existing baseline based on the 2023 counts. The observed count data has also been used to 'furness' the PRTM output traffic flows, as set out in **Section 5.6** of this TA Addendum.

3.4 THE STRATEGIC ROAD NETWORK

3.4.1. There are no updates required to the description of the outline of the Strategic Road Network (SRN) presented in the submitted TA Section 3.4.

3.5 PUBLIC TRANSPORT NETWORK

3.5.1. The submitted TA outlined three bus services serving the local road network near the Site, services: 1, 48L and 158. Bus service 1 was withdrawn at the end of August 2023 and bus service 48L has been replaced with Service 148.

3.5.2. The current[7] bus service provision consists of:

- Stagecoach Service 148 (between Leicester and Coventry): which has approximately two services per hour per direction Monday to Saturday and 1 per hour per direction on Sunday.
- Arriva Service 158 (between Nuneaton/Hinkley and Coventry): which has approximately two services per hour per direction Monday to Saturday and 1 per hour per direction on Sunday.

3.5.3. These bus services serve bus stops on High Street (nearest to the Mill Lane and the Astley Road Site access points approximately 15- minute walking time and 1.1km walking distance and 6-minute walking time and 440m walking distance respectively) and Wood Street (nearest to the Breach Lane access at approximately 14 minutes walking time and 1 km walking distance). An updated revision of **Figure 3.2** in **Appendix A** illustrates these bus routes and nearest bus stops.

[7] https://www.stagecoachbus.com/timetables and www.arrivabus.co.uk/find-a-service accessed 20/10/23

3.5.4. The LCC publication *Leicestershire Highway Design Guide* (2022)[8] identifies that:

"…normally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m."

3.5.5. It is noted that the Stagecoach Group publication *Bus Services and New Residential Developments* (2017)[9] and the Chartered Institute of Highways and Transportation (CIHT) publication *Buses in Urban Developments (2018)*[10] advise that there will be circumstances where achieving a 400-metre walking catchment:

3.5.6. "…*results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route. Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service. Thus we support policy approaches offering some degree of flexibility on walking distances to bus stops where this is appropriate*."

3.5.7. The bus stops on High Street and Wood Street are not within an appropriate walking distance for most of the Site to be very attractive as a mode of transport choice. The bus strategy for the Site has therefore needed to consider a bespoke bus service.

3.5.8. The Arriva bus service 1 that was withdrawn at the end of August 2023 served bus stops nearer to the Site, located on Mill Lane, Alexander Avenue, Astley Road and Meadow Court Road, which would have been accessible for new residents in northern parts of the Site. The bus service took 33 minutes from Earl Shilton Sandringham Avenue to Hinckley Bus Station and 17 minutes from Hinckley Bus Station and Sandringham Avenue (50 minutes total). Therefore, one bus was sufficient for an hourly bus service. However, the service ran every two hours as it also looped to Barwell as bus service 2. It is understood that the service was not subsidised by LCC. Arriva announced that the withdrawal of the bus service was because customer demand had reduced. This could have been a result of the Covid-19 pandemic impact on bus patronage, and because of its low frequency. A service with a higher frequency than two hourly is likely to be a more attractive travel choice option and will attract better patronage levels.

3.6 RAIL SERVICES AND STATIONS

3.6.1. Hinckley Railway Station is the nearest station to the Site (approximately 7.5km away (by road) from the Site. Railway Station provides rail connection to major destinations such as Leicester and Birmingham.

3.6.2. Bus services 148 and 158 route through Earl Shilton and, also, stop in Hinckley Town centre which is approximately 700 m away from Hinckley Railway Station.

[8] Leicestershire County Council (2022) Leicestershire Highway Design Guide (Online.) Available at: https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide

[9] Stagecoach (2017) Bus Services and New Residential Developments (online) available at https://www.stagecoachgroup.com/~/media/Files/S/Stagecoach-Group/Attachments/pdf/bus-services-and-new-residential-dev.pdf

[10] CIHT (2018) Buses in Urban Developments (online) available at: www.ciht.org.uk/media/4459/buses_ua_tp_full_version_v5.pdf

3.6.3. The station benefits from the following facilities:

- 63 car park spaces at the rate of £6.50 per day with weekly, monthly and annual options available[11]; and
- sheltered cycle storage[12].

3.6.4. The service frequency between Hinckley and Leicester and Birmingham are set out in **Table 3-1**, including direct services and those requiring a change. The station is generally provided with at least an hourly service to each of these destinations.

Table 3-1 – Hinckley Railway Station Service Summary

Route	Day	Approximate Service Times	Max. Frequency/Service Level
Hinckley to Leicester	Monday – Friday	05:55-22:58	Approximately 1 per hour
	Saturday	06:30-22:58	approximately 1-2 per hour
	Sunday	10:28-22:28	approximately 1 per hour
Leicester to Hinckley	Monday – Friday	06:18-22:26	Approximately 1 per hour
	Saturday	06:30-22:20	approximately 1-2 per hour
	Sunday	10:20-22:20	approximately 1-2 per hour
Birmingham New Street to Hinckley	Monday – Friday	05:19-22:22	Approximately 1-2 per hour
	Saturday	05:52-22:22	approximately 1 per hour
	Sunday	09:52-21:52	Approximately 1 per hour
Hinckley to Birmingham New Street	Monday – Friday	07:08-22:46	Approximately 1-2 per hour
	Saturday	06:08-22:40	approximately 1 per hour
	Sunday	14:40-22:40	approximately 1 per hour

Source: Trainline

3.7 PUBLIC RIGHTS OF WAY, CYCLE AND PEDESTRIAN FACILITIES

There are no updates required to the outline of the Public Right of Way (PRoW), cycle and pedestrian networks presented in the submitted TA Section 3.7.

3.8 ACCESS TO LOCAL SERVICES AND FACILITIES

3.8.1. Section 3.8 of the submitted TA set out metrics for assessing the accessibility of the Site with regard to local services and facilities by walking and cycling. It notes that the Proposed Development would include retail and a primary school internal to the Site which would be highly accessible to the

[11] https://www.eastmidlandsrailway.co.uk/trains-stations/at-the-station/car-parking Accessed: 29/11/23
[12] https://www.nationalrail.co.uk/stations/hinckley-leics/ Accessed 29/11/23

occupants of the Proposed Development. The submitted TA Table 3.4 set out a selection of key services and facilities in Earl Shilton and their accessibility to the Site. The information within the submitted TA Table 3.4 remains relevant apart from:

- The nearest bus stops are now located on High Street (nearest to the Mill Lane and the Astley Road Site access points approximately 15 and 6 minute walking time respectively) and Wood Street (nearest to the Breach Lane access at approximately 14 minutes walking time), as outlined in **Section 3.5**.
- Two opticians were listed within Table 3.4 of the submitted TA. The current information for the nearest opticians to the Site is as follows and supersedes that presented within the submitted TA:
  - Wood Street Opticians approximately:
    - 830m straight line distance;
    - 994m walking/cycling journey distance;
    - 12 minutes walking journey time; and
    - 4 minutes cycling journey time.

3.8.2. Overall, with the exclusion of accessibility to bus stops, the conclusion of the TA regarding the accessibility of the Site to local services and facilities by active transport remain unchanged: the Site has good accessibility to the Earl Shilton town centre area, primary and early years facilities and a variety of local services and facilities and only just exceeds the preferred maximum for access to the secondary school. An updated revision of **Figure 3.5** in **Appendix A** illustrates the local services and facilities plan submitted as part of the TA updated where required.

3.8.3. It is noted that the Site, in its baseline state, has limited access to bus services and this is considered within **Section 4** of this TA Addendum which provides and updated bus strategy for the Proposed Development.

3.9 JOURNEY TO WORK TRAVEL PATTERNS

3.9.1. In the submitted TA 2011 National Census Data for 'method of travel to work' was used to derive modal split of travel to work for residents of the Super Output Lower Layer Areas in Hinckley and Bosworth: 006A, 006B, 006C, 006D, 006E and 006F (presented in submitted TA Table 3.5).

3.9.2. The 2021 National Census Data for 'method of travel to work' has since been published (data published in December 2022). The 2021 Census was undertaken during the period of the Covid-19 pandemic when there were travel restrictions. The Office for National Statistics (ONS) released information[13] regarding the 'method of travel to work' 2021 data set.

3.9.3. **Table 3-2** is an updated version of Table 3.5 in the submitted TA with the addition of the 2021 journey to work data to compare the change in modal split values.

13 https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021

Table 3-2 - Updated TA Table 3.5 Baseline Modal Share (2011 and 2021 Census)

Mode	Census 2011			Census 2021		
	Count	Mode Share (%) Excl Work from Home	Mode Share (%)	Count	Mode Share (%) Excl Work from Home	Mode Share (%)
Driving a car or van	3,695	78.20	75.59	3,095	80.54	60.33
On foot	331	7.01	6.77	279	7.26	5.44
Passenger in a car or van	294	6.22	6.01	191	4.97	3.72
Bus, minibus or coach	207	4.38	4.23	145	3.77	2.83
Bicycle	90	1.90	1.84	51	1.33	0.99
Motorcycle, scooter or moped	52	1.10	1.06	20	0.52	0.39
Train	20	0.42	0.41	7	0.18	0.14
Taxi	16	0.34	0.33	11	0.29	0.21
Underground, metro, light rail, tram	3	0.06	0.06	3	0.08	0.06
Other method of travel to work	17	0.36	0.35	41	1.07	0.80
Works at or mainly from home	163	n/a	3.33	1,287	n/a	25.09
Total	**4,888**	**100%**	**100%**	**5,130**	**100%**	**100%**

*Excluding those not in employment

Data source: ONS (nomis) www.nomisweb.co.uk

3.9.4. Due to the unique situation of the pandemic on journeys to work, with extensive working from home, workers on furlough, closed businesses and avoidance of public transport encouraged, this data from 2021 is not representative of 'normal' conditions. Consequently, it is not considered a robust, complete or appropriate data source for determining the modal split to inform assessment of the Proposed Development trip generation and traffic impact contained within this TA Addendum and the 2011 Census data has been retained.

3.9.5. It is noted that there were reductions in public transport use during the Covid-19 pandemic which would have impacted on local bus provision such as Arriva service 1.

3.10 LOCAL ROAD SAFETY CONSIDERATIONS AND ASSESSMENT

3.10.1. The submitted TA Tables 14.7 and 14.8 presented Personal Injury Accident (PIA) data sourced from Crashmap Pro and Crashmap for the local road network roads and junction between 2016 and 2020. Since submission of the TA Crashmap has published 2022 PIA data. Therefore, this addendum **Table 3-3** and **Table 3-4** update the PIA assessment to the new most recent available five year period of data 2018-2022 for the study area. An updated revision of **Figure 3.7** in **Appendix A** shows the accident assessment area and accident locations. A summary of the accident data for the study area is given in **Appendix B**.

3.10.2. **Table 3-3** provides a summary of the data from Crashmap and Crashmap Pro for the junctions in the study where accidents were recorded along Clickers Way A27 and the A47 north of Earl Shilton to Desford Road (B582). Accidents at these junctions were categorised as being within 20m of the junction or in a position where the junction is assumed to be a factor.

Table 3-3 - PIA summary 2018-2022: Junctions

Junctions	Slight	Serious	Fatal	Total	Accident Rate p.a.	No. of Accidents Involving Vulnerable Road Users*
A47 Clickers Way/ Station Road B581	1	0	0	1	0.2	-
A47 Clickers Way/Wilkinson Lane	1	0	0	1	0.2	-
A47 Clickers Way/Masefield Drive	2	0	0	2	0.4	-
A47 Clickers Way/ Breach Lane	0	0	0	0	0	-
A47 Clickers Way/Mill Lane	0	1	0	1	0.2	Child: 1
A47 Clickers Way/A47 Leicester Road (W)/Leicester Road Carrs Hill	2	1	0	3	0.6	-
A47 Clickers Way/Leicester Road (W)/ A47 (N)	1	0	0	1	0.2	Pedestrian: 1
A47/Dans Lane Junction	3	2	0	5	1	-
A47/Peckleton Lane Junction	2	1	1	4	0.8	-
Leicester Lane B582/Desford Road B582/A47 junction	2	1	0	3	0.6	-
Total	14	6	1	21	-	-

*Vulnerable road users are defined as cyclists and pedestrians. Accidents involving child casualties are also noted.
Base Data Source: Department for Transport data published by www.crashmap.co.uk

3.10.3. **Table 3-4** summarises the data for the roads in the study area, where accidents have occurred within the study period, and excluding accidents recorded at the junctions in **Table 3-3**. This is reported for the roads, and in some case for sub-sections of road, for accident rate per annum. Where traffic turning count data, surveyed by NDC in July 2021, for peak times is available at a location of relevance it has been used to give an estimate of the average annual daily traffic (AADT) for roads/sections of road which has been used to calculate an estimated annual accident rate per million vehicle km which is, also, reported in **Table 3-4**.

Table 3-4 - PIA summary 2018-2022: Links (excluding accidents recorded at the junctions in Table 3-3)

Link Section	Slight	Serious	Fatal	Total	Accident Rate p.a.	No. of Accidents Involving Vulnerable Road Users*	Estimated AADT for Link	Approximate Link Length (km)	PIA per Annum per million vehicle km
Astley Road and Meadow Court Road	2	0	0	2	0.4	Pedestrian (including child): 1 and Pedestrian: 1		0.73	
Alexander Avenue	1	1	0	2	0.4	-		0.82	
Station Road and Wilkinson Lane	2	2	0	4	0.8	Pedestrian: 1 and Child: 1	6,956	1.06	0.31
A47 Clickers Way: Between Leicester Road Carrs Hill and Leicester Road (W)	1	1	0	2	0.4	-	10,390	4.35	0.03
Station Road (B581) between:A47 Clickers Way and Leighton Crescent	3	3	0	6	1.2	Pedestrian: 1 and Pedal Cycle (including child): 1	10,805	1.07	0.30
A47: Between Leicester Road (W) and Desford Road B582 Total	**9**	**2**	**0**	**11**	**2.2**	**-**		**4.19**	
Between Dan's Lane and Desford Road B582	4	2	0	6	1.2	-	16,230	1.83	0.12
Between Dan's Lane and Leicester Road (W)	5	0	0	5	1	-	15,499	2.36	0.08
'Old A47' Total:	**4**	**4**	**1**	**9**	**1.8**	**-**		**3.96**	
Leicester Road (S)	0	0	0	0	0	-	11,593	0.61	0
Hinckley Road	0	0	0	0	0	-		0.87	
Wood Street	1	1	1	3	0.6	Pedal Cycle: 1		0.41	
The Hollow	0	0	0	0	0	-		0.25	
High Street (inc. Hilltop)	0	2	0	2	0.4	-		0.53	
Leicester Road (N)	3	1	0	4	0.8	Pedestrian: 1	6,603	1.29	0.27
Total	**22**	**13**	**1**	**36**	**-**	**-**	**-**	**-**	-

*Vulnerable road users are defined as cyclists and pedestrians. Accidents involving child casualties are also noted.
Base Data Source: Department for Transport data published by www.crashmap.co.uk

3.10.4. Additionally, on the outlined local road network: Montgomery Road, Mill Lane, Equity Road (East), Breach Lane, Church Street, Elmesthorpe Lane and Avenue South all recorded zero accidents in the study time frame.

3.10.1. Overall, **Table 3-3** and **Table 3-4** show 57 accidents were recorded in this study area over the five-year period of which 36 were slight, 19 serious and two fatal. Some of these accidents involved vulnerable road users: Six accidents were recorded as involving pedestrian casualties and two involving pedal cyclist casualties. Four accidents involved child casualties. The accident rate per annum is generally low at these junctions and roads, with the exception of Station Road (B581) between the A47 Clickers Way and Leighton Crescent where the average annual accident rate per annum is 1.2.

3.10.2. Only clusters or links which exhibit an annual accident rate of greater than one accident per annum are considered to be significant. Though there are clusters of accidents at junction within the study area, no junctions have an annual accident rate >1.

3.10.3. Three roads record an annual accident rate in excess of 1 which are: the A47 between Leicester Road (W), Station Road (B581) between: A47 Clickers Way and Leighton Crescent and Desford Road B582 and 'Old A47'. The A47 between Dan's Lane and Desford Road B582 has an average annual accident rate above 1 while the section between Leicester Road (W) and Dan's Lane has an average annual accident rate below 1. The A47 north of Earl Shilton is a long road section and there was available traffic count data allowing investigation into the accident rate taking into account a distance metric. The 'old A47' in total which is made up of various roads which taken individually have low accident rates per annum – though within this Wood Street recorded one fatal accident.

3.10.4. The DfT (2023) reported road casualties for Great Britain 2022 presented in RAS0302[14] for 2013 to 2022 and includes the national accident numbers per billion vehicle kms by road classification. **Table 3-5** summarises the national accident rate per million vehicle kms by road classification for 2018 to 2022.

Table 3-5 - Average accident rate per million vehicle kilometres by road type

Road Type	2018	2019	2020	2021	2022	Average
Urban A-Road	0.43	0.42	0.42	0.42	0.30	0.40
Rural A-Road	0.12	0.11	0.11	0.11	0.11	0.11
Urban Other Road	0.43	0.40	0.36	0.37	0.37	0.39
Rural Other Road	0.21	0.20	0.19	0.19	0.19	0.19

Source: Department for Transport statistics (2023) RAS0302

[14] Department for Transport statistics (2023) RAS0302. Available at: https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain#road-type-ras03 Accessed 08/11/23

3.10.5. Within the study area the A47 is to be considered an urban A road on Clicker's Way and north of Earl Shilton it is considered a rural A road. All other roads in the study area are considered to be urban other roads.

3.10.1. Comparing the links in **Table 3-4**, where there was some count data available, from that surveyed by NDC in July 2021, it can be seen that all roads have an PIA per annum per million vehicle km at or below the 2018 to 2022 average PIA per annum per million vehicle km for their road type, excluding the section of the A47 between Dan's Lane and Desford Road B582.The section of the A47 Between Dan's Lane and Desford Road B582, however is only 0.01 above the national average accident rate per annum per million vehicle kilometres for a rural A-road.

Conclusion

3.10.2. The accident levels are generally low and where links exhibit an annual average accident rate greater than 1 their average annual accident rate per million vehicle km is not in excess of the national average for their road type excluding the section of the A47 between Dan's Lane and Desford Road B582 however this section of the A47 is only 0.01 above the national average accident rate per annum per million vehicle kilometres for a rural A-road. It is concluded that the study area does not exhibit any severe accident hot spots which need to be targeted with specific casualty reduction measures as part of the development proposals.

4 THE PROPOSED DEVELOPMENT

4.1 OVERVIEW OF DEVELOPMENT PROPOSALS

4.1.1. The description of the Proposed Development is unchanged from that presented in the submitted TA Section 4.1. There have been revisions to the illustrative masterplan to account for changes to the access junctions and internal highway connections. The updated proposed land-use parameters plan and access and movement strategy figures are included in **Appendix A**.

4.2 ACCESS AND MOVEMENT STRATEGY

VEHICULAR ACCESS

4.2.1. The submitted TA proposed five vehicular access points to the Proposed Development. The number and locations of the access points remain unchanged however there are updates to the junction proposals. Access designs are in accordance with the LCC Highways Design Guide The junction designs have since been revised following consultation with LCC HDM and Road Safety Audits (RSAs) for each have been undertaken. A description of the approved access junction designs is set out in the following sections.

A47 Northern Access Roundabout

4.2.2. There is no change in the design principle of the access junction, however, the roundabout design has been refined and a Stage 1 RSA undertaken. The RSA 1 with Designer's Response and a Departure from Standards (DfS) form was submitted to LCC HDM and their approval has been given.

4.2.3. The approved access design is presented in **Appendix C** along with swept path analysis (SPA) plans.

A47 Southern Access Junction

4.2.4. There is no change in the design principle of the access junction, however, the roundabout design has been refined and a Stage 1 RSA undertaken. The RSA 1 with Designer's Response was submitted to LCC HDM and their approval has been given.

4.2.5. The approved access design is presented in **Appendix D** along with SPA plans.

4.2.6. There has been discussion with LCC HDM regarding bridleway U105 which runs along the northern side of the A47 at the top of the embankment that was created as part of the road construction. The new roundabout will cut across the bridleway and it is proposed to divert it along the access road within the Site for a short section – along both sides with a Pegasus crossing. The principle for this will be set out in a planning condition, with the detailed design being part of Reserved Matters.

Astley Road Access

4.2.7. The design of the proposed Astley Road access has been developed from that presented within the submitted TA. There is no change in the design principle of the access junction as a three-arm priority junction with dropped kerb and informal pedestrian crossing on the Site access which will link both sides of the existing pedestrian footway on the east side of Astley Road.

4.2.8. A Stage 1 RSA of the access design and Designer's Response was submitted to LCC HDM for their approval.

4.2.9. A revised junction design was developed to address LCC HDM comments proposing a short right turn lane on Astley Road (LCC have commented that the dimensions for the right turn lane are acceptable and in keeping with the urban nature of the location). The agreed access design has had a further Stage 1 RSA which was submitted to LCC HDM along with the Designer's Response and their approval has been given.

4.2.10. The approved access design is presented in **Appendix E** along with SPA plans.

Mill Lane Access

4.2.11. In the submitted FTP and TA, the access proposal did not include a junction design as the SUE masterplan is illustrative but showed the principle of the link between the existing road carriageway and the Site, comprising widening on Mill Lane, a footway connection and traffic management measures to deter through traffic.

4.2.12. LCC HDM has required a junction design to be submitted for permission at OPA stage. Through post submission discussion with LCC HDM, and further the development of the access strategy, a junction design has been developed, consisting of the following aspects.

- A three-arm mini roundabout to connect Mill Lane with the internal road to the south and residential road to the north. The junction and lane widths (as described below) will encourage low speeds and will accommodate an 12m bus service from Mill Lane. It is proposed that the remaining eastern section of Mill Lane would be stopped up to vehicular traffic and be available for use by pedestrians and cyclists.
- Provision of 2m footways on the northern and southern side of the carriageway which tie into the existing provision on both sides of Mill Lane.
- A short section of shared used footway/cycleway on the southern side at the eastern end as a continuation of the proposed provision on the section of access road to the south of Mill Lane. Signage for cyclists to join the carriageway is provided in advance of the 3m reducing to the 2m footway.
- Carriageway width of 5.5m along the majority of the Mill Lane vehicular access section which is sufficient for two-way vehicles, including one-way 12m buses and RCVs. The exception to this is at the western end where it ties into the existing Mill Lane. At this section it is proposed to widen the carriageway from 2.8m to 4.3m and inclusion of a 2m footway on the northern side and retention of the Union Mill Close junction arrangement. This lane width restriction will act as a horizontal traffic management feature to keep traffic speeds low and to deter general traffic. Priority will be given to traffic from the west of Mill Lane with a give way within the Site for westbound traffic. The swept path drawings in **Appendix F** illustrate that there is sufficient width to accommodate the bus and a car.
- The northern arm off the proposed Mill Lane mini roundabout is based on the illustrative masterplan and the detailed design will be subject to a Reserved Matters application. The illustrative design shows a 5.5m wide carriageway with 2m wide footways on either side.
- The internal road to the south of Mill Lane mini roundabout is also based on the illustrative masterplan. The detailed design will be subject to a Reserved Matters application. The illustrative design shows a 6m wide carriageway with a 2m footway on the eastern side to connect through to the residential parcel to the north and a 3m shared cycleway/footway on the western side which extends onto Mill Lane from where cyclists would join the carriageway. The

preliminary and detailed design of the access junction will set out the signage and road markings for this. A pedestrian crossing point would be provided south of the bus stop that will be located on the southern arm.

- It is proposed that the section of internal road that serves the employment land parcels to the south of the Mill Lane mini-roundabout and north of the internal roundabout will be widened to 7.3m, as illustrated in the illustrative masterplan.
- HGVs will not be permitted north of the employment park. A road sign will indicate that this is prohibited and a TRO will be created to extend the 7.5 tonne HGV restriction to this section of the southern arm.

4.2.13. A Stage 1 RSA of the access design and Designer's Response was submitted to LCC HDM and their approval has been given. The approved access design is presented in **Appendix F** along with SPA plans.

Breach Lane Access

4.2.14. In the submitted FTP and TA, the access proposal did not include a junction design as the SUE masterplan is illustrative but showed the principle of the link between the existing Breach Lane road carriageway and the Site, comprising widening on Breach Lane and a footway connection.

4.2.15. LCC HDM has required a junction design to be submitted. Through post submission discussion with LCC HDM, and the development of an access strategy, a proposed access design comprises:

- 4.8m wide carriageway on the access road within the Site and on Breach Lane, requiring widening of the existing lane.
- 2m wide footway on the western side of the access road within the Site and the northern side of Breach Lane with dropped kerbs and tactile paving at the access junction.
- Continuance of 2m wide footway to the east of the access junction alongside tapering of the Breach Lane width to tie in with the existing carriageway to the east.
- Informal crossing with dropped kerbs and tactile paving where the existing footway/cycleway route from Oaklands Avenue meets Breach Lane.
- 'No through road' signage east of the junction to discourage vehicle movements along Breach Lane.

4.2.16. A turning head has not been included as this manoeuvre can be undertaken within the development itself and this also helps retain the rural feel of the lane.

4.2.17. A Stage 1 RSA of the access design and Designer's Response was submitted to LCC HDM and their approval has been given. The approved access design is presented in **Appendix G** along with SPA plans.

INTERNAL HIGHWAYS ARRANGEMENTS

4.2.18. There is no change in the design principle of the internal highway arrangements, however, there have been changes to the alignment of the spine road through the Site to avoid a tree. An updated access and movement strategy plan is included in **Appendix A**.

BUS STRATEGY

4.2.19. Comments from the LCC HDM identified the need for more information on the proposed Site access strategy, including proposals for bus provision.

4.2.20. The Bus Strategy has been updated to account for the withdrawal of Arriva Service 1. The *Bus Strategy Technical Note* within **Appendix H** outlines in detail the Proposed Development Bus Strategy.

4.2.21. This section of the TA Addendum summarises the proposed Bus Strategy.

4.2.22. As outlined in **Section 3.5** two existing bus services serve Earl Shilton (148 and 158). Discussion with the bus operators, Arriva and Stagecoach, established that diversion of either of these services nearer to or within the Site is not a feasible option as these are direct, fast routes and it would lengthen journey times which would be to the detriment of existing passengers. Therefore, the Site Bus Strategy incorporates a bespoke service.

4.2.23. The proposed bus infrastructure on Site remains as outlined in Section 3.5 of the submitted TA consisting of high-quality bus stops on Site to enable the majority of the Proposed Development residential dwellings to be within 400m of a bus stop.

4.2.24. The proposed Bus Strategy is phased as follows:

- Short and medium term: proposed Hinckley to Earl Shilton bus service (developed with reference to the withdrawn bus service 1 route) routing into the Site's proposed A47 southern roundabout and performing a loop (in the vicinity of the community hub) and exiting the Site via the proposed A47 southern roundabout. One bus would be sufficient to provide an hourly service.
- Long term: proposed Hinckley to Earl Shilton bus service as per short and medium term but with service routing through the Site via the proposed A47 southern roundabout and either the Proposed Mill Lane access or proposed A47 northern roundabout. One bus would be sufficient to provide an hourly service.

4.2.25. The bus strategy is dependent on developer contributions to pump prime the bus service. A phased bus service strategy will be required that fits with the staged delivery of each of the application sites. Commencement of a bus service to serve a new development is a balance between providing travel choice in the early stages of occupation and optimum use of developer contribution funding. Whilst it would be ideal for a bus service to be in place from day 1 of occupation in order to influence travel choice at the outset, this would be poor use of funding as revenue earned from patronage from occupants from the site would be minimal. A pragmatic approach is to identify a threshold of development that would trigger the commencement of the service.

4.2.26. The bus service would benefit from the patronage produced by the Proposed Development and patronage from the existing households along the re-instated bus service 1 route.

4.2.27. Developer contributions for a bus service and the commercial viability of the proposed bus service is investigated within the Technical Note within Appendix B. It is noted that bus operating cost per annum per bus is anticipated to be £180,000 for a 12-hour bus service operating Monday to Saturday (based on indicative advice on standard annual bus cost from Arriva), though this would depend on bus service level and operator.

PARKING STANDARDS

4.2.28. Section 4.2 of the submitted TA set out LCC's requirements for minimum vehicle and cycle parking provision based on land-uses as set out in the Leicestershire Highway Design Guide (2018): Part 3 and the Highway Requirements for Developments (2017): Part 4. The interim LCC Leicestershire Highway Design Guide (2022) contains the same requirements for vehicle and cycle parking set out

within the submitted TA Table 4.2. Therefore, no updates are required to the proposals for parking, the Proposed Development parking provision will be provided per LCC standards.

4.2.29. It is of note that the 2021 Part S of The Building Regulation *Infrastructure for the Charging of Electric Vehicles*[15] took effect from June 2022. This document sets out the requirements for quantum of provision of electric vehicle charge points for residential and non-residential new development and where are charge point is required the specifications of its provision including, but not limited to, having a minimum nominal rated output of 7kW.

4.2.30. Electric vehicle charging points will be provided on Site in alignment with the relevant national and local requirements.

4.3 SUSTAINABLE TRAVEL PLAN INITIATIVES

4.3.1. The Sustainable Transport Strategy for the Site is set out in the submitted FTP and accompanying FTP Addendum. The FTP Addendum provides updates as required to the information within the FTP resulting from changes to the existing transport context of the Site and changes to the Development Proposals.

4.3.2. Together the submitted FTP and FTP Addendum provide the structure for the development of a full TP and outline an implementation plan for a set out a package of measures appropriate to the Site and an associated monitoring and review strategy. The TP will include Travel Plans for key land-uses: residential, workplace and primary school.

4.3.3. Section 4.3 of the submitted TA summarised the Sustainable Transport Strategy which was detailed in the submitted FTP. This section of the TA Addendum identifies the key updates to the Sustainable Transport Strategy which are presented in further detail within the accompanying FTP addendum.

4.3.4. Key updates to the Sustainable Transport Strategy are as follows:

- Bus Strategy – the proposed Bus Strategy has been updated in light of the withdrawal of the Arriva bus service 1 which routed from Hinckley to Earl Shilton (as outlined in **Section 3.5**). The amended bus strategy proposes a bespoke bus service to serve the Site, with its routing informed by the withdrawn bus service 1 route (as outlined in further detail within **Section 4.2** of this TA Addendum). The related TP targets (Objective 1) have been updated to align with the new Bus Strategy. Additionally, the Public Transport Strategy information (FTP Addendum Section 7.3) highlights the understanding that LCC's expectation for the provision of bus passes is two adult bus passes valid for six months be provided per residential plot.
- The submitted FTP Section 7.3 outlined Electric Vehicle (EV) charge points would be provided if possible. The FTP Addendum, Section 7.3, expands this to commit to the provision of EV charging infrastructure in line with relevant guidance including Part S of The Building Regulation Infrastructure for the Charging of Electric Vehicles (2021)[15].

[15] Department for Levelling Up, Housing and Communities (2021) The Building Regulations 2010 Infrastructure for the charging of electrical vehicles approved document 2021 edition (online.) available at: https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s accessed 21/02/24

- Further detail on the Travel Information Packs has been included within the FTP Addendum Section 7.3 including acknowledgement of the inclusion of the Choose How You Move BetterPoints active travel incentives scheme. Section 8.2 of the FTP Addendum outlines that it is understood that there are two options for the production of the Travel Information Pack:
  - Applicant produced pack which would need to be approved by LCC at a cost of £500.
  - LCC provide a pack for the Site at a cost of £52.85 per pack, with one pack provided per residential plot.
- Section 7.4 of the FTP Addendum provides an updated implementation programme incorporating the proposed Sustainable Transport Strategy updated.
- Section 9.1 of the FTP Addendum sets out understanding of the cost of LCC Travel Plan Monitoring Fee for a five-year duration monitoring of a full Travel Plan is £6,000 and a Framework Travel Plan £11,337.
- Section 4.2 of the FTP Addendum identifies there has been discussion with LCC HDM regarding bridleway U105 which runs along the northern side of the A47 at the top of the embankment that was created as part of the road construction. The new roundabout will cut across the bridleway and it is proposed to divert it along the access road within the Site for a short section – along both sides with a Pegasus crossing. The principle for this will be set out in a planning condition, with the detailed design being part of Reserved Matters.

4.3.5. The FTP Addendum (Section 10.2) concludes that the changes to the Sustainable Transport Strategy captured within the FTP Addendum do not present a detriment to the position presented within the submitted FTP. The proposed aim, objectives, targets and supporting measures and monitoring are considered appropriate to the development and to align with LCC guidance.

5 TRAFFIC IMPACT ASSESSMENT OVERVIEW

5.1.1. This section sets out an overview of the updates to the traffic impact assessment section that was presented in the submitted TA.

5.2 DEVELOPMENT TRAFFIC FLOWS

5.2.1. The trip rates are unchanged from the submitted TA.

5.2.2. The traffic generation set out in the AECOM forecasting report incorporates the internalisation of the traffic generation.

5.2.3. As per the submitted TA, the Proposed Development traffic distribution is derived from the PRTM and is based on 'parent zones'.

5.3 ASSESSMENT SCENARIOS

5.3.1. The baseline in the submitted TA was based on traffic counts undertaken in July 2021 with adjustments provided by LCC to account for the impact of the Covid pandemic on traffic flows.

5.3.2. For the purpose of the TA Addendum, new traffic counts have been undertaken in order to provide a more up-to-date baseline, and one that is during normal traffic conditions. Traffic count surveys were undertaken by MHC on Wednesday 28th June 2023 between the hours of 0630 and 1000 in the morning and between 1600 and 1930 in the evening.

5.3.3. The future years assessment scenarios are unchanged from the submitted TA.

5.3.4. The assessment scenarios are as follows:

- 2023 Current Baseline;
- 2026 Future Baseline for the purpose of SRN assessment impact in line with Circular 01/22:
  - 2026 Reference Case; and
  - 2026 Reference Case + Proposed Development.
- 2036 Future Baseline for the year of completion of the Proposed Development:
  - 2036 Reference Case; and
  - 2036 Reference Case + Proposed Development.

5.3.5. The weekday peak periods in the modelling are the same as in the submitted TA:

- 0800-0900 in the AM; and
- 1700-1800 in the PM.

5.4 PRTM MODELLING

OVERVIEW

5.4.1. Further PRTM modelling has been undertaken in consultation with the highway authorities and the Applicants have commissioned AECOM to carry out the work. As before, the PRTM modelling is based on the full allocation of 1,600 dwellings.

5.4.2. PRTM v2.3 has been used to assess the impact of the Proposed Development on the local and strategic road network. The 'unconstrained' version of the model has been used, as is required by the highway authorities.

5.4.3. The following has been produced by AECOM:

- PRTM Base Year Model Review Report;
- Uncertainty Log;
- PRTM Forecasting Report; and
- Junction turning flows at junctions identified within the model specification note produced by WSP.

DEVELOPMENT ASSUMPTIONS

5.4.4. The PRTM has been based on the following access junctions:

1. Access 1 – Southern A47 roundabout;
2. Access 2 - Northern A47 roundabout;
3. Access 3 – Mill Lane; and
4. Access 4 – Astley Road.

5.4.5. Breach Lane has not been included as a separate access within the PRTM on the basis that is considered as a standalone junction.

5.4.6. The internal road network to and from Access 3 and Access 4 will include traffic management features to discourage through-traffic which has been included in the PRTM modelling.

5.4.7. Seven development zones have been used to represent the proposed Earl Shilton SUE development with four development zones representing housing and three development zones to represent employment, retail (the urban centre) and education.

ASSESSMENT SCENARIOS

5.4.8. PRTM runs of without and with Proposed Development scenarios have been run for the following forecast years:

- 2026 Opening Year assessment of the Proposed Development at full occupation for National Highways – in accordance with DfT circular 01/2022; and
- 2036 Completion Year and also the end of HBBC's local plan period.

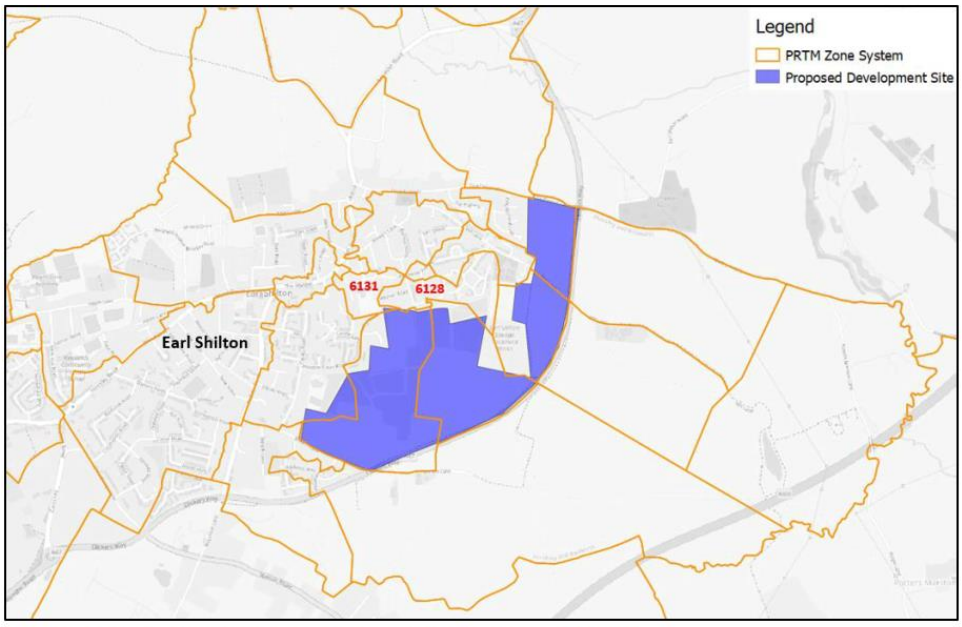
5.4.9. A second PRTM run has been undertaken of a 'without Padge Hall Farm' scenario, referred to herein as 'without PHF'. PHF is a recently approved and therefore committed major development off the A5 comprising 1.4 million sqft of B2/B8 floorspace and is included within the Uncertainty Log v1.2. The proposals include a new access onto the A5, a scheme of mitigation works to the A5/A47/B4666 roundabout, referred to as 'the Dodwells Roundabout', pedestrian and cycle provision measures along the A5, and enhancements to the local bus service. As the mitigation works for the Dodwells Roundabout are within the boundary of the PHF site, National Highways required a PRTM run without PHF to test the situation in the event that the development, and therefore the mitigation scheme at Dodwells Roundabout, was not delivered, or delivery was delayed.

AGREEMENT WITH HIGHWAY AUTHORITIES

5.4.10. The following have been agreed with the highway authorities with regards to the PRTM modelling.

- Highway-only run of PRTM using SATURN congested highway assignment software.
- ***Base Year Model Review Report*** produced by AECOM – this shows that the PRTM validated well to TAG criteria as being suitable for forecasting purposes for the assessment.
- ***Uncertainty Log v1.2*** produced initially by AECOM with additions from the highway authorities – this is used for forecasting the future years Reference Flows to take account of planning growth and highway infrastructure assumptions in Leicestershire and neighbouring Warwickshire.
- Trip rates and traffic generation which were agreed as part of the original PRTM modelling work and align with the nearby Barwell SUE. The full allocation of 1,600 dwellings has been assumed, and therefore allows for the Persimmon site which is south of Thurlaston Lane.
- Traffic distribution of the Proposed Development based on appropriate 'Parent Zones' near to the Site. Zone 6128 has been selected as the parent zone for housing as it contains a large proportion of residential trips, and zone 6131 was selected for education trips as it contains a significant proportion of primary school trips. **Figure 5-1** shows the location of the two parent zones selected for the development trip distribution.
- It was also agreed with LCC HDM and NH that the in-built PRTM gravity model would be used to provide development trip distributions for the two development zones containing employment and retail.
- The ***Forecasting Report*** produced by AECOM.

Figure 5-1 – Parent Zones Used for Traffic Distribution



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5.5 AREA OF INFLUENCE/STUDY AREA

OVERVIEW

5.5.1. The *Proposed Study Area for Junction Assessment Technical Note* (doc ref: 42523-WSPE-XX-XX-TN-OT-00001_S0_P03) in **Appendix I** sets out the methodology for identifying the Area of Influence (AoI) and study area for junction assessment, which is summarised below.

5.5.2. The *Forecasting Report* produced by AECOM identifies an Area of Influence (AoI) which has been defined by considering the links which are forecast to change by more than ±5% and ±30 PCUs

between the 2026 and 2036 'With Development' and 'Without Development' scenarios in either the AM Peak or PM Peak hours.

5.5.3. The methodology for identifying the AoI, or Study Area, for further assessment has been agreed with the highway authorities and is set out below.

1. Links which are forecast to change by at least 5%, or more than 30 vehicles between the without and with scenarios (as illustrated in Figure 6.2 – the Area of Influence from the PRTM testing). Junctions outside this AoI have not been included.
2. Junctions where the VCR is over 85% in any scenario, indicating that the junction is under stress resulting in an increase in delay – these are report on in the Forecasting Report.
3. The development causes a change in VCR % band width - the Forecasting Report does not provide the detail of VCR change, but reports on the % band width - 'no change' in VCR % band width will not reflect % changes in VCR.
4. Consideration of appropriate routeing and strategic corridors in a holistic manner - the modelling output indicates capacity constraints along the A47 corridor as a result of the addition of the Proposed Development trips, a consequence of which is re-routeing of background traffic onto less appropriate, non-strategic, routes. These roads can be considered as 'rat-run' routes, used by drivers to avoid heavy traffic and delays on strategic corridors. Mitigation on these routes is not desirable as it may result in higher traffic flows and environmental concerns for rural communities. Mitigation at key junctions on strategic corridors such as the A47 may lead to additional demand routeing through intermediary junctions along the A47 corridor and therefore a holistic assessment of junctions should be considered.

5.5.4. For the purpose of traffic impact assessment of the local road network, the 'with PHF' and 2036 AM and PM peak hour scenarios have been considered.

5.5.5. A separate assessment of the without and with PHF scenarios at the A5 junctions, Dodwells Roundabout and A5/The Long Shoot signal junction has been undertaken using the National Highways VISSIM model which has been provided to WSP. This is set out in in **Section 6.6.1** in the next chapter.

STUDY AREA FOR JUNCTION ASSESSMENT

5.5.6. A study area for the assessment of junctions within this TA Addendum is set out in detail within the *Proposed Study Area for Junction Assessment Technical Note* in **Appendix I**.

5.5.7. The methodology has been reviewed by the highway authorities and the following was agreed:

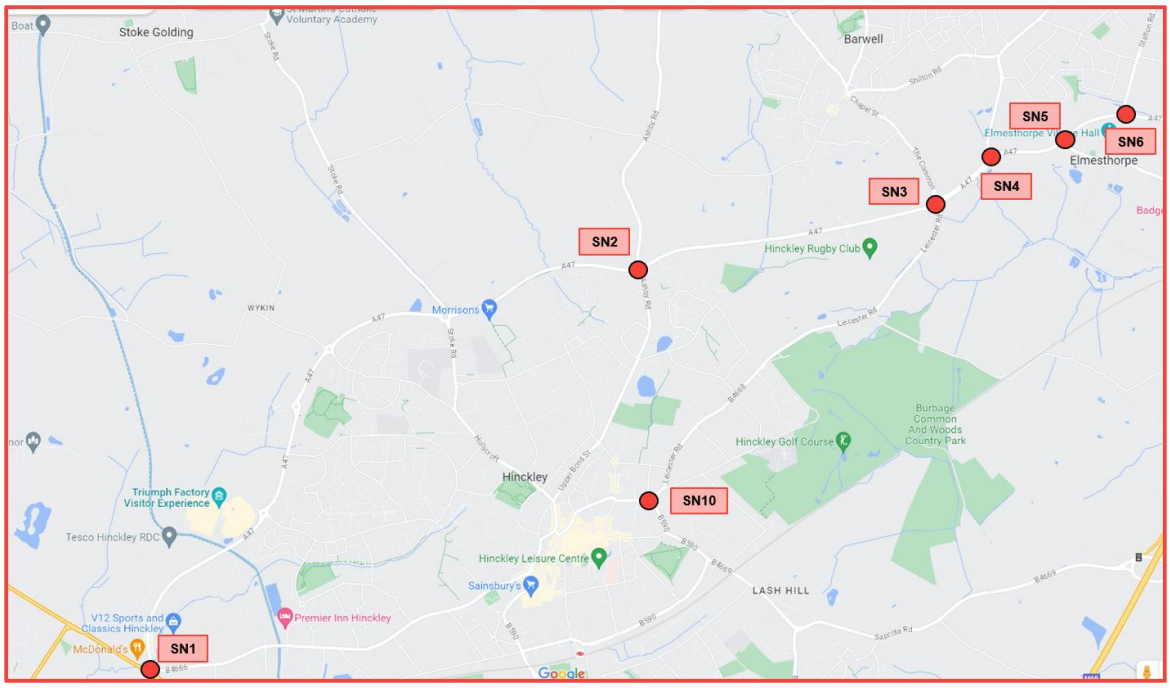
- The exclusion of the Desford Crossroads from the assessment, due to LCC delivering an improvement scheme for this junction with developers being required to provide a proportionate contribution.
- The inclusion of the Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668) junction.
- The separate assessment of Dodwells Roundabout using the National Highways' A5 VISSIM. This is set out in **Section 6.6.1.**

5.5.8. **Table 5-1** shows the list of off-site junctions within the off-Site study area that have been assessed. The locations of the junctions are shown in **Figure 5-2, Figure 5-3** and **Figure 5-4**, which also shows the access junction locations.

Table 5-1 – Off-Site Junctions for Capacity Assessment

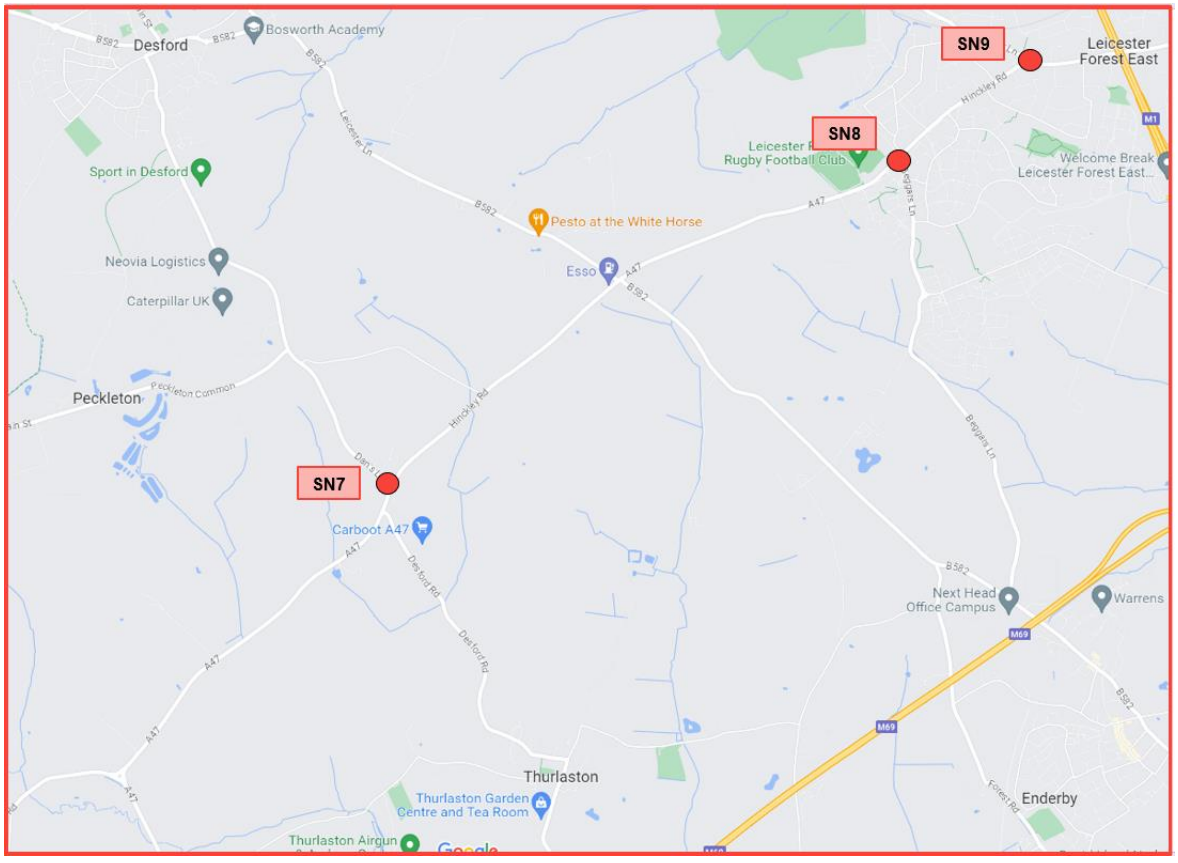
ID	Junction	Type	Comments
Strategic Routes			
SN1	A5/A47 - Dodwells Roundabout[1]	Roundabout	Capacity assessment based on National Highways A5 VISSIM
SN2	A47/A447 Ashby Road	Signalised	Capacity assessment based on LCC LinSig model
SN3	A47/The Common/B4688	Roundabout	Capacity assessment based on WSP Junctions 10 model
SN4	A47/Leicester Road	Roundabout	Capacity assessment based on WSP Junctions 10 model
SN5	A47/Station Road B581	Signalised	Capacity assessment based on LCC LinSig model
SN6	A47/Wilkinson Road	Signalised	Capacity assessment based on LCC LinSig model
SN7	A47/Dans Lane	Priority	Committed mitigation scheme comprises signalisation of junction. Capacity assessment based on WSP LinSig mode
SN8	A47/Beggars Lane	Signalised	Committed mitigation scheme comprises widening. Capacity assessment based on WSP LinSig mode
SN9	A47/Kirby Lane	Signalised	Committed mitigation scheme comprises widening. Capacity assessment based on WSP LinSig mode
SN10	Spa Lane (B590)/ Leicester Road (B590)/Leicester Road (B4668)	Signalised	Capacity assessment based on LCC LinSig model
Local Routes			
LN1	Astley Road/Alexander Avenue	Priority T-junction	Capacity assessment based on WSP Junctions 10 model
LN2	Alexander Avenue/High Street	Mini Roundabout	Capacity assessment based on WSP Junctions 10 model
LN3	Station Road/Wood Street/High Street	Signal T-junction	Capacity assessment based on LCC LinSig model
LN4	Mill Lane/Alexander Avenue	Priority T-junction	Capacity assessment based on WSP Junctions 10 model
LN5	Mill Lane/Almey's Lane/Chapel Street	Priority T-junction	Capacity assessment based on WSP Junctions 10 model
LN6	Chapel Street/Church Street	Priority T-junction	Capacity assessment based on WSP Junctions 10 model
LN7	Church Street/Leicester Road	Priority T-junction	Capacity assessment based on WSP Junctions 10 model

Figure 5-2 - – Strategic Route Junctions South of Earl Shilton SUE



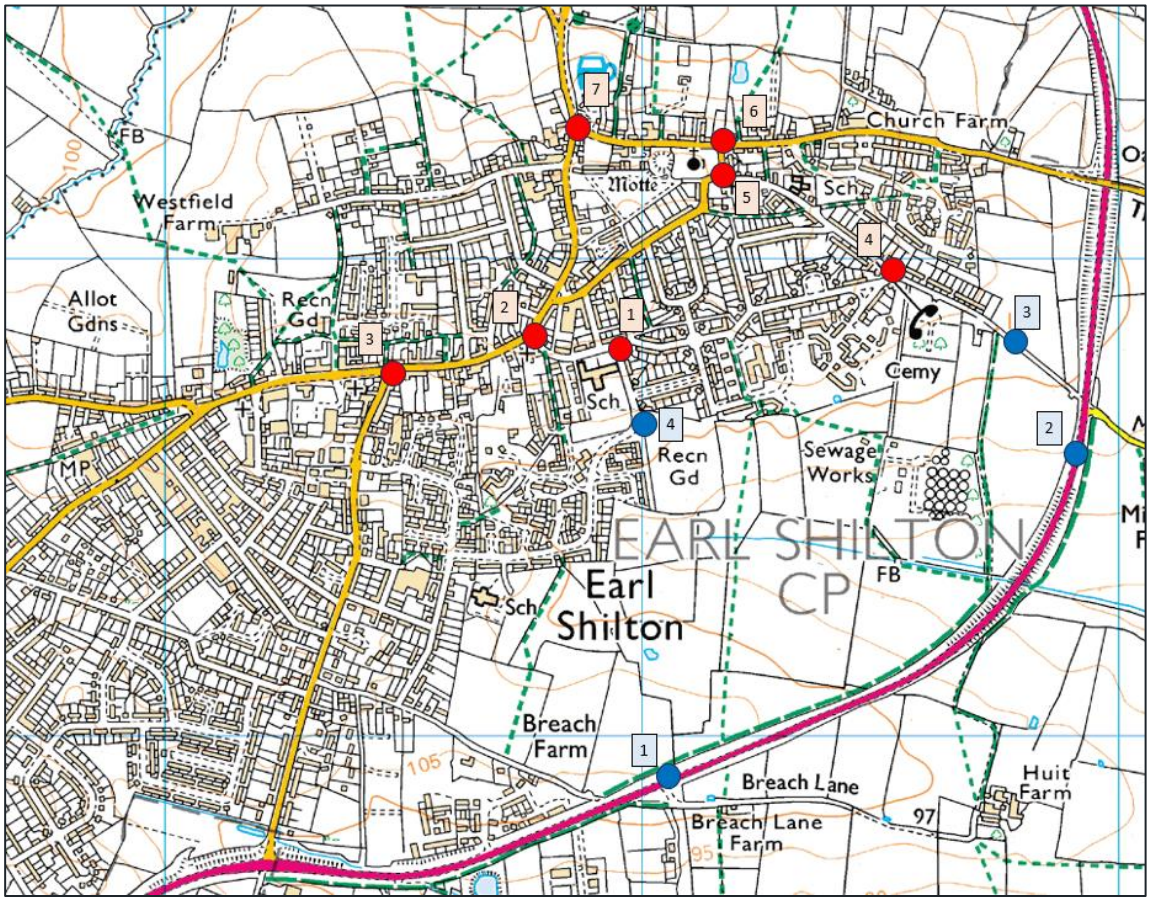
Background map source: www.google.co.uk

Figure 5-3 - - Strategic Route Junctions North of Earl Shilton SUE-



Background map source: www.google.co.uk

Figure 5-4 - Local Junctions Study Area and Access Junctions



5.5.9. As shown in **Table 5-1**, three of the study area junctions have mitigation schemes that will be delivered by committed developments. It has been agreed with LCC HDM that these should be considered as committed schemes and that the junction capacity assessment for the future scenarios should be based on the proposed improvements. The junctions are listed below.

- A47/Dans Lane;
- A47/Beggars Lane; and
- A47/Kirby Lane.

5.6 TRAFFIC FLOW FURNESSING

5.6.1. LCC HDM requested that furnessing of the PRTM outputs against observed counts be undertaken to derive future forecast traffic flow matrices for the junctions to be assessed. The *Furness Flows Technical Note* in **Appendix J** (doc ref: 42523-WSPE-XX-XX-TN-OT-00008_S2_P01) sets out the approach, which is summarised below.

5.6.2. The approach taken is a linear interpolation to obtain 2023 flows from PRTM to compare with the 2023 observed counts and to calculate the absolute differences between the 2023 PRTM and the 2036 forecast link flows for the DM and DS scenarios.

5.6.3. The methodology uses a '3 step approach' for growthing observed counts using PRTM outputs that has been accepted by LCC HDM on other projects.

5.6.4. The approach is based on:

- observed counts undertaken on Wednesday 28th June 2023,
- PRTM modelling output, which includes:
  - 2014 base flows,
  - 2026 DM Reference and 2026 DS Reference + Earl Shilton Flows
  - 2036 DM Reference and 2036 DS Reference + Earl Shilton Flows
- Area of Influence (AoI)/study area identified in the WSP Proposed Study Area for Junction Assessment Technical Note (doc ref: 42523-WSPE-XX-XX-TN-OT-00001_S0_P03).

5.6.5. The approach comprises the following with regards to existing junctions:

- Step 1. Use linear interpolation to obtain 2023 PRTM base to compare with 2023 observed counts. Linear interpolation is based on 2014 traffic flows from PRTM base model and 2026 DM PRTM scenario (from Earl Shilton SUE PRTM runs).
- Step 2. Calculate absolute differences in link flows between calculated 2023 PRTM and the 2036 forecast link flows for the DM and DS scenarios.
- Step 3. The base 2023 observed turning counts are then used to furness the future forecast matrices. With regards to the access junctions, a different approach has been undertaken as these are new links for which there are no observed flow counts.

5.6.6. For the access junctions, the PRTM turning flows from the 2036 DS output have been used.

6 JUNCTION CAPACITY MODELLING

6.1 OVERVIEW

6.1.1. The is section sets out the results of junction capacity modelling of the proposed access junctions and the off-Site junctions identified through the AoI analysis.

6.1.2. Junction capacity modelling of the access junctions has been undertaken for the following scenario:

- 2036 Reference Case + Proposed Development.

6.1.3. Junction modelling of the off-Site junctions identified in the study area has been undertaken for the following scenarios:

- 2023 Current Baseline;
- 2036 Reference Case; and
- 2036 Reference Case + Proposed Development.

6.1.4. As set out in the previous chapter, Desford Crossroads has been excluded from the assessment as there is an existing capacity issue and LCC is in the process of producing detail designs and costings for an improvement scheme to which developers will be expected to contribute.

6.1.5. A separate assessment of Dodwells Roundabout using the National Highways' A5 VISSIM has been undertaken which is set out in **Section 6.6.1.**

6.2 JUNCTION MODELLING THRESHOLDS

6.2.1. Junction capacity thresholds have been used to understand the requirement for mitigation as a result of the Proposed Development, identified as where it is judged the impact of the Proposed Development traffic causes a junction to be over capacity as opposed to having spare capacity. If this is the case, then mitigation may be required.

6.2.2. The modelling thresholds for the different junction types are set out below.

PRIORITY JUNCTIONS AND ROUNDABOUTS

6.2.3. Priority junctions and roundabouts have been modelled in Junctions 10 software (PICADY / ARCADY) and are defined to have reached their theoretical capacity when the ratio of flow to capacity (RFC) exceeds 0.85. Above this threshold queues and delays begin to build and grow exponentially.

6.2.4. The impact of development traffic and need for mitigation has been based upon the following conditions.

- Does the impact of the development traffic result in the RFC exceeding the standard threshold of 0.85 at roundabouts and priority junctions, and if so to what extent; and
- If the RFC is in excess of 0.85 at priority junctions or roundabouts, does the development make the situation significantly worse.

6.2.5. In addition to RFC, consideration is given to vehicle queues and delay in seconds.

SIGNAL JUNCTIONS

6.2.6. Signal junctions have been modelled in LinSig software and have been based on Ling models purchased from LCC where available.

6.2.7. Arms forming part of the junction are defined to have reached their theoretical capacity when the Degree of Saturation (DoS) exceeds the standard threshold of 90%.

6.2.8. The impact of development traffic and need for mitigation has been based upon the following conditions.

- Does the impact of the development traffic result in the DoS exceeding the standard threshold of 90%, and if so to what extent; and
- If the DoS is in excess of 90%, does the development make the situation significantly worse.

6.2.9. In addition to DoS, consideration is given to Delay in seconds per PCU (Passenger Car Unit) and the Mean Maximum Queue (MMQ) which represents the average value, over the peak hour, of the maximum queues occurring each cycle. Queues less than ¾ of the available storage area are considered to contain the queue every cycle, i.e., the queue is cleared during the green signal time for the arm/lane. Any MMQ exceeding the lane length will be highlighted red by LinSig, i.e. there is insufficient storage for the vehicle demand. When an arm has an oversaturated DoS, a residual queue remains at the end of the cycle and is carried over to the next cycle.

6.3 ACCESS JUNCTIONS: CAPACITY ASSESSMENT

6.3.1. This section summarises the capacity assessments of the proposed Site access junctions. Junction modelling outputs are provided in **Appendix K**.

Access Junction 1 - A47/Southern Roundabout

6.3.2. The summary of results for this junction are provided in **Table 6-1**.

Table 6-1 – A47/Southern Roundabout 2036 Future Year with Development

Movement	AM			PM		
	RFC	Delay (min)	Queue (PCU)	RFC	Delay (min)	Queue (PCU)
A47 Clickers Way (E)	0.32	0.05	0.5	0.31	0.05	0.5
Breach Lane	0.03	0.09	0.0	0.02	0.08	0.0
A47 Clickers Way (W)	0.34	0.05	0.5	0.41	0.06	0.7
Site Access	0.44	0.11	0.8	0.18	0.07	0.2

6.3.3. The results indicate that the junction has ample capacity in the 2036 with development scenario.

Access Junction - A47/Northern Roundabout

6.3.4. The summary of results for this junction are provided in **Table 6-2**

Table 6-2 – A47/Northern Roundabout 2036 Future Year with Development

Movement	AM			PM		
	RFC	Delay (s)	Queue (Veh)	RFC	Delay (s)	Queue (Veh)
A47 Clickers Way (E)	0.19	4.86	0.2	0.17	4.32	0.2
A47 Clickers Way (W)	0.28	2.60	0.4	0.31	2.68	0.4
Site Access	0.50	6.13	1.0	0.39	5.28	0.6

6.3.5. The results indicate that the junction has ample capacity in the 2036 with development scenario.

Access Junction 3 - Mill Lane Mini Roundabout

6.3.6. The summary of results for this junction are provided in **Table 6-3**.

Table 6-3 – Mill Lane Mini Roundabout – 2036 Future Year with Development

Movement	AM			PM		
	RFC	Delay s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
Site Access North	0.13	4.64	0.1	0.05	4.21	0.1
Site Access South	0.05	4.72	0.1	0.16	5.16	0.2
Mill Lane	0.07	4.34	0.1	0.08	4.54	0.1

6.3.7. The results indicate that the junction has ample capacity in the 2036 with development scenario.

Access Junction 4 - Astley Road Priority Junction

6.3.8. The summary of results for this junction are provided **Table 6-4**.

Table 6-4 – Astley Road Priority Junction – 2036 Future Year with Development

Movement	AM			PM		
	RFC	Delay (s)	Queue (PCU)	RFC	Delay (s)	Queue (PCU)
Access to Astley Rd S	0.05	8.87	01	0.03	8.04	0
Access to Astley Rd N B to A	0.42	12.22	0.42	0.29	9.85	0.4
Astley Rd S to Astley Rd N & Access	0.03	9.56	0.03	0.02	5.96	0

6.3.9. The results indicate that the junction has ample capacity in the 2036 with development scenario.

Access Junction 5 – Breach Lane Priority Junction (not included in PRTM)

6.3.10. As previously identified, Application B includes an access off Breach Lane into a small parcel of land that is proposed to deliver up to 46 dwellings. This access arrangement will assist the deliverability of the overall scheme by enabling some development to come forward early on. It is expected that planning condition will be imposed to ensure that the number of dwellings having access from Breach Lane is restricted.

6.3.1. The potential traffic generation from the residential parcel has been calculated based on the agreed trip rates that are set out in the submitted TA. **Table 6-5** sets out the trip rates and resultant traffic generation which is low.

Table 6-5 - – Estimated Trip Rates and Traffic Generation from 46 Dwellings

Scenario	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.151	0.441	0.592	0.392	0.16	0.552
Traffic Generation (46 dwellings)	7	20	27	18	7	25

6.3.2. The 2023 observed traffic flows at the Breach Lane/Equity Road East junction are set out in **Table 6-6** (as PCU). Table 1 shows that the traffic movements along the eastern section of Breach Lane from Equity Road East are very minor low, and the flows between Breach Lane (West) and Equity Road East are low.

Table 6-6 - 2023 Observed Flows at Breach Lane/Equity Road East (PCU)

Junction Arm	AM Peak			PM Peak		
	A	B	C	A	B	C
A – Breach Lane (East)		4	16		2	8
B – Equity Road East	0		252	3		200
C – Breach Lane (West)	12	167		18	255	

Based on the traffic generation estimations and the low level of flows along Breach Lane, serving only four properties east of the access location, the access design will operate without any capacity concerns given the restricted nature of the access and limited number of dwellings served. The additional traffic will have a minimal impact on Breach Lane as a whole.

6.4 OFF-SITE STRATEGIC JUNCTIONS: CAPACITY ASSESSMENT

6.4.1. The results of the capacity assessment modelling are set out in the following sections. Junction modelling outputs are provided in **Appendix L**.

SN 2 - A47/A447 Ashby Road

6.4.2. The A47/A447 Ashby Road is a four-arm signal junction located to the north of Hinckley and south-west Earl Shilton. The LinSig model was obtained from LCC which is based on the existing junction geometry and signal timings.

6.4.3. It is noted that an OPA for 475 dwellings on Land North of A47 Normandy Way and East of Stoke Road, Hinckley Leicestershire (planning ref: 22/00318/OUT) includes a mitigation scheme at the A47/A447 Ashby Road junction. The OPA has recently been granted approval through an appeal decision. It is noted that the Earl Shilton SUE traffic flows were included as committed development flows in the traffic impact assessment in support of the OPA. The mitigation scheme has not been modelled as it was not committed at the time of the junction modelling work for this TA Addendum.

6.4.4. The summary of results for this junction are provided in **Table 6-7** for the 2023 base scenario; **Table 6-8** for the 2036 future year baseline scenario and **Table 6-9** for the 2036 future year + Proposed Development scenario.

Table 6-7 - A47/A447 Ashby Road - 2023 Base

Movement Description	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Eastbound Ahead Left	48.60%	7	24.9	66.90%	10.4	31.2
A47 Eastbound Ahead Right	49.60%	7	27.2	67.70%	10.1	34.2
A47 Westbound Left	22.40%	2.7	21.1	26.40%	3.2	23
A47 Westbound Ahead Right	68.00%	11.8	29.7	74.90%	13	34.7
A447 Southbound Right Left Ahead	69.60%	10.4	28.9	68.40%	10.5	27.9
Ashby Road Northbound Left Right Ahead	67.50%	8.9	34.2	75.00%	11.3	35.7

6.4.5. **Table 6-7** shows that the junction is operating within capacity in the 2023 baseline scenario in the AM and PM peaks, this is shown by the DoS being below 90%.

Table 6-8 - A47/A447 Ashby Road - 2036 Future Year Baseline

Movement Description	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Eastbound Ahead Left	72.60%	10	40.1	77.60%	12.7	38.1
A47 Eastbound Ahead Right	73.80%	10.8	41.7	78.60%	12.9	40.4
A47 Westbound Left	37.00%	4.1	30.2	29.60%	3.5	24.9
A47 Westbound Ahead Right	93.60%	18.6	68.6	83.00%	15	42.9
A447 Southbound Right Left Ahead	92.30%	25.2	39.5	81.70%	16.2	33.6
Ashby Road Northbound Left Right Ahead	62.90%	9.5	28.9	84.70%	16.2	41.8

6.4.6. **Table 6-8** indicates that the growth in background traffic between 2023 and 2036 increases average delay and the MMQ at the junction in both the AM and PM peaks. The junction continues to operate within capacity in the PM peak, however, the A47 Westbound Ahead and Right movement and A447 Southbound exceed 90% degree of saturation in the AM peak indicating that these movement streams are saturated.

Table 6-9 - A47/A447 Ashby Road - 2036 Future Year + Proposed Development

Movement Description	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Delay (s/pcu)	DoS (%)	MMQ (pcu)	Delay (s/pcu)
A47 Eastbound Ahead Left	74.60%	10.5	41.3	81.00%	13.7	40.6
A47 Eastbound Ahead Right	75.90%	11.4	42.5	81.90%	14.1	42.5
A47 Westbound Left	51.60%	6.2	33	28.80%	3.4	24.8
A47 Westbound Ahead Right	94.10%	19	70.6	86.10%	15.7	46.6
A447 Southbound Right Left Ahead	95.40%	29.5	48.7	85.40%	18.2	36.9
Ashby Road Northbound Left Right Ahead	65.80%	9.7	30	87.70%	17.7	46

6.4.7. **Table 6-9** indicates the junction operating within capacity in the PM peak with the Proposed Development traffic. In the AM peak hour, the A47 Westbound Ahead and Right movement and the A447 Southbound each have an increased DoS, however, the level of increase is low: 0.50% and 3.10% respectively. The increases in MMQ and delay are also low: 0.4PCU MMQ and 2s/PCU and 4.3PCU MMQ and 9.2s/PCU respectively.

6.4.8. It is considered that the Proposed Development traffic flows have a minor impact and does not make the situation considerably worse. The mitigation scheme to be delivered by the Land North of A47

Normandy Way and East of Stoke Road development includes the Earl Shilton SUE within the assumptions for future traffic growth and addresses the future baseline capacity threshold issue. It is concluded that there is no requirement for the TA Addendum to consider a mitigation scheme at this junction.

SN3 - A47/The Common/B4668

6.4.9. The A47/The Common/B4668 is a four-arm roundabout with three lane approaches on all arms except the A47 West arm which has two. The Junctions 10 model has been produced by WSP and validated against the 2023 observed traffic data.

6.4.10. The summary of results for this junction are provided in **Table 6-10** for the 2023 base scenario; **Table 6-11** for the 2036 future year baseline scenario and **Table 6-12** for the 2036 future year + Proposed Development scenario.

Table 6-10 - A47/The Common/B4688 - 2023 Base

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
The Common	0.2	2.9	0.18	0.2	3.09	0.15
A47 Leicester Rd	1.2	2.78	0.54	0.9	2.35	0.48
B4668 Leicester Rd	0.9	6.01	0.48	1.8	8.74	0.65
A47 West	1.1	6.13	0.52	2.4	10.59	0.71

6.4.11. **Table 6-10** indicates that the junction operates within capacity in the AM and PM peaks, the RFC values are comfortably below the 0.85 threshold indicating spare capacity in the junction.

Table 6-11 - A47/The Common/B4688 - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
The Common	0.2	3.12	0.2	0.2	3.15	0.15
A47 Leicester Rd	1.3	2.99	0.57	1	2.52	0.51
B4668 Leicester Rd	1	6.59	0.51	2.2	10.37	0.7
A47 West	1.7	8.2	0.64	3.9	16.15	0.80

6.4.12. **Table 6-11** indicates that the growth in background traffic between 2023 and 2036 increases queue length and delay at the junction in both the AM and PM peaks. However, the junction continues to operate within capacity in the AM and PM peaks.

Table 6-12 - A47/The Common/B4688 - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
The Common	0.2	3.16	0.19	0.2	3.41	0.16
A47 Leicester Rd	1.6	3.36	0.62	1.1	2.62	0.53
B4668 Leicester Rd	1.3	7.81	0.57	4	16.24	0.81
A47 West	2	9.17	0.67	10.9	42.67	0.94

6.4.13. **Table 6-12** indicates that the junction will continue to operate with capacity in the AM peak with the Proposed Development traffic, however, in the PM peak, the RFC on the A47 West arm is above 0.85, with an additional queue of 7 vehicles and delay of 36.52 seconds.

6.4.14. It is considered that the Proposed Development traffic flows have a minor impact and does not make the situation considerably worse. It is concluded that there is no requirement for the TA Addendum to consider a mitigation scheme at this junction.

SN4 - A47/Leicester Road

6.4.15. The A47/Leicester Road is a three-arm roundabout to the southwest of Earl Shilton. The Junctions 10 model has been produced by WSP and validated against the 2023 observed traffic data.

6.4.16. The summary of results for this junction are provided in **Table 6-13** for the 2023 base scenario; **Table 6-14** for the 2036 future year baseline scenario and **Table 6-15** for the 2036 future year + Proposed Development scenario.

Table 6-13 - A47/Leicester Road - 2023 Base

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
A47 (E)	1.8	0.1	0.65	1.8	0.09	0.65
A47 (W)	0.7	0.04	0.42	1.2	0.05	0.55
Leicester Road (N)	0.8	0.07	0.44	0.5	0.06	0.32

6.4.17. **Table 6-13** indicates that the junction operates within capacity in the AM and PM peaks, the RFC values are comfortably below the 0.85 threshold indicating spare capacity in the junction.

Table 6-14 - A47/Leicester Road - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
A47 (E)	2.1	0.11	0.68	2.4	0.11	0.71
A47 (W)	0.9	0.05	0.48	1.3	0.06	0.57
Leicester Road (N)	1	0.09	0.51	0.5	0.07	0.34

6.4.18. **Table 6-14** indicates that the growth in background traffic between 2023 and 2036 increases queue length and delay at the junction in both the AM and PM peaks. However, the junction continues to operate within capacity in the AM and PM peaks.

Table 6-15 - A47/Leicester Road - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
A47 (E)	3	0.14	0.75	2.9	0.12	0.74
A47 (W)	1	0.05	0.5	1.8	0.07	0.64
Leicester Road (N)	1.2	0.09	0.54	0.6	0.07	0.37

6.4.19. **Table 6-15** indicates that the Proposed Development Traffic would have a minor impact on the junction capacity, however, the junction would continue to operate within capacity in both the AM and PM peaks.

SN5 - A47/B581 Station Road

6.4.20. The A47/B581 Station Road junction is a three-arm signal junction located to the south-west Earl Shilton. The LinSig model was obtained from LCC.

6.4.21. The summary of results for this junction are provided in **Table 6-16** for the 2023 base scenario; **Table 6-17** for the 2036 future year baseline scenario and **Table 6-18** for the 2036 future year + Proposed Development scenario.

Table 6-16 - A47/Station Road B581- 2023 Base

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Westbound Ahead Left	68.90%	6.7	29.6	71.50%	6.8	32.7
A47 Westbound Ahead	69.30%	7.2	28.8	72.10%	7.4	31.9
A47 Eastbound Ahead	59.60%	9.2	16.9	61.70%	9.7	17.3
A47 Eastbound Right	67.70%	6.1	31.5	70.80%	7	30.8
B581 Station Road Left	33.50%	3.6	11.2	42.10%	4.7	11.2
B581 Station Road Right	23.00%	1.6	23.8	32.20%	2.3	24.9

6.4.22. **Table 6-16** shows that the junction operates within capacity in the AM and PM peaks, the DoS values are comfortably below the 90% threshold.

Table 6-17 - A47/Station Road B581- 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Westbound Ahead Left	81.90%	8.7	39.1	81.20%	8.2	41.1
A47 Westbound Ahead	82.10%	9.4	37.7	81.80%	8.9	40
A47 Eastbound Ahead	70.60%	11.9	19.6	62.10%	9.7	17.4
A47 Eastbound Right	79.90%	8.3	36.9	83.30%	10.1	37.7
B581 Station Road Left	35.40%	3.7	10.8	47.20%	5.7	11.2
B581 Station Road Right	21.70%	1.5	23.6	38.80%	2.8	25.8

6.4.23. **Table 6-17** indicates that the growth in background traffic between 2023 and 2036 increases queue length and delay at the junction in both the AM and PM peaks. However, the junction continues to operate within capacity in the AM and PM peaks.

Table 6-18 - A47/Station Road B581- 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Westbound Ahead Left	92.20%	12.7	56.6	83.50%	9.1	41.7
A47 Westbound Ahead	92.50%	13.8	54.5	83.60%	9.8	40.1
A47 Eastbound Ahead	72.90%	12.6	20.4	82.80%	16.2	25.2
A47 Eastbound Right	89.50%	11.2	51	86.10%	10.4	42.9
B581 Station Road Left	35.70%	3.8	11.2	50.00%	6.1	12.2
B581 Station Road Right	25.60%	1.8	24.1	37.70%	2.7	25.7

6.4.24. **Table 6-18** indicates that the junction will continue to operate within capacity in the PM peak with the Proposed Development traffic. In the AM peak hour, the A47 Clickers Way westbound arm is above 90%, however, the increase in MMQ is modest - up to 4 PCU, and an increase in average delay of up to 17.5 s/pcu.

6.4.25. The A47 westbound arm has a two lane approach of about 54m in length, space for approximately nine vehicles (based on 6m allowance). Extension of this two lane approach to allow more vehicle stacking length is considered difficult due to an embankment, alternatively it would reduce the verge width which is part of the junction design.

6.4.26. It is considered that the Proposed Development traffic flows have a minor impact and does not make the situation considerably worse. It is concluded that there is no requirement for the TA Addendum to consider a mitigation scheme at this junction.

SN6 – A47/Wilkinson Lane

6.4.27. The A47/Wilkinson Lane junction is a three-arm signal junction located to the south-west Earl Shilton. The LinSig model was obtained from LCC.

6.4.28. The summary of results for this junction are provided in **Table 6-19** for the 2023 base scenario; **Table 6-20** for the 2036 future year baseline scenario and **Table 6-21** for the 2036 future year + Proposed Development scenario.

Table 6-19 – A47/Wilkinson Lane – 2023 Base

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Westbound Ahead	61.00%	8.1	22	59.70%	8.3	18.1
A47 Westbound Right	6.60%	0.4	23.4	15.40%	1	24.2
A47 Eastbound Ahead Left	67.7 : 68.5%	6.4	27.1	62.1 : 62.0%	6.9	22.2
Wilkinson Lane Right Left	68.20%	7.3	28.2	61.20%	4.8	30.6

6.4.29. **Table 6-19** shows that the junction operates within capacity in the AM and PM peaks, the DoS values are comfortably below the 90% threshold.

Table 6-20 – A47/Wilkinson Lane – 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Westbound Ahead	61.30%	8	20.9	6.80%	10.3	0.8
A47 Westbound Right	31.80%	2.1	26	67.40%	26.6	7.3
A47 Eastbound Ahead Left	71.7 : 72.3%	7.5	27.1	66.8 : 67.5%	25.3	6.6
Wilkinson Lane Right Left	71.90%	7.5	30.9	57.60%	34.8	3.6

6.4.30. **Table 6-20** indicates that the growth in background traffic between 2023 and 2036 increases queue length and delay at the junction in both the AM and PM peaks. However, the junction continues to operate within capacity in the AM and PM peaks.

Table 6-21 – A47/Wilkinson Lane – 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Westbound Ahead	56.70%	7.5	18.8	2.50%	0.3	10.1
A47 Westbound Right	71.40%	6	36.2	83.00%	10.1	36.7
A47 Eastbound Ahead Left	69.0 : 69.6%	7.5	24.9	79.8 : 80.5%	9.4	28.4
Wilkinson Lane Right Left	70.30%	6.5	32	57.60%	3.7	34.8

6.4.31. **Table 6-21** indicates that the junction will continue to operate within capacity in both the AM and the PM peak with the Proposed Development traffic.

SN7 – A47/Dans Lane

6.4.32. There is a mitigation scheme for the A47/Dans Lane junction as part of the Neovia Logistics development (HBBC planning reference: 21/00619/FUL). This comprises signalisation of the three-arm priority junction, widening and pedestrian provision in the form of improved footways and a crossing point.

6.4.33. Construction of the development has commenced, however the A47/Dans Lane signalisation has not been implemented yet. HBBC and LCC HDM have confirmed that the scheme should be considered as committed as it is a requirement of the planning permission. It is also noted that the scheme is included in the Uncertainty Log v1.2 that underpins the PRTM modelling undertaken for the Earl Shilton SUE and should be modelled as part of the junction capacity assessments for the 2036 scenarios.

6.4.34. WSP has produced the LinSig model based on the mitigation scheme included in the Neovia Logistics planning application, as provided in **Appendix M**, and the LinSig output included in the TA is support of the application.

6.4.35. **Table 6-22** presents a summary of the 2036 future year baseline results.

Table 6-22 – A47/Dans Lane – 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 (N) Ahead	29.80%	4.5	5.8	42.70%	6.1	6
A47 (N) Right	58.30%	5.9	55.5	54.10%	6.1	34.4
A47 (S) Left Ahead	59.50%	11.3	21.2	55.70%	8	25.1
Dan's Lane Right Left	57.60%	6.1	44.7	56.10%	4.5	37.7

6.4.36. **Table 6-22** shows that the junction operating within capacity in the 2036 future year baseline scenario in the AM and PM peaks, this is shown by the degree of saturation being below 90%.

Table 6-23 – A47/Dans – 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 (N) Ahead	28.70%	4.3	5.4	47.20%	7.3	6.8
A47 (N) Right	59.10%	6.2	54.6	56.40%	6.2	36
A47 (S) Left Ahead	61.20%	11.1	21.2	58.00%	8.6	25.8
Dan's Lane Right Left	60.80%	6.2	46.4	55.50%	4.7	36.9

6.4.37. **Table 6-23** shows the junction performance in the 2036 Future Year + Proposed Development traffic scenario. The junction continues to operate within capacity.

SN8 – A47/Beggars Lane

6.4.38. There is a mitigation scheme for the A47/Beggars Lane junction as part of the Land North of Hinckley Road, Kirby Muxloe development (Blaby planning reference: 19/1610/OUT). This comprises improvements to the existing signalised junction.

6.4.39. HBBC and LCC HDM have confirmed that the scheme should be considered as committed, is included in the Uncertainty Log and should be modelled as part of the junction capacity assessments for the 2036 scenarios.

6.4.40. WSP has produced the LinSig model based on the mitigation scheme, as provided in **Appendix M**, and the LinSig output included in the TA is support of the application.

6.4.41. **Table 6-24** presents a summary of the 2036 future year baseline results.

Table 6-24 – A47/Beggars Lane – 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Hinckley Rd E Left Ahead	100.30%	69.1	69.8	66.30%	17.6	14.5
Beggars Lane Right Left	100.50%	16.9	150.1	73.10%	4.8	57.9
A47 Hinckley Rd (W) Ahead Right	60.60%	9.5	8.4	73.30%	16.2	11.7

6.4.42. **Table 6-24** shows that the junction operating within capacity in the 2036 future year baseline scenario in the PM peak, this is shown by the degree of saturation being below 90%. However, **Table 6-24** indicates the junction exceeding capacity in the AM peak on the A47 Hinckley Road East and Beggars Lane arms.

Table 6-25 – A47/Beggars Lane – 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Hinckley Rd E Left Ahead	101.40%	76.6	87.4	69.10%	18.9	15.2
Beggars Lane Right Left	99.50%	15.9	136.4	70.00%	4.5	55.6
A47 Hinckley Rd (W) Ahead Right	62.30%	10.6	9	72.80%	15.9	11.7

6.4.43. **Table 6-25** indicates the junction operating within capacity in the PM peak with the Proposed Development traffic.

6.4.44. In the AM peak hour, the A47 Hinckley Road East each has an increased DoS, however, Beggars Lane has a slight reduction: +1.10% and -1.00% respectively. The increase in MMQ and delay on the A47 Hinckley Road are relatively low: +6.5PCU MMQ and 17.6 s/PCU, whereas the MMQ and delay on Beggars Lane is reduced by 1PCU and 13.7 s/PCU respectively.

6.4.45. It is considered that the Proposed Development traffic flows have a minor impact and does not make the situation considerably worse. It is concluded that there is no requirement for the TA Addendum to consider a mitigation scheme at this junction.

SN9 - A47/Kirby Lane

6.4.46. There is a mitigation scheme for the A47/Kirby Lane junction as part of the Land North of Hinckley Road, Kirby Muxloe development (Blaby planning reference: 19/1610/OUT). This comprises improvements to the existing signalised junction.

6.4.47. HBBC and LCC HDM have confirmed that the scheme should be considered as committed, is included in the Uncertainty Log and should be modelled as part of the junction capacity assessments for the 2036 scenarios.

6.4.48. WSP has produced the LinSig model based on the mitigation scheme included in the Land North of Hinckley Road, Kirby Muxloe development planning application, as provided in **Appendix M**, and the LinSig output included in the TA is support of the application.

6.4.49. **Table 6-26** presents a summary of the 2036 future year baseline results.

Table 6-26 - A47/Kirby Lane - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Hinckley Rd (W) Left Ahead Right	73.10%	16.6	22.6	75.50%	20.3	22.2
Kirby Lane Right Left Ahead	65.50%	5.4	49	74.50%	5.1	62.7
Hinckley Rd (E) Ahead Right Left	71.80%	15.3	15.9	75.10%	19.1	16.4
Tesco Egress Left Ahead Right	0.00%	0	0	0.00%	0	0

6.4.50. **Table 6-26** shows that the junction operating within capacity in the 2036 future year baseline scenario in the AM and PM peaks, this is shown by the degree of saturation being below 90%.

Table 6-27 - A47/Kirby Lane - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
A47 Hinckley Rd (W) Left Ahead Right	73.30%	16.7	22.6	75.20%	20	22
Kirby Lane Right Left Ahead	65.80%	5.5	49.1	74.50%	5	58.6
Hinckley Rd (E) Ahead Right Left	71.60%	15.2	15.9	77.40%	20.5	17.2
Tesco Egress Left Ahead Right	0.00%	0	0	0.00%	0	0

6.4.51. **Table 6-27** shows the junction performance in the 2036 Future Year + Proposed Development traffic scenario. The junction continues to operate within capacity.

SN10 - Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668)

6.4.52. The Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668A47/B581 Station Road junction is located in Hinckley and has been included at the request of LCC HDM. The signal junction comprises three arms, with a fourth arm, Highfield Road as one-way entry only and therefore not controlled by a traffic signal. The LinSig model was obtained from LCC.

6.4.53. The summary of results for this junction are provided in **Table 6-28** for the 2023 base scenario; **Table 6-29** for the 2036 future year baseline scenario and **Table 6-30** for the 2036 future year + Proposed Development scenario.

Table 6-28 - Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668) - 2023 Base

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
B590 Leicester Road (West) Left Ahead Right	35.80%	3.9	32.3	87.60%	7.9	91
B4668 Leicester Road (East) Right Left Ahead	89.60%	17.7	39.6	95.4%	11.5	65.4
B590 Spa Lane Ahead Right Left	67.50%	11.5	26.2	58.10%	9.9	12.9

6.4.54. **Table 6-28** shows that the junction has capacity issues on the B4668 Leicester Road East – approaching theoretical capacity in the AM peak and overcapacity in the PM peak. It is noted that the queues and delay are generally higher in the AM peak.

Table 6-29 - Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668) - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
B590 Leicester Road (West) Left Ahead Right	18.90%	2.6	14.2	34.4%	4.3	25.1

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
B4668 Leicester Road (East) Right Left Ahead	81.20%	16.4	23.7	70.8%	6.6	21.6
B590 Spa Lane Ahead Right Left	81.90%	14.3	39.7	72.50%	14	23

6.4.55. **Table 6-29** shows that the junction has capacity in both the AM and PM peaks.

Table 6-30 - Spa Lane (B590)/Leicester Road (B590)/Leicester Road (B4668) - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
B590 Leicester Road (West) Left Ahead Right	20.1%	2.8	15.5	50.2%	6.9	27.6
B4668 Leicester Road (East) Right Left Ahead	81.0%	12.8	22.9	73.0%	7.4	22
B590 Spa Lane Ahead Right Left	81.00%	14.5	37.1	72.70%	14	23.1

6.4.56. **Table 6-30** shows the junction performance in the 2036 Future Year + Proposed Development traffic scenario. The junction continues to operate within capacity.

6.5 OFF-SITE LOCAL ROUTE JUNCTIONS: CAPACITY ASSESSMENT

6.5.1. Junction capacity assessment have been undertaken of the local junctions in the vicinity of the Site accesses that will be used by the Proposed Development traffic.

LN1 - Astley Road/Alexander Avenue

6.5.2. Astley Road/Alexander Avenue is a three-arm priority junction in Earl Shilton to the north of the Astley Road access junction. The Junctions 10 model has been produced by WSP and validated against the 2023 observed traffic data.

6.5.3. The summary of results for this junction are provided in **Table 6-31** for the 2023 base scenario; **Table 6-32** for the 2036 future year baseline scenario and **Table 6-33** for the 2036 future year + Proposed Development scenario.

Table 6-31 - Astley Road/Alexander Avenue - 2023 Base

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	6.37	0.1	0.1	6.03	0.05
B-A	0	8.95	0.04	0.1	8.36	0.06
C-AB	0.1	6.76	0.11	0.1	6.21	0.09

A: Alexander Avenue East; B: Astley Road and C: Alexander Avenue West.

6.5.4. **Table 6-31** indicates that the junction operates within capacity in the AM and PM peaks, the RFC values are comfortably below the 0.85 threshold indicating spare capacity in the junction.

Table 6-32 - Astley Road/Alexander Avenue - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	6.39	0.1	0.1	5.93	0.05
B-A	0	8.92	0.04	0.1	8.86	0.09
C-AB	0.1	6.79	0.11	0.1	6.22	0.09

A: Alexander Avenue East; B: Astley Road and C: Alexander Avenue West.

6.5.5. **Table 6-32** indicates that the growth in background traffic between 2023 and 2036 delay at the junction in both the AM and PM peaks. However, the junction continues to operate within capacity in the AM and PM peaks.

Table 6-33 - Astley Road/Alexander Avenue - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.4	9.75	0.27	0.1	7.83	0.13
B-A	0.8	15.81	0.44	0.6	13.66	0.39
C-AB	0.3	7.88	0.19	0.2	7.36	0.17

A: Alexander Avenue East; B: Astley Road and C: Alexander Avenue West.

6.5.6. **Table 6-33** indicates that the Proposed Development traffic would have an impact on the junction capacity, however, the junction would continue to operate within capacity in both the AM and PM peaks.

LN2 - Alexander Avenue/High Street

6.5.7. Alexander Avenue/High Street is a three-arm mini roundabout near the centre of Earl Shilton. The Junctions 10 model has been produced by WSP and validated against the 2023 observed traffic data.

6.5.8. The summary of results for this junction are provided in **Table 6-34** for the 2023 base scenario;

6.5.9. **Table** 6-35 for the 2036 future year baseline scenario and **Table 6-36** for the 2036 future year + Proposed Development scenario.

Table 6-34 - Alexander Avenue/High Street - 2023 Base

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
High Street (SW)	1	8.87	0.5	1	8.63	0.49
High Street (NE)	0.8	8.46	0.45	1.4	11.62	0.59
Alexander Avenue	0.4	8.25	0.31	0.3	8.2	0.23

6.5.10. **Table 6-34** indicates that the junction operates within capacity in the AM and PM peaks, the RFC values are comfortably below the 0.85 threshold indicating spare capacity in the junction.

Table 6-35 - Alexander Avenue/High Street - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
High Street (SW)	1.3	10.34	0.57	1.2	9.54	0.54
High Street (NE)	0.9	8.7	0.46	1.5	11.92	0.6
Alexander Avenue	0.5	8.5	0.32	0.3	8.27	0.23

6.5.11.

6.5.12. **Table** 6-35 shows that the junction continues to operate within capacity in the AM and PM peaks.

Table 6-36 - Alexander Avenue/High Street - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
High Street (SW)	1.4	10.87	0.59	1.2	9.87	0.56
High Street (NE)	1	9.72	0.51	1.8	13.6	0.65
Alexander Avenue	0.8	10.57	0.44	0.4	9.38	0.31

6.5.13. **Table 6-36** indicates that the Proposed Development Traffic would have an impact on the junction capacity, however, the junction would continue to operate within capacity in both peaks.

LN3- Station Road/Wood Street/High Street

6.5.14. Station Road/Wood Street/High Street is a three-arm signal junction in the centre of Earl Shilton. The LinSig used in the modelling has been purchased from LCC.

6.5.15. The summary of results for this junction are provided in **Table 6-37** for the 2023 base scenario; **Table 6-38** for the 2036 future year baseline scenario and **Table 6-39** for the 2036 future year + Proposed Development scenario.

Table 6-37 - Station Road/Wood Street/High Street - 2023 Base

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
High Street Ahead Left	57.80%	5.4	25.8	72.10%	7.5	30.4
Wood Street Ahead Right	72.9 : 72.9%	6.6	31.1	66.7 : 66.7%	5.3	29.4
Station Road Left Right	75.80%	4.4	54.8	50.70%	2.4	39.4

6.5.16. **Table 6-37** shows that the junction is operating within capacity in the 2023 baseline in both peaks.

Table 6-38 - Station Road/Wood Street/High Street - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
High Street Ahead Left	59.40%	5.4	27.3	72.20%	7.5	30.4
Wood Street Ahead Right	67.8 : 67.8%	5.4	30.2	58.9 : 58.9%	4.4	27.5

Station Road Left Right	65.20%	3.6	42.9	49.90%	2.3	39.1

6.5.17. **Table 6-38** shows that the junction continues to operate within capacity in the 2036 baseline in both peaks.

Table 6-39 - Station Road/Wood Street/High Street - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)	DoS (%)	MMQ (pcu)	Av Delay (s/pcu)
High Street Ahead Left	73.50%	7.6	31.2	81.40%	9.3	36.2
Wood Street Ahead Right	76.1 : 76.1%	7.2	33.3	68.7 : 82.5%	5.7	31.8
Station Road Left Right	74.50%	4.2	53.3	49.90%	2.3	39.1

6.5.18. **Table 6-39** shows that the traffic from the Proposed Development has an impact, however, the junction is still operating within capacity in both peaks.

LN4 - Mill Lane/Alexander Avenue

6.5.19. Mill Lane/Alexander Avenue is a three-arm priority junction to the west of the Mill Lane access. The Junctions 10 model has been produced by WSP and validated against the 2023 observed traffic data.

6.5.20. The summary of results for this junction are provided in **Table 6-40** for the 2023 base scenario; **Table 6-41** for the 2036 future year baseline scenario and **Table 6-42** for the 2036 future year + Proposed Development scenario.

Table 6-40 - Mill Lane/Alexander Avenue- 2023 Base

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	5.62	0.06	0	5.71	0.03
B-A	0	8.21	0.01	0	7.7	0.03
C-AB	0.1	6.12	0.07	0	5.96	0.05

A: Mill Lane (SE); B: Alexander Avenue and C: Mill Lane (NW)

6.5.21. **Table 6-40** indicates that the junction operates within capacity in the AM and PM peaks, the RFC values are comfortably below the 0.85 threshold indicating spare capacity in the junction.

Table 6-41 - Mill Lane/Alexander Avenue- 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	5.65	0.06	0	5.73	0.03
B-A	0	8.17	0.01	0	7.69	0.03
C-AB	0.1	6.13	0.07	0.1	5.97	0.05

A: Mill Lane (SE); B: Alexander Avenue and C: Mill Lane (NW)

6.5.22. **Table 6-41** shows that the junction continues to operate with ample capacity in the future 2036 baseline scenario.

Table 6-42 - Mill Lane/Alexander Avenue- 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	5.81	0.07	0.1	5.75	0.05
B-A	0	8.67	0.01	0	8.16	0.04
C-AB	0.1	6	0.08	0	5.66	0.02

A: Mill Lane (SE); B: Alexander Avenue and C: Mill Lane (NW)

6.5.23. **Table 6-42** shows that the junction continues to operate with ample capacity in the future 2036 scenario with the addition of the Proposed Development traffic.

LN5 - Mill Lane/Almey's Lane/Chapel Street

6.5.24. Mill Lane/ Almey's Lane/Chapel Street is a three-arm priority junction at the western end of Mill Lane. The Junctions 10 model has been produced by WSP and validated against the 2023 observed traffic data.

6.5.25. The summary of results for this junction are provided in **Table 6-43** for the 2023 base scenario;

6.5.26. **Table 6-44** for the 2036 future year baseline scenario and **Table 6-45** for the 2036 future year + Proposed Development scenario.

Table 6-43 - Mill Lane/Almey's Lane/Chapel Street - 2023 Base

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	7.15	0.06	0	6.76	0.02
B-A	0.2	8.78	0.14	0.1	7.81	0.06
C-AB	0.1	6.3	0.08	0	6.04	0.02

A: Chapel Street; B: Mill Lane and C: Almey's Lane

6.5.27. **Table 6-43** indicates that the junction operates within capacity in the AM and PM peaks, the RFC values are comfortably below the 0.85 threshold indicating spare capacity in the junction.

Table 6-44 - Mill Lane/Almey's Lane/Chapel Street - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	7.27	0.06	0	6.89	0.02
B-A	0.2	8.96	0.15	0.1	8.01	0.07
C-AB	0.1	6.32	0.08	0	5.97	0.02

A: Chapel Street; B: Mill Lane and C: Almey's Lane

6.5.28. **Table 6-44** indicates that the growth in background traffic between 2023 and 2036 increases delay at the junction in both the AM and PM peaks. However, the junction continues to operate within capacity in the AM and PM peaks.

Table 6-45 - Mill Lane/Almey's Lane/Chapel Street - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	8.52	0.08	0	7.62	0.03
B-A	0.4	11.02	0.28	0.2	9.34	0.16
C-AB	0.1	6.09	0.10	0	5.93	0.03

A: Chapel Street; B: Mill Lane and C: Almey's Lane

6.5.29. **Table 6-45** indicates that the Proposed Development Traffic would have a minor impact on the junction capacity, however, the junction would continue to operate within capacity in both the AM and PM peaks.

LN6 - Chapel Street/Church Street

6.5.30. Chapel Street/Church Street is a three-arm priority junction north of the western end of Mill Lane. The Junctions 10 model has been produced by WSP and validated against the 2023 observed traffic data.

6.5.31. The summary of results for this junction are provided in **Table 6-46** for the 2023 base scenario; **Table 6-47** for the 2036 future year baseline scenario and **Table 6-48** for the 2036 future year + Proposed Development scenario.

Table 6-46 - Chapel Street/Church Street - 2023 Base

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	7.16	0.1	0.1	6.82	0.05
B-A	0.2	9.39	0.15	0.1	8.81	0.07
C-AB	0.1	5.89	0.06	0.1	5.87	0.07

A: Church Street (E); B: Chapel Street and C: Church Street (W)

6.5.32. **Table 6-46** indicates that the junction operates within capacity in the AM and PM peaks, the RFC values are comfortably below the 0.85 threshold indicating spare capacity in the junction.

Table 6-47 - Chapel Street/Church Street - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	7.77	0.1	0.1	8.03	0.06
B-A	0.2	10.44	0.18	0.2	9.77	0.13
C-AB	0.1	5.53	0.08	0.1	5.9	0.08

A: Church Street (E); B: Chapel Street and C: Church Street (W)

6.5.33. **Table 6-47** indicates that the growth in background traffic between 2023 and 2036 increases queue length and delay at the junction in both the PM peak and increases delay in the AM Peak. However, the junction continues to operate within capacity in the AM and PM peaks.

Table 6-48 - Chapel Street/Church Street - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.2	10.77	0.19	0.1	9.71	0.09
B-A	0.8	15.2	0.45	0.5	12.98	0.35
C-AB	0.2	6.01	0.13	0.1	6.26	0.09

A: Church Street (E); B: Chapel Street and C: Church Street (W)

6.5.34. **Table 6-48** indicates that the Proposed Development Traffic would have an impact on the junction capacity, however, the junction would continue to operate within capacity in the AM and PM peaks.

LN7 - Church Street/Leicester Road/Hill Top

6.5.35. Church Street/Leicester Road is a three-arm priority junction at the western end of Church Street. The Junctions 10 model has been produced by WSP and validated against the 2023 observed traffic data.

6.5.36. The summary of results for this junction are provided in **Table 6-49** for the 2023 base scenario; **Table 6-50** for the 2036 future year baseline scenario and

6.5.37. **Table** 6-51 for the 2036 future year + Proposed Development scenario.

Table 6-49 - Church Street/Leicester Road - 2023 Base

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.1	6.79	0.11	0.1	7.36	0.12
B-A	0.2	10.56	0.2	0.2	11.49	0.18
C-AB	0.1	7.04	0.1	0.1	7.68	0.1

A: Leicester Road (N); B: Church Street and C: Hill Top

6.5.38. **Table 6-49** indicates that the junction operates within capacity in the AM and PM peaks, the RFC values are comfortably below the 0.85 threshold indicating spare capacity in the junction.

Table 6-50 - Church Street/Leicester Road - 2036 Future Year Baseline

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.3	8.42	0.24	0.5	10.49	0.36
B-A	0.3	11.57	0.22	0.3	12.93	0.21
C-AB	0.1	7.5	0.12	0.1	7.91	0.11

A: Leicester Road (N); B: Church Street and C: Hill Top

6.5.39. **Table 6-50** shows that the junction continues to operate with ample capacity in both peak periods in the future 2036 baseline scenario.

Table 6-51 - Church Street/Leicester Road - 2036 Future Year + Proposed Development

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
B-C	0.4	9.56	0.29	0.6	11.63	0.39
B-A	0.3	13.75	0.26	0.4	15.51	0.26
C-AB	0.1	7.96	0.13	0.2	8.37	0.13

A: Leicester Road (N); B: Church Street and C: Hill Top

6.5.40.

6.5.41. **Table** 6-51 shows that the junction continues to operate with ample spare capacity in the 2036 future scenario with the addition of the Proposed Development traffic.

6.6 LOCAL ROAD NETWORK JUNCTION MODELLING RESULTS - CONCLUSION

6.6.1. As demonstrated by the junction capacity results in **Section 6.3**, it is concluded that the proposed access junctions for the Earl Shilton SUE will operate with ample capacity, as set out in.

6.6.2. As demonstrated by the results set out in **Section 6.4**, it is concluded that the Earl Shilton SUE traffic flows can be accommodated on the local road network. Where there are impacts at junctions that exceed the capacity thresholds, it is considered that the Proposed Development traffic flows have a minor impact and there is no requirement for the TA Addendum to consider a mitigation scheme at this junction.

6.6.3. Discussion with LCC HDM on the local road network mitigation strategy has concluded that this should comprise a proportionate contribution to the delivery of an improvement scheme at Desford Crossroads. LCC is in the process of producing detailed designs and costings for a scheme which are expected to be finalised in the Spring 2024. The contribution will be based on Earl Shilton SUE traffic flows at the junction as a proportion of the overall growth.

6.7 STRATEGIC ROAD NETWORK

6.7.1. National Highways had recommended a holding objection to both OPAs, requesting further work on the traffic modelling to ascertain the suitability of the development proposals on the SRN.

6.7.2. The AoI identified through the PRTM modelling included one junction on the National Highways' SRN, the A5/A47/B4666 roundabout, referred to as 'the Dodwells Roundabout', which is within Hinckley and Bosworth Borough in Leicestershire County.

6.7.3. National Highways required assessment of Dodwells Roundabout using the A5 VISSIM which includes The Long Shoot signal junction to the west which is within Nuneaton and Bedworth Borough in Warwickshire County.

6.7.4. Consultation has been undertaken with National Highways officers and their transport consultants to identify the requirements for the additional traffic modelling. The *A5 VISSIM Technical Note* in **Appendix N** (doc ref: 42523-WSPE-XX-XX-TN-OT-00005_S2_P01.1) sets out the approach.

6.7.5. National Highways removed the holding objections to both applications on 5th January 2024 on the basis that the methodology used and the resultant outcome satisfactorily resolved the concerns identified.

7 SUMMARY AND CONCLUSIONS

7.1 SUMMARY OF THE TA ADDENDUM

7.1.1. This TA Addendum has been produced to address comments on the traffic modelling identified by the highway authorities to demonstrate that the overall impact of the Proposed Development on the transport network will be acceptable. The TA Addendum has been developed in consultation with LCC Highways and National Highways.

7.1.2. The key changes to the TA that are outlined within this addendum are updates/changes to the following where appropriate/applicable:

- National and local policy;
- Baseline situation – updates to public transport and accident records;
- Proposed Development – updates to access junction designs and bus provision proposals;
- Traffic and junction modelling – further modelling in PRTM and updated junction modelling based on the PRTM output and recent traffic surveys.

7.2 SUMMARY OF TRANSPORT PROPOSALS

7.2.1. The following are proposed.

- Five access junctions comprising:
  - a three-arm roundabout with pedestrian/cycle infrastructure on the A47 to the north (part of Application B);
  - a four-arm roundabout with pedestrian/cycle infrastructure and bridleway diversion on the A47 to the south (part of Application B);
  - a three arm priority junction with pedestrian infrastructure on Astley Road with a short right turn lane on Astley Road (part of Application A);
  - widening on a section of Mill Lane with pedestrian/cycle infrastructure and three arm mini roundabout (part of Application A); and
  - widening on a section of Breach Lane with pedestrian infrastructure and priority junction into a residential parcel for up to 46 dwellings (part of Application B).
- High quality pedestrian/cycle internal infrastructure within the Site with good links to the external network;
- Traffic calming measures on Mill Lane and along the internal access road to the Astley Road access junction to reduce traffic speeds along the route and promote it as an attractive route for cycling and walking;
- Improved pedestrian links on Mill Lane and Breach Lane;
- Reinstatement of bus services to provide travel choice to the SUE occupants which will be of benefit to existing residents within Earl Shilton and neighbouring Hinckley;
- Provision of local services at the heart of the development, such as the primary school and small retail outlets;
- Spine road through the Site and bus stop infrastructure designed to accommodate a bus service; and
- Facilitation and promotion of alternatives to the private car through a robust travel plan from commencement of occupation of the Proposed Development.

7.3 CONCLUSIONS

7.3.1. This TA Addendum demonstrates that the traffic generated by the Proposed Development has an acceptable level of impact on the local and strategic road network and therefore complies with the NPPF (paragraph 115).

7.3.2. The proposals will also provide sustainable travel choice for the occupants of the SUE and will improve travel options for existing residents through the reinstatement of a withdrawn bus service, benefit to all.

Appendix A

UPDATES TO SUBMITTED TA FIGURES

Public

Figures included within submitted TA (42523-WOOD-XX-XX-RP-OT-0002_S3_P02.1)	Required Update due to Proposed Changes Outlined in this TA Addendum (42523-WSPE-XX-XX-RP-OT-00001_S2_P01)	New drawing revision included within this TA Addendum (42523-WSPE-XX-XX-RP-OT-00001_S2_P01)
Figure 1.1. Site Location	No	N/A
Figure 1.2 Landownership for Applications	No	N/A
Figure 3.1 Local Road Network	No	N/A
Figure 3.2 Existing Bus Services in the Earl Shilton Area	Yes	P02
Figure 3.3 Existing Public Rights of Way Across the Site	No	N/A
Figure 3.4 Existing Cycle and Pedestrian Route in the Earl Shilton Area	No	N/A
Figure 3.5 Local Facilities and Services Accessibility	Yes	P02
Figure 3.6 Study Area Method of Travel to Work	No	N/A
Figure 3.7 PIA Study Area and Accident Locations	Yes	P02
Figure 4.1 Proposed Land-use Parameters	Yes	P1.02
Figure 4.2 A47 North Access Junction	Yes	Updated plan provided within **Appendix C**
Figure 4.3 A47 North Access Junction – Swept Path Analysis	Yes	Updated plan provided **Appendix C**
Figure 4.4 A47 South Access Junction	Yes	**Appendix D**
Figure 4.5 A47 South Access Junction – Swept Path Analysis	Yes	**Appendix D**

Figure 4.6 Astley Road Access	Yes	Updated plan provided within **Appendix E**
Figure 4.7 Astley Road Access – Swept Path Analysis	Yes	Updated plan provided within **Appendix E**
Figure 4.8 Mill Lane Improvement Scheme	Yes	Updated plan provided within **Appendix F**
Figure 4.9 Breach Lane Improvement Scheme	Yes	Updated plan provided within **Appendix G**
Figure 4.10 Access and Movement Strategy	Yes	P02
Figure 5.1 Parent Zones used for trip distribution – PRTM	Yes	Updated Figure 5.1 provided within TA Addendum body.
Figure 5.2 Development trip distribution 2026 AM peak – PRTM Model	Yes	Equivalent, updated, graphic 'Figure 2.2' presented within the PRTM Transport Modelling Ear Shilton Sustainable Urban Extension (SE) Forecasting Report in Appendix C of **Appendix I**
Figure 5.3 Development trip distribution 2026 PM peak – PRTM Model	Yes	Equivalent, updated, graphic 'Figure 2.3' presented within the PRTM Transport Modelling Ear Shilton Sustainable Urban Extension (SE) Forecasting Report in Appendix C of **Appendix I**
Figure 5.4 Development trip distribution 2036 AM peak – PRTM Model	Yes	Equivalent, updated, graphic 'Figure 2.4' presented within the PRTM Transport Modelling Ear Shilton Sustainable Urban Extension (SE) Forecasting Report in Appendix C of **Appendix I**
Figure 5.5 Development trip distribution 2036 PM peak – PRTM Model	Yes	Equivalent, updated, graphic 'Figure 2.5' presented within the PRTM Transport Modelling Ear Shilton Sustainable Urban Extension (SE) Forecasting Report in Appendix C of **Appendix I**

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445500 446000 446500 447000 447500 448000

298500 298000 297500 297000 296500

Key

- Site boundary
- Bus stop
- Bus route 158
- Former Bus route 1 (withdrawn in August 2023)
- Bus route 148 (previously 48L)
- M69

0 100 200 300 400 500 600 m

Scale at A3: 1:10,000

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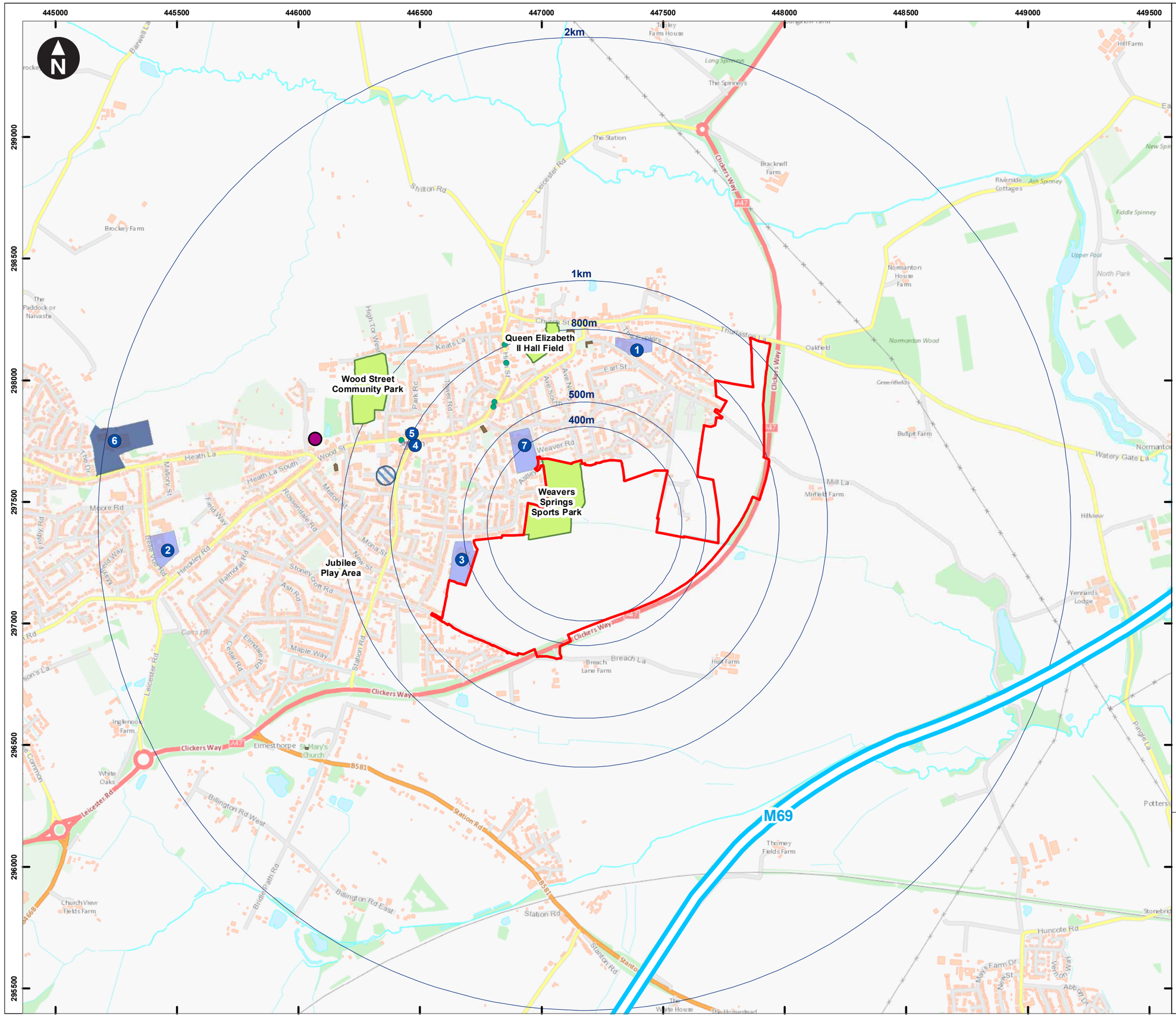
Ordnance Survey 0100031673

Earl Shilton SUE
Transport Assessment

Figure 3.2
Existing bus services in the Earl Shilton area

February 2024



Key

- Site boundary
- Walking distance from the centre of the site
- Secondary school
- Primary school
- Pre-school / nursery

1 St Peter's Voluntary Academy
2 Newlands Community Primary School
3 Townlands C of E Primary School
4 Little Stars Pre-school
5 Handprints Day Nursery and Pre-school
6 Heath Lane Academy
7 St Simon and St Jude's Primary School

- Bus stop
- Medical centre
- Church
- Sports and recreation
- Industrial Estate

0 200 400 600 800 m

Scale at A3: 1:15,000

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Earl Shilton SUE
Transport Assessment

Figure 3.5
Local facilities and services accessibility

February 2024

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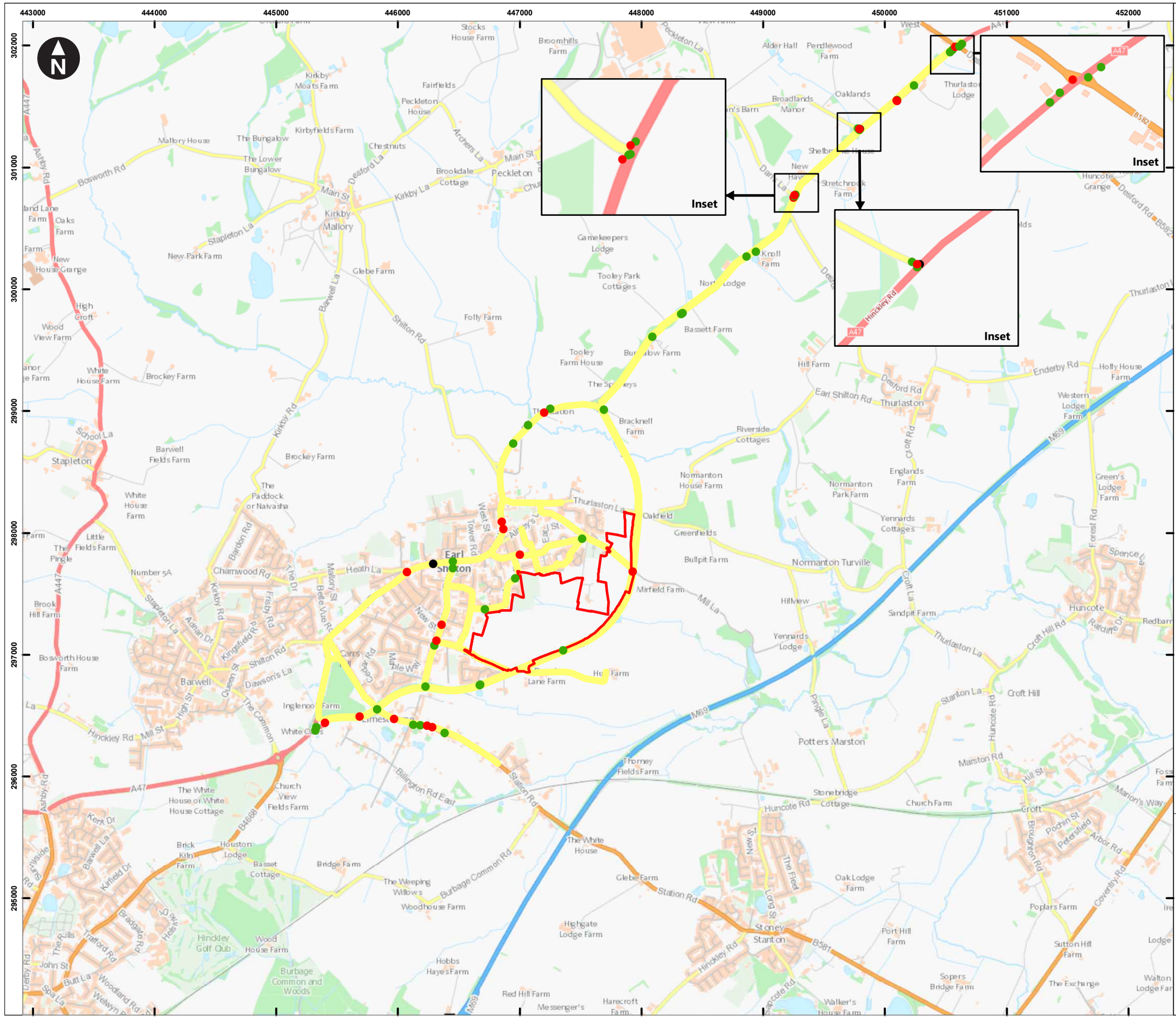

Earl Shilton SUE
Transport Assessment

Figure 3.7
PIA study area and accident locations

March 2024

Originator: SOFIA BROWNING

H:\Projects\41047 South Cheshire Growth Village\5 Design\Drawings\All\42523-WSPE-XX-XX-FG-A-0003_S3_P01.2 Land Use.ai

Key

- Site Boundary (65 ha)
- Residential (35 ha)
- Public open space and Green Infrastructure (incorporating SuDS) (19.3 ha)
- Roads/ Access Works (2.73 ha)
- Employment (5.3 ha)
- Non sensitive employment uses (e.g ancillary uses, storage, parking)
- School Site (2 ha)
- Community Hub (0.5 ha)
- Sports Pitches (Weaver Springs)
- Location of Access Points (for detailed approval)

(Areas shown are approximate)

0 m 300 m

Scale 1:5000 @ A3

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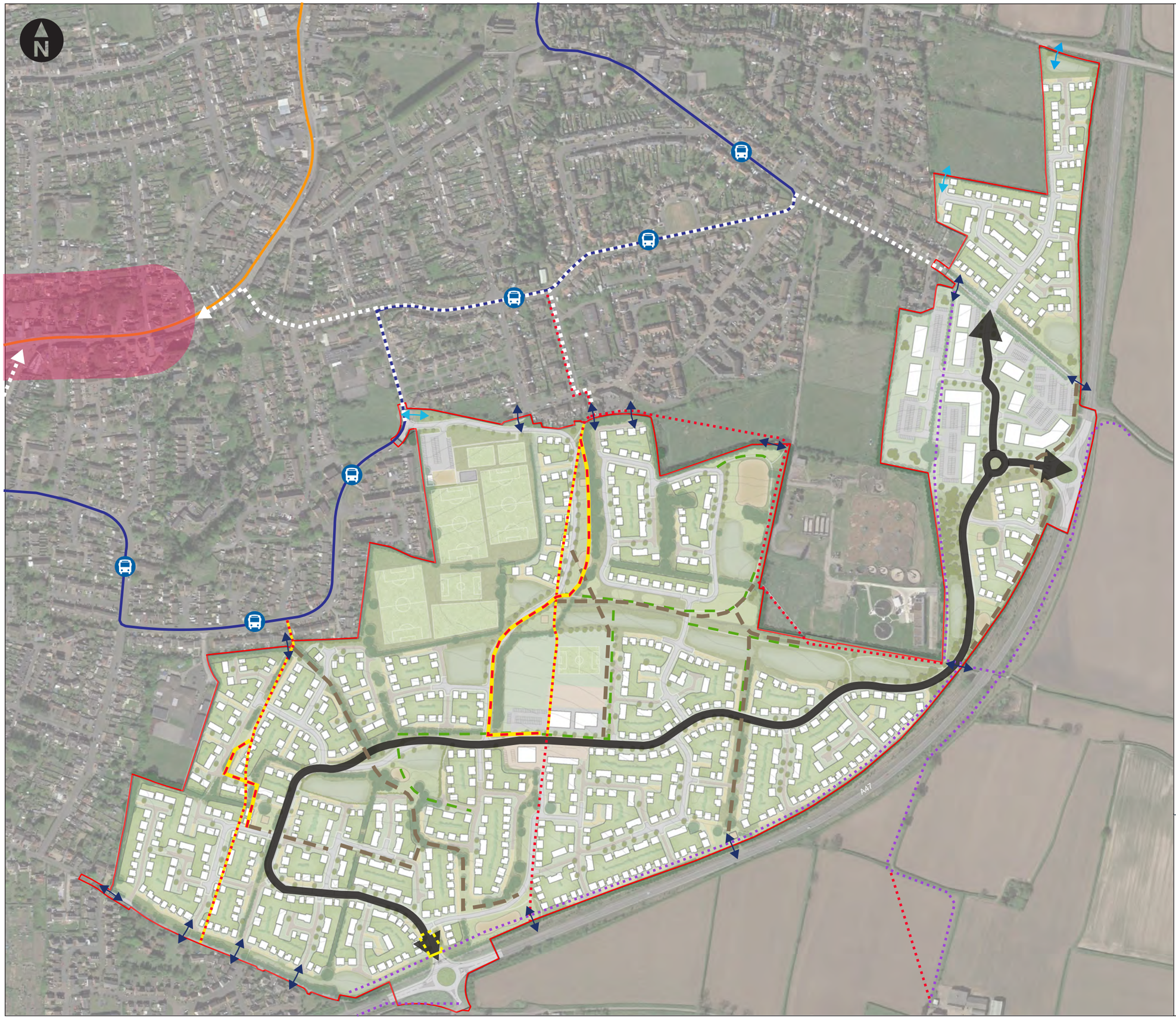
Earl Shilton SUE
Planning Application

Land Use Parameter Plan

September 2023



Key

- Site boundary
- Main spine road with dedicated cycle provision
- Existing routes to town centre
- Indicative proposed additional footpath link
- Opportunity to improve existing connection
- Potential for additional connection subject to detail design
- Public footpaths
- Public bridleways
- Existing footpath section requiring diversion
- Indicative proposed diversion of existing footpath
- Existing bridleway section requiring diversion
- Indicative proposed diversion of existing bridleway
- Potential for additional recreation and leisure route
- Existing bus route
- Proposed re-instated bus route
- Proposed bus stop re-instatement
- Town centre

0 m 300 m

Scale 1:5,000 @ A3

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Earl Shilton SUE
Transport Assessment

Figure 4.10
Access and movement strategty

March 2024

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Appendix B

ACCIDENT DATA

Public

Accident Data: Junctions

Accident_ID	Carriageway_Hazards	Severity	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Road_Number	Weather_conditions	Road_Type	Road_surface	Light_conditions	Junction_detail	Involved_pedalcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Junction_control
2019331901263	None	Slight	December 12, 2019	2019	2	2	A47	Fine without high winds	Single carriageway	Dry	Darkness: street lights present and lit	T or staggered junction	0	0	0	0	Give way or uncontrolled
2019331900650	None	Slight	March 28, 2019	2019	2	1	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2018331801465	None	Slight	September 6, 2018	2018	2	2	A47	Fine without high winds	Single carriageway	Dry	Darkness: no street lighting	T or staggered junction	0	0	0	0	Give way or uncontrolled
2020332000017	None	Fatal	January 17, 2020	2020	1	1	A47	Fine without high winds	Single carriageway	Wet or Damp	Darkness: no street lighting	T or staggered junction	0	0	0	0	Give way or uncontrolled
2018331802086	None	Slight	September 13, 2018	2018	2	1	A47	Unknown	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Crossroads	0	0	0	0	Auto traffic signal
2020332000366	None	Serious	June 23, 2020	2020	3	3	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2020332000054	None	Slight	January 13, 2020	2020	3	3	A47	Raining without high winds	Single carriageway	Wet or Damp	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2018331801276	None	Serious	December 3, 2018	2018	2	2	A47	Fine without high winds	Single carriageway	Wet or Damp	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	1	0	Give way or uncontrolled
2020332000955	None	Serious	December 9, 2020	2020	2	1	A47	Other	Roundabout	Wet or Damp	Darkness: street lights present and lit	Roundabout	0	0	0	0	Give way or uncontrolled
2019331900541	None	Slight	May 27, 2019	2019	1	1	A47	Raining without high winds	Roundabout	Wet or Damp	Daylight: regardless of presence of streetlights	Roundabout	0	1	0	0	Give way or uncontrolled
2020332000501	None	Slight	February 12, 2020	2020	2	2	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2018331801373	None	Slight	December 2, 2018	2018	2	1	A47	Raining without high winds	Single carriageway	Wet or Damp	Darkness: street lights present and lit	T or staggered junction	0	0	0	0	Auto traffic signal
2018331801047	None	Slight	September 8, 2018	2018	2	1	A47	Fine without high winds	Dual carriageway	Dry	Daylight: regardless of presence of streetlights	Roundabout	0	0	0	0	Give way or uncontrolled
2018331801174	None	Slight	September 2, 2018	2018	1	1	A47	Fine without high winds	Roundabout	Dry	Daylight: regardless of presence of streetlights	Roundabout	0	0	0	0	Give way or uncontrolled
2018331802172	None	Slight	December 18, 2018	2018	3	1	U0	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2018331800817	None	Serious	August 13, 2018	2018	2	1	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2018331801194	None	Slight	June 13, 2018	2018	2	1	A47	Fine without high winds	Single carriageway	Dry	Darkness: street lighting unknown	T or staggered junction	0	0	0	0	Auto traffic signal
2020332000047	None	Slight	January 16, 2020	2020	2	2	A47	Raining without high winds	Single carriageway	Wet or Damp	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2019331900731	None	Serious	July 23, 2019	2019	2	3	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2022332200892	None	Serious	October 20, 2022	2022	2	1	A47	Raining without high winds	Single carriageway	Wet or Damp	Daylight: regardless of presence of streetlights	Crossroads	0	0	0	0	Auto traffic signal
2022332201024	None	Slight	November 18, 2022	2022	2	1	A47	Other	Single carriageway	Dry	Darkness: street lights present and lit	Crossroads	0	0	0	0	Auto traffic signal

Department for Transport data published by www.crashmap.co.uk

Accident Data: Links

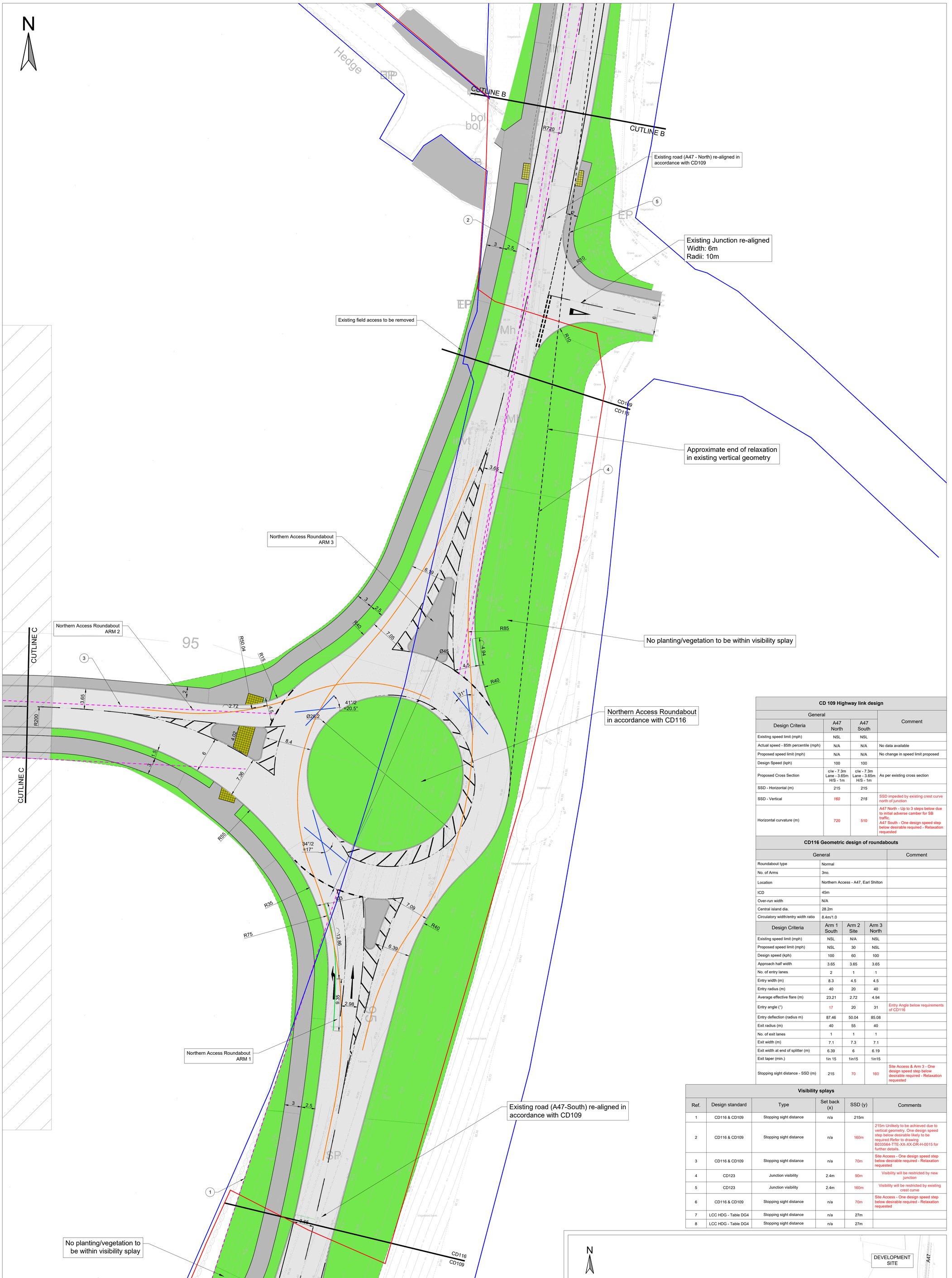
Accident_ID	Carriageway_ Hazards	Severity	Accident_DateTime	Year	Number_of_ vehicles	Number_of_ casualties	Road_Number	Weather_conditions	Road_Type	Road_surface	Light_conditions	Junction_detail	Involved_ pedalcycle	Pedestrian_ casualty	Child_ casualty	Pedal_cycleuser _casualty	Junction_control
2020332000874	None	Slight	November 6, 2020	2020	2	1	U0	Fine without high winds	Single carriageway	Dry	Darkness: street lights present and lit	T or staggered junction	0	0	0	0	Give way or uncontrolled
2020332000477	None	Slight	March 6, 2020	2020	3	2	A47	Fine without high winds	Single carriageway	Wet or Damp	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331800465	None	Slight	May 8, 2018	2018	1	1	B581	Unknown	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Crossroads	0	1	0	0	Give way or uncontrolled
2022332200828	None	Serious	October 4, 2022	2022	1	1	U0	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331800024	None	Serious	January 9, 2018	2018	1	1	B581	Fine without high winds	Single carriageway	Wet or Damp	Darkness: street lights present and lit	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2020332000199	None	Slight	April 21, 2020	2020	2	2	B581	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331800365	None	Slight	April 16, 2018	2018	2	1	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Using private drive or entrance	0	0	0	0	Give way or uncontrolled
2022332200684	None	Serious	August 20, 2022	2022	1	2	B581	Fine without high winds	Single carriageway	Dry	Darkness: street lights present and lit	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2020332000545	None	Slight	August 2, 2020	2020	2	2	A47	Fine without high winds	Single carriageway	Dry	Darkness: no street lighting	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331801217	None	Slight	August 1, 2018	2018	3	3	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2021332100218	None	Serious	April 17, 2021	2021	3	1	U0	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2022332200459	None	Slight	June 7, 2022	2022	1	1	U0	Unknown	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	1	0	0	Not Applicable
2018331800800	None	Serious	February 5, 2018	2018	2	1	U0	Fine without high winds	Roundabout	Dry	Darkness: street lighting unknown	Mini roundabout	1	0	0	1	Give way or uncontrolled
2018331800213	None	Slight	March 11, 2018	2018	2	5	U0	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	1	0	Not Applicable
2020332000250	None	Slight	May 19, 2020	2020	1	1	U0	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331800389	None	Slight	April 23, 2018	2018	2	2	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Using private drive or entrance	0	0	0	0	Give way or uncontrolled
2020332000341	None	Serious	June 22, 2020	2020	1	1	A47	Fine without high winds	Single carriageway	Dry	Darkness: no street lighting	Not at or within 20 metres of junction	0	1	0	0	Not Applicable
2019331900801	None	Slight	August 13, 2019	2019	2	1	A47	Fine without high winds	Single carriageway	Dry	Darkness: no street lighting	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2021332100823	None	Serious	October 15, 2021	2021	2	1	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Using private drive or entrance	0	0	0	0	Give way or uncontrolled
2018331800828	None	Serious	August 16, 2018	2018	1	1	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Using private drive or entrance	0	0	0	0	Give way or uncontrolled
2018331800428	None	Slight	April 22, 2018	2018	2	1	B581	Unknown	Single carriageway	Wet or Damp	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	1	0	1	1	Not Applicable
2018331800763	None	Serious	July 21, 2018	2018	3	1	U0	Fine without high winds	Single carriageway	Dry	Darkness: street lights present and lit	T or staggered junction	0	0	0	0	Give way or uncontrolled
2021332100543	None	Slight	July 23, 2021	2021	2	2	A47	Other	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331800356	None	Slight	April 14, 2018	2018	2	1	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331801461	None	Slight	December 29, 2018	2018	2	2	A47	Other	Single carriageway	Dry	Darkness: no street lighting	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331801207	None	Fatal	November 17, 2018	2018	2	1	U0	Raining without high winds	Single carriageway	Wet or Damp	Darkness: street lights present and lit	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2021332100887	None	Serious	November 3, 2021	2021	2	2	A47	Fine without high winds	Single carriageway	Wet or Damp	Darkness: street lighting unknown	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2022332200517	None	Serious	June 13, 2022	2022	2	1	U0	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Give way or uncontrolled
2022332200488	None	Slight	June 16, 2022	2022	2	1	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	T or staggered junction	0	0	0	0	Auto traffic signal
2020332000809	None	Serious	October 15, 2020	2020	1	1	U0	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	1	0	0	Not Applicable
2021332101584	None	Slight	July 24, 2021	2021	2	2	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2018331800715	None	Slight	May 18, 2018	2018	1	2	U0	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Using private drive or entrance	0	1	1	0	Give way or uncontrolled
2018331801397	None	Slight	December 21, 2018	2018	3	2	A47	Fine without high winds	Single carriageway	Wet or Damp	Daylight: regardless of presence of streetlights	Using private drive or entrance	0	0	0	0	Give way or uncontrolled
2022332200607	None	Serious	July 24, 2022	2022	2	1	B581	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2020332000073	Other object in carriageway	Slight	January 22, 2020	2020	2	1	A47	Fine without high winds	Single carriageway	Dry	Darkness: no street lighting	Not at or within 20 metres of junction	0	0	0	0	Not Applicable
2022332200117	None	Slight	February 10, 2022	2022	4	2	A47	Fine without high winds	Single carriageway	Dry	Daylight: regardless of presence of streetlights	Using private drive or entrance	0	0	0	0	Give way or uncontrolled

Department for Transport data published by www.crashmap.co.uk

Appendix C

A47 NORTHERN ACCESS ROUNDABOUT

Public



Key - General Arrangement

- Carriageway
- Footway
- Verges
- Overrun Area
- Tactile - Blister - uncontrolled crossing

Key - Geometry - Roundabout

- Entry Path Radius
- Entry Flare
- Entry Angle

Key - Visibility

- Junction visibility
- Junction approach SSD
- Refer to visibility table

Key - Traffic sign

- Non illuminated traffic sign on new post..

Key - Boundaries

- Planning application boundary
- Highway boundary (LCoC)

CD 109 Highway link design

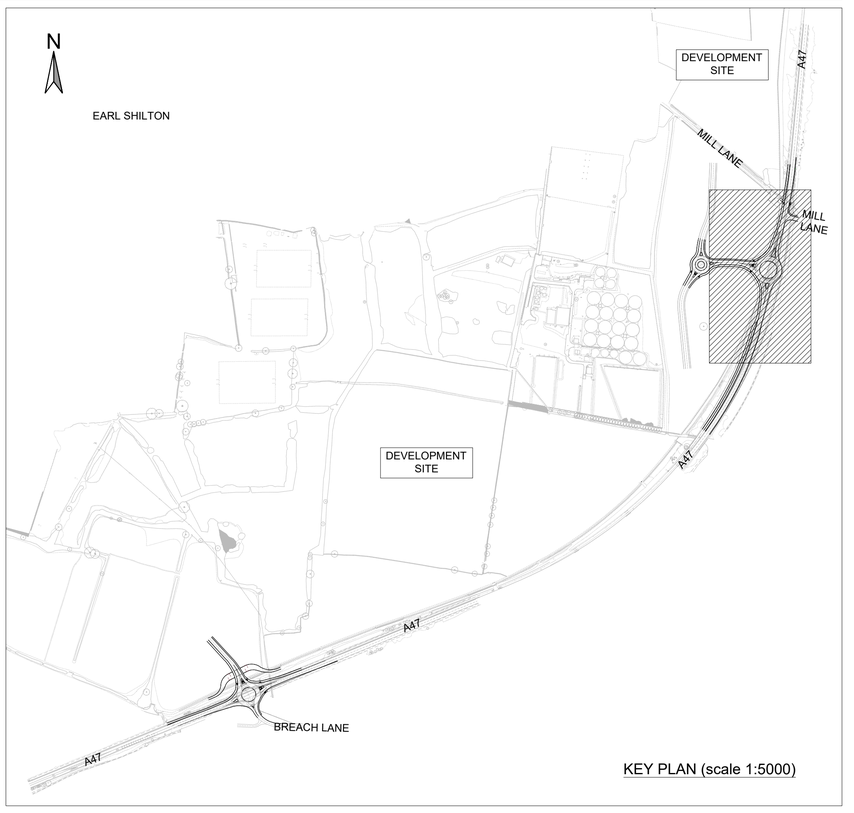
Design Criteria	A47 North	A47 South	Comment
General			
Existing speed limit (mph)	NSL	NSL	
Actual speed - 85th percentile (mph)	N/A	N/A	No data available
Proposed speed limit (mph)	N/A	N/A	No change in speed limit proposed
Design Speed (kph)	100	100	
Proposed Cross Section	c/w - 7.3m Lane - 3.65m H/S - 1m	c/w - 7.3m Lane - 3.65m H/S - 1m	As per existing cross section
SSD - Horizontal (m)	215	215	
SSD - Vertical	*160*	*215*	SSD impeded by existing crest curve north of junction
Horizontal curvature (m)	720	510	A47 North - Up to 3 steps below due to initial adverse camber for SB traffic. A47 South - One design speed step below desirable required - Relaxation requested

CD116 Geometric design of roundabouts

Design Criteria	Arm 1 South	Arm 2 Site	Arm 3 North	Comment
General				
Roundabout type	Normal			
No. of Arms	3no.			
Location	Northern Access - A47, Earl Shilton			
ICD	45m			
Over-run width	N/A			
Central island dia.	28.2m			
Circulatory width/entry width ratio	8.4m/1.0			
Existing speed limit (mph)	NSL	N/A	NSL	
Proposed speed limit (mph)	NSL	30	NSL	
Design speed (kph)	100	60	100	
Approach half width	3.65	3.65	3.65	
No. of entry lanes	2	1	1	
Entry width (m)	8.3	4.5	4.5	
Entry radius (m)	40	20	40	
Average effective flare (m)	23.21	2.72	4.94	
Entry angle (°)	17	20	31	Entry Angle below requirements of CD116
Entry deflection (radius m)	87.46	50.04	85.08	
Exit radius (m)	40	55	40	
No. of exit lanes	1	1	1	
Exit width (m)	7.1	7.3	7.1	
Exit width at end of splitter (m)	6.39	6	6.19	
Exit taper (min.)	1in 15	1in15	1in15	
Stopping sight distance - SSD (m)	215	70	160	Site Access & Arm 3 - One design speed step below desirable required - Relaxation requested

Visibility splays

Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	CD116 & CD109	Stopping sight distance	n/a	215m	
2	CD116 & CD109	Stopping sight distance	n/a	160m	215m Unlikely to be achieved due to vertical geometry. One design speed step below desirable likely to be required.Refer to drawing B033564-TTE-XX-XX-DR-H-0015 for further details.
3	CD116 & CD109	Stopping sight distance	n/a	70m	Site Access - One design speed step below desirable required - Relaxation requested
4	CD123	Junction visibility	2.4m	90m	Visibility will be restricted by new junction
5	CD123	Junction visibility	2.4m	160m	Visibility will be restricted by existing crest curve
6	CD116 & CD109	Stopping sight distance	n/a	70m	Site Access - One design speed step below desirable required - Relaxation requested
7	LCC HDG - Table DG4	Stopping sight distance	n/a	27m	
8	LCC HDG - Table DG4	Stopping sight distance	n/a	27m	



PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P05	ADVANCE WARNING SIGNS ADDED AND AMENDED	16.02.2024	NM	IF	IF
P04	HIGHWAY AND PLANNING APPLICATION BOUNDARIES ADDED. NOTE ADDED REGARDING VISIBILITY SPLAY AND VEGETATION/PLANTING.	06.10.2023	NM	IF	IF
P03	INDICATIVE ADS AND SIGNS ADDED	14.08.2023	NM	IF	IF
P02	AMENDMENTS FOLLOWING LCC COMMENTS	21.06.2023	MB	IF	IF
P01	PRELIMINARY FIRST ISSUE	29.11.2022	DM	IF	IF

Document Control

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Client

Project Name

A47 EARL SHILTON

Sheet Title

NORTHERN ACCESS
PRELIMINARY ACCESS
SHEET 1

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A0	Suitability
784-B033564	DM	Nov '22	IF	Nov '22	IF	Nov '22	1:250	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033564	- TTE	- XX	- XX	- DR	- H	- 0011	P05

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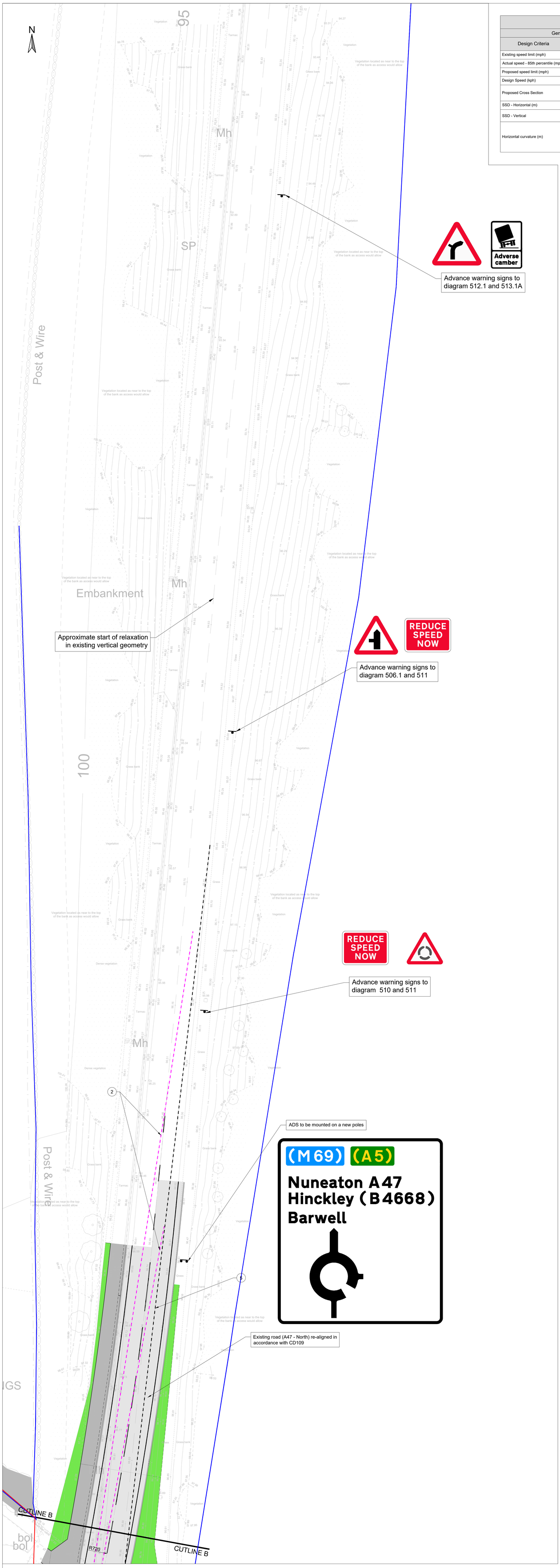
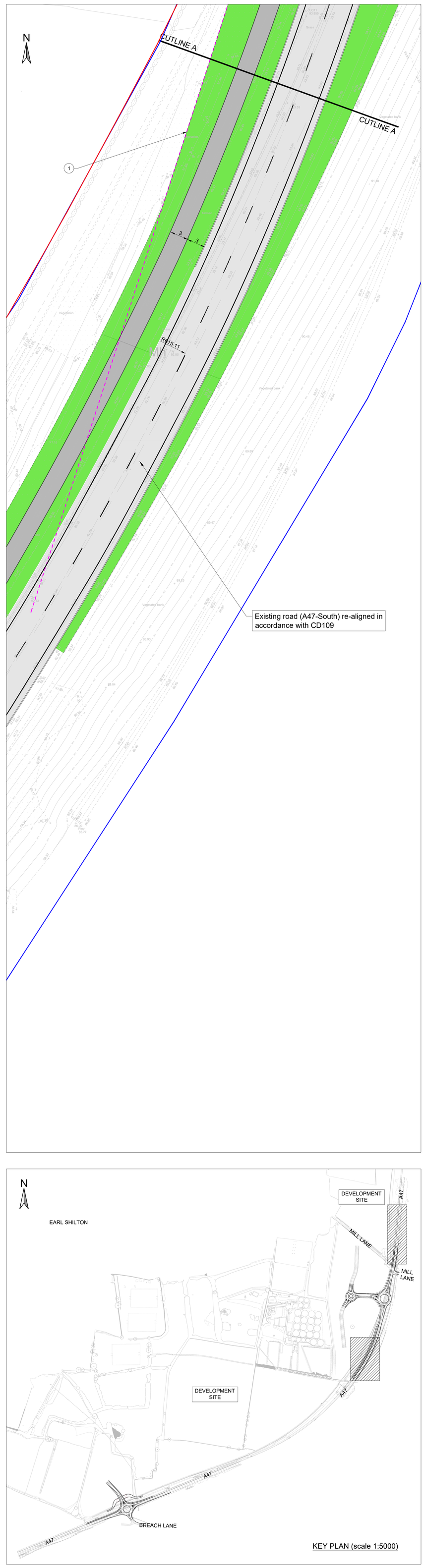
TTE_MT_v1

CD 109 Highway link design			
General			Comment
Design Criteria	A47 North	A47 South	
Existing speed limit (mph)	NSL	NSL	
Actual speed - 85th percentile (mph)	N/A	N/A	No data available
Proposed speed limit (mph)	N/A	N/A	No change in speed limit proposed
Design Speed (kph)	100	100	
Proposed Cross Section	c/w - 7.3m Lane - 3.65m H/S - 1m	c/w - 7.3m Lane - 3.65m H/S - 1m	As per existing cross section
SSD - Horizontal (m)	215	215	
SSD - Vertical	*160*	*215*	SSD impeded by existing crest curve north of junction
Horizontal curvature (m)	720	510	A47 North - Up to 3 steps below due to initial adverse camber for SB traffic. A47 South - One design speed step below desirable required - Relaxation requested

Visibility splays					
Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	CD116 & CD109	Stopping sight distance	n/a	215m	
2	CD116 & CD109	Stopping sight distance	n/a	160m	215m Unlikely to be achieved due to vertical geometry. One design speed step below desirable likely to be required. Refer to drawing B033564-TTE-XX-XX-DR-H-0015 for further details.
3	CD116 & CD109	Stopping sight distance	n/a	70m	Site Access - One design speed step below desirable required - Relaxation requested
4	CD123	Junction visibility	2.4m	90m	Visibility will be restricted by new junction
5	CD123	Junction visibility	2.4m	160m	Visibility will be restricted by existing crest curve
6	CD116 & CD109	Stopping sight distance	n/a	70m	Site Access - One design speed step below desirable required - Relaxation requested
7	LCC HDG - Table DG4	Stopping sight distance	n/a	27m	
8	LCC HDG - Table DG4	Stopping sight distance	n/a	27m	





KEY PLAN (scale 1:5000)

Key - General Arrangement

- Carriageway
- Footway
- Verges
- Overrun Area
- Tactile - Blister - uncontrolled crossing

Key - Geometry - Roundabout

- Entry Path Radius
- Entry Flare
- Entry Angle

Key - Visibility

- Junction visibility
- Junction approach SSD
- Refer to visibility table

Key - Traffic sign

- Non illuminated traffic sign on new post..

Key - Boundaries

- Planning application boundary
- Highway boundary (LCoC)

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P05	ADVANCE WARNING SIGNS ADDED AND AMENDED	16.02.2024	NM	IF	IF
P04	HIGHWAY AND PLANNING APPLICATION BOUNDARIES ADDED	06.10.2023	NM	IF	IF
P03	INDICATIVE ADS AND SIGNS ADDED	14.08.2023	NM	IF	IF
P02	AMENDMENTS FOLLOWING LCC COMMENTS	21.06.2023	MB	IF	IF
P01	PRELIMINARY FIRST ISSUE	29.11.2022	DM	IF	IF

Document Control

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Client

Project Name

A47 EARL SHILTON

Sheet Title

NORTHERN ACCESS
PRELIMINARY LAYOUT
SHEET 2

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A0	Suitability
784-B033564	DM	Nov '22	IF	Nov '22	IF	Nov '22	1:250	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033564	- TTE	- XX	- XX	- DR	- H	- 0012	P05

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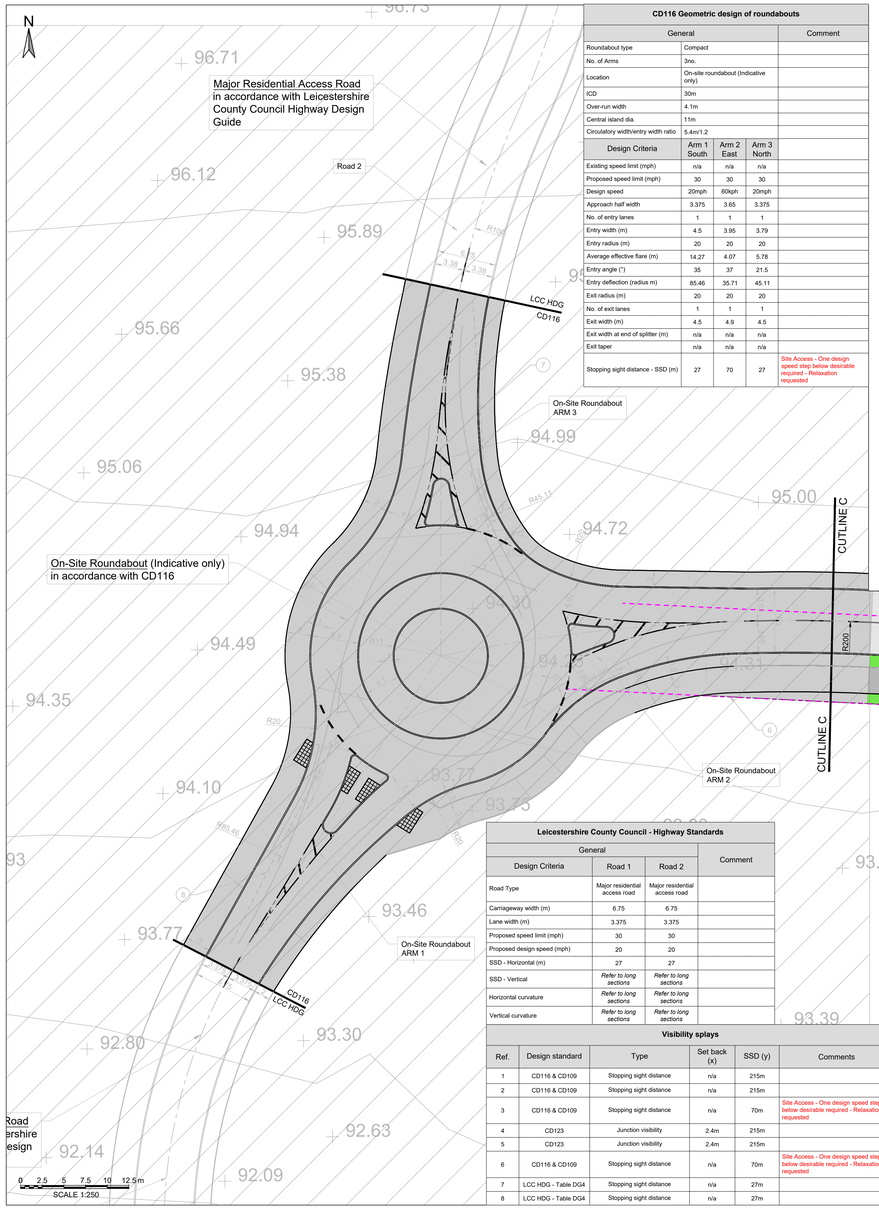
TTE_MT_v1



CD116 Geometric design of roundabouts

General		Comment
Roundabout type	Compact	
No. of Arms	3no.	
Location	On-site roundabout (Indicative only)	
ICD	30m	
Over-run width	4.1m	
Central island dia.	11m	
Circulatory width/entry width ratio	5.4m/1.2	

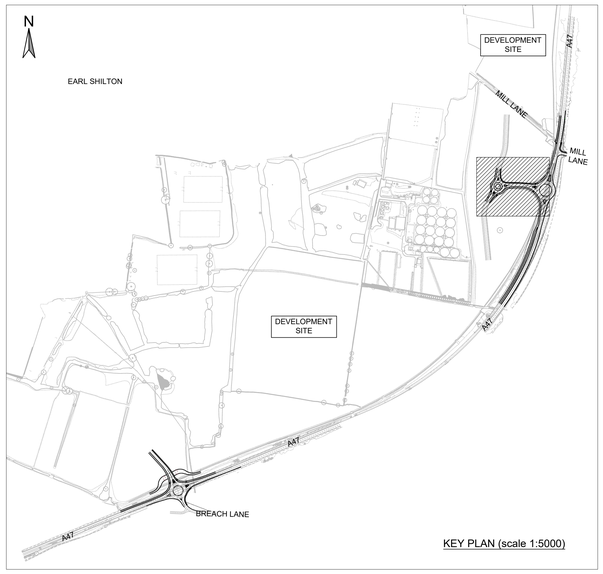
Design Criteria	Arm 1 South	Arm 2 East	Arm 3 North	
Existing speed limit (mph)	n/a	n/a	n/a	
Proposed speed limit (mph)	30	30	30	
Design speed	20mph	60kph	20mph	
Approach half width	3.375	3.65	3.375	
No. of entry lanes	1	1	1	
Entry width (m)	4.5	3.95	3.79	
Entry radius (m)	20	20	20	
Average effective flare (m)	14.27	4.07	5.78	
Entry angle (°)	35	37	21.5	
Entry deflection (radius m)	85.46	35.71	45.11	
Exit radius (m)	20	20	20	
No. of exit lanes	1	1	1	
Exit width (m)	4.5	4.9	4.5	
Exit width at end of splitter (m)	n/a	n/a	n/a	
Exit taper	n/a	n/a	n/a	
Stopping sight distance - SSD (m)	27	70	27	Site Access - One design speed step below desirable required - Relaxation requested

Leicestershire County Council - Highway Standards

General			Comment
Design Criteria	Road 1	Road 2	
Road Type	Major residential access road	Major residential access road	
Carriageway width (m)	6.75	6.75	
Lane width (m)	3.375	3.375	
Proposed speed limit (mph)	30	30	
Proposed design speed (mph)	20	20	
SSD - Horizontal (m)	27	27	
SSD - Vertical	*Refer to long sections*	*Refer to long sections*	
Horizontal curvature	*Refer to long sections*	*Refer to long sections*	
Vertical curvature	*Refer to long sections*	*Refer to long sections*	

Visibility splays

Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	CD116 & CD109	Stopping sight distance	n/a	215m	
2	CD116 & CD109	Stopping sight distance	n/a	215m	
3	CD116 & CD109	Stopping sight distance	n/a	70m	Site Access - One design speed step below desirable required - Relaxation requested
4	CD123	Junction visibility	2.4m	215m	
5	CD123	Junction visibility	2.4m	215m	
6	CD116 & CD109	Stopping sight distance	n/a	70m	Site Access - One design speed step below desirable required - Relaxation requested
7	LCC HDG - Table DG4	Stopping sight distance	n/a	27m	
8	LCC HDG - Table DG4	Stopping sight distance	n/a	27m	



KEY PLAN (scale 1:5000)

Key - General Arrangement

- Carriageway
- Footway
- Verges
- Overrun Area
- Tactile - Blister - uncontrolled crossing

Key - Geometry - Roundabout

- Entry Path Radius
- Entry Flare
- Entry Angle

Key - Visibility

- Junction visibility
- Junction approach SSD
- Refer to visibility table

Key - Traffic sign

- Non illuminated traffic sign on new post..

Key - Boundaries

- Planning application boundary
- Highway boundary (LCeC)

PRELIMINARY ISSUE

Rev.	Description	Date	Drn	Chk	App.
P04	HIGHWAY AND PLANNING APPLICATION BOUNDARIES ADDED	06.10.2023	NM	IF	IF
P03	ONSITE ROUNDABOUT AMENDED TO INDICATIVE ONLY, INDICATIVE ADS AND SIGNS ADDED	14.08.2023	NM	IF	IF
P02	AMENDMENTS FOLLOWING LCC COMMENTS	21.06.2023	MB	IF	IF
P01	PRELIMINARY FIRST ISSUE	29.11.2022	DM	IF	IF

Document Control

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Client

Project Name

A47 EARL SHILTON

Sheet Title

NORTHERN ACCESS
PRELIMINARY LAYOUT
SHEET 3

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033564	DM	Nov '22	IF	Nov 22	IF	Nov '22	1:250	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033564	- TTE -	XX -	XX -	DR -	H -	0013	P04

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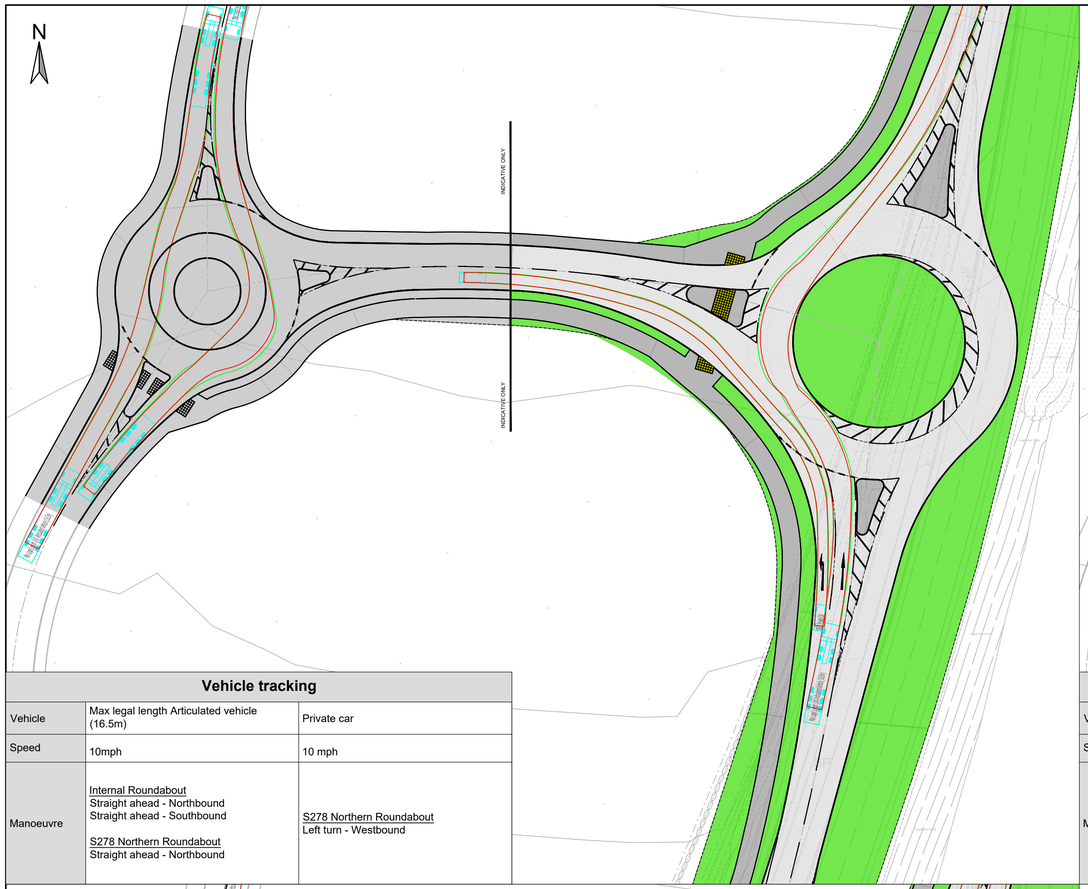
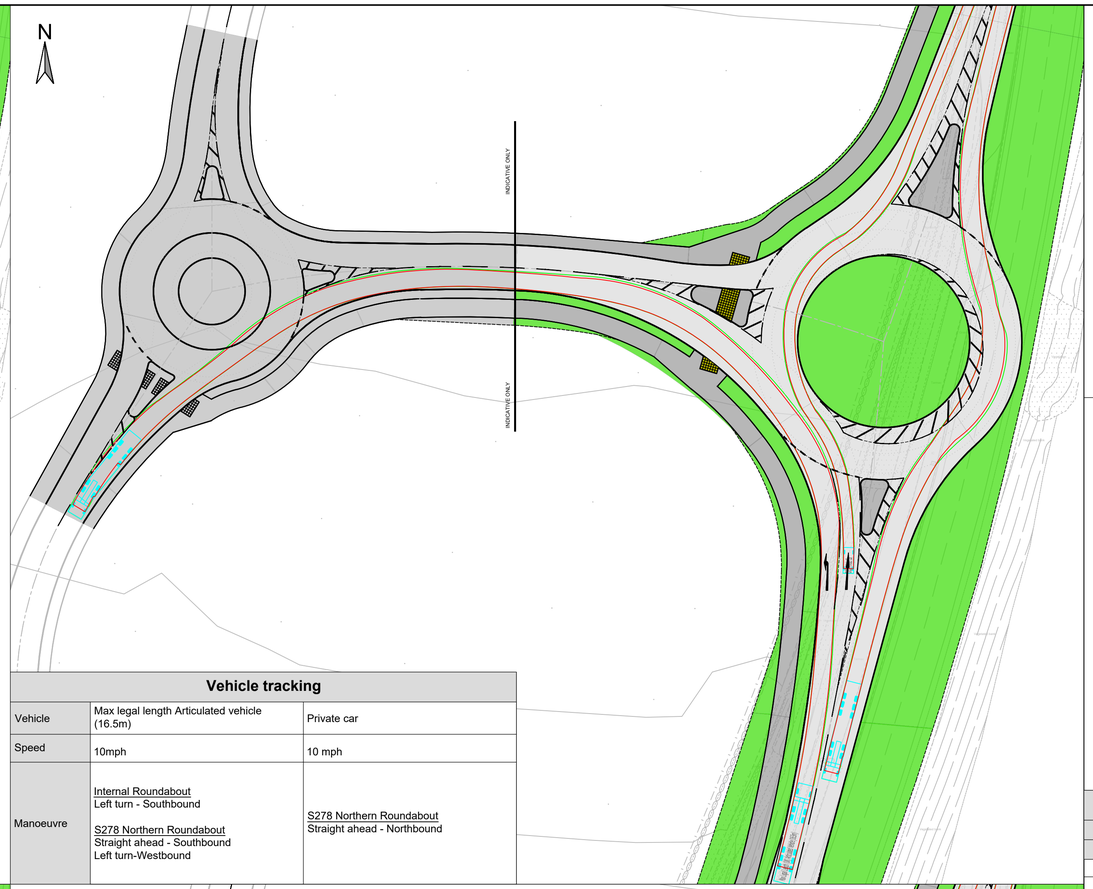
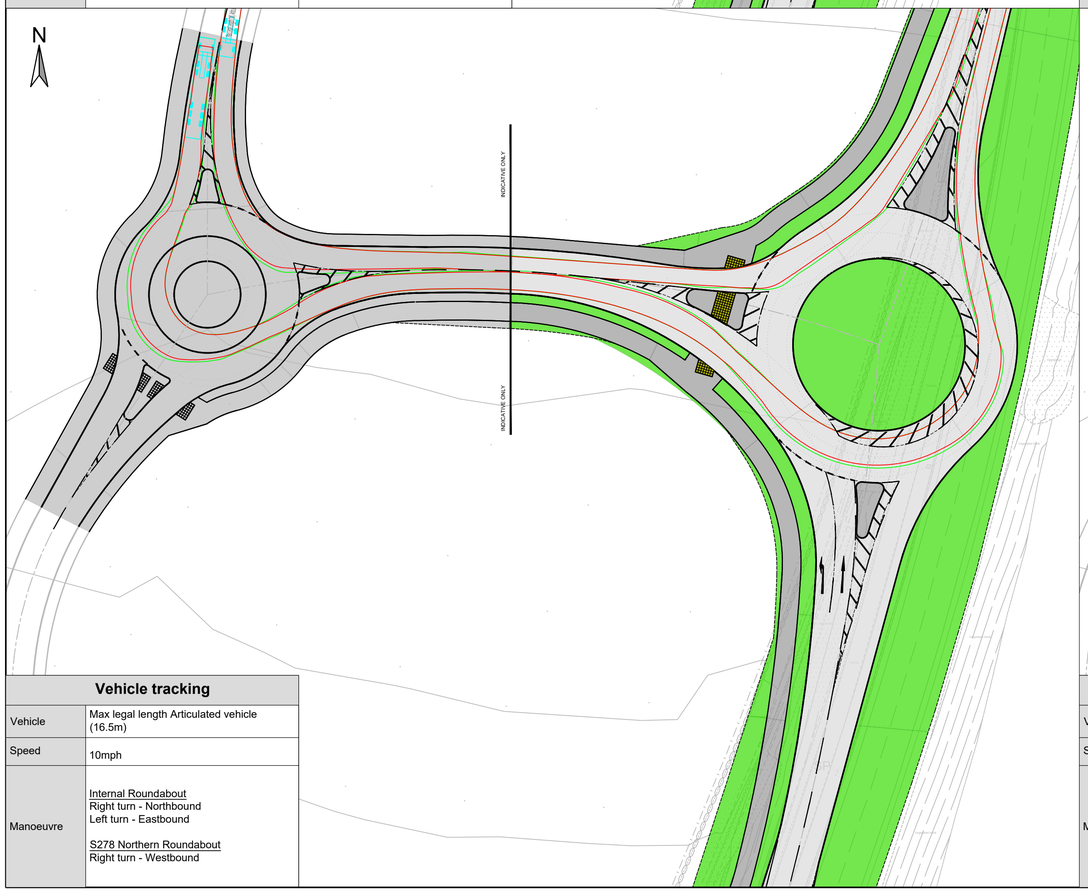
TTE_MT_v1



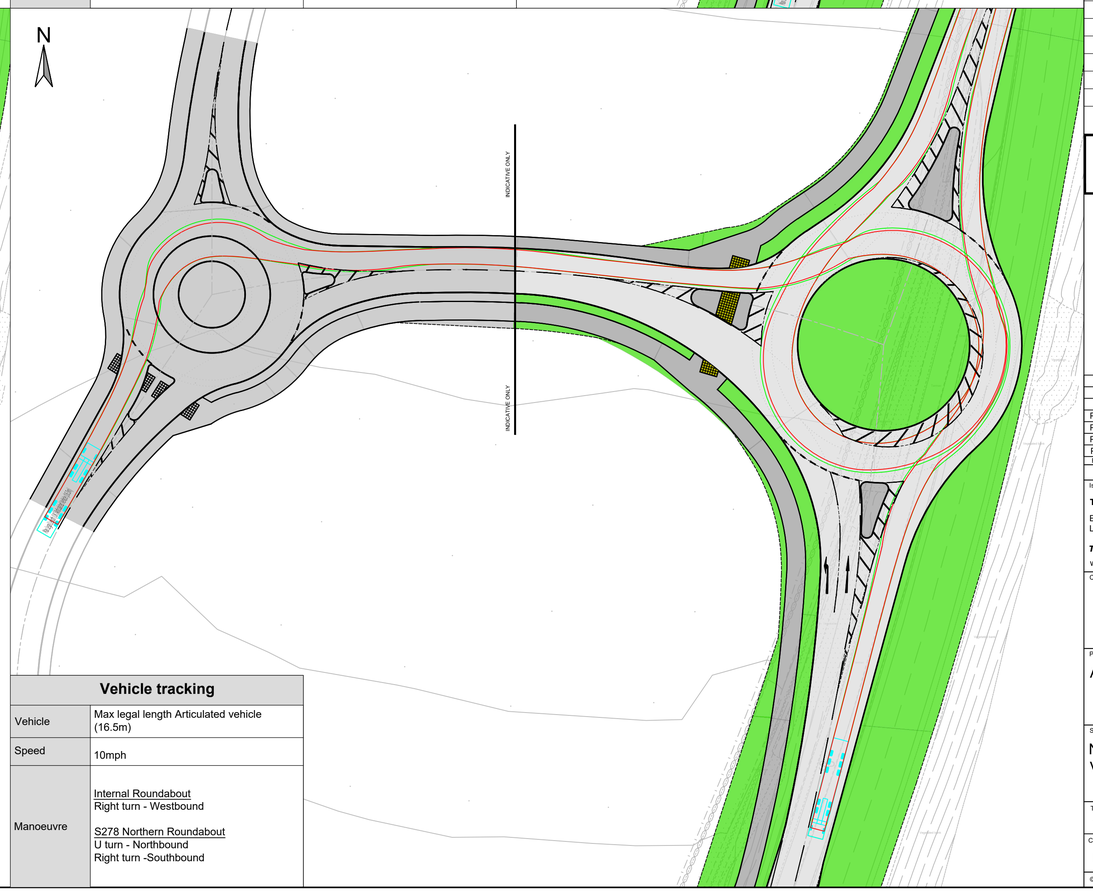
Vehicle tracking		
Vehicle	Max legal length Articulated vehicle (16.5m)	Private car
Speed	10mph	10 mph
Manoeuvre	Internal Roundabout Straight ahead - Northbound Straight ahead - Southbound S278 Northern Roundabout Straight ahead - Northbound	S278 Northern Roundabout Left turn - Westbound



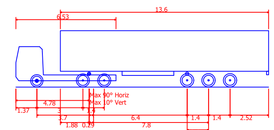
Vehicle tracking		
Vehicle	Max legal length Articulated vehicle (16.5m)	Private car
Speed	10mph	10 mph
Manoeuvre	Internal Roundabout Left turn - Southbound S278 Northern Roundabout Straight ahead - Southbound Left turn-Westbound	S278 Northern Roundabout Straight ahead - Northbound



Vehicle tracking	
Vehicle	Max legal length Articulated vehicle (16.5m)
Speed	10mph
Manoeuvre	Internal Roundabout Right turn - Northbound Left turn - Eastbound S278 Northern Roundabout Right turn - Westbound



Vehicle tracking	
Vehicle	Max legal length Articulated vehicle (16.5m)
Speed	10mph
Manoeuvre	Internal Roundabout Right turn - Westbound S278 Northern Roundabout U turn - Northbound Right turn -Southbound



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

Schedule of Changes

Last Rev.:	P03
Ref.	Description
1	DESIGN LAYOUT AMENDED

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P04	SEE SCHEDULE OF CHANGES	11.10.2023	NM	IF	MR
P03	SEE SCHEDULE OF CHANGES	03.07.2023	NM	IF	MR
P02	SEE SCHEDULE OF CHANGES	30.06.2023	NM	IF	MR
P01	PRELIMINARY FIRST ISSUE	01.03.2023	RN	IF	MR

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Client

Project Name

A47 EARL SHILTON

Sheet Title

NORTHERN ACCESS
VEHICULAR TRACKING

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033564	NM	Jun'23	IF	Jun'23	MR	Jun'23	As Shown	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033564	TTE	XX	XX	DR	H	0014	P04

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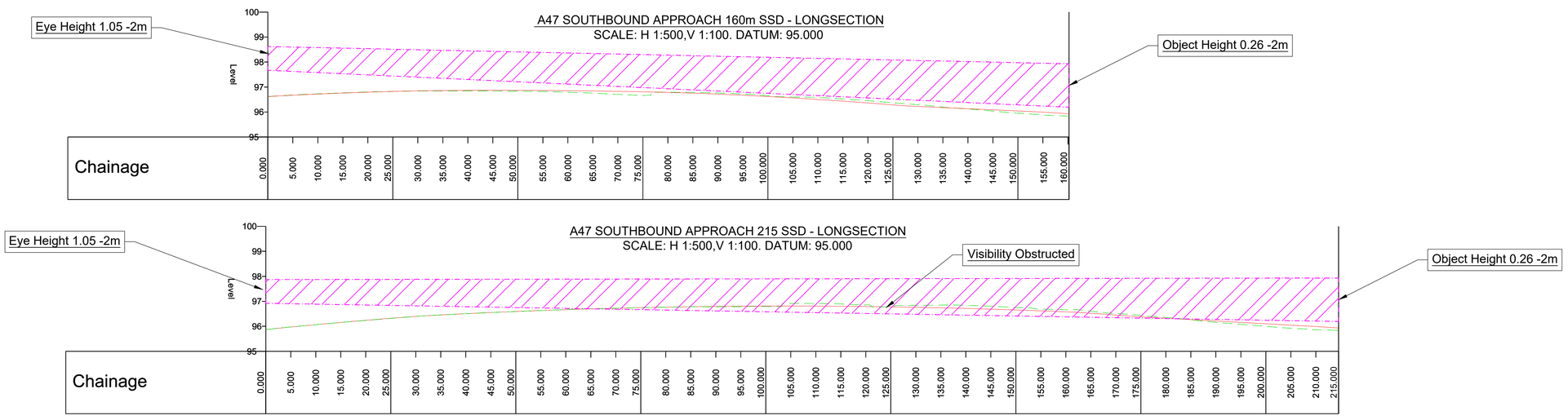

Notes

1. All dimensions in metres unless stated otherwise.
2. Proposed Ground levels are based on outline design geometry and are likely to change during detailed design.

KEY - Plan

Visibility Chainage

KEY - Long Sections

Existing Ground Levels

Proposed Surface Levels

Visibility Envelope

Schedule of Changes

Last Rev.:	P01
Ref.	Description
1	HATCHING OF ONSITE ROUNDABOUT AMENDED

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P02	SEE SCHEDULE OF CHANGES	21.08.2023	NM	IF	IF
P01	PRELIMINARY FIRST ISSUE	21.06.2023	MB	IF	IF

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Client

Project Name

A47 EARL SHILTON

Sheet Title

NORTHERN ACCESS
A47 APPROACH VISIBILITIES

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A0	Suitability
784-B033564	MB	Jun '23	IF	Jun '23	IF	Jun '23	1:500	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033564	TTE	XX	XX	DR	H	0015	P02

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Appendix D

A47 SOUTHERN ACCESS ROUNDABOUT

Public

CD116 Geometric design of roundabouts					
General					Comment
Roundabout type	Normal				
No. of Arms	4no.				
Location	Southern Access - A47, Earl Shilton				
ICD	40m				
Over-run width	N/A				
Central island dia.	23.2m				
Circulatory width/entry width ratio	8.4m/1.1				
Design Criteria	Arm 1 West	Arm 2 Site	Arm 3 East	Arm 4 South	
Existing speed limit (mph)	NSL	N/A	NSL	NSL	
Proposed speed limit (mph)	NSL	30	NSL	NSL	
Design speed (kph)	100	60	100	60	assume lower design speed on southern arm
Approach half width	3.65	3.375	3.65	3.00	
No. of entry lanes	2	1	2	1	
Entry width (m)	7	4.5	7.6	4.5	
Entry radius (m)	40	20	40	20	
Average effective flare (m)	19.63	6.61	21.51	5.66	
Entry angle (°)	20.5	21.5	20.5	21.0	
Entry deflection (radius m)	89.61	90.00	93.80	50.38	
Exit radius (m)	40	40	40	20	
No. of exit lanes	1	1	1	1	
Exit width (m)	7.0	7.0	7.0	7.0	
Exit width at end of splitter (m)	6.31	6.05	6.12	6.48	
Exit taper (min.)	1in 15	1in15	1in15	1in15	
Stopping sight distance - SSD (m)	215	90	215	90	

Visibility splays					
Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	CD116 & CD109	Stopping sight distance	n/a	215m	
2	CD116 & CD109	Stopping sight distance	n/a	90m	
3	CD116 & CD109	Stopping sight distance	n/a	215m	
4	CD116 & CD109	Stopping sight distance	n/a	70m	

CD 109 Highway link design			
General			Comment
Design Criteria	A47 North	A47 South	
Existing speed limit (mph)	NSL	NSL	
Actual speed - 85th percentile (mph)	N/A	N/A	No data available
Proposed speed limit (mph)	N/A	N/A	No change in speed limit proposed
Design Speed (kph)	100	100	
Proposed Cross Section	c/w - 7.3m Lane - 3.65m H/S - 1m	c/w - 7.3m Lane - 3.65m H/S - 1m	As per existing cross section
SSD - Horizontal (m)	215	215	
SSD - Vertical	*Refer to long sections*	*Refer to long sections*	
Horizontal curvature (m)	2040	2040	
Vertical curvature	*Refer to long sections*	*Refer to long sections*	

3m controlled pegasus crossing

Existing PROW(Bridleway) to be diverted

Southern Access Roundabout ARM 2

Southern Access Roundabout ARM 1

Southern Access Roundabout ARM 3

Southern Access Roundabout ARM 4

Southern Access Roundabout in accordance with CD116

Existing road (A47-South) re-aligned in accordance with CD109

Existing road (A47-South) re-aligned in accordance with CD109

Kerbs to tie in to existing opposite junction.

CUTLINE A

CUTLINE B

LCC HDG CD116

CD109 CD116

BREACH LANE

Barrier Fence Ht 0.5m

Post & Wire

ditch

Mh

SP

TP

EP

invt

Key - General Arrangement

- Carriageway
- Footway
- Verges
- Bridleway [INDICATIVE]
- Tactile - Blister - uncontrolled crossing
- TS Traffic signal pole
- Public right of way
- Planning Application boundary
- Highway boundary (LCoC)

Key - Geometry - Roundabout

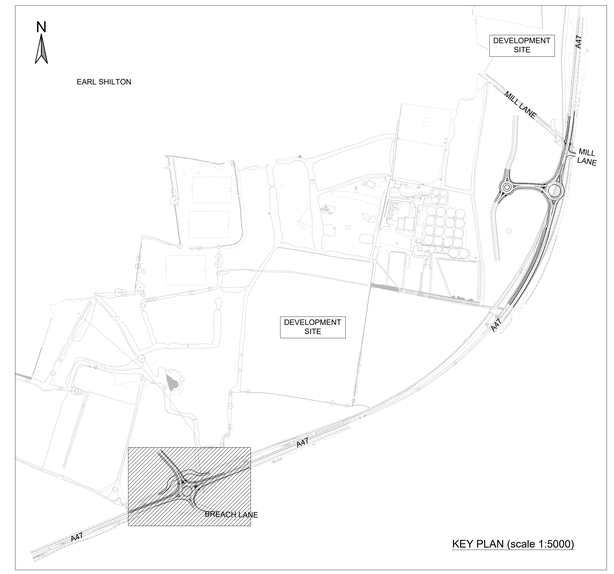
- Entry Path Radius
- Entry Flare
- Entry Angle

Key - Visibility

- Junction approach SSD
- # Refer to visibility table

Key - Fencing

- Post & rail fence



KEY PLAN (scale 1:5000)

0 2.5 5 7.5 10 12.5 m

SCALE 1:250

PRELIMINARY ISSUE

Client: Jelson Homes / Bloor Homes

Project Name: A47 EARL SHILTON

Road Title: SOUTHERN ACCESS PRELIMINARY LAYOUT SHEET 1

Issuing Office:
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TETRA TECH

Rev	Description	Date	Drn / Chk / App
P06	INDICATIVE PEGASUS CROSSING ADDED AND LAND DESTINATIONS AMENDED ON WESTBOUND APPROACH	15.02.2024	JR / IF / IF
P05	VISIBILTY SPLAY ON BREACH LANE AMENDED	21.08.2023	NM / IF / IF
P04	HIGHWAY AND PLANNING APPLICATION BOUNDARIES ADDED	18.08.2023	NM / IF / IF
P03	PROW ADDED	15.08.2023	NM / IF / IF
P02	AMENDMENTS FOLLOWING LCC COMMENTS	29.11.2022	SM / IF / IF
P01	PRELIMINARY FIRST ISSUE	24.11.2022	SM / IF / IF

Document Control

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A0	Suitability
784-B033564	DM	Nov '22	IF	Nov '22	IF	Nov '22	1:250	S0

Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
B033564	TTE	XX - XX	DR	H	0021	P06

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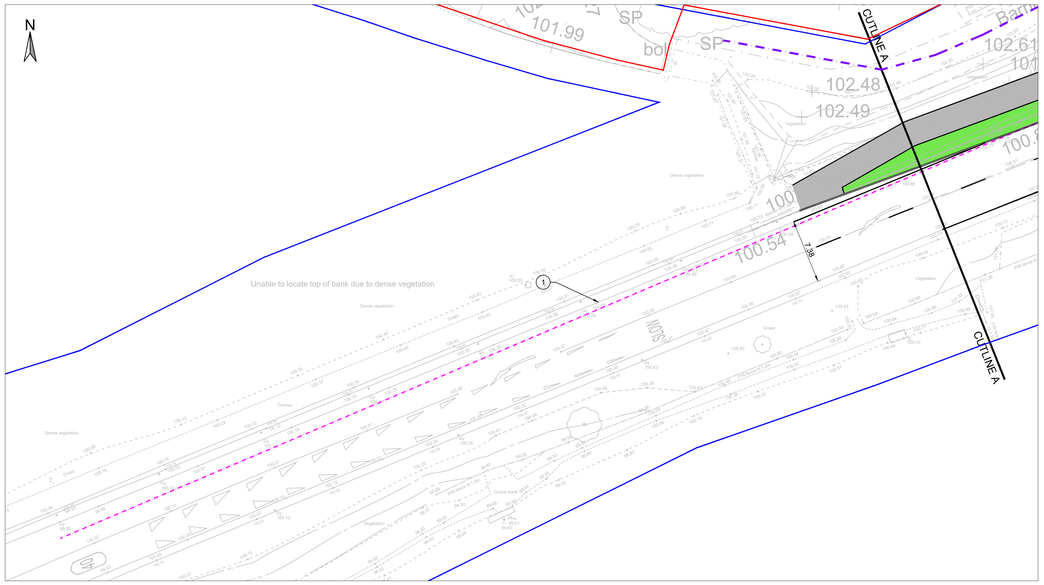
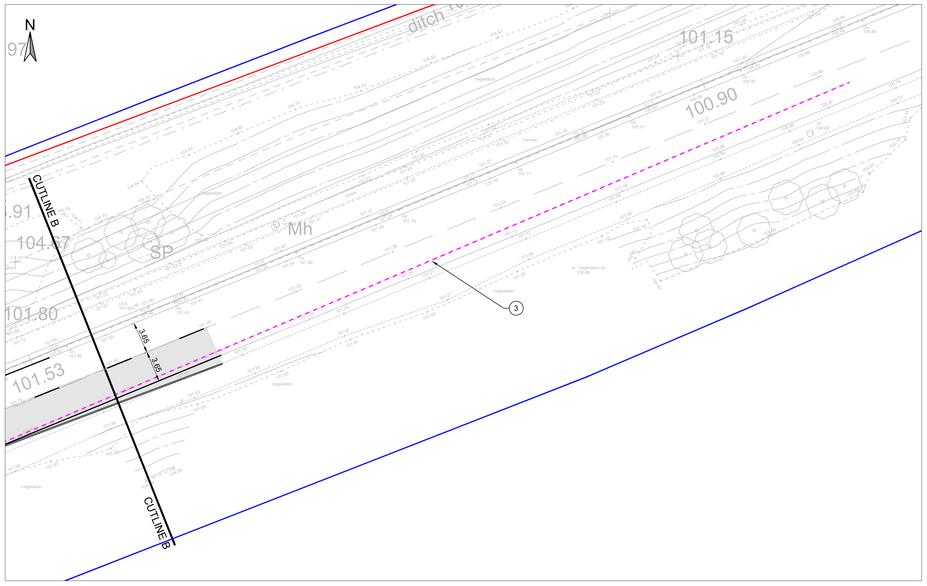




Visibility splays					
Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	CD116 & CD109	Stopping sight distance	n/a	215m	
2	CD116 & CD109	Stopping sight distance	n/a	90m	
3	CD116 & CD109	Stopping sight distance	n/a	215m	
4	CD116 & CD109	Stopping sight distance	n/a	90m	

CD 109 Highway link design			
General			Comment
Design Criteria	A47 North	A47 South	
Existing speed limit (mph)	NSL	NSL	
Actual speed - 85th percentile (mph)	N/A	N/A	No data available
Proposed speed limit (mph)	N/A	N/A	No change in speed limit proposed
Design Speed (kph)	100	100	
Proposed Cross Section	c/w - 7.3m Lane - 3.65m HS - 1m	c/w - 7.3m Lane - 3.65m HS - 1m	As per existing cross section
SSD - Horizontal (m)	215	215	
SSD - Vertical	*Refer to long sections*	*Refer to long sections*	
Horizontal curvature (m)	2040	2040	
Vertical curvature	*Refer to long sections*	*Refer to long sections*	

Key - General Arrangement

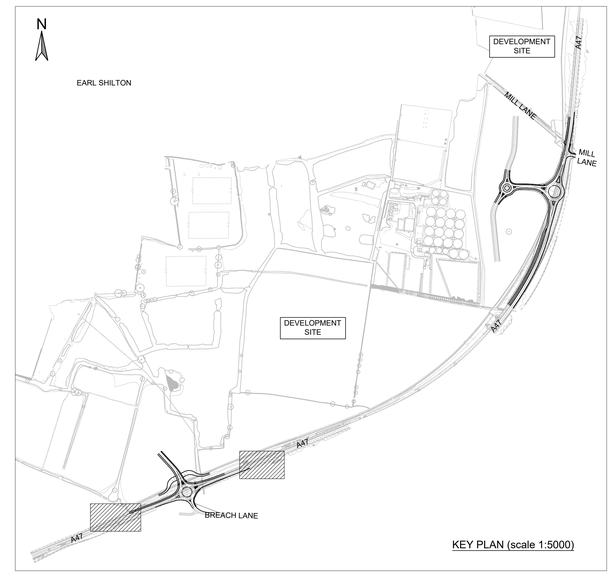
- Carriageway
- Footway
- Verges
- Tactile - Blister - uncontrolled crossing
- Public right of way
- Planning Application boundary
- Highway boundary (LCoC)

Key - Geometry - Roundabout

- Entry Path Radius
- Entry Flare
- Entry Angle

Key - Visibility

- Junction approach SSD
- (#) Refer to visibility table



KEY PLAN (scale 1:5000)

0 2.5 5 7.5 10 12.5 m
SCALE 1:250

PRELIMINARY ISSUE

Client: Jelson Homes / Bloor Homes

Rev	Description	Date	Drn / Chk / App
P04	HIGHWAY AND PLANNING APPLICATION BOUNDARIES ADDED	18.08.2023	NM / IF / IF
P03	PROW ADDED	15.08.2023	NM / IF / IF
P02	AMENDMENTS FOLLOWING LCC COMMENTS	21.06.2023	MB / IF / IF
P01	PRELIMINARY FIRST ISSUE	29.11.2022	DM / IF / IF

Document Control

Project Name: A47 EARL SHILTON

Sheet Title: SOUTHERN ACCESS PRELIMINARY LAYOUT SHEET 2

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TETRA TECH

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A0	Suitability
784-B033564	DM	Nov '22	IF	Nov '22	IF	Nov '22	1:250	S0

Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
B033564	- TTE -	XX - XX	- DR -	H	- 0022	P04

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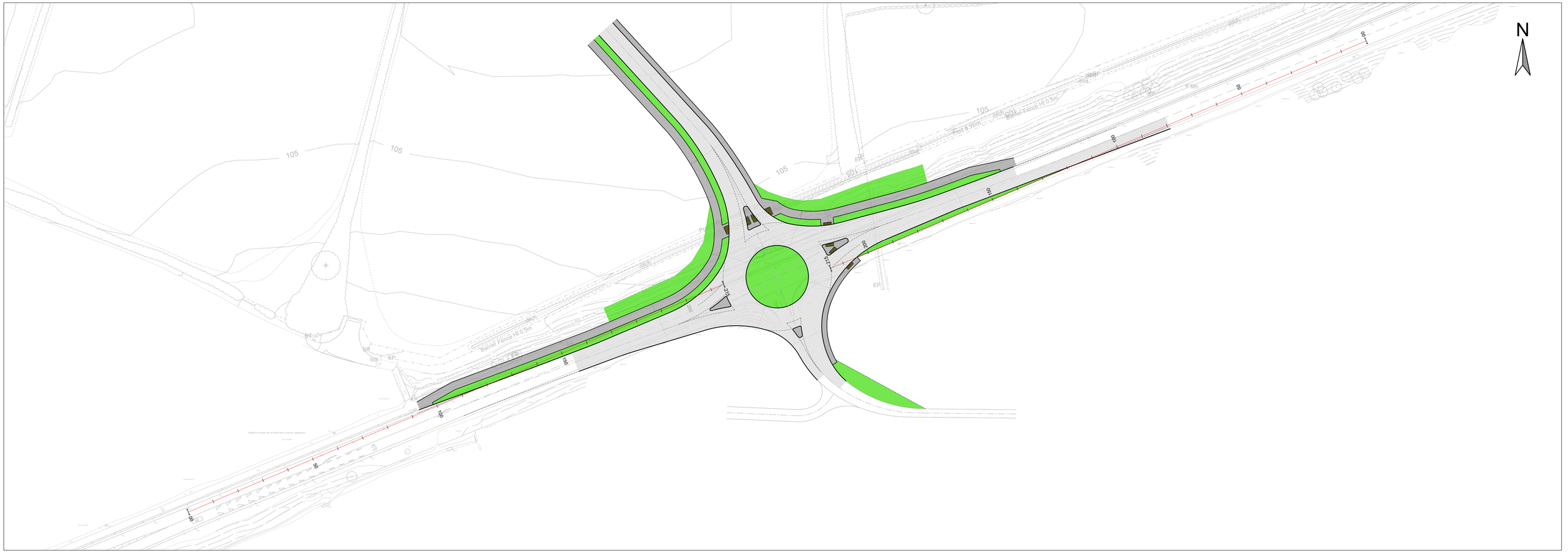
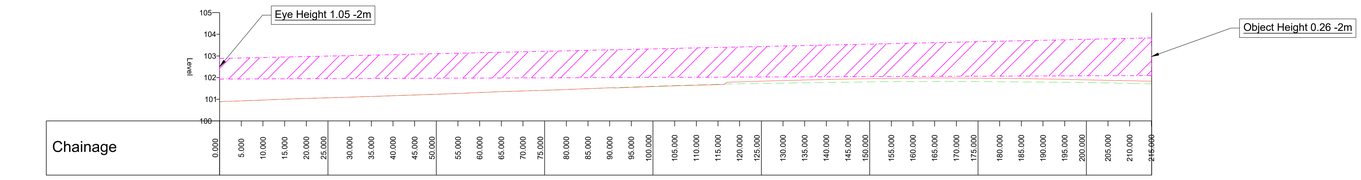
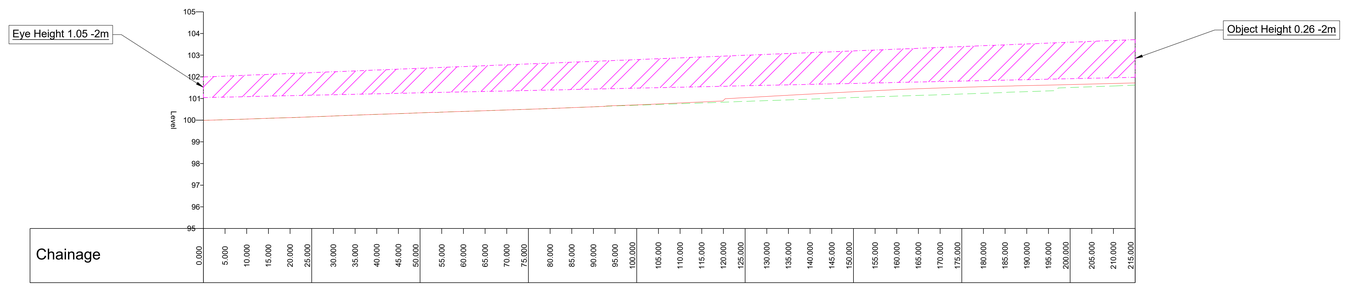




A47 WESTBOUND APPROACH 215 SSD - LONGSECTION
SCALE: H 1:500,V 1:100. DATUM: 100.000



A47 EASTBOUND APPROACH 215 SSD - LONGSECTION
SCALE: H 1:500,V 1:100. DATUM: 95.000

Notes

1. All dimensions in metres unless stated otherwise.
2. Proposed Ground levels are based on outline design geometry and are likely to change during detailed design.

KEY - Plan

Visibility Chainage

KEY - Long Sections

Existing Ground Levels

Proposed Surface Levels

Visibility Envelope

0 5 10 15 20 25m
SCALE 1:500

PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
P02	BACKGROUND HATCHING AMENDED	21.08.2023	MM / IF / IF
P01	PRELIMINARY FIRST ISSUE	21.06.2023	MB / IF / IF

Document Control

Client: Jelson Homes, Bloor Homes

Project Name: A47 EARL SHILTON

Sheet Title: SOUTHERN ACCESS
A47 APPROACH VISIBILITIES

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TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A0	Suitability
784-B033564	MB	Jun '23	IF	Jun '23	IF	Jun '23	1:500	S0

Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
B033564	- TTE -	XX - XX -	DR -	H -	0024	P02

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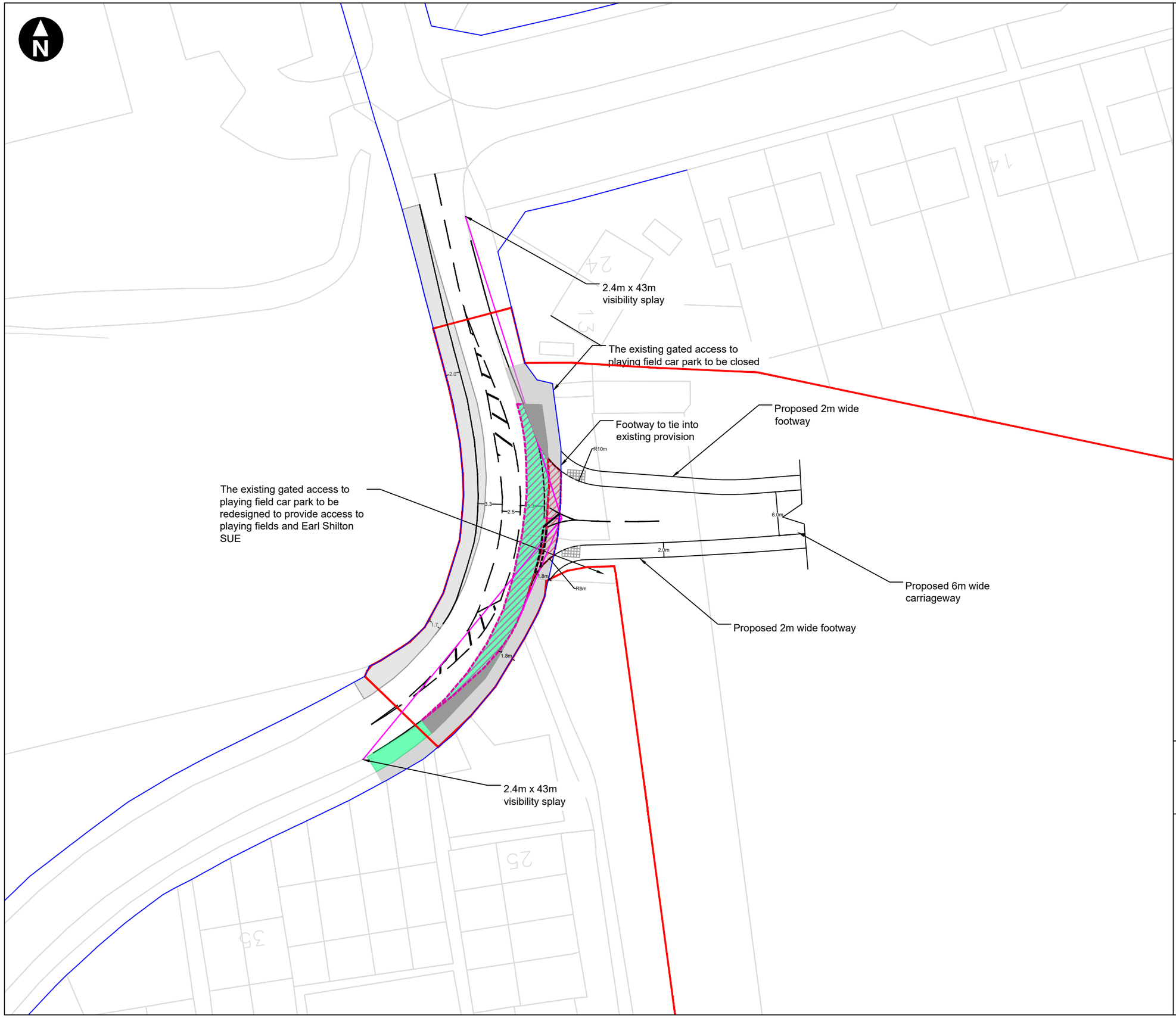
Appendix E

ASTLEY ROAD ACCESS

Public



Key

- Existing
- Existing footway
- Existing verge
- Highway boundary
- 2.4 x 43m visibility splay
- Verge to become carriageway
- Footway to become carriageway
- New areas of footway

NOTES:

1. Alternative access to the playing fields will be suitably located beyond the cut line and that the detail will be submitted as part of the relevant reserved matter application.
2. Highway boundary reproduced from a plan provided by LCC
3. This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
4. Reference should be made to other documents accompanying this planning application.
5. Drawing to be used for planning purposes only.

0 m 30 m

Scale 1:500 @ A3

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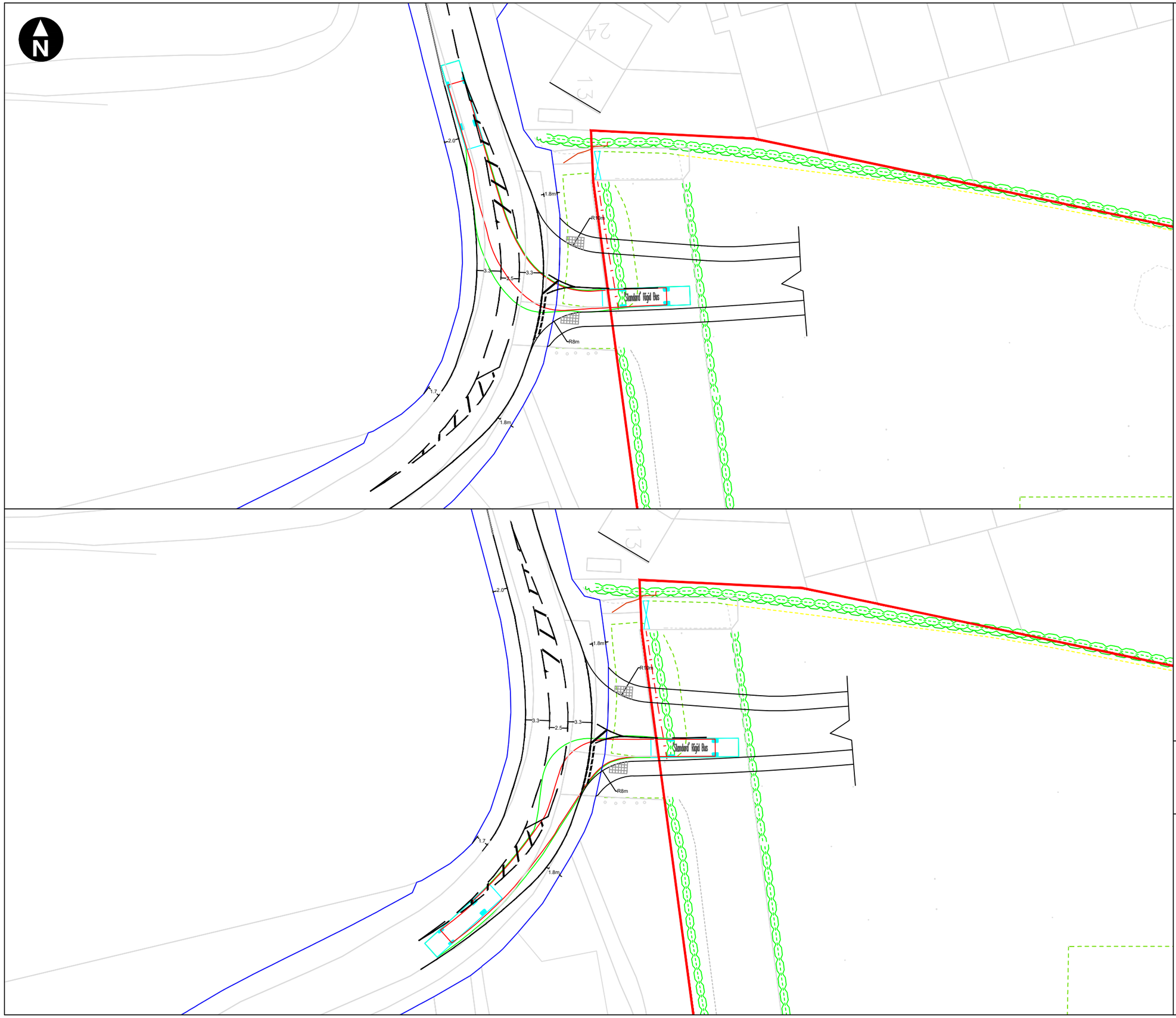
Client

Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension
Transport Assessment

Proposed Site Access from Astley Road
General Arrangement

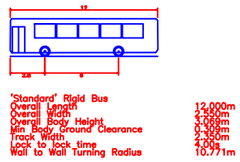
February 2024



Key

Vehicle body outline

Vehicle wheelbase



NOTES:

1. Swept path assessment undertaken at a speed of 15kph.

0 m 30 m

Scale 1:500 @ A3

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Client

Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension Transport Assessment

Proposed Site Access from Astley Road 12m Bus Swept Path Analysis

February 2024

X:\UK\GBWWK300-WAR\shared\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Drawings\ACAD\42523-WSPE-XX-XX-DR-OT-00007_S0_P02.2.dwg Originator: UKAWG775

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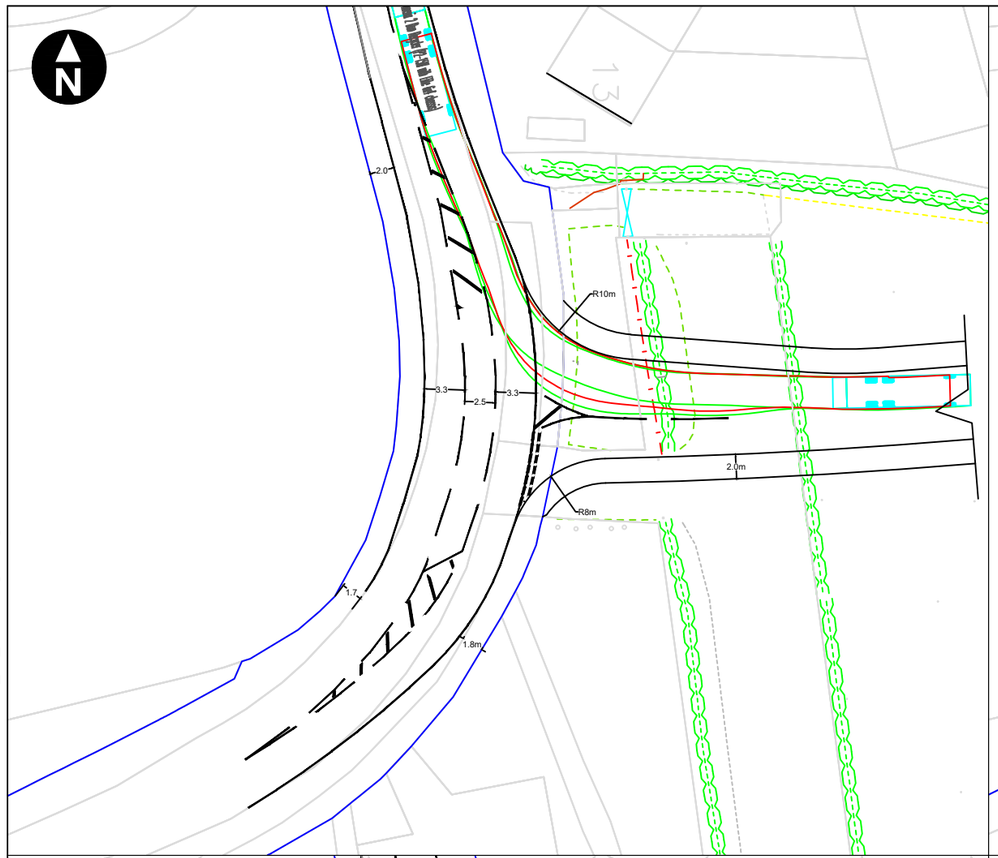
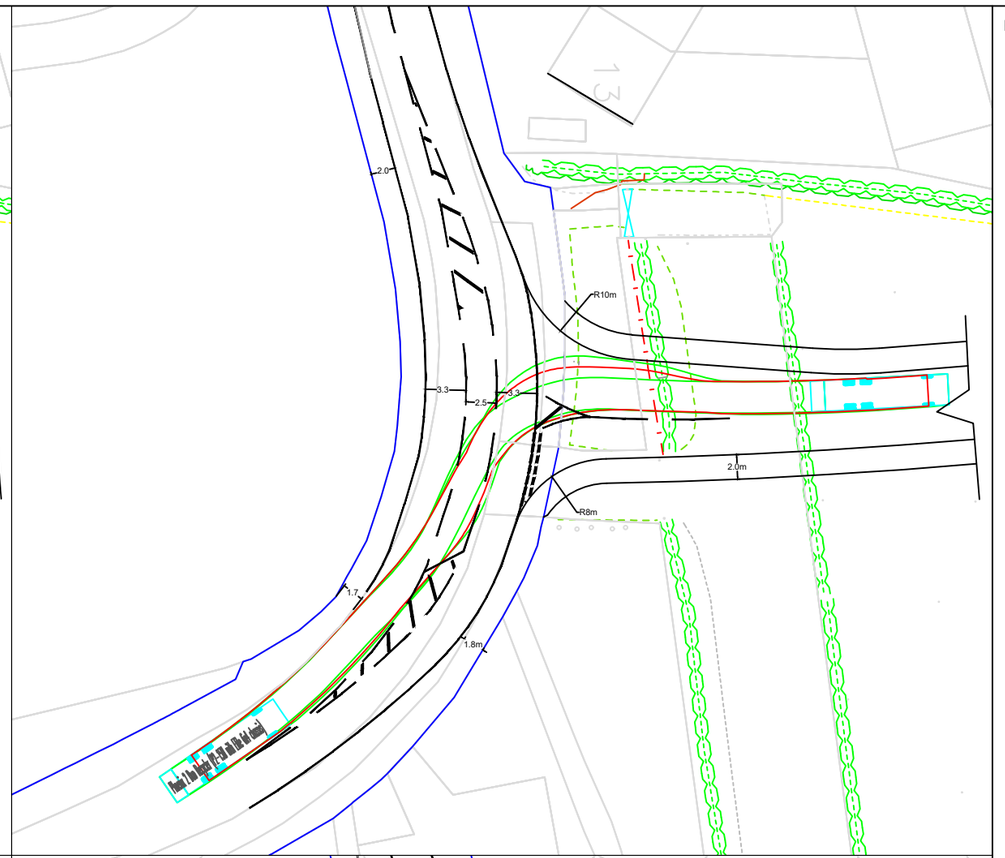
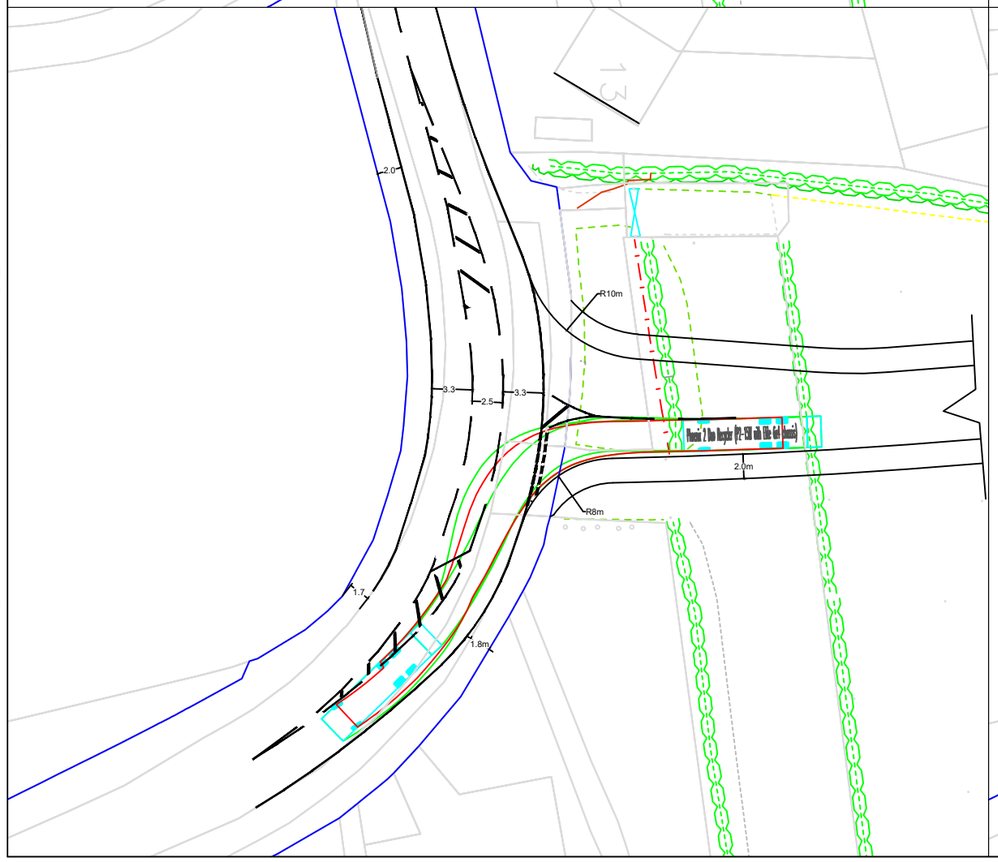
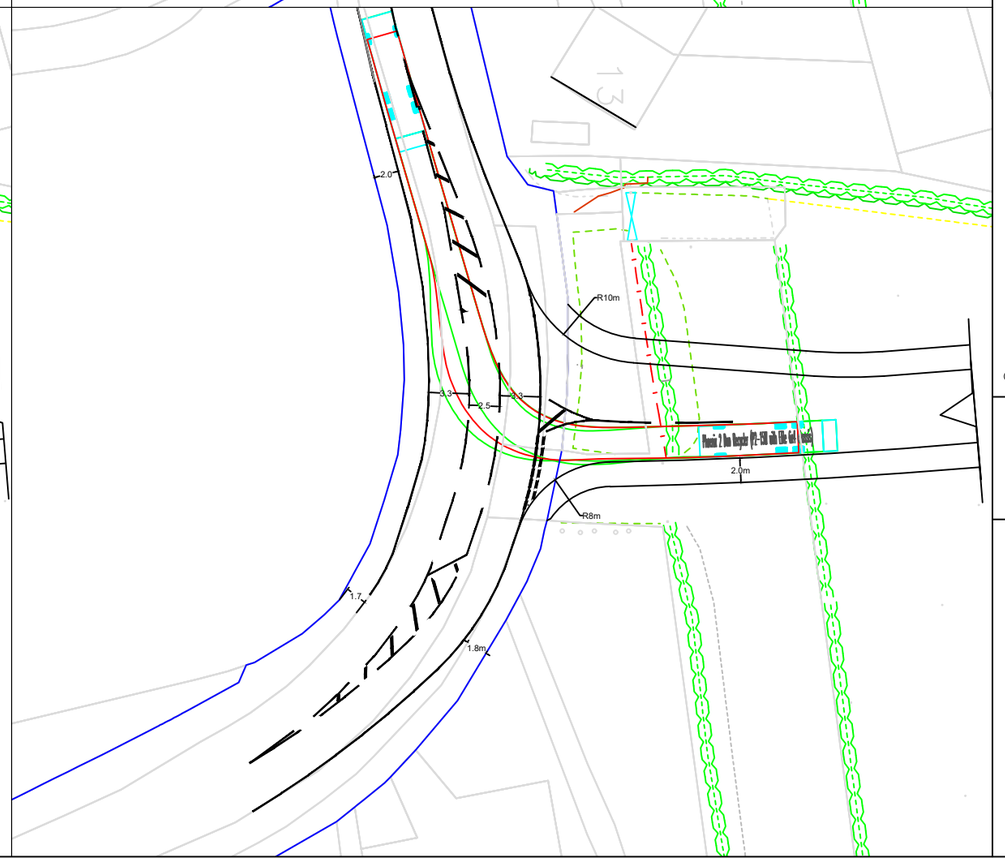




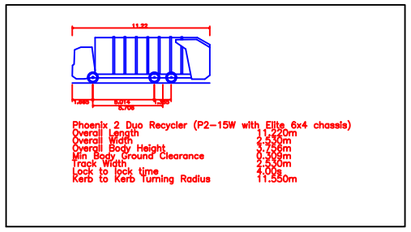




Key

Vehicle body overhang

Vehicle wheelbase



NOTES:

1. Swept path assessment undertaken at a speed of 15kph.

0 m 30 m

Scale 1:500 @ A3

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Client

Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension Transport Assessment

Proposed Site Access from Astley Road RCV Swept Path Analysis

February 2024

X:\UK\GBWWK300-WAR\shared\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Drawings\ACAD\42523-WSPE-XX-XX-DR-OT-00008_S0_P02.2.dwg Originator: UKAWG775

42523-WSPE-XX-XX-DR-OT-00008_S0_P02.2

Appendix F

MILL LANE ACCESS

Public

Tie into existing

4.8m

Priority over oncoming vehicles

4.5m

Road widened to tie into existing road

Dropped kerb to Number 123 Mill Lane

UNION MILL CLOSE

2.0m

Indicative location for dropped kerb to access private driveway

Give way to oncoming vehicles

5.5m

35m

2.0m

5.5m

Connection to Barwood Site. Alignment to be confirmed.

2.0m

Dropped kerb for cyclists to join carriageway

Existing Bridleway, detail to be submitted at reserved matters stage

Indicative Location for dropped kerb to access private driveway

Existing track

35m

3.0m

6.0m

2.0m

Dropped kerb to access track

Future connection to remainder of Earl Shilton SUE. Alignment to be determined.

7.5t

Key

- Proposed carriageway
- Proposed footway
- Proposed shared route pedestrian / cyclist
- Proposed lane marking
- Indicative Proposed development. For Illustrative purposes only.
- Site boundary
- Highway boundary
- Visibility from Table 5.21, CD116
- Area required for visibility

NOTES:

1. This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
2. Reference should be made to other documents accompanying this planning application.
3. Drawing to be used for planning purposes only.

0 m 25 m

Scale 1:500 @ A3

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Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

Mill Lane
General Arrangement Plan

February 2024

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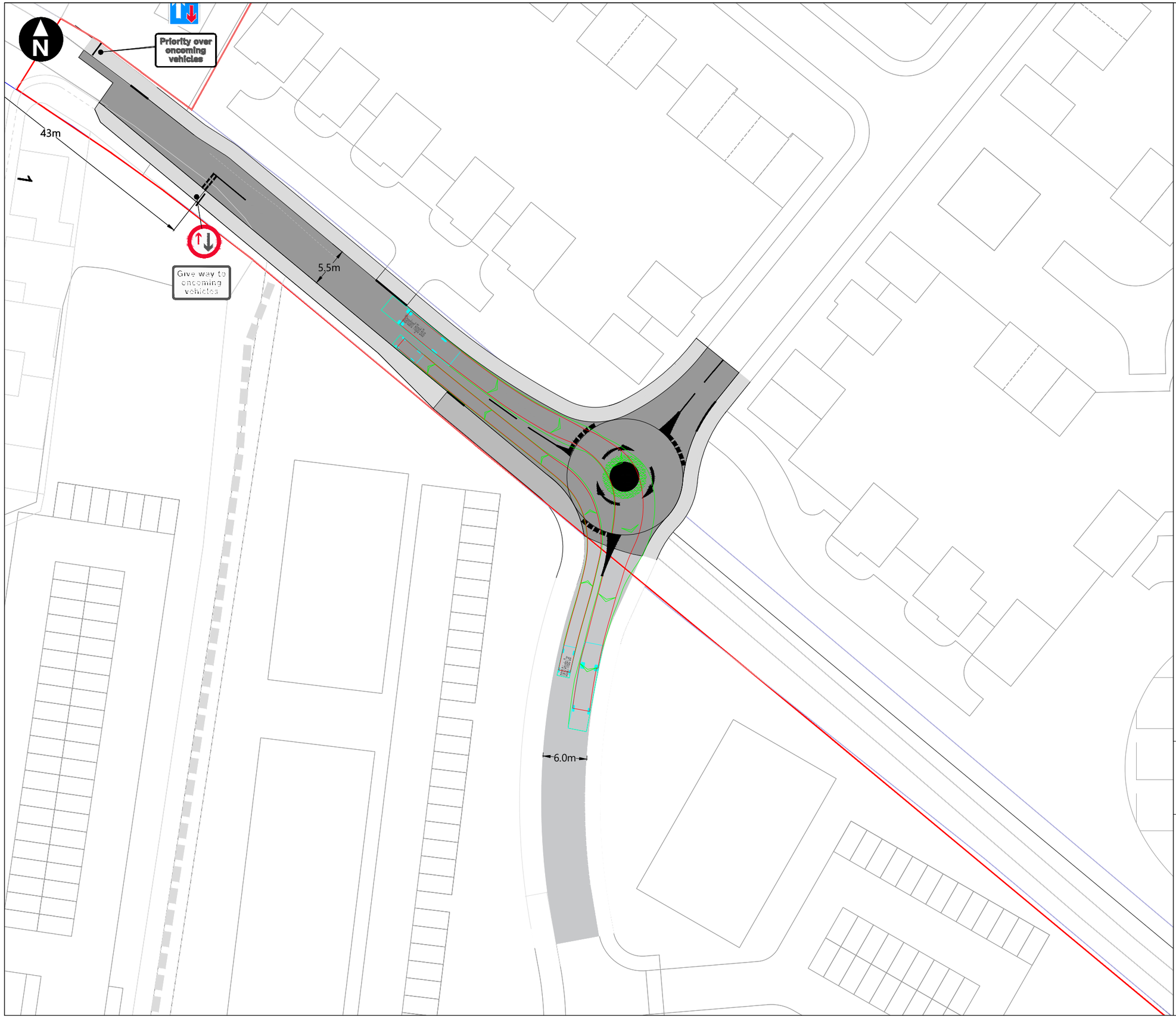
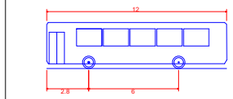


Key

Vehicle body

Vehicle wheel track



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

NOTES:

1. Swpet path analysis undertaken at a speed of 15kph.

0 m 25 m

Scale 1:500 @ A3

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Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

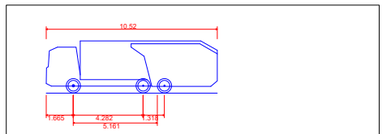
Mill Lane
12m Bus with opposing car Swept Path Analysis

February 2024

Key

Vehicle body

Vehicle wheel track



Phoenix 2-23W (with Elite 2 6x2ML chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

NOTES:

1. Swpet path analysis undertaken at a speed of 15kph.

0 m 25 m

Scale 1:500 @ A3

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Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

Mill Lane
RCV Swept Path Analysis

February 2024

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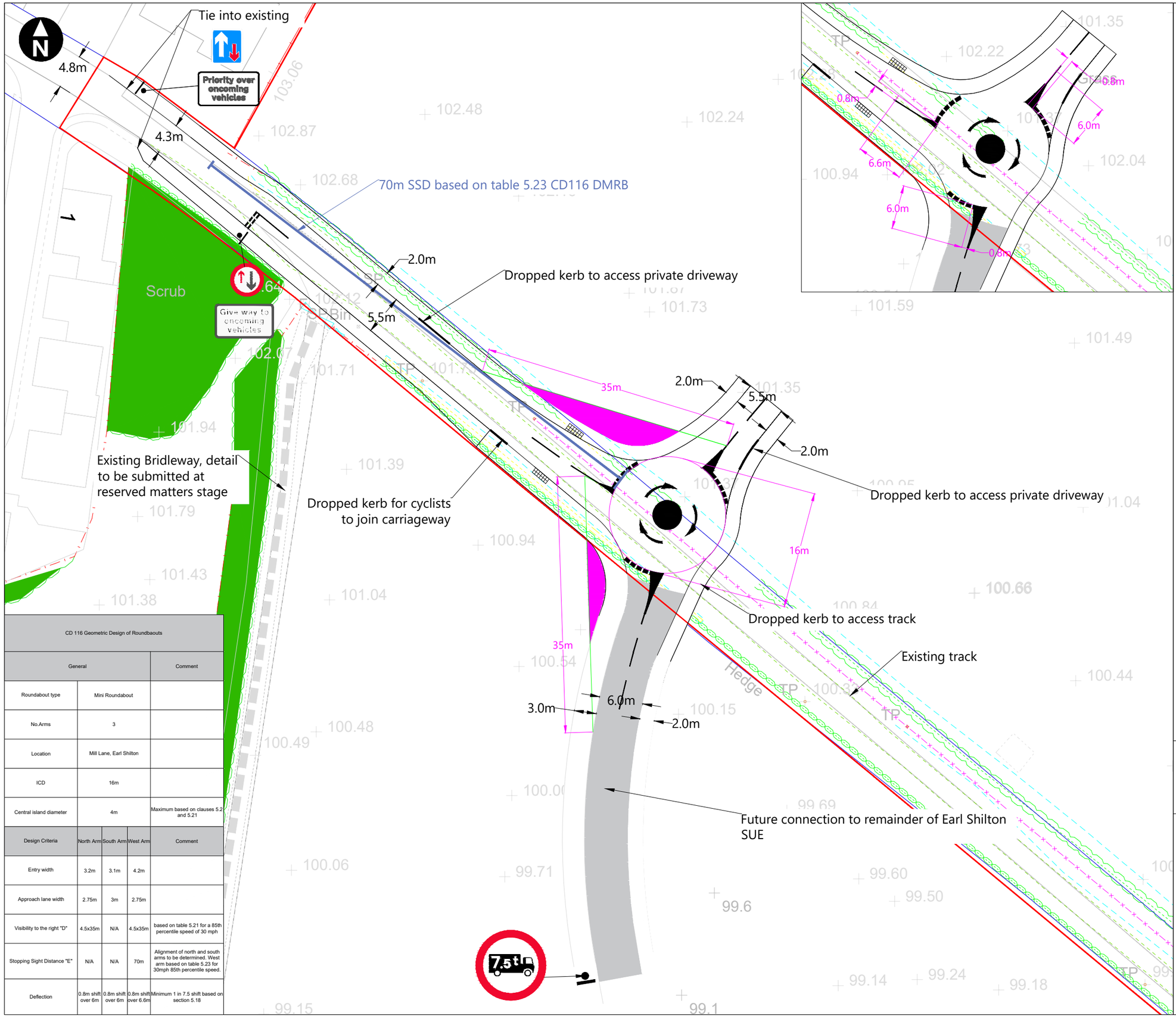

CD 116 Geometric Design of Roundbaouts				
General				Comment
Roundabout type	Mini Roundabout			
No.Arms	3			
Location	Mill Lane, Earl Shilton			
ICD	16m			
Central island diameter	4m			Maximum based on clauses 5.2 and 5.21
Design Criteria	North Arm	South Arm	West Arm	Comment
Entry width	3.2m	3.1m	4.2m	
Approach lane width	2.75m	3m	2.75m	
Visibility to the right "D"	4.5x35m	N/A	4.5x35m	based on table 5.21 for a 85th percentile speed of 30 mph
Stopping Sight Distance "E"	N/A	N/A	70m	Alignment of north and south arms to be determined. West arm based on table 5.23 for 30mph 85th percentile speed.
Deflection	0.8m shift over 6m	0.8m shift over 6m	0.8m shift over 6.6m	Minimum 1 in 7.5 shift based on section 5.18

Key

- Proposed scheme
- Proposed lane marking
- Site boundary
- Highway boundary
- Visibility from Table 5.21, CD116
- Area required for visibility

NOTES:

1. This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
2. Reference should be made to other documents accompanying this planning application.
3. Drawing to be used for planning purposes only.

0 m 25 m

Scale 1:500 @ A3

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Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

Mill Lane
General Arrangement Plan with Topographical Survey

February 2024

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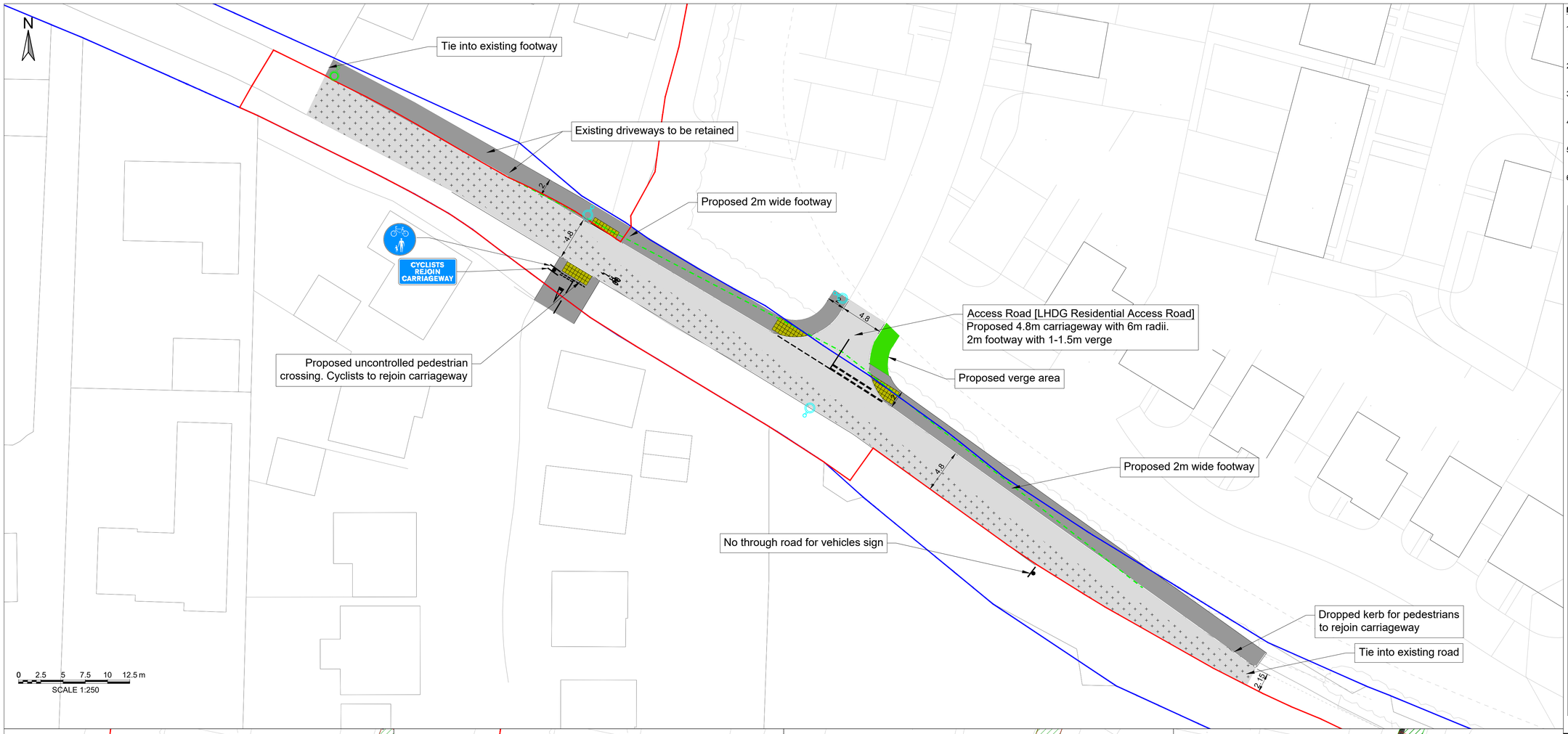
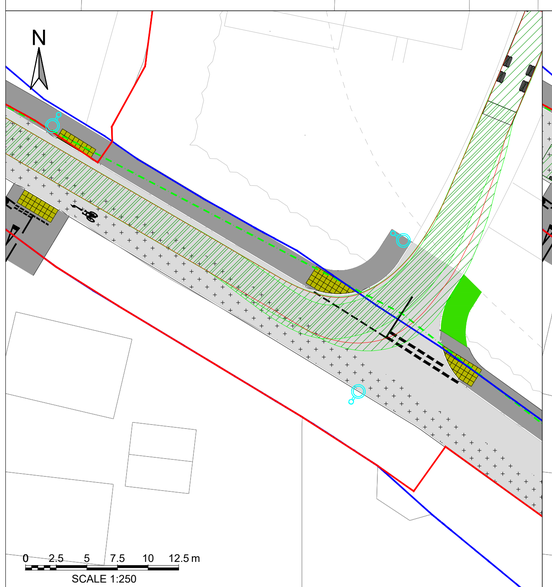
Appendix G

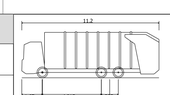
BREACH LANE ACCESS

Public



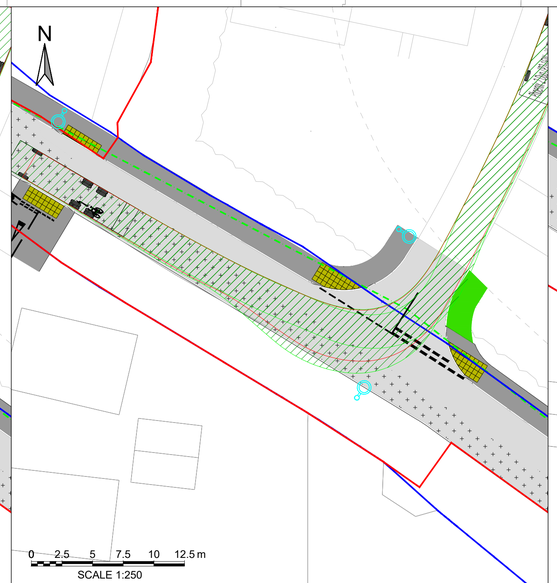


Vehicle tracking	
Vehicle	Refuse Vehicle
Speed	15kph
Manoeuvre	Left turn into site

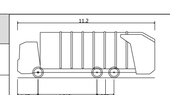


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

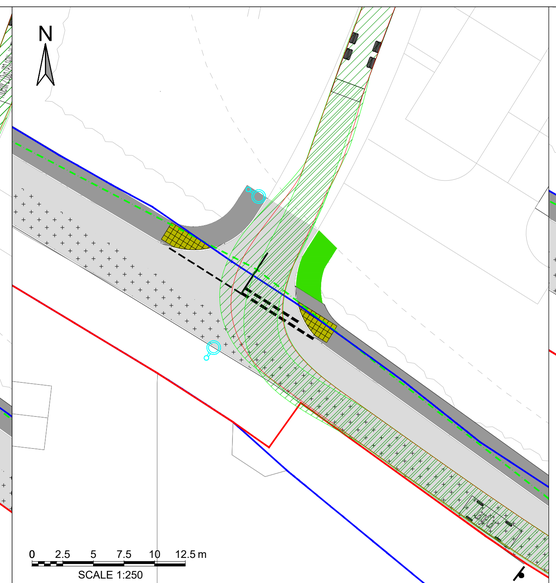


Vehicle tracking	
Vehicle	Refuse Vehicle
Speed	15kph
Manoeuvre	Right turn exiting site

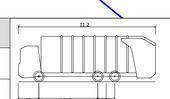


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

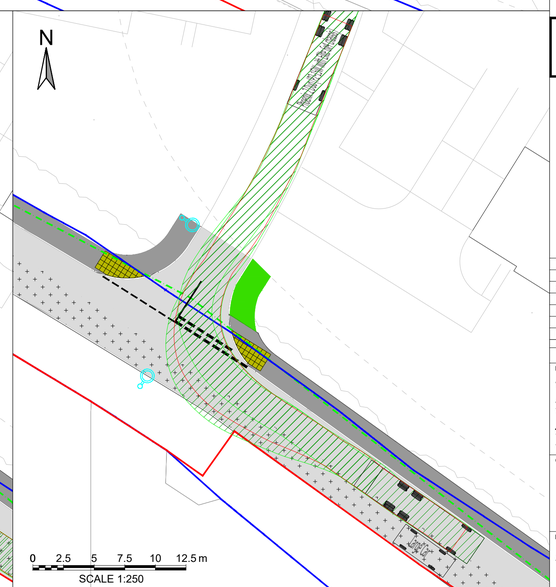


Vehicle tracking	
Vehicle	Refuse Vehicle
Speed	15kph
Manoeuvre	Right turn into site

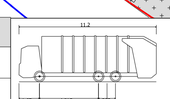


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Vehicle tracking	
Vehicle	Refuse Vehicle
Speed	15kph
Manoeuvre	Left turn exiting site



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Notes - General Arrangement

1. The information shown on this drawing is intended to provide a general overview of the highway Improvement works. Please refer to the detailed design drawings for specific project details.
2. Do not scale from this drawing. All dimensions must be checked/ verified on site.
3. Any discrepancies noted on site are to be reported to the engineer immediately.
4. All works to be undertaken in accordance with Leicestershire County Council design standards, specifications and standard details.
5. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
6. No works shall commence within the existing public highway until the legal agreement has been signed.

Key - General Arrangement

- Area of new carriageway
- Area of carriageway re-surfacing
- Footway
- Verges
- Tactile - Blister - uncontrolled crossing
- Highway boundary (Leicestershire County Council)
- Site boundary
- Non-illuminated traffic sign
- Existing lighting column to be relocated [Location TBC].
- Indicative new lighting column position [TBA with LCC].

Key - Visibility - Junction & Bends

- Junction visibility - 2.4m x 43m (LHDG Part 3 Table DG4 based on 30mph speed limit)

Key - Vehicular Tracking

- Vehicular wheel track - forward
- Vehicular overhang - forward

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P05	VEHICLE TRACKING SPEED AMENDED TO 15KPH	16.02.2024	NM	IF	IF
P04	INDICATIVE STREET LIGHTING ADDED	21.12.2023	NM	IF	IF
P03	DESIGN LAYOUT AND TRACKING AMENDED	07.12.2023	NM	IF	IF
P02	VEHICLE TRACKING AMENDED	16.01.2023	GO	IF	MR
P01	PRELIMINARY FIRST ISSUE	13.01.2023	GO	IF	MR

Document Control

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www.tetratecheurope.com

Client

Project Name

A47 EARL SHILTON

Sheet Title

BREACH LANE
PRELIMINARY GENERAL ARRANGEMENT

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033564	GO	Jan '23	IF	Jan '23	IF	Jan '23	1:250	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033564	TTE	XX	BL	DR	H	0101	P05

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TTE_MT_v1

Appendix H

BUS STRATEGY

Public

TECHNICAL NOTE: Bus Strategy

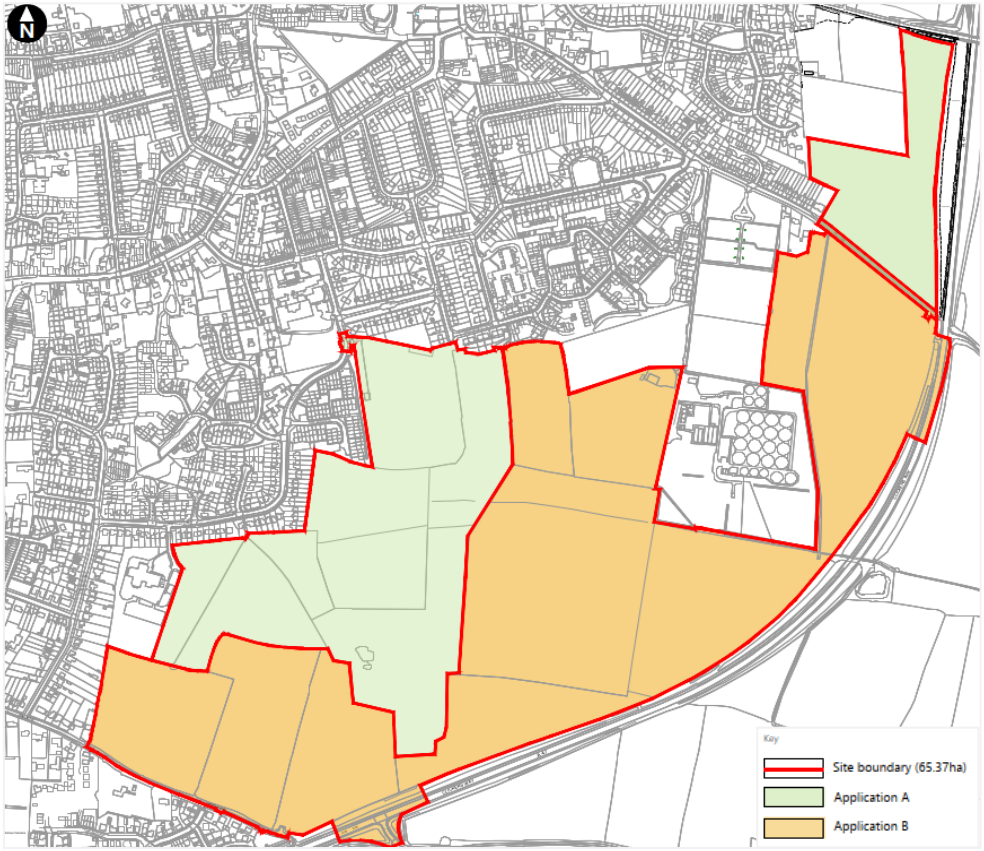
DATE:	19 March 2024	**CONFIDENTIALITY:**	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Sam Gardner
CHECKED:	Bev Coupe	**APPROVED:**	Bev Coupe

1. INTRODUCTION

Overview

WSP UK Limited (WSP) has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the 'Applicants') to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development known as the Earl Shilton Sustainable Urban Extension (SUE). The Earl Shilton SUE is an allocated site within the Hinckley and Bosworth District Council (HBBC) Local Plan for up to 1,600 dwellings, employment, primary school, local centre and associated infrastructure. The two separate, but aligned, OPAs are referred to as Applications A and B. Application B for Bloor Homes and Jelson was submitted in December 2021 and Application A for Barwood Strategic Land was submitted in March 2023. **Figure 1** shows the indicative planning application boundaries.

Figure 1 Indicative Planning Application Boundaries for Applications A & B



One Transport Assessment (TA) (referred to herein as 'the submitted TA' and Framework Travel Plan (FTP) ('the submitted FTP') were produced to support both OPAs. The Leicestershire County Council (LCC) Highways Development Management (HDM) team provided comments on the submission which identified the need to provide more information on the proposed Site access strategy, including proposals for bus provision.

TECHNICAL NOTE: Bus Strategy

DATE:	19 March 2024	**CONFIDENTIALITY:**	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Sam Gardner
CHECKED:	Bev Coupe	**APPROVED:**	Bev Coupe

Purposed of Technical Note

The purpose of this technical note (TN) is to outline the short, medium and long-term proposals for the bus strategy for the Site. As there is no longer a bus service that routes in the vicinity of the Site, the strategy will require pump prime funding of a bus to serve the Site. This will require a phased approach as the Site is built out.

Proposed Development – Access and Interconnectivity

Both applications have been prepared to work in combination to deliver the majority of the overall allocation requirements, providing up to 1,500 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, public open space, landscaping, access and drainage. This is referred to herein as 'the Proposed Development'. The illustrative masterplan for the Proposed Development is shown in **Figure 2**.

Figure 2 Illustrative Masterplan of Proposed Development

There are five proposed vehicular accesses as part of the Proposed Development:

- A47 Southern Roundabout – into Application B site;

DATE:	19 March 2024	**CONFIDENTIALITY:**	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Sam Gardner
CHECKED:	Bev Coupe	**APPROVED:**	Bev Coupe

- A47 Northern Roundabout – into Application B site;
- Mill Lane mini-roundabout – into Application A and B sites;
- Astley Road priority junction – into Application A site; and
- Breach Lane priority junction – into a discrete residential land parcel, part of Application B.

The vehicular accesses are illustrated in **Figure 3**.

Figure 3 Proposed Development Parameter Plan

The Proposed Development Parameter Plan (**Figure 3**) details a primary street and an internal loop/secondary street to enable alternative routes into the central part of the Site, the community hub and primary school.

- The broad location of the primary street through the SUE is on a similar alignment to that set out in the AAP. It will run through the centre of the SUE and connect the Application A and B areas, joining the new southern and northern A47 roundabouts. The route has been designed to accommodate future bus services (6.75m) wide carriageway) and pedestrian and cycle facilities with a 2m footway on one side and a 3m shared cycle facility on the other.
- An internal loop/secondary street is proposed running south from the local centre to the A47 southern access within Application B. Secondary streets will also connect to Astley Road and Mill Lane (and proposed employment area) and will be designed to allow access and bus use but discourage through traffic. Other routes will provide access to residential areas only and in the case of Breach Lane will be for no more than 50 homes.

This design provides flexibility in terms of overall phasing as early connectivity could be achieved either by linking Astley Road to either one of the A47 accesses or by creating a link between the two A47 accesses. The design, also, creates greater internal connectivity for buses and other road users, and allows optimisation of bus routing to maximise accessibility for occupants, subject to detailed design.

The primary and secondary road geometries comply with the *Leicestershire Highway Design Guide* (2022) which states that 'Major Residential' access roads should have a carriageway width of 6.75m and 'Residential' access roads should have a carriageway width of 6m minimum where it is part of a bus route.

Content of the Technical Note

The Technical Note is set out as follows:

- Section 2 – Baseline Situation;
- Section 3 – Earl Shilton SUE Bus Strategy;
- Section 4 – Application B Bus Strategy;
- Section 5 – Application A Bus Service Costings and Contribution and
- Section 6 – Summary and Conclusions.

2. BASELINE BUS ACCESSIBILITY

The existing bus services provide Earl Shilton with good connectivity to major local destinations such as Leicester, Barwell, Hinckley and Nuneaton.

Earl Shilton is currently served by two local bus services[1,2]:

- 148 – Leicester to Coventry (operated by Stagecoach) runs through the town centre and has two services per hour per direction Monday to Saturday and one per hour per direction on Sunday.

[1] www.arrivabus.co.uk/find-a-service accessed 20/10/23
[2] https://www.stagecoachbus.com/timetables accessed 20/10/23

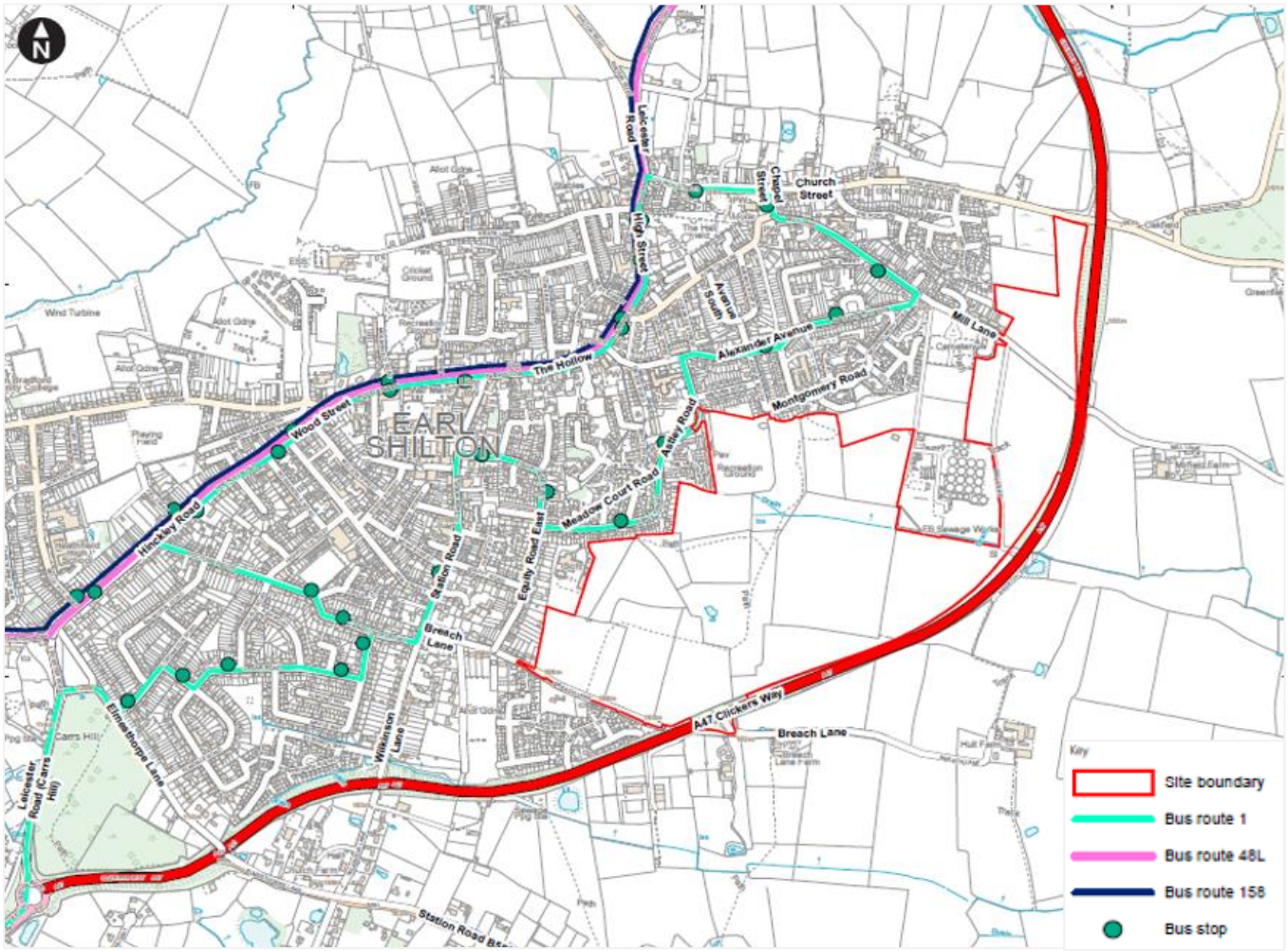
TECHNICAL NOTE: Bus Strategy

DATE:	19 March 2024	**CONFIDENTIALITY:**	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Sam Gardner
CHECKED:	Bev Coupe	**APPROVED:**	Bev Coupe

- 158 – Nuneaton/Hinckley to Leicester (operated by Arriva) also runs through the town centre and has approximately two services per hour per direction Monday to Saturday and one per hour per direction on Sunday.

Both of the bus services run on strategic routes, linking Earl Shilton the major local destinations.. **Figure 4** illustrates these bus service routes within Earl Shilton and the bus stops served by the buses.

Figure 4 Existing and Recently Withdrawn Bus Services in the Earl Shilton Area



The nearest bus stops to the Site which are served by the existing bus services are located in the centre of Earl Shilton along High Street and Wood Street (Keates Lane and twin stops Almey's Lane on High Street and Library on Wood Street), and have bus shelters. **Table 1** summarises the walking distances and journey times from each of the accesses within Earl Shilton to the nearest bus stops and shows that the nearest is from Astley Road (440m/six minute walk) and the furthest from Mill Lane (1.1km/15 minute walk).

TECHNICAL NOTE: Bus Strategy

DATE:	19 March 2024	**CONFIDENTIALITY:**	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Sam Gardner
CHECKED:	Bev Coupe	**APPROVED:**	Bev Coupe

Table 1 Distance from the Site to the nearest bus stop summary

Site Location	Nearest Bus Stop	Approximate Walking Distance	Approximate Walking Time
Mill Lane Access	High Street - Almey's Lane stop	1,100 m	15 mins
Astley Road Access	High Street - Almey's Lane stop	440 m	6 mins
Breach Lane Access	Wood Street - Library stop	1,000 m	14 mins

The LCC publication *Leicestershire Highway Design Guide* (2022)[3] identifies that:

"…*normally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m*."

It is noted that the Stagecoach Group publication *Bus Services and New Residential Developments* (2017)[4] and the Chartered Institute of Highways and Transportation (CIHT) publication *Buses in Urban Developments* (2018)[5] advises that there will be circumstances where achieving a 400-metre walking catchment:

"…*results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route. Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service. Thus we support policy approaches offering some degree of flexibility on walking distances to bus stops where this is appropriate.*"

The walking distances from the Site to the nearest bus stops served by existing bus services, as shown in Table 1, are too far to be attractive as a mode of transport choice. Discussion with the bus operators, Arriva and Stagecoach, has established that a diversion of either of the services near to and/or within the Site is not a feasible option as these are direct, fast routes and it would lengthen journey times which would be to the detriment of existing passengers. Therefore, the bus strategy for the Site as a whole needs to incorporate a bespoke service.

Within the submitted TA it was proposed that the Arriva bus service 1, also shown in Figure 4, which routed between Hinckley Bus Station and Earl Shilton, would be enhanced in terms of service frequency and re-routed through the SUE on completion of the spine road through the Site. Since the submission of both OPAs, bus service 1 has been withdrawn, occurring at the end of August 2023. .

The service took 33 minutes from Earl Shilton Sandringham Avenue to Hinckley Bus Station and 17 minutes from Hinckley Bus Station and Sandringham Avenue, a total of 50 minutes. Therefore, one bus was sufficient for an hourly bus service. However, the service ran every two hours as it also looped to

[3] Leicestershire Highways Design Guide – 2022 interim guide, online available at: https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide
[4] Stagecoach, *Bus Services and New Residential Developments*, 2017, available online at https://www.stagecoachgroup.com/~/media/Files/S/Stagecoach-Group/Attachments/pdf/bus-services-and-new-residential-dev.pdf
[5] CIHT Buses in Urban Developments, January 2018, available online at CIHT - BUSES BROCHURE 2018_cs4.indd

TECHNICAL NOTE: Bus Strategy

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Barwell as bus service 2. Arriva announced that the withdrawal of the bus service was because customer demand had reduced. This could have been a result of the Covid-19 pandemic impact on bus patronage, and because of its low frequency. A service with a higher frequency than two hourly is likely to be a more attractive travel choice option. The timetable prior to withdrawal of the service is shown below.

Bus Service 1 Timetable (withdrawn August 2023)

Monday to Friday - Barwell East Green

	2[1]	2[2]	1	2	1	2	1	2
Earl Shilton Sandringham Avenue	--	--	1027	--	1227	--	1657	--
Earl Shilton Coniston Close	--	--	1032	--	1232	--	1702	--
Earl Shilton Library	--	--	1044	--	1244	--	1714	--
Hinckley Ashby Road	--	--	1053	--	1253	--	1723	--
Hinckley The Crescent Bus Station	--	--	1103	--	1303	--	1733	--
Hinckley The Crescent Bus Station	0910	0910	--	1110	--	1310	--	1740
Hinckley Netherley Court	0918	0918	--	1118	--	1318	--	1748
Barwell Brockey Close	0933	0933	--	1133	--	1333	--	1803
Barwell East Green	--	--	--	--	--	--	--	1812

[1] Term Time Only [2] Only During School Holidays

Monday to Friday - Earl Shilton Sandringham Avenue

	2	1	2	1	2	1
Barwell Brockey Close	0933	--	1133	--	1333	--
Barwell East Green	0942	--	1142	--	1342	--
Hinckley Ashby Road	0953	--	1153	--	1353	--
Hinckley The Crescent Bus Station	1003	--	1203	--	1403	--
Hinckley The Crescent Bus Station	--	1010	--	1210	--	1640
Hinckley Netherley Court	--	1018	--	1218	--	1648
Earl Shilton Sandringham Avenue	--	1027	--	1227	--	1657

Saturday - Hinckley The Crescent Bus Station

	1	2	1	2	1	2	1	2
Hinckley The Crescent Bus Station	--	1110	--	1310	--	1510	--	1710
Hinckley Netherley Court	--	1118	--	1318	--	1518	--	1718
Barwell Brockey Close	--	1133	--	1333	--	1533	--	1733
Barwell East Green	--	--	--	--	--	--	--	1742
Earl Shilton Sandringham Avenue	1027	--	1227	--	1427	--	1627	--
Earl Shilton Coniston Close	1032	--	1232	--	1432	--	1632	--
Earl Shilton Library	1044	--	1244	--	1444	--	1644	--
Hinckley Ashby Road	1053	--	1253	--	1453	--	1653	--
Hinckley The Crescent Bus Station	1103	--	1303	--	1503	--	1703	--

Saturday - Earl Shilton Sandringham Avenue

	2	1	2	1	2	1	2	1
Barwell Brockey Close	0933	--	1133	--	1333	--	1533	--
Barwell East Green	0942	--	1142	--	1342	--	1542	--
Hinckley Ashby Road	0953	--	1153	--	1353	--	1553	--
Hinckley The Crescent Bus Station	1003	--	1203	--	1403	--	1603	--
Hinckley The Crescent Bus Station	--	1010	--	1210	--	1410	--	1610
Hinckley Netherley Court	--	1018	--	1218	--	1418	--	1618
Earl Shilton Sandringham Avenue	--	1027	--	1227	--	1427	--	1627

As shown in Figure 4, service 1 was closest to the Application A Site with bus stops on Mill Lane, Alexander Avenue, Astley Road and Meadow Court Road which would have been accessible for new residents in northern parts of the Site.

Analysis of the walking distances to the bus stops served by the withdrawn Service 1 using Basemap TRACC 2.0.4 software was undertaken as part of the submitted TA and FTP. This was based on the illustrative masterplan and focuses on the key links from the Site rather than all possible pedestrian routes that will be constructed. TRACC uses a walking speed of 4.8 kmph which is based on the Department of Transport (DfT) publication *Journey Time Statistics: Notes and Definitions*[6]. For origins/destinations not on the road network the journey commences with a walk to the nearest point on the network, with a speed penalty applied, and then continues on the road network.

Figure 5 shows the walking distances to each bus stop and illustrates the extent of accessibility within the Site, demonstrating that locations near to Meadow Court Road, Astley Road and Montgomery Road are within 400m of the withdrawn Service 1 bus stops and the majority of the Site is within 800m.

[6] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/853603/notes-and-definitions.pdf

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Figure 5 Withdrawn Service 1 - Bus Stop Catchment Areas – Distance (m)

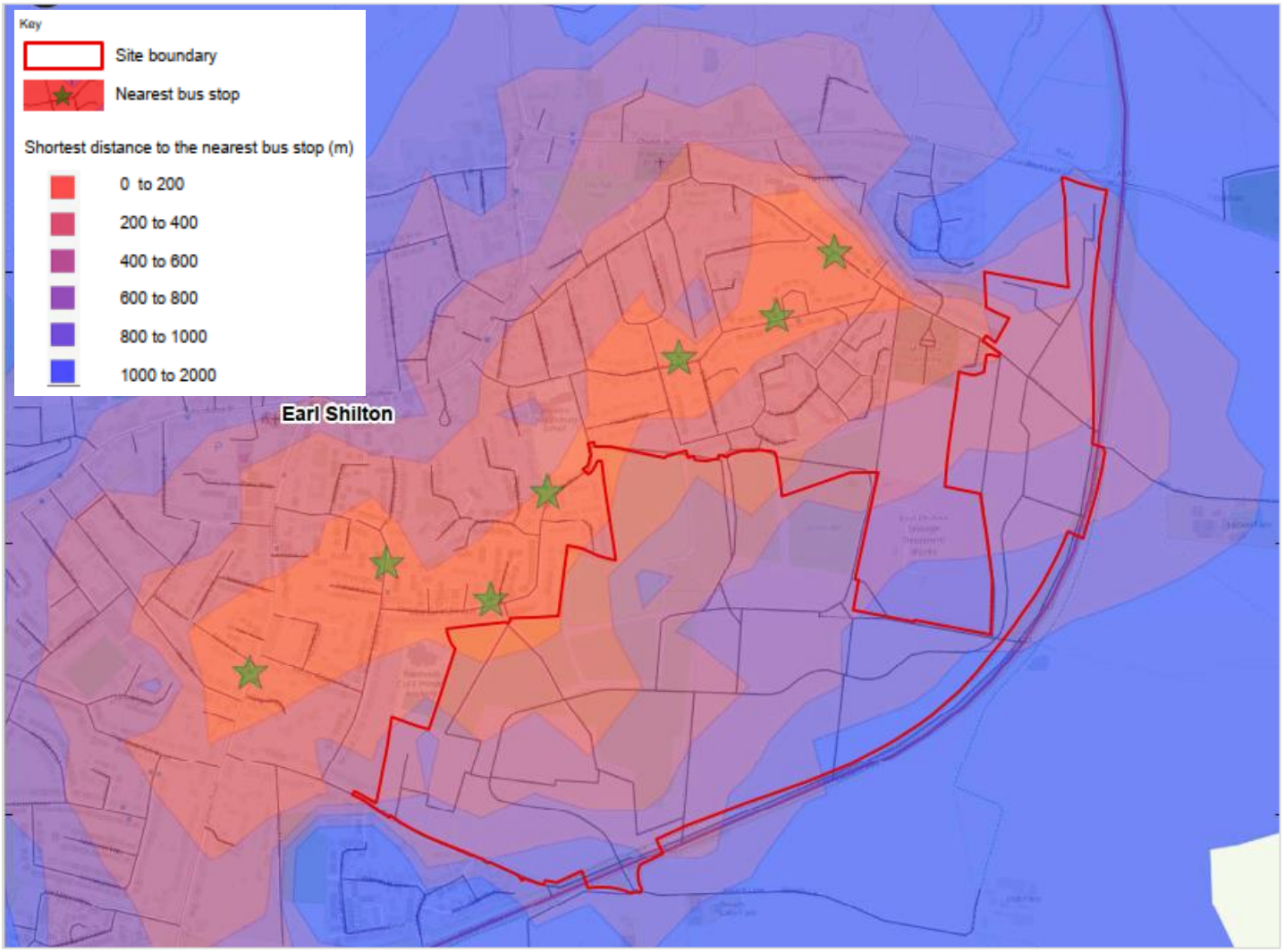

Table 2 provides a summary of this for the whole completed site and the separate Application A and Application B sites. This shows that the Application A site has better accessibility to the former bus service 1 bus stops than Application B, however, the average walking distance for Application B is only 743m and a 9-minute journey time, which is a reasonable walking distance.

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Table 2 Average walking distance and time from areas of the Site to the former Service 1 bus stops

Internal Road and Footway Scenario	Application and Land Parcel	Average Walking Distance to Nearest Bus Stop (m)	Average Walking Time to Nearest Bus Stop (mins)
Existing connections and all internal connections	Whole Site	595	8
Existing connections and Application A internal connections	Application A Land Main Parcel 1	367	5
Existing connections and Application A internal connections	Application A North Mill Lane Parcel 2	595	7
Existing connections and Application B internal connections	Application B	743	9

The bus strategy for the Site considers reinstatement of part of the route, as set out in the following section.

3. EARL SHILTON SUE BUS SERVICE STRATEGY

The bus strategy for the Site at full completion is based on connectivity to Earl Shilton town centre and to Hinckley Bus Station, from where Hinckley Train Station is an eight-minute walk away.

Bus Routeing

On full completion of the Proposed Development, the bus service would route through the Site, either via Mill Lane and Astley Road or via one or both of the A47 roundabouts. The routeing options are identified below.

1. A47 from Hinckley – Wilkinson Road – Station Road – Equity Road East – Meadow Court Road – Astley Road – Earl Shilton SUE Astley Road access – Earl Shilton SUE Spine Road – Earl Shilton SUE Mill Lane access - Mill Lane – Chapel Street - Church Street – Hill Top – High Street – Wood Street – Hinckley Road – Station Road – Wilkinson Road – A47 to Hinckley.
2. A47 from Hinckley - Station Road – Wilkinson Road - Hinckley Road - Wood Street - High Street - Hill Top - Church Street - Chapel Street - Mill Lane – Earl Shilton SUE Mill Lane access - Earl Shilton SUE Spine Road - Earl Shilton SUE Astley Road access - Astley Road - Meadow Court Road - Equity Road East - Station Road - Wilkinson Road - A47 to Hinckley
3. A47 from Hinckley A47 – Earl Shilton SUE A47 Southern Roundabout – Earl Shilton SUE Spine Road – Earl Shilton SUE Mill Lane access - Mill Lane – Chapel Street - Church Street – Hill Top – High Street – Wood Street – Hinckley Road – Station Road – Wilkinson Road – A47 to Hinckley.
4. A47 from Hinckley A47 – Earl Shilton SUE A47 Southern Roundabout – Earl Shilton SUE Spine Road – Earl Shilton SUE A47 Northern Roundabout – A47 to Hinckley.

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Bus Frequency

One bus would be sufficient to provide at least an hourly service for Route Options 1 - 3, which could potentially be one every 45 minutes.

Route Option 4 would be quicker, and one bus could potentially have a frequency of one every 30 – 45 minutes. However, this route would not provide a connection between the SUE and Earl Shilton town centre and wouldn't offer the benefit of patronage from existing residential areas within Earl Shilton to support the commercial viability of the service.

It is anticipated that the bus service will be commercially viable before the SUE is completed and the bus service frequency by this stage will be dependent on the bus operator.

4. PHASED BUS STRATEGY

As there is no existing bus service to appropriately serve the majority of the Site due to the distance to the bus stops on Earl Shilton High Street and Wood Street, there will be a need for the funding of a bus to serve the Site. A phased bus service strategy will be required that fits with the staged delivery of each of the application sites. In the short and medium term, this will entail reinstatement of bus service 1 which will be most accessible to the Application A Site, as well as the residential parcel of Breach Lane, Application B, and an extension into the Application B Site via the southern A47 roundabout to serve its early phasing delivery.

Short and Medium Term

Commencement of a bus service to serve a new development is a balance between providing travel choice in the early stages of occupation and optimum use of developer contribution funding. Whilst it would be ideal for a bus service to be in place from day 1 of occupation in order to influence travel choice at the outset, this would be poor use of funding as revenue earned from patronage from occupants from the site would be minimal. A pragmatic approach is to identify a threshold of development that would trigger the commencement of the service.

It is proposed that the contribution or commencement of bus provision is triggered once 150 dwellings have been constructed and occupied.

Initial construction delivery will be based off separate access points with no internal connections. On the basis that there will be no internal connectivity, the short-term bus strategy is the reinstatement of Service 1, potentially with a modified route through Earl Shilton to shorten the journey time, thereby enabling a slight increase in frequency compared to the withdrawn service – an approximate 40 - 45 minute journey time. The re-instated bus service would additionally route to Application B via the southern roundabout with a loop facilitated by a turning arrangement.

Figure 6 illustrates the short-term bus access route to the Application B Site, noting that would be a turning head or loop to enable the service to route into the Site along the secondary street and turn in the vicinity of the community hub and school.

Figure 6 Potential short-term bus route into Application B's site

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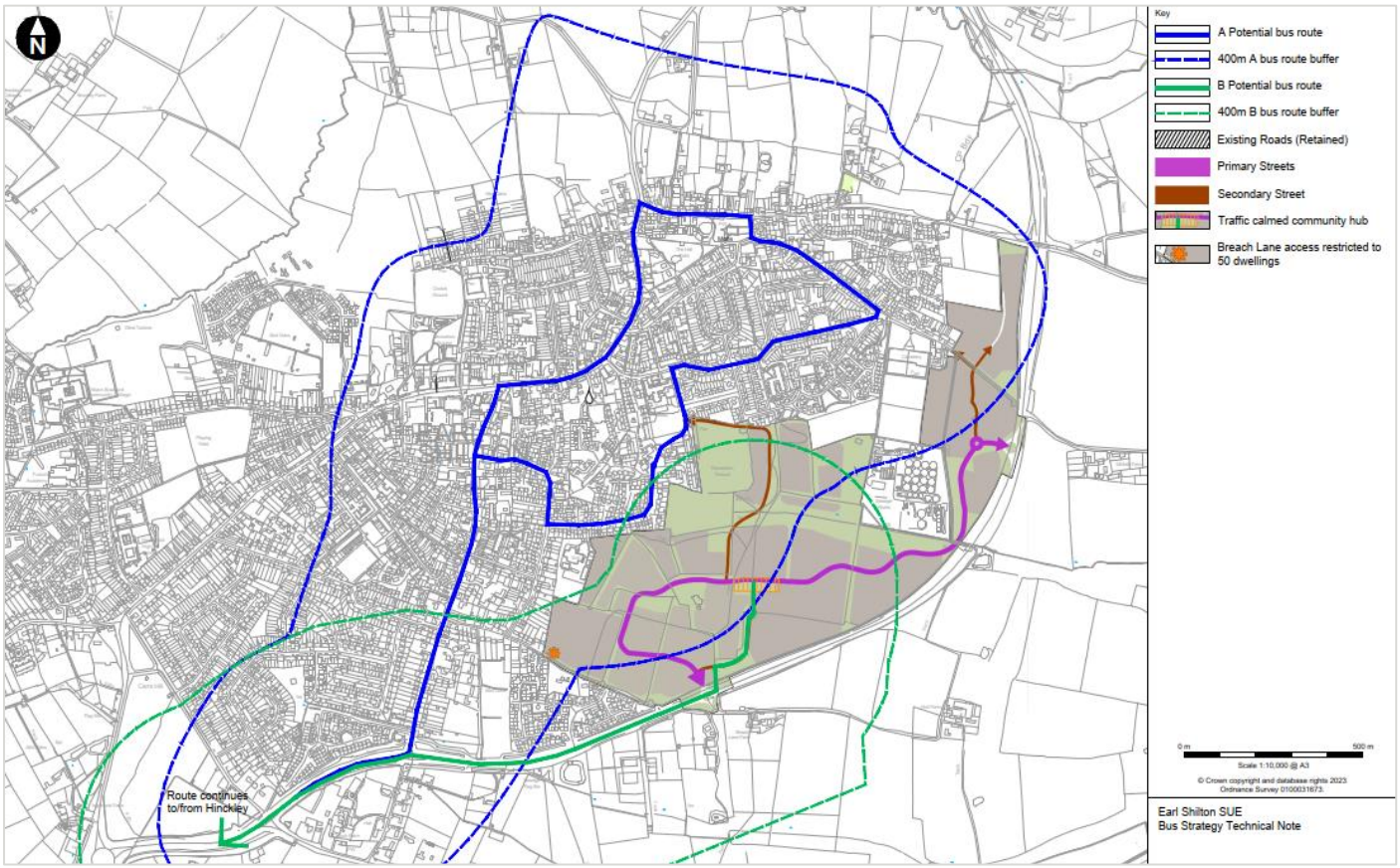
The potential route from Hinckley would be as follows (red text showing revised route from pervious service 1):

- A47 from Hinckley – Proposed Site southern roundabout, turning within the Site – A47 - Wilkinson Road – Station Road – Equity Road East – Meadow Court Road – Astley Road - Alexander Avenue – Mill Lane – Chapel Street - Church Street – Hill Top – High Street – Wood Street – Hinckley Road – Station Road – Wilkinson Road – A47 to Hinckley.

One bus would be sufficient to provide at least an hourly service.

Figure 7 shows an overlay of a 400m buffer around the bus route for both Application A and Application B in the short-term, showing good coverage of both sites, although acknowledging that this is a 'crow flies' distance rather than walking distance.

Figure 7 400m buffer from overlayed on Primary and Secondary access parameter plan



Long term Year 6 to Year 10

On full completion of the Proposed Development, the bus service would route through the Site, either via Mill Lane (Application A) or both A47 roundabouts (Application B):

- A47 –Southern Roundabout – through Site – Mill Lane – Chapel Street - Church Street – Hill Top – High Street – Wood Street – Hinckley Road – Leicester Road (Carrs Hill) – A47 to Hinckley.
- A47 –Southern Roundabout – through Site – Northern Roundabout – A47 to Hinckley.

5. BUS STOP INFRASTRUCTURE

Bus stop locations will be site to enable the majority of residential properties to be within 400m of an existing or a new bus stop. New bus stops would be at suitable intervals, to be agreed with LCC, but anticipated to be no greater than 600 m apart. It is intended to provide high quality Disability Discrimination Act (DDA) compliant bus stops which would generally include the following:

- installation of high-quality bus shelters (with at minimum lighting, seats and passenger information panels);

- raised access kerbs would be installed, providing level access for passengers boarding or alighting the buses;
- an associated maintenance and cleaning programme so the stops do not fall below the required standard;
- be safe, well lit and level pedestrian routes to the bus stops, including suitable points to cross the highway; and
- appropriate traffic management to prevent illegal parking at the bus stops i.e. Clearway Orders.

6. BUS SERVICE COSTINGS AND CONTRIBUTION

Consideration has been given to potential bus service costs and a contribution amount, taking into account potential patronage from the new occupants and existing households and revenue from this.

Assumptions

Table 4 sets out the assumptions on costs and revenue. It should be noted that this does not include assumptions on inflation.

Table 4 Potential Bus Service Scenario Assumptions

	Assumptions
Bus Operating Cost per annum *	£180,000
Patronage	The residential and employment land uses of the Proposed Development Application B and existing households within 400m of a bus stop on the potential bus route.

* based on advice from Arriva regarding an indicative standard annual bus cost for one bus operating a 12 hour per day Monday to Saturday service. Bus operating cost will vary depending on service level and operator, for example.

The following is assumed with regards to the Proposed Development.

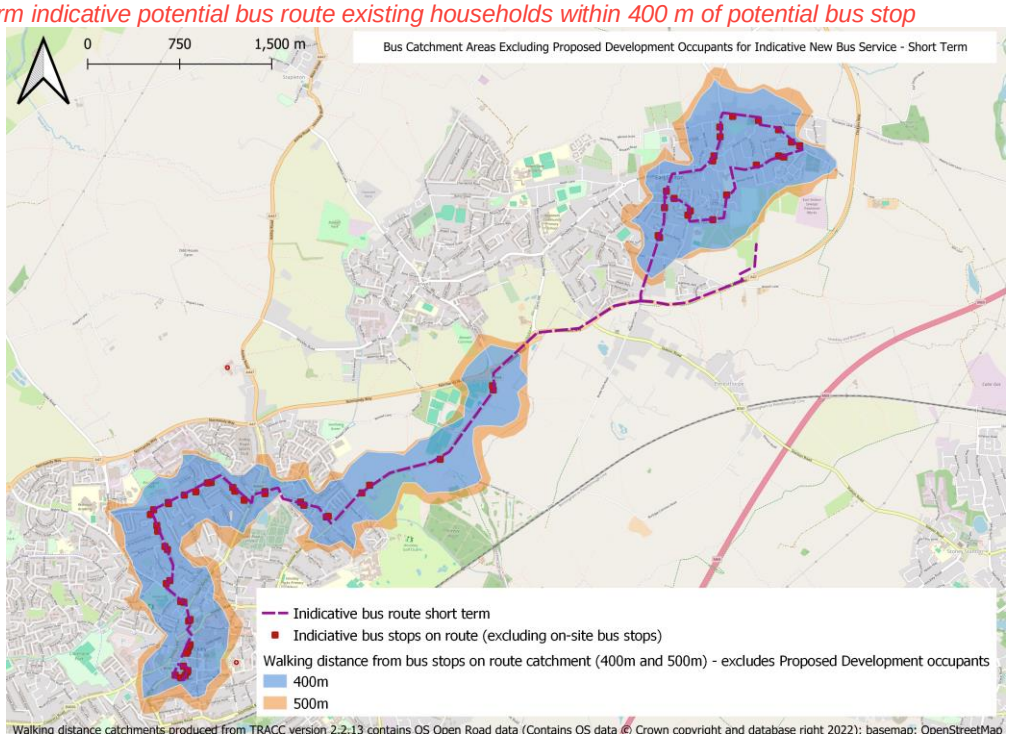
- Mode share – consideration has been given to the implications of differing percentages, including the 2011 Census journey to work data which recorded a mode share for bus of 4.23% and the 2021 Census journey to work data which recorded a mode share for bus of 2.83%.
- The mode share has been applied to the person trips for the Proposed Development residential land use. For employment, the estimated number of jobs for the employment land uses has been based on Table 12.9 of the Environmental Statement (ES) and the mode share applied to this.
- A construction period of 10 years for the residential element has been assumed, comprising an average of 50 dwellings per annum for Application A and 100 residential units per annum for Application B. The employment uses are assumed to occur later in the construction programme, from Year 7 to Year 12.

- An average fare cost of £1.35 has been assumed based on the current fare structure in the locality and taking into account patronage by full fare paying adults (assumed to be 56.3% based Census 2021 data on age in Hinckley and Bosworth 006A-006F) and children (11.3%) and non-fare paying passengers – children under 4 years old (5.4%) and pensioners with a bus pass (20.6%).

The following is assumed with regards to existing household patronage.

- The mode share for the Proposed Development residential land use is applicable, however, consideration needs to be given to the catchment overlap with existing bus services (148 and 158. To allow for these established, 'competing' services, the potential mode share for the proposed new route from existing households has been reduced to an eighth.
- Existing households within 400m of a bus stop on the potential bus service route have been determined using TRACC (v. 2.2.13 using OS Open Road road network) and bus stops[7] along the potential bus route taking consideration the locations of the bus stops for the withdrawn service (**Figure 8** and **Figure 9**). The number of households was derived from the 2011 Census 'KS401EW - Dwellings, household spaces and accommodation type'[8] for 2011 Census Output Areas where the majority of residential areas within the Output Area reside within the 400m bus stop catchment boundary.

Figure 8 Short-term indicative potential bus route existing households within 400 m of potential bus stop



[7] Department for Transport National Public Transport Access Notes (NaPTAN) dataset (online). Available at: https://beta-naptan.dft.gov.uk/download/la [Accessed 13/12/23]
[8] Nomis 2011 Census Dataset 'KS401EW - Dwellings, household spaces and accommodation type' (online). Available at: https://www.nomisweb.co.uk/sources/census_2011 [Accessed 13/12/23]

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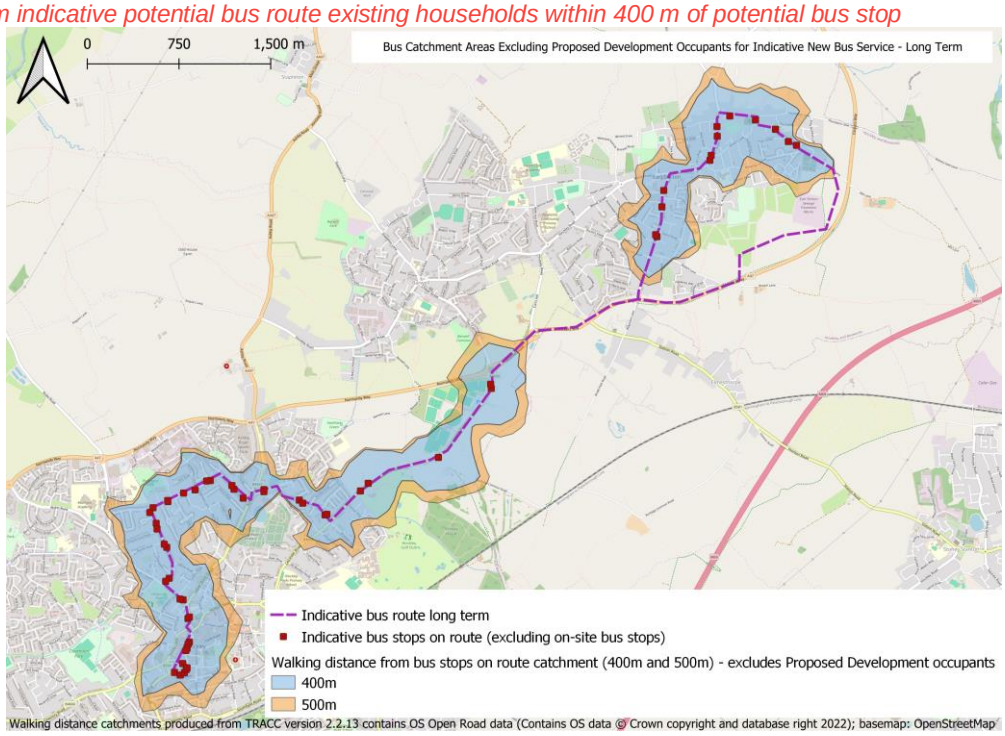
Figure 9 Long-term indicative potential bus route existing households within 400 m of potential bus stop



- Based on the calculation of existing households within 400m of the bus service routes, there are up to 5,777 households along the short term route and 5,631 households along the long term route.
- Based on the bus mode share and allowance for patronage on existing bus services, it is estimated that there would be 282 daily passengers from existing households along the short term route and 275 daily passengers along the long term route.

Results

A summary of the calculations, for commercially viable mode share scenarios, is provided in **Table 5.** This shows that with the inclusion of revenue from existing households within 400m of the proposed bus route, commercial viability will be as follows:

- One bus – by Year three and completion of 450 dwellings
- Two buses – by Year 10 and completion of all of the dwellings, school and community hub and 67% employment

Table 6 provides a summary of the results for the commercial viability showing that a contribution of £55,843 would be needed towards the operation of one bus service and £1,106,215 towards two bus services.

The calculations for each scenario are included in **Appendix A**.

Table 5 – Summary of Bus Cost Revenue by Year

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Estimated Annual Patronage												
Earl Shilton SUE	17815	35630	53445	71775	89590	107405	127256	145071	164923	184774	186810	188846
Existing Households	85,765	85,765	85,765	85,765	85,765	85,765	83,598	83,598	83,598	83,598	83,598	83,598
Total Annual Patronage	**103,580**	**121,395**	**139,210**	**157,540**	**175,355**	**193,170**	**210,854**	**228,669**	**248,520**	**268,371**	**270,407**	**272,443**
Estimated Revenue												
Earl Shilton SUE revenue	£24,085	£48,171	£72,256	£97,037	£121,122	£145,207	£172,045	£196,130	£222,968	£249,806	£172,274	£175,027
Existing household revenue	£115,951	£115,951	£115,951	£115,951	£115,951	£115,951	£113,020	£113,020	£113,020	£113,020	£113,020	£113,020
Total Revenue	**£140,036**	**£164,121**	**£188,206**	**£212,987**	**£237,072**	**£261,158**	**£285,065**	**£309,150**	**£335,988**	**£362,826**	**£365,579**	**£368,331**
Annual Bus cost/revenue – One bus												
Bus cost per annum*	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000
Bus subsidy (-) /bus viability	**-£39,964**	**-£15,879**	**£8,206**	**£32,987**	**£57,072**	**£81,158**	**£105,065**	**£129,150**	**£155,988**	**£182,826**	**£185,579**	**£188,331**
Annual Bus cost/revenue – Two buses												
Bus cost per annum*	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000
Bus subsidy (-) /bus viability	**-£219,964**	**-£195,879**	**-£171,794**	**-£147,013**	**-£122,928**	**-£98,842**	**-£74,935**	**-£50,850**	**-£24,012**	**£2,826**	**£5,579**	**£8,331**

* Based on operator cost provided

Table 6 Commercial Viability Results Summary

Proposed Development Mode Share Value	**One Bus**	**Two Buses**
Year of Commercial Viability	Year 3	Year 10
Proposed Development Status at Year of Commercial Viability	450 dwellings have been built and occupied	1,500 dwellings built and occupied School, retail and community hub completed 67% of employment built and occupied
Contribution Amount Overall to Year of Viability*	£55,843	£1,106,215

*Taking into account revenue from fare paying passengers

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It is proposed to provide a contribution of £1,106,215 to fund two buses in order to ensure that there is a good level of frequency. It is anticipated that the contribution will be split into three payment periods, to be confirmed with the public transport officer in LCC. As identified earlier in this TN, it is proposed that the development threshold to trigger the first contribution payment is construction and occupation of 150 dwellings.

7. ADDITIONAL BUS STRATEGY CONTRIBUTIONS

The Applicants will comply with LCC advice and requirements regarding Travel Plan contributions and monitoring. Relative to the bus strategy, this will include the following:

- Travel Information Packs will be produced as part of the Travel Plan implementation. This will include information on the SUE funded bus service and the other services in Earl Shilton, and connections to Hinckley Rail Station. The Applicant will either produce their own Travel Information Packs and will pay LCC £500 to review and approve the content or will pay LCC to produce these, understood to be £52.85 per pack.
- LCC currently asks for two adult passes (each pass being valid for six months) per residential plot. An Arriva bus pass costs £360.00.

8. SUMMARY

There are two existing bus services which provide Earl Shilton with good connectivity to major local destinations. A third service, bus service 1, routed closest to the Site, however, was withdrawn in August 2023.

The bus strategy for the Earl Shilton SUE will need to consider the reinstatement of the withdrawn route as the existing services and associated bus stops are more than 400m from the Site boundary.

The routing for the Earl Shilton SUE bus strategy is anticipated to be as follows:

- Short-term (no internal connectivity within the Site) – reinstate bus service 1 to route along road network in proximity to Site boundary and to Application B site via the proposed southern roundabout junction.
- Medium-term – as per the short-term route.
- Long term - route service through the whole Site.

Based on the provision of one bus, the contribution amounts towards the operation of the bus service would be £55,843 or £1,106,215 towards two bus services.

It is proposed to provide a contribution of £1,106,215 to fund two buses in order to ensure that there is a good level of frequency. It is anticipated that the contribution will be split into three payment periods and that the development threshold to trigger the first contribution payment is construction and occupation of 150 dwellings.

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Appendix A

BUS COST/REVENUE

Document Reference: 42523-WSPE-XX-XX-TN-OT-00003_S0_P01

Earl Shilton Bus Patronage Calculations

Mode share

	2011 Census - Lower Layer Output Area 009c	Future Assumption ES SUE*	Future Assumption Existing HH*
Bus mode share	4.23%	4.23%	0.53%

** 2011 census level reduced to a 1/8 due to the existing services having overlapping catchment areas*

	Person trip rates based on TA		Bus Patronage based on number of jobs derived from Table 12.9 of Environmental Statement			
	Residential		Employment B1	Employment B2	Employment B8	Retail
AM Peak Hour	1.17	**Number of Jobs**	142	227	204	20
PM Peak Hour	1.078	**Two-way trips**	284	454	408	40
Daily	9.236	**Bus mode share trips**	12	19	17	2
Daily bus trip rate based on bus mode share of person trip rate	0.391	**Total Employment two-way daily trips by bus**	50			

Daily bus trip rate based on mode share of person trip rate - Exising Households	0.049

	Potential patronage opportunities within 400m of bus route	Annual Growth based on Construction Phasing (year)											
		1	2	3	4	5	6	7	8	9	10	11	12
Residential - dwellings	1,000	150	300	450	600	750	900	1,050	1,200	1,350	1,500	1,500	1,500
Emp B1- m^2	2,000							333	667	1,000	1,333	1,667	2,000
Emp B2- m^2	11,400							1,900	3,800	5,700	7,600	9,500	11,400
Emp B8- m^2	11,400							1,900	3,800	5,700	7,600	9,500	11,400
Existing HH - Short Term and Long Term Bus Routes		5,777	5,777	5,777	5,777	5,777	5,631	5,631	5,631	5,631	5,631	5,631	5,631

	Daily bus patronage based on bus trip rates											
	1	2	3	4	5	6	7	8	9	10	11	12
Residential	59	117	176	234	293	352	410	469	527	586	586	586
Emp B1-	0	0	0	0	0	0	2	4	6	8	10	12
Emp B2-	0	0	0	0	0	0	3	6	10	13	16	19
Emp B8-	0	0	0	0	0	0	3	6	9	12	14	17
Retail (Employment)				2	2	2	2	2	2	2	2	2
Existing HH - Short Term and Long Term Bus Routes	282	282	282	282	282	282	275	275	275	275	275	275

Annual bus patronage

Operating days:

304	Residential	304	Retail	252	Employment

	Annual bus patronage based on daily trips and annual operating days											
	1	2	3	4	5	6	7	8	9	10	11	12
Residential	17815	35630	53445	71261	89076	106891	124706	142521	160336	178151	178151	178151
Emp B1	0	0	0	0	0	0	505	505	1009	1514	2018	2523
Emp B2	0	0	0	0	0	0	807	807	1613	2420	3226	4033
Emp B8	0	0	0	0	0	0	725	725	1450	2175	2899	3624
Retail (Employment)	0	0	0	514	514	514	514	514	514	514	514	514
Total SUE	17815	35630	53445	71775	89590	107405	127256	145071	164923	184774	186810	188846
Existing HH - Short Term and Long Term Bus Routes	85,765	85,765	85,765	85,765	85,765	85,765	83,598	83,598	83,598	83,598	83,598	83,598
Total	103,580	121,395	139,210	157,540	175,355	193,170	210,854	228,669	248,520	268,371	270,407	272,443

Bus Cost / Revenue Per Annum

Annual bus cost	**No of buses**	**Bus cost**	**Total cost**
	1	£180,000.00	£180,000.00

Average single bus fare	£1.35

Years of Construction	1	2	3	4	5	6	7	8	9	10	11	12
Annual Bus cost	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000
SUE Residential	£24,085	£48,171	£72,256	£96,341	£120,426	£144,512	£168,597	£192,682	£216,768	£240,853	£240,853	£240,853
SUE Emp B1	£0	£0	£0	£0	£0	£0	£682	£682	£1,364	£2,046	£2,729	£3,411
SUE Emp B2	£0	£0	£0	£0	£0	£0	£1,090	£1,090	£2,181	£3,271	£4,362	£5,452
SUEEmp B8	£0	£0	£0	£0	£0	£0	£980	£980	£1,960	£2,940	£3,920	£4,900
SUE Retail Employment	£0	£0	£0	£695	£695	£695	£695	£695	£695	£695	£695	£695
SUE Revenue	**£24,085**	**£48,171**	**£72,256**	**£97,037**	**£121,122**	**£145,207**	**£172,045**	**£196,130**	**£222,968**	**£249,806**	**£252,559**	**£255,311**
Existing HH	**£115,951**	**£115,951**	**£115,951**	**£115,951**	**£115,951**	**£115,951**	**£113,020**	**£113,020**	**£113,020**	**£113,020**	**£113,020**	**£113,020**
Total Revenue	**£140,036**	**£164,121**	**£188,206**	**£212,987**	**£237,072**	**£261,158**	**£285,065**	**£309,150**	**£335,988**	**£362,826**	**£365,579**	**£368,331**
Bus subsidy (-) /bus viability	**-£39,964**	**-£15,879**	**£8,206**	**£32,987**	**£57,072**	**£81,158**	**£105,065**	**£129,150**	**£155,988**	**£182,826**	**£185,579**	**£188,331**

Annual bus cost	**No of buses**	**Bus cost**	**Total cost**
	2	£180,000.00	£360,000.00

Average single bus fare	£1.35

Years of Construction	1	0	1.692	1.692	1.692	1.692	1.692	1.692	1.692	1.692	1.692	0
Annual Bus cost	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000
SUE Residential	£24,085	£48,171	£72,256	£96,341	£120,426	£144,512	£168,597	£192,682	£216,768	£240,853	£240,853	£240,853
SUE Emp B1	£0	£0	£0	£0	£0	£0	£682	£682	£1,364	£2,046	£2,729	£3,411
SUE Emp B2	£0	£0	£0	£0	£0	£0	£1,090	£1,090	£2,181	£3,271	£4,362	£5,452
SUEEmp B8	£0	£0	£0	£0	£0	£0	£980	£980	£1,960	£2,940	£3,920	£4,900
SUE Retail Employment	£0	£0	£0	£695	£695	£695	£695	£695	£695	£695	£695	£695
SUE Revenue	**£24,085**	**£48,171**	**£72,256**	**£97,037**	**£121,122**	**£145,207**	**£172,045**	**£196,130**	**£222,968**	**£249,806**	**£252,559**	**£255,311**
Existing HH	**£115,951**	**£115,951**	**£115,951**	**£115,951**	**£115,951**	**£115,951**	**£113,020**	**£113,020**	**£113,020**	**£113,020**	**£113,020**	**£113,020**
Total Revenue	**£140,036**	**£164,121**	**£188,206**	**£212,987**	**£237,072**	**£261,158**	**£285,065**	**£309,150**	**£335,988**	**£362,826**	**£365,579**	**£368,331**
Bus subsidy (-) /bus viability	**-£219,964**	**-£195,879**	**-£171,794**	**-£147,013**	**-£122,928**	**-£98,842**	**-£74,935**	**-£50,850**	**-£24,012**	**£2,826**	**£5,579**	**£8,331**

Appendix I

PROPOSED STUDY AREA FOR JUNCTION ASSESSMENT TECHNICAL NOTE (DOC REF: 42523-WSPE-XX-XX-TN-OT-00001_S0_P03

Public

TECHNICAL NOTE 2

DATE:	14 November 2023	**CONFIDENTIALITY:**	Public
SUBJECT:	Proposed Study Area for Junction Assessment		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Bev Coupe
CHECKED:	Grace Smith	**APPROVED:**	Neil Hall

INTRODUCTION

Overview

WSP UK Limited (WSP), formerly Wood E&IS UK Limited, has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the 'Applicants') to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development known as the Earl Shilton Sustainable Urban Extension (SUE). The two separate, but aligned, OPAs are referred to as application A and B. Application B for Bloor Homes and Jelson was submitted in December 2021 and Application A for Barwood Strategic Land was submitted in March 2023.

Both applications have been prepared to work in combination to deliver the majority of the overall allocation requirements, providing up to 1,500 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, public open space, landscaping, access and drainage. This is referred to herein as 'the Proposed Development'.

One Transport Assessment (TA) and Framework Travel Plan (FTP) was produced to support both Applications and was submitted in December 2021. Comments from the Leicestershire County Council (LCC) Highways Development Management (HDM) team and National Highways identified the need for agreements on the traffic modelling and transport assessment approach and for further testing using the Pan Regional Traffic Model (PRTM).

Further PRTM modelling has been undertaken in consultation with LCC HDM, National Highways and Warwickshire County Council (WCC) Highways, collectively referred to herein as the 'highway authorities'. The Applicants have commissioned AECOM to carry out the PRTM modelling. The PRTM modelling is based on the full allocation of 1,600 dwellings.

Purpose of Technical Note

The purpose of this technical note (TN) is to identify the proposed Study Area for more detailed testing of the impact of the Proposed Development on the road network based on junction capacity assessments.

Content of Technical Note

The Technical Note is set out as follows.

- Section 2 – PRTM Overview – summary of PRTM methodology and results;
- Section 3 – Proposed Study Area – presents the methodology and results for identifying the Study Area; and
- Section 4 – Summary – presents a summary of the junctions for assessment.

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PRTM OVERVIEW

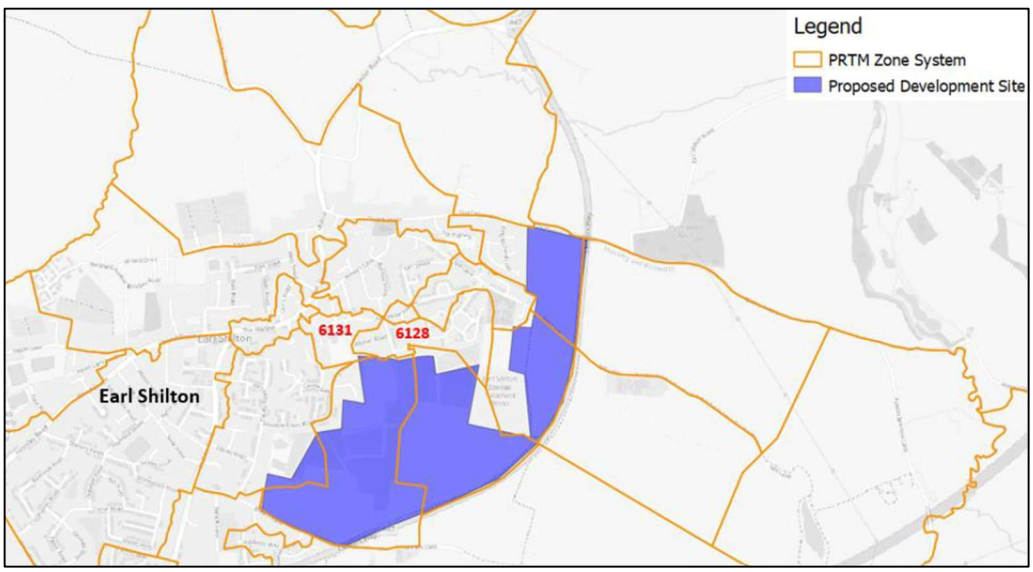
Overview

PRTM v2.3 has been used to assess the impact of the Proposed Development on the local and strategic road network. The 'unconstrained' version of the model has been used, as is required by the highway authorities.

The following have been agreed with the highway authorities.

- Highway-only run of PRTM using SATURN congested highway assignment software.
- Base year review which the PRTM validated well to TAG criteria as being suitable for forecasting purposes for the assessment. The Base Year Model Review report is included in **Appendix A**.
- Uncertainty Log for forecasting which takes account of planning growth and highway infrastructure assumptions in Leicestershire and neighbouring Warwickshire. The Uncertainty Log v1.2 is included in **Appendix B**.
- Trip rates and traffic generation which were agreed as part of the original PRTM modelling work and align with the nearby Barwell SUE. The full allocation of 1,600 dwellings has been assumed, and therefore allows for the Persimmon site which is south of Thurlaston Lane.
- Traffic distribution of the Proposed Development based on appropriate 'Parent Zones' near to the Site. Zone 6128 has been selected as the parent zone for housing as it contains a large proportion of residential trips, and zone 6131 was selected for education trips as it contains a significant proportion of primary school trips. **Figure 1** shows the location of the two parent zones selected for the development trip distribution.

Figure 1: Parent Zones Used for Traffic Distribution



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PRTM runs of without and with Proposed Development scenarios have been run for the following forecast years:

- 2026 Opening Year assessment of the Proposed Development at full occupation for National Highways – in accordance with DfT circular 01/2022; and
- 2036 Completion Year and also the end of HBBC's local plan period.

The modelling periods for the weekday peak periods in the TA were the same as in the PRTM v.2.3 – AM 0800-0900 and PM 1700-1800.

The Proposed Development has four access junctions:

- Access 1 – Southern A47 roundabout
- Access 2 - Northern A47 roundabout
- Access 3 – Mill Lane
- Access 4 – Astley Road.

The internal road network to and from Access 3 and Access 4 will include traffic management features to discourage through-traffic which has been included in the modelling.

Seven development zones have been used to represent the proposed Earl Shilton SUE development with four development zones representing housing and three development zones to represent employment, retail (the urban centre) and education.

A second PRTM run has been undertaken of a 'without Padge Hall Farm' scenario, referred to herein as 'without PHF'. Padge Hall Farm is a recently approved and therefore committed development south of the A5 at Hinckley and east of The Long Shoot in Nuneaton comprising 1.4 million sqft of B2/B8 floorspace. The proposals include a new access on the A5, a scheme of mitigation works to the A5/A47 Dodwells Roundabout, pedestrian and cycle measures along the A5, and enhancements to the local bus service. As the mitigation works at Dodwells Roundabout are within the Padge Hall Farm site, National Highways required a model run without the development to test the situation in the event that the development, and therefore the mitigation scheme, was not delivered, or delivery was delayed.

PRTM Results

The Forecasting Report is included in **Appendix C**. This provides the following summary on the routeing of the Proposed Development trips, the majority of which route via the A47 (between 50-60%).

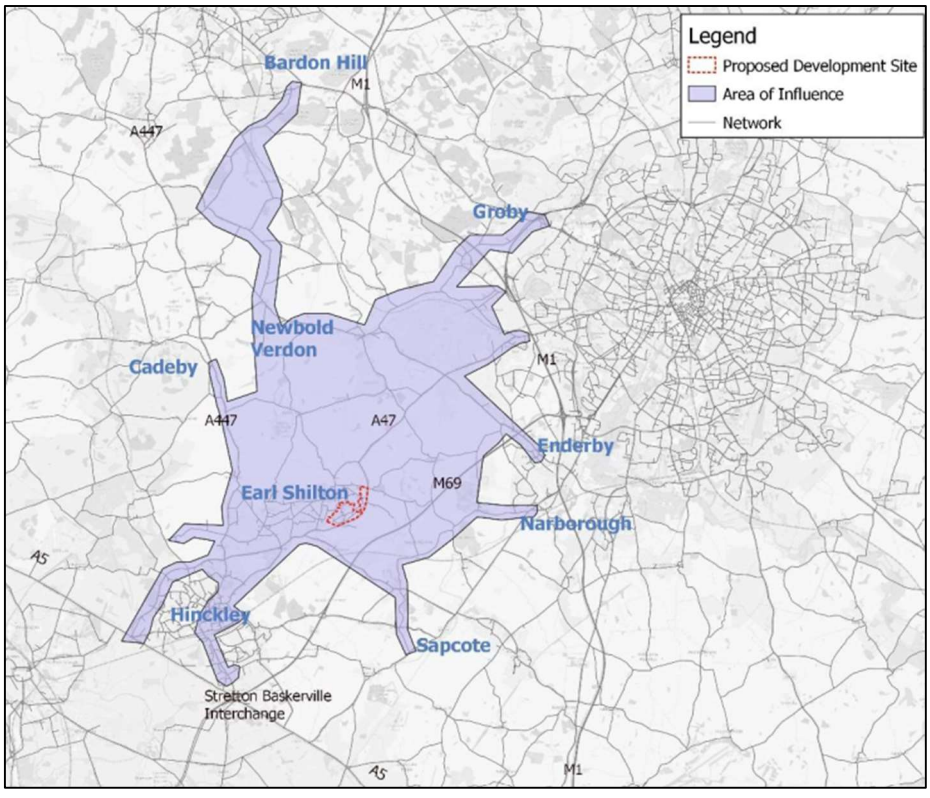
- A47 West - 30% of trips are forecast to route west via the A47 to / from Hinckley in both the AM and PM peak hours;
- A47 East - 20% of trips are forecast to route east via the A47 to / from Leicester in the AM peak hour; route east towards Leicester via the A47 (20-30% of development trips); 25-30% of trips are forecast to route east via the A47 to / from Leicester in the PM peak hour;
- 23-27% of trips are forecast to route via Astley Road in both the AM and PM peak hours, with the majority of trips to / from the proposed 'urban centre';

- 10% of trips are forecast to route via Mill Lane in both the AM and PM peak hours;
- 12-24% are forecast to route via Shilton Road to / from Kirkby Mallory and Newbold Verdon to access the Barden Business Park and Coalville;
- 10% are forecast to route via Thurlaston Lane to access Narborough, Littlethorpe and Blaby, and also the A5 south, routeing through villages to the south such as Stoney Stanton, Sapcote, Enderby and Narborough.

Area of Influence

The Forecasting Report identifies an Area of Influence which has been defined by considering the links which are forecast to change by more than ±5% and ±30 PCUs between the 2026 and 2036 'With Development' and 'Without Development' scenarios in either the AM Peak or PM Peak hours. The links which are forecast to meet these criteria are included in the Area of Influence are shown in **Figure 2**

Figure 2: Area of Influence from Forecasting Report



As shown in **Figure 2**, the Area of Influence contains the following areas/links:

- the urban centre of Earl Shilton;
- the A47 between the A5 and the M1;
- the A447 Ashby Road between Hinckley's urban centre and Cadeby;

- the B585 between Bardon Hill and Newbold Verdon;
- local roads between Sapcote and Narborough: Sapcote Road, Long Street, Huncote Road; and
- local roads between Desford and Groby: Station Road, Desford Lane, Groby Road and Sacheverell Way.

Forecast Delay Change

Changes in delay can be generated from two sources:

- link delay based on the speed-flow curve applied to the link; and
- junction delay due to capacity constraints for individual turning movements

The largest increases in delay are forecast on the A47 within the immediate vicinity of the proposed development.

Forecast Node Volume-Capacity Ratio

Node/junction capacity estimates based on maximum volume-capacity ratios (VCR) for individual turning movements identify locations where the forecast flows are approaching or exceeding the forecast capacity. maximum VCR. Node VCR exceeding 85% indicate that the highway network is under stress, and there is likely to be a reduction in speed and an increase in delay.

The maximum node VCR plots in the Forecasting Report (Appendix C) show that, as expected, the junctions forecast to be most affected by the Proposed Development trips are on the A47 within the immediate vicinity of the Proposed Development with increases in the node VCRs at the following:

South of the development:

- A47 / Wilkinson Lane;
- A47 / Station Road;
- A47 / Leicester Road roundabout; and
- A47 / The Common / B4668, Leicester Road roundabout.

North of the development:

- A47 Leicester Road / Dan's Lane / Desford Road; and
- Desford Crossroads (A47 Hinckley Road / B582 Leicester Lane / B582 Desford Road).

There are also some increases (and decreases) in node VCRs forecast for junctions within central Hinckley, along the B590 for all modelled scenarios and some increases in Stoney Stanton on the B581 in the 2036 AM and PM peak hours. These changes in VCRs are directly related to the forecast flow changes as shown in Figure 3.1 and Figure 3.2 of the Forecasting Report (**Appendix C**).

It is noted that the A47 / Station Road, the A47 / Dan's Lane / Desford Road and the A47 / Beggars Lane junctions are already forecast to be operating above 100% in the PM peak hour and the Desford

Crossroads (A47 Hinckley Road / B582 Leicester Lane / B582 Desford Road) is already forecast to be operating above 85% in both the AM and PM peak hours.

It is noted that junctions within Earl Shilton town have not been identified as having VCRs of above 85%.

PROPOSED STUDY AREA

Methodology

The proposed methodology for identifying the Study Area for further assessment is set out below.

1. Links which are forecast to change by at least 5%, or more than 30 vehicles between the without and with scenarios (as illustrated in Figure 2 – the Area of Influence from the PRTM testing). Junctions outside this AoI have not been included.
2. Junctions where the VCR is over 85% in any scenario, indicating that the junction is under stress resulting in an increase in delay – these are report on in the Forecasting Report.
3. The development causes a change in VCR % band width - the Forecasting Report does not provide the detail of VCR change, but reports on the % band width - 'no change' in VCR % band width will not reflect % changes in VCR.
4. Consideration of appropriate routeing and strategic corridors in a holistic manner - the modelling output indicates capacity constraints along the A47 corridor as a result of the addition of the Proposed Development trips, a consequence of which is re-routeing of background traffic onto less appropriate, non-strategic, routes. These roads can be considered as 'rat-run' routes, used by drivers to avoid heavy traffic and delays on strategic corridors. Mitigation on these routes is not desirable as it may result in higher traffic flows and environmental concerns for rural communities. Mitigation at key junctions on strategic corridors such as the A47 may lead to additional demand routeing through intermediary junctions along the A47 corridor and therefore a holistic assessment of junctions should be considered.

For the purpose of assessment, the 'with PHF' and 2036 AM and PM peak hour scenarios have been considered. A separate assessment of the without and with PHF scenarios at the A5 junctions, Dodwells Roundabout and A5/The Long Shoot signal junction will be undertaken using the National Highways VISSIM model which has been provided to WSP. The methodology for assessment will be based on the approach agreed with the transport consultants for the Barwell Sue development.

Appendix D presents tables which assess whether the junctions with a VCR of over 85% should be within the Study Area for further assessment. There is regard for the appropriateness of routeing and assessment of strategic corridor junctions rather than rat-run routes.

Strategic and Wider Network Study Area

The proposed Study Area junctions are listed in **Table 1** and illustrated in **Figures 3** and **4**. As already noted, the impact of the Proposed Development trips at Dodwells Roundabout is being assessed in the National Highways' A5 VISSIM model, which includes the A5/The Long Shoot signal junction.

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Desford Crossroads has not been included on the recommendation of LCC HDM during a meeting on 17th October 2023. This is because LCC will deliver an improvement scheme and developers will be required to provide a contribution towards the cost of this.

In addition, at the request of LCC HDM, the Spa Lane (B590)/ Leicester Road (B590)/Leicester Road (B4668) junction has been included as a study area junction.

Table 1 – Proposed Study Area Junctions

ID	Junction	Existing Junction Type	Time of Impact	
			AM	PM
SN1	A5/A47 - Dodwells Roundabout[1]	Roundabout		✓
SN2	A47/A447 Ashby Road	Signalised	✓	✓
SN3	A47/The Common/B4688	Roundabout		✓
SN4	A47/Leicester Road	Roundabout	✓	
SN5	A47/Station Road B581	Signalised	✓	✓
SN6	A47/Wilkinson Road	Signalised	✓	
SN7	A47/Dans Lane	Priority	✓	✓
SN8	A47/Beggars Lane	Signalised		✓
SN9	A47/Kirby Lane	Signalised	✓	✓
SN10	Spa Lane (B590)/ Leicester Road (B590)/Leicester Road (B4668)	Signalised	✓	✓

Note

1. Dodwells Roundabout and A5/The Long Shoot signal junction assessed by A5 VISSIM

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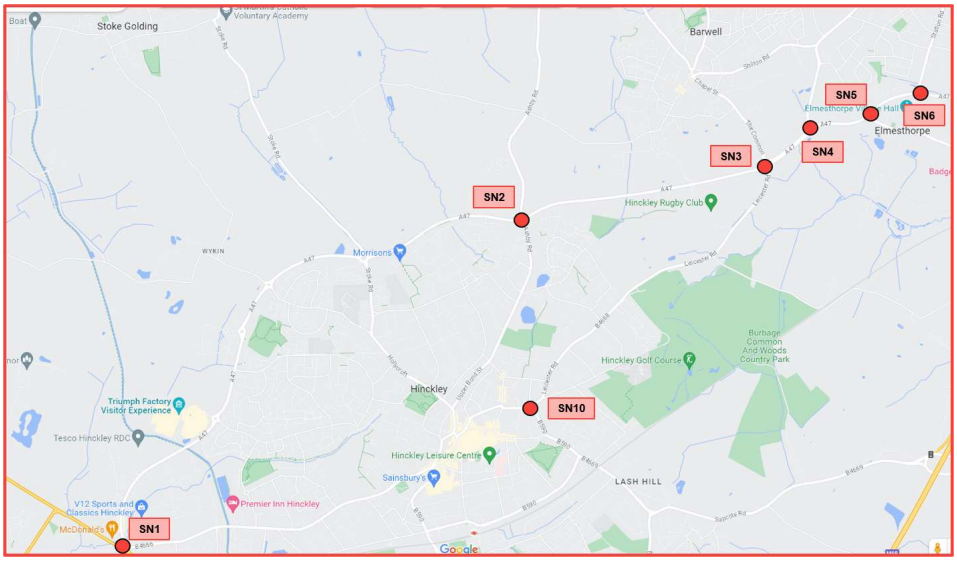
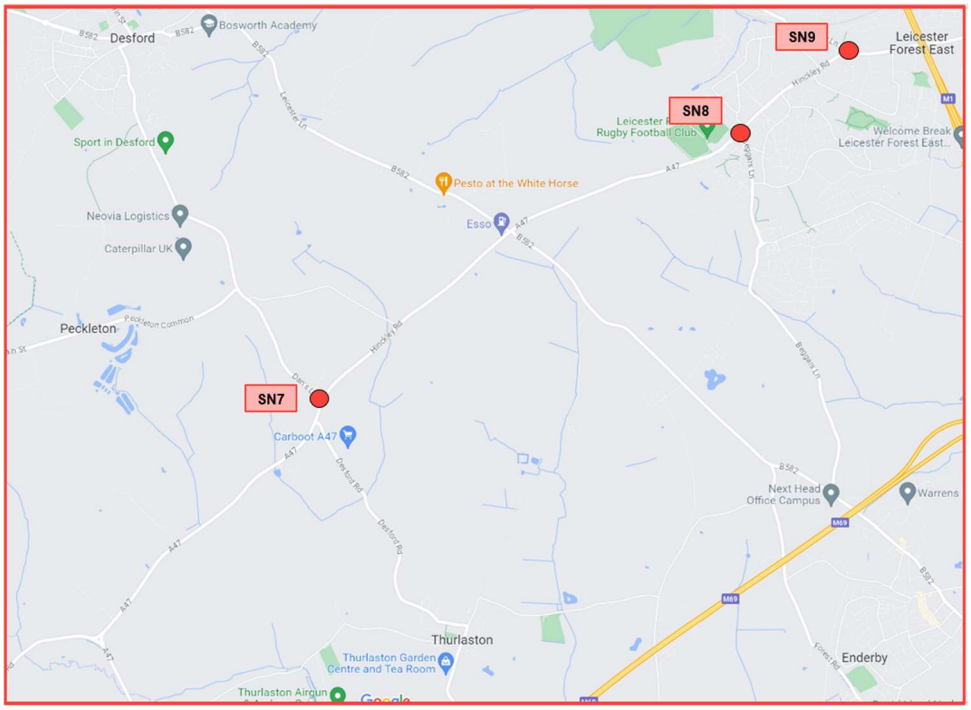
Figure 3 – Study Area Junctions South of Earl Shilton SUE



Background map source: www.google.co.uk

Figure 4 - Study Area Junctions North of Earl Shilton SUE



Background map source: www.google.co.uk

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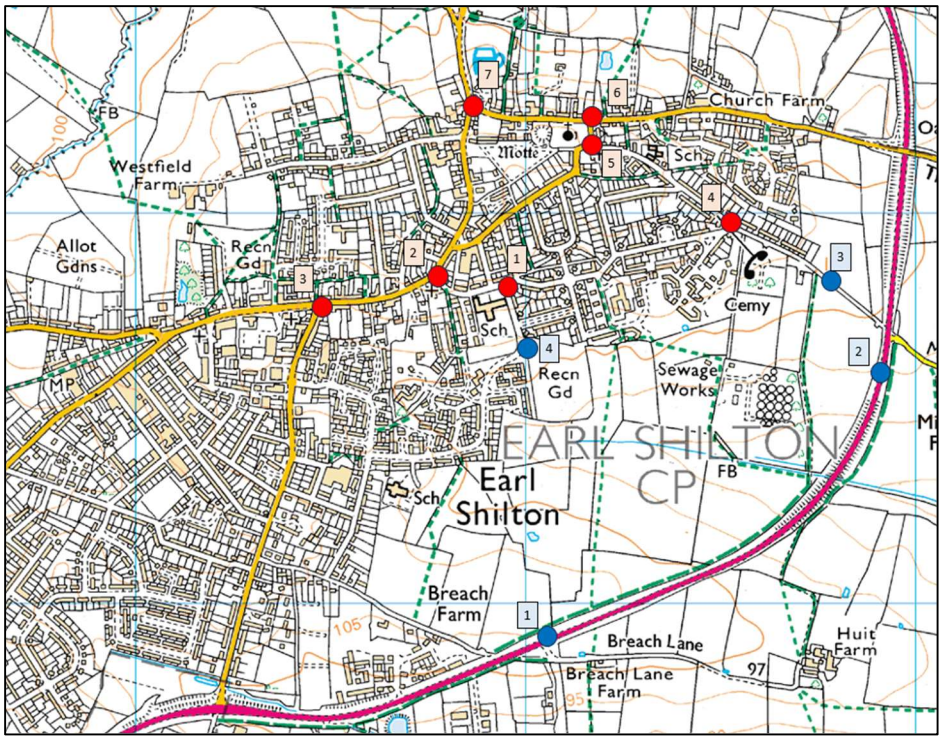
Local Junctions Study Area

It is recognised that the two access junctions onto the Earl Shilton local road network, at Astley Road and Mill Lane, will result in traffic impacts on local junctions from the Proposed Development trips. In order to assess this impact, seven junctions have been identified for junction capacity assessments, as set out in **Table 2** and shown in **Figure 5**.

Table 2 – Proposed Local Junctions Study Area

ID	Junction	Junction Type
LN1	Astley Road/Alexander Avenue	Priority T-junction
LN2	Alexander Avenue/High Street	Mini Roundabout
LN3	Station Road/Wood Street/High Street	Signal T-junction
LN4	Mill Lane/Alexander Avenue	Priority T-junction
LN5	Mill Lane/Almey's Lane/Chapel Street	Priority T-junction
LN6	Chapel Street/Church Street	Priority T-junction
LN7	Church Street/Leicester Road	Priority T-junction

Figure 5 – Local Junctions Study Area and Access Junctions



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Access Junctions

Finally, the four access junctions will also be assessed for junction capacity, as set out in **Table 3** and **Figure 5**.

Table 3 – Access Junctions

ID	Junction	Junction Type
A1	A47/Southern access road	Roundabout
A2	A47/Northern access road	Roundabout
A3	Mill Lane/Access road	Mini roundabout
A4	Astley Road/Access road	Priority T-junction

SUMMARY

The proposed Study Area comprises 21 junctions. **Table 4** provides a full list of the junctions for assessment, including identification of any junctions with a committed improvement scheme, and the capacity assessment software to be used.

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Table 4 – Summary of Study Area Junctions

ID	Junction	Junction Type	Layout	Software
SN1	A5/A47 - Dodwells Roundabout[1]	Roundabout	Existing	Junctions 10
SN2	A47/A447 Ashby Road	Signalised	Existing	LinSig
SN3	A47/The Common/B4688	Roundabout	Existing	Junctions 10
SN4	A47/Leicester Road	Roundabout	Existing	Junctions 10
SN5	A47/Station Road B581	Signalised	Existing	LinSig
SN6	A47/Wilkinson Road	Signalised	Existing	LinSig
SN7	A47/Dans Lane	Priority T-junction Signalised[2]	Existing Committed scheme[2]	Junctions 10 LinSig
SN8	A47/Beggars Lane	Signalised	Committed scheme[3]	LinSig
SN9	A47/Kirby Lane	Signalised	Committed scheme[4]	LinSig
SN10	Spa Lane (B590)/ Leicester Road (B590)/Leicester Road (B4668)	Signalised	Existing	LinSig
LN1	Astley Road/Alexander Avenue	Priority T-junction	Existing	Junctions 10
LN2	Alexander Avenue/High Street	Mini Roundabout	Existing	Junctions 10
LN3	Station Road/Wood Street/High Street	Signal T-junction	Existing	LinSig
LN4	Mill Lane/Alexander Avenue	Priority T-junction	Existing	Junctions 10
LN5	Mill Lane/Almey's Lane/Chapel Street	Priority T-junction	Existing	Junctions 10
LN6	Chapel Street/Church Street	Priority T-junction	Existing	Junctions 10
LN7	Church Street/Leicester Road	Priority T-junction	Existing	Junctions 10
A1	A47/Southern access road	Roundabout	Proposed scheme	Junctions 10
A2	A47/Northern access road	Roundabout	Proposed scheme	Junctions 10
A3	Mill Lane/Access road	Mini roundabout	Proposed scheme	Junctions 10
A4	Astley Road/Access road	Priority T-junction	Proposed scheme	Junctions 10

1. To be tested using the National Highways' A5 VISSIM which includes the adjacent A5/The Long Shoot signal junction.
2. Currently a priority T-junction, but improvement scheme included in PRTM modelling, identified in Uncertainty Log as 'near certain' – Nevovia Logistics site (HBBC planning ref: 21/00619/FUL) includes signalisation at the junction. Confirmation on need to test existing layout being sought from HBBC. Planning condition 35 identifies scheme drawings – either Drawing_403.10671.00001.H005.4 or Drawing_403.10671.00001.H005.4 – LCC HDM to advise on which improvement scheme to test.
3. The approved Hastings Fields residential development (885 dwellings) (Blaby District Council planning ref: 19/1610/OUT) includes an improvement scheme to the existing signal junction
4. The Hastings Fields development includes an improvement scheme to the existing signal junction (noted that that this was originally proposed as part of the Lubbesthorpe development (Blaby planning ref: 11/0100/1/OX).

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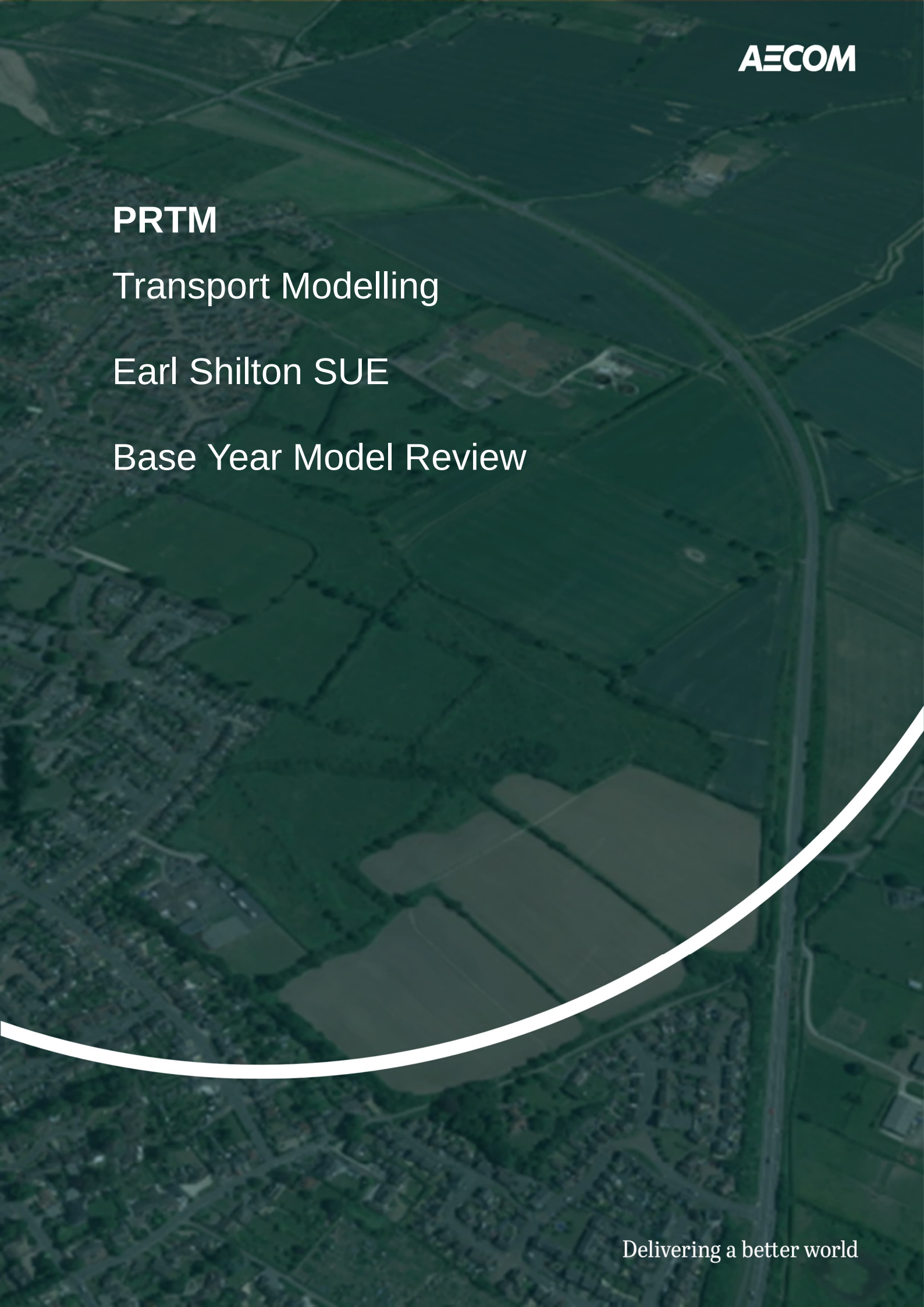
Appendix A

BASE YEAR MODEL REVIEW REPORT



AECOM

PRTM

Transport Modelling

Earl Shilton SUE

Base Year Model Review

Delivering a better world

Quality information

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Revision History

Revision	Revision date	Details	Authorised	Name	Position
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Table of Contents

Section 1 - Introduction 5
1.1 Background 5
1.2 TAG Databook Version 9
1.3 Structure of the Report 10
Section 2 - Zone System and Network Structure 11
2.1 Introduction 11
2.2 Zone System 11
2.3 Network Structure 12
Section 3 - PRTM Base Year Model Performance 20
3.1 Introduction 20
3.2 PRTM v2.3 Highway Base Year Model Screenline / Cordon Performance 20
3.3 PRTM v2.3 Highway Base Year Model Link Flow Performance 23
3.4 PRTM v2.3 Highway Base Year Model Journey Time Performance 33
Section 4 - Summary 36
Appendix A - Journey Time Route Performance 37
Appendix B - Modelled Flow Difference (Base Year with May 2020 Databook vs Base Year with November 2022 Databook) 44

Figures

Figure 1.1: Indicative Location and Highway Access of the Earl Shilton SUE 5
Figure 1.2: A47 / Breach Lane Roundabout Access (1)[1] 6
Figure 1.3: A47 South of Mill Lane Access (2)[1] 6
Figure 1.4: Mill Lane Option 1 Access (3)[1] 7
Figure 1.5: Mill Lane Option 2 Access (3)[1] 7
Figure 1.6: Astley Road Access (4)[1] 8
Figure 1.7: Breach Lane Access (5)[1] 8
Figure 2.1: Highway Model Zones near Earl Shilton 11
Figure 2.2: Highway Model Zones Between Hinckley and Leicester City 12
Figure 2.3: Highway Model Network Structure Between Hinckley and Leicester City 13
Figure 2.4: Highway Model Network Structure in Earl Shilton 13
Figure 3.1: Screenlines and Cordons 21
Figure 3.2: Observed Count Locations 24
Figure 3.3: Link Flow Performance AM 25
Figure 3.4: Link Flow Performance PM 26
Figure 3.5: Journey Time Routes 34

Figure A 1: Leicester City Journey Time Routes 37
Figure A 2: Hinckley Journey Time Routes 37
Figure A 3: Barwell / Earl Shilton Journey Time Routes 39
Figure A 4: Hinckley Borough Journey Time Routes 41
Figure A 5: SRN Journey Time Routes 42

Figure B 1: AM Peak Actual Flow Differences 44
Figure B 2: PM Peak Actual Flow Differences 44

Tables

Table 2.1: Wider Area Network Review 16
Table 3.1: Revised Screenline flow Validation Criteria 20
Table 3.2: Screenline / Cordon Performance 22
Table 3.3: Link Flow Performance (Calibration Counts) 27
Table 3.4: Link Flow Performance (Validation Counts) 31
Table 3.5: Journey Time Performance in the Vicinity of the Earl Shilton SUE Development 35

Section 1 - Introduction

1.1 Background

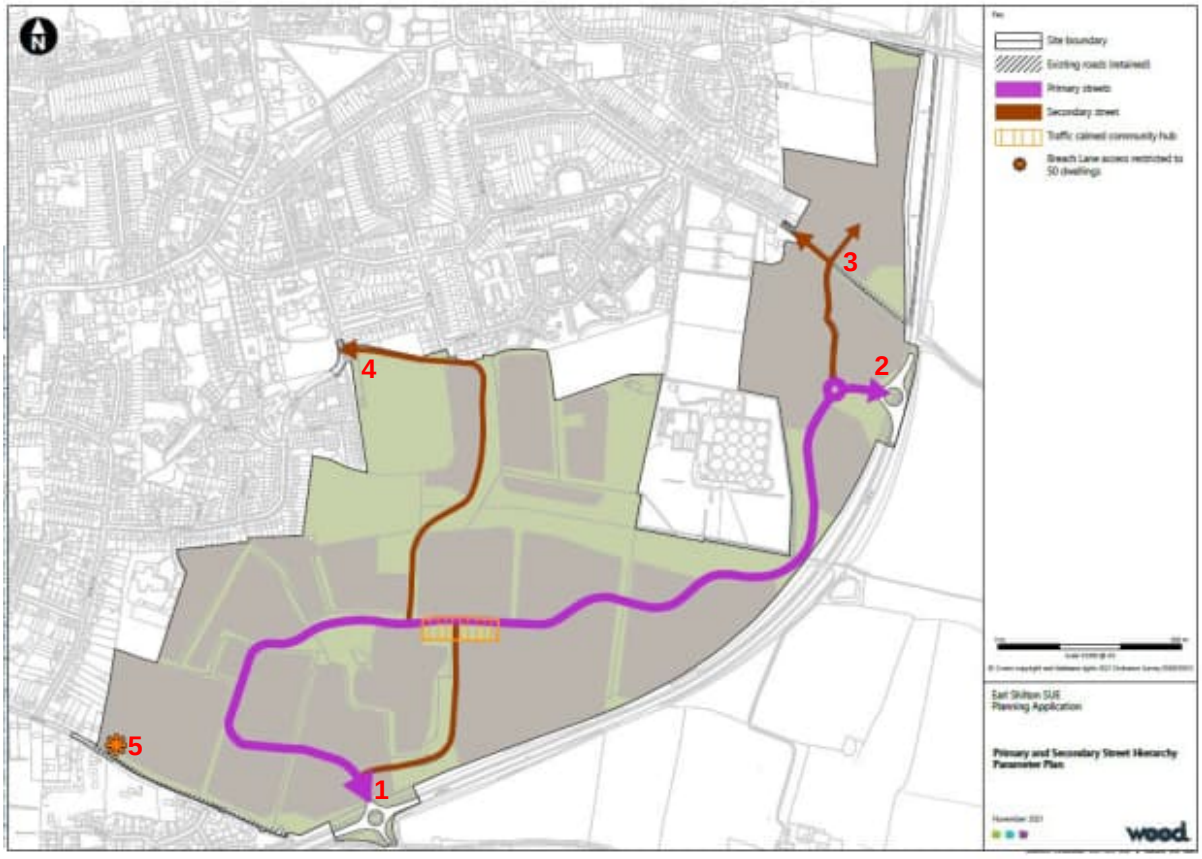
1.1.1 The Earl Shilton Sustainable Urban Extension (SUE) is a mixed-use development of an allocated site to the south of Earl Shilton, Leicestershire for which Bloor Homes, Jelson Homes and Barwood Land are seeking planning permission. The proposed development includes 1,500 dwellings, employment and education.

1.1.2 The indicative site location and the five highway network access points to the proposed development are shown in Figure 1.1. The five access locations[1] are located at:

1. A47 / Breach Lane roundabout;
2. A47 access roundabout south of Mill Lane;
3. Mill Lane;
4. Astley Road; and
5. Breach Lane.

1.1.3 Proposed access arrangements are shown in Figure 1.2 to Figure 1.7.

Figure 1.1: Indicative Location and Highway Access of the Earl Shilton SUE[1]



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[1] 'Earl Shilton SUE Access Strategy Technical Note v2.pdf'

Figure 1.2: A47 / Breach Lane Roundabout Access (1)[1]

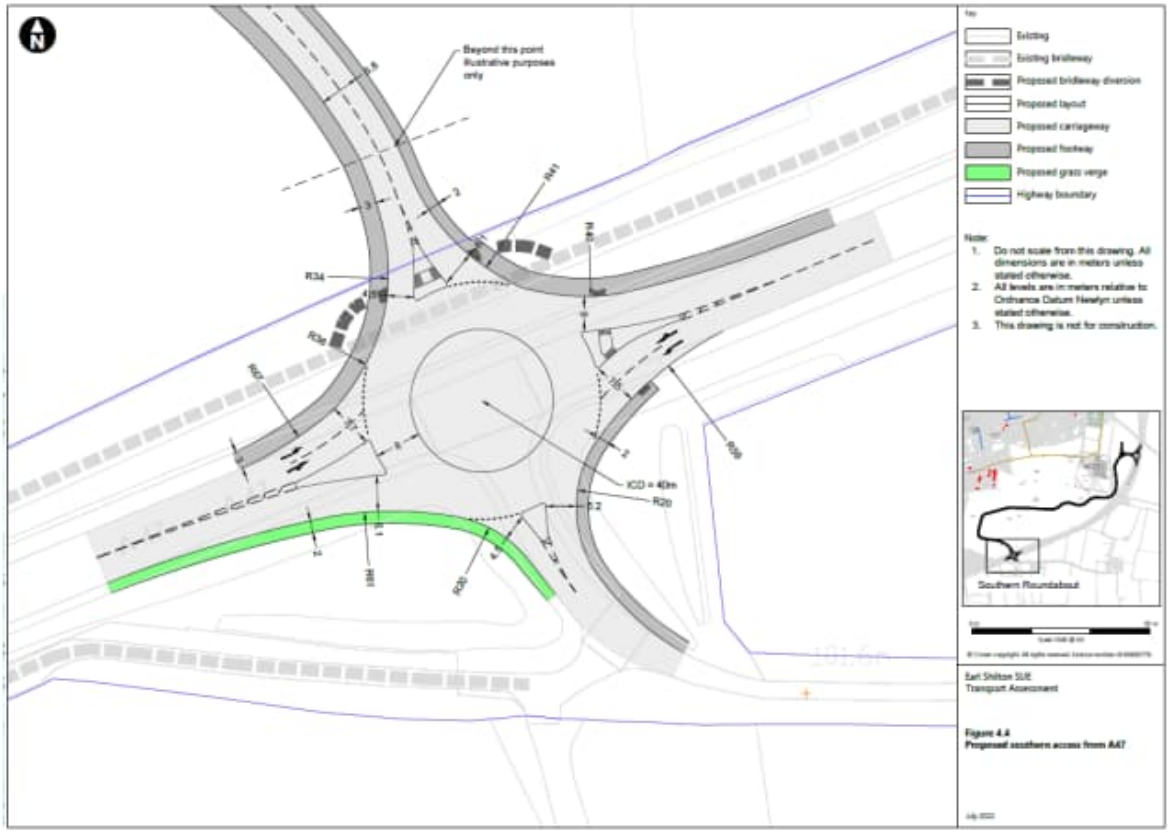

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Figure 1.3: A47 South of Mill Lane Access (2)[1]

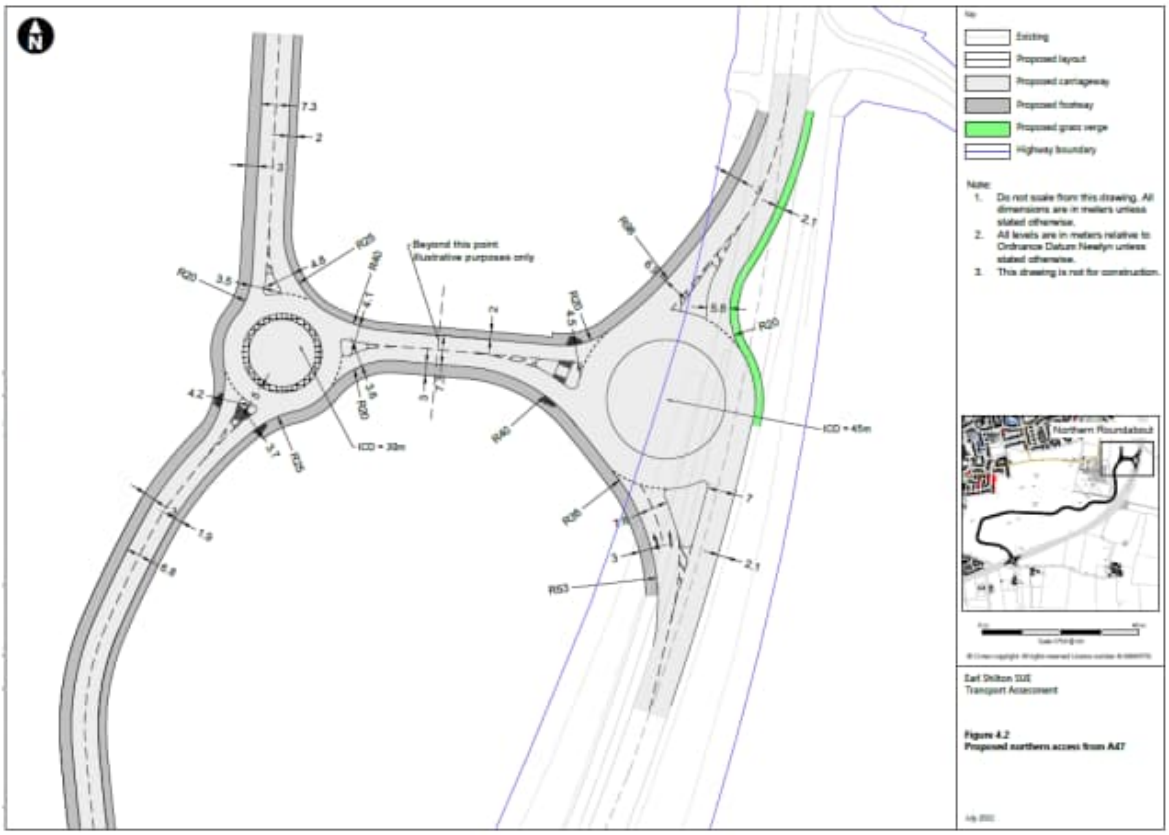

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Figure 1.4: Mill Lane Option 1 Access (3)[1]

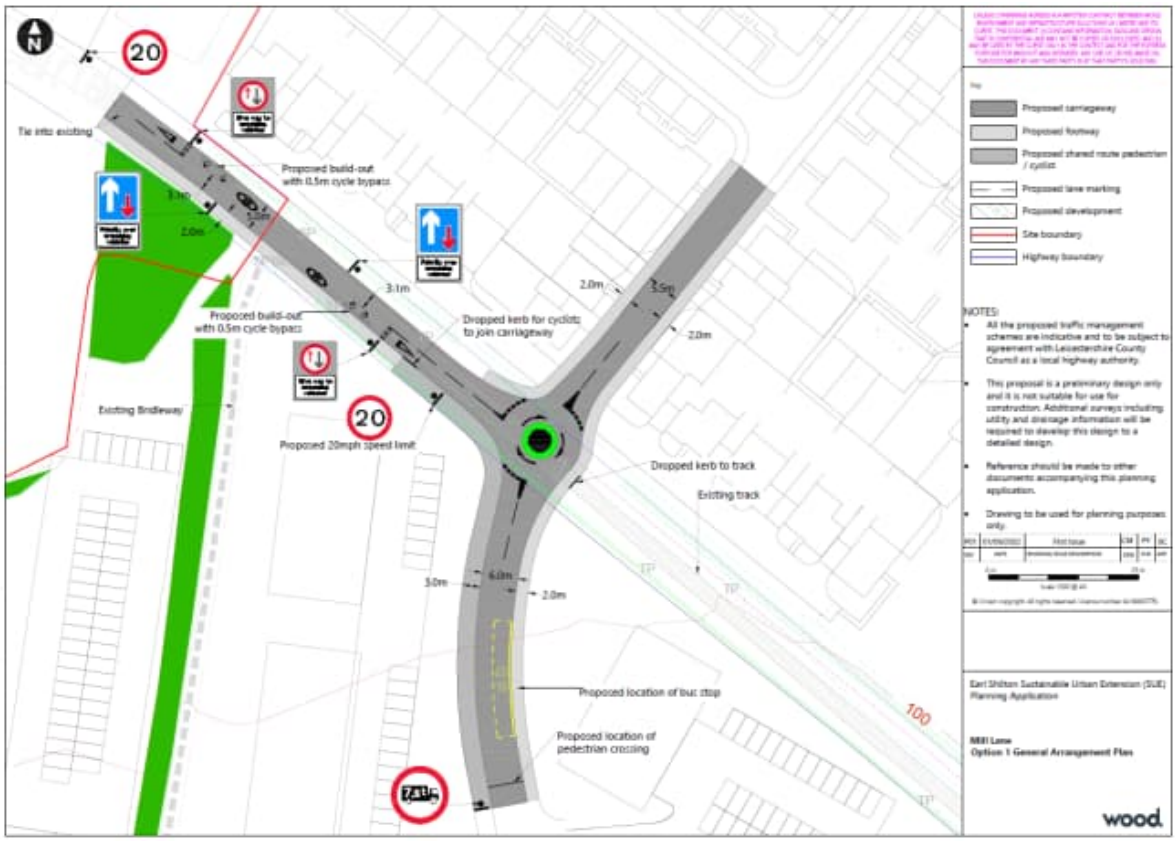

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Figure 1.5: Mill Lane Option 2 Access (3)[1]

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Figure 1.6: Astley Road Access (4)[1]

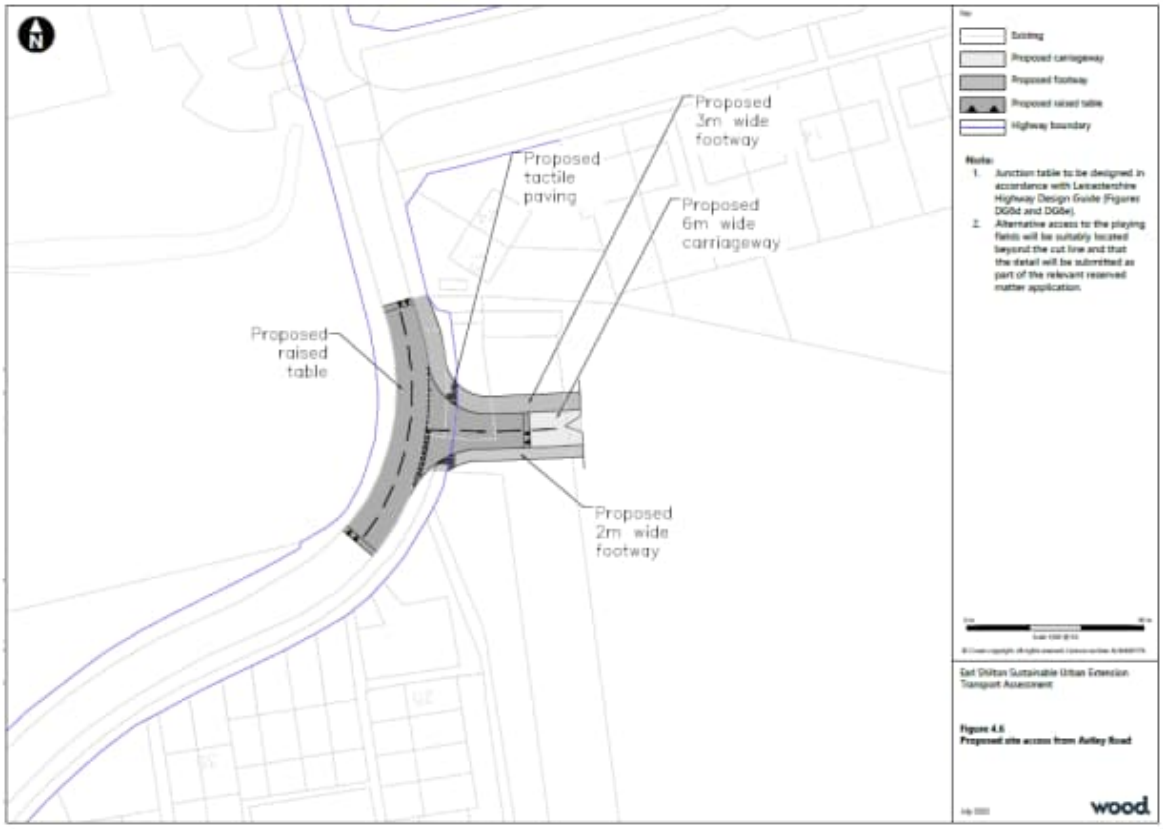

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Figure 1.7: Breach Lane Access (5)[1]

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1.1.4 AECOM has been commissioned to undertake strategic modelling to assess the potential traffic impacts of the proposed development using the Pan-Regional Transport Model (PRTM). The first stage of this commission is to undertake a review of the latest production version (v2.3) of the PRTM base year model.

1.1.5 The base year of the PRTM is 2014. Whilst the base year of the PRTM is ageing, TAG Unit M2.2[2] states that

> "*Former guidance (withdrawn sections of the Design Manual for Roads and Bridges) indicated that models should not be used without justification where the source data are more than five years old when used for detailed scheme appraisal because there might be significant changes to the travel patterns and traffic level. This simple threshold should not be used, as there can be significant changes that would make the use of more recent data inappropriate or there may have been little change and older data may be acceptable. Changes such as the closure or opening of a major retail centre or major transport infrastructure such as a new bypass would be expected to result in the need to collect and use more recent data.*
>
> *Model development and scheme appraisal can require considerable time, to the point that the data to which the model has been developed and calibrated has aged. TAG guidance on the Proportionate Update Process should be applied to judge the merits of updating transport models. In most circumstances where the model data were collected a few years before forecasts produced by the model are used to appraise the merits of a scheme, it would be reasonable to make efforts to demonstrate what potential changes have occurred in recent land-use and travel patterns that could affect the model in some way (as described above). Where changes are moderate in scale, it is proportionate to document this evidence in reporting of model development or forecasts used for scheme appraisal to explain associated model uncertainty."*

1.1.6 There have been no significant highway network changes in Earl Shilton or on the nearby Strategic Road Network (SRN) roads (i.e. the A5 and M69) since 2014. As such, in the context of strategic assessment for the proposed development at Earl Shilton SUE, it is considered that the base year of 2014 is a reasonable basis for forecasting.

1.1.7 For context, the update of the base year model of the PRTM was planned to take place in 2020 / 2021, which has been delayed by the COVID-19 pandemic. Due to the uncertainty of the timescale and impact of the COVID-19 pandemic, it has been difficult to plan data collection and model development tasks. There is ongoing work to develop an interim base year model to represent 2019 which is anticipated to be completed and ready for applications towards the end of 2022, and in parallel, to develop a 2023 base year model (assuming post-COVID-19 travel patterns are judged to have stabilised).

1.1.8 This document is the Base Year Model Review Report which summarises the key characteristics of the PRTM v2.3 in the vicinity of the proposed development site, including the zone structure, network coding and the base year calibration / validation performance.

1.2 TAG Databook Version

1.2.1 The latest production version (v2.3) of the PRTM uses the May 2020 TAG databook which was published in July 2020 – this was the latest TAG databook available at the time of the last model calibration, and the base year model results presented in this report are from this version of the PRTM.

1.2.2 A sensitivity test for the base year model with the November 2022 databook was undertaken. Appendix B shows the modelled flow difference plots between the base year models with the May 2020 and the November 2022 TAG databooks. Most links show an absolute modelled flow difference of fewer than 5 PCUs, and as such do not materially affect the overall base year model performance results. For forecast modelling, the November 2022 TAG databook will be used.

[2] §4.4.4 & 4.4.5, TAG Unit M2.2 (May 2020)

1.3 Structure of the Report

1.3.1 Following the introduction, this report contains the following sections:

- Section 2 reviews the base year zone system and network structure in the vicinity of the proposed Earl Shilton SUE development;
- Section 3 details the review of the PRTM v2.3 base year model performance compared with observed data in the vicinity of the proposed Earl Shilton SUE development;
- Section 4 summarises the findings of the base year model review;
- Appendix A provides the journey time validation graphs for the routes considered as part of this review; and
- Appendix B shows the modelled flow difference plots between the base year models with the May 2020 and the November 2022 TAG databooks.

Section 2 - Zone System and Network Structure

2.1 Introduction

2.1.1 This section details the review of the zone system and network structure of the base year (2014) PRTM highway model, which includes a review of the model zone system in the vicinity of the proposed Earl Shilton SUE development and a review of the base year highway network coding in the vicinity of the proposed Earl Shilton SUE, focusing on:

- site access locations;
- key local roads and junctions in and around Earl Shilton;
- the A47 from the A5 Longshoot Junction to the A563;
- the A5 from Longshoot to the M69;
- the M69 Junction 2; and
- the M69 / M1 junction.

2.2 Zone System

2.2.1 The existing zoning for the PRTM v2.3 is largely defined by existing land-use and 2011 Census geography. Figure 2.1 shows the PRTM v2.3 highway model zone system around the proposed development. Five of the six existing zones contain existing housing in the base year planning data. It is proposed that five new development zones, linked to the proposed development accesses, be used to represent the Earl Shilton SUE and to keep the development-related demand separate from the existing demand.

2.2.2 Local to the proposed development, the zone system has adequate detail, with smaller zones covering the denser populated areas in Barwell and Earl Shilton and slightly larger zones covering the rural, less densely populated areas.

2.2.3 For the wider area, Figure 2.2 shows the zone system between Hinckley and Leicester City. Denser zoning covers the urban areas and less dense zoning covers the rural areas. The zoning for the PRTM is judged to be adequate to represent the different land-use and population density in the likely area of impact of the proposed development.

Figure 2.1: Highway Model Zones near Earl Shilton

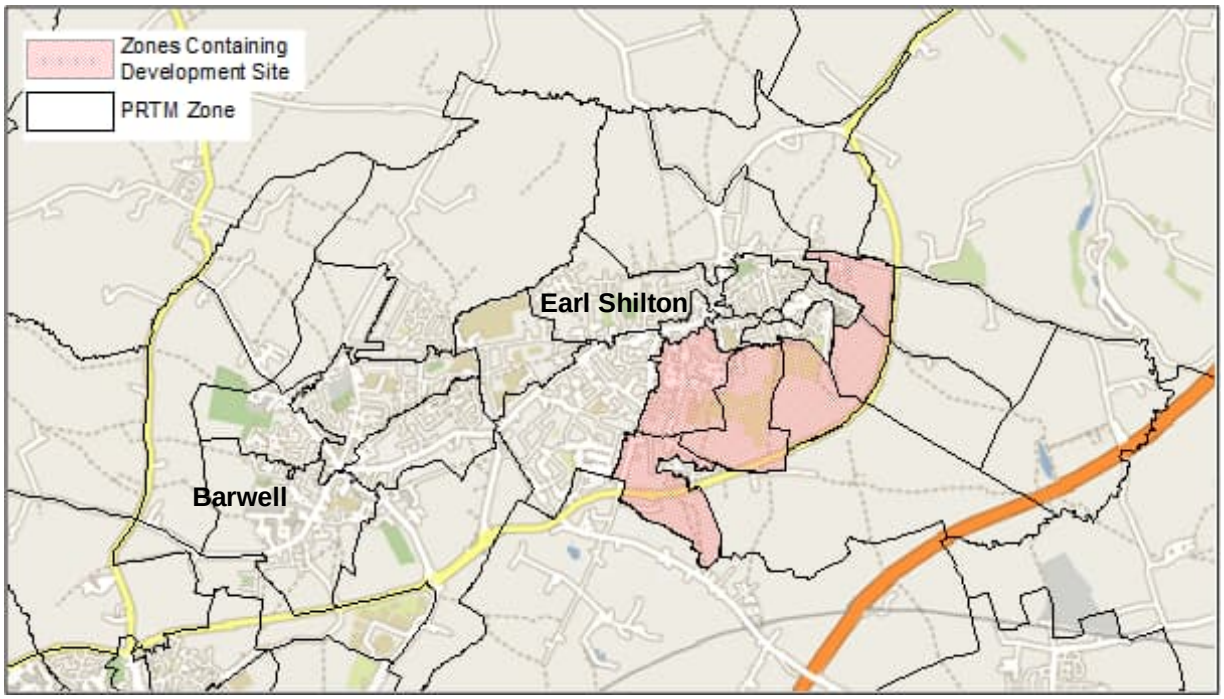

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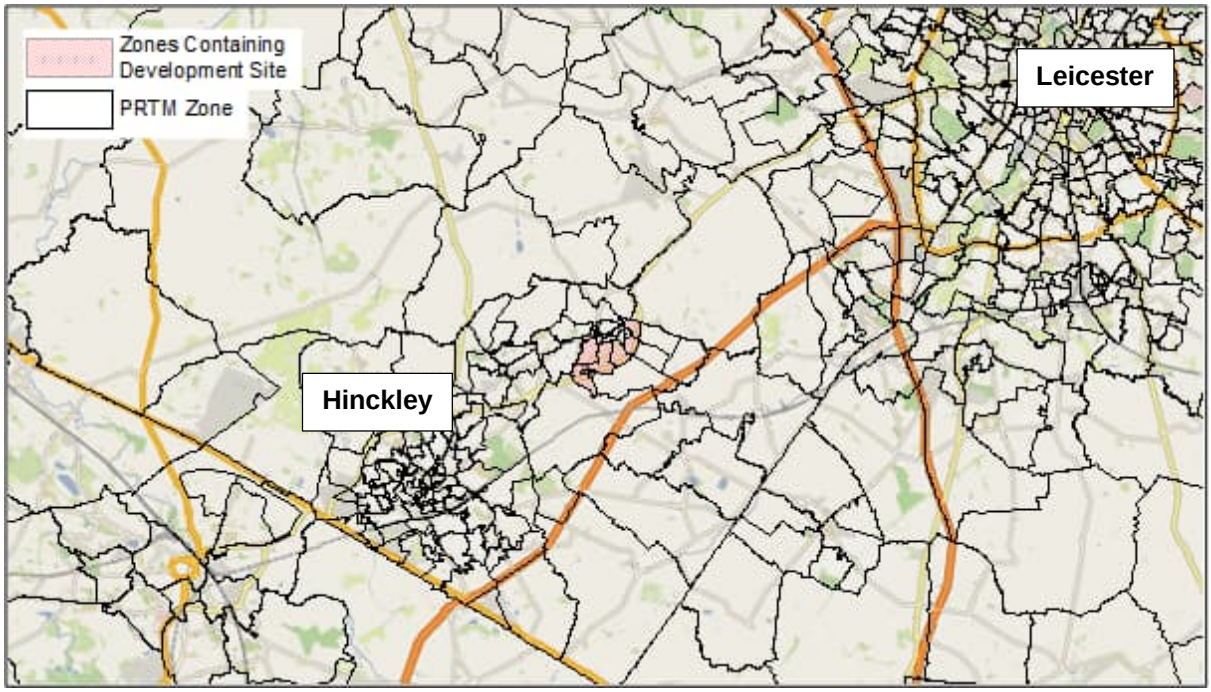
Figure 2.2: Highway Model Zones Between Hinckley and Leicester City



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2.3 Network Structure

2.3.1 The PRTM v2.3 highway network between Hinckley and Leicester City is shown in Figure 2.3. The highway network in Earl Shilton is shown in detail in Figure 2.4 with the proposed site accesses shown as per Figure 1.1. Highway network coding has been reviewed against the PRTM Coding Manual[3] and Google Street View images to check the detailed junction coding in terms of number of lanes, lane allocation, flare lengths and junction standard.

2.3.2 Link coding has been reviewed in terms of coded versus measured distance, speed flow curves and link capacities.

2.3.3 It should be noted that as a strategic model, the PRTM v2.3 highway network does not, by design, include all the detailed residential and local road network in the vicinity of the proposed development (Figure 2.4). This should be considered when interpreting the data and results from the PRTM.

[3] PRTM 2014 Base SATURN Coding Manual (December 2020)

Figure 2.3: Highway Model Network Structure Between Hinckley and Leicester City

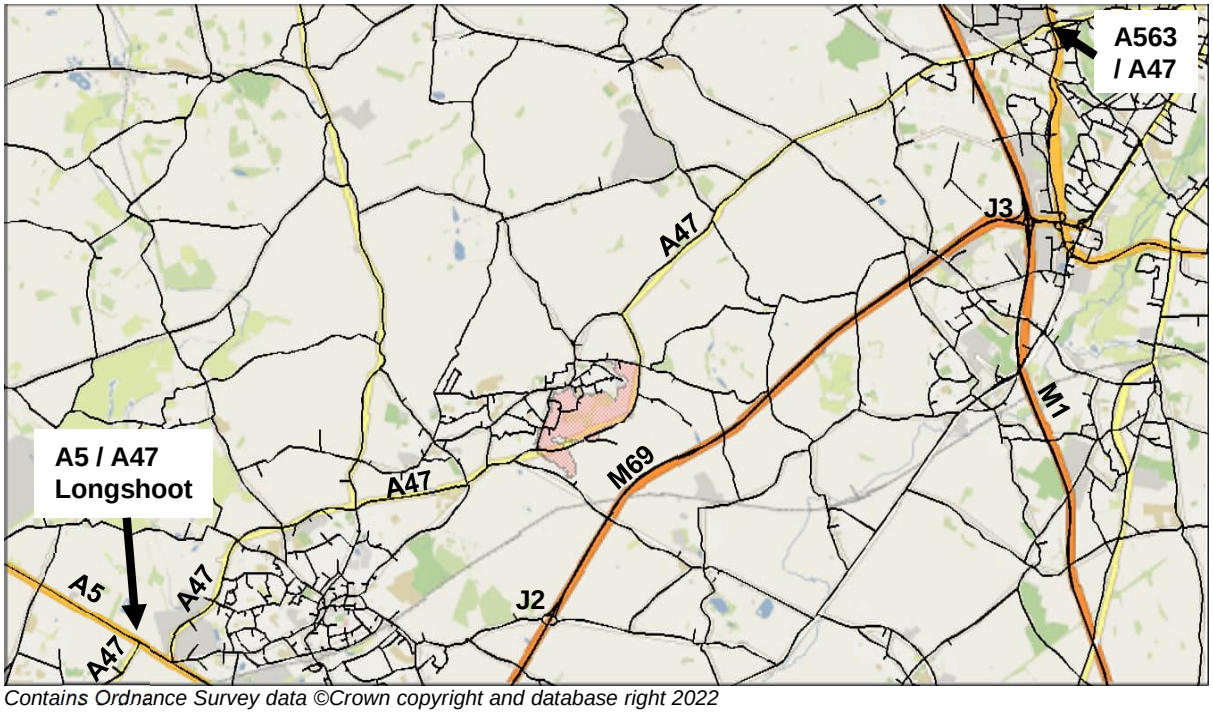

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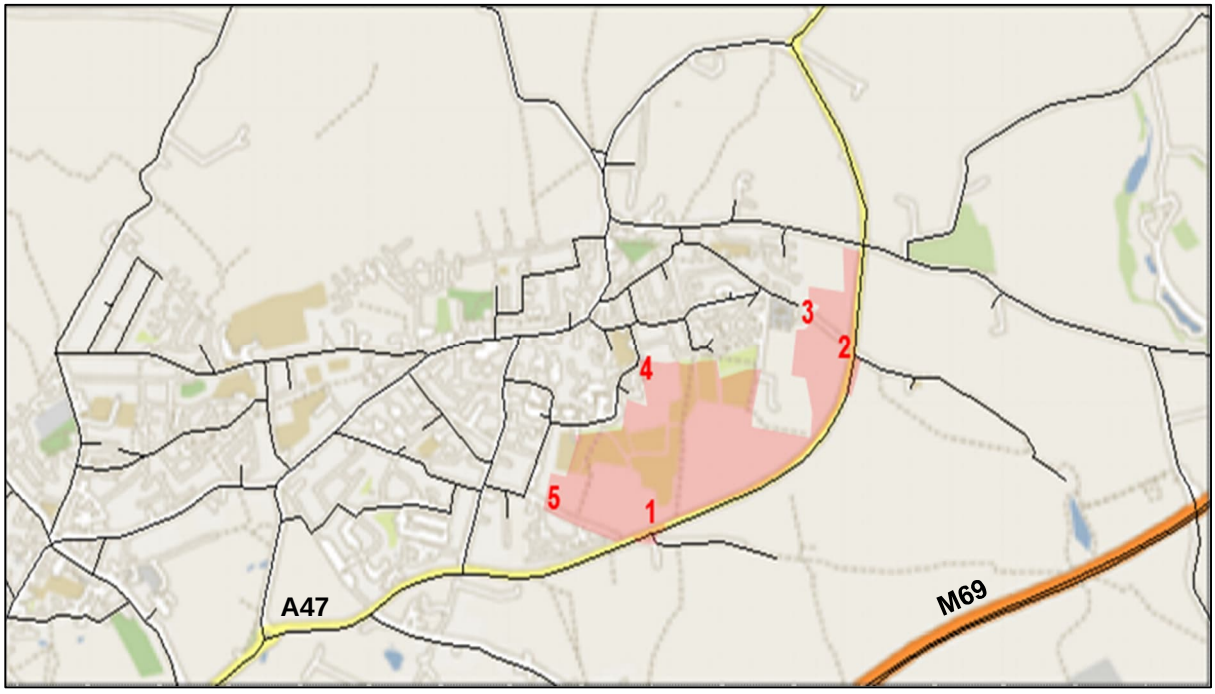
Figure 2.4: Highway Model Network Structure in Earl Shilton



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Site Access Locations

2.3.4 The site access locations for the proposed Earl Shilton SUE have been reviewed.

2.3.5 The proposed southern site access to the A47 at Breach Lane (Figure 1.2) will include converting an existing priority junction to a roundabout. The network review shows that the existing A47 / Breach Lane priority junction is suitably coded in the base year model.

2.3.6 The proposed northern site access to the A47 at Mill Lane (Figure 1.3) will include converting an existing priority junction to a roundabout. The network review shows that the existing A47 / Mill Lane priority junction is suitably coded in the base year model.

2.3.7 The proposed access at Mill Lane (Figure 1.4 and Figure 1.5) is within an area of residential streets which are not coded in detail in the PRTM highway network. The stretch of Mill Lane between Chapel Street and Frank Booton Close is included and coded in accordance with the PRTM Coding Manual. The access proposals as shown in Figure 1.4 and Figure 1.5 (whichever option is used) will be connected to Mill Lane but will not be coded in detail as local residential streets are not, by design, included in the PRTM highway network.

2.3.8 Figure 1.6 shows the proposed access at Astley Road. Astley Road and Meadow Court Road are present in the PRTM highway network and the coding is adequate in the base year model. A short flare (1.5 PCUs) is coded on the Meadow Court Road approach at the junction with Equity Road East which is unlikely to have a material impact on the modelling results.

2.3.9 The proposed site access at Breach Lane (Figure 1.7) is not coded in the PRTM highway network, as Breach Lane to the east of Equity Road East is a no through route which provides access to a few houses only. The adjacent junction to the west is incorrectly coded with the wrong priorities. The coding has been corrected in the base year network as part of the TAG databook sensitivity test. The modelled flows with and without the corrected Breach Lane coding are identical. This is expected as the junction operates significantly below capacity in the base year model. The Breach Lane network correction will be included in the forecast modelling for this application.

2.3.10 It should be noted that turning movements will not be available for the base year model at the Breach Lane / Equity Road East junction as the stretch of Breach Lane to the east of Equity Road East is not coded. Also, Equity Road is not coded which should be considered when assessing the junctions on Station Road and Equity Road East.

Earl Shilton

2.3.11 Key junctions in Earl Shilton have been reviewed which include:

- Astley Road / Alexander Avenue;
- Alexander Avenue / High Street;
- Mill Lane / Chapel Street;
- Chapel Street / Church Street;
- Meadow Court Road / Equity Road East; and
- Equity Road East / Breach Lane.

2.3.12 All the above junctions except for Equity Road East / Breach Lane, as discussed in Paragraph 2.3.9, have been reviewed and are suitably coded.

2.3.13 The main route through the centre of Earl Shilton (Leicester Road, Hinckley Road, Wood Street, The Hollow and High Street) was reviewed in detail. This was subject to the introduction of traffic calming measures between 2014 and 2016 as part of the Hinckley Area Project Phases 1-3 (PRTM Scheme 41), which will be included in the forecast networks.

2.3.14 There are slight discrepancies between the coded link distances and measured link distances on the approaches to the A47 / Leicester Road (South) roundabout, but the overall coded distance for the A47 between the B4668 Leicester Road and B581 Station Road is correct. Therefore, from a strategic modelling point of view, the discrepancies in coded link distances will not have a material impact on the modelling results.

2.3.15 The northbound approach to the Shilton Road / Leicester Road junction has narrowed in ~2018 due to additional cycle lanes and repositioned islands. The base year has a short flare (4 PCUs) coded which is correct. A short flare (4 PCUs) is also coded for the westbound Shilton Road arm. The slight change of junction geometry and flare lengths since the base year of 2014 for this junction is unlikely to have a material impact on the strategic modelling results as such it is not proposed to update the coding for forecast modelling.

2.3.16 Wood Street has been reviewed and the coding is suitable. The flares at the junction with Kings Walk are present in the 2014 base year, which is correct. It is noted that the flares have been removed around 2018 and the PRTM forecast highway networks do not reflect this. It is proposed that the coding for the Wood Street / Kings Walk is updated to reflect the current configuration for forecast modelling for this application. Signal timings have also been reviewed and are suitable with a long inter-green stage, representing the green stage for the missing southern arm serving the Co-op.

2.3.17 The eastbound approach to the Alexander Avenue / High Street junction was narrowed significantly around 2016. The base year coding is suitable. The forecast year coding uses a reduced speed which is an acceptable way of representing the narrower road at this location, as it is for the whole section from Heath Road to Keats Lane.

Wider Area

2.3.18 As the proposed Earl Shilton SUE development is located to the north of the A47 with proposed direct accesses to the A47, key junctions on the A47 to the south and north-east of Earl Shilton have been reviewed. Strategic junctions on the A5 and M69 Junction 2 have also been reviewed. Table 2.1 summarises the review for the wider network.

Table 2.1: Wider Area Network Review

Location Reviewed	Node	Issue(s)	Comment
A47 south of Earl Shilton			
A47 / Wilkinson Lane (Station Road, Earl Shilton)	49931	None	-
A47 / Station Road (B581)	49987	None	-
A47 / Leicester Road (southern roundabout)	40243	Distances either side of the roundabout are incorrect with the western arm being too short and the eastern arms both being too long by a similar distance.	*Negligible impact* - overall coded distances for the A47 between the B4668 Leicester Road and B581 Station Road is correct and journey times are reasonable.
A47 / Leicester Road (southern roundabout)	40243	None	-
A47 / Leicester Road / The Common	40346	None	-
A47: A47 / Leicester Road / The Common roundabout to A47 / Ashby Road		Base year model and forecast year model speeds are different.	From 2018, the Hinckley Area Project Phases 1-3 scheme coding changes this link to 40mph maximum from a representation of national speed limit. Early plans for this scheme may have included speed changes on the A47 that have not been implemented. Forecast models will retain the representation of national speed limit unless otherwise advised[4].
A47 / Ashby Road	40168	Offside flare coded eastbound.	*Negligible impact* - offside flare coded eastbound as pseudo lane to represent stacking within junction. This is a method of SATURN coding to represent greater than average stacking capacity mid-junction.

[4] LCC NDI have responded to an AECOM query (24/11/2022) regarding the speed limit reduction scheme and confirmed that it was intended to be the approach to Ashby Road only, which has been implemented.

Location Reviewed	Node	Issue(s)	Comment
Normandy Way: Ashby Road to Stoke Road	-	Three priority junctions are coded to serve spigots for zones in the north of Hinckley. These are inconsistently coded for the right turns which have 90m long offside flare lanes to mitigate queuing cause by the opposed right turn. The link is also coded with a suburban capacity index which has an allowance for junctions.	*Negligible impact* - Journey times are representative in the base year compared with observed and does not appear to affect forecast year models with higher levels of demand. The coding would only be an issue if right turning flows increase significantly.
A47 / Stoke Road	40111	Sword Drive arm is not modelled.	*Negligible impact* - The Sword Drive arm is not represented and the small amount of demand that the retail park and housing will generate loads onto Wykin Road to the south-west, closer to the centroid of the zone. From a strategic modelling point of view, this is acceptable.
A47 / Wykin Road	40112	None	-
A47: Wykin Road to Dodwells Roundabout		None	The Outlands Drive, Roston Drive and Brindley Road Junctions are coded appropriately. It should be noted that there is a new roundabout on this section and this will be incorporated in the forecast models.
A47 / A5 Dodwells Roundabout	40169	None	The Dodwells roundabout has been reviewed against the 2014 Google Street View images. It is suitably coded. The junction has been improved since 2014, and the current junction configuration will be represented in the forecast models.
A47 / A5 The Longshoot	40491	None	-
A47 north-east of Earl Shilton			
A47: Leicester Road (northern roundabout) to Beggar's Lane	-	None	LCC has noted that recently the speed limit on this section has been reduced from national speed limit to 50mph. For forecast models, as per other PRTM coding, any sections coded with a maximum speed >50mph will have the maximum speed reduced.

Location Reviewed	Node	Issue(s)	Comment
A47 / Leicester Road (northern roundabout)	49932	None	-
A47 / Desford Road	40443	None	-
A47 / Dan's Lane	30152	None	-
Peckleton Lane		None	No entry from A47 correctly coded.
A47 / B582 Desford Crossroads	30145	None	-.
A47 / Beggar's Lane	9228	None	-
A47: Beggars Lane to A47 / Kirby Lane	-	None	Intermediate junctions all correctly coded.
A47 / Kirby Lane	9291	None	-
A5 Dodwells to M69			
A5 / Hammonds Way	49037	None	-
A5 / Sketchley Lane	73647	None	-
M69			
A5 / M69 (M69 Junction 1)	-	None	Coded as an exploded junction. The fixed speeds on the gyratory and slip roads are correctly coded as per the PRTM coding manual. Signal stage times and gap acceptance values are default values. The geometry and distances are acceptable for strategic modelling.
M69 Junction 2		None	Coded as an exploded junction with acceptable coding for strategic modelling.

Location Reviewed	Node	Issue(s)	Comment
M69 Junction 3		None	-
Fosse Way			
B4114 North of A5		Coded at >50mph. Correct for base year. A recent change from national speed limit to 50mph.	For forecast modelling, any sections coded with a maximum speed >50mph will be reviewed and have the maximum speed reduced if necessary.
B581 adjacent to B4114		Coded at >50mph. Correct for base year. A recent change from national speed limit to 50mph.	For forecast modelling, any sections coded with a maximum speed >50mph will be reviewed and have the maximum speed reduced if necessary.

Section 3 - PRTM Base Year Model Performance

3.1 Introduction

3.1.1 This section presents a summary of the performance of the PRTM v2.3 base year model compared with the observed traffic counts and journey times in the vicinity of the proposed Earl Shilton SUE development.

3.1.2 As part of the development of the PRTM v2.3, an extensive collection of observed link count data was undertaken forming screenlines and cordons through the PRTM network that centres around Leicestershire. Count data were used to both calibrate and validate the model to observed data. In addition to the observed traffic count data, observed journey time data have been derived from Trafficmaster data for several routes across the county and are used to validate the model.

3.2 PRTM v2.3 Highway Base Year Model Screenline / Cordon Performance

3.2.1 Guidelines set out in Table 1 of TAG Unit M3.1 on highway assignment modelling state that a modelled screenline meets TAG criteria if the differences between modelled flows and observed counts are 'less than 5% of the counts' and that this should be true for 'all or nearly all screenlines'.

3.2.2 Screenlines are normally made up of five links or more. Within the PRTM v2.3 there are several screenlines / cordons with fewer than five count locations and/or with a relatively low observed flow for the screenline. It has been noted that such screenline/cordons have a tendency to fail the 5% TAG criterion for screenline/cordon flows even when all individual links are within the TAG criteria. For this reason, the flow criterion has been adjusted for screenlines/cordons with fewer than five counts and/or low observed flows.

3.2.3 This revised criteria are based on the individual link validation criteria and are given in Table 3.1. These use the individual link flow TAG criteria for screenlines with one count, and the standard screenline criterion for screenlines with five or more counts, interpolating between these two points for screenlines with between two and four counts. These revised criteria have been used in the assessment of the modelled screenline flows compared with observed data.

Table 3.1: Revised Screenline flow Validation Criteria

Number of Counts on Screenline	Acceptability Guideline
5 of more counts	Within ±5% or ±100 vehicles of observed count
4 counts	Within ±7.5% or ±100 vehicles of observed count
3 counts	Within ±10% or ±100 vehicles of observed count
2 counts	Within ±12.5% or ±100 vehicles of observed count
1 count	Within ±15% or ±100 vehicles of observed count

3.2.4 The location of the screenlines and cordons which are relevant to the proposed Earl Shilton SUE development are shown in Figure 3.1 and detailed in Table 2.1. Four cordons covering Earl Shilton, Barwell, Hinckley and central Hinckley have been selected. Five screenlines have been selected bounding the likely area of interest.

3.2.5 All the screenlines and cordons pass the acceptability criteria except for the M1 screenline (Leicester City) westbound which is a marginal failure with higher than observed modelled flows. This overstates congestion, so the failure is on the conservative side for development control purposes. This level of performance shows that the model performs well in the area around the proposed Earl Shilton SUE at a screenline level.

Figure 3.1: Screenlines and Cordons

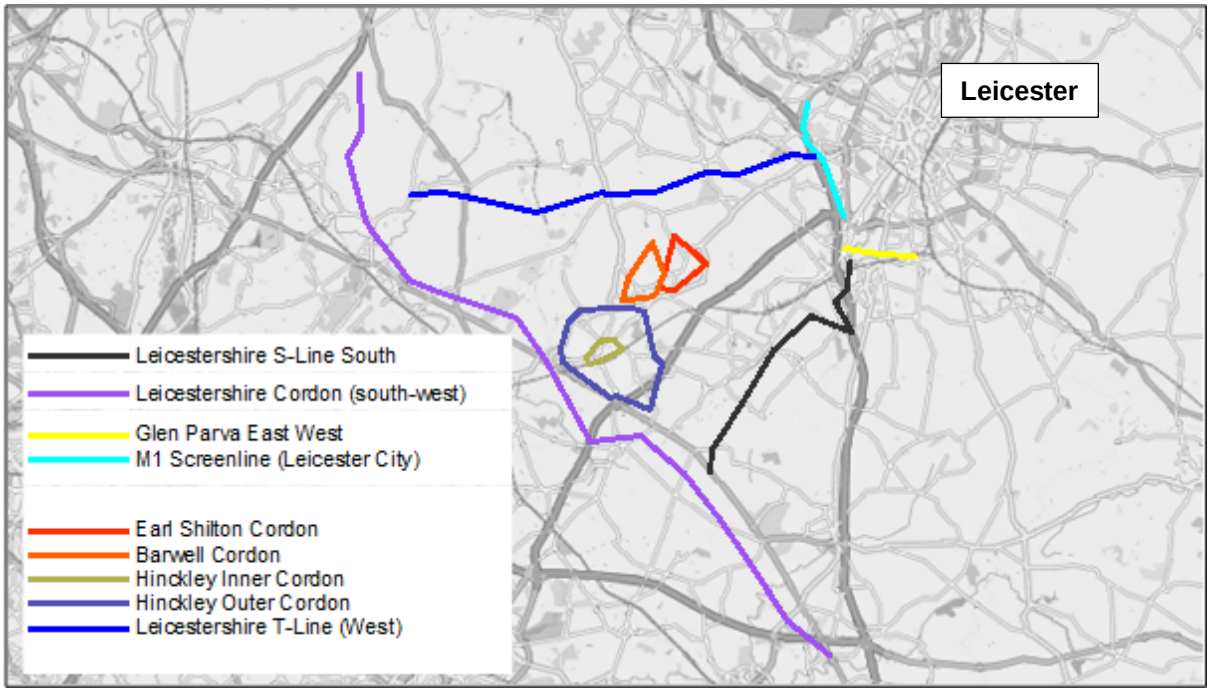

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Table 3.2: Screenline / Cordon Performance

Screenline / Cordon	No. Counts	AM Peak					PM Peak				
		Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	Pass?
Leicestershire T-Line (West) Northbound	11	7,722	7,779	57	1%	✓	9,240	9,200	-40	0%	✓
Leicestershire T-Line (West) Southbound	11	8,971	9,030	59	1%	✓	7,820	7,881	61	1%	✓
Hinckley Outer Cordon Inbound	14	5,342	5,354	12	0%	✓	6,384	6,394	10	0%	✓
Hinckley Outer Cordon Outbound	14	5,485	5,494	9	0%	✓	5,312	5,328	17	0%	✓
Hinckley Inner Cordon Inbound	9	4,591	4,602	11	0%	✓	3,892	3,949	57	1%	✓
Hinckley Inner Cordon Outbound	9	3,235	3,248	13	0%	✓	4,420	4,469	50	1%	✓
Barwell Cordon Inbound	8	1,477	1,403	-74	-5%	✓	2,176	2,152	-24	-1%	✓
Barwell Cordon Outbound	8	1,901	1,877	-24	-1%	✓	1,750	1,678	-73	-4%	✓
Earl Shilton Cordon Inbound	7	907	937	30	3%	✓	1,539	1,551	12	1%	✓
Earl Shilton Cordon Outbound	7	1,361	1,395	34	3%	✓	1,093	1,105	12	1%	✓
M1 Screenline (Leicester City) Eastbound	5	8,441	8,730	290	3%	✓	9,104	8,831	-274	-3%	✓
M1 Screenline (Leicester City) Westbound	11	8,625	8,390	-235	-3%	✓	8,690	9,217	527	6%	×
Leicestershire Cordon (South-west) Inbound	19	7,034	7,177	143	2%	✓	9,155	9,147	-8	0%	✓
Leicestershire Cordon (South-west) Outbound	19	8,768	8,892	124	1%	✓	7,741	7,757	16	0%	✓
Leicestershire S-Line (South) Eastbound	9	6,584	6,745	161	2%	✓	6,502	6,470	-31	0%	✓
Leicestershire S-Line (South) Westbound	9	6,555	6,329	-226	-3%	✓	7,483	7,671	188	3%	✓
Glen Parva East-West Northbound	3	3,659	3,692	32	1%	✓	2,858	2,974	116	4%	✓
Glen Parva East-West Southbound	3	2,819	2,815	-4	0%	✓	3,393	3,372	-21	-1%	✓

3.3 PRTM v2.3 Highway Base Year Model Link Flow Performance

3.3.1 Guidelines set out in Table 2 of TAG Unit 3.1 on highway assignment modelling state that a modelled link flow meets TAG criteria if at least one of the two following conditions is met:

- Flow criteria:
  - modelled flow is within 100 vehicles for counts with an observed flow of less than 700 vehicles;
  - modelled flow is within 15% vehicles for counts with an observed flow between 700 and 2,700 vehicles; or
  - modelled flow is within 400 vehicles for counts with an observed flow greater than 2,700 vehicles.
- GEH criteria:
  - a GEH[5] value of less than 5.

3.3.2 Figure 3.2 shows the locations of the observed traffic count data (168 counts by direction) in south-west Leicestershire and on the SRN which have been used for the calibration and validation of the PRTM v2.3 near the proposed Earl Shilton SUE development. The validation counts included are all on the SRN.

3.3.3 Modelled flows on links have been compared with observed counts by direction for the AM Peak and PM Peak hours. For calibration counts, 128 (88% pass rate) and 129 (88%) counts meet TAG criteria out of 146 directional counts for the AM Peak and PM Peak hours respectively (Table 3.3).

3.3.4 For validation counts, all 22 directional counts (i.e. 100%) meet TAG criteria for both AM Peak and PM Peak hours (Table 3.4). This indicates that the model performs well compared with observed counts in the areas near the proposed Earl Shilton SUE development and exceeds the 85% TAG criteria.

3.3.5 Figure 3.3 and Figure 3.4 illustrate the locations of the links passing TAG criteria in the AM Peak and PM Peak hours respectively. The count sites nearest to the proposed development in Earl Shilton and Barwell including the A47 perform well, meeting TAG criteria in both directions and in both AM Peak and PM Peak hours. The SRN performs very well except for M69 Junction 3 in the AM Peak hour, which is a known issue that has been investigated and retained due to the risk of overfitting. This should be considered when interpreting results at this junction.

[5] $GEH = \sqrt{\frac{(M-O)^2}{(M+O)/2}}$, where M is the modelled flow and O is the observed flow

Figure 3.2: Observed Count Locations

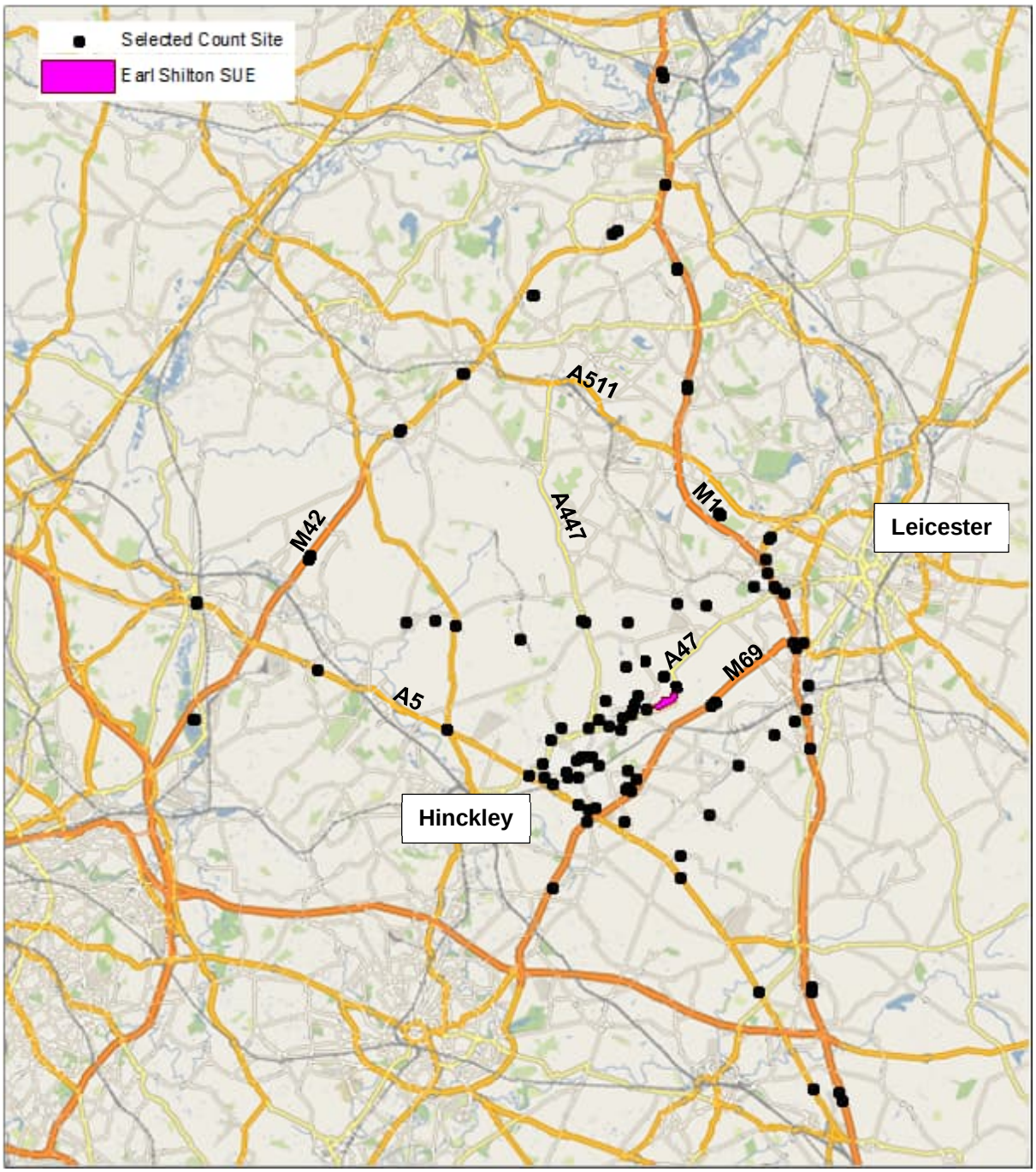

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Figure 3.3: Link Flow Performance AM

Green = passing in both directions (or one direction if a one-way count), orange = passes in one direction, red = fails in both directions.

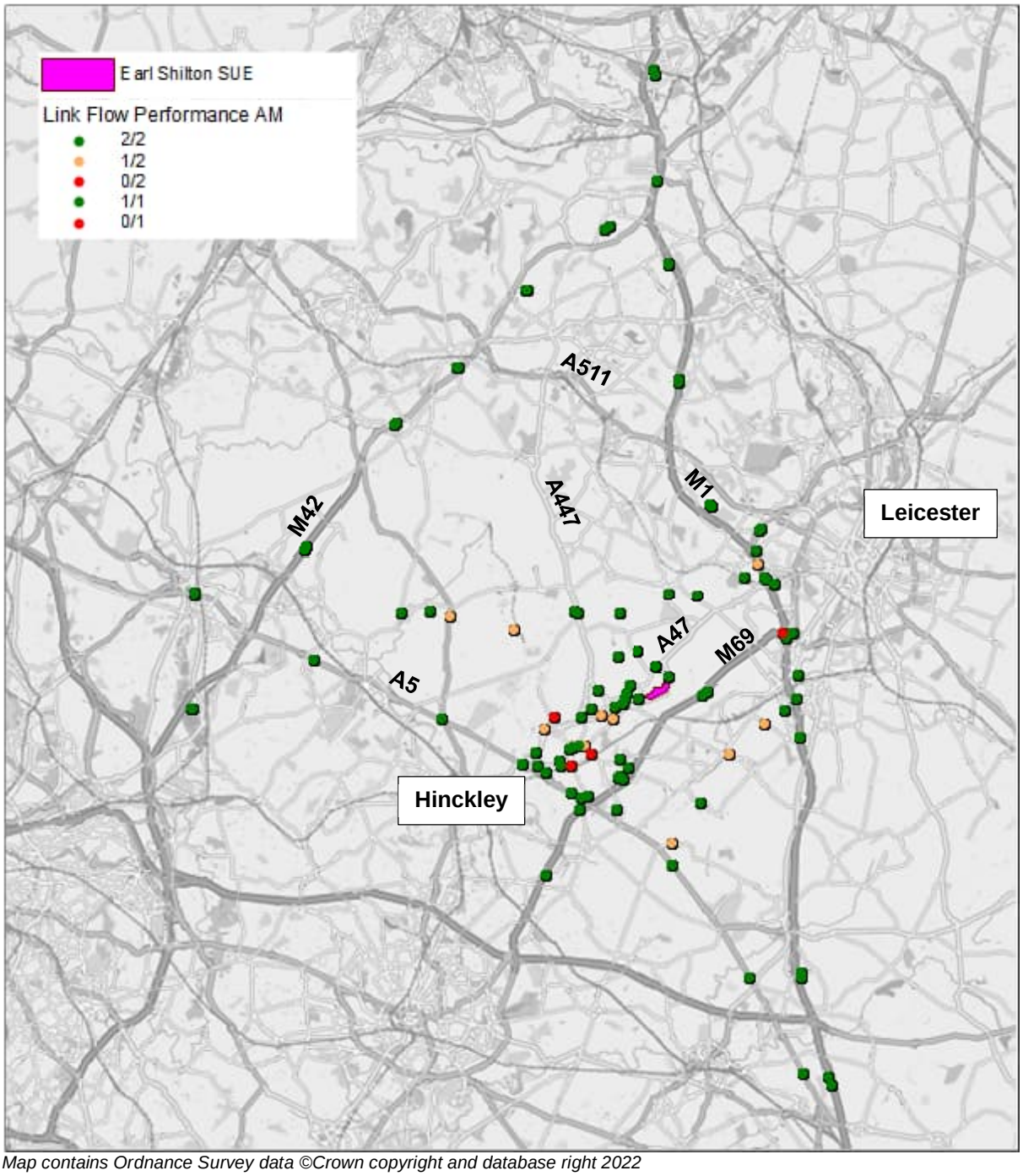

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Figure 3.4: Link Flow Performance PM

Green = passing in both directions (or one direction if a one-way count), orange = passes in one direction, red = fails in both directions.

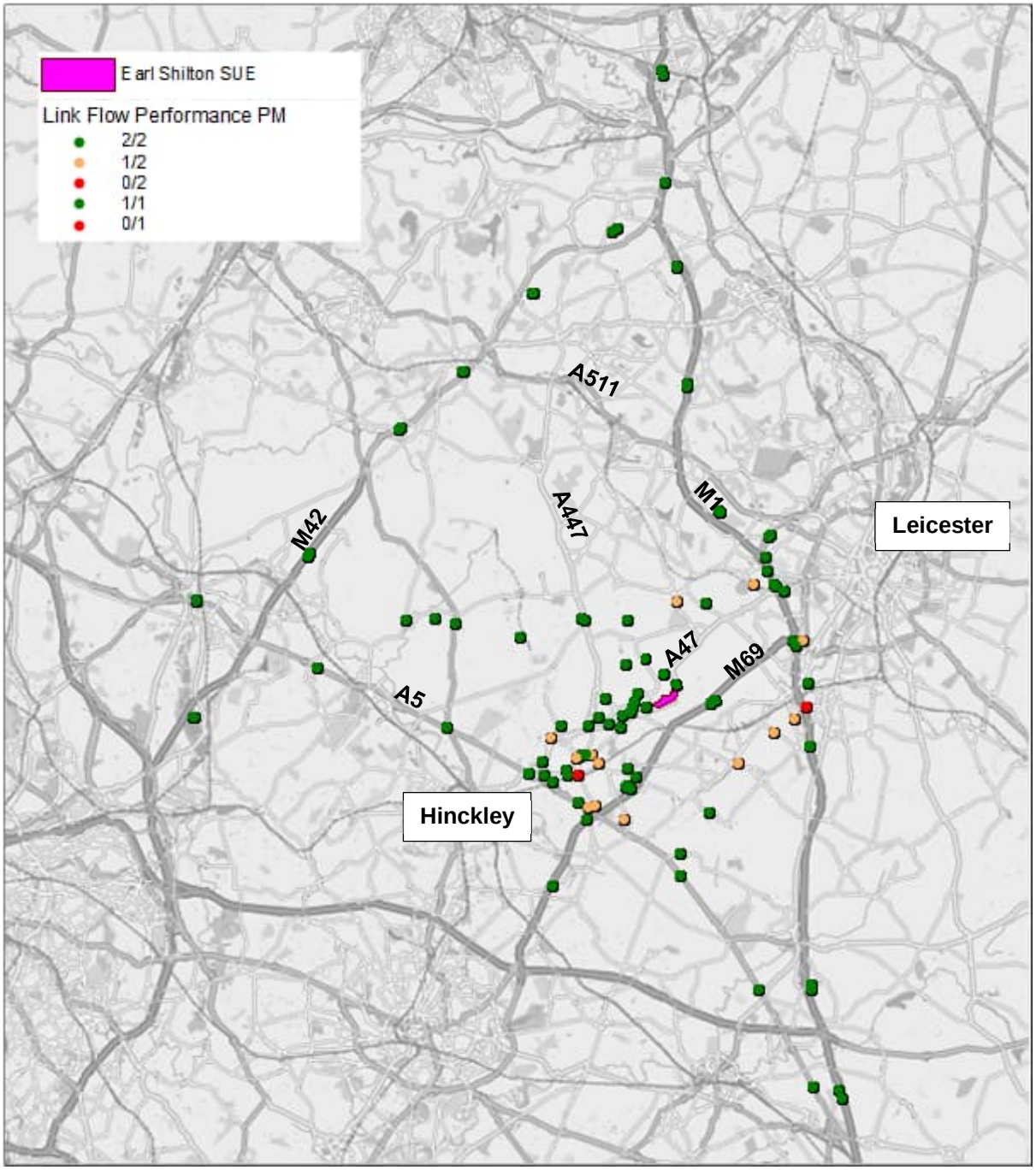

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Table 3.3: Link Flow Performance (Calibration Counts)

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
Aston Lane Inbound	68	67	-1	-2%	0.1	✓	65	45	-21	-31%	2.8	✓
Aston Lane Outbound	39	71	33	84%	4.4	✓	72	44	-28	-39%	3.7	✓
Lychgate Lane Inbound	36	23	-13	-36%	2.4	✓	56	29	-27	-48%	4.1	✓
Lychgate Lane Outbound	46	40	-6	-13%	0.9	✓	53	50	-3	-6%	0.4	✓
Wykin Road Inbound	135	276	141	104%	9.8	×	143	247	103	72%	7.4	×
Wykin Road Outbound	147	178	31	21%	2.4	✓	174	193	19	11%	1.4	✓
Hinckley Road Inbound	556	583	27	5%	1.1	✓	638	704	67	10%	2.6	✓
Hinckley Road Outbound	554	530	-24	-4%	1.0	✓	559	610	50	9%	2.1	✓
Dodwells Road Inbound	452	458	6	1%	0.3	✓	768	741	-28	-4%	1.0	✓
Dodwells Road Outbound	718	722	5	1%	0.2	✓	598	612	14	2%	0.6	✓
Coventry Road Inbound	422	474	51	12%	2.4	✓	578	615	37	6%	1.5	✓
Coventry Road Outbound	544	582	38	7%	1.6	✓	377	412	35	9%	1.8	✓
Coventry Road Inbound	776	851	76	10%	2.7	✓	711	737	26	4%	1.0	✓
Coventry Road Outbound	544	624	80	15%	3.3	✓	727	810	83	11%	3.0	✓
Leicester Road Inbound	674	836	163	24%	5.9	×	419	531	112	27%	5.2	×
Leicester Road Outbound	394	411	16	4%	0.8	✓	669	746	77	11%	2.9	✓
Upper Bond Street Inbound	563	447	-117	-21%	5.2	×	455	403	-52	-11%	2.5	✓
Upper Bond Street Outbound	287	223	-64	-22%	4.0	✓	493	424	-69	-14%	3.2	✓
Westfield Road Inbound	153	69	-84	-55%	8.0	✓	100	56	-45	-45%	5.1	✓
Westfield Road Outbound	115	42	-72	-63%	8.2	✓	126	46	-79	-63%	8.5	✓
Derby Road Inbound	285	246	-39	-14%	2.4	✓	275	230	-45	-16%	2.8	✓
Derby Road Outbound	293	348	56	19%	3.1	✓	394	430	36	9%	1.8	✓
Hollycroft Inbound	503	485	-18	-4%	0.8	✓	431	439	8	2%	0.4	✓
Hollycroft Outbound	306	253	-53	-17%	3.1	✓	555	456	-99	-18%	4.4	✓
Shilton Road Inbound	94	103	9	9%	0.9	✓	110	108	-2	-2%	0.2	✓
Shilton Road Outbound	100	100	0	0%	0.0	✓	94	95	1	1%	0.1	✓
Hinckley Road Inbound	147	149	2	1%	0.1	✓	218	208	-10	-5%	0.7	✓
Hinckley Road Outbound	199	199	0	0%	0.0	✓	176	181	5	3%	0.4	✓
Thurlaston Lane Inbound	78	83	5	6%	0.6	✓	141	162	21	15%	1.7	✓
Thurlaston Lane Outbound	124	177	53	43%	4.3	✓	71	77	6	8%	0.7	✓
Leicester Road, Barwell Inbound	191	189	-1	-1%	0.1	✓	399	386	-13	-3%	0.7	✓
Leicester Road, Barwell Outbound	364	357	-7	-2%	0.4	✓	236	237	1	1%	0.1	✓

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
Hinckley Road Inbound	302	336	34	11%	1.9	✓	506	505	-2	0%	0.1	✓
Hinckley Road Outbound	410	440	30	7%	1.4	✓	380	351	-29	-8%	1.5	✓
Kirkby Road Inbound	53	53	0	0%	0.0	✓	72	74	2	2%	0.2	✓
Kirkby Road Outbound	63	67	4	7%	0.5	✓	44	44	0	-1%	0.0	✓
Elmesthorpe Lane Inbound	27	-	-27	-100%	7.3	✓	93	-	-93	-100%	13.6	✓
Elmesthorpe Lane Outbound	75	-	-75	-100%	12.3	✓	47	-	-47	-100%	9.7	✓
Heath Lane Inbound	122	104	-18	-15%	1.7	✓	87	96	10	11%	1.0	✓
Heath Lane Outbound	88	58	-30	-34%	3.5	✓	125	157	32	26%	2.7	✓
Stapleton Lane Inbound	134	132	-2	-2%	0.2	✓	257	271	14	6%	0.9	✓
Stapleton Lane Outbound	204	205	1	1%	0.1	✓	177	183	7	4%	0.5	✓
Shenton Lane Northbound	27	121	95	355%	11.0	✓	40	117	77	196%	8.8	✓
Shenton Lane Southbound	40	151	111	279%	11.4	×	29	90	60	205%	7.8	✓
Sutton Lane Northbound	33	75	43	130%	5.8	✓	45	75	30	68%	3.9	✓
Sutton Lane Southbound	28	42	14	52%	2.4	✓	30	74	44	144%	6.1	✓
Newbold Road Northbound	68	81	13	19%	1.5	✓	86	64	-22	-26%	2.6	✓
Newbold Road Southbound	82	65	-17	-20%	1.9	✓	73	106	32	44%	3.4	✓
Peckleton Lane Northbound	254	296	42	16%	2.5	✓	303	423	119	39%	6.3	×
Peckleton Lane Southbound	309	390	81	26%	4.3	✓	201	234	33	16%	2.2	✓
Station Road Northbound	264	325	61	23%	3.6	✓	305	251	-54	-18%	3.2	✓
Station Road Southbound	351	371	20	6%	1.1	✓	289	400	111	38%	6.0	×
Frolesworth Road Eastbound	98	147	49	50%	4.4	✓	94	104	10	10%	1.0	✓
Frolesworth Road Westbound	74	41	-33	-44%	4.3	✓	105	203	99	94%	7.9	✓
Narborough Road Eastbound	79	139	60	75%	5.7	✓	135	123	-12	-9%	1.1	✓
Narborough Road Westbound	126	46	-80	-64%	8.7	✓	123	249	127	103%	9.3	×
Croft Road Eastbound	347	187	-160	-46%	9.8	×	248	216	-31	-13%	2.0	✓
Croft Road Westbound	263	340	76	29%	4.4	✓	438	283	-155	-35%	8.2	×
Warwick Road Eastbound	204	263	59	29%	3.8	✓	309	409	100	32%	5.3	×
Warwick Road Westbound	329	312	-17	-5%	0.9	✓	319	493	174	55%	8.6	×
Twycross Road Northbound	127	117	-11	-9%	1.0	✓	199	184	-15	-7%	1.1	✓
Twycross Road Southbound	238	166	-73	-31%	5.1	✓	121	135	14	12%	1.3	✓
Wellsborough Road Northbound	87	130	43	50%	4.1	✓	118	133	15	13%	1.3	✓
Wellsborough Road Southbound	120	109	-11	-9%	1.1	✓	103	97	-6	-6%	0.6	✓
Leicester Lane Northbound	378	258	-120	-32%	6.7	✓	580	501	-79	-14%	3.4	✓
Leicester Lane Southbound	616	495	-121	-20%	5.1	✓	431	297	-134	-31%	7.0	✓

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
Coventry Road Eastbound	500	360	-140	-28%	6.8	×	777	612	-165	-21%	6.3	×
Coventry Road Westbound	774	662	-112	-14%	4.2	✓	646	650	4	1%	0.1	✓
Blaby Road Eastbound	979	915	-64	-7%	2.1	✓	952	1,009	57	6%	1.8	✓
Blaby Road Westbound	919	1,018	99	11%	3.2	✓	1,163	1,022	-141	-12%	4.3	✓
Twycross Road Northbound	378	258	-120	-32%	6.7	×	397	327	-70	-18%	3.7	✓
Twycross Road Southbound	410	397	-13	-3%	0.7	✓	347	282	-65	-19%	3.7	✓
Hinckley Road Northbound	667	609	-58	-9%	2.3	✓	552	549	-3	-1%	0.1	✓
Hinckley Road Southbound	521	513	-8	-2%	0.4	✓	633	550	-83	-13%	3.4	✓
The Common Inbound	204	260	56	28%	3.7	✓	326	408	82	25%	4.3	✓
The Common Outbound	368	355	-13	-3%	0.7	✓	275	302	27	10%	1.6	✓
Canning Street Inbound	32	58	26	81%	3.9	✓	24	26	2	6%	0.3	✓
Canning Street Outbound	3	59	56	1640%	10.0	✓	10	114	105	1077%	13.3	×
Carrs Hill Inbound	366	311	-55	-15%	3.0	✓	750	683	-68	-9%	2.5	✓
Carrs Hill Outbound	616	610	-6	-1%	0.2	✓	392	366	-26	-7%	1.4	✓
Station Road Inbound	94	122	29	30%	2.7	✓	202	294	91	45%	5.8	✓
Station Road Outbound	200	263	63	32%	4.2	✓	141	189	48	34%	3.7	✓
Leicester Inbound	875	933	58	7%	1.9	✓	572	583	11	2%	0.5	✓
Leicester Outbound	487	364	-123	-25%	6.0	×	806	767	-38	-5%	1.4	✓
Rugby Road Inbound	541	494	-47	-9%	2.0	✓	1,240	995	-245	-20%	7.3	×
Rugby Road Outbound	1,062	947	-115	-11%	3.6	✓	589	622	33	6%	1.3	✓
Lutterwort Inbound	102	118	16	16%	1.5	✓	287	387	101	35%	5.5	×
Lutterwort Outbound	289	325	36	12%	2.0	✓	105	93	-13	-12%	1.3	✓
Stoke Road Inbound	376	262	-114	-30%	6.4	×	189	100	-89	-47%	7.4	✓
Stoke Road Outbound	238	118	-119	-50%	8.9	×	327	310	-17	-5%	0.9	✓
Ashby Road Inbound	728	698	-30	-4%	1.1	✓	542	541	0	0%	0.0	✓
Ashby Road Outbound	408	502	94	23%	4.4	✓	653	633	-20	-3%	0.8	✓
Normandy W Inbound	818	755	-63	-8%	2.2	✓	710	673	-37	-5%	1.4	✓
Normandy W Outbound	514	643	130	25%	5.4	×	834	879	45	5%	1.5	✓
A5460 East Of Junction 21 Eastbound	2,777	3,137	360	13%	6.6	✓	3,436	3,192	-244	-7%	4.2	✓
A5460 East Of Junction 22 Westbound	3,446	3,176	-270	-8%	4.7	✓	2,984	3,578	594	20%	10.4	×
Rugby Road Inbound	771	508	-263	-34%	10.4	×	677	548	-129	-19%	5.2	×
Rugby Road Outbound	706	477	-229	-32%	9.4	×	738	605	-133	-18%	5.1	×
London Road Inbound	835	1,102	267	32%	8.6	×	799	980	181	23%	6.1	×
London Road Outbound	588	811	224	38%	8.5	×	708	838	129	18%	4.6	✓

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
A46 East Of Kirby Muxloe Interchange Eastbound	1,016	1,017	2	0%	0.0	✓	918	916	-2	0%	0.1	✓
A46 East Of Kirby Muxloe Interchange Westbound	737	743	6	1%	0.2	✓	953	941	-12	-1%	0.4	✓
Ratby Ln Eastbound	1,139	1,121	-18	-2%	0.5	✓	468	530	62	13%	2.8	✓
Ratby Ln Westbound	384	489	105	27%	5.0	×	1,060	1,058	-2	0%	0.0	✓
Hinckley Rd Eastbound	1,047	1,049	1	0%	0.0	✓	1,020	985	-35	-3%	1.1	✓
Hinckley Rd Westbound	867	737	-130	-15%	4.6	✓	1,155	1,109	-46	-4%	1.4	✓
High Cross Road Eastbound	69	191	122	175%	10.7	×	173	204	31	18%	2.3	✓
High Cross Road Westbound	176	134	-42	-24%	3.3	✓	83	181	97	117%	8.5	✓
Wolvey Road Inbound	83	116	33	40%	3.3	✓	286	470	184	65%	9.5	×
Wolvey Road Outbound	114	187	73	64%	6.0	✓	65	35	-30	-46%	4.2	✓
Nutts Lane Inbound	151	97	-54	-36%	4.8	✓	311	264	-47	-15%	2.8	✓
Nutts Lane Outbound	327	284	-43	-13%	2.5	✓	99	69	-30	-30%	3.2	✓
M42 J10 - J11 (Inside Lane) Southbound	2,450	2,365	-85	-3%	1.7	✓	2,365	2,324	-41	-2%	0.8	✓
A46 Tmu Site 6539/1 On A46 Northbound Between A50 Eastbound	2,462	2,406	-55	-2%	1.1	✓	3,263	3,208	-55	-2%	1.0	✓
A46 Tmu Site 6540/1 On A46 Southbound Between 380 Westbound	3,191	3,245	54	2%	0.9	✓	2,540	2,531	-8	0%	0.2	✓
A5 Tmu Site 7572/1 On A5 Northbound Between A51 North-Westbound	2,282	2,280	-2	0%	0.0	✓	2,280	2,273	-7	0%	0.1	✓
A5 D.I.R.F.T North-Westbound	483	479	-4	-1%	0.2	✓	732	728	-4	-1%	0.1	✓
A5 Tmu Site 7571/1 On A5 Southbound Between A51 South-Eastbound	1,846	1,849	3	0%	0.1	✓	2,518	2,473	-45	-2%	0.9	✓
A5 D.I.R.F.T South-Eastbound	738	753	15	2%	0.6	✓	513	511	-1	0%	0.1	✓
M1 Jn 23 - Jn 23A Northbound	3,850	3,842	-8	0%	0.1	✓	4,208	4,265	57	1%	0.9	✓
M1 Jn 23 - Jn 23A Southbound	4,243	4,253	10	0%	0.2	✓	4,014	3,987	-27	-1%	0.4	✓
A42(T) North Of The A511 Northbound	2,104	2,027	-76	-4%	1.7	✓	2,000	2,003	4	0%	0.1	✓
A42(T) North Of The A511 Southbound	1,975	1,966	-9	0%	0.2	✓	2,110	2,098	-12	-1%	0.3	✓
A42(T) Northbound	2,304	2,291	-12	-1%	0.3	✓	2,308	2,308	0	0%	0.0	✓
A42(T) Southbound	2,082	2,075	-6	0%	0.1	✓	2,293	2,293	0	0%	0.0	✓
M1 Northbound	3,321	3,209	-112	-3%	2.0	✓	3,690	3,678	-12	0%	0.2	✓
M1 Southbound	3,367	3,593	226	7%	3.8	✓	3,231	3,210	-21	-1%	0.4	✓
M69 Northbound	2,414	2,309	-105	-4%	2.2	✓	2,639	2,815	176	7%	3.4	✓
M69 Southbound	2,700	2,768	68	3%	1.3	✓	2,700	2,707	7	0%	0.1	✓
M42 Northbound	2,332	2,322	-10	0%	0.2	✓	2,676	2,669	-7	0%	0.1	✓
M69 Northbound	1,845	1,915	70	4%	1.6	✓	3,301	3,294	-7	0%	0.1	✓
M69 Southbound	2,984	2,979	-5	0%	0.1	✓	2,195	2,192	-3	0%	0.1	✓

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
M1 North Of Junction 24 Northbound	4,565	4,509	-56	-1%	0.8	✓	5,308	5,270	-38	-1%	0.5	✓
M1 North Of Junction 24 Southbound	5,265	5,214	-51	-1%	0.7	✓	4,884	4,792	-92	-2%	1.3	✓
M1 North Of M6 Northbound	2,943	2,899	-44	-1%	0.8	✓	3,377	3,374	-3	0%	0.0	✓
M1 North Of M6 Southbound	3,107	3,136	29	1%	0.5	✓	3,026	3,023	-3	0%	0.0	✓
A5 North-Westbound	1,426	1,436	11	1%	0.3	✓	1,441	1,453	12	1%	0.3	✓
A5 South-Eastbound	1,379	1,372	-7	0%	0.2	✓	1,395	1,373	-22	-2%	0.6	✓
A5 North-Westbound	574	568	-6	-1%	0.3	✓	917	912	-4	0%	0.1	✓
A5 South-Eastbound	940	950	10	1%	0.3	✓	582	584	2	0%	0.1	✓
M1 Northbound	3,470	3,380	-90	-3%	1.5	✓	3,913	3,838	-75	-2%	1.2	✓
M1 Southbound	3,554	3,636	82	2%	1.4	✓	3,514	3,532	18	0%	0.3	✓
M1 J21 Northbound Off-Slip Northbound	690	666	-24	-3%	0.9	✓	568	564	-3	-1%	0.1	✓
M69 Eastbound Approach Northbound	1,165	854	-311	-27%	9.8	×	1,018	1,002	-15	-2%	0.5	✓
A5 West Of Wolvey Road North-Westbound	992	996	4	0%	0.1	✓	799	790	-9	-1%	0.3	✓
A5 West Of Wolvey Road South-Eastbound	982	974	-8	-1%	0.2	✓	1,064	1,069	5	0%	0.2	✓

Table 3.4: Link Flow Performance (Validation Counts)

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
M1 Jn 22 - Jn 23 Northbound	3,736	3,688	-48	-1%	0.8	✓	4,005	4,136	132	3%	2.1	✓
M1 Jn 18 - Jn 19 Northbound	3,864	3,912	48	1%	0.8	✓	4,227	4,368	140	3%	2.1	✓
M1 Jn 22 - Jn 23 Southbound	3,931	4,016	85	2%	1.3	✓	3,933	3,884	-49	-1%	0.8	✓
M1 Jn 18 - Jn 19 Southbound	3,775	3,791	16	0%	0.3	✓	4,037	4,109	72	2%	1.1	✓
M42 J9 - J10 Northbound	2,783	2,555	-228	-8%	4.4	✓	3,602	3,214	-388	-11%	6.6	✓
M42 J9 - J10 Southbound	2,868	2,596	-272	-9%	5.2	✓	2,687	2,450	-237	-9%	4.7	✓
A5 Tmu Site 7592/2 On A5 Northbound Between M42 North-Westbound	1,005	877	-127	-13%	4.2	✓	1,000	981	-19	-2%	0.6	✓
A5 Tmu Site 7600/2 On A5 Northbound Between 4027 North-Westbound	617	588	-29	-5%	1.2	✓	702	672	-30	-4%	1.2	✓
A5 Tmu Site 7592/1 On A5 Southbound Between M42 South-Eastbound	846	806	-40	-5%	1.4	✓	1,092	960	-132	-12%	4.1	✓
A5 Tmu Site 7600/1 On A5 Southbound Between A426 South-Eastbound	801	702	-99	-12%	3.6	✓	625	621	-4	-1%	0.2	✓

Location	AM Peak						PM Peak					
	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?	Observed (veh)	Modelled (veh)	Abs Diff (veh)	% Diff	GEH	Pass?
A42 South Of M1 J23A Northbound	1,976	1,874	-102	-5%	2.3	✓	1,900	1,896	-4	0%	0.1	✓
A42 J12 - J13 (Ashby) Northbound	2,482	2,443	-39	-2%	0.8	✓	2,399	2,279	-119	-5%	2.5	✓
A42 South Of M1 J23A Southbound	1,827	1,783	-44	-2%	1.0	✓	1,936	1,716	-221	-11%	5.2	✓
A42 J12 - J13 (Ashby) Southbound	2,172	2,112	-59	-3%	1.3	✓	2,447	2,348	-99	-4%	2.0	✓
A5 Fenny Drayton North-Westbound	915	817	-98	-11%	3.3	✓	1,077	944	-133	-12%	4.2	✓
A5 Fenny Drayton South-Eastbound	1,032	956	-76	-7%	2.4	✓	907	833	-74	-8%	2.5	✓
M1 Northbound	5,440	5,510	70	1%	0.9	✓	6,615	6,576	-39	-1%	0.5	✓
M1 Southbound	6,256	6,331	76	1%	1.0	✓	5,563	5,617	54	1%	0.7	✓
M1 N Of Junction 23A Northbound	4,719	4,966	248	5%	3.6	✓	5,274	5,657	382	7%	5.2	✓
M1 N Of Junction 23A Southbound	5,538	5,782	244	4%	3.2	✓	5,346	5,438	92	2%	1.3	✓
M69 North Of Junction 1 Northbound	1,970	1,993	23	1%	0.5	✓	2,521	2,502	-18	-1%	0.4	✓
M69 North Of Junction 2 Southbound	2,495	2,429	-66	-3%	1.3	✓	2,127	2,155	28	1%	0.6	✓

3.4 PRTM v2.3 Highway Base Year Model Journey Time Performance

3.4.1 Figure 3.5 shows the 12 journey time routes considered for this base year model review. The journey time routes cover the strategic roads in the vicinity of the proposed Earl Shilton SUE development, including the A5, A47, A447, M1, and M69 as well as routes within Earl Shilton and Barwell.

3.4.2 The TAG acceptability criteria for journey time routes are for the modelled journey time to be within ±15% (or ±1 minute) of the observed journey time. Table 3.5 shows the journey time performance of the base year model for the selected routes for the AM Peak and PM Peak hours, and Appendix A shows the comparison of modelled and observed journey times in distance-time graph format.

3.4.3 The Earl Shilton Bypass, Leicester Road and Station Road / Heath Lane / The Common journey time routes, which are the main roads closest to the proposed development, perform well, passing TAG criteria in all directions for both AM Peak and PM Peak hours.

3.4.4 The A47 (Leicester Forest East Inbound) journey time route fails TAG criteria in the AM Peak hour, with the journey time graph in Appendix A showing that the model overrepresents the delays for the approach to the A47 / Ratby Lane / Braunstone Lane junction; however, it is noted that this failure is marginal as the difference between the observed and modelled journey times is shown to be 15.5%.

3.4.5 The Rugby Road / Ashby Road journey time route fails TAG criteria in the PM Peak hour, with the journey time graph in Appendix A showing that the model underrepresents the delays at the signals at the Rugby Road / Hawley Road junction.

3.4.6 Overall, for the journey time routes considered, 27 (96%) out of 28 directional routes meet TAG criteria in both the AM Peak hour and PM Peak hour, which exceeds the TAG criterion of 85%.

Figure 3.5: Journey Time Routes

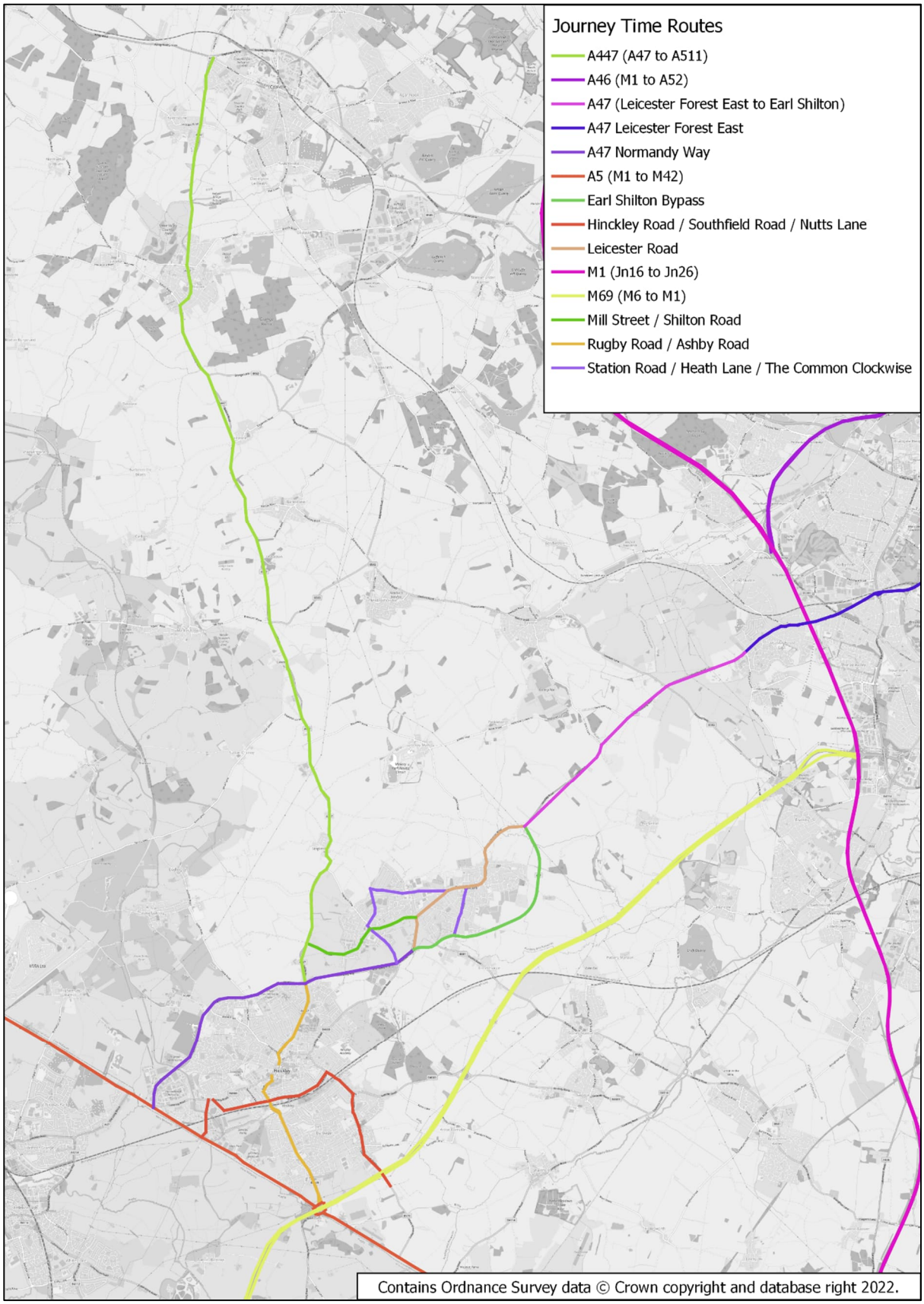


Table 3.5: Journey Time Performance in the Vicinity of the Earl Shilton SUE Development

Route	AM Peak					PM Peak				
	Observed (mm:ss)	Modelled (mm:ss)	Abs Diff (mm:ss)	% Diff	Pass?	Observed (mm:ss)	Modelled (mm:ss)	Abs Diff (mm:ss)	% Diff	Pass?
A47 Leicester Forest East Inbound	16:13	18:44	02:31	15.5%	×	13:01	13:43	00:43	5.5%	✓
A47 Leicester Forest East Outbound	12:16	13:39	01:22	11.2%	✓	14:53	17:01	02:08	14.3%	✓
A47 Normandy Way Eastbound	07:38	08:10	00:32	7.0%	✓	08:03	08:44	00:41	8.6%	✓
A47 Normandy Way Westbound	10:42	09:51	-00:51	-8.0%	✓	08:54	08:54	00:00	0.0%	✓
Earl Shilton Bypass Eastbound	04:06	04:31	00:24	9.9%	✓	03:53	04:40	00:47	20.1%	✓
Earl Shilton Bypass Westbound	04:11	04:47	00:36	14.5%	✓	04:02	04:39	00:37	15.2%	✓
Leicester Road Northbound	05:25	06:11	00:46	14.2%	✓	05:24	06:13	00:50	15.3%	✓
Leicester Road Southbound	05:52	06:22	00:30	8.4%	✓	05:38	06:26	00:48	14.2%	✓
Rugby Road / Ashby Road Northbound	13:46	12:07	-01:39	-11.9%	✓	15:52	11:44	-04:08	-26.1%	×
Rugby Road / Ashby Road Southbound	10:04	11:02	00:58	9.7%	✓	09:50	10:47	00:58	9.8%	✓
Hinckley Road / Southfield Road / Nutts Lane Eastbound	14:36	13:39	-00:57	-6.5%	✓	15:04	14:10	-00:54	-5.9%	✓
Hinckley Road / Southfield Road / Nutts Lane Westbound	13:41	13:24	-00:17	-2.1%	✓	16:01	13:46	-02:16	-14.1%	✓
Station Road / Heath Lane / The Common Clockwise	08:37	09:15	00:37	7.2%	✓	08:22	09:14	00:51	10.2%	✓
Station Road / Heath Lane / The Common Anti-Clockwise	08:07	09:10	01:02	12.7%	✓	08:46	09:10	00:24	4.6%	✓
Mill Street / Shilton Road Eastbound	04:14	04:23	00:08	3.2%	✓	04:12	04:25	00:13	5.2%	✓
Mill Street / Shilton Road Westbound	04:15	04:23	00:07	2.8%	✓	04:05	04:22	00:17	6.8%	✓
A47 (Leicester Forest East to Earl Shilton) Eastbound	04:39	04:53	00:14	5.0%	✓	04:55	04:43	-00:12	-4.0%	✓
A47 (Leicester Forest East to Earl Shilton) Westbound	05:39	05:11	-00:28	-8.1%	✓	05:30	05:05	-00:24	-7.4%	✓
A447 (A47 to A511) Northbound	22:11	21:24	-00:48	-3.6%	✓	21:28	21:05	-00:23	-1.8%	✓
A447 (A47 to A511) Southbound	22:24	21:04	-01:20	-6.0%	✓	21:45	21:20	-00:25	-1.9%	✓
M1 (Jn16 to Jn26) Northbound	51:39	57:40	06:01	11.6%	✓	00:08	00:57	00:50	1.4%	✓
M1 (Jn16 to Jn26) Southbound	59:46	01:57	02:11	3.6%	✓	52:49	59:15	06:26	12.2%	✓
M69 (M6 to M1) Northbound	17:57	19:54	01:56	10.8%	✓	17:03	15:05	-01:58	-11.6%	✓
M69 (M6 to M1) Southbound	14:26	14:49	00:23	2.6%	✓	14:15	14:34	00:19	2.3%	✓
A46 (M1 to A52) Northbound	25:17	26:31	01:14	4.9%	✓	28:33	29:23	00:50	2.9%	✓
A46 (M1 to A52) Southbound	27:25	29:48	02:23	8.7%	✓	24:13	26:44	02:31	10.4%	✓
A5 (M1 to M42) Eastbound	42:40	41:46	-00:53	-2.1%	✓	40:32	40:56	00:24	1.0%	✓
A5 (M1 to M42) Westbound	41:23	42:32	01:10	2.8%	✓	46:43	41:29	-05:15	-11.2%	✓

Section 4 - Summary

4.1.1 The PRTM v2.3 highway model represents an average weekday in April / May / June in 2014 for AM Peak, average interpeak and PM Peak hours. This review is focused on the suitability of the model for the use in the strategic assessment of the proposed Earl Shilton SUE development in the AM Peak and PM Peak hours.

4.1.2 The review of the base year highway model has considered the zone system and network structure in the vicinity of the proposed development, and the network coding in Earl Shilton, along the A47, the A5 and the M69. It has also considered the performance of the base year model compared with the observed flows and journey time data collated as part of the model development.

4.1.3 In terms of the model zone system, the PRTM v2.3 is considered to contain sufficient detail for a strategic assessment of the proposed development. The proposed development covers several zones in Earl Shilton most of which contain existing housing. The development will be modelled with five new development zones to keep the development-related demand separate from existing demand.

4.1.4 A review of the coded highway network near the proposed development has shown the coding of the base year model is satisfactory in terms of consistency with the PRTM Coding Manual and suitably coded for the purpose of strategic modelling.

4.1.5 Near the scheme, one minor highway network change have been made to correct the priority coding at the existing Breach Lane junction (node 73623) (see Paragraph 2.3.9). Sensitivity test shows that this has no effect on the base year model calibration.

4.1.6 In Earl Shilton and the wider area, none of the coding anomalies are significant in the base year. Small updates will be made to forecast year networks to reflect the actual implementation of highway schemes (Hinckley Area Project Phases 1-3) that are not reflected in the forecast year networks.

4.1.7 A review of the performance of the base year highway model compared with observed counts and journey time data collated as part of the model development has been undertaken. An extensive data set of observed traffic counts and journey times has been collated as part of the development of the PRTM v2.3. Of this data set, nine screenlines and cordons (18 screenlines and cordons by direction) and 168 directional counts have been identified as part of this base year review. In terms of journey times, 12 routes (24 by direction) have been assessed in the vicinity of the proposed development.

4.1.8 The review shows that 17 of the 18 screenlines and cordons identified as part of this review meet TAG criteria in the PM Peak hour and all 18 passing in the AM Peak hour. In the PM Peak, the M1 screenline (Leicester City) is marginally below the acceptability criteria in the westbound direction.

4.1.9 Regarding link flow performance, most modelled flows are within the criteria set out within TAG. Of the 146 directional calibration counts, 128 pass in the AM Peak hour (88% pass rate) and 129 in the PM Peak hour (88% pass rate); and all 22 directional validation counts pass (i.e. 100% pass rate) in both AM Peak and PM Peak hours.

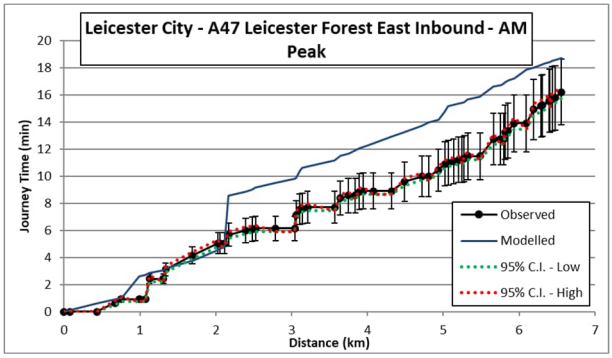
4.1.10 In terms of the journey time routes, 27 (96%) out of 28 directional routes meet TAG criteria in the AM Peak hour and PM Peak hour respectively, which exceeds the 85% TAG criteria guidelines. The journey time performance compared with observed data for the selected routes is generally very good with a single (marginal) failure in the AM Peak and an single failure in the PM Peak, that has been investigated and understood (section 3.4.5).

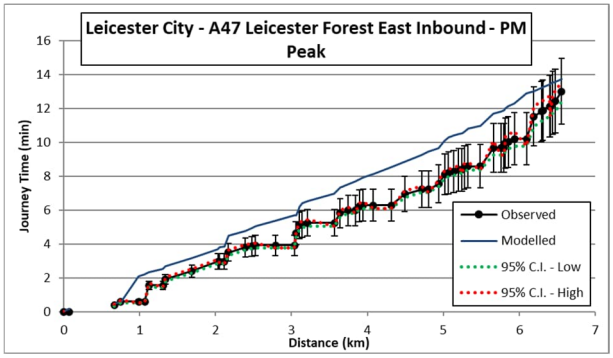
4.1.11 In summary, based on this base year model review, the PRTM v2.3 is considered suitable for the strategic assessment of the proposed Earl Shilton SUE development.

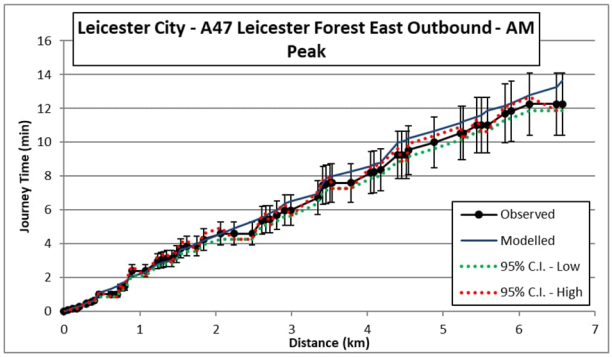
Appendix A - Journey Time Route Performance

Figure A 1: Leicester City Journey Time Routes

A47 Leicester Forest East







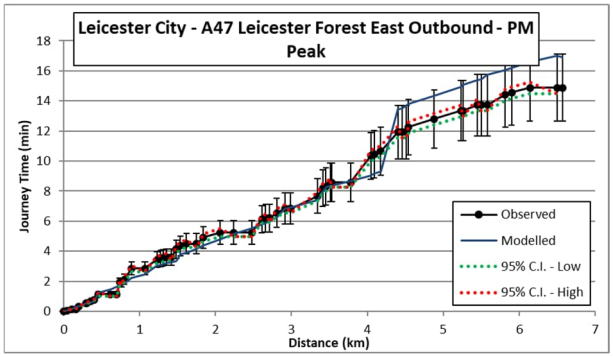
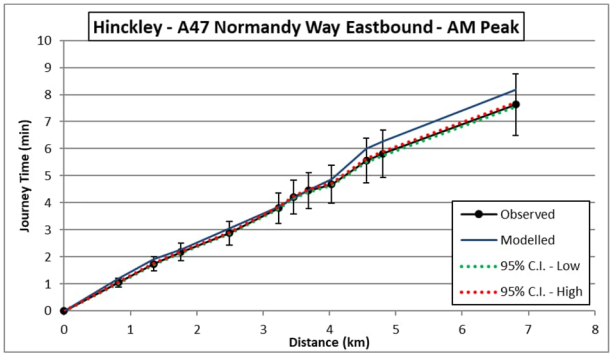
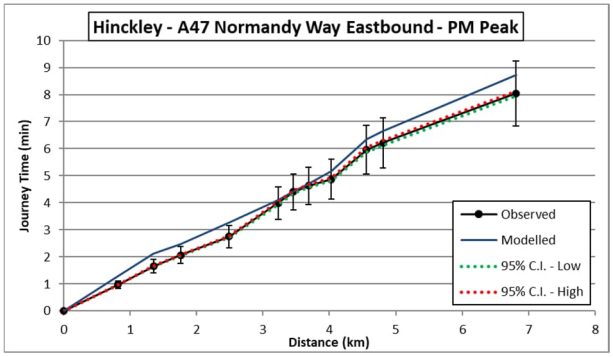
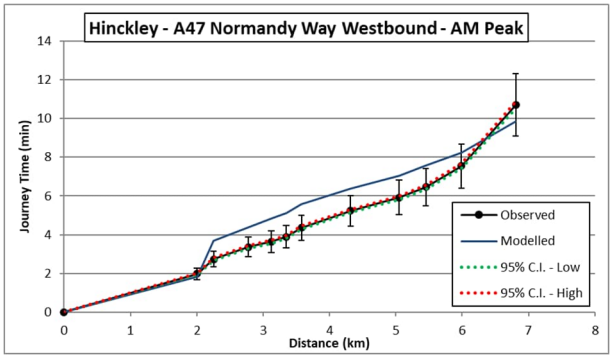


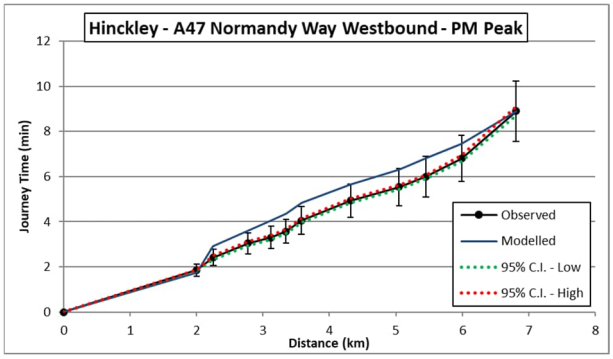
Figure A 2: Hinckley Journey Time Routes

A47 Normandy Way

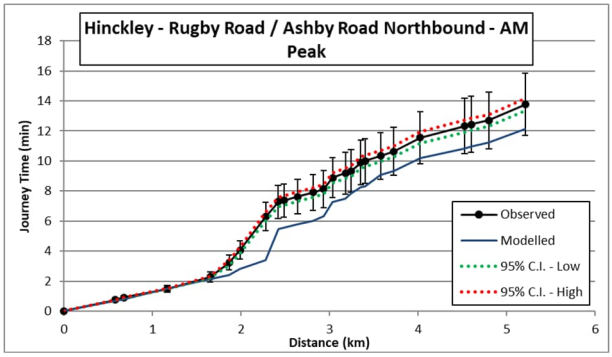


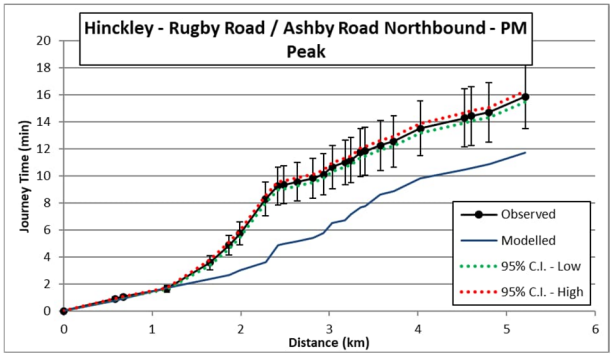


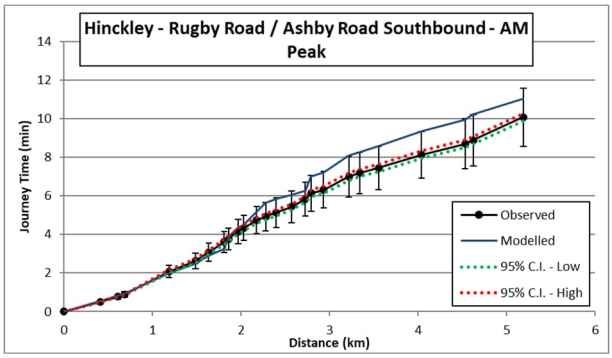


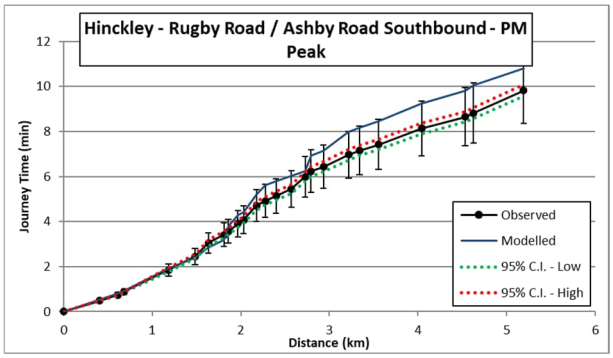


Rugby Road / Ashby Road

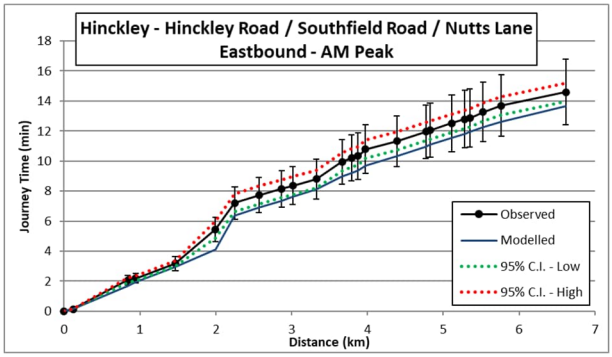


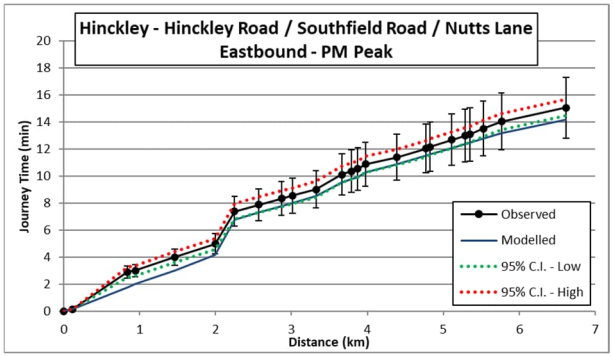


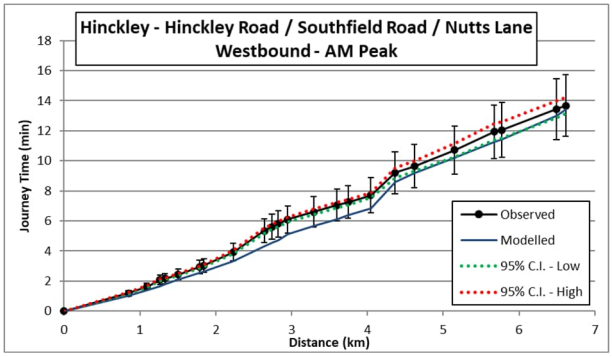




Hinckley Road / Southfield Road / Nutts Lane







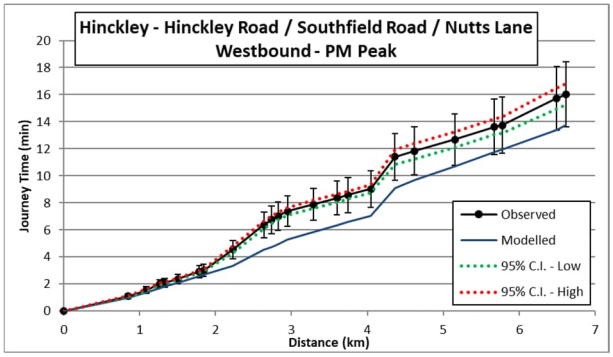
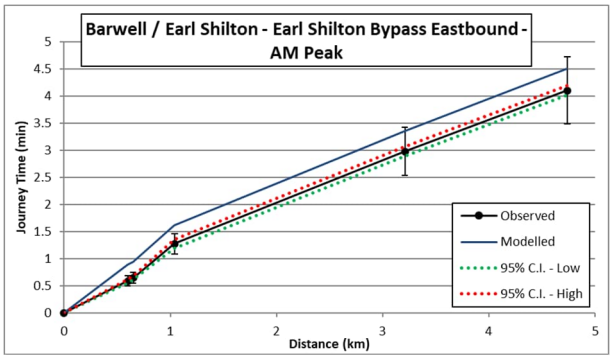
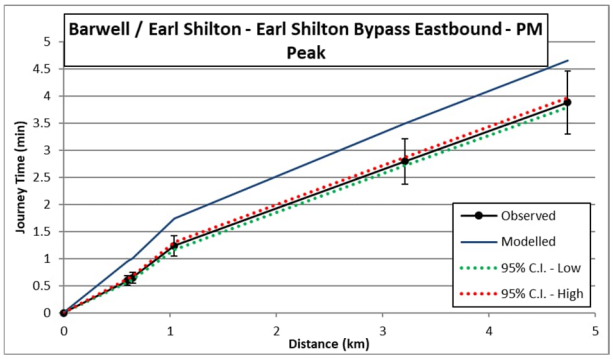
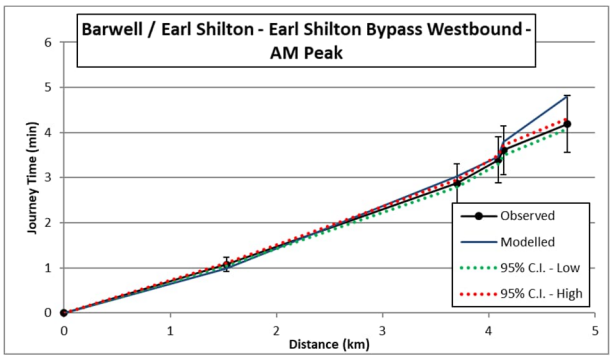


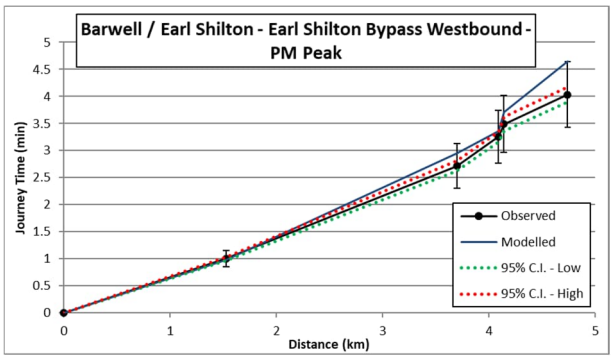
Figure A 3: Barwell / Earl Shilton Journey Time Routes

Earl Shilton Bypass

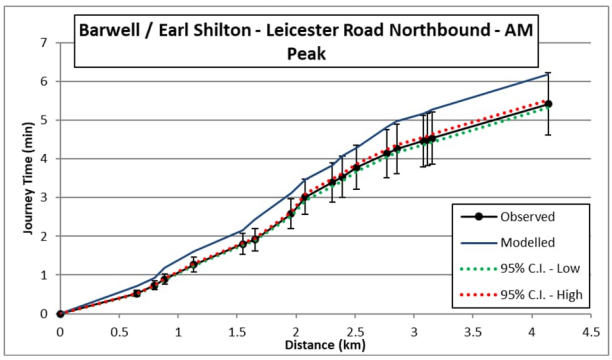


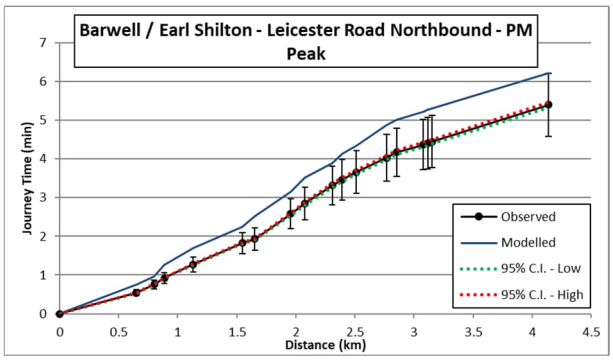


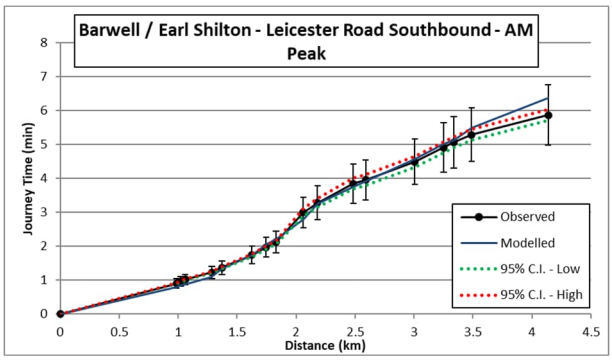


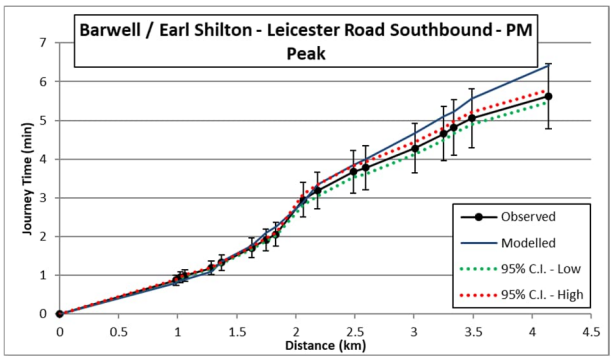


Leicester Road

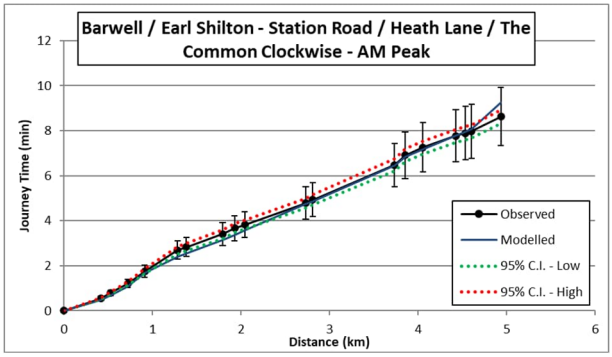


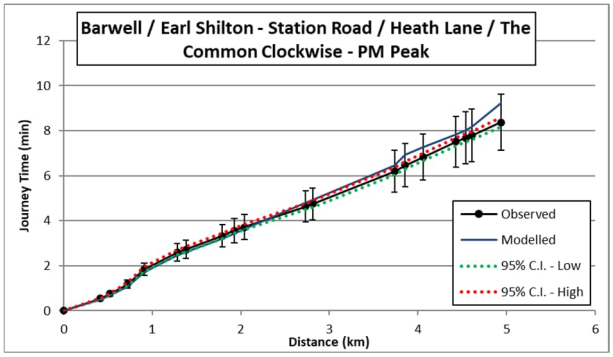


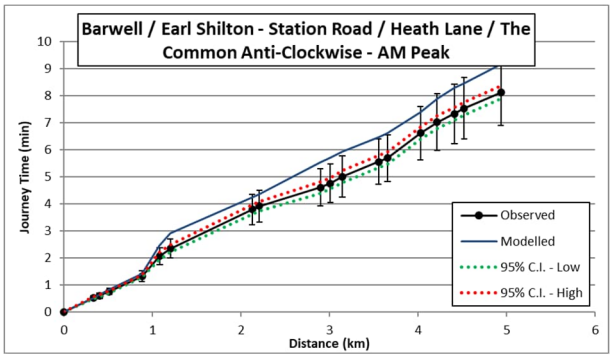


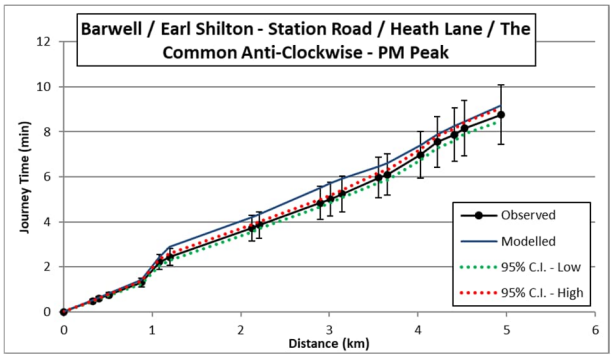


Station Road / Heath Lane / The Common Clockwise

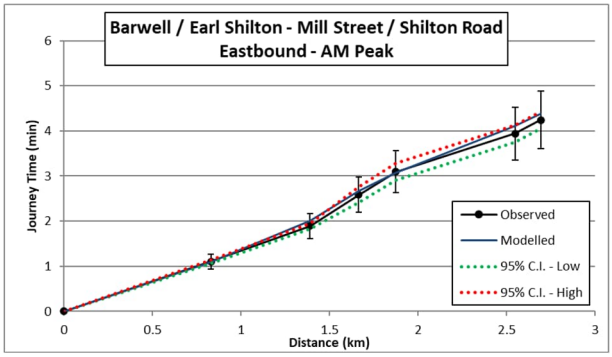


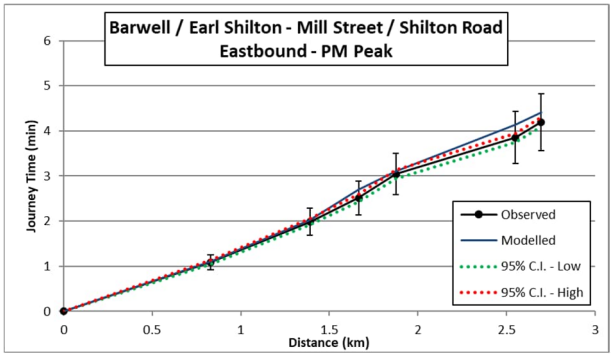


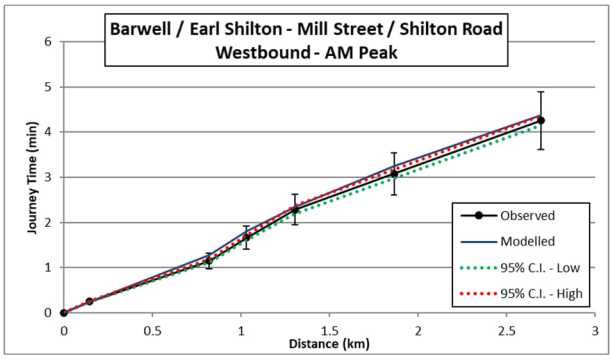




Mill Street / Shilton Road







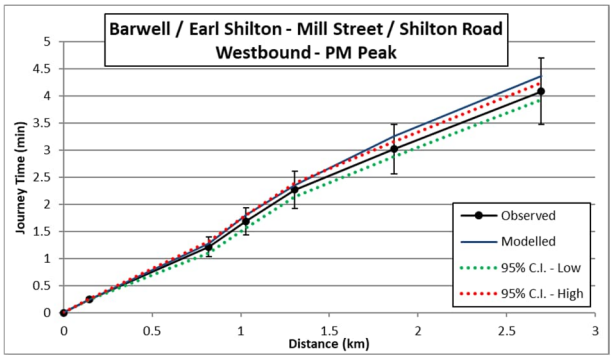
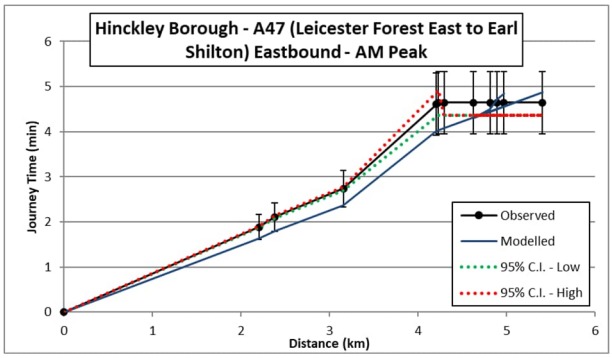
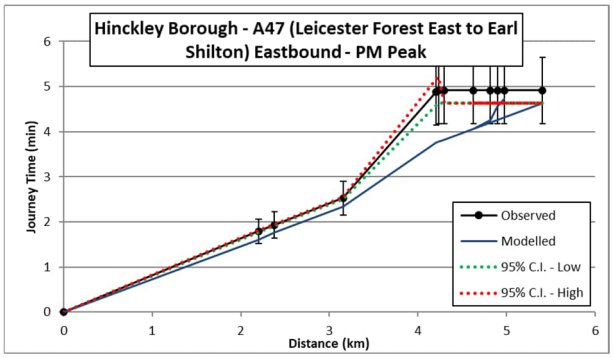
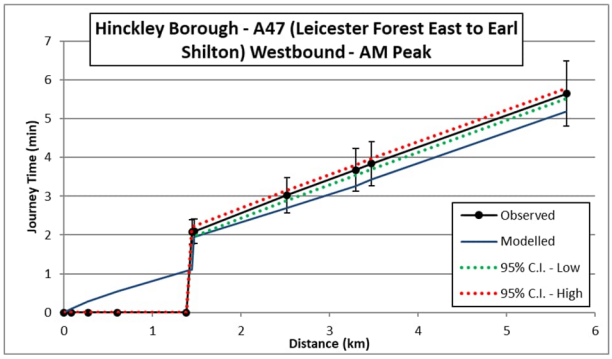


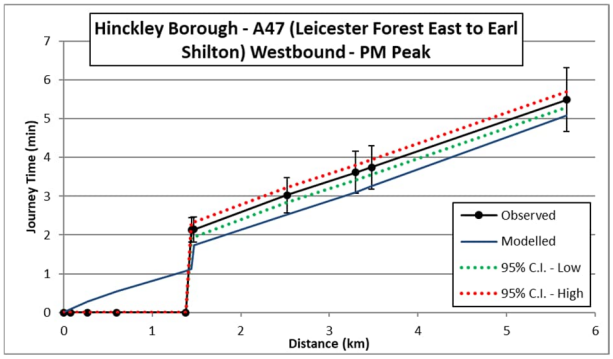
Figure A 4: Hinckley Borough Journey Time Routes

A4 (Leicester Forest East to Earl Shilton)

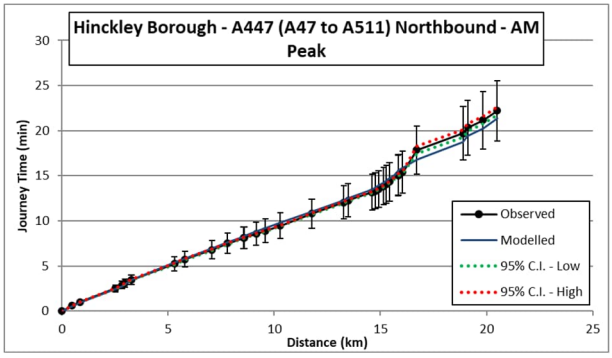


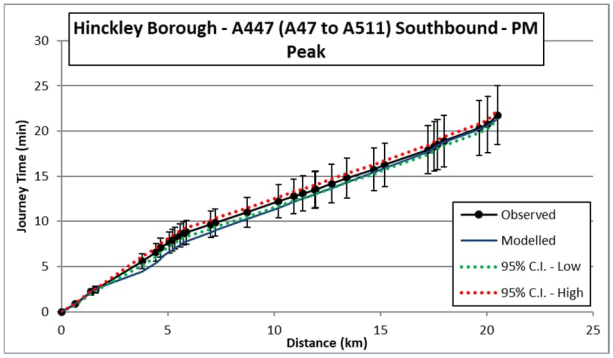


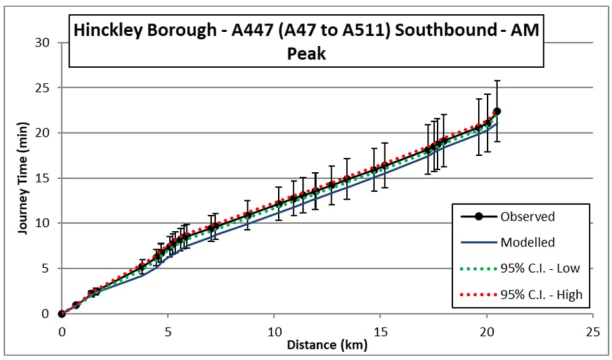




A447 (A47 to A511)







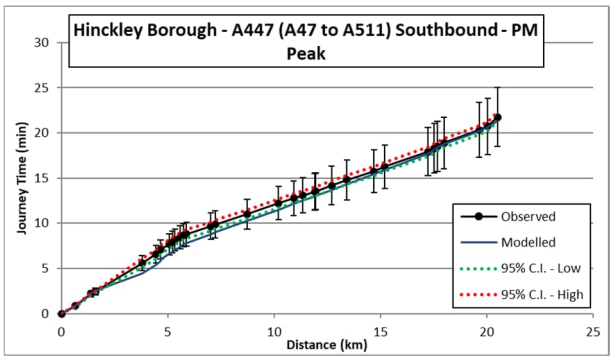
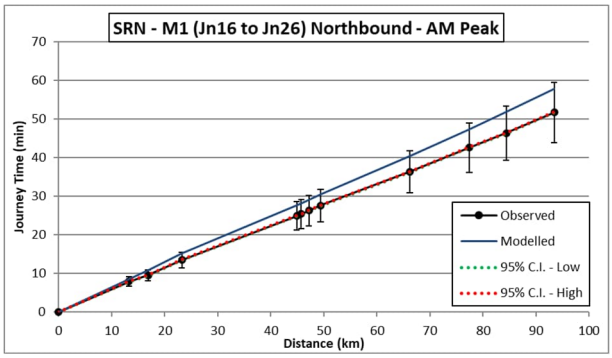
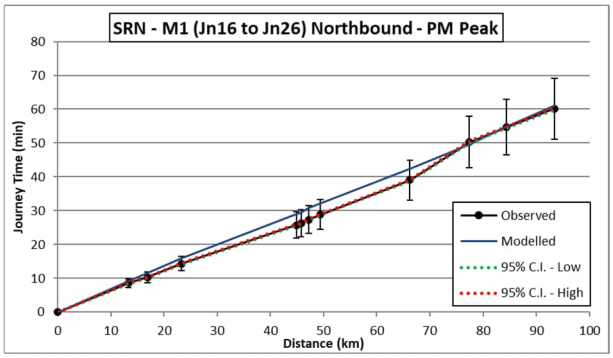
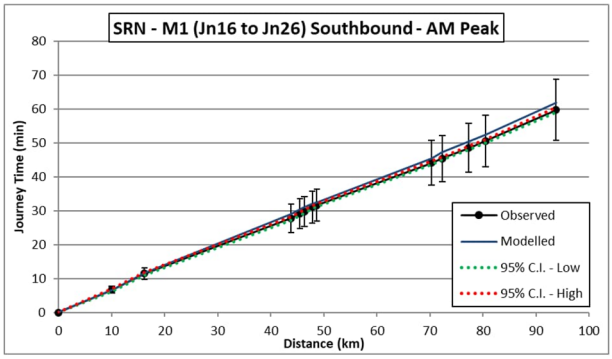


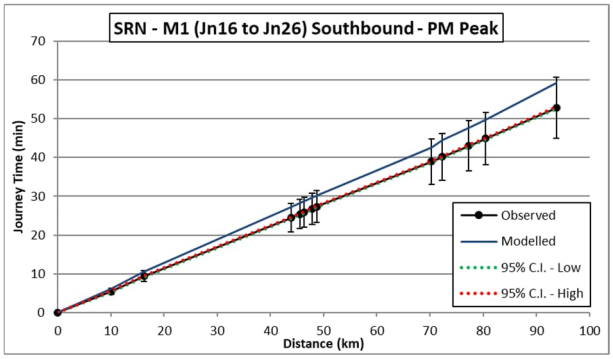
Figure A 5: SRN Journey Time Routes

M1 (Junction 16 to Junction 26)

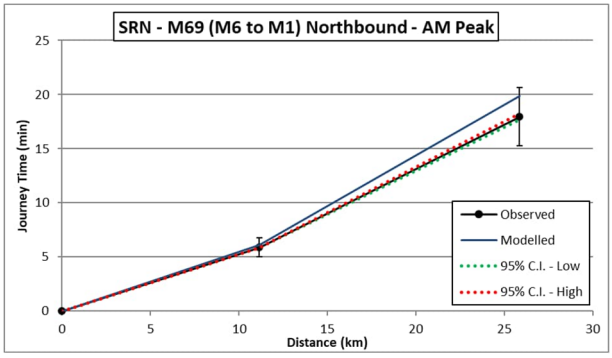


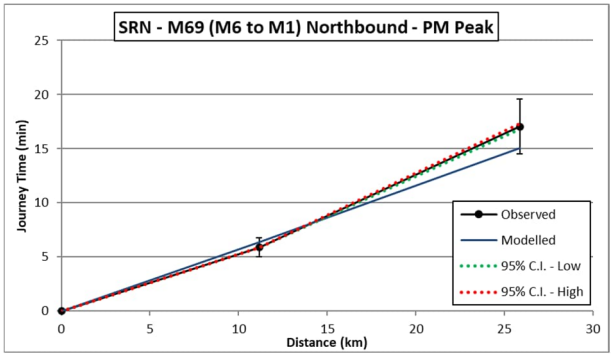


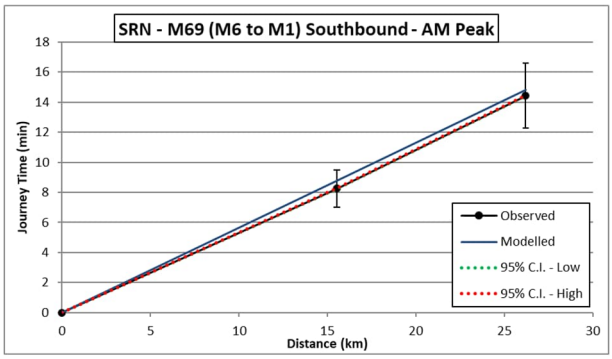


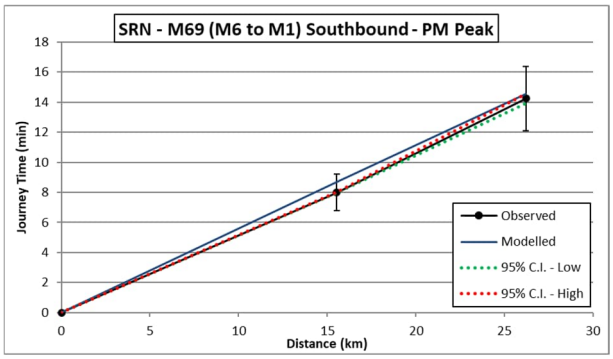


M69 (M6 to M1)

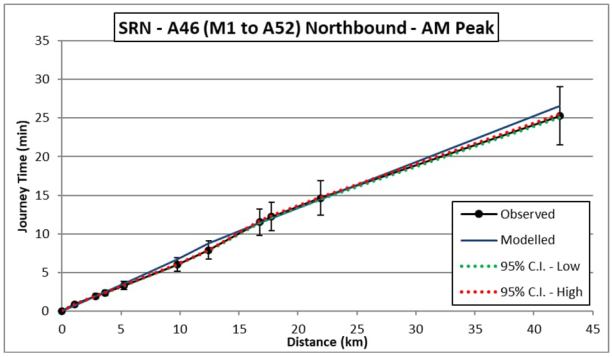


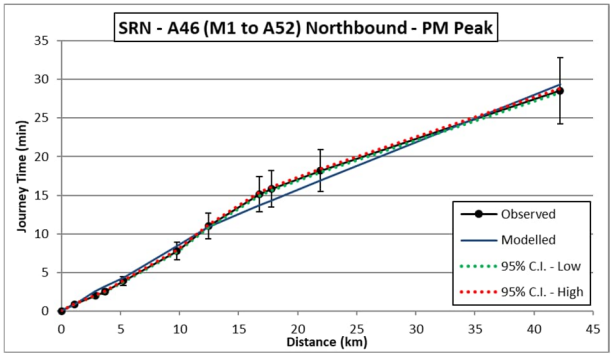


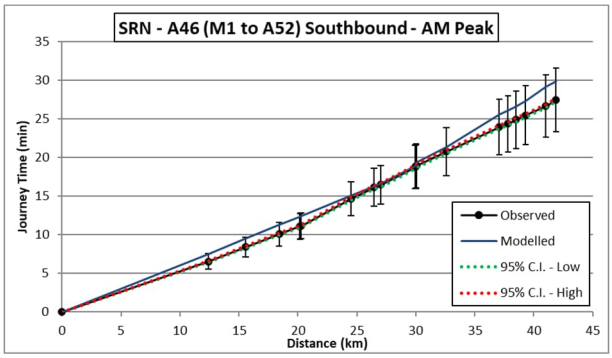


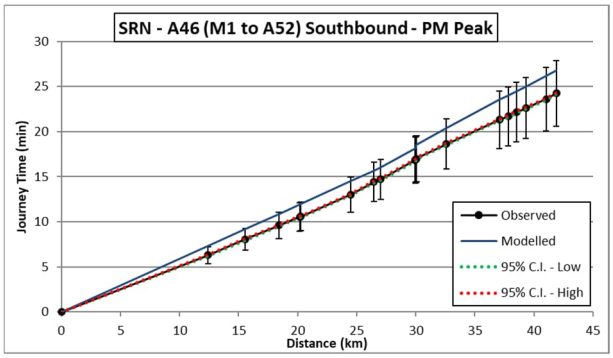


A46 (M1 to A52)

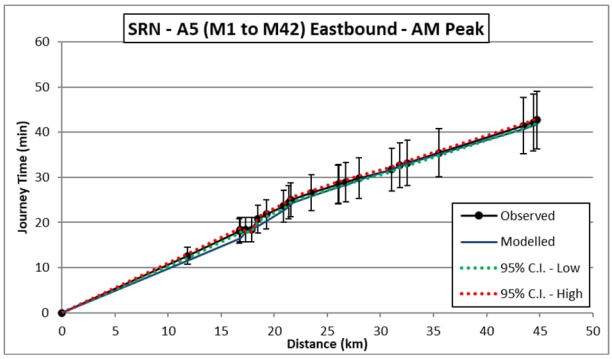


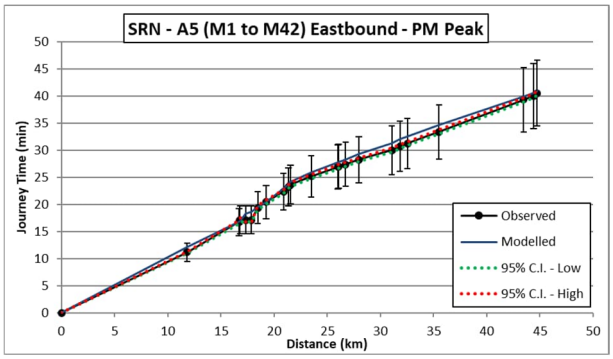


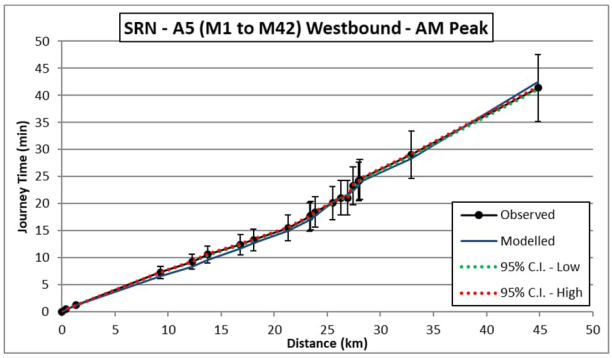


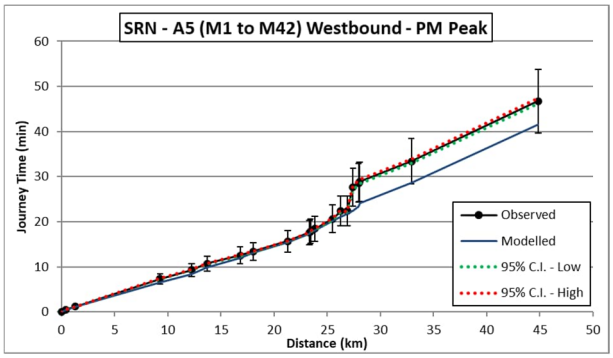


A5 (M1 to M42)









Appendix B - Modelled Flow Difference (Base Year with May 2020 Databook vs Base Year with November 2022 Databook)

Figure B 1: AM Peak Actual Flow Differences

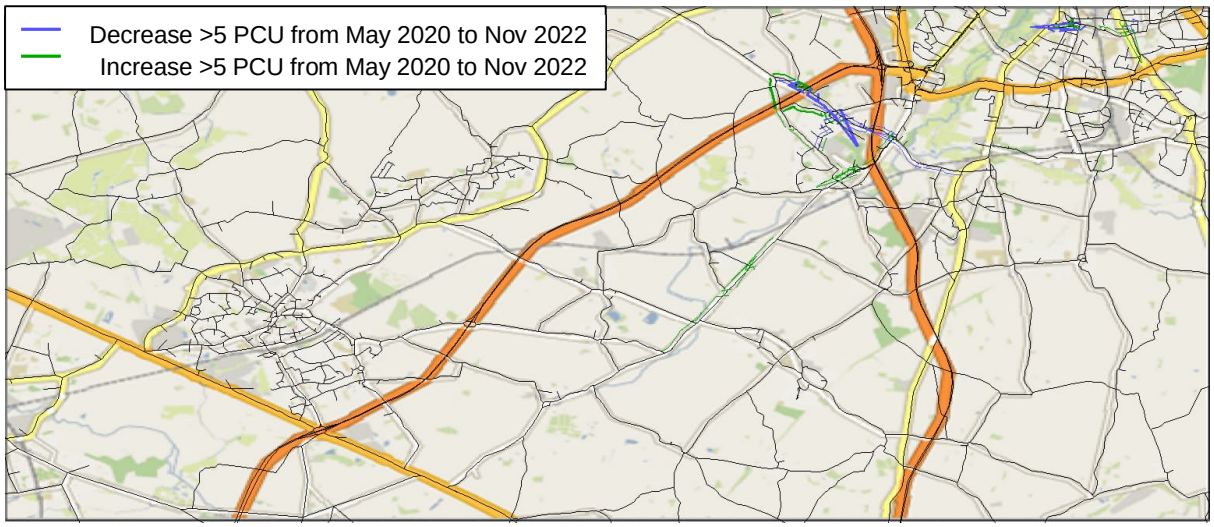


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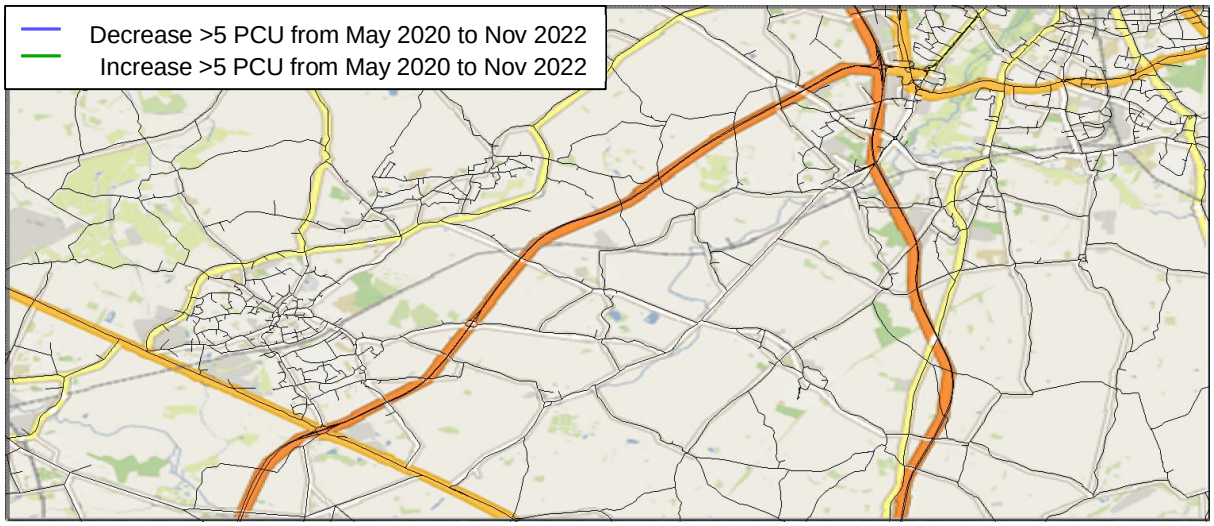
Figure B 2: PM Peak Actual Flow Differences



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TECHNICAL NOTE 2

DATE:	14 November 2023	**CONFIDENTIALITY:**	Public
SUBJECT:	Proposed Study Area for Junction Assessment		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Bev Coupe
CHECKED:	Grace Smith	**APPROVED:**	Neil Hall

Appendix B

UNCERTAINTY LOG V1.2

Version Control

Project Earl Shilton SUE
Document Uncertainty Log

Revision History

Revision	Details	Date
v1.0	Housing and employment data for Hinckley and Bosworth, and Blaby based on PRTM2.3 planning data version HH50Emp51, with the following edits: - Earl Shilton Sustainable Urban Extension (rows 57 & 58) - updated to "N" for Col BI "Include" as this is the development site to be assessed for this application - Land North Of Deepdale Farm Lutterworth Road (135 dwellings) (19/01405/OUT) - added (row 123) - Land West Of Workhouse Lane Burbage (40 dwellings) (20/01012/OUT) - added (row 124) - Kirby Muxloe - Land north of A47 Hinckley Road - (row 147) - data updated from 750 dwellings to 885 dwellings, trajectory updated from 2022 to from 2024 - Land Opposite And South OF Pumping Station Aston Flamville Road, Burbage (22/01037/OUT) - added (row 125) with assumed trajectory - Land South of Markfield Road, Ratby (22/00648/OUT) - added (row 126) with assumed trajectory - Land South of 295 Main Street, Stanton under Bardon (22/00527/OUT) - added (row 127) with assumed trajectory - Land at Crabtree Farm Hinckley Road Barwell (22/01053/OUT) - added (row 128) with assumed trajectory -Land South of Leicester Road Earl Shilton (22/00727/OUT) - added (row 112, employment) with assumed trajectory Highway network assumptions, based on PRTM2.3 network assumptions with the following edits: - Shuttle signals at the old railway bridge on Tickow Lane - added - Buttercup Lane, Shepshed - added - A47 roundabout between Wykin Road and Outlands Drive - added - A47/Dan's Lane - added - A47 speed limit reduction - added - B582 Barlestone Road / B585 Bosworth Lane signalisation - added	23/11/2022
v1.1	Incorporating LCC HDM comments -21/01470/OUT 110 dwellings, Dawson Lane, Barwell appears to be missing from the residential planning data. -Added with assumed trajectory (NB Public Inquiry 7 February 2023 for 5 days) -Employment lines 66 & 67 need removing. These show Earl Shilton SUE employment is still included. -Switched Include flag to N for not included. -21/01191/HYB Padge Hall Farm appears to be missing from the employment data. -Added with assumed trajectory -2022/0318/OUT Land off Stoke Road, Hinckley residential site appears to be missing. -Added with assumed trajectory -Can you clarify where the Griffen Park development is on the employment data tab (21/00619/FUL)? The associated development to the Dans Lane signal scheme. -Updated with assumed trajectory. -The Earl Shilton SUE (line 16 & 23) infrastructure is shown as included on the infrastructure log. -Line 16 - switched Include flag to N for not included. -Line 23 contains the A47 / Ashby Road junction updates. Switched include flag to N for not included. -Line 68 (Hawley Rd and Brookside junction improvements) both now complete. -Updated -Lutterworth East row 72 should be Y – s106 has now been signed and decision released. -Updated -Bardon Link Road gained planning permission last week so can probably be moved to near certain. -Updated -Row 102 West of St Johns access (Enderby Hub development access) currently shown as 2031 but expected to be delivered by 2026. -Updated	
v1.2	Incorporating WCC data	

Housing

PAP/2022/0049	Land adj Watling St, Weddington Wood Farm	700dw Not LP	More Than Likely
App 33524	Church Lane and Weddington Road, Nuneaton	160 dw complete 2020	Complete
App 036050	NW&SL College, Hinckley Road, Nuneaton	195dw Not LP allowed appeal 2020	Near Certain
Application FUL/2016/0822 allowed on appeal	Land at Grange Farm off Grange Road	107dw completed 2017-2020	Complete
Outline application (OUT/2021/3041) for the erection of up to 262 dwellings;Demolition of No.294 and No.296 Grange Road to provide new vehicular access, new public open space, drainage, landscapin	Land at Sutton Stop, Alderman's Green	262dw allowed appeal 1/ 2023	More Than Likely
Application 038716 received	Former Bedworth Bowling Club, Smarts Road	124dw	More Than Likely
App 035945 51 retirement homes with 31 parking spaces	Retirement homes junction of Church St/Vicarage St Nuneaton	51dw 2019-2021	Complete
Part of hybrid app 037658. App 039160 for 30 upper-storey apartments	Abbey Street Quarter	30dw not started	Near Certain
66 bedroom Care Home. Planning app 038855	Former Red Ruby & Ratcliff Buildings, Tuttle Hill	66dw u/c Oct 22	Near Certain
PAP/2017/0108 and PAP/2020/0609 (reserved matters)	24-26 Atherstone Road, Hartshill	10dw	Complete
Outline permission for residential development ref PAP/2019/0599	Michael Drayton Middle School, Church Road	20dw u/c oct 22	Complete
App 038144	Land at Alders Lane (rear of Willow Close)	29dw	More Than Likely
Outline app 038631 received	Site 25C004 69 Plough Hill Rd	8dw	More Than Likely
Full application for barn conversion (ref 038837) received	Park Farm, Plough Hill Rd	1dw	Near Certain
Outline app 039087 conditional approval	Plough Hill Farm Cottage, Plough Hill Road	3dw	Near Certain
PAP/2019/0079 Under construction	Land East of St Lawrence Road, Ansley	70dw	Complete
PAP/2019/0078 Under construction	Land to the North of Nuthurst Crescent, Ansley	72dw	Complete

Employment

		zone						2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
St Georges Way	Planning application 36078	Industry	8030	Complete	3197.5	2.1	036078-Transpor	FloorspaceM2						1598.75	1598.75										
St Georges Way	Planning application 36078	Office	8030	Complete	3197.5	2.1	036078-Transpor	FloorspaceM2						1598.75	1598.75										
St Georges Way	Planning application 36078	Warehousing	8030	Complete	14920	2.1	036078-Transpor	FloorspaceM2						3730	3730	3730	3730								
Barling Way	Existing employees (FT 240, PT 20), proposed (FT 80). Planning application	Office	8034	Complete	4476	1.9	GFA = 0.4	FloorspaceM2		1492	1492	1492													
Hazell Way	Relocation of Royal Mail Sorting Office. 1657m2 of B8. Proposed 130 FT er	Warehousing	8034	More than Likely	1657	0.8	GFA = 0.166. http	FloorspaceM2									828.5	828.5							
Abbey Street Car Park	Ex Co-op and Abbey Street Car Park. Hotel for retail, food, leisure and resi	Hotel	8028	More than Likely	5245	2.4	037658-Transpor	FloorspaceM2									524.5	524.5	524.5	524.5	524.5	524.5	524.5	524.5	524.5
Abbey Street Car Park	Ex Co-op and Abbey Street Car Park. Hotel for retail, food, leisure and resi	Retail	8028	More than Likely	4143	2.4	037658-Transpor	FloorspaceM2									2071.5	2071.5							
Abbey Street Car Park	Ex Co-op and Abbey Street Car Park. Hotel for retail, food, leisure and resi	Leisure	8028	More than Likely	2545	2.4	037658-Transpor	FloorspaceM2									1272.5	1272.5							
Midland Road	Food store (Morrisons) and filling station. 170 FT employees proposed. 48	Retail	8028	More than Likely	4865		GFA = 0.49. 170 p	FloorspaceM2										2432.5	2432.5						
Land to the south of Horiba MIRA Technology Park & Enterprise Zone - extension? increase from 42ha	Increase from 42 ha to 59.5ha. Developable area is 213,500m2 (39.3ha).Te	Industry	8023	More than Likely	191931	59	GFA = 21.35. 1 (n	FloorspaceM2											23991.38	23991.38	23991.38	23991.38	23991.38	23991.38	23991.38	23991.38
Land to the south of Horiba MIRA Technology Park & Enterprise Zone - extension? increase from 42ha	Increase from 42 ha to 59.5ha. Developable area is 213,500m2 (39.3ha).Te	Warehousing	8023	More than Likely	21555	59	GFA = 21.35. 1 (n	FloorspaceM2											4311	4311	4311	4311	4311			
Prologis Extension - Plot A2	Prologis Extension - Plot A2. Mixed use, B1(c) /B2/B8 and B1. Planning app	Office	8110	More than Likely	510	1.5	GFA = 0.55. https	FloorspaceM2					85	85	85	85	85	85							
Prologis Extension - Plot A2	Prologis Extension - Plot A2. Mixed use, B1(c) /B2/B8 and B1. Planning app	Industry	8110	Complete	4972	1.5	GFA = 0.55. https	FloorspaceM2					2486	2486											
Prologis Extension - Plot J2	Prologis Extension - Plot J2. Planning application 33743	Industry	8110	Complete	4028	1.1	GFA = 0.4. https:/	FloorspaceM2				2014	2014												
Land at zone one, Ansty Park Airfield Drive	Land at zone one, Ansty Park Airfield Drive. Planning application R18/0981	Office	8029	More than Likely	5546	1.69	GFA = 0.35	FloorspaceM2						1109.2	1109.2	1109.2	1109.2	1109.2							
Prospero Ansty Developments (Future Phases)	B1/B2, 120 room hotel, 93m2 convenience store. Planning application R15	Hotel	8029	More than Likely	4500	14.9	https://www.legi	FloorspaceM2								1125	1125	1125	1125						
Prospero Ansty Developments (Future Phases)	B1/B2, 120 room hotel, 93m2 convenience store. Planning application R15	Retail	8029	More than Likely	250	14.9	https://www.legi	FloorspaceM2								250									
Prospero Ansty Developments (Future Phases)	B1/B2, 120 room hotel, 93m2 convenience store. Planning application R15	Office	8029	More than Likely	20000	14.9	https://www.legi	FloorspaceM2								4000	4000	4000	4000	4000					
Prospero Ansty Developments (Future Phases)	B1/B2, 120 room hotel, 93m2 convenience store. Planning application R15	Industry	8029	More than Likely	135250	14.9	https://www.legi	FloorspaceM2								16906.25	16906.25	16906.25	16906.25	16906.25	16906.25	16906.25	16906.25		
Rolls Royce Ansty Business Park	Creation of parking area, removal of existing parking area, erection of stor	Industry	8029	More than Likely	27927	12.15	GFA = 2.9. (1302r	FloorspaceM2						3490.875	3490.875	3490.875	3490.875	3490.875	3490.875	3490.875	3490.875	3490.875	3490.875		
Rolls Royce, Antsy Aerodrome	Erection of three commercial units for flexible use within Use Classes B2 &	Industry	8029	More than Likely	11619.5	6.35	Mixed use, floors	FloorspaceM2										1936.583	1936.583	1936.583	1936.583	1936.583	1936.583	1936.583	
Rolls Royce, Antsy Aerodrome	Erection of three commercial units for flexible use within Use Classes B2 &	Warehousing	8029	More than Likely	11619.5	6.35	Mixed use, floors	FloorspaceM2										1936.583	1936.583	1936.583	1936.583	1936.583	1936.583	1936.583	
Rolls Royce Ltd, Coombe Fields Road	Erection of building and use for Class B8 (storage and distribution) of the T	Office	8029	More than Likely	2396	16.3	https://planning.	FloorspaceM2								1198	1198								
Rolls Royce Ltd, Coombe Fields Road	Erection of building and use for Class B8 (storage and distribution) of the T	Warehousing	8029	More than Likely	25504	16.3	https://planning.	FloorspaceM2								3643.429	3643.429	3643.429	3643.429	3643.429	3643.429	3643.429			
Rolls Royce Ansty Business Park	Erection of building and use for purposes within Class B2 (General Industri	Industry	8029	More than Likely	45697	26.02	GFA = 4.46. 445ft	FloorspaceM2						5712.125	5712.125	5712.125	5712.125	5712.125	5712.125	5712.125	5712.125				
Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT	Office	3271	More than Likely	4662.5	43	4129 existing floc	FloorspaceM2									1554.167	1554.167	1554.167						
Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT	Warehousing	3271	More than Likely	209900	43		FloorspaceM2									20990	20990	20990	20990	20990	20990	20990	20990	20990
Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT	Leisure	3271	More than Likely	1850	43		FloorspaceM2									1850								
Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT	Office	3270	More than Likely	4662.5	43	4129 existing floc	FloorspaceM2									1554.167	1554.167	1554.167						
Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT	Warehousing	3270	More than Likely	209900	43		FloorspaceM2									20990	20990	20990	20990	20990	20990	20990	20990	20990
Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT	Leisure	3270	More than Likely	1850	43		FloorspaceM2									1850								
Land adj to Europark, A5 Watling Street	Two buildings B2 with ancillary offices and ancillary storage, parking, servi	Industry	8020	More than Likely	4843	2.42	GFA 0.589. https:	FloorspaceM2								1614.333	1614.333	1614.333							
Land adj to Europark, A5 Watling Street	Two buildings B2 with ancillary offices and ancillary storage, parking, servi	Office	8020	More than Likely	1047	2.42	GFA 0.589. https:	FloorspaceM2								1047									

PlanID	Authority	District	Source	SourceShe	ModelZon	Settlement	PlanningApplicationNumber	Location	Description	MapEastir	MapNorth
HH Hbos 949	Leicesters	Hbos	v2 Appenc	Large Site	6113	Bagworth	12/00127/FUL	Land south of the Maynard, Station Road	ERECTION OF 50 DWELLINGS, 6 APARTMENTS AND 4 RETAIL UNITS (USE CLASSES A1/A3/A5/D1) WITH ASSOCIATED AC	444126	309246
HH Hbos 950	Leicesters	Hbos	v2 Appenc	Large Site	6143	Barwell	12/00981/FUL	Land at Hazel Way	ERECTION OF 29 DWELLINGS AND 8 APARTMENTS	444294	297185
HH Hbos 951	Leicesters	Hbos	v2 Appenc	Large Site	6014	Burbage	12/00154/FUL	Land south of 26-28 Britannia Road	ERECTION OF 52 DWELLINGS WITH GARAGES AND ASSOCIATED INFRASTRUCTURE	444072	292014
HH Hbos 952	Leicesters	Hbos	v2 Appenc	Large Site	6027	Burbage	12/00697/REM	Land bounded by Canal, Railway and Bridge Road (Sketchley Brook)	APPROVAL OF RESERVED MATTERS FOR THE ERECTION OF 212 DWELLINGS WITH ASSOCIATED ROADS, OPEN SPACE AN	442456	293107
HH Hbos 953	Leicesters	Hbos	v2 Appenc	Large Site	6027	Burbage	12/00698/REM	Land bounded by Canal, Railway and Bridge Road (Sketchley Brook)	APPROVAL OF RESERVED MATTERS APPLICATION FOR THE ERECTION OF 133 DWELLINGS WITH ASSOCIATED ROADS AN	442456	293107
HH Hbos 954	Leicesters	Hbos	v2 Appenc	Large Site	6112	Desford	12/01125/REM	Land south of Hunts Lane	Approval of reserved matters (appearance, landscaping, layout and scale) for 135 No. dwellings granted under outline	447192	303427
HH Hbos 955	Leicesters	Hbos	v2 Appenc	Large Site	6032	Hinckley	08/00349/FUL	Land south of Sword Drive	ERECTION OF 145 NO. DWELLINGS AND CONSTRUCTION OF ROADS AND SEWERS WITH ASSOCIATED PARKING	441789	295258
HH Hbos 956	Leicesters	Hbos	v2 Appenc	Large Site	6032	Hinckley	09/00140/REM	Hollycroft Estate	APPROVAL OF RESERVED MATTERS FOR OUTLINE PERMISSION 05/00335/OUT	441055	294623
HH Hbos 957	Leicesters	Hbos	v2 Appenc	Large Site	6006	Hinckley	11/00082/REM	North Warks & Hinckley College, London Road	APPROVAL OF RESERVED MATTERS FOR A RESIDENTIAL DEVELOPMENT CONSISTING OF 132 DWELLINGS AND ASSOCIA	443554	293950
HH Hbos 958	Leicesters	Hbos	v2 Appenc	Large Site	6026	Hinckley	11/00571/FUL	Hinckley Club for Young People, Stoke Road	ERECTION OF 65 NEW DWELLINGS WITH ASSOCIATED ACCESS AND LANDSCAPING	442030	295092
HH Hbos 959	Leicesters	Hbos	v2 Appenc	Large Site	6001	Hinckley	11/01023/REM	L/A Hinckley Golf Club, Leicester Road	ERECTION OF 184 DWELLINGS (SCALE, APPEARANCE, LAYOUT AND LANDSCAPING)	443918	295032
HH Hbos 960	Leicesters	Hbos	v2 Appenc	Large Site	6044	Hinckley	12/00341/FUL	LA/ Former Greyhound Stadium, Nutts Lane	ERECTION OF 83 DWELLINGS INCORPORATING ACCESS, PUBLIC OPEN SPACE, BALANCING POND, PUMPING STATION A	440881	293041
HH Hbos 961	Leicesters	Hbos	v2 Appenc	Large Site	6017	Hinckley	12/00821/FUL	Land at St Francis Close	ERECTION OF 28 DWELLINGS (AMENDED SCHEME)	442400	295151
HH Hbos 962	Leicesters	Hbos	v2 Appenc	Large Site	6123	Newbold Verdon	11/00489/FUL	Land at 71 Dragon Lane	PROPOSED DEMOLITION OF N0. 71 DRAGON LANE AND ERECTION OF 94 DWELLINGS WITH ASSOCIATED GARAGES, CA	444360	304173
HH Hbos 963	Leicesters	Hbos	v2 Appenc	Large Site	6104	Ratby	12/00178/FUL	Land adjacent M1, Ferndale Drive	ERECTION OF 65 DWELLINGS (PART AMENDED SCHEME - 09/00211/FUL)	451668	306141
HH Hbos 964	Leicesters	Hbos	v2 Appenc	Large Site	6104	Ratby	13/00056/FUL	71 Park Road	Erection of 29 residential units	451484	305428
HH Hbos 965	Leicesters	Hbos	v2 Appenc	Large Site	6115	Stanton Under Bardon	11/00582/FUL	Land rear of 261 Main Street	ERECTION OF 28 DWELLINGS AND GARAGING INCLUDING DEMOLITION OF 261 MAIN STREET	446695	310170
HH Hbos 966	Leicesters	Hbos	v2 Appenc	Large Site	6115	Stanton Under Bardon	12/01072/REM	Land rear of 169 Main Street	Erection of 38 dwellings, community centre and formation of allotments and balancing pond with associated access (R	446812	310457
HH Hbos 967	Leicesters	Hbos	v2 Appenc	Large Site	6156	Stoke Golding	11/00219/REM	St Martins Convent, Hinckley Road	ERECTION OF 59 DWELLINGS (SITING, APPEARANCE, LAYOUT AND LANDSCAPING)	440887	297298
HH Hbos 968	Leicesters	Hbos	v2 Appenc	Large Site	6014	Burbage	13/00147/FUL	Land at Workhouse Lane	Demolition of residential dwelling and erection of 35 dwellings with associated highway and engineering operations	444240	291979
HH Hbos 969	Leicesters	Hbos	v2 Appenc	Large Site	6039	Burbage	13/00094/FUL	Land off Three Pots Road	Erection of 34 Dwellings and Associated Infrastructure	443239	291602
HH Hbos 970	Leicesters	Hbos	v2 Appenc	Large Site	6161	Higham on the Hill	14/00503/FUL & 14/00959/FUL	Land off Hilary Bevins Close	Erection of 43 dwellings with associated access (revised proposal)	437959	295604
HH Hbos 971	Leicesters	Hbos	v2 Appenc	Large Site	6042	Hinckley	15/00204/REM	Jarvis Porter, Coventry Road	Reserved matters submission (appearance, landscaping, layout and scale) for plot substitutions of 37 dwellings within	441961	293628
HH Hbos 972	Leicesters	Hbos	v2 Appenc	Large Site	6050	Burbage	15/00826/REM	Land Surrounding Sketchley House, Watling Street	Application for the approval of reserved matters (appearance, landscape, layout and scale) of outline planning permis	442730	291594
HH Hbos 973	Leicesters	Hbos	v2 Appenc	Large Site	6156	Stoke Golding	15/00073/REM	Land off Hinckley Road	Application for approval of reserved matters (appearance, landscaping, layout and scale) of outline planning permissic	440575	297372
HH Hbos 974	Leicesters	Hbos	v2 Appenc	Large Site	6133	Earl shilton	16/00488/FUL	40 High Street	Erection of 70 bed care home, associated facilities and revised site access	446810	298047
HH Hbos 975	Leicesters	Hbos	v2 Appenc	Large Site	6025	Hinckley	15/00942/FUL	Police Station, Upper Bond Street	Change of use from Police Station to 30 residential apartments	442548	294259
HH Hbos 976	Leicesters	Hbos	v2 Appenc	Large Site	6137	Earl Shilton	15/00084/FUL	Warwick Building, Rossendale Road	Demolition of existing buildings and erection of 30 dwellings with associated vehicular access, parking and landscapin	445942	297509
HH Hbos 977	Leicesters	Hbos	v2 Appenc	Large Site	6103	Glenfield	14/00502/FUL	Land At (The Brant Inn), Overdale Avenue	Erection of 25 dwellings with associated infrastructure (Cross boundary application with Blaby District Council)	453550	307105
HH Hbos 978	Leicesters	Hbos	v2 Appenc	Large Site	6028	Hinckley	13/00725/FUL	St Marys Vicarage, St Marys Road	Demolition of existing building and erection of retirement living housing with associated landscaping and car parking	442766	293758
HH Hbos 979	Leicesters	Hbos	v2 Appenc	Large Site	6112	Desford	14/00816/FUL	Land West Of Cambridge Drive	Erection of 61 No. dwellings with associated parking and garaging including the provision of public open space, infrast	447043	303067
HH Hbos 980	Leicesters	Hbos	v2 Appenc	Large Site	6035	Hinckley	16/00107/FUL	Richard Roberts Dyers Ltd, Southfield Road	Erection of 68 dwellings with associated access, parking and landscaping	442827	293281
HH Hbos 981	Leicesters	Hbos	v2 Appenc	Large Site	6113	Bagworth	17/00634/FUL	Dunlop Limited, Station Road	Demolition of existing industrial unit and erection of 61 dwellings	444469	308762
HH Hbos 982	Leicesters	Hbos	v2 Appenc	Large Site	6115	Stanton Under Bardon	16/01042/REM	Land Adjacent Stanton-Under-Bardon Primary School, Main Street	Approval of reserved matters (appearance, landscaping, layout and scale) of planning permission 12/01052/OUT - ere	446763	310378
HH Hbos 983	Leicesters	Hbos	v2 Appenc	Large Site	6048	Burbage	17/00964/FUL	Land South of Crimson Way	Erection of 30 dwellings	442273	292947
HH Hbos 984	Leicesters	Hbos	v2 Appenc	Large Site	6103	Groby	18/01038/REM	Former highway Land, Leicester Road	Approval of reserved matters (layout, scale, appearance and landscaping) of outline planning permission 15/00767/OI	452924	307465
HH Hbos 985	Leicesters	Hbos	v2 Appenc	Large Site	6015	Hinckley	17/01338/FUL	Former Council Depot, Middlefield Lane	Residential development of 54 dwellings	442689	295413
HH Hbos 986	Leicesters	Hbos	v2 Appenc	Large Site	6007	Burbage	17/00795/REM	Land To The South West Of Lutterworth Road	Approval of reserved matters (appearance, layout, scale and landscaping) of outline planning permission 15/01292/OI	444570	291780
HH Hbos 987	Leicesters	Hbos	v2 Appenc	Large Site	6147	Barwell	19/00730/REM	Glebe Farm, Kirkby Road	Approval of reserved matters (Landscaping) of outline permission 16/00341/OUT for the erection of 52 bed care hom	444431	297709
HH Hbos 988	Leicesters	Hbos	v2 Appenc	Large Site	6048	Burbage	18/00302/FUL	Land South of Amber Way	Erection of 40 dwellings and associated infrastructure.	442383	292989
HH Hbos 989	Leicesters	Hbos	v2 Appenc	Large Site	6109	Desford	19/01416/REM	Land Opposite Bosworth College, Leicester Road	Approval of Reserved Matters (appearance, landscaping, layout and scale) of Outline application 19/00149/OUT for th	448462	303494
HH Hbos 990	Leicesters	Hbos	v2 Appenc	Large Site	6133	Earl Shilton	19/01442/REM	Westfield Farm, Keats Lane	Approval of reserved matters (appearance, landscaping, layout and scale) for residential development of 322 dwelling	446153	298069
HH Hbos 991	Leicesters	Hbos	v2 Appenc	Large Site	6060	Hinckley	15/00188/OUT/18/00563/REM	Land North East of Triumph Motorcycles (Hinckley West site)	Erection of up to 850 dwellings, 500m2 of retail units, a primary school, community facilities including sports pitches	440673	294547
HH Hbos 992	Leicesters	Hbos	v2 Appenc	Large Site	6037	Hinckley	16/00818/FUL	4 The Horsefair	Conversion, extension and alterations, including part demolition, of buildings to form 27 apartments, associated parkir	442580	293818
HH Hbos 993	Leicesters	Hbos	v2 Appenc	Large Site	6166	Hinckley	17/00115/FUL	Land off Paddock Way	Residential development of 55 dwellings, creation of a new access and associated works to include 72 on-site parking	440439	293069
HH Hbos 994	Leicesters	Hbos	v2 Appenc	Large Site	6004	Hinckley	17/00765/FUL	Former Brick Pit, Land Rear of 44-78 Ashby Road	Erection of 60 dwellings including engineering infill operation and associated works.	443149	294954
HH Hbos 995	Leicesters	Hbos	v2 Appenc	Large Site	6042	Hinckley	18/01073/FUL*	Transco NTS, Coventry Road	Demolition of existing building and erection of retirement living housing, including 16 retirement bungalows and the e	441961	293627
HH Hbos 996	Leicesters	Hbos	v2 Appenc	Large Site	6042	Hinckley	18/01237/FUL	Leisure Centre, Coventry Road/Trinity Lane	Erection of 66 apartments within two apartment blocks and 7 houses, including the provision of access, open space an	442373	293763
HH Hbos 997	Leicesters	Hbos	v2 Appenc	Large Site	6142	Market Bosworth	12/00597/FUL	Sedgemere, Station Road	DEMOLITION OF EXISTING BUNGALOW AND ASSOCIATED OUTBUILDINGS AND ERECTION OF 57 NO. DWELLINGS AND	439222	303126
HH Hbos 998	Leicesters	Hbos	v2 Appenc	Large Site	6149	Barwell	18/00279/OUT	Crabtree Farm, Hinckley Road	Erection of up to 25 dwellings, provision of open space and change of use of land for new cemetery and associated sh	443687	296221
HH Hbos 999	Leicesters	Hbos	v2 Appenc	Large Site	6112	Desford	18/01252/OUT	Land East of Peckleton Lane	Residential development up to 80 dwellings with associated works (Outline - access only)	448012	302811
HH Hbos 1001	Leicesters	Hbos	v2 Appenc	Large Site	6140	Barlestone	20/00470/FUL	Garden Farm, Bagworth Road	Residential development of 99 dwellings with associated infrastructure, vehicular accesses and areas of open space	443016	305818
HH Hbos 1002	Leicesters	Hbos	v2 Appenc	Large Site	6123	Newbold Verdon	20/00143/FUL	Land South of Bosworth Lane	Residential Development of 116 Dwellings	444307	304379
HH Hbos 1003	Leicesters	Hbos	v2 Appenc	Large Site	6108	Ratby	20/00711/REM	Springfield Riding School, Groby Road	Approval of Reserved Matters (appearance, landscaping, layout and scale) of application 19/00680/OUT for erection c	451354	306331
HH Hbos 1004	Leicesters	Hbos	v2 Appenc	Large Site	6142	Market Bosworth	MKBOS02	Land South Of Station Road and Heath Road	Allocation - 100 dwellings 1 ha of employment land	439471	302955
HH Hbos 1005	Leicesters	Hbos	v2 Appenc	Large Site	6124	Earl Shilton	20/01056/SCOPE	Earl Shilton Sustainable Urban Extension	Allocation - 1500 dwellings and 5.3 ha of employment	447813	297660
HH Hbos 1006	Leicesters	Hbos	v2 Appenc	Large Site	6130	Earl Shilton	20/01056/SCOPE	Earl Shilton Sustainable Urban Extension	Allocation - 1500 dwellings and 5.3 ha of employment	447813	297660
HH Hbos 1007	Leicesters	Hbos	v2 Appenc	Large Site	6146	Barwell	12/00295/OUT	Barwell Sustainable Urban Extension	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for	443435	297487
HH Hbos 1008	Leicesters	Hbos	v2 Appenc	Large Site	6152	Barwell	12/00295/OUT	Barwell Sustainable Urban Extension	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for	443435	297487
HH Hbos 1009	Leicesters	Hbos	v2 Appenc	Small Site	6168	Atterton		Atterton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	434317	298365
HH Hbos 1010	Leicesters	Hbos	v2 Appenc	Small Site	6113	Bagworth		Bagworth	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	446235	307240
HH Hbos 1011	Leicesters	Hbos	v2 Appenc	Small Site	6113	Bagworth Heath		Bagworth Heath	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	446235	307240
HH Hbos 1012	Leicesters	Hbos	v2 Appenc	Small Site	6140	Barlestone		Barlestone	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	442275	307067
HH Hbos 1013	Leicesters	Hbos	v2 Appenc	Small Site	6158	Barton in the Beans		Barton in the Beans	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	437426	306481
HH Hbos 1014	Leicesters	Hbos	v2 Appenc	Small Site	6144	Barwell		Barwell	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	444932	297105
HH Hbos 1015	Leicesters	Hbos	v2 Appenc	Small Site	6148	Barwell		Barwell	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	443969	297150
HH Hbos 1016	Leicesters	Hbos	v2 Appenc	Small Site	6136	Barwell		Barwell	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	445206	298481
HH Hbos 1017	Leicesters	Hbos	v2 Appenc	Small Site	6158	Bilstone		Bilstone	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	437426	306481
HH Hbos 1018	Leicesters	Hbos	v2 Appenc	Small Site	6107	Botcheston		Botcheston	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	448774	304981
HH Hbos 1019	Leicesters	Hbos	v2 Appenc	Small Site	6142	Bull in the Oak		Bull in the Oak	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	440850	302825
HH Hbos 1020	Leicesters	Hbos	v2 Appenc	Small Site	6020	Burbage		Burbage	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	444122	292671
HH Hbos 1021	Leicesters	Hbos	v2 Appenc	Small Site	6014	Burbage		Burbage	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	444437	292176
HH Hbos 1022	Leicesters	Hbos	v2 Appenc	Small Site	6142	Cadeby		Cadeby	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	440850	302825
HH Hbos 1023	Leicesters	Hbos	v2 Appenc	Small Site	6158	Carlton		Carlton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	437426	306481
HH Hbos 1024	Leicesters	Hbos	v2 Appenc	Small Site	6158	Congerstone		Congerstone	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	437426	306481
HH Hbos 1025	Leicesters	Hbos	v2 Appenc	Small Site	6151	Dadlington		Dadlington	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	438541	300890
HH Hbos 1026	Leicesters	Hbos	v2 Appenc	Small Site	6112	Desford		Desford	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	447460	303050
HH Hbos 1027	Leicesters	Hbos	v2 Appenc	Small Site	6109	Kirby Muxloe		Desford (Kirby Muxloe)	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	449062	303221
HH Hbos 1028	Leicesters	Hbos	v2 Appenc	Small Site	6127	Earl Shilton		Earl Shilton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	446405	298599
HH Hbos 1029	Leicesters	Hbos	v2 Appenc	Small Site	6129	Earl Shilton		Earl Shilton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	447125	298036
HH Hbos 1030	Leicesters	Hbos	v2 Appenc	Small Site	6121	Earl Shilton		Earl Shilton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	447772	297927
HH Hbos 1031	Leicesters	Hbos	v2 Appenc	Small Site	6126	Earl Shilton		Earl Shilton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	447325	297842
HH Hbos 1032	Leicesters	Hbos	v2 Appenc	Small Site	6142	Far Coton		Far Coton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	440850	302825
HH Hbos 1033	Leicesters	Hbos	v2 Appenc	Small Site	6168	Fenny Drayton		Fenny Drayton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	434317	298365
HH Hbos 1034	Leicesters	Hbos	v2 Appenc	Small Site	6106	Groby		Groby	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	451984	307280
HH Hbos 1035	Leicesters	Hbos	v2 Appenc	Small Site	6161	Higham on the Hill		Higham on the Hill	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	438523	295735
HH Hbos 1036	Leicesters	Hbos	v2 Appenc	Small Site	6002	Hinckley		Hinckley	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	444478	294044
HH Hbos 1037	Leicesters	Hbos	v2 Appenc	Small Site	6004	Hinckley		Hinckley	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	443492	295502
HH Hbos 1038	Leicesters	Hbos	v2 Appenc	Small Site	6005	Hinckley		Hinckley	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	443614	295238
HH Hbos 1039	Leicesters	Hbos	v2 Appenc	Small Site	6008	Hinckley		Hinckley	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	444649	292916
HH Hbos 1040	Leicesters	Hbos	v2 Appenc	Small Site	6016	Hinckley		Hinckley	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	443627	293248
HH Hbos 1041	Leicesters	Hbos	v2 Appenc	Small Site	6055	Hinckley		Hinckley	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	441476	293267
HH Hbos 1042	Leicesters	Hbos	v2 Appenc	Small Site	6162	Hinckley		Hinckley	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	442316	292209
HH Hbos 1043	Leicesters	Hbos	v2 Appenc	Small Site	6111	Kirkby Mallory		Kirkby Mallory	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	446905	301384
HH Hbos 1044	Leicesters	Hbos	v2 Appenc	Small Site	6142	Market Bosworth		Market Bosworth	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	440850	302825
HH Hbos 1045	Leicesters	Hbos	v2 Appenc	Small Site	6114	Markfield		Markfield	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	448939	310308
HH Hbos 1046	Leicesters	Hbos	v2 Appenc	Small Site	6140	Nailstone		Nailstone	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	442275	307067
HH Hbos 1047	Leicesters	Hbos	v2 Appenc	Small Site	6140	Belchers Bar		Nailstone (Belchers Bar)	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	442275	307067
HH Hbos 1048	Leicesters	Hbos	v2 Appenc	Small Site	6123	Newbold Verdon		Newbold Verdon	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	444608	303371
HH Hbos 1049	Leicesters	Hbos	v2 Appenc	Small Site	6167	Norton Juxta Twycross		Norton Juxta Twycross	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	432706	305788
HH Hbos 1050	Leicesters	Hbos	v2 Appenc	Small Site	6158	Odstone		Odstone	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	437426	306481
HH Hbos 1051	Leicesters	Hbos	v2 Appenc	Small Site	6167	Orton on the Hill		Orton on the Hill	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	432706	305788
HH Hbos 1052	Leicesters	Hbos	v2 Appenc	Small Site	6111	Peckleton		Peckleton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	446905	301384
HH Hbos 1053	Leicesters	Hbos	v2 Appenc	Small Site	6169	Pinwall		Pinwall	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	432074	301367
HH Hbos 1054	Leicesters	Hbos	v2 Appenc	Small Site	6108	Ratby		Ratby	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	449843	306801
HH Hbos 1055	Leicesters	Hbos	v2 Appenc	Small Site	6105	Ratby		Ratby	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	451751	305719
HH Hbos 1056	Leicesters	Hbos	v2 Appenc	Small Site	6168	Ratcliffe Culey		Ratcliffe Culey	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	434317	298365
HH Hbos 1057	Leicesters	Hbos	v2 Appenc	Small Site	6158	Shackerstone		Shackerstone	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	437426	306481
HH Hbos 1058	Leicesters	Hbos	v2 Appenc	Small Site	6169	Sheepy Magna		Sheepy Magna	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	432074	301367
HH Hbos 1059	Leicesters	Hbos	v2 Appenc	Small Site	6169	Sheepy Parva		Sheepy Parva	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	432074	301367
HH Hbos 1060	Leicesters	Hbos	v2 Appenc	Small Site	6151	Shenton		Shenton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	438541	300890
HH Hbos 1061	Leicesters	Hbos	v2 Appenc	Small Site	6115	Stanton Under Bardon		Stanton Under Bardon	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	446512	311148
HH Hbos 1062	Leicesters	Hbos	v2 Appenc	Small Site	6119	Stapleton		Stapleton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	444632	299810
HH Hbos 1063	Leicesters	Hbos	v2 Appenc	Small Site	6156	Stoke Golding		Stoke Golding	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	440531	296956
HH Hbos 1064	Leicesters	Hbos	v2 Appenc	Small Site	6151	Sutton Cheney		Sutton Cheney	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	438541	300890
HH Hbos 1065	Leicesters	Hbos	v2 Appenc	Small Site	6113	Thornton		Thornton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	446235	307240
HH Hbos 1066	Leicesters	Hbos	v2 Appenc	Small Site	6167	Twycross		Twycross	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	432706	305788
HH Hbos 1067	Leicesters	Hbos	v2 Appenc	Small Site	6151	Upton		Upton	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	438541	300890
HH Hbos 1068	Leicesters	Hbos	v2 Appenc	Small Site	6151	Wellsborough		Wellsborough	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	438541	300890
HH Hbos 1069	Leicesters	Hbos	v2 Appenc	Small Site	6168	Witherley		Witherley	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	434317	298365
HH Hbos 1070	Leicesters	Hbos	v2 Appenc	Small Site	6160	Wykin		Wykin	Developments < 25 dwellings which meet uncertainty criteria agglomorated together by settlement	440468	295318
HH Hbos 1787	Leicesters	Hbos	Hbos plar	NA	6007	Burbage	19/01405/OUT	Land North Of Deepdale Farm Lutterworth Road	Residential development of up to 135 dwellings	444650	291974
HH Hbos 1788	Leicesters	Hbos	Hbos plar	NA	6007	Burbage	20/01012/OUT	Land West Of Workhouse Lane Burbage	Residential development up to 40 dwellings, public open space and associated Infrastructure	444291	291942
HH Hbos 1789	Leicesters	Hbos	Hbos plar	NA	6003	Burbage	22/01037/OUT	Land Opposite And South Of Pumping Station Aston Flamville Road	Erection of 343 dwellings	445100	293350
HH Hbos 1790	Leicesters	Hbos	Hbos plar	NA	6108	Ratby	22/00648/OUT	Land South Of Markfield Road	Erection of 75 dwellings	450505	306380
HH Hbos 1791	Leicesters	Hbos	Hbos plar	NA	6115	Stanton Under Barton	22/00527/OUT	Land South Of 295 Main Street	Erection of 50 dwellings	446302	309972
HH Hbos 1792	Leicesters	Hbos	Hbos plar	NA	6149	Barwell	22/01053/OUT	Land At Crabtree Farm Hinckley Road	Erection of 45 dwellings	443609	296214
HH Blaby 673	Leicesters	Blaby	BDC Housi	Large Site	5059	Blaby	12/0692/1/PX, 13/0676/1/PX, 13/07	Land off Winchester Road (Scout HQ)	Erection of an extra-care facility (50-beds) and 46 dwellings	457169	296611
HH Blaby 674	Leicesters	Blaby	BDC Housi	Large Site	5059	Blaby	13/0479/1/MX	Land off Winchester Road (north of Blaby golf course)	Erection of 126 dwellings	456909	296602
HH Blaby 675	Leicesters	Blaby	BDC Housi	Large Site	5049	Blaby	15/0366/FUL	4 - 6 Enderby Road	Demolition of 2 dwellings and erection of 40 retirement apartments	456636	297814
HH Blaby 676	Leicesters	Blaby	BDC Housi	Large Site	5049	Blaby	15/1603/RM	Former Pyramid Posters Ltd, Park Road	Demolition of industrial buildings and erection of 34 dwellings	456368	297612
HH Blaby 677	Leicesters	Blaby	BDC Housi	Large Site	5059	Blaby	15/1031/RM	Leicester Lions Rugby Football Club, Lutterworth Road	Demolition of existing clubhouse and proposed residential development (maximum 46 dwellings), construction of new	456345	296679
HH Blaby 678	Leicesters	Blaby	BDC Housi	Large Site	5059	Blaby	Not applicable	Land to the east of Winchester Road	Blaby Neighbourhood Plan Reserve Housing Site for 55 dwellings	457257	296496
HH Blaby 679	Leicesters	Blaby	BDC Housi	Large Site	5059	Blaby	Not applicable	Land adjacent to Lutterworth Road	Blaby Neighbourhood Plan Reserve Housing Site for 51 dwellings	456596	296621
HH Blaby 680	Leicesters	Blaby	BDC Housi	Large Site	5074	Cosby	13/0328/1/PX	HW Coates Ltd, 61 Main Street	Demolition of industrial buildings and erection of 29 dwellings	454782	294783
HH Blaby 681	Leicesters	Blaby	BDC Housi	Large Site	5075	Cosby	17/0747/FUL	Land at Croft Road	Erection of 32 dwellings	452536	296054
HH Blaby 682	Leicesters	Blaby	BDC Housi	Large Site	5074	Cosby	16/0216/OUT	Land south of Cambridge Road	Erection of 180 dwellings (outline permission)	455267	295885
HH Blaby 683	Leicesters	Blaby	BDC Housi	Large Site	5066	Countesthorpe	11/0626/1/MX and 13/0458/1/MX	Land at Leicester Road	Erection of 175 dwellings	458434	296045
HH Blaby 684	Leicesters	Blaby	BDC Housi	Large Site	5068	Countesthorpe	09/0620/1/PX	Land east of Scarlborough Close	Erection of 150 dwellings	457727	295906
HH Blaby 685	Leicesters	Blaby	BDC Housi	Large Site	5066	Countesthorpe	14/1096/1/MX and 16/0315/FUL	Land south of Gillam Butts	Erection of 55 dwellings	458223	295123
HH Blaby 686	Leicesters	Blaby	BDC Housi	Large Site	5078	Elmesthorpe	13/0481/1/MX and 13/0951/1/PX	Land north of Clickers Way	Erection of 90 dwellings	446011	296776
HH Blaby 687	Leicesters	Blaby	BDC Housi	Large Site	5045	Enderby	11/0065/1/PX	Land at St Johns	Erection of 45 dwellings	454928	299011
HH Blaby 688	Leicesters	Blaby	BDC Housi	Large Site	5047	Glen Parva	11/0360/1/PX and 15/0490/VAR	Former County Arms public house, Leicester Road	Partial demolition, partial conversion and extensions of a former public house to create a retirement living complex of	456847	298558
HH Blaby 689	Leicesters	Blaby	BDC Housi	Large Site	5046	Glen Parva	15/0176/OUT	Land off Cork Lane	Erection of 165 dwellings (outline permission)	456228	298780
HH Blaby 690	Leicesters	Blaby	BDC Housi	Large Site	5033	Glenfield	12/0798/1/MX	Land at Kirby Road / Ratby Lane	Erection of 250 dwellings and a 30ha employment site	453208	305382
HH Blaby 691	Leicesters	Blaby	BDC Housi	Large Site	5021	Glenfield	17/1253/RM	Land off Nursery Rise	Erection of 37 dwellings	454666	307206
HH Blaby 692	Leicesters	Blaby	BDC Housi	Large Site	5069	Huncote	13/0117/1/MX	Land south of Narborough Road	Erection of 75 dwellings	452009	297201
HH Blaby 693	Leicesters	Blaby	BDC Housi	Large Site	5069	Huncote	16/1334/RM	Land off Denman Lane	Erection of 60 dwellings	451929	297835
HH Blaby 694	Leicesters	Blaby	BDC Housi	Large Site	5037	Kirby Muxloe	18/0635/RM	Land off Barry Close	Erection of 69 dwellings	452153	303389
HH Blaby 695	Leicesters	Blaby	BDC Housi	Large Site	9003	Kirby Muxloe	Not applicable	Land north of A47 Hinckley Road	Local Plan Delivery DPD allocation for 750 dwellings and one primary school	451692	302832
HH Blaby 696	Leicesters	Blaby	BDC Housi	Large Site	5042	Kirby Muxloe	Not applicable	Land at Ratby Lane / Desford Road	Local Plan Delivery DPD allocation for 52 dwellings	452219	304887
HH Blaby 697	Leicesters	Blaby	BDC Housi	Large Site	5041	Leicester Forest East	12/0707/1/MX	Land South of A47 and west of Beggars Lane	Erection of 145 dwellings	452181	302448
HH Blaby 698	Leicesters	Blaby	BDC Housi	Large Site	5026	Leicester Forest East	14/0569/1/PX	Land off Forest House Lane	Erection of 160 dwellings	453503	302711
HH Blaby 699	Leicesters	Blaby	BDC Housi	Large Site	5041	Leicester Forest East	14/0965/1/PX	Land to the west of Beggars Lane	Erection of 32 dwellings	452248	302295
HH Blaby 700	Leicesters	Blaby	BDC Housi	Large Site	5024	Leicester Forest East	Not applicable	Land at Grange Farm	Local Plan Delivery DPD allocation for 55 dwellings	453763	303255
HH Blaby 701	Leicesters	Blaby	BDC Housi	Large Site	5071	Littlethorpe	14/0096/1/MX	Land to south and east of 62A and 64 Cosby Road	Erection of 32 dwellings	454409	296578
HH Blaby 702	Leicesters	Blaby	BDC Housi	Large Site	5071	Littlethorpe	18/0466/FUL	Land off Warwick Road	Erection of 46 dwellings	454565	296814
HH Blaby 703	Leicesters	Blaby	BDC Housi	Large Site	5071	Littlethorpe	13/0884/1/OX	Land off Cosby Road	Erection of 25 dwellings (outline permission)	454394	296501
HH Blaby 704	Leicesters	Blaby	BDC Housi	Large Site	5002	Lubbesthorpe	11/0100/1/OX and subsequent reser	Lubbesthorpe SUE	Outline application for 4,250 dwellings, a mixed use district centre and two mixed use local centres featuring a supern	453357	301647
HH Blaby 705	Leicesters	Blaby	BDC Housi	Large Site	5003	Lubbesthorpe	11/0100/1/OX and subsequent reser	Lubbesthorpe SUE	Outline application for 4,250 dwellings, a mixed use district centre and two mixed use local centres featuring a supern	453357	301647
HH Blaby 706	Leicesters	Blaby	BDC Housi	Large Site	5067	Narborough	10/0216/1/PX	The Woodlands Unit, Forest Road	Residential development of 70 dwellings	453595	297800
HH Blaby 707	Leicesters	Blaby	BDC Housi	Large Site	5079	Sapcote	12/1023/1/PX	The Limes, Hinckley Road	Erection of 128 dwellings	448026	293420
HH Blaby 708	Leicesters	Blaby	BDC Housi	Large Site	5079	Sapcote	13/0592/1/PX and 15/0445/FUL	Land east of Grace Road	Erection of 100 dwellings	449279	293688
HH Blaby 709	Leicesters	Blaby	BDC Housi	Large Site	5079	Sapcote	13/0795/1/MX	Land west of Stanton Road	Erection of 111 dwellings	448885	293899
HH Blaby 710	Leicesters	Blaby	BDC Housi	Large Site	5079	Sapcote	19/0160/RM	Land south of Hinckley Road	Erection of 125 dwellings	446517	293741
HH Blaby 711	Leicesters	Blaby	BDC Housi	Large Site	5077	Stoney Stanton	10/0103/1/PX	Land off The Fleet	Erection of 170 dwellings	449307	295337
HH Blaby 712	Leicesters	Blaby	BDC Housi	Large Site	5077	Stoney Stanton	13/0523/1/MX	Land off Huncote Road	Erection of 105 dwellings	449123	295631
HH Blaby 713	Leicesters	Blaby	BDC Housi	Large Site	5077	Stoney Stanton	17/0983/RM	Land off Station Road	Erection of 29 dwellings	448535	295019
HH Blaby 714	Leicesters	Blaby	BDC Housi	Large Site	5070	Whetstone	13/0507/1/PX	Land to south of Dog and Gun Lane	Erection of 29 dwellings	456205	295858
HH Blaby 715	Leicesters	Blaby	BDC Housi	Large Site	5062	Whetstone	13/0771/1/MX	Land at Cambridge Road	Erection of 84 dwellings	455739	296597
HH Blaby 716	Leicesters	Blaby	BDC Housi	Large Site	5070	Whetstone	13/0803/1/MX	Land east of Springwell Lane	Erection of 150 dwellings	455898	295768
HH Blaby 717	Leicesters	Blaby	BDC Housi	Large Site	5070	Whetstone	15/0655/RM	Land at Warwick Road / Cambridge Road	Demolition of existing industrial buildings and proposed residential development of 98 dwellings	455554	296898
HH Blaby 718	Leicesters	Blaby	BDC Housi	Large Site	5070	Whetstone	17/1176/OUT	Plot 1 Whittle Estate, Cambridge Road	Demolition of existing industrial buildings and re-development to provide up to maximum of 78 dwellings and associat	455319	296796
HH Blaby 719	Leicesters	Blaby	BDC Housi	Large Site	5070	Whetstone	17/1178/OUT	Plots 4 and 5 Whittle Estate, Cambridge Road	Re-development of car parking areas to provide up to maximum of 85 dwellings and associated infrastructure with acc	455688	296624
HH Blaby 720	Leicesters	Blaby	BDC Housi	Small Site	5005	Braunstone Town		Braunstone Town	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	455893	302108
HH Blaby 721	Leicesters	Blaby	BDC Housi	Small Site	5006	Braunstone Town		Braunstone Town	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	456214	301330
HH Blaby 722	Leicesters	Blaby	BDC Housi	Small Site	5007	Braunstone Town		Braunstone Town	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	455401	302693
HH Blaby 723	Leicesters	Blaby	BDC Housi	Small Site	5008	Braunstone Town		Braunstone Town	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	455928	301533
HH Blaby 724	Leicesters	Blaby	BDC Housi	Small Site	5009	Glenfield		Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454624	306285
HH Blaby 725	Leicesters	Blaby	BDC Housi	Small Site	5010	Glenfield		Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454608	305770
HH Blaby 726	Leicesters	Blaby	BDC Housi	Small Site	5011	Glenfield		Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454501	305424
HH Blaby 727	Leicesters	Blaby	BDC Housi	Small Site	5012	Glenfield		Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454926	306457
HH Blaby 728	Leicesters	Blaby	BDC Housi	Small Site	5013	Braunstone Town		Braunstone Town	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454586	303186
HH Blaby 729	Leicesters	Blaby	BDC Housi	Small Site	5016	Braunstone Town		Braunstone Town	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454530	302436

PlanID	Year 2014	Year 2015	Year 2016	Year 2017	Year 2018	Year 2019	Year 2020	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Year 2027	Year 2028	Year 2029	Year 2030	Year 2031	Year 2032	Year 2033	Year 2034	Year 2035	Year 2036	Year 2037	Year 2038	Year 2039	Year 2040	Year 2041	Year 2042	Year 2043	Year 2044	Year 2045	Year 2046	Year 2047	Year 2048	Year 2049	Year 2050	Year 2051
HH Hbos 949		30	6																																			
HH Hbos 950		37																																				
HH Hbos 951		10																																				
HH Hbos 952		57	90	65																																		
HH Hbos 953		43	28	49																																		
HH Hbos 954		56	42	32	5																																	
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HH Hbos 956		37	48	52	23	11																																
HH Hbos 957		35	1																																			
HH Hbos 958		35																																				
HH Hbos 959		73	54																																			
HH Hbos 960		16	48																																			
HH Hbos 961		19	2																																			
HH Hbos 962		40	1																																			
HH Hbos 963		21	5	2																																		
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HH Hbos 965		20																																				
HH Hbos 966		37	1																																			
HH Hbos 967		16	6																																			
HH Hbos 968		5	29	1																																		
HH Hbos 969			24	9																																		
HH Hbos 970			31	12																																		
HH Hbos 971			26	59	23	16																																
HH Hbos 972				20	28	64																																
HH Hbos 973				16	38	28																																
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HH Hbos 982						7	18																															
HH Hbos 983							30																															
HH Hbos 984							2	28																														
HH Hbos 985							7	47																														
HH Hbos 986						26	40	6																														
HH Hbos 987									28																													
HH Hbos 988								16	16	8																												
HH Hbos 989								21	42	17																												
HH Hbos 990								65	64	65	64	64	28																									
HH Hbos 991								20	60	60	60	60	60	60	60	60	60	60	60	60	60	50																
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HH Hbos 1001										22	42	35																										
HH Hbos 1002										22	47	47																										
HH Hbos 1003										47	47	47	27																									
HH Hbos 1004													16	42	42																							
HH Hbos 1005																9	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	8						
HH Hbos 1006																38	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	35						
HH Hbos 1007															17	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
HH Hbos 1008															32	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	84	84	84	82
HH Hbos 1009				1																																		
HH Hbos 1010							7	1	12																													
HH Hbos 1011								2																														
HH Hbos 1012			8	1	3	4	1	1	6	11																												
HH Hbos 1013			2	1	7	3	3	2	5	1																												
HH Hbos 1014		5	1	3	4	12	4		13	11	5																											
HH Hbos 1015		4	1	3	5	13	4		13	10	6																											
HH Hbos 1016		4	2	2	5	13	4		13	10	6																											
HH Hbos 1017								5																														
HH Hbos 1018			1	1		2	1		1																													
HH Hbos 1019							5																															
HH Hbos 1020		7	1	5	4	14	6	4	4	12																												
HH Hbos 1021		7	1	5	5	13	5	5	4	11																												
HH Hbos 1022		2	1		9		1			1																												
HH Hbos 1023		2		4	1	1	1	3	2	1																												
HH Hbos 1024		1		1	1					3																												
HH Hbos 1025				1			1		1																													
HH Hbos 1026		9	3	3	4	3	2	6	4	5																												
HH Hbos 1027									1				17																									
HH Hbos 1028		1	3	4	5	4	11	3	4	7																												
HH Hbos 1029		2	3	4	5	4	10	4	4	7																												
HH Hbos 1030		2	3	3	6	4	10	4	3	7																												
HH Hbos 1031		2	3	3	6	4	10	4	4	7																												
HH Hbos 1032				1																																		
HH Hbos 1033		2	1		1		1		3		11																											
HH Hbos 1034				1	1	13		6	2	20																												
HH Hbos 1035		3	1		1		1	2	1	1																												
HH Hbos 1036		2.71429	2.42857	10.4286	3.42857	7.14286	2.71429	4.14286	6.85714	3.42857	5.71429																											
HH Hbos 1037		2.71429	2.42857	10.4286	3.42857	7.14286	2.71429	4.14286	6.85714	3.42857	5.71429																											
HH Hbos 1038		2.71429	2.42857	10.4286	3.42857	7.14286	2.71429	4.14286	6.85714	3.42857	5.71429																											
HH Hbos 1039		2.71429	2.42857	10.4286	3.42857	7.14286	2.71429	4.14286	6.85714	3.42857	5.71429																											
HH Hbos 1040		2.71429	2.42857	10.4286	3.42857	7.14286	2.71429	4.14286	6.85714	3.42857	5.71429																											
HH Hbos 1041		2.71429	2.42857	10.4286	3.42857	7.14286	2.71429	4.14286	6.85714	3.42857	5.71429																											
HH Hbos 1042		2.71429	2.42857	10.4286	3.42857	7.14286	2.71429	4.14286	6.85714	3.42857	5.71429																											
HH Hbos 1043				1		1		1	3																													
HH Hbos 1044		3	3	7		2	1		2	7	23																											
HH Hbos 1045		8	1	8	12	11	9	14	10		10																											
HH Hbos 1046		2	1	7	2	9	6																															
HH Hbos 1047								1	3	6																												
HH Hbos 1048		2	2		3		3	3	4	3																												
HH Hbos 1049		1	1		1		1	1		8																												
HH Hbos 1050								1																														
HH Hbos 1051			1		1			5	2	2																												
HH Hbos 1052					2	1			1																													
HH Hbos 1053										7																												
HH Hbos 1054		1	2	1	12		1		1	4																												
HH Hbos 1055		2	1	2	12	1			2	2																												
HH Hbos 1056		2		-1	1		5			1																												
HH Hbos 1057					1																																	
HH Hbos 1058			3		1	24	9																															
HH Hbos 1059				1	2																																	
HH Hbos 1060							1	3																														
HH Hbos 1061		2						6																														
HH Hbos 1062			1		1																																	
HH Hbos 1063		2	1	1	2		6		5	2																												
HH Hbos 1064								1	3	1																												
HH Hbos 1065			3		2					2																												
HH Hbos 1066						2				1	20																											
HH Hbos 1067				2		1			1																													
HH Hbos 1068					1				19	1																												
HH Hbos 1069					1					1																												
HH Hbos 1070					1																																	
HH Hbos 1787											25	25	25	25	25	10																						
HH Hbos 1788											10	10	10	10																								
HH Hbos 1789													50	50	50	50	50	50	43																			
HH Hbos 1790													25	25	25																							
HH Hbos 1791													25	25																								
HH Hbos 1792													25	20																								
HH Blaby 673		46	50																																			
HH Blaby 674			34	40	42	10																																
HH Blaby 675				-2	40																																	
HH Blaby 676					34																																	
HH Blaby 677							17	15	12																													
HH Blaby 678																						25	30															
HH Blaby 679																						25	26															
HH Blaby 680		1	19	9																																		
HH Blaby 681							32																															
HH Blaby 682										20	50	50	50	10																								
HH Blaby 683		49	36	23																																		
HH Blaby 684		12																																				
HH Blaby 685				26		29																																
HH Blaby 686		10	26	46	8																																	
HH Blaby 687		13		27																																		
HH Blaby 688			50	3		1																																
HH Blaby 689										20	40	40	40	25																								
HH Blaby 690		88	95	55																																		
HH Blaby 691						8	15	7	7																													
HH Blaby 692			39	36																																		
HH Blaby 693						36	24																															
HH Blaby 694								12	15	25	17																											
HH Blaby 695											35	94	94	94	71	71	71	71	71	71	71	71																
HH Blaby 696											20	32																										
HH Blaby 697		23	53	43	10	8																																
HH Blaby 698			20	60	50	30																																
HH Blaby 699					32																																	
HH Blaby 700													25	30																								
HH Blaby 701			10	14			8																															
HH Blaby 702							20	14	12																													
HH Blaby 703									10	15																												
HH Blaby 704				1	49	86	64	125	157	158	157	158	157	158	157	158	157	158	157	68																		
HH Blaby 705				1	49	85	64	125	158	157	158	157	158	157	158	157	158	157	158	68																		
HH Blaby 706		15																																				
HH Blaby 707		46	40	45																																		
HH Blaby 708			57	41	2																																	
HH Blaby 709					23	36	36	8	8																													
HH Blaby 710							3	20	30	50	22																											
HH Blaby 711		8																																				
HH Blaby 712			2	33	49	21																																
HH Blaby 713						28	1																															
HH Blaby 714		2	10		17																																	
HH Blaby 715		4	36	43	1																																	
HH Blaby 716			48	53	45	4																																
HH Blaby 717				10	50	38																																
HH Blaby 718											28	50																										
HH Blaby 719											40	45																										
HH Blaby 720						2		1			1																											
HH Blaby 721									-1																													
HH Blaby 722			2			-1	4	1																														
HH Blaby 723							1		1																													
HH Blaby 724		1		6	1			1	1																													
HH Blaby 725		5	2	1		1	1		2	3	4	2				4																						
HH Blaby 726		1	-1	2		1	2	2	2	1																												
HH Blaby 727		-1			-2		2		2	1	2																											
HH Blaby 728		2	8			7			3	3	3																											
HH Blaby 729									-1																													

PlanID	Total	Site14	Site16	Site21	Site26	Site31	Site36	Site41	Site46	Site51	Include
HH Hbos 949	36		36	36	36	36	36	36	36	36	Y
HH Hbos 950	37		37	37	37	37	37	37	37	37	Y
HH Hbos 951	10		10	10	10	10	10	10	10	10	Y
HH Hbos 952	212		218	332	332	332	332	332	332	332	Y
HH Hbos 953	120		218	332	332	332	332	332	332	332	Y
HH Hbos 954	135		98	135	135	135	135	135	135	135	Y
HH Hbos 955	4		4	4	4	4	4	4	4	4	Y
HH Hbos 956	171		85	171	171	171	171	171	171	171	Y
HH Hbos 957	36		36	36	36	36	36	36	36	36	Y
HH Hbos 958	35		35	35	35	35	35	35	35	35	Y
HH Hbos 959	127		127	127	127	127	127	127	127	127	Y
HH Hbos 960	64		64	64	64	64	64	64	64	64	Y
HH Hbos 961	21		21	21	21	21	21	21	21	21	Y
HH Hbos 962	41		41	41	41	41	41	41	41	41	Y
HH Hbos 963	28		26	28	28	28	28	28	28	28	Y
HH Hbos 964	16		16	16	16	16	16	16	16	16	Y
HH Hbos 965	20		20	20	20	20	20	20	20	20	Y
HH Hbos 966	38		38	38	38	38	38	38	38	38	Y
HH Hbos 967	22		22	22	22	22	22	22	22	22	Y
HH Hbos 968	35		34	35	35	35	35	35	35	35	Y
HH Hbos 969	33		24	33	33	33	33	33	33	33	Y
HH Hbos 970	43		31	43	43	43	43	43	43	43	Y
HH Hbos 971	124		26	124	124	124	124	124	124	124	Y
HH Hbos 972	112			112	112	112	112	112	112	112	Y
HH Hbos 973	82			82	82	82	82	82	82	82	Y
HH Hbos 974	39			39	39	39	39	39	39	39	Y
HH Hbos 975	30			30	30	30	30	30	30	30	Y
HH Hbos 976	30			30	30	30	30	30	30	30	Y
HH Hbos 977	20			20	20	20	20	20	20	20	Y
HH Hbos 978	40			40	40	40	40	40	40	40	Y
HH Hbos 979	61			61	61	61	61	61	61	61	Y
HH Hbos 980	68			68	68	68	68	68	68	68	Y
HH Hbos 981	61			61	61	61	61	61	61	61	Y
HH Hbos 982	25			25	25	25	25	25	25	25	Y
HH Hbos 983	30			30	30	30	30	30	30	30	Y
HH Hbos 984	30			30	30	30	30	30	30	30	Y
HH Hbos 985	54			54	54	54	54	54	54	54	Y
HH Hbos 986	72			72	72	72	72	72	72	72	Y
HH Hbos 987	28				28	28	28	28	28	28	Y
HH Hbos 988	40			16	40	40	40	40	40	40	Y
HH Hbos 989	80			21	80	80	80	80	80	80	Y
HH Hbos 990	350			65	350	350	350	350	350	350	Y
HH Hbos 991	850			20	320	620	850	850	850	850	Y
HH Hbos 992	27				27	27	27	27	27	27	Y
HH Hbos 993	55			55	55	55	55	55	55	55	Y
HH Hbos 994	60				22	60	60	60	60	60	Y
HH Hbos 995	47				47	47	47	47	47	47	Y
HH Hbos 996	73				73	73	73	73	73	73	Y
HH Hbos 997	57				57	57	57	57	57	57	Y
HH Hbos 998	25				25	25	25	25	25	25	Y
HH Hbos 999	80				80	80	80	80	80	80	Y
HH Hbos 1001	99				99	99	99	99	99	99	Y
HH Hbos 1002	116				116	116	116	116	116	116	Y
HH Hbos 1003	168				168	168	168	168	168	168	Y
HH Hbos 1004	100				16	100	100	100	100	100	Y
HH Hbos 1005	302					235	705	1175	1500	1500	N
HH Hbos 1006	1198					235	705	1175	1500	1500	N
HH Hbos 1007	500					370	905	1440	1975	2500	Y
HH Hbos 1008	2000					370	905	1440	1975	2500	Y
HH Hbos 1009	1		5	14	30	30	30	30	30	30	Y
HH Hbos 1010	20		3	15	29	29	29	29	29	29	Y
HH Hbos 1011	2		3	15	29	29	29	29	29	29	Y
HH Hbos 1012	35		11	46	72	72	72	72	72	72	Y
HH Hbos 1013	24		5	40	52	52	52	52	52	52	Y
HH Hbos 1014	58		6	29	58	58	58	58	58	58	Y
HH Hbos 1015	59		5	30	59	59	59	59	59	59	Y
HH Hbos 1016	59		6	30	59	59	59	59	59	59	Y
HH Hbos 1017	5		5	40	52	52	52	52	52	52	Y
HH Hbos 1018	6		1	5	6	6	6	6	6	6	Y
HH Hbos 1019	5		9	35	68	68	68	68	68	68	Y
HH Hbos 1020	57		8	41	57	57	57	57	57	57	Y
HH Hbos 1021	56		8	41	56	56	56	56	56	56	Y
HH Hbos 1022	14		9	35	68	68	68	68	68	68	Y
HH Hbos 1023	15		5	40	52	52	52	52	52	52	Y
HH Hbos 1024	6		5	40	52	52	52	52	52	52	Y
HH Hbos 1025	3			11	37	37	37	37	37	37	Y
HH Hbos 1026	39		12	30	39	39	39	39	39	39	Y
HH Hbos 1027	18				18	18	18	18	18	18	Y
HH Hbos 1028	42		4	31	42	42	42	42	42	42	Y
HH Hbos 1029	43		5	32	43	43	43	43	43	43	Y
HH Hbos 1030	42		5	32	42	42	42	42	42	42	Y
HH Hbos 1031	43		5	32	43	43	43	43	43	43	Y
HH Hbos 1032	1		9	35	68	68	68	68	68	68	Y
HH Hbos 1033	19		5	14	30	30	30	30	30	30	Y
HH Hbos 1034	43			21	43	43	43	43	43	43	Y
HH Hbos 1035	10		4	8	10	10	10	10	10	10	Y
HH Hbos 1036	49		5.14286	33	49	49	49	49	49	49	Y
HH Hbos 1037	49		5.14286	33	49	49	49	49	49	49	Y
HH Hbos 1038	49		5.14286	33	49	49	49	49	49	49	Y
HH Hbos 1039	49		5.14286	33	49	49	49	49	49	49	Y
HH Hbos 1040	49		5.14286	33	49	49	49	49	49	49	Y
HH Hbos 1041	49		5.14286	33	49	49	49	49	49	49	Y
HH Hbos 1042	49		5.14286	33	49	49	49	49	49	49	Y
HH Hbos 1043	6			6	10	10	10	10	10	10	Y
HH Hbos 1044	48		9	35	68	68	68	68	68	68	Y
HH Hbos 1045	83		9	63	83	83	83	83	83	83	Y
HH Hbos 1046	27		11	46	72	72	72	72	72	72	Y
HH Hbos 1047	10		11	46	72	72	72	72	72	72	Y
HH Hbos 1048	20		4	13	20	20	20	20	20	20	Y
HH Hbos 1049	13		3	14	47	47	47	47	47	47	Y
HH Hbos 1050	1		5	40	52	52	52	52	52	52	Y
HH Hbos 1051	11		3	14	47	47	47	47	47	47	Y
HH Hbos 1052	4			6	10	10	10	10	10	10	Y
HH Hbos 1053	7		3	40	47	47	47	47	47	47	Y
HH Hbos 1054	22		3	17	22	22	22	22	22	22	Y
HH Hbos 1055	22		3	18	22	22	22	22	22	22	Y
HH Hbos 1056	8		5	14	30	30	30	30	30	30	Y
HH Hbos 1057	1		5	40	52	52	52	52	52	52	Y
HH Hbos 1058	37		3	40	47	47	47	47	47	47	Y
HH Hbos 1059	3		3	40	47	47	47	47	47	47	Y
HH Hbos 1060	4			11	37	37	37	37	37	37	Y
HH Hbos 1061	8		2	8	8	8	8	8	8	8	Y
HH Hbos 1062	2		1	2	2	2	2	2	2	2	Y
HH Hbos 1063	19		3	12	19	19	19	19	19	19	Y
HH Hbos 1064	5			11	37	37	37	37	37	37	Y
HH Hbos 1065	7		3	15	29	29	29	29	29	29	Y
HH Hbos 1066	23		3	14	47	47	47	47	47	47	Y
HH Hbos 1067	4			11	37	37	37	37	37	37	Y
HH Hbos 1068	21			11	37	37	37	37	37	37	Y
HH Hbos 1069	2		5	14	30	30	30	30	30	30	Y
HH Hbos 1070	1			1	1	1	1	1	1	1	Y
HH Hbos 1787	135				75	135	135	135	135	135	Y
HH Hbos 1788	40				30	40	40	40	40	40	Y
HH Hbos 1789	343				50	300	343	343	343	343	Y
HH Hbos 1790	75				25	75	75	75	75	75	Y
HH Hbos 1791	50				25	50	50	50	50	50	Y
HH Hbos 1792	45				25	45	45	45	45	45	Y
HH Blaby 673	96		96	96	96	96	96	96	96	96	Y
HH Blaby 674	126		34	126	126	126	126	126	126	126	Y
HH Blaby 675	38			38	38	38	38	38	38	38	Y
HH Blaby 676	34			34	34	34	34	34	34	34	Y
HH Blaby 677	44			32	44	44	44	44	44	44	Y
HH Blaby 678	55						55	55	55	55	Y
HH Blaby 679	51						51	51	51	51	Y
HH Blaby 680	29		20	29	29	29	29	29	29	29	Y
HH Blaby 681	32			32	32	32	32	32	32	32	Y
HH Blaby 682	180				170	180	180	180	180	180	Y
HH Blaby 683	108		85	108	108	108	108	108	108	108	Y
HH Blaby 684	12		12	12	12	12	12	12	12	12	Y
HH Blaby 685	55			55	55	55	55	55	55	55	Y
HH Blaby 686	90		36	90	90	90	90	90	90	90	Y
HH Blaby 687	40		13	40	40	40	40	40	40	40	Y
HH Blaby 688	54		50	54	54	54	54	54	54	54	Y
HH Blaby 689	165				140	165	165	165	165	165	Y
HH Blaby 690	238		183	238	238	238	238	238	238	238	Y
HH Blaby 691	37			30	37	37	37	37	37	37	Y
HH Blaby 692	75		39	75	75	75	75	75	75	75	Y
HH Blaby 693	60			60	60	60	60	60	60	60	Y
HH Blaby 694	69			12	69	69	69	69	69	69	Y
HH Blaby 695	885				223	601	885	885	885	885	Y
HH Blaby 696	52				52	52	52	52	52	52	Y
HH Blaby 697	137		76	137	137	137	137	137	137	137	Y
HH Blaby 698	160		20	160	160	160	160	160	160	160	Y
HH Blaby 699	32			32	32	32	32	32	32	32	Y
HH Blaby 700	55				25	55	55	55	55	55	Y
HH Blaby 701	32		10	32	32	32	32	32	32	32	Y
HH Blaby 702	46			34	46	46	46	46	46	46	Y
HH Blaby 703	25				25	25	25	25	25	25	Y
HH Blaby 704	2125			649	2224	3799	4250	4250	4250	4250	Y
HH Blaby 705	2125			649	2224	3799	4250	4250	4250	4250	Y
HH Blaby 706	15		15	15	15	15	15	15	15	15	Y
HH Blaby 707	131		86	131	131	131	131	131	131	131	Y
HH Blaby 708	100		57	100	100	100	100	100	100	100	Y
HH Blaby 709	111			103	111	111	111	111	111	111	Y
HH Blaby 710	125			23	125	125	125	125	125	125	Y
HH Blaby 711	8		8	8	8	8	8	8	8	8	Y
HH Blaby 712	105		2	105	105	105	105	105	105	105	Y
HH Blaby 713	29			29	29	29	29	29	29	29	Y
HH Blaby 714	29		12	29	29	29	29	29	29	29	Y
HH Blaby 715	84		40	84	84	84	84	84	84	84	Y
HH Blaby 716	150		48	150	150	150	150	150	150	150	Y
HH Blaby 717	98			98	98	98	98	98	98	98	Y
HH Blaby 718	78				78	78	78	78	78	78	Y
HH Blaby 719	85				85	85	85	85	85	85	Y
HH Blaby 720	4			3	4	4	4	4	4	4	Y
HH Blaby 721	-1				-1	-1	-1	-1	-1	-1	Y
HH Blaby 722	6		2	6	6	6	6	6	6	6	Y
HH Blaby 723	2			1	2	2	2	2	2	2	Y
HH Blaby 724	10		1	9	10	10	10	10	10	10	Y
HH Blaby 725	25		7	10	21	25	25	25	25	25	Y
HH Blaby 726	10			7	10	10	10	10	10	10	Y
HH Blaby 727	4		-1	-1	4	4	4	4	4	4	Y
HH Blaby 728	26		10	17	26	26	26	26	26	26	Y
HH Blaby 729	-1				-1	-1	-1	-1	-1	-1	Y

HH	Blaby	730	Leicesters	Blaby	BDC Housi	Small Site	5018	Braunstone Town			Braunstone Town	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	455465	301101					1	2		1												4			3	4	4	4	4	4	4	Y
HH	Blaby	731	Leicesters	Blaby	BDC Housi	Small Site	5021	Glenfield			Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454769	307127			5	8																13			13	13	13	13	13	13	13	Y
HH	Blaby	732	Leicesters	Blaby	BDC Housi	Small Site	5022	Glenfield			Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453823	305538				-1	2	6		1												8			7	8	8	8	8	8	8	Y
HH	Blaby	733	Leicesters	Blaby	BDC Housi	Small Site	5023	Glenfield			Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454281	306947						3		1												4			3	4	4	4	4	4	4	Y
HH	Blaby	734	Leicesters	Blaby	BDC Housi	Small Site	5024	Braunstone Town / Leicester Forest East			Braunstone Town / Leicester Forest East	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453868	303255	2						3	2	3											10		2	5	10	10	10	10	10	10	Y
HH	Blaby	735	Leicesters	Blaby	BDC Housi	Small Site	5025	Glenfield			Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453922	306257			2	2	1			7	7	2										21			5	21	21	21	21	21	21	Y
HH	Blaby	736	Leicesters	Blaby	BDC Housi	Small Site	5026	Leicester Forest East			Leicester Forest East	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453367	303141	5		1	-1	1	2		1						10	11					30		5	8	9	30	30	30	30	30	Y
HH	Blaby	737	Leicesters	Blaby	BDC Housi	Small Site	5028	Glen Parva			Glen Parva	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	456349	298972	5	4		5		4	11	6	3	2	2									42		9	29	42	42	42	42	42	42	Y
HH	Blaby	738	Leicesters	Blaby	BDC Housi	Small Site	5033	Glenfield			Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453592	305245			-1	1	9															9			9	9	9	9	9	9	9	Y
HH	Blaby	739	Leicesters	Blaby	BDC Housi	Small Site	5037	Kirby Muxloe			Kirby Muxloe	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	452215	303500	1	-1		1	-1	2	4	5												11			6	11	11	11	11	11	11	Y
HH	Blaby	740	Leicesters	Blaby	BDC Housi	Small Site	5040	Glenfield			Glenfield	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453750	307066			1			4														5			5	5	5	5	5	5	5	Y
HH	Blaby	741	Leicesters	Blaby	BDC Housi	Small Site	5041	Leicester Forest East			Leicester Forest East	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	452054	302488							1	2	4		1									8			1	8	8	8	8	8	8	Y
HH	Blaby	742	Leicesters	Blaby	BDC Housi	Small Site	5042	Kirby Muxloe			Kirby Muxloe	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	451625	304701	1		2	2	9	12		2		2	2									32		1	26	32	32	32	32	32	32	Y
HH	Blaby	743	Leicesters	Blaby	BDC Housi	Small Site	5043	Glen Parva			Glen Parva	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	457983	298025		1	1		2		2													6		1	6	6	6	6	6	6	6	Y
HH	Blaby	744	Leicesters	Blaby	BDC Housi	Small Site	5044	Enderby			Enderby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	455191	299037			1					1												2			1	2	2	2	2	2	2	Y
HH	Blaby	745	Leicesters	Blaby	BDC Housi	Small Site	5045	Enderby			Enderby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	455119	299201			1	2			2													5			5	5	5	5	5	5	5	Y
HH	Blaby	746	Leicesters	Blaby	BDC Housi	Small Site	5047	Glen Parva			Glen Parva	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	457008	298449		3																		3		3	3	3	3	3	3	3	3	Y
HH	Blaby	747	Leicesters	Blaby	BDC Housi	Small Site	5048	Enderby			Enderby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453945	299789	1		14																	15		1	15	15	15	15	15	15	15	Y
HH	Blaby	748	Leicesters	Blaby	BDC Housi	Small Site	5049	Blaby			Blaby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	457520	297595		3			1	6														10		3	10	10	10	10	10	10	10	Y
HH	Blaby	749	Leicesters	Blaby	BDC Housi	Small Site	5051	Whetstone			Whetstone	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	455641	297847		10	4		7	2	2		4											29		10	25	29	29	29	29	29	29	Y
HH	Blaby	750	Leicesters	Blaby	BDC Housi	Small Site	5053	Enderby			Enderby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454890	298567	2	2		3	2															9		4	9	9	9	9	9	9	9	Y
HH	Blaby	751	Leicesters	Blaby	BDC Housi	Small Site	5055	Blaby			Blaby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	456264	297163	8	3	4	1	2	1		5	5											29		11	19	29	29	29	29	29	29	Y
HH	Blaby	752	Leicesters	Blaby	BDC Housi	Small Site	5056	Enderby			Enderby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453665	299136	1	6	6	1	19	4	1	1	2	1										42		7	38	42	42	42	42	42	42	Y
HH	Blaby	753	Leicesters	Blaby	BDC Housi	Small Site	5057	Kilby			Kilby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	461464	295456		2	2	3	1	1	3													12		2	12	12	12	12	12	12	12	Y
HH	Blaby	754	Leicesters	Blaby	BDC Housi	Small Site	5059	Blaby			Blaby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	457341	296384	4					25		-1												28		4	29	28	28	28	28	28	28	Y
HH	Blaby	755	Leicesters	Blaby	BDC Housi	Small Site	5061	Kirby Muxloe			Kirby Muxloe	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	450821	303710						1														1			1	1	1	1	1	1	1	Y
HH	Blaby	756	Leicesters	Blaby	BDC Housi	Small Site	5062	Whetstone			Whetstone	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	455085	296810				3	-1	10		4												16			12	16	16	16	16	16	16	Y
HH	Blaby	757	Leicesters	Blaby	BDC Housi	Small Site	5063	Narborough			Narborough	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454106	297532	6		1	1	1			2												11		6	9	11	11	11	11	11	11	Y
HH	Blaby	758	Leicesters	Blaby	BDC Housi	Small Site	5064	Narborough			Narborough	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	452997	298702	1			4																5		1	5	5	5	5	5	5	5	Y
HH	Blaby	759	Leicesters	Blaby	BDC Housi	Small Site	5066	Countesthorpe			Countesthorpe	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	458747	295516	5	1	11	6		7	1													31		6	31	31	31	31	31	31	31	Y
HH	Blaby	760	Leicesters	Blaby	BDC Housi	Small Site	5067	Narborough			Narborough	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453851	298223	6	13				-1	1	1		1										21		19	19	21	21	21	21	21	21	Y
HH	Blaby	761	Leicesters	Blaby	BDC Housi	Small Site	5068	Countesthorpe			Countesthorpe	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	457453	295446	5	4	14	9	2	6	1	3	3	4										51		9	41	51	51	51	51	51	51	Y
HH	Blaby	762	Leicesters	Blaby	BDC Housi	Small Site	5069	Huncote			Huncote	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	451816	298165	1			2																3		1	3	3	3	3	3	3	3	Y
HH	Blaby	763	Leicesters	Blaby	BDC Housi	Small Site	5070	Whetstone			Whetstone	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	456788	294750				5											1					6			5	5	6	6	6	6	6	Y
HH	Blaby	764	Leicesters	Blaby	BDC Housi	Small Site	5071	Littlethorpe			Littlethorpe	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454247	296731	2	1				1	1	4	4	3	4									20		3	5	20	20	20	20	20	20	Y
HH	Blaby	765	Leicesters	Blaby	BDC Housi	Small Site	5072	Thurlaston			Thurlaston	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	449760	299751	1		1	2				1		1										6		1	4	6	6	6	6	6	6	Y
HH	Blaby	766	Leicesters	Blaby	BDC Housi	Small Site	5073	Narborough			Narborough	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	453051	297023		11	17	2		5	1													36		11	36	36	36	36	36	36	36	Y
HH	Blaby	767	Leicesters	Blaby	BDC Housi	Small Site	5074	Cosby			Cosby	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	454104	294683	5	1	1	5	5	2	3	5	2											29		6	22	29	29	29	29	29	29	Y
HH	Blaby	768	Leicesters	Blaby	BDC Housi	Small Site	5075	Croft			Croft	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	450442	295805		-1	8	9	9	15	5			1										46		-1	45	46	46	46	46	46	46	Y
HH	Blaby	769	Leicesters	Blaby	BDC Housi	Small Site	5076	Stoney Stanton			Stoney Stanton	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	449707	294447	2	11			-1	2	3	4	2	2										25		13	17	25	25	25	25	25	25	Y
HH	Blaby	770	Leicesters	Blaby	BDC Housi	Small Site	5077	Stoney Stanton			Stoney Stanton	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	448362	295153		1	2	2	3		2	4	1	1										16		1	10	16	16	16	16	16	16	Y
HH	Blaby	771	Leicesters	Blaby	BDC Housi	Small Site	5078	Elmesthorpe			Elmesthorpe	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	446702	295480	2			1			1	3	3	3										13		2	4	13	13	13	13	13	13	Y
HH	Blaby	772	Leicesters	Blaby	BDC Housi	Small Site	5079	Sapcote			Sapcote	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	448204	293081	12	6	4	10	4	3	4	2	2	2	2									51		18	43	51	51	51	51	51	51	Y
HH	Blaby	773	Leicesters	Blaby	BDC Housi	Small Site	5080	Sharnford			Sharnford	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	447238	291178	2	15	3	-1	13	8				1										41		17	40	41	41	41	41	41	41	Y
HH	Blaby	774	Leicesters	Blaby	BDC Housi	Small Site	6000	Aston Firs			Aston Firs	Small sitesindividually below <25 dwellings agglomrated at settlement/zonal level	445804	293723		1	23																	24		1	24	24	24	24	24	24	24	Y
HH	Hbos	1787	Leicesters	Hbos	Planning Portal		6145	Barwell	21/01470/OUT 22/00018/NODET		Land East Of The Common	110dw	445100	396420											40	40	30							110				40	110	110	110	110	110	Y
HH	Hbos	1788	Leicesters	Hbos	Planning Portal		6157	Hinckley	22/00318/OUT		Land off Stoke Road	475dw	441840	395700											80	80	80	80	80	75				475				80	475	475	475	475	475	Y
HH	Nuneaton & Bedworth	1071	Warwicksl	Nuneaton	Adam Jam	HOUSING	8003	NuneatonBedworth	HSG1		Land north of Nuneaton	4409 dwellings	437007	293494	34	115	141	181	280	217	233	239	216	190	250	310	310	310	313	260	260	275	275	4409	0	149	1201	2406	3859	4409	4409	4409	4409	Y
HH	Nuneaton & Bedworth	1072	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth	HSG11		Land adjacent Judkins Quarry, Tuttle Hill	200 dwellings	435851	292159	0	0	0	0	0	0	0	10	55	55	50	30	0	0	0	0	0			200	0	0	0	200	200	200	200	200	200	Y
HH	Nuneaton & Bedworth	1073	Warwicksl	Nuneaton	Adam Jam	HOUSING	8018	NuneatonBedworth	HSG9		Land off Golf Drive	621 dwellings	438860	290081	0	0	0	0	0	0	0	25	50	75	75	100	100	100	75	21	0			621	0	0	0	325	621	621	621	621	621	Y
HH	Nuneaton & Bedworth	1074	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth	HSG2		Arbury	1525 dwellings	433179	288776	0	0	0	0	0	0	0	25	50	100	150	150	150	150	150	150	150	150	150	1525	0	0	0	740	1790	2214	2214	2214	2214	Y
HH	Nuneaton & Bedworth	1075	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth	HSG7		Land East of Bulkington	196 dwellings	438340	286911	0	0	0	0	0	0	0	0	25	50	50	50	21	0	0	0	0			196	0	0	0	485	691	691	691	691	691	Y
HH	Nuneaton & Bedworth	1076	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth	HSG8		Land west of Bulkington	495 dwellings	438340	286911	0	0	0	0	0	0	0	10	50	50	100	100	50	50	50	35	0			495	0	0	0	485	691	691	691	691	691	Y
HH	Nuneaton & Bedworth	1077	Warwicksl	Nuneaton	Adam Jam	HOUSING	8066	NuneatonBedworth	HSG5		Hospital Lane	398 dwellings	432784	286218	0	0	0	0	0	0	0	0	25	50	50	50	50	50	50	50	23			398	0	0	0	175	398	398	398	398	398	Y
HH	Nuneaton & Bedworth	1078	Warwicksl	Nuneaton	Adam Jam	HOUSING	8059	NuneatonBedworth	HSG6		School Lane	220 dwellings	434684	285497	0	0	0	0	0	0	0	5	20	60	60	60	15	0	0	0	0			220	0	0	0	205	220	220	220	220	220	Y
HH	Nuneaton & Bedworth	1079	Warwicksl	Nuneaton	Adam Jam	HOUSING	8030	NuneatonBedworth	HSG3		Gipsy Lane	575 dwellings	436530	289618	0	0	0	0	0	0	0	25	100	100	100	100	100	50	0	0	0			575	0	0	0	425	575	575	575	575	575	Y
HH	Nuneaton & Bedworth	1080	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth	HSG4		Woodlands	689 dwellings	433179	288776	0	0	0	0	0	0	0	25	50	60	65	65	60	60	60	60	60	62	62	689	0	0	0	740	1790	2214	2214	2214	2214	Y
HH	Nuneaton & Bedworth	1081	Warwicksl	Nuneaton	Adam Jam	HOUSING	8046	NuneatonBedworth	HSG12		Hawkesbury Golf Course	380 dwellings	436040	285653	0	0	0	0	0	0	0	25	50	50	50	50	50	50	55	0	0			380	0	0	0	225	380	380	380	380	380	Y
HH	Nuneaton & Bedworth	1082	Warwicksl	Nuneaton	Adam Jam	HOUSING	8120	NuneatonBedworth	EMP2		EMP2 - Phoenix Way/Wilsons Lane	73 dwellings	434663	284663	0	0	0	0	0	0	0	23	50	0	0	0	0	0	0	0	0			73	0	0	0	73	73	73	73	73	73	Y
HH	Nuneaton & Bedworth	1083	Warwicksl	Nuneaton	Adam Jam	HOUSING	8024	NuneatonBedworth	HSG10		"Site 52D067 - Land off" (Land adj Crematorium), Eastboro Way, Nuneaton,	360 dwellings	437910	291130	0	0	0	0	0	0	0	10	60	60	60	60	60	50	0	0	0			360	0	0	0	250	360	360	360	360	360	Y
HH	Nuneaton & Bedworth	1084	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		34658	Heartland Evening News, 11-15 Newtown Road, Nuneaton, CV11 4HP	5 dwellings	436101	292139							5	0	0	0	0	0	0	0	0	0	0			5	0	0	5	5	5	5	5	5	5	Y
HH	Nuneaton & Bedworth	1085	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36141	Green Corner, 296 Queens Road, Nuneaton, CV11 5LY	1 dwellings	435202	291753							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1086	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36711	6 Newtown Chambers", Corporation Street, Nuneaton, CV11 5AH	1 dwellings	436027	291994							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1087	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36719	Picture This, 56 Aston Road, Nuneaton, CV11 5EJ	1 dwellings	435777	292523							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1088	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36788	Orchard Croft, Long Street, Bulkington, CV12 9JZ	1 dwellings	439865	286943							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1089	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36859	Land rear of 69 Coventry Road, "Site 120B004", Coventry Road, Bulkington, (	1 dwellings	438699	286220							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1090	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35665	Bedworth Rd, 48, Bulkington, CV12 9LS	2 dwellings	438802	286720							0	0	0	2	0	0	0	0	0	0	0			2	0	0	1	3	3	3	3	3	3	Y
HH	Nuneaton & Bedworth	1091	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		34877	1 Shilton Lane, Bulkington, Bedworth, CV12 9JL	1 dwellings	439824	286489							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	15	15	15	15	15	15	Y
HH	Nuneaton & Bedworth	1092	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35146	43 Wolvey Road, Bulkington, Bedworth, CV12 9JR	1 dwellings	439812	286696							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1093	Warwicksl	Nuneaton	Adam Jam	HOUSING	8033	NuneatonBedworth		35248	13 Chestnut Crescent, Nuneaton, CV10 9BE	2 dwellings	434287	292522							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1094	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35238	111 Bedworth Road, Bulkington, CV12 9LJ	1 dwellings	438457	286827							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1095	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth		33230	"Site 103B009 - Land off", Astley Lane, Bedworth, (adj The Heath)	180 dwellings	433540	286838							0	10	35	50	50	35	0	0	0	0	0			180	0	0	0	180	180	180	180	180	180	Y
HH	Nuneaton & Bedworth	1096	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		35043	"Site 36a005 - Plough Hill Road", Plough Hill Road, Nuneaton (Land rear and	9 dwellings	432134	292890							0	0	0	9	0	0	0	0	0	0	0			9	0	0	0	9	9	9	9	9	9	Y
HH	Nuneaton & Bedworth	1097	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35824	Willow Grange", Shilton Lane, Bulkington, CV12 9JL	14 dwellings	439824	286489							0	0	0	14	0	0	0	0	0	0	0			14	0	0	0	15	15	15	15	15	15	Y
HH	Nuneaton & Bedworth	1098	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		35853	"Site 35D014 - Field opp Freesland Park Farm", School Lane, Nuneaton, CV1	5 dwellings	431447	292389							0	0	0	5	0	0	0	0	0	0	0			5	0	0	0	10	10	10	10	10	10	Y
HH	Nuneaton & Bedworth	1099	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35744	Village Auto Centre, 10 Chequer Street, Bulkington, CV12 9NH	9 dwellings	439132	286563							0	0	0	0	9	0	0	0	0	0	0			9	0	0	0	9	9	9	9	9	9	Y
HH	Nuneaton & Bedworth	1100	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth		36354	North Lodge Farm", Astley Lane, Nuneaton, CV10 8NX	1 dwellings	433203	290953							0	0	0	0	1	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1101	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35989	Site 109C005 - land between 26 and 22", Barnacle Lane, Bulkington	1 dwellings	439173	286382							0	0	0	0	1	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1102	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth		36510	Cricketers Arms, 60 Nuneaton Road, Bedworth, CV12 8AR	9 dwellings	435838	288029							0	0	0	0	9	0	0	0	0	0	0			9	0	0	0	9	9	9	9	9	9	Y
HH	Nuneaton & Bedworth	1103	Warwicksl	Nuneaton	Adam Jam	HOUSING	8018	NuneatonBedworth		36812	257 Lutterworth Road, Nuneaton, CV11 6PU	1 dwellings	438770	289630							0	0	0	0	1	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1104	Warwicksl	Nuneaton	Adam Jam	HOUSING	8046	NuneatonBedworth		35745	"Site 117C019 - Land off", Stockley Road, Exhall, (rear of 67 Blackhorse Roac	82 dwellings	436102	284710							0	0	0	20	40	22	0	0	0	0	0			82	0	0	0	82	82	82	82	82	82	Y
HH	Nuneaton & Bedworth	1105	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36527	244 Nuneaton Road, Bulkington, CV12 9RZ	1 dwellings	438911	287722							0	0	0	0	1	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1106	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36542	453 Nuneaton Road, Bulkington, Bedworth, CV12 9SB	1 dwellings	438574	288794							0	0	0	0	1	0	0	0	0	0	0			1	0	0	0	55	55	55	55	55	55	Y
HH	Nuneaton & Bedworth	1107	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		11514	Tower Road, Bedworth Water Tower	6 dwellings	435525	286657							0	6	0	0	0	0	0	0	0	0	0			6	0	0	0	6	6	6	6	6	6	Y
HH	Nuneaton & Bedworth	1108	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		12181	Chapel Street, Bed	19 dwellings	435921	287103		2	2	2	2	2	0	0	9	0	0	0	0	0	0	0	0			19	0	2	10	19	19	19	19	19	19	Y
HH	Nuneaton & Bedworth	1109	Warwicksl	Nuneaton	Adam Jam	HOUSING	8120	NuneatonBedworth		12088	Ash Green Lane 15, Exhall, CV7 9AR	14 dwellings	433431	284907							0	0	14	0	0	0	0	0	0	0	0			14	0	0	0	14	14	14	14	14	14	Y
HH	Nuneaton & Bedworth	1110	Warwicksl	Nuneaton	Adam Jam	HOUSING	8034	NuneatonBedworth		10399	Atholl Cres, land off, Nun	11 dwellings	434369	290667							0	0	11	0	0	0	0	0	0	0	0			11	0	0	0	11	11	11	11	11	11	Y
HH	Nuneaton & Bedworth	1111	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		10197	Queens Rd, 265, Nun, CV11 5NA	14 dwellings	435167	291761							0	0	14	0	0	0	0	0	0	0	0			14	0	0	0	14	14	14	14	14	14	Y
HH	Nuneaton & Bedworth	1112	Warwicksl	Nuneaton	Adam Jam	HOUSING	8046	NuneatonBedworth		31200	Land off Ironbridge Way, Exhall	8 dwellings	435330	285314				1	1	1	5	0	0	0	0	0	0	0	0	0	0			8	0	0	8	8	8	8	8	8	8	Y
HH	Nuneaton & Bedworth	1113	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		32296	Bedworth Rd, Weston Lawns Farm, Bulkington, CV12 9JA	1 dwellings	438802	286720							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	3	3	3	3	3	3	Y
HH	Nuneaton & Bedworth	1114	Warwicksl	Nuneaton	Adam Jam	HOUSING	8015	NuneatonBedworth		35405	Site 32c001 - Adjacent 233, The Long Shoot, Nuneaton, Warwickshire	1 dwellings	438467	292508							0	1	0	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1115	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		33374	Land to rear of Joddrell St, Midland Road, Nuneaton, CV11 5EG	84 dwellings	435616	292495							4	20	20	20	20	0	0	0	0	0	0			84	0	0	4	84	84	84	84	84	84	Y
HH	Nuneaton & Bedworth	1116	Warwicksl	Nuneaton	Adam Jam	HOUSING	8034	NuneatonBedworth		33050	Adj Boot Wharf, Site 61B007 - Former allotments north of", The Bull Ring, N	53 dwellings	435868	290862		5	6	6	6	6	15	9	0	0	0	0	0	0	0	0	0			53	0	5	44	53	53	53	53	53	53	Y
HH	Nuneaton & Bedworth	1117	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		35214	"Site 106a014" King Street, Bedworth,	12 dwellings	436199	286911							0	0	12	0	0	0	0	0	0	0	0			12	0	0	0	12	12	12	12	12	12	Y
HH	Nuneaton & Bedworth	1118	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36288	Lingfield Farm, Stoney Road, Nuneaton, CV10 0JA	1 dwellings	435379	292536							0	1	0	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1119	Warwicksl	Nuneaton	Adam Jam	HOUSING	8034	NuneatonBedworth		34662	225 Heath End Road, Nuneaton, CV10 7HQ	8 dwellings	434924	290701							8	0	0	0	0	0	0	0	0	0	0			8	0	0	8	8	8	8	8	8	8	Y
HH	Nuneaton & Bedworth	1120	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		34180	Land Rear of 49/51"Site 106A012", King Street, Bedworth	4 dwellings	436046	286895							0	4	0	0	0	0	0	0	0	0	0			4	0	0	0	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1121	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		34194	Edwards Radio Taxis Limited, 100 Orchard Street, Bedworth, CV12 8BN	2 dwellings	435907	288070							2	0	0	0	0	0	0	0	0	0	0			2	0	0	2	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1122	Warwicksl	Nuneaton	Adam Jam	HOUSING	8018	NuneatonBedworth		34259	Land adjacent, 54 Lutterworth Road, Nuneaton	1 dwellings	437456	290538							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1123	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		34287	Site 48a022 - Spinney Lane, Spinney Lane, Nuneaton,	1 dwellings	433220	291820							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1124	Warwicksl	Nuneaton	Adam Jam	HOUSING	8036	NuneatonBedworth		34203	117 Tomkinson Road, Nuneaton, CV10 8DP	1 dwellings	434574	291670							0	1	0	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1125	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		34324	34 Croft Pool, Bedworth, CV12 9QW	2 dwellings	439369	286839							2	0	0	0	0	0	0	0	0	0	0			2	0	0	2	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1126	Warwicksl	Nuneaton	Adam Jam	HOUSING	8033	NuneatonBedworth		34128	Camphill Phase 3 parts 4 and 6Saxon Meadows (Barratt Homes)	163 dwellings	433145	292788		22	22	22	22	23	52	0	0	0	0	0	0	0	0	0	0			163	0	22	163	163	163	163	163	163	163	Y
HH	Nuneaton & Bedworth	1127	Warwicksl	Nuneaton	Adam Jam	HOUSING	8015	NuneatonBedworth		34334	Site 42C019 - Land Corner of, Eastboro Way, and The Long Shoot, Nuneaton	221 dwellings - Barretts	438424	292377		23	23	23	23	24	50	50	5	0	0	0	0	0	0	0	0			221	0	42	274	329	329	329	329	329	329	Y
HH	Nuneaton & Bedworth	1128	Warwicksl	Nuneaton	Adam Jam	HOUSING	8015	NuneatonBedworth		34334	Site 42C019 - Land Corner of, Eastboro Way, and The Long Shoot, Nuneaton	108 dwellings - David Wilson Homes	438424	292377		19	20	20	20	20	9	0	0	0	0	0	0	0	0	0	0			108	0	42	274	329	329	329	329	329	329	Y
HH	Nuneaton & Bedworth	1129	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		34193	"Site 51B028 - Land and garages", Regent Street, Nuneaton,	6 dwellings	436387	287630							6	0	0	0	0	0	0	0	0	0	0			6	0	0	6	6	6	6	6	6	6	Y
HH	Nuneaton & Bedworth	1130	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		34538	Nuneaton Tool Box, "George Eliot Building", 12-14 Coventry Street, Nuneato	8 dwellings	436230	291741							8	0	0	0	0	0	0	0	0	0	0			8	0	0	8	8	8	8	8	8	8	Y
HH	Nuneaton & Bedworth	1131	Warwicksl	Nuneaton	Adam Jam	HOUSING	8018	NuneatonBedworth		34459	4 Mill Close, Nuneaton, (Garden), CV11 6QD	1 dwellings	437841	290091							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1132	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		34545	"Site 48A025 - Land between 138 and 144", Church Road, Nuneaton	1 dwellings	433382	291053							0	1	0	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1133	Warwicksl	Nuneaton	Adam Jam	HOUSING	8059	NuneatonBedworth		34649	166 Coventry Road, Exhall, CV7 9EW	1 dwellings	435275	285560							0	1	0	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1134	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		33505	"Site 108D009 - Land rear of 6-12", Coventry Road, Bulkington,	9 dwellings	439072	286700							0	0	9	0	0	0	0	0	0	0	0			9	0	0	0	9	9	9	9	9	9	Y
HH	Nuneaton & Bedworth	1135	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		33615	6 Coventry Road, Bulkington, Bedworth, CV12 9ND	2 dwellings	438836	286473							0	2	0	0	0	0	0	0	0	0	0			2	0	0	2	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1136	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		34894	Stuart Fletcher and Barrett, 124-126 Manor Court Road, Nuneaton, CV11 5H	6 dwellings	435410	291948							6	0	0	0	0	0	0	0	0	0	0			6	0	0	6	6	6	6	6	6	6	Y
HH	Nuneaton & Bedworth	1137	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		34349	Corner House Garage, Nuneaton Road, Bulkington, CV12 9SB	11 dwellings	438574	288794							0	11	0	0	0	0	0	0	0	0	0			11	0	0	0	55	55	55	55	55	55	Y
HH	Nuneaton & Bedworth	1138	Warwicksl	Nuneaton	Adam Jam	HOUSING	8024	NuneatonBedworth		34761	120 Lutterworth Road, Nuneaton, CV11 6PH	5 dwellings	437873	290260							0	5	0	0	0	0	0	0	0	0	0			5	0	0	0	5	5	5	5	5	5	Y
HH	Nuneaton & Bedworth	1139	Warwicksl	Nuneaton	Adam Jam	HOUSING	8046	NuneatonBedworth		34842	2 Mitchell Road, Bedworth, CV12 9HP	2 dwellings	436440	286651							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1140	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		34543	Site 36C002 . Land at Hill Farm, Plough Hill Road, Nuneaton Taylor Wimpey (	262 dwellings	432191	292285		18	18	18	18	19	50	50	50	21	0	0	0	0	0	0	0			262	0	18	141	262	262	262	262	262	262	Y
HH	Nuneaton & Bedworth	1141	Warwicksl	Nuneaton	Adam Jam	HOUSING	8034	NuneatonBedworth		34568	187 Heath End Road, Nuneaton, CV10 7JB	10 dwellings	435197	290714							0	0	10	0	0	0	0	0	0	0	0			10	0	0	0	10	10	10	10	10	10	Y
HH	Nuneaton & Bedworth	1142	Warwicksl	Nuneaton	Adam Jam	HOUSING	8034	NuneatonBedworth		35070	205 Greenmoor Road, Nuneaton, CV10 7EL	1 dwellings	435207	291459							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1143	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		35090	"Site 51a036 - Burgage Walk", Burgage Walk, Nuneaton	2 dwellings	436051	291938							2	0	0	0	0	0	0	0	0	0	0			2	0	0	2	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1144	Warwicksl	Nuneaton	Adam Jam	HOUSING	8033	NuneatonBedworth		35108	Adjacent to 33 Lime Grove, Nuneaton, CV10 9BG	1 dwellings	434307	292485							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1145	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35175	Site 86A002 - Land adjacent to No 12, Avon Close, Bulkington,	1 dwellings	438607	288567							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1146	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		35096	Site 46a010 - Rear of 89-169, Tunnel Road, Nuneaton	14 dwellings	431445	291872							0	0	14	0	0	0	0	0	0	0	0			14	0	0	0	14	14	14	14	14	14	Y
HH	Nuneaton & Bedworth	1147	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35976	Site 108d004 - between 16 & 22, Coventry Road, Bulkington, Bedworth, CV1	2 dwellings	438836	286473						1	1	0	0	0	0	0	0	0	0	0	0			2	0	0	2	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1148	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth		35192	39 Newtown Road, Bedworth, CV12 8QD	1 dwellings	435460	287021							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1149	Warwicksl	Nuneaton	Adam Jam	HOUSING	8066	NuneatonBedworth		34965	16 Anderton Road, Bedworth, CV12 0HA	2 dwellings	433455	286389							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1150	Warwicksl	Nuneaton	Adam Jam	HOUSING	8066	NuneatonBedworth		33762	Land between 37-39, "Site 103c008 - Whitburn Road", Whitburn Road, Bed	14 dwellings	433338	286488							0	2	12	0	0	0	0	0	0	0	0			14	0	0	0	14	14	14	14	14	14	Y
HH	Nuneaton & Bedworth	1151	Warwicksl	Nuneaton	Adam Jam	HOUSING	8018	NuneatonBedworth		34379	34 Leyland Road, Nuneaton, CV11 4RP	5 dwellings	437326	290422							0	-1	6	0	0	0	0	0	0	0	0			5	0	0	0	5	5	5	5	5	5	Y
HH	Nuneaton & Bedworth	1152	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		35330	Land of Former Garden Centre, "Site 48a016 Kingswood Road", Kingswood	9 dwellings	433055	291666							9	0	0	0	0	0	0	0	0	0	0			9	0	0	9	9	9	9	9	9	9	Y
HH	Nuneaton & Bedworth	1153	Warwicksl	Nuneaton	Adam Jam	HOUSING	8034	NuneatonBedworth		35295	Land adj 9 "Site 61A003", Hare and Hounds Lane,	4 dwellings	435038	290818							0	0	4	0	0	0	0	0	0	0	0			4	0	0	0	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1154	Warwicksl	Nuneaton	Adam Jam	HOUSING	8030	NuneatonBedworth		35378	141 College Street, Nuneaton, CV10 7BL	4 dwellings	436114	290405							4	0	0	0	0	0	0	0	0	0	0			4	0	0	4	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1155	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		34542	Site 50A016, Queens Road (209-231 & 66-72 Fife St)	32 dwellings	435461	291831							0	0	18	14	0	0	0	0	0	0	0			32	0	0	0	32	32	32	32	32	32	Y
HH	Nuneaton & Bedworth	1156	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35243	2 New Street, Bulkington, Bedworth, CV12 9RB	1 dwellings	439547	286609							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1157	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		35478	39 Willis Grove, Bedworth, CV12 9BS	2 dwellings	436235	287396							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1158	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35512	"Swallow Meadows Farm", The Birches, Bulkington, CV12 9PW	2 dwellings	438794	287796							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1159	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35600	73 Barbridge Road, Bulkington, CV12 9PD	1 dwellings	438934	287024							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1160	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		35604	Ex Coal Yard, Site 50a006 - York Street, York Street, Nuneaton,	3 dwellings	435351	291856							3	0	0	0	0	0	0	0	0	0	0			3	0	0	3	3	3	3	3	3	3	Y
HH	Nuneaton & Bedworth	1161	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth		36180	205 Newtown Road, Bedworth, CV12 8QQ	1 dwellings	434991	286955							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1162	Warwicksl	Nuneaton	Adam Jam	HOUSING	8120	NuneatonBedworth		35220	"Site 124A008 - Land and garages r/o 2-12", Scholfield Road, Keresley,	5 dwellings	432097	284846							0	0	5	0	0	0	0	0	0	0	0			5	0	0	0	5	5	5	5	5	5	Y
HH	Nuneaton & Bedworth	1163	Warwicksl	Nuneaton	Adam Jam	HOUSING	8120	NuneatonBedworth		35173	The Old Farmhouse, 22 New Road, Ash Green, CV7 9AS	10 dwellings	433275	285004							10	0	0	0	0	0	0	0	0	0	0			10	0	0	10	10	10	10	10	10	10	Y
HH	Nuneaton & Bedworth	1164	Warwicksl	Nuneaton	Adam Jam	HOUSING	8033	NuneatonBedworth		35590	22 Trafford Drive, Nuneaton, CV10 9LP	2 dwellings	433068	292577							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1165	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		35735	Former Pet Vaccination Clinic, Site 48C015 - 44 and 44a, Church Road, Nune	6 dwellings	433347	291100							0	0	6	0	0	0	0	0	0	0	0			6	0	0	0	6	6	6	6	6	6	Y
HH	Nuneaton & Bedworth	1166	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		35402	Nuneaton & Bedworth Borough Council, Council Depot, St Marys Road, Nun	95 dwellings	436051	292440							42	40	13	0	0	0	0	0	0	0	0			95	0	0	42	95	95	95	95	95	95	Y
HH	Nuneaton & Bedworth	1167	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		35771	"Site 94b011 - Nuneaton Road Bedworth", Nuneaton Road, Bedworth	2 dwellings	435866	287901							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1168	Warwicksl	Nuneaton	Adam Jam	HOUSING	8003	NuneatonBedworth		35858	Whitehouse Farm, Higham Lane, Nuneaton, CV11 6BD	1 dwellings	437540	294093							0	0	1	0	0	0	0	0	0	0	0			1	0	0	10	201	201	201	201	201	201	Y
HH	Nuneaton & Bedworth	1169	Warwicksl	Nuneaton	Adam Jam	HOUSING	8030	NuneatonBedworth		35588	Site 62C007 - Land Rear of 92-98, Donnithorne Avenue, Nuneaton	4 dwellings	436489	290126							0	0	4	0	0	0	0	0	0	0	0			4	0	0	0	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1170	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35923	"The Cottage", 197 Nuneaton Road, Bulkington, CV12 9RY	1 dwellings	439148	287566							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1171	Warwicksl	Nuneaton	Adam Jam	HOUSING	8059	NuneatonBedworth		35814	90 Hayes Lane, Exhall, Coventry, CV7 9BS	4 dwellings	434998	285770							4	0	0	0	0	0	0	0	0	0	0			4	0	0	4	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1172	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		35366	"Site 51a036 - Burgage Walk", Burgage Walk, Nuneaton,	12 dwellings	436068	291961							0	0	6	6	0	0	0	0	0	0	0			12	0	0	0	12	12	12	12	12	12	Y
HH	Nuneaton & Bedworth	1173	Warwicksl	Nuneaton	Adam Jam	HOUSING	8030	NuneatonBedworth		34424	Site 62C004, Shepperton Business Park, Triton Road, Nuneaton	29 dwellings	436386	290439							0	0	9	20	0	0	0	0	0	0	0			29	0	0	0	29	29	29	29	29	29	Y
HH	Nuneaton & Bedworth	1174	Warwicksl	Nuneaton	Adam Jam	HOUSING	8017	NuneatonBedworth		35933	145 Watling Street, Nuneaton, CV11 6BQ	1 dwellings	438118	294195							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1175	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		35825	"Site 35D013-land to rear of The Elms", School Lane, Nuneaton, CV10 9PA	5 dwellings	431447	292389							0	0	2	3	0	0	0	0	0	0	0			5	0	0	0	10	10	10	10	10	10	Y
HH	Nuneaton & Bedworth	1176	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth		35882	Site 94C007" Rear of 25-29", Newtown Road,	2 dwellings	435563	287041							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1177	Warwicksl	Nuneaton	Adam Jam	HOUSING	8120	NuneatonBedworth		36019	Site 136B008 - Land adj 14 the Ridings", Burbages Lane, Longford	1 dwellings	433861	283985							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1178	Warwicksl	Nuneaton	Adam Jam	HOUSING	8120	NuneatonBedworth		35864	Land adj No. 28 "Site 123b004 - The Crescent", The Crescent, Keresley End	1 dwellings	431760	284921							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1179	Warwicksl	Nuneaton	Adam Jam	HOUSING	8015	NuneatonBedworth		36283	255 The Long Shoot, Nuneaton, CV11 6JH	3 dwellings	439273	293104							3	0	0	0	0	0	0	0	0	0	0			3	0	0	3	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1180	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36155	Site 119a001 - Coventry Road, Bulkington,	6 dwellings	438315	285847							0	2	4	0	0	0	0	0	0	0	0			6	0	0	0	6	6	6	6	6	6	Y
HH	Nuneaton & Bedworth	1181	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		35641	New Inn, Rugby Road, Bulkington, Bedworth, CV12 9JF	44 dwellings	439548	286735							0	0	44	0	0	0	0	0	0	0	0			44	0	0	0	44	44	44	44	44	44	Y
HH	Nuneaton & Bedworth	1182	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		35471	Site 106a014 - King Street Bedworth, King Street, Bedworth,	18 dwellings	436201	286956							0	0	18	0	0	0	0	0	0	0	0			18	0	0	0	18	18	18	18	18	18	Y
HH	Nuneaton & Bedworth	1183	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		36226	43 Bucks Hill, Nuneaton, CV10 9LF	1 dwellings	432865	293139							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1184	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36249	44 Princes Street, Nuneaton, CV11 5NW	2 dwellings	436011	291498							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1185	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36251	"Site 109a018 - Church Street Bulkington", Church Street, Bulkington, CV12	1 dwellings	439074	286664							1	0	0	0	0	0	0	0	0	0	0			1	0	0	1	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1186	Warwicksl	Nuneaton	Adam Jam	HOUSING	8034	NuneatonBedworth		36256	"Site 61b002 - Bull Ring", Bull Ring, Nuneaton	9 dwellings	435457	290726							9	0	0	0	0	0	0	0	0	0	0			9	0	0	9	9	9	9	9	9	9	Y
HH	Nuneaton & Bedworth	1187	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36303	2 Riverside, Bond Street, Nuneaton, CV11 4DA	1 dwellings	436401	291971							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1188	Warwicksl	Nuneaton	Adam Jam	HOUSING	8018	NuneatonBedworth		36304	Site 74A001, Abbotsford Road, Nuneaton (NBBC)	2 dwellings	437455	290040							2	0	0	0	0	0	0	0	0	0	0			2	0	0	2	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1189	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		36350	203 Plough Hill Road, Nuneaton, CV10 9NZ	5 dwellings	432027	292629							0	0	5	0	0	0	0	0	0	0	0			5	0	0	30	285	305	305	305	305	305	Y
HH	Nuneaton & Bedworth	1190	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		36375	Heart of England Co-op Society, 10 High Street, Bedworth, CV12 8NF	2 dwellings	435970	286909							2	0	0	0	0	0	0	0	0	0	0			2	0	0	2	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1191	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36761	Site 50a017 - Merevale Avenue", Merevale Avenue, Nuneaton,	9 dwellings	435172	291683							0	0	9	0	0	0	0	0	0	0	0			9	0	0	0	9	9	9	9	9	9	Y
HH	Nuneaton & Bedworth	1192	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		36035	18C Coleshill Road, Chapel End, CV10 0NY	2 dwellings	432665	293347							2	0	0	0	0	0	0	0	0	0	0			2	0	0	2	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1193	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		36282	Site 95c008 - 12,14 Croxhall St , "Green Yard", King Street, Bedworth	3 dwellings	436247	286910							0	0	3	0	0	0	0	0	0	0	0			3	0	0	0	3	3	3	3	3	3	Y
HH	Nuneaton & Bedworth	1194	Warwicksl	Nuneaton	Adam Jam	HOUSING	8015	NuneatonBedworth		36135	255 The Long Shoot, Nuneaton, CV11 6JH	1 dwellings	439273	293104							0	1	0	0	0	0	0	0	0	0	0			1	0	0	3	4	4	4	4	4	4	Y
HH	Nuneaton & Bedworth	1195	Warwicksl	Nuneaton	Adam Jam	HOUSING	8059	NuneatonBedworth		36305	"Garage Site", Pinetree Road, Bedworth	10 dwellings	435347	286269							10	0	0	0	0	0	0	0	0	0	0			10	0	0	10	10	10	10	10	10	10	Y
HH	Nuneaton & Bedworth	1196	Warwicksl	Nuneaton	Adam Jam	HOUSING	8018	NuneatonBedworth		36338	Site 63C002 - land between 10 and 12", Roxburgh Road, Nuneaton	8 dwellings	437346	290068							8	0	0	0	0	0	0	0	0	0	0			8	0	0	8	8	8	8	8	8	8	Y
HH	Nuneaton & Bedworth	1197	Warwicksl	Nuneaton	Adam Jam	HOUSING	8032	NuneatonBedworth		36412	Edward Street Dental Surgery, 129 Edward Street, Nuneaton, CV11 5RD	1 dwellings	435997	291379							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1198	Warwicksl	Nuneaton	Adam Jam	HOUSING	8024	NuneatonBedworth		35370	"Site 63A023-14, 15 and 16 The Square", The Square, Nuneaton, CV11 4JY	14 dwellings	437066	290758							14	0	0	0	0	0	0	0	0	0	0			14	0	0	14	16	16	16	16	16	16	Y
HH	Nuneaton & Bedworth	1199	Warwicksl	Nuneaton	Adam Jam	HOUSING	8066	NuneatonBedworth		36552	Site 103d014 , Land adjacent 41 Mavor Drive, Bedworth,	1 dwellings	433605	286129							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1200	Warwicksl	Nuneaton	Adam Jam	HOUSING	8033	NuneatonBedworth		36201	Phase 3, "Site 37b008 - Edinburgh Road", Edinburgh Road, Nuneaton, CAMP	86 dwellings	433907	292318							-56	20	50	50	22	0	0	0	0	0	0			86	0	0	-56	86	86	86	86	86	86	Y
HH	Nuneaton & Bedworth	1201	Warwicksl	Nuneaton	Adam Jam	HOUSING	8018	NuneatonBedworth		36395	Milverton House, 43 Lutterworth Road, Nuneaton, CV11 4LE	6 dwellings	437270	290588							0	6	0	0	0	0	0	0	0	0	0			6	0	0	0	6	6	6	6	6	6	Y
HH	Nuneaton & Bedworth	1202	Warwicksl	Nuneaton	Adam Jam	HOUSING	8024	NuneatonBedworth		35998	Garages "Site 52C045 (r/o 154-166 Gadsby Street)", William Street	2 dwellings	437217	291117							0	0	2	0	0	0	0	0	0	0	0			2	0	0	0	2	2	2	2	2	2	Y
HH	Nuneaton & Bedworth	1203	Warwicksl	Nuneaton	Adam Jam	HOUSING	8015	NuneatonBedworth		36188	A5 Aquatics, "Meadowcroft Farm", Watling Street, Nuneaton COUNTRYSIDE	59 dwellings	438284	293675							0	9	25	25	0	0	0	0	0	0	0			59	0	0	0	59	59	59	59	59	59	Y
HH	Nuneaton & Bedworth	1204	Warwicksl	Nuneaton	Adam Jam	HOUSING	8059	NuneatonBedworth		36521	"Site 115B004 - Land adjacent", 147 Hayes Lane, Exhall,	1 dwellings	434923	285876							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1205	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36650	"Smithfields", 157 Coventry Road, Bulkington, Bedworth, CV12 9NB	1 dwellings	438357	285888							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1206	Warwicksl	Nuneaton	Adam Jam	HOUSING	8059	NuneatonBedworth		34772	Site 105C002 - Smarts Road, Smarts Road, Bedworth Mellent Gardens, TAYL	92 dwellings	435000	286189							10	30	30	22	0	0	0	0	0	0	0			92	0	0	10	92	92	92	92	92	92	Y
HH	Nuneaton & Bedworth	1207	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36638	25 Weston Lane, Bulkington, Bedworth, CV12 9RS	1 dwellings	438715	286914							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y
HH	Nuneaton & Bedworth	1208	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36679	Land Adjacent to Wayside, "Site 128D006", Parrots Grove, CV2 1NR	1 dwellings	437283	284629							0	0	1	0	0	0	0	0	0	0	0			1	0	0	0	1	1	1	1	1	1	Y

HH	Nuneaton & Bedworth	1209	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36906	1 Walnut Close, Nuneaton, CV10 0JB	1 dwellings	434245	292923
HH	Nuneaton & Bedworth	1210	Warwicksl	Nuneaton	Adam Jam	HOUSING	8030	NuneatonBedworth		36306	"Site 73B005 - land opp 87-81 Raveloe Drive", Raveloe Drive, Nuneaton (NE	8 dwellings	436838	290028
HH	Nuneaton & Bedworth	1211	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36671	Johnny Cavello's, 5 Queens Road, Nuneaton, CV11 5JL	8 dwellings	436133	291786
HH	Nuneaton & Bedworth	1212	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth		36708	Land adjacent to no 16, Site 105B015, Saunders Avenue, Bedworth	2 dwellings	435662	286671
HH	Nuneaton & Bedworth	1213	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth		36741	34 Rugby Road, Bulkington, Bedworth, CV12 9JG	4 dwellings	439675	286608
HH	Nuneaton & Bedworth	1214	Warwicksl	Nuneaton	Adam Jam	HOUSING	8015	NuneatonBedworth		36764	266 The Long Shoot, Nuneaton, CV11 6JN	1 dwellings	439285	293261
HH	Nuneaton & Bedworth	1215	Warwicksl	Nuneaton	Adam Jam	HOUSING	8017	NuneatonBedworth		36261	"Site 31A003-rear Whitehouse Farm", Higham Lane, Nuneaton, REDROW HC	200 dwellings	437540	294093
HH	Nuneaton & Bedworth	1216	Warwicksl	Nuneaton	Adam Jam	HOUSING	8024	NuneatonBedworth		36878	1 The Square, Nuneaton, CV11 4JY	2 dwellings	437066	290758
HH	Nuneaton & Bedworth	1217	Warwicksl	Nuneaton	Adam Jam	HOUSING	8030	NuneatonBedworth		35456	Caldwell Caravan Site, Bradestone Road, Nuneaton, CV11 4QT	14 dwellings	436634	289719
HH	Nuneaton & Bedworth	1218	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth		36109	Plough Hill Golf Centre, "Site 36A002 - Plough Hill Golf Centre", Plough Hill F	300 dwellings	432027	292629
HH	Nuneaton & Bedworth	1219	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36417	Land and garages adj No. 14, "Site 39C011", James Street, Nuneaton	6 dwellings	435335	292384
HH	Nuneaton & Bedworth	1220	Warwicksl	Nuneaton	Adam Jam	HOUSING	8120	NuneatonBedworth		36470	2 Royal Oak Lane, Ash Green, CV12 0JB	12 dwellings	433361	285380
HH	Nuneaton & Bedworth	1221	Warwicksl	Nuneaton	Adam Jam	HOUSING	8028	NuneatonBedworth		36709	Ritz Bingo, Abbey Street, Nuneaton, CV11 5BX	1 dwellings	436035	291917
HH	Nuneaton & Bedworth	1222	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth		36924	17 Heath Road, Bedworth, CV12 0AN	2 dwellings	434594	286790
HH	Nuneaton & Bedworth	1223	Warwicksl	Nuneaton	Adam Jam	HOUSING	8030	NuneatonBedworth			Donnithorne Avenue (adjacent canal)	28 dwellings	436575	290162
HH	Nuneaton & Bedworth	1224	Warwicksl	Nuneaton	Adam Jam	HOUSING	8036	NuneatonBedworth			Stockingford Sports and Social Club, Arbury Road and Bungalow	67 dwellings	434110	291020
HH	Nuneaton & Bedworth	1225	Warwicksl	Nuneaton	Adam Jam	HOUSING	8024	NuneatonBedworth			King Edward Road	44 dwellings	436655	291745
HH	Nuneaton & Bedworth	1226	Warwicksl	Nuneaton	Adam Jam	HOUSING	8024	NuneatonBedworth			Rear of 68 King Edward Road	27 dwellings	436662	291724
HH	Nuneaton & Bedworth	1227	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth			Rear of Furnace Road/Beechwood Road (Charity Docks)	66 dwellings	436598	287893
HH	Nuneaton & Bedworth	1228	Warwicksl	Nuneaton	Adam Jam	HOUSING	8046	NuneatonBedworth			Armson Road, Exhall	19 dwellings	435087	285803
HH	Nuneaton & Bedworth	1229	Warwicksl	Nuneaton	Adam Jam	HOUSING	8602	NuneatonBedworth			Hawkesbury Pump House, Heritage Drive, Hawkesbury	13 dwellings	436227	284683
HH	Nuneaton & Bedworth	1230	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth			21 Church Road	22 dwellings	433505	291800
HH	Nuneaton & Bedworth	1231	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth			Land rear of Aldi. Park Road	13 dwellings	435753	286956
HH	Nuneaton & Bedworth	1232	Warwicksl	Nuneaton	Adam Jam	HOUSING	8044	NuneatonBedworth			Bucks Hill, Nuneaton	71 dwellings	433020	292698
HH	Nuneaton & Bedworth	1233	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth			disused play area rear of Park Road flats	17 dwellings	435712	286807
HH	Nuneaton & Bedworth	1234	Warwicksl	Nuneaton	Adam Jam	HOUSING	8120	NuneatonBedworth			Land Rear of Burbages Lane	127 dwellings	433943	284105
HH	Nuneaton & Bedworth	1235	Warwicksl	Nuneaton	Adam Jam	HOUSING	8021	NuneatonBedworth			Land rear of Marston House Farm, Nuneaton Road Bulkington	43 dwellings	438574	288794
HH	Nuneaton & Bedworth	1236	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth			Acacia Crescent, Bedworth	13 dwellings	436728	287362
HH	Nuneaton & Bedworth	1237	Warwicksl	Nuneaton	Adam Jam	HOUSING	8036	NuneatonBedworth			Vale View opp 84	27 dwellings	434121	291860
HH	Nuneaton & Bedworth	1238	Warwicksl	Nuneaton	Adam Jam	HOUSING	8041	NuneatonBedworth			former play area, cheveral road, bedworth	13 dwellings	435441	287435
HH	Nuneaton & Bedworth	1239	Warwicksl	Nuneaton	Adam Jam	HOUSING	8040	NuneatonBedworth			The Elizabeth Centre, Bedworth (0.683)	18 dwellings	436348	287344
HH	Rugby	1240	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough	R12/1353		Coton House	65 dwellings	453266	277759
HH	Rugby	1241	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Hybrid R15/1702 - 468 dwellings Det		Rugby Radio Station	Rugby Radio Station - Key Phase One- Land at Wharf Farm (Bellway)	455363	274615
HH	Rugby	1242	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Detailed R18/0544		Rugby Radio Station	Rugby Radio Station - Key Phase One- Land at Wharf Farm (David Wilson Homes)	455363	274615
HH	Rugby	1243	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Detailed- R16/0337 & R17/0366		Rugby Radio Station	Rugby Radio Station -Key Phase One- Davidsons	455363	274615
HH	Rugby	1244	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Detailed Application- R20/0108		Rugby Radio Station	Rugby Radio Station - Key Phase One- Davidsons Additional	455363	274615
HH	Rugby	1245	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Detailed- R16/2195		Rugby Radio Station	Rugby Radio Station - Key Phase Two- Crest Nicholson KP2 PD	455363	274615
HH	Rugby	1246	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Detailed- R16/1033		Rugby Radio Station	Rugby Radio Station - Key Phase Two- Morris KP2 PB PC	455363	274615
HH	Rugby	1247	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Reserved Matters- R19/0806		Rugby Radio Station	Rugby Radio Station - Key Phase Two- Davidsons KP2 PG	455363	274615
HH	Rugby	1248	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Detailed Application R19/1284		Rugby Radio Station	Rugby Radio Station - Key Phase Two- Countryside Properties, KP2 PE	455363	274615
HH	Rugby	1249	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Reserved Matters- R18/1177		Rugby Radio Station	Rugby Radio Station - Key Phase Three- Redrow KP3 PA PB	455363	274615
HH	Rugby	1250	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Detailed Application R20/0540		Rugby Radio Station	Rugby Radio Station - Outside of Key Phase	455363	274615
HH	Rugby	1251	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough			Rugby Radio Station	Rugby Radio Station - Reaminder of allocation	455363	274615
HH	Rugby	1252	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough			Eden Park	Eden Park - Gateway Phase R1	451108	278400
HH	Rugby	1253	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R17/1337		Eden Park	Eden Park - Gateway Phase R2	451108	278400
HH	Rugby	1254	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Reserved Matters- R19/0976		Eden Park	Eden Park - Gateway Phase R3	451108	278400
HH	Rugby	1255	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Applications not yet received		Eden Park	Eden Park - Remainder of Gateway Site	451108	278400
HH	Rugby	1256	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Detailed- R15/0507		Land at Homefields, Dunchurch	52 dwellings	448929	271822
HH	Rugby	1257	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough	Current Outline application R20/078		Coton Park East	Coton Park East (North site- AC Lloyd)	452527	278477
HH	Rugby	1258	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough	Full application R20/0336		Coton Park East	Coton Park East (South site- Persimmon)	452527	278477
HH	Rugby	1259	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough			Coton Park East	Coton Park East (Remainder)	452527	278477
HH	Rugby	1260	Warwicksl	Rugby	Martin Ne	MN Housi	8057	RugbyBorough	Detailed- R12/1188		Back Lane South, Long Lawford- Bloor Homes and William Davis	112 dwellings	445785	275631
HH	Rugby	1261	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	R15/0540		Williams Field - Cawston Extension	113 dwellings	447023	273319
HH	Rugby	1262	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R18/0339		Gateway Phase R4 (Rochberrie Heights)	149 dwellings	451085	278523
HH	Rugby	1263	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R15/2074		Land South of Technology Drive	243 dwellings	448108	278235
HH	Rugby	1264	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Current Application- Reserved Matte		Dipbar Fields, Dunchurch (Morris Homes)	86 dwellings	448914	270857
HH	Rugby	1265	Warwicksl	Rugby	Martin Ne	MN Housi	8061	RugbyBorough	Detailed- R15/2239		Ridgeway Farm, Ashlawn Road	96 dwellings	453495	273626
HH	Rugby	1266	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Current Application- Outline- R18/09		Cawston Spinney (DBS)	670 dwellings	446692	272768
HH	Rugby	1267	Warwicksl	Rugby	Martin Ne	MN Housi	8061	RugbyBorough	R14/1641		Former Ballast Pits	76 dwellings	454251	273687
HH	Rugby	1268	Warwicksl	Rugby	Martin Ne	MN Housi	8005	RugbyBorough	DS3.12		Wolvey Campus, Wolvey	90 dwellings	443267	288206
HH	Rugby	1269	Warwicksl	Rugby	Martin Ne	MN Housi	8057	RugbyBorough	Current Application- Detailed- R17/1		Land North of Coventry Lane, Long Lawford	149 dwellings	447292	275609
HH	Rugby	1270	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Current Application- Outline- R18/09		Coventry Road (G)	210 dwellings	447387	273361
HH	Rugby	1271	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Outline R13/2102 & Reserved Matte		Bilton Fields, Ashlawn Road	105 dwellings	450184	272670
HH	Rugby	1272	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Application not yet received		Land South of Alwyn Road (TW)	1010 dwellings	448361	272754
HH	Rugby	1273	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Detailed- R16/1721		Cawston Extension- William Davis (Northern Part of Cawston Extension)	184 dwellings	446837	273336
HH	Rugby	1274	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Detailed- R16/1780 & R17/1895. Cur		Cawston Extension, The Spinneys- Linden Homes (Southern Part of Cawston	245 dwellings	446683	273096
HH	Rugby	1275	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Detailed- R16/0984, Amended by R1		Cawston Lane, Fern Wood- Bellway & Tilia Park- Ashberry	263 dwellings	447569	273189
HH	Rugby	1276	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Prior Approval- R18/1972		Webb Ellis Industrial Estate- Units 1-2 and 4-13, Woodside Park, Rugby.	73 dwellings	448108	278235
HH	Rugby	1277	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough	Detailed- R15/0803		Land off Snellsdale Road, Coton Park	110 dwellings	452121	278052
HH	Rugby	1278	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R16/0096		Land at Lower Hillmorton Road (part of the former college site)	17 dwellings	451630	274916
HH	Rugby	1279	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R14/2369 &R20/0105		Newbold Farm	6 dwellings	448527	277281
HH	Rugby	1280	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	R15/1190		Rear of 44-50 Hilmorton Road, CV22 5AD	5 dwellings	451037	274772
HH	Rugby	1281	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	R15/1911		41 Wood Street	7 dwellings	450713	275858
HH	Rugby	1282	Warwicksl	Rugby	Martin Ne	MN Housi	8006	RugbyBorough	Detailed- R13/1081		Tithe Farm, Montilo Drive	5 dwellings	447127	283478
HH	Rugby	1283	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	R16/2312		83-85 Claremont Road, Rugby	6 dwellings	451088	275431
HH	Rugby	1284	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	R15/2528		Clifton Road Car Sales	6 dwellings	451192	275215
HH	Rugby	1285	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R17/0088		Colehurst Farm, Colehurst Lane, CV23 0PT	8 dwellings	451192	275215
HH	Rugby	1286	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R17/1869 & Variation of Co		Former Imperial Hotel, 165 Oxford Street, Rugby.	13 dwellings	451274	275641
HH	Rugby	1287	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R18/1670		Land adjacent 15 Parkfield Road, Newbold	14 dwellings	449081	277102
HH	Rugby	1288	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Detailed- R19/0371		Land South of Coventry Road and North of Lime Tree Avenue	144 dwellings	447736	273398
HH	Rugby	1289	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough	R14/1658		Newton Lane, Newton	40 dwellings	453059	278398
HH	Rugby	1290	Warwicksl	Rugby	Martin Ne	MN Housi	8029	RugbyBorough	Detailed- R16/0960		The Stables, Green Lane, Brinklow, Rugby	7 dwellings	442881	279405
HH	Rugby	1291	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Detailed - R14/0011		Warren Field	2 dwellings	438378	273998
HH	Rugby	1292	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R17/0967		Yum Yum World Ltd, 4 High Street, Rugby, CV21 3BG	21 dwellings	450305	275115
HH	Rugby	1293	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R16/0659		Webb Ellis Industrial Estate, Woodside Park, Rugby, CV21 2NP	44 dwellings	450813	275945
HH	Rugby	1294	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough	Detailed- R18/1885		Land at Long Hassocks, Coton Park	60 dwellings	452201	278261
HH	Rugby	1295	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Detailed- R19/1211		Gemini, Southam Road, Toft. CV22 6NW	10 dwellings	448049	270856
HH	Rugby	1296	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Outline- R17/0455 & Reserved Matte		Gorse Farm, Ashlawn Road, Rugby. CV22 5QE	10 dwellings	451073	272766
HH	Rugby	1297	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R19/0073		Bell House, 320 Lawford Road, New Bilton, Rugby.	18 dwellings	449072	275498
HH	Rugby	1298	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Application not yet received		Deeley Land (DBS)	440 dwellings	447485	271904
HH	Rugby	1299	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Application not yet received		Land North of Dunkleys Farm (WCC)	240 dwellings	448179	272576
HH	Rugby	1300	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Application not yet received		Land South Of Dunkleys Farm (WCC)	420 dwellings	448191	272257
HH	Rugby	1301	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Application not yet received		Land South of Montague Rd (RE & Sworders)	260 dwellings	448936	272246
HH	Rugby	1302	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Application not yet received		Land South of Montague Rd (TW)	40 dwellings	448936	272246
HH	Rugby	1303	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Application not yet received		Homestead Farm (WCC)	425 dwellings	448126	272064
HH	Rugby	1304	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Application not yet received		Land West of Cawston Lane (G)	550 dwellings	447712	272450
HH	Rugby	1305	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Hybrid R15/1702 - 468 dwellings Det		Key Phase One- Land at Wharf Farm (Bellway)	149 dwellings	454894	273670
HH	Rugby	1306	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough	Detailed R18/0544 380 dwellings) (3		Key Phase One- Land at Wharf Farm (David Wilson Homes)	311 dwellings	454894	273670
HH	Rugby	1307	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Application not yet received		Leamington Road, Ryton on Dunsmore	75 dwellings	438548	273719
HH	Rugby	1308	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Current Application- Outline- R17/17		Land off Squires Road, Stretton on Dunsmore	55 dwellings	440702	273092
HH	Rugby	1309	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Application not yet received		Linden Tree Bungalow, Wolston	15 dwellings	440735	275009
HH	Rugby	1310	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Approved subject to S106- R18/2076		Land at Sherwood Farm, Binley Woods (Lion Court Homes)	80 dwellings	440048	277517
HH	Rugby	1311	Warwicksl	Rugby	Martin Ne	MN Housi	8005	RugbyBorough			Windfalls		444374	285364
HH	Rugby	1312	Warwicksl	Rugby	Martin Ne	MN Housi	8006	RugbyBorough			Windfalls		447127	283478
HH	Rugby	1313	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough			Windfalls		453266	277759
HH	Rugby	1314	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough			Windfalls		448108	278235
HH	Rugby	1315	Warwicksl	Rugby	Martin Ne	MN Housi	8029	RugbyBorough			Windfalls		440437	281664
HH	Rugby	1316	Warwicksl	Rugby	Martin Ne	MN Housi	8035	RugbyBorough			Windfalls		451287	277549
HH	Rugby	1317	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough			Windfalls		451546	275035
HH	Rugby	1318	Warwicksl	Rugby	Martin Ne	MN Housi	8057	RugbyBorough			Windfalls		445785	275631
HH	Rugby	1319	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough			Windfalls		449397	275572
HH	Rugby	1320	Warwicksl	Rugby	Martin Ne	MN Housi	8061	RugbyBorough			Windfalls		453495	273626
HH	Rugby	1321	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough			Windfalls		449294	273252
HH	Rugby	1322	Warwicksl	Rugby	Martin Ne	MN Housi	8090	RugbyBorough			Windfalls		455110	274584
HH	Rugby	1323	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough			Windfalls		440676	274963
HH	Rugby	1324	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough			Windfalls		447698	270919
HH	Rugby	1325	Warwicksl	Rugby	Martin Ne	MN Housi	8129	RugbyBorough			Windfalls		445263	270363
HH	Rugby	1326	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Reserved Matters- R19/1185 for Out		Land North of Ashlawn Road		450184	272670
HH	Rugby	1327	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Current Application- Reserved Matte		Ashlawn Road - David Wilson Homes		450184	272670
HH	Rugby	1328	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Outline R13/2102 860 dwellings- 21(		Remainder of Ashlawn Road		450184	272670
HH	Rugby	1329	Warwicksl	Rugby	Martin Ne	MN Housi	8005	RugbyBorough	Current Application- Outline- R19/08		Land at Coventry Road, Wolvey		443267	288206
HH	Rugby	1330	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Application not yet received		Plott Lane, Stretton on Dunsmore		440702	273092
HH	Rugby	1331	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R19/0804- 360 Units		Former Cattle Market, Craven Road, Rugby		448108	278235
HH	Rugby	1332	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Current Applications- Detailed- R19/:		Former Newton Vehicle Rentals Site, 117 Newbold Road		448108	278235
HH	Rugby	1333	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Detailed- R12/1947 & R16/2295- 10		Grange Farm Cottage, Coventry Road		447698	270919
HH	Rugby	1334	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R17/1726- 10 Units		Rugby West Indian Association, St Peters Road		451546	275035
HH	Rugby	1335	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R18/0576- 14 Units		Land between Kingsforth House and Victoria House, Albert Street		449397	275572
HH	Rugby	1336	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Reserved Matters R18/0492 & Outlin		Land adjacent to the Old Telephone Exchange, Rugby		449397	275572
HH	Rugby	1337	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R18/0801		5&6 Royal George Buildings, Market Place, 69&70 Church Street, Rugby		451546	275035
HH	Rugby	1338	Warwicksl	Rugby	Martin Ne	MN Housi	8057	RugbyBorough	Detailed- R18/1902		Land to rear of 15-27 Townsend Lane, Long Lawford		445785	275631
HH	Rugby	1339	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R18/1670		Land adjacent 15 Parkfield Road, Newbold		449081	277102
HH	Rugby	1340	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R19/1397		Shaw School of Dancing, Jubilee Street. CV21 2JJ (Southern Site)		449397	275572
HH	Rugby	1341	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R19/1419		Webb Ellis Industrial Estate, Woodside Park, Rugby, CV21 2NP		448108	278235
HH	Rugby	1342	Warwicksl	Rugby	Martin Ne	MN Housi	8027	RugbyBorough	Detailed- R18/1247		Land P19216, Brownsover Road, Brownsover		448108	278235
HH	Rugby	1343	Warwicksl	Rugby	Martin Ne	MN Housi	8035	RugbyBorough	Detailed - R14/1941		Land South East of Brownsover Lane, Brownsover Lane, Brownsover		451287	277549
HH	Rugby	1344	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Prior Approval- R17/0498 & R18/128		Finchley Court, 41 King Edward Road, Rugby.		449397	275572
HH	Rugby	1345	Warwicksl	Rugby	Martin Ne	MN Housi	8061	RugbyBorough	Detailed- R12/0044		263- 273B Hillmorton Road		453495	273626
HH	Rugby	1346	Warwicksl	Rugby	Martin Ne	MN Housi	8005	RugbyBorough	Detailed- R17/1921		Barn Farm, Bow Lane, Withybrook		444374	285364
HH	Rugby	1347	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R17/1567		21 Mill Road, Rugby		451546	275035
HH	Rugby	1348	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Detailed- R18/0830		76 Buchanan Road, Bilton		449294	273252
HH	Rugby	1349	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R18/0920		The Royal Oak, 62 Dunchurch Road		449397	275572
HH	Rugby	1350	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Detailed- R18/0144		Land rear of the Cooperative Store, 36-38 Overslade Lane		449294	273252
HH	Rugby	1351	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Detailed- R18/1252		Land adjacent to The Coal Yard, High Street, Ryton on Dunsmore		440676	274963
HH	Rugby	1352	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Detailed - R18/1099		The Coal Yard, High Street, Ryton on Dunsmore		440676	274963
HH	Rugby	1353	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough	Detailed- R18/2022		The Old Hall, 24 Lilbourner Road, Clifton upon Dunsmore		453266	277759
HH	Rugby	1354	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R18/1910		110-112 Murray Road, Rugby		451546	275035
HH	Rugby	1355	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R18/0700		165 Grosvenor Road, Rugby		451546	275035
HH	Rugby	1356	Warwicksl	Rugby	Martin Ne	MN Housi	8020	RugbyBorough	Detailed- R15/1890		Land adjacent to and including Moat House and Coton House, Lutterworth Road		453266	277759
HH	Rugby	1357	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R17/0790		17 Warwick Street, Rugby		449397	275572
HH	Rugby	1358	Warwicksl	Rugby	Martin Ne	MN Housi	8125	RugbyBorough	Outline R16/1519 & Reserved Matte		2 Northampton Lane		447698	270919
HH	Rugby	1359	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R19/0924		123 Clifton Road, Rugby. CV21 3QJ		451546	275035
HH	Rugby	1360	Warwicksl	Rugby	Martin Ne	MN Housi	8071	RugbyBorough	Detailed- R19/1139		Land to the north-east of Maverick and The Bungalow, Bilton Fields Farm Lane		449294	273252
HH	Rugby	1361	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R19/0968		Shaw School of Dancing, Jubilee Street. Cv21 2JJ (Northern Site)		449397	275572
HH	Rugby	1362	Warwicksl	Rugby	Martin Ne	MN Housi	8029	RugbyBorough	Detailed- R19/0879		Shilton House Farm, 15 Church Road, Shilton. CV7 9HX		440437	281664
HH	Rugby	1363	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R17/0702		Development Land Adjacent to 115 Murray Road, Rugby.		451546	275035
HH	Rugby	1364	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R17/1240		Rear of 61, 64/65, 66 and 68 Church Street, Rugby. CV21 3PT		451546	275035
HH	Rugby	1365	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R19/0048		Alma Lodge Hotel, 30 Albert Street, Rugby. CV21 2RS		449397	275572
HH	Rugby	1366	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R19/0307		21-27 REGENT STREET, RUGBY, CV21 2PE		449397	275572
HH	Rugby	1367	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R16/1625		Land adjacent to Alfred Green Close, Rugby. CV22 6ND		449397	275572
HH	Rugby	1368	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R19/1107		14 Market Street, Rugby. CV21 3HG		451546	275035
HH	Rugby	1369	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Detailed- R19/1315		2A Lower Hillmorton Road, Rugby. CV21 3SU		451546	275035
HH	Rugby	1370	Warwicksl	Rugby	Martin Ne	MN Housi	8118	RugbyBorough	Detailed- R19/1262 (also Prior Appro		BARNS AT PRIORY FARM, PRIORY ROAD, WOLSTON, CV8 3FX		440676	274963
HH	Rugby	1371	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Prior Approval- R19/0079		1 Regent Street (Newnham Estate Agents), CV21 2PE		449397	275572
HH	Rugby	1372	Warwicksl	Rugby	Martin Ne	MN Housi	8029	RugbyBorough	Prior Approval- R19/0318		Nethergreen, Shilton Lane, Shilton. CV7 9LH		440437	281664
HH	Rugby	1373	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Detailed- R19/0485		Between 254-256 Lawford Road, New Bilton, Rugby.		449397	275572
HH	Rugby	1374	Warwicksl	Rugby	Martin Ne	MN Housi	8129	RugbyBorough	Detailed- R19/1451. Also Prior Appro		Manor Farm, Birdingbury Lane, Frankton. CV23 9PB		445263	270363
HH	Rugby	1375	Warwicksl	Rugby	Martin Ne	MN Housi	8061	RugbyBorough	Detailed- R19/1013		Land to rear of 321 Hillmorton Road, Rugby.		453495	273626
HH	Rugby	1376	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Outline- R15/0605		A One Social Club, 1A Market Street, Rugby. CV21 3HG		451546	275035
HH	Rugby	1377	Warwicksl	Rugby	Martin Ne	MN Housi	8129	RugbyBorough	Outline- R18/0405		Land west of Sawbridge Road, Grandborough.		445263	270363
HH	Rugby	1378	Warwicksl	Rugby	Martin Ne	MN Housi	8056	RugbyBorough	Outline- R18/1765		Land at, and to the rear of, 80-84 RAILWAY TERRACE, RUGBY, CV21 3EZ		451546	275035
HH	Rugby	1379	Warwicksl	Rugby	Martin Ne	MN Housi	8005	RugbyBorough	Outline- R17/2041		Land at Manor Farm, Hinckley Road, Burton Hastings. CV11 6RG		444374	285364
HH	Rugby	1380	Warwicksl	Rugby	Martin Ne	MN Housi	8060	RugbyBorough	Outline- R19/0981		Land Rear of 30 Albert Street, Rugby. CV21 2RS		449397	275572
HH	North Warwickshire	1381	Warwicksl	North Wa	Mike Dittr	Amended	8042	NorthWarwicks			Land at Shuttington Village Hall	25 dwellings	428341	303445
HH	North Warwickshire	1382	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2017/0425		Former Polesworth Learning Centre, High Street, Polesworth	12 dwellings	426365	302528
HH	North Warwickshire	1383	Warwicksl	North Wa	Mike Dittr	Amended	8042	NorthWarwicks	PAP/2018/0755		Land West of Robeys Lane, Tamworth	1270 dwellings	427582	306137
HH	North Warwickshire	1384	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2019/0689		Land off Fairfields Hill, Polesworth	9 dwellings Net	426102	302032
HH	North Warwickshire	1385	Warwicksl	North Wa	Mike Dittr	Amended	8051	NorthWarwicks			Land at Whittington Farm, Atherstone	1282 dwellings	427893	297784
HH	North Warwickshire	1386	Warwicksl	North Wa	Mike Dittr	Amended	8043	NorthWarwicks			Britannia Mill redevelopment Site, Coleshill Road	59 dwellings	430936	297230
HH	North Warwickshire	1387	Warwicksl	North Wa	Mike Dittr	Amended	8051	NorthWarwicks	PAP/2018/0287		Former Sparrowdale Site, Spon Lane. Grendon	51 dwellings	427619	299547
HH	North Warwickshire	1388	Warwicksl	North Wa	Mike Dittr	Amended	8051	NorthWarwicks			Former Recycling Centre, Spon Lane, Grendon	5 dwellings	427893	297784
HH	North Warwickshire	1389	Warwicksl	North Wa	Mike Dittr	Amended	8051	NorthWarwicks			Land North of Grendon Community, Boot Hill, Grendon	7 dwellings proposed	427893	297784
HH	North Warwickshire	1390	Warwicksl	North Wa	Mike Dittr	Amended	8051	NorthWarwicks			Land at Church Farm, Baddesley	47 net	427893	297784
HH	North Warwickshire	1391	Warwicksl	North Wa	Mike Dittr	Amended	8080	NorthWarwicks	PAP/2016/0187		109 Tamworth RoadWood End	4 dwellings	424526	298199
HH	North Warwickshire	1392	Warwicksl	North Wa	Mike Dittr	Amended	8080	NorthWarwicks			Land South of Islington Farm	29 dwellings	423538	296784
HH	North Warwickshire	1393	Warwicksl	North Wa	Mike Dittr	Amended	8023	NorthWarwicks			Land Between Church Road and Nuneaton Road	400 dwellings	432901	295412

1209							0	0	1	0	0	0	0	0	0	0	0										
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1211							0	0	8	0	0	0	0	0	0	0	0										
1212							0	0	2	0	0	0	0	0	0	0	0										
1213							0	0	4	0	0	0	0	0	0	0	0										
1214							0	0	1	0	0	0	0	0	0	0	0										
1215							10	40	40	40	40	30	0	0	0	0	0										
1216							0	2	0	0	0	0	0	0	0	0	0										
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1219							0	0	6	0	0	0	0	0	0	0	0										
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1234							0	0	22	35	35	35	0	0	0	0	0										
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1236							0	0	0	0	13	0	0	0	0	0	0										
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1239							0	0	0	0	9	9	0	0	0	0	0										
1240		20	35	10																							
1241						40	40	40	29																		
1242							40	40	40	40	40	40	40	31													
1243			23	69	72	40	40	2																			
1244								27																			
1245				58	37	40	40	11																			
1246				19	32	40	40	40	12																		
1247					0			29																			
1248					0		20	40	40	40	40	40	40	40	40	12											
1249					3		40	40	40	40	40	40	5														
1250								20	18																		
1251											120	120	155	199	200	240	240	240	240	240	240	240	240	240	240	240	240
1252	56	17																									
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1254								30	40	40	36																
1255											80	80	80	80	80	44											
1256		2	19	18	13																						
1257									20	40	40	40	40	40	40	40	40	40	40	40	15						
1258								20	40	40	40	40	40	5													
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1260			19	80	13																						
1261			44	61	8																						
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1263		12	88	51	79	13																					
1264											40	40	6														
1265		11	39	45	1																						
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1269									40	40	40	29															
1270								20	40	40	40	40	30														
1271								30	40	35																	
1272									10	80	80	80	80	80	80	80	40	40	40	40	40	40	40	40	40	40	40
1273			23	33	75	40	13																				
1274				39	88	40	40	38																			
1275			59	46	38	40	40	40																			
1276		52			21																						
1277				89	21																						
1278					17																						
1279					6																						
1280				5																							
1281							7																				
1282		2					3																				
1283							6																				
1284							6																				
1285					8																						
1286						13																					
1287						1	13																				
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1289					15	25																					
1290						4	3																				
1291						2																					
1292							21																				
1293						37	7																				
1294					3	40	17																				
1295								10																			
1296							10																				
1297							18																				
1298																	40	40	40	40	40	40	40	40	40	40	40
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1300										40	40	40	40	40	40	40	40	40	40	20							
1301									30	40	40	40	40	40	30												
1302									40																		
1303													40	40	40	40	40	40	40	40	40	40	25				
1304									30	40	80	80	80	80	80	80											
1305						40	40	40	29																		
1306							40	40	40	40	40	40	40	31													
1307									30	45																	
1308										40	15																
1309										15																	
1310									40	40																	
1311			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
1312			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
1313			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
1314			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
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1319			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
1320			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
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1323			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
1324			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
1325			3	3	3	3	3	3	3	3	3	3	3	3	3	3											
1326								40	40	40	40	40	40	40	40	13											
1327								20	40	40	40	40	26														
1328								40	40	40	40	40	16														
1329										15																	
1330										25																	
1331								40	40	40	40	40	40	40	40	40											
1332								40	40	40	2																
1333					3																						
1334						4	6																				
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1339						1	13																				
1340							12																				
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1344							7																				
1345							2																				
1346							5																				
1347							9																				
1348							8																				
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1350							5																				
1351						7																					
1352						14																					
1353						5	2																				
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1356					6																						
1357				5																							
1358							5																				
1359							6																				
1360						1	4																				
1361							6																				
1362							6																				
1363				6																							
1364				6																							
1365							8																				
1366							9																				
1367					2	4	3																				
1368							5																				
1369							8																				
1370							5																				
1371							9																				
1372							5																				
1373							6																				
1374							5																				
1375								9																			
1376											12																
1377											9																
1378											9																
1379											6																
1380											8																
1381								12	12																		
1382						6	6																				
1383								100	100	150	150	150	150	150	160	160											
1384								4	5																		
1385											90	140	150	150	160	170	170	126	126								
1386						7	13	13	13	13																	
1387						25	26																				
1388						5																					
1389													7														
1390											7	10	10	10	10												
1391									2	2																	
1392											14	14															
1393								25	25	25	50	25	50	50	50	50	50										

1209	1	0	0	0	1	1	1	1	1	1	Y
1210	8	0	0	8	8	8	8	8	8	8	Y
1211	8	0	0	0	8	8	8	8	8	8	Y
1212	2	0	0	0	2	2	2	2	2	2	Y
1213	4	0	0	0	4	4	4	4	4	4	Y
1214	1	0	0	0	1	1	1	1	1	1	Y
1215	200	0	0	10	201	201	201	201	201	201	Y
1216	2	0	0	14	16	16	16	16	16	16	Y
1217	14	0	0	14	14	14	14	14	14	14	Y
1218	300	0	0	30	285	305	305	305	305	305	Y
1219	6	0	0	0	6	6	6	6	6	6	Y
1220	12	0	0	0	12	12	12	12	12	12	Y
1221	1	0	0	0	1	1	1	1	1	1	Y
1222	2	0	0	0	2	2	2	2	2	2	Y
1223	28	0	0	0	28	28	28	28	28	28	Y
1224	67	0	0	0	67	67	67	67	67	67	Y
1225	44	0	0	0	44	44	44	44	44	44	Y
1226	27	0	0	0	27	27	27	27	27	27	Y
1227	66	0	0	0	66	66	66	66	66	66	Y
1228	19	0	0	0	19	19	19	19	19	19	Y
1229	13	0	0	0	13	13	13	13	13	13	Y
1230	22	0	0	0	22	22	22	22	22	22	Y
1231	13	0	0	0	13	13	13	13	13	13	Y
1232	71	0	0	0	50	71	71	71	71	71	Y
1233	17	0	0	0	17	17	17	17	17	17	Y
1234	127	0	0	0	127	127	127	127	127	127	Y
1235	43	0	0	0	55	55	55	55	55	55	Y
1236	13	0	0	0	13	13	13	13	13	13	Y
1237	27	0	0	0	27	27	27	27	27	27	Y
1238	13	0	0	0	13	13	13	13	13	13	Y
1239	18	0	0	0	18	18	18	18	18	18	Y
1240	65	0	20	93	108	120	120	120	120	120	Y
1241	149	0	0	733	1801	3043	4243	5443	5443	5443	Y
1242	311	0	0	733	1801	3043	4243	5443	5443	5443	Y
1243	246	0	0	733	1801	3043	4243	5443	5443	5443	Y
1244	27	0	0	733	1801	3043	4243	5443	5443	5443	Y
1245	186	0	0	733	1801	3043	4243	5443	5443	5443	Y
1246	183	0	0	733	1801	3043	4243	5443	5443	5443	Y
1247	29	0	0	733	1801	3043	4243	5443	5443	5443	Y
1248	352	0	0	733	1801	3043	4243	5443	5443	5443	Y
1249	248	0	0	733	1801	3043	4243	5443	5443	5443	Y
1250	38	0	0	733	1801	3043	4243	5443	5443	5443	Y
1251	3674	0	0	733	1801	3043	4243	5443	5443	5443	Y
1252	73	0	73	294	606	890	890	890	890	890	Y
1253	227	0	73	294	606	890	890	890	890	890	Y
1254	146	0	73	294	606	890	890	890	890	890	Y
1255	444	0	73	294	606	890	890	890	890	890	Y
1256	52	0	2	52	52	52	52	52	52	52	Y
1257	475	0	0	0	400	665	800	800	800	800	Y
1258	225	0	0	0	400	665	800	800	800	800	Y
1259	100	0	0	0	400	665	800	800	800	800	Y
1260	112	0	0	141	156	168	168	168	168	168	Y
1261	113	0	0	113	113	113	113	113	113	113	Y
1262	149	0	15	149	149	149	149	149	149	149	Y
1263	243	0	64	331	696	868	868	868	868	868	Y
1264	86	0	0	0	80	86	86	86	86	86	Y
1265	96	0	11	113	137	149	149	149	149	149	Y
1266	670	0	0	0	150	350	550	670	670	670	Y
1267	76	0	0	76	76	76	76	76	76	76	Y
1268	90	0	0	0	105	105	105	105	105	105	Y
1269	149	0	0	0	149	149	149	149	149	149	Y
1270	210	0	0	0	180	210	210	210	210	210	Y
1271	105	0	0	0	685	860	860	860	860	860	Y
1272	1010	0	0	0	250	610	810	1010	1010	1010	Y
1273	184	0	0	184	184	184	184	184	184	184	Y
1274	245	0	0	207	245	245	245	245	245	245	Y
1275	263	0	0	223	263	263	263	263	263	263	Y
1276	73	0	64	331	696	868	868	868	868	868	Y
1277	110	0	0	110	110	110	110	110	110	110	Y
1278	17	0	0	17	17	17	17	17	17	17	Y
1279	6	0	0	6	6	6	6	6	6	6	Y
1280	5	0	0	5	5	5	5	5	5	5	Y
1281	7	0	0	7	7	7	7	7	7	7	Y
1282	5	0	2	20	35	47	47	47	47	47	Y
1283	6	0	0	6	6	6	6	6	6	6	Y
1284	6	0	0	14	14	14	14	14	14	14	Y
1285	8	0	0	14	14	14	14	14	14	14	Y
1286	13	0	0	13	13	13	13	13	13	13	Y
1287	14	0	0	28	28	28	28	28	28	28	Y
1288	144	0	0	125	144	144	144	144	144	144	Y
1289	40	0	0	40	40	40	40	40	40	40	Y
1290	7	0	0	7	7	7	7	7	7	7	Y
1291	2	0	0	2	2	2	2	2	2	2	Y
1292	21	0	0	21	21	21	21	21	21	21	Y
1293	44	0	0	44	44	44	44	44	44	44	Y
1294	60	0	0	60	60	60	60	60	60	60	Y
1295	10	0	0	0	10	10	10	10	10	10	Y
1296	10	0	0	10	10	10	10	10	10	10	Y
1297	18	0	0	18	18	18	18	18	18	18	Y
1298	440	0	0	0	0	40	240	440	440	440	Y
1299	240	0	0	0	120	240	240	240	240	240	Y
1300	420	0	0	0	120	320	420	420	420	420	Y
1301	260	0	0	0	190	300	300	300	300	300	Y
1302	40	0	0	0	190	300	300	300	300	300	Y
1303	425	0	0	0	0	200	400	425	425	425	Y
1304	550	0	0	0	230	550	550	550	550	550	Y
1305	0	0	0	0	0	0	0	0	0	0	N
1306	0	0	0	0	0	0	0	0	0	0	N
1307	75	0	0	0	75	75	75	75	75	75	Y
1308	55	0	0	0	80	80	80	80	80	80	Y
1309	15	0	0	0	15	15	15	15	15	15	Y
1310	80	0	0	0	80	80	80	80	80	80	Y
1311	42	0	0	20	41	53	53	53	53	53	Y
1312	42	0	2	20	35	47	47	47	47	47	Y
1313	42	0	20	93	108	120	120	120	120	120	Y
1314	42	0	64	331	696	868	868	868	868	868	Y
1315	42	0	0	26	41	53	53	53	53	53	Y
1316	42	0	0	29	44	56	56	56	56	56	Y
1317	42	0	0	83	125	137	137	137	137	137	Y
1318	42	0	0	141	156	168	168	168	168	168	Y
1319	42	0	0	122	145	157	157	157	157	157	Y
1320	42	0	11	113	137	149	149	149	149	149	Y
1321	42	0	0	33	48	60	60	60	60	60	Y
1322	42	0	0	15	30	42	42	42	42	42	Y
1323	42	0	0	41	56	68	68	68	68	68	Y
1324	42	0	0	23	38	50	50	50	50	50	Y
1325	42	0	0	20	44	56	56	56	56	56	Y
1326	333	0	0	0	685	860	860	860	860	860	Y
1327	206	0	0	0	685	860	860	860	860	860	Y
1328	216	0	0	0	685	860	860	860	860	860	Y
1329	15	0	0	0	105	105	105	105	105	105	Y
1330	25	0	0	0	80	80	80	80	80	80	Y
1331	360	0	64	331	696	868	868	868	868	868	Y
1332	122	0	64	331	696	868	868	868	868	868	Y
1333	3	0	0	23	38	50	50	50	50	50	Y
1334	10	0	0	83	125	137	137	137	137	137	Y
1335	14	0	0	122	145	157	157	157	157	157	Y
1336	13	0	0	122	145	157	157	157	157	157	Y
1337	12	0	0	83	125	137	137	137	137	137	Y
1338	14	0	0	141	156	168	168	168	168	168	Y
1339	14	0	0	28	28	28	28	28	28	28	Y
1340	12	0	0	122	145	157	157	157	157	157	Y
1341	12	0	64	331	696	868	868	868	868	868	Y
1342	16	0	64	331	696	868	868	868	868	868	Y
1343	14	0	0	29	44	56	56	56	56	56	Y
1344	7	0	0	122	145	157	157	157	157	157	Y
1345	2	0	11	113	137	149	149	149	149	149	Y
1346	5	0	0	20	41	53	53	53	53	53	Y
1347	9	0	0	83	125	137	137	137	137	137	Y
1348	8	0	0	33	48	60	60	60	60	60	Y
1349	9	0	0	122	145	157	157	157	157	157	Y
1350	5	0	0	33	48	60	60	60	60	60	Y
1351	7	0	0	41	56	68	68	68	68	68	Y
1352	14	0	0	41	56	68	68	68	68	68	Y
1353	7	0	20	93	108	120	120	120	120	120	Y
1354	7	0	0	83	125	137	137	137	137	137	Y
1355	5	0	0	83	125	137	137	137	137	137	Y
1356	6	0	20	93	108	120	120	120	120	120	Y
1357	5	0	0	122	145	157	157	157	157	157	Y
1358	5	0	0	23	38	50	50	50	50	50	Y
1359	6	0	0	83	125	137	137	137	137	137	Y
1360	5	0	0	33	48	60	60	60	60	60	Y
1361	6	0	0	122	145	157	157	157	157	157	Y
1362	6	0	0	26	41	53	53	53	53	53	Y
1363	6	0	0	83	125	137	137	137	137	137	Y
1364	6	0	0	83	125	137	137	137	137	137	Y
1365	8	0	0	122	145	157	157	157	157	157	Y
1366	9	0	0	122	145	157	157	157	157	157	Y
1367	9	0	0	122	145	157	157	157	157	157	Y
1368	5	0	0	83	125	137	137	137	137	137	Y
1369	8	0	0	83	125	137	137	137	137	137	Y
1370	5	0	0	41	56	68	68	68	68	68	Y
1371	9	0	0	122	145	157	157	157	157	157	Y
1372	5	0	0	26	41	53	53	53	53	53	Y
1373	6	0	0	122	145	157	157	157	157	157	Y
1374	5	0	0	20	44	56	56	56	56	56	Y
1375	9	0	11	113	137	149	149	149	149	149	Y
1376	12	0	0	83	125	137	137	137	137	137	Y
1377	9	0	0	20	44	56	56	56	56	56	Y
1378	9	0	0	83	125	137	137	137	137	137	Y
1379	6	0	0	20	41	53	53	53	53	53	Y
1380	8	0	0	122	145	157	157	157	157	157	Y
1381	24	0	0	0	24	24	24	24	24	24	Y
1382	12	0	0	12	12	12	12	12	12	12	Y
1383	1270	0	0	29	679	1299	1299	1299	1299	1299	Y
1384	9	0	0	0	9	9	9	9	9	9	Y
1385	1282	0	0	5	372	1209	1461	1461	1461	1461	Y
1386	59	0	0	20	59	59	59	59	59	59	Y
1387	51	0	0	51	51	51	51	51	51	51	Y
1388	5	0	0	5	372	1209	1461	1461	1461	1461	Y
1389	7	0	0	5	372	1209	1461	1461	1461	1461	Y
1390	47	0	0	5	372	1209	1461	1461	1461	1461	Y
1391	4	0	0	0	4	4	4	4	4	4	Y
1392	28	0	0	0	116	116	116	116	116	116	Y
1393	400	0	0	0	150	400	400	400	400	400	Y

HH	North Warwickshire	1394	Warwicksl	North Wa	Mike Dittr	Amended	8055	NorthWarwicks	PAP/2016/0738 & PAP/2015/0692	Land rear of Village Hall, Birmingham Road - Phase 1	49 in total Phase 1 - 34 dwellings	428146	291772			7		9	9	9													34	0	0	44	161	411	511	511	511	511	Y
HH	North Warwickshire	1395	Warwicksl	North Wa	Mike Dittr	Amended	8055	NorthWarwicks	PAP/2016/0738 & PAP/2015/0692	Land rear of Village Hall, Birmingham Road - Phase 2	49 in total Phase 2 - 15 dwellings	428146	291772						5	5	5												15	0	0	44	161	411	511	511	511	511	Y
HH	North Warwickshire	1396	Warwicksl	North Wa	Mike Dittr	Amended	8055	NorthWarwicks		Land at Village Farm, Birmingham Road	12 dwellings	428146	291772											6	6								12	0	0	44	161	411	511	511	511	511	Y
HH	North Warwickshire	1397	Warwicksl	North Wa	Mike Dittr	Amended	8055	NorthWarwicks	PAP/2017/0449	Land North of Coleshill Road, Ansley Common	1 dwelling only approved.	431562	293648							1													1	0	0	1	1	1	1	1	1	1	Y
HH	North Warwickshire	1398	Warwicksl	North Wa	Mike Dittr	Amended	8055	NorthWarwicks		Land South of Coleshill Road, Ansley Common	450 dwellings	428146	291772											50	50	50	50	50	50	50	50	50	450	0	0	44	161	411	511	511	511	511	Y
HH	North Warwickshire	1399	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2015/0215	Former Chapel House Site, Dordon	6 dwellings	426701	300615						6														6	0	0	6	6	6	6	6	6	6	Y
HH	North Warwickshire	1400	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2017/0229	Land at Windy Ridge Dunns Lane, Dordon	8 dwellings net	426654	300513								4	4											8	0	0	0	8	8	8	8	8	8	Y
HH	North Warwickshire	1401	Warwicksl	North Wa	Mike Dittr	Amended	8039	NorthWarwicks		Land at Rowlands Way, Atherstone	108 dwellings	431032	298386	36	36	36																	108	0	72	108	108	108	108	108	108	108	Y
HH	North Warwickshire	1402	Warwicksl	North Wa	Mike Dittr	Amended	8051	NorthWarwicks	PAP/2014/0658	Land South of Dairy House Farm	85 dwellings	427909	299574		45	40																	85	0	45	85	85	85	85	85	85	85	Y
HH	North Warwickshire	1403	Warwicksl	North Wa	Mike Dittr	Amended	8080	NorthWarwicks	PAP/2014/0181	Land at Overwoods Road	88 dwellings	423538	296784								22	22	22	22									88	0	0	0	116	116	116	116	116	116	Y
HH	North Warwickshire	1404	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2015/0178	Land On The South Side Of Grendon Road	143 dwellings	426767	301806			37	38	34	34														143	0	0	143	143	143	143	143	143	143	Y
HH	North Warwickshire	1405	Warwicksl	North Wa	Mike Dittr	Amended	8042	NorthWarwicks	PAP/2017/0237 - ARM	Land Rear of 1 to 6 Copeland Close, Warton	29 dwellings	427582	306137				9	10	10														29	0	0	29	679	1299	1299	1299	1299	1299	Y
HH	North Warwickshire	1406	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2017/0413	Land west of Woodpack Farm, Polesworth - Updated Trajectory following Si	37 dwellings	426138	301507				16	10	11														37	0	0	46	46	46	46	46	46	46	Y
HH	North Warwickshire	1407	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2019/0152	Land 100 Metres North of Woodpark Farm Cottage Grendon Road - Updatec	9 dwellings	426138	301507						6	3													9	0	0	46	46	46	46	46	46	46	Y
HH	North Warwickshire	1408	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2018/0734	Land South of 1 To 7 The Beeches Laurel AvenuePolesworth	31 dwellings	426256.9	301524.27							15	16												31	0	0	15	31	31	31	31	31	31	Y
HH	North Warwickshire	1409	Warwicksl	North Wa	Mike Dittr	Amended	8068	NorthWarwicks	PAP/2018/0755	Land to east of Former Tamworth Golf Course North of Tamworth Road - B5(	1540 dwellings proposed, only 1270 within allocation area	424898.2	302788								100	100	150	150	150	150	150	160	160				1270	0	0	0	650	1270	1270	1270	1270	1270	Y
HH	North Warwickshire	1410	Warwicksl	North Wa	Mike Dittr	Amended	8042	NorthWarwicks	PAP/2018/0687	Land off Barn End Road, Warton	98 dwellings	428241.3	303325.97						33	33	32												98	0	0	66	98	98	98	98	98	98	Y
HH	North Warwickshire	1411	Warwicksl	North Wa	Mike Dittr	Amended	8051	NorthWarwicks	PAP/2017/0156 Outline - PAP/2019/	Dairy House Farm Phase 2, Spon Lane, Grendon	120 dwellings	427893	297784								25	25	25	25	20								120	0	0	5	372	1209	1461	1461	1461	1461	Y
HH	North Warwickshire	1412	Warwicksl	North Wa	Mike Dittr	Amended	8051	NorthWarwicks	PAP/2014/0542	Land at Holly Lane Atherstone	266 dwellings	430449.4	299158									20	50	75	50	75	50	50					370	0	0	0	195	370	370	370	370	370	Y
HH	North Warwickshire	1413	Warwicksl	North Wa	Mike Dittr	Amended	8039	NorthWarwicks	PAP/2014/0540	Land at Durnos Nurseries Old Holly Lane	121 dwellings	430482	298924						28	28	28	37											121	0	0	56	121	121	121	121	121	121	Y
HH	North Warwickshire	1414	Warwicksl	North Wa	Mike Dittr	Amended	8055	NorthWarwicks	PAP/2021/0033	Land 250 Metres East of Common Farm	154 dwellings	431683	293678											32	32	30	30	30					154	0	0	0	64	154	154	154	154	154	Y
HH	North Warwickshire	1415	Warwicksl	North Wa	Mike Dittr	Amended	8055	NorthWarwicks	PAP/2021/0032	Land 500 Metres South East of Common Farm	77 dwellings	431926	293511								39	38											77	0	0	0	77	77	77	77	77	77	Y
HH	Nuneaton & Bedworth	1789	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8017	NuneatonBedworth	PAP/2022/0049	Land adj Watling St, Weddington Wood Farm	700dw Not LP													50	100	100	100	100	100	100	50		700	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1790	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8017	NuneatonBedworth	App 33524	Church Lane and Weddington Road, Nuneaton	160 dw complete 2020					25	50	50	35														160	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1791	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8019	NuneatonBedworth	App 036050	NW&SL College, Hinckley Road, Nuneaton	195dw Not LP allowed appeal 2020											25	50	50	50	20							195	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1792	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8602	NuneatonBedworth	Application FUL/2016/0822 allowed	Land at Grange Farm off Grange Road	107dw completed 2017-2020					17	30	30	30														107	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1793	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8602	NuneatonBedworth	Outline application (OUT/2021/3041	Land at Sutton Stop, Alderman's Green	262dw allowed appeal 1/ 2023												25	50	50	50	50	37					262	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1794	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8059	NuneatonBedworth	Application 038716 received	Former Bedworth Bowling Club, Smarts Road	124dw												25	25	25	25	24						124	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1795	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8028	NuneatonBedworth	App 035945 51 retirement homes wi	Retirement homes junction of Church St/Vicarage St Nuneaton	51dw 2019-2021								25	26													51	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1796	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8028	NuneatonBedworth	Part of hybrid app 037658. App 0391	Abbey Street Quarter	30dw not started												30										30	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1797	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8033	NuneatonBedworth	66 bedroom Care Home. Planning ap	Former Red Ruby & Ratcliff Buildings, Tuttle Hill	66dw u/c Oct 22											33	33										66	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1798	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8023	NuneatonBedworth	PAP/2017/0108 and PAP/2020/0609	24-26 Atherstone Road, Hartshill	10dw										10												10	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1799	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8023	NuneatonBedworth	Outline permission for residential de	Michael Drayton Middle School, Church Road	20dw u/c oct 22										20												20	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1800	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8044	NuneatonBedworth	App 038144	Land at Alders Lane (rear of Willow Close)	29dw												4	25									29	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1801	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8044	NuneatonBedworth	Outline app 038631 received	Site 25C004 69 Plough Hill Rd	8dw													8									8	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1802	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8044	NuneatonBedworth	Full application for barn conversion (	Park Farm, Plough Hill Rd	1dw											1											1	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1803	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8044	NuneatonBedworth	Outline app 039087 conditional appr	Plough Hill Farm Cottage, Plough Hill Road	3dw											3											3	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1804	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8055	NuneatonBedworth	PAP/2019/0079 Under construction	Land East of St Lawrence Road, Ansley	70dw								25	25	20												70	0	0	0	0	0	0	0	0	0	Y
HH	Nuneaton & Bedworth	1805	Warwicksl	Nuneaton	Paul Kinse	WCC Hous	8055	NuneatonBedworth	PAP/2019/0078 Under construction	Land to the North of Nuthurst Crescent, Ansley	72dw								25	25	22												72	0	0	0	0	0	0	0	0	0	Y

PlanID	Authority	District	Source	Type	ModelZone	Settlement	MapEasting	MapNorthing	Location	Description	SiteNumber	Unit
Emp Hinckley and Bosworth 431	Leicestersl	Hinckley a	Employme	Warehousing	6168	Fenny Dra	434775	297043	Livestock Building, Drayton Lane	Change of use of redundant agricultural buildings to self storage	11/00331/	FloorspaceM2
Emp Hinckley and Bosworth 432	Leicestersl	Hinckley a	Employme	Office	6102	Groby	450427	307793	Groby Lodge Farm, Markfield Road	EXTENSION OF TIME FOR THE IMPLEMENTATION OF EXISTING PLANNING PERMISSION REF. 07/01477/COU	10/00901/	FloorspaceM2
Emp Hinckley and Bosworth 433	Leicestersl	Hinckley a	Employme	Industry	6102	Groby	450427	307793	Groby Lodge Farm, Markfield Road	EXTENSION OF TIME FOR THE IMPLEMENTATION OF EXISTING PLANNING PERMISSION REF. 07/01477/COU	10/00901/	FloorspaceM2
Emp Hinckley and Bosworth 434	Leicestersl	Hinckley a	Employme	Warehousing	6102	Groby	450427	307793	Groby Lodge Farm, Markfield Road	EXTENSION OF TIME FOR THE IMPLEMENTATION OF EXISTING PLANNING PERMISSION REF. 07/01477/COU	10/00901/	FloorspaceM2
Emp Hinckley and Bosworth 435	Leicestersl	Hinckley a	Employme	Office	6161	Higham or	438609	295580	Hall Farm, Hinckley Lane	Change the use of Agricultural Buildings to B1/B8 including alterations.	12/01111/	FloorspaceM2
Emp Hinckley and Bosworth 436	Leicestersl	Hinckley a	Employme	Warehousing	6161	Higham or	438609	295580	Hall Farm, Hinckley Lane	Change the use of Agricultural Buildings to B1/B8 including alterations.	12/01111/	FloorspaceM2
Emp Hinckley and Bosworth 437	Leicestersl	Hinckley a	Employme	Warehousing	6151	Upton	437893	297895	Fenn Lane Farm, Fenn Lanes	Variation of condition 2 of 05/01070/COU to alter use to generic B8 storage (retrospective)	14/00220/	FloorspaceM2
Emp Hinckley and Bosworth 438	Leicestersl	Hinckley a	Employme	Warehousing	6151	Upton	437861	297930	Fenn Lane Farm, Fenn Lanes	Change of use from storage of drainage equipment to B1 (a) B1 (c) and B8 respectively (retrospective)	14/00221/	FloorspaceM2
Emp Hinckley and Bosworth 439	Leicestersl	Hinckley a	Employme	Office	6010	Barwell	444102	296497	Anthony Woodward Carriers, Goose Lane	Change of use to a multi-use facility incorporating a bus depot (sui generis), first floor offices (B1) and warehouse (B2/B8) (retrospect	14/00141/	FloorspaceM2
Emp Hinckley and Bosworth 440	Leicestersl	Hinckley a	Employme	Industry	6010	Barwell	444102	296497	Anthony Woodward Carriers, Goose Lane	Change of use to a multi-use facility incorporating a bus depot (sui generis), first floor offices (B1) and warehouse (B2/B8) (retrospect	14/00141/	FloorspaceM2
Emp Hinckley and Bosworth 441	Leicestersl	Hinckley a	Employme	Warehousing	6059	Burbage	441433	292782	Sketchley Brook Site	Erection of a building to be used for class B8, (Storage and Distribution) purposes with ancillary offices, gatehouse, sprinkler tank and	13/00345/	FloorspaceM2
Emp Hinckley and Bosworth 442	Leicestersl	Hinckley a	Employme	Warehousing	6059	Burbage	441433	292782	Sketchley Brook Site	Erection of a building to be used for class B8, (Storage and Distribution) purposes with ancillary offices, gatehouse, sprinkler tank and	13/00345/	FloorspaceM2
Emp Hinckley and Bosworth 443	Leicestersl	Hinckley a	Employme	Office	6161	Higham or	437710	295641	Station Yard Ind Est, Station Road	Erection of four linked industrial units for B1, B2 and B8 use	13/00291/	FloorspaceM2
Emp Hinckley and Bosworth 444	Leicestersl	Hinckley a	Employme	Industry	6161	Higham or	437710	295641	Station Yard Ind Est, Station Road	Erection of four linked industrial units for B1, B2 and B8 use	13/00291/	FloorspaceM2
Emp Hinckley and Bosworth 445	Leicestersl	Hinckley a	Employme	Warehousing	6161	Higham or	437710	295641	Station Yard Ind Est, Station Road	Erection of four linked industrial units for B1, B2 and B8 use	13/00291/	FloorspaceM2
Emp Hinckley and Bosworth 446	Leicestersl	Hinckley a	Employme	Industry	6165	Hinckley	439879	293832	5 Jacknell Road	ERECTION OF ONE NEW INDUSTRIAL UNIT	10/00779/	FloorspaceM2
Emp Hinckley and Bosworth 447	Leicestersl	Hinckley a	Employme	Warehousing	6165	Hinckley	440230	293335	8 Nuffield Road	Extensions to commercial premises	14/00315/	FloorspaceM2
Emp Hinckley and Bosworth 448	Leicestersl	Hinckley a	Employme	Office	6165	Hinckley	440679	293397	North of Coventry Road	MIXED COMMERCIAL DEVELOPMENT COMPRISING B1 B2 B8 AND SUI GENERIS USES	07/01150/	FloorspaceM2
Emp Hinckley and Bosworth 449	Leicestersl	Hinckley a	Employme	Industry	6165	Hinckley	440679	293397	North of Coventry Road	MIXED COMMERCIAL DEVELOPMENT COMPRISING B1 B2 B8 AND SUI GENERIS USES	07/01150/	FloorspaceM2
Emp Hinckley and Bosworth 450	Leicestersl	Hinckley a	Employme	Warehousing	6165	Hinckley	440679	293397	North of Coventry Road	MIXED COMMERCIAL DEVELOPMENT COMPRISING B1 B2 B8 AND SUI GENERIS USES	07/01150/	FloorspaceM2
Emp Hinckley and Bosworth 451	Leicestersl	Hinckley a	Employme	Warehousing	6142	Cadeby	443169	302468	FP McCann, Brascote Lane	EXTENSION TO PRODUCTION UNIT	12/00370/	FloorspaceM2
Emp Hinckley and Bosworth 452	Leicestersl	Hinckley a	Employme	Industry	6165	Hinckley	440663	293384	Unit D, Maple Drive	Erection of 5 No. industrial units (B1, B2, and B8), 1 No. B8 unit (with trade counter) and 1 No. A1 (retail unit) with associated parking	14/00580/	FloorspaceM2
Emp Hinckley and Bosworth 453	Leicestersl	Hinckley a	Employme	Industry	6165	Hinckley	440663	293384	Unit D, Maple Drive	Erection of 5 No. industrial units (B1, B2, and B8), 1 No. B8 unit (with trade counter) and 1 No. A1 (retail unit) with associated parking	14/00580/	FloorspaceM2
Emp Hinckley and Bosworth 454	Leicestersl	Hinckley a	Employme	Warehousing	6165	Hinckley	440663	293384	Unit D, Maple Drive	Erection of 5 No. industrial units (B1, B2, and B8), 1 No. B8 unit (with trade counter) and 1 No. A1 (retail unit) with associated parking	14/00580/	FloorspaceM2
Emp Hinckley and Bosworth 455	Leicestersl	Hinckley a	Employme	Warehousing	6111	Kirkby Mal	444994	302277	23 Newbold Road	Erection of warehouse for storage (retrospective)	16/00451/	FloorspaceM2
Emp Hinckley and Bosworth 456	Leicestersl	Hinckley a	Employme	Industry	6115	Stanton Ui	444034	310883	Land South Of Beveridge Lane Ellistown	Erection of a warehouse/industrial building (B2/B8) including ancillary office, associated landscaping, planting and access (cross bounc	16/00314/	FloorspaceM2
Emp Hinckley and Bosworth 457	Leicestersl	Hinckley a	Employme	Warehousing	6115	Stanton Ui	444034	310883	Land South Of Beveridge Lane Ellistown	Erection of a warehouse/industrial building (B2/B8) including ancillary office, associated landscaping, planting and access (cross bounc	16/00314/	FloorspaceM2
Emp Hinckley and Bosworth 458	Leicestersl	Hinckley a	Employme	Office	6060	Hinckley	440314	294124	Triumph Motorcycles, Dodwells Road	New visitor centre and office space (resubmission)	15/00841/	FloorspaceM2
Emp Hinckley and Bosworth 459	Leicestersl	Hinckley a	Employme	Industry	6115	Markfield	446982	311567	21 Shaw Lane	Extensions and alterations to premises	14/00937/	FloorspaceM2
Emp Hinckley and Bosworth 460	Leicestersl	Hinckley a	Employme	Office	6109	Desford	449550	302532	Acacia Lodge Leicester Lane	Change of use of land for the installation of three temporary buildings to be used as office (B1) and storage space (B8)	16/00434/	FloorspaceM2
Emp Hinckley and Bosworth 461	Leicestersl	Hinckley a	Employme	Industry	6109	Desford	449550	302532	Acacia Lodge Leicester Lane	Change of use of land for the installation of three temporary buildings to be used as office (B1) and storage space (B8)	16/00434/	FloorspaceM2
Emp Hinckley and Bosworth 462	Leicestersl	Hinckley a	Employme	Warehousing	6109	Desford	449550	302532	Acacia Lodge Leicester Lane	Change of use of land for the installation of three temporary buildings to be used as office (B1) and storage space (B8)	16/00434/	FloorspaceM2
Emp Hinckley and Bosworth 463	Leicestersl	Hinckley a	Employme	Warehousing	6113	Thornton	446696	306487	Beyond Storage, Henwood Farm, Merrylees Road	Use of land for siting of storage containers for rental for domestic and commercial storage purposes.	18/00388/	FloorspaceM2
Emp Hinckley and Bosworth 464	Leicestersl	Hinckley a	Employme	Warehousing	6111	Kirkby Mal	444994	302277	23 Newbold Road	Erection of warehouse building and formation of additional car parking area (part retrospective)	17/01113/	FloorspaceM2
Emp Hinckley and Bosworth 465	Leicestersl	Hinckley a	Employme	Warehousing	6168	Fenny Dra	434232	297130	Drayton Grange Farm, Drayton Lane	Change of use of part of a building from agricultural use to a storage and distribution (B8) use	17/00273/	FloorspaceM2
Emp Hinckley and Bosworth 466	Leicestersl	Hinckley a	Employme	Industry	6157	Hinckley	441306	295514	Former EmesiteNutts LaneHinckleyLeicestershire	Erection of 6 industrial units (B2 & B8)	15/00835/	FloorspaceM2
Emp Hinckley and Bosworth 467	Leicestersl	Hinckley a	Employme	Industry	6065	Hinckley	440422	293592	Unit 6 Brindley Road Hinckley	Change of use from warehouse and distribution (B8) to light industrial (B1)	16/00068/	FloorspaceM2
Emp Hinckley and Bosworth 468	Leicestersl	Hinckley a	Employme	Warehousing	6112	Desford	447919	302090	Neovia Logistics Services (UK) Ltd Peckleton Lane Desford	Erection of two temporary aluminium A-frame storage structures	17/01014/	FloorspaceM2
Emp Hinckley and Bosworth 469	Leicestersl	Hinckley a	Employme	Industry	6101	Higham or	436809	296483	Horiba Mira LtdWatling StreetCaldecoteNuneaton	New laboratory workshop, with associated service yard, car parking and landscaping	16/00947/	FloorspaceM2
Emp Hinckley and Bosworth 470	Leicestersl	Hinckley a	Employme	Industry	6101	Higham or	436822	296230	Horiba Mira LtdWatling StreetCaldecoteNuneaton	Erection of laboratory / workshop and office building (Use Class B1b)	15/00728/	FloorspaceM2
Emp Hinckley and Bosworth 471	Leicestersl	Hinckley a	Employme	Office	6165	Hinckley	440244	293172	32 Stephenson Road	Variation of condition 2 of planning permission 17/00904/FUL to remove part of the existing external canopy and insert 4 first floor le	17/01298/	FloorspaceM2
Emp Hinckley and Bosworth 472	Leicestersl	Hinckley a	Employme	Warehousing	6112	Desford	448019	302346	Neovia Logistics Services (UK) Ltd Peckleton Lane Desford	Erection of a temporary aluminium A frame storage structure to store automotive aftermarket parts/boxes	18/00277/	FloorspaceM2
Emp Hinckley and Bosworth 473	Leicestersl	Hinckley a	Employme	Warehousing	6111	Desford	447789	301983	Neovia Logistics Services (UK) Ltd Peckleton Lane Desford	Erection of four temporary aluminium A-frame storage structures	18/00363/	FloorspaceM2
Emp Hinckley and Bosworth 474	Leicestersl	Hinckley a	Employme	Warehousing	6027	Burbage	442493	293114	Old Sketchley Garage, Rugby Road	Demolition of former DM Rock & Sons Garage and Johnsons Dry Cleaners including associated structures and the redevelopment for r	18/00844/	FloorspaceM2
Emp Hinckley and Bosworth 475	Leicestersl	Hinckley a	Employme	Warehousing	6113	Thornton	446665	306533	Beyond Storage, Henwood Farm, Merrylees Road	Use of land for the siting of 289 storage containers to be used in connection with domestic/commercial storage purposes (B8)	18/00812/	FloorspaceM2
Emp Hinckley and Bosworth 476	Leicestersl	Hinckley a	Employme	Office	6018	Hinckley	443288	293973	North Warwickshire and Hinckley College, London Road	Change of use of college to offices (use class B1) (retrospective)	19/00639/	FloorspaceM2
Emp Hinckley and Bosworth 477	Leicestersl	Hinckley a	Employme	Industry	6142	Cadeby	443045	302397	FP McCann, Brascote Lane	Extensions to manufacturing building, erection of concrete batching plant, formation of additional car parking areas, change of use of	16/01092/	FloorspaceM2
Emp Hinckley and Bosworth 478	Leicestersl	Hinckley a	Employme	Industry	6101	Higham or	436904	296536	Horiba Mira Ltd	Erection of workshop and office building (Use Class B1(b)) including car parking and landscaping	18/00679/	FloorspaceM2
Emp Hinckley and Bosworth 479	Leicestersl	Hinckley a	Employme	Industry	6163	Burbage	441337	292344	Unit 2 Logix Road	Change of use to storage and distribution, associated offices and ancillary industrial	17/00303/	FloorspaceM2
Emp Hinckley and Bosworth 480	Leicestersl	Hinckley a	Employme	Warehousing	6163	Burbage	441337	292344	Unit 2 Logix Road	Change of use to storage and distribution, associated offices and ancillary industrial	17/00303/	FloorspaceM2
Emp Hinckley and Bosworth 481	Leicestersl	Hinckley a	Employme	Office	6149	Hinckley	444657	295680	Hinckley Rugby Club	Change of use from D2 (Assembly & Leisure) to mixed use to include internet cafe, nail salon and small business use (Retrospective)	18/00977/	FloorspaceM2
Emp Hinckley and Bosworth 482	Leicestersl	Hinckley a	Employme	Industry	6164	Hinckley	441293	292607	Longshoot Self Storage, Nutts Lane	Change of use of land to self storage, 2.4 metre high gates and fencing, vehicular access	19/01412/	FloorspaceM2
Emp Hinckley and Bosworth 483	Leicestersl	Hinckley a	Employme	Industry	6165	Hinckley	440309	293346	K2 Nuffield Road	Change of use to General Industrial (Use Class B2) and alterations to the front elevation	19/00369/	FloorspaceM2
Emp Hinckley and Bosworth 484	Leicestersl	Hinckley a	Employme	Office	6140	Nailstone	442754	308685	Nailstone Colliery, Wood Road	Variation of condition 2, 3, 4, 5, 14, 15, 18, 19 and 25 of planning permission 20/00224/FUL to enable a series of minor material amenc	20/01278/	FloorspaceM2
Emp Hinckley and Bosworth 485	Leicestersl	Hinckley a	Employme	Warehousing	6140	Nailstone	442754	308685	Nailstone Colliery, Wood Road	Variation of condition 2, 3, 4, 5, 14, 15, 18, 19 and 25 of planning permission 20/00224/FUL to enable a series of minor material amenc	20/01278/	FloorspaceM2
Emp Hinckley and Bosworth 486	Leicestersl	Hinckley a	Employme	Office	6155	Burbage	444324	290785	Land East of Hinckley Island Hotel Watling Street	Hybrid planning application comprising: Full Application for a 29,563 sq m storage and distribution facility (Use Class B8), including an	17/01043/	FloorspaceM2
Emp Hinckley and Bosworth 487	Leicestersl	Hinckley a	Employme	Industry	6155	Burbage	444324	290785	Land East of Hinckley Island Hotel Watling Street	Hybrid planning application comprising: Full Application for a 29,563 sq m storage and distribution facility (Use Class B8), including an	17/01043/	FloorspaceM2
Emp Hinckley and Bosworth 488	Leicestersl	Hinckley a	Employme	Warehousing	6155	Burbage	444324	290785	Land East of Hinckley Island Hotel Watling Street	Hybrid planning application comprising: Full Application for a 29,563 sq m storage and distribution facility (Use Class B8), including an	17/01043/	FloorspaceM2
Emp Hinckley and Bosworth 489	Leicestersl	Hinckley a	Employme	Warehousing	6059	Wellsboro	437150	303370	Hoo Hills Farm, Bosworth Road	Change of use from agricultural buildings and stables to commercial units (B1/B8)	19/00492/	FloorspaceM2
Emp Hinckley and Bosworth 490	Leicestersl	Hinckley a	Employme	Warehousing	6115	Stanton Ui	444598	310829	Land At Battleflat Lodge Farm Victoria Road	Variation of condition 2 of planning permission 19/00338/FUL to increase the size of the mezzanine floor for plant and conveyors	19/00530/	FloorspaceM2
Emp Hinckley and Bosworth 491	Leicestersl	Hinckley a	Employme	Office	6162	Hinckley	441212	292440	Land south of Lime Kilns Way	Erection of two employment buildings (B1c/B2/B8 Use) with access and parking	18/01238/	FloorspaceM2
Emp Hinckley and Bosworth 492	Leicestersl	Hinckley a	Employme	Industry	6162	Hinckley	441212	292440	Land south of Lime Kilns Way	Erection of two employment buildings (B1c/B2/B8 Use) with access and parking	18/01238/	FloorspaceM2
Emp Hinckley and Bosworth 493	Leicestersl	Hinckley a	Employme	Warehousing	6162	Hinckley	441212	292440	Land south of Lime Kilns Way	Erection of two employment buildings (B1c/B2/B8 Use) with access and parking	18/01238/	FloorspaceM2
Emp Hinckley and Bosworth 494	Leicestersl	Hinckley a	Employme	Industry	6142	Cadeby	443169	302468	FP McCann, Brascote Lane	Extension to existing precast concrete production building	19/00624/	FloorspaceM2
Emp Hinckley and Bosworth 495	Leicestersl	Hinckley a	Employme	Warehousing	6124	Earl Shiltoı	447813	297660	Earl Shilton Sustainable Urban Extension	Allocation - 1500 dwellings and 5.3 ha of employment	20/01056/	SiteAreaHA
Emp Hinckley and Bosworth 496	Leicestersl	Hinckley a	Employme	Industry	6124	Earl Shiltoı	447813	297660	Earl Shilton Sustainable Urban Extension	Allocation - 1500 dwellings and 5.3 ha of employment	20/01056/	SiteAreaHA
Emp Hinckley and Bosworth 497	Leicestersl	Hinckley a	Employme	Industry	6152	Barwell	443435	297487	Barwell Sustainable Urban Extension	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for general industri	12/00295/	FloorspaceM2
Emp Hinckley and Bosworth 498	Leicestersl	Hinckley a	Employme	Warehousing	6152	Barwell	443435	297487	Barwell Sustainable Urban Extension	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for general industri	12/00295/	FloorspaceM2
Emp Hinckley and Bosworth 499	Leicestersl	Hinckley a	Employme	Retail	6152	Barwell	443435	297487	Barwell Sustainable Urban Extension	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for general industri	12/00295/	FloorspaceM2
Emp Hinckley and Bosworth 500	Leicestersl	Hinckley a	Employme	Industry	6142	Market Bo	439471	302955	Land South Of Station Road and Heath Road	Allocation - 100 dwellings 1 ha of employment land	MKBOS02	SiteAreaHA
Emp Hinckley and Bosworth 501	Leicestersl	Hinckley a	Employme	Warehousing	6150	Barwell	444102	296497	Antony Woodward Carriers, Goose Lane	Change of use to a multi-use facility incorporating a bus depot (sui generis), first floor offices (B1) and warehouse (B2/B8) (retrospect	14/00141/	FloorspaceM2
Emp Hinckley and Bosworth 502	Leicestersl	Hinckley a	Employme	Industry	6145	Barwell	444825	296731	Units A & B, Dawsons Lane	Change of use from B2 (Industrial) to Sui Generis (car sales)	14/00294/	FloorspaceM2
Emp Hinckley and Bosworth 503	Leicestersl	Hinckley a	Employme	Industry	6019	Hinckley	443332	293577	Manchester Hosiery	Erection of 14 dwellings with associated car parking	14/00281/	FloorspaceM2
Emp Hinckley and Bosworth 504	Leicestersl	Hinckley a	Employme	Office	6025	Hinckley	442604	294229	27 Upper Bond Street	Conversion of existing building (B1(a) offices) to 24 residential (C3) units (Flats) with access off Lower Bond Street and Druid Street	14/00235/	FloorspaceM2
Emp Hinckley and Bosworth 505	Leicestersl	Hinckley a	Employme	Industry	6042	Hinckley	442005	293704	Jarvis Porter, Coventry Road	Reserved matters submission (appearance, landscaping, layout and scale) to outline planning permission 12/01119/OUT for the erecti	14/00881/	FloorspaceM2
Emp Hinckley and Bosworth 506	Leicestersl	Hinckley a	Employme	Office	6025	Hinckley	442914	294179	Former Job Centre, 46 New Buildings	Prior approval of a proposed change of use of a building from Office (Use Class B1) Use to a use falling within use Class C3 (Dwellinghc	14/00945/	FloorspaceM2
Emp Hinckley and Bosworth 507	Leicestersl	Hinckley a	Employme	Office	6021	Hinckley	442676	293884	Suite 5, 1 Castle Street	Notification for change of use of part of second floor (B1) offices to 4 No. (C3) dwellings	14/01254/	FloorspaceM2
Emp Hinckley and Bosworth 508	Leicestersl	Hinckley a	Employme	Industry	6108	Ratby	451031	306221	Jonella Fashions, Whittington Drive	Demolition of factory and the erection of 4 new dwellings	14/00147/	FloorspaceM2
Emp Hinckley and Bosworth 509	Leicestersl	Hinckley a	Employme	Industry	6151	Upton	437865	297931	Fenn Lane Farm, Fenn Lanes	Change of use from storage of drainage equipment to B1 (a) B1 (c) and B8 respectively (retrospective)	14/00221/	FloorspaceM2
Emp Hinckley and Bosworth 510	Leicestersl	Hinckley a	Employme	Warehousing	6151	Upton	437865	297931	Fenn Lane Farm, Fenn Lanes	Change of use from storage of drainage equipment to B1 (a) B1 (c) and B8 respectively (retrospective)	14/00221/	FloorspaceM2
Emp Hinckley and Bosworth 511	Leicestersl	Hinckley a	Employme	Industry	6133	Earl Shiltoı	446818	298045	40 High Street	Demolition of existing factory building(s)	17/00172/	FloorspaceM2
Emp Hinckley and Bosworth 512	Leicestersl	Hinckley a	Employme	Industry	6060	Hinckley	440314	294124	Triumph Motorcycles Ltd, Dodwells Road	New visitor centre and office space (resubmission)	15/00841/	FloorspaceM2
Emp Hinckley and Bosworth 513	Leicestersl	Hinckley a	Employme	Warehousing	6065	Hinckley	440424	293592	Unit 6 Brindley Road Hinckley	Change of use from warehouse and distribution (B8) to light industrial (B1)	16/00068/	FloorspaceM2
Emp Hinckley and Bosworth 514	Leicestersl	Hinckley a	Employme	Industry	6164	Hinckley	441350	292546	Unit 6 Lime Kiln Business Park Lime Kilns Way	Change of use of business unit (Use Class B2/B8) to a short term operating reserve power generating facility (Sui Generis) including alt	16/00312/	FloorspaceM2
Emp Hinckley and Bosworth 515	Leicestersl	Hinckley a	Employme	Office	6021	Hinckley	442654	293878	1 - 9B Castle Street	Prior notification for change of use of part of the first floor from office (B1) to seven residential units (C3)	18/00586/	FloorspaceM2
Emp Hinckley and Bosworth 516	Leicestersl	Hinckley a	Employme	Office	6137	Earl Shiltoı	446444	297732	10 Station Road	Prior approval for change of use of offices to a registered nursery	18/01119/	FloorspaceM2
Emp Hinckley and Bosworth 517	Leicestersl	Hinckley a	Employme	Office	6022	Hinckley	442706	294387	79 - 81 Upper Bond Street	Change of use from B1(a) to C3 of Partial Office on Upper Bond Street including semi detached buildings facing Druid Street	19/01320/	FloorspaceM2
Emp Hinckley and Bosworth 518	Leicestersl	Hinckley a	Employme	Office	6113	Bagworth	444510	308764	Dunlop Limited, Station Road	Demolition of existing industrial unit and erection of 61 dwellings	17/00634/	FloorspaceM2
Emp Hinckley and Bosworth 519	Leicestersl	Hinckley a	Employme	Industry	6113	Bagworth	444510	308764	Dunlop Limited, Station Road	Demolition of existing industrial unit and erection of 61 dwellings	17/00634/	FloorspaceM2
Emp Hinckley and Bosworth 520	Leicestersl	Hinckley a	Employme	Industry	6037	Hinckley	442417	293864	1 Trinity Vicarage Road	Demolition of existing factory and the erection of 13 flats	17/00772/	FloorspaceM2
Emp Hinckley and Bosworth 521	Leicestersl	Hinckley a	Employme	Warehousing	6039	Burbage	443630	292009	103 Coventry Road	Demolition of existing warehouse and erection of four dwellings (revised scheme)	19/00383/	FloorspaceM2
Emp Hinckley and Bosworth 522	Leicestersl	Hinckley a	Employme	Office	6021	Hinckley	442874	294033	6 New Buildings	Change of use to medical clinic (Class D1) for occupational health and private medical services	19/00605/	FloorspaceM2
Emp Hinckley and Bosworth 523	Leicestersl	Hinckley a	Employme	Office	6144	Barwell	444619	296986	Former Island House, Arthur Street	Prior notification for change of use of a building from offices (B1a) to 15 apartments (C3)	19/00481/	FloorspaceM2
Emp Hinckley and Bosworth 524	Leicestersl	Hinckley a	Employme	Warehousing	6165	Hinckley	440309	293346	K2 Nuffield Road	Change of use to General Industrial (Use Class B2) and alterations to the front elevation	19/00369/	FloorspaceM2
Emp Hinckley and Bosworth 525	Leicestersl	Hinckley a	81 1APPI	PSEducation	6139	Earl Shiltoı	445587	297604		Earl Shilton Primary School1		Jobs
Emp Hinckley and Bosworth 526	Leicestersl	Hinckley a	81 1APPI	PSEducation	6139	Earl Shiltoı	445587	297604		Earl Shilton Primary School2		Jobs
Emp Hinckley and Bosworth 527	Leicestersl	Hinckley a	81 1APPI	PSEducation	6150	Barwell	444103	296507		Barwell Primary School		Jobs
Emp Hinckley and Bosworth 528	Leicestersl	Hinckley a	81 1APPI	PSEducation	6139	Hinckley	445587	297604		Expansion Of Heathfield High SchoolÂ		Jobs
Emp Hinckley and Bosworth 529	Leicestersl	Hinckley a	03. RE SP	Office	6035	Hinckley	442412	293285	Hawley Road Industrial Estate And Hinckley Hub	10/00847/FUL Mixed use development including retention, refurbishment and extension to existing buildings and demolition of factc	HIN129	FloorspaceM2
Emp Hinckley and Bosworth 530	Leicestersl	Hinckley a	Teams call	Industry	6101	Hinckley	436926	296195	MIRA	"Sweeper" to account for remainder of MIRA employment. 132,000m2 of industrial floorspace produces ~5,000 jobs, contrained to 2,000 after d		Jobs
Emp Hinckley and Bosworth 540	Leicestersl	Hinckley a	Employme	PSEducation	6106	Groby	451919	307594	Martinshaw County Junior and Infants School (LE6 0BB)	4 proposed parking spaces (2015/0345/04) (2015/Reg3Mi/0079/LCC)		Jobs
Emp Hinckley and Bosworth 541	Leicestersl	Hinckley a	Employme	PSEducation	6134	Earl Shiltoı	446669	297294	Townlands C of E Primary School (LE9 7FF)	9 propoised parking spaces - 12 proposed staff (4FT/ 8PT) (2017-0031-04) (2017-REG3Mi-0002-LCC)		Jobs
Emp Hinckley and Bosworth 542	Leicestersl	Hinckley a	Employme	PSEducation	6026	Hinckey	442119	295160	Richmond Primary School (LE10 0ZD)	15 proposed parking spaces, 1 disablity space - 15 FTE (2017-0493-04) (2017-REG3Mi-0172-LCC)		Jobs
Emp Hinckley and Bosworth 543	Leicestersl	Hinckley a	Employme	PSEducation	6036	Burbage	443029	292166	Sketchley Hill Primary School (LE10 2DY)	19 proposed parking spaces, 1 disability space - 4 proposed staff (2017-1257-04) (2017-REG3Mi-0343-LCC)		Jobs
Emp Hinckley and Bosworth 544	Leicestersl	Hinckley a	Employme	PSEducation	6140	Nailstone	442009	307304	Dove Bank Primary School (CV13 0QJ)	6 proposed parking spaces, 1 disability space - 7 proposed staff (all FT) (2018-1124-04) (2018-Reg3Mi-0204-LCC)		Jobs
Emp Hinckley and Bosworth 545	Leicestersl	Hinckley a	Employme	PSEducation	6123	Newbold \	444405	303910	Newbold Verdon Primary School (LE9 9NG)	3 proposed parking spaces (-3 disability spaces) no staff (2019-0159-04) (2018-REG3Mi-0263-LCC)		Jobs
Emp Hinckley and Bosworth 546	Leicestersl	Hinckley a	Employme	PSEducation	6143	Barwell	445152	297460	Former Newlands Primary School (LE9 8AG)	22 proposed spaces + 6 drop-off spaces for taxis/minibus - 22 proposed staff (all FT) (2019-0533-04) (2019-Reg3Ma-0110-LCC)		Jobs
Emp Hinckley and Bosworth 547	Leicestersl	Hinckley a	Employme	PSEducation	6139	Earl Shiltoı	445456	297396	Former Heathfield Academy	17 proposed parking spaces - 50 proposed staff		Jobs
Emp Hinckley and Bosworth 882	Leicestersl	Hinckley a	RE: Wood	Warehousing	6115	Stanton Ui	444720	310500	Wood Farm, Stanton Lane	Hybrid application comprising of Outline permission for the erection buildings for storage and distribution uses (Class B8), general ind	20/00407/	FloorspaceM2
Emp Hinckley and Bosworth 883	Leicestersl	Hinckley a	RE: Wood	Industry	6115	Stanton Ui	444720	310500	Wood Farm, Stanton Lane	Hybrid application comprising of Outline permission for the erection buildings for storage and distribution uses (Class B8), general ind	20/00407/	FloorspaceM2
Emp Hinckley and Bosworth 905	Leicestersl	Hinckley a	Planning P	Industry	6117	Earl Shiltoı	447542	298989	Land South of Leicester Road	Outline planning application for the development of 14 x B2 employment units and 10 x traveller pitches with access from Leicester R	22/00727/	FloorspaceM2
Emp Blaby 154	Leicestersl	Blaby	BDC Emplc	Office	5064	Narborou	453595	297800	Woodlands Day Hospital	Conversion and extension of existing nursing home office to form 13 apartments	12/1026	FloorspaceM2
Emp Blaby 155	Leicestersl	Blaby	BDC Emplc	Industry	5020	Braunston	454910	300965	Meridian East, Meridian Business Park	Erection of a mixed-use unit to provide flexible B2/B8 uses with associated access, parking and landscaping	13/0689	FloorspaceM2
Emp Blaby 156	Leicestersl	Blaby	BDC Emplc	Office	5063	Narborou	454291	297707	50 Drury House, Leicester Road	Change of use of existing building to nursery school	12/0999	FloorspaceM2
Emp Blaby 157	Leicestersl	Blaby	BDC Emplc	Office	5038	Enderby	455049	300042	Phase 4, Grove Park	Erection of a pub/ restaurant with ancillary accommodation and associated infrastructure	13/0631	FloorspaceM2
Emp Blaby 158	Leicestersl	Blaby	BDC Emplc	Leisure	5038	Enderby	455049	300042	Phase 4, Grove Park	Erection of a pub/ restaurant with ancillary accommodation and associated infrastructure	13/0631	FloorspaceM2
Emp Blaby 159	Leicestersl	Blaby	BDC Emplc	Warehousing	5063	Narborou	453743	298275	Carlton Park	Construction of 2 data centres (use class B1)	11/0407	FloorspaceM2
Emp Blaby 160	Leicestersl	Blaby	BDC Emplc	Office	5034	Enderby	454935	300309	Frances Way, Grove Park	Continued use of land for car parking	14/0151	SiteAreaHA
Emp Blaby 161	Leicestersl	Blaby	BDC Emplc	Office	5075	Croft	451193	295816	Station Court, Station Road	Erection of 3 two-storey office units	06/1010	FloorspaceM2
Emp Blaby 162	Leicestersl	Blaby	BDC Emplc	Warehousing	5074	Cosby	454767	294817	H.W. Coates, 61 Main Street	Erection of 29 dwellings, including demolition of existing industrial buildings	13/0328	FloorspaceM2
Emp Blaby 163	Leicestersl	Blaby	BDC Emplc	Warehousing	5048	Enderby	453664	300126	Units D and E, Quartz Close, Warren Park Way	Construction of waste transfer station to replace B1 / B8 warehouse destroyed by arson	10/0978	FloorspaceM2
Emp Blaby 164	Leicestersl	Blaby	BDC Emplc	Office	5058	Enderby	453010	300033	Next Head Office, Desford Road	Two storey extension to existing office accommodation	13/0759	FloorspaceM2
Emp Blaby 165	Leicestersl	Blaby	BDC Emplc	Office	5034	Enderby	455013	300134	Barton Close, Grove Park	Erection of 3-storey office building with associated landscaping and car parking	14/0695	FloorspaceM2
Emp Blaby 166	Leicestersl	Blaby	BDC Emplc	Industry	5006	Braunston	456002	300992	Leicester Fabrications Specialists Ltd, Hazel Drive	Demolition of existing workshop building and creation of car park to serve Ford and Slater	13/0524	FloorspaceM2
Emp Blaby 167	Leicestersl	Blaby	BDC Emplc	Office	5058	Enderby	452930	300050	Old Building, Next Head Office, Desford Road	Internal alterations and extension to existing office building	14/0095	FloorspaceM2
Emp Blaby 168	Leicestersl	Blaby	BDC Emplc	Industry	5070	Whetstone	455563	296886	Land at Warwick Road / Cambridge Road	Demolition of existing industrial buildings and proposed residential development of 98 dwellings	15/0655	FloorspaceM2
Emp Blaby 169	Leicestersl	Blaby	BDC Emplc	Warehousing	5033	Glenfield	453339	305694	Land off Kirby Road / Ratby Lane	Erection of 2 warehouse units including ancillary facilities and associated infrastructure	14/1062	FloorspaceM2
Emp Blaby 170	Leicestersl	Blaby	BDC Emplc	Warehousing	5079	Sapcote	449391	292556	Ashtrees Farm, Sharnford Road	Application for certificate of lawful use (existing) relating to storage and maintenance of plant and machinery	15/0792	SiteAreaHA
Emp Blaby 171	Leicestersl	Blaby	BDC Emplc	Industry	5051	Whetstone	455574	298114	Land off Enderby Road Industrial Estate	Erection of two buildings to form district council operational and vehicle maintenance depot	14/1120	FloorspaceM2
Emp Blaby 172	Leicestersl	Blaby	BDC Emplc	Warehousing	5063	Narborou	454450	297446	Trent Pottery Co., Regent Street	Side and rear extensions to warehouse, and change of use of land to storage and distribution (revised scheme)	15/0299	FloorspaceM2
Emp Blaby 173	Leicestersl	Blaby	BDC Emplc	Industry	5033	Glenfield	453251	305079	Land at Optimus Point	Erection of one B1c/B2/B8 unit	15/0818	FloorspaceM2
Emp Blaby 174	Leicestersl	Blaby	BDC Emplc	Office	5034	Enderby	455013	300134	Plot 4C, Barton Close, Grove Park	Erection of 3-storey detached office building	15/1225	FloorspaceM2
Emp Blaby 175	Leicestersl	Blaby	BDC Emplc	Office	5058	Enderby	452844	299922	Phase 3, Next Head Office, Desford Road	Erection of a 2-storey photographic studio	15/0874	FloorspaceM2
Emp Blaby 176	Leicestersl	Blaby	BDC Emplc	Industry	5049	Blaby	456364	297612	Pyramid Posters Ltd, Park Road	Proposed redevelopment of land off Park Road, Blaby to create 42 residential units	12/0346	FloorspaceM2
Emp Blaby 177	Leicestersl	Blaby	BDC Emplc	Office	5034	Enderby	454984	300124	2 Barton Close, Grove Park	Erection of a 2-storey office building with associated car parking, infrastructure and landscaping	15/1393	FloorspaceM2
Emp Blaby 178	Leicestersl	Blaby	BDC Emplc	Warehousing	5039	Glenfield	452916	305516	Plot 80, Optimus Point	Erection of building comprising warehouse and offices	15/1384	FloorspaceM2
Emp Blaby 179	Leicestersl	Blaby	BDC Emplc	Warehousing	5076	Stoney Sta	448843	294662	Stoney Stanton WMC, Hinckley Road	Retention of part change of use of working men's club (D2) to storage and ancillary furniture repair workshop	16/0270	FloorspaceM2
Emp Blaby 180	Leicestersl	Blaby	BDC Emplc	Leisure	5076	Stoney Sta	448843	294662	Stoney Stanton WMC, Hinckley Road	Retention of part change of use of working men's club (D2) to storage and ancillary furniture repair workshop	16/0270	FloorspaceM2
Emp Blaby 181	Leicestersl	Blaby	BDC Emplc	Industry	5072	Thurlastor	448987	300196	Unit B, The Knoll, Leicester Road	Change of use from motor showroom to offices / storage / workshop	15/1409	FloorspaceM2
Emp Blaby 182	Leicestersl	Blaby	BDC Emplc	Industry	5033	Glenfield	453339	305694	Plot 30, Optimus Point, Kirby Road	Erection of Class B2 general industrial unit for manufacture of bakery products and erection of an Enterprise Centre comprising 7 no.	16/0766	FloorspaceM2
Emp Blaby 183	Leicestersl	Blaby	BDC Emplc	Warehousing	5033	Glenfield	453175	305282	Plot 40a, Optimus Point, Kirby Road	Erection of warehouse building with ancillary office accommodation	17/0018	FloorspaceM2
Emp Blaby 184	Leicestersl	Blaby	BDC Emplc	Warehousing	5048	Enderby	453261	299898	Units D & E, Quartz Close, Warren Park Way	Retention of change of use from Sui Generis to B1/B8	17/0561	FloorspaceM2
Emp Blaby 185	Leicestersl	Blaby	BDC Emplc	Industry	5062	Whetstone	455805	296903	Block 82, The Whittle Estate	Demolition of existing industrial plant enclosures and extension to form new testing facility with offices	15/0895	FloorspaceM2
Emp Blaby 186	Leicestersl	Blaby	BDC Emplc	Office	5034	Enderby	455030	300407	Lakeside, Smith Way, Grove Park	Erection of a two storey office building	16/0886	FloorspaceM2
Emp Blaby 187	Leicestersl	Blaby	BDC Emplc	Warehousing	5039	Glenfield	453114	305698	Unit B, Plot 70, Optimus Point, Kirby Road	Erection of a class B8 distribution centre with associated offices	17/0060	FloorspaceM2
Emp Blaby 188	Leicestersl	Blaby	BDC Emplc	Industry	5029	Kirby Mux	453397	303949	Blueberry Foods, Unit B, Oak Spinney Park	Alterations and extensions to existing industrial unit	17/1018	FloorspaceM2
Emp Blaby 189	Leicestersl	Blaby	BDC Emplc	Warehousing	5004	Lubbestho	454468	300037	Land North of Leicester Lane, Lubbesthorpe Strategic Employment Site	Erection of 2 buildings for B2 / B8 employment use with ancillary offices	17/0431	FloorspaceM2
Emp Blaby 190	Leicestersl	Blaby	BDC Emplc	Industry	5019	Enderby	455558	300081	Everards Brewery, Everard Way	Demolition of existing buildings and erection of a non-food shopping park (A1) and complementary A3 uses	15/0577	FloorspaceM2
Emp Blaby 191	Leicestersl	Blaby	BDC Emplc	Retail	5019	Enderby	455558	300081	Everards Brewery, Everard Way	Demolition of existing buildings and erection of a non-food shopping park (A1) and complementary A3 uses	15/0577	FloorspaceM2
Emp Blaby 192	Leicestersl	Blaby	BDC Emplc	Leisure	5019	Enderby	455558	300081	Everards Brewery, Everard Way	Demolition of existing buildings and erection of a non-food shopping park (A1) and complementary A3 uses	15/0577	FloorspaceM2
Emp Blaby 193	Leicestersl	Blaby	BDC Emplc	Industry	5076	Stoney Sta	450635	294219	Fosse Field Farm, Broughton Road	Erection of building for use as furniture manufacturing	16/0753	FloorspaceM2
Emp Blaby 194	Leicestersl	Blaby	BDC Emplc	Industry	5063	Narborou	453481	297261	Unit 2B, Cutters Close	Front and rear extensions and alterations to B2 industrial unit	17/1359	FloorspaceM2
Emp Blaby 195	Leicestersl	Blaby	BDC Emplc	Industry	5075	Croft	451732	295857	Unit 8, Winston Avenue	Retention of change of use from general industrial B2 to assembly and leisure D2	17/1557	FloorspaceM2
Emp Blaby 196	Leicestersl	Blaby	BDC Emplc	Leisure	5075	Croft	451732	295857	Unit 8, Winston Avenue	Retention of change of use from general industrial B2 to assembly and leisure D2	17/1557	FloorspaceM2
Emp Blaby 197	Leicestersl	Blaby	BDC Emplc	Office	5029	Kirby Mux	453697	303886	Land at junction of Ratby Lane and Oak Spinney Park	Erection of two-storey office building (Block E)	18/0683	FloorspaceM2
Emp Blaby 198	Leicestersl	Blaby	BDC Emplc	Industry	5077	Stoney Sta	448643	295616	Unit 18, Highfields Farm Enterprise Centre, Huncote Road	Erection of two side extensions to an existing industrial unit	14/1029	FloorspaceM2
Emp Blaby 199	Leicestersl	Blaby	BDC Emplc	Industry	5047	Glen Parva	456670	298647	Land at Wharf Way	Demolition of existing buildings and erection of 5 commercial units	17/0856	FloorspaceM2
Emp Blaby 200	Leicestersl	Blaby	BDC Emplc	Industry	5047	Glen Parva	456670	298647	Land at Wharf Way	Demolition of existing buildings and erection of 5 commercial units	17/0856	FloorspaceM2
Emp Blaby 201	Leicestersl	Blaby	BDC Emplc	Warehousing	5027	Enderby	455325	299659	Leicestershire Police HQ	Erection of a property and archive store	17/1284	FloorspaceM2
Emp Blaby 202	Leicestersl	Blaby	BDC Emplc	Warehousing	9004	Enderby	454834	299411	Enderby Hub	Local Plan Delivery DPD allocated employment site. Previously known as "Land West of St. Johns"		Jobs
Emp Blaby 203	Leicestersl	Blaby	BDC Emplc	Office	5029	Kirby Mux	453691	303810	Land at junction of Ratby Lane and Oak Spinney Park	Erection of 10 2-storey office buildings to provide 32 starter units with associcated car parking and landscaping	07/0600/1	FloorspaceM2
Emp Blaby 204	Leicestersl	Blaby	BDC Emplc	Warehousing	5039	Glenfield	452883	305599	Glenfield Park Land at Kirby Road / Ratby Lane Glenfield	Outline application for employment development (B1, B2 & B8)	12/0457/1	FloorspaceM2
Emp Blaby 205	Leicestersl	Blaby	BDC Emplc	Industry	5039	Glenfield	452883	305599	Glenfield Park Land at Kirby Road / Ratby Lane Glenfield	Outline application for employment development (B1, B2 & B8)	12/0457/1	FloorspaceM2
Emp Blaby 206	Leicestersl	Blaby	BDC Emplc	Industry	5004	Lubbestho	454200	300400	New Lubbesthorpe - South of the M69 motorway and west of the M1 motorway	Outline application for one Strategic Employment Site of 21ha associated with the development of New Lubbesthorpe	11/0100/1	FloorspaceM2
Emp Blaby 207	Leicestersl	Blaby	BDC Emplc	Warehousing	5004	Lubbestho	454200	300400	New Lubbesthorpe - South of the M69 motorway and west of the M1 motorway	Outline application for one Strategic Employment Site of 21ha associated with the development of New Lubbesthorpe	11/0100/1	FloorspaceM2
Emp Blaby 208	Leicestersl	Blaby	BDC Emplc	Office	5004	Lubbestho	453536	300800	New Lubbesthorpe - North of the M69, west of the M1 and east of Beggars Lane, Lubbesthorpe	Outline application for 4250 dwellings, associated infrastructure and employment development throughout New Lubbesthorpe	11/0100/1	FloorspaceM2
Emp Blaby 209	Leicestersl	Blaby	BDC Emplc	Industry	9002	Narborou	455493	299894	Land at junction of Soar Valley Way and Narborough Road South	Construction of brewery, visitor centre, brewery tap, restaurants and outdoor sport and recreation facilities	15/0888/V	FloorspaceM2
Emp Blaby 210	Leicestersl	Blaby	BDC Emplc	Leisure	9002	Narborou	455493	299894	Land at junction of Soar Valley Way and Narborough Road South	Construction of brewery, visitor centre, brewery tap, restaurants and outdoor sport and recreation facilities	15/0888/V	FloorspaceM2
Emp Blaby 211	Leicestersl	Blaby	BDC Emplc	Industry	5077	Stoney Sta	448688	295587	Land adj Highfields Farm Enterprise Centre, Huncote Road	Outline application for employment development (Class B1, B2 and B8)	16/1654/C	Jobs
Emp Blaby 212	Leicestersl	Blaby	BDC Emplc	Warehousing	5063	Narborou	454275	297636	Land at Regent Street Industrial Estate	Erection of 2 warehouse units (B8)	17/0097/C	FloorspaceM2
Emp Blaby 213	Leicestersl	Blaby	BDC Emplc	Industry	5033	Glenfield	453175	305282	Unit B, Plot 40B, Devana Avenue, Optimus Point	Erection of industrial building and ancillary office accommodation	18/0679/R	FloorspaceM2
Emp Blaby 214	Leicestersl	Blaby	BDC Emplc	Industry	5072	Thurlastor	451198	299366	Manor Farm, Enderby Road	Change of use of agricultural barns and land to provide 11 units for light industry and storage and distribution	19/0416/F	FloorspaceM2
Emp Blaby 215	Leicestersl	Blaby	BDC Emplc	Industry	5070	Whetstone	455421	296221	Imperial, Whiteacres, Cambridge Road	Side extension to existing unit	18/0355/F	FloorspaceM2
Emp Blaby 216	Leicestersl	Blaby	BDC Emplc	Warehousing	5080	Sharnford	447543	291907	John Brindley Ltd, The Farm, Aston Lane	Erection of 2 portal framed industrial units for B1 and B8 use	18/0792/F	FloorspaceM2
Emp Blaby 217	Leicestersl	Blaby	BDC Emplc	Industry	5070	Whetstone	455309	296810	Plot 1, Whittle Estate	Demolition of existing industrial buildings and re-development to provide up to 78 dwellings	17/1176/C	FloorspaceM2
Emp Blaby 218	Leicestersl	Blaby	BDC Emplc	Office	5070	Whetstone	455624	296643	Plot 3, Whittle Estate	Demolition of existing office buildings and re-development to provide up to maximum of 4675 sq. m building comprising industrial / s	17/1295/C	FloorspaceM2
Emp Blaby 219	Leicestersl	Blaby	BDC Emplc	Industry	5070	Whetstone	455624	296643	Plot 3, Whittle Estate	Demolition of existing office buildings and re-development to provide up to maximum of 4675 sq. m building comprising industrial / s	17/1295/C	FloorspaceM2
Emp Blaby 220	Leicestersl	Blaby	BDC Emplc	Industry	5059	Blaby	456482	296364	Rose Business Park, Lutterworth Road	Erection of one unit for B1, B2 and B8 use	19/0901/R	FloorspaceM2

PlanID	Year 2014	Year 2015	Year 2016	Year 2017	Year 2018	Year 2019	Year 2020	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Year 2027	Year 2028	Year 2029	Year 2030	Year 2031	Year 2032	Year 2033	Year 2034	Year 2035	Year 2036	Year 2037	Year 2038	Year 2039	Year 2040	Year 2041	Year 2042	Year 2043	Year 2044	Year 2045	Year 2046	Year 2047	Year 2048	Year 2049	Year 2050	Year 2051	Unit Total	Include
Emp Hinckley and Bosworth 431		632																																					632	Y
Emp Hinckley and Bosworth 432		1387																																					1387	Y
Emp Hinckley and Bosworth 433		1010																																					1010	Y
Emp Hinckley and Bosworth 434		284																																					284	Y
Emp Hinckley and Bosworth 435		25																																					25	Y
Emp Hinckley and Bosworth 436		1412																																					1412	Y
Emp Hinckley and Bosworth 437		2000																																					2000	Y
Emp Hinckley and Bosworth 438		854																																					854	Y
Emp Hinckley and Bosworth 439		83																																					83	Y
Emp Hinckley and Bosworth 440		459																																					459	Y
Emp Hinckley and Bosworth 441		19200																																					19200	Y
Emp Hinckley and Bosworth 442		8550																																					8550	Y
Emp Hinckley and Bosworth 443		418																																					418	Y
Emp Hinckley and Bosworth 444		418																																					418	Y
Emp Hinckley and Bosworth 445		418																																					418	Y
Emp Hinckley and Bosworth 446		1550																																					1550	Y
Emp Hinckley and Bosworth 447		1210																																					1210	Y
Emp Hinckley and Bosworth 448			3022																																				3022	Y
Emp Hinckley and Bosworth 449			3022																																				3022	Y
Emp Hinckley and Bosworth 450			3023																																				3023	Y
Emp Hinckley and Bosworth 451			600																																				600	Y
Emp Hinckley and Bosworth 452				323																																			323	Y
Emp Hinckley and Bosworth 453				363																																			363	Y
Emp Hinckley and Bosworth 454				821																																			821	Y
Emp Hinckley and Bosworth 455				500																																			500	Y
Emp Hinckley and Bosworth 456				2952.8																																			2952.8	Y
Emp Hinckley and Bosworth 457				2952.8																																			2952.8	Y
Emp Hinckley and Bosworth 458				1650																																			1650	Y
Emp Hinckley and Bosworth 459				1553																																			1553	Y
Emp Hinckley and Bosworth 460				121																																			121	Y
Emp Hinckley and Bosworth 461				444																																			444	Y
Emp Hinckley and Bosworth 462				150																																			150	Y
Emp Hinckley and Bosworth 463						1500																																	1500	Y
Emp Hinckley and Bosworth 464						225																																	225	Y
Emp Hinckley and Bosworth 465						500																																	500	Y
Emp Hinckley and Bosworth 466					1912																																		1912	Y
Emp Hinckley and Bosworth 467					650																																		650	Y
Emp Hinckley and Bosworth 468					1500																																		1500	Y
Emp Hinckley and Bosworth 469				835																																			835	Y
Emp Hinckley and Bosworth 470			2592																																				2592	Y
Emp Hinckley and Bosworth 471						602																																	602	Y
Emp Hinckley and Bosworth 472						1200																																	1200	Y
Emp Hinckley and Bosworth 473						4800																																	4800	Y
Emp Hinckley and Bosworth 474							790																																790	Y
Emp Hinckley and Bosworth 475							2807.5																																2807.5	Y
Emp Hinckley and Bosworth 476							990																																990	Y
Emp Hinckley and Bosworth 477							1820																																1820	Y
Emp Hinckley and Bosworth 478							2148																																2148	Y
Emp Hinckley and Bosworth 479							465																																465	Y
Emp Hinckley and Bosworth 480							4294																																4294	Y
Emp Hinckley and Bosworth 481							690																																690	Y
Emp Hinckley and Bosworth 482							1000																																1000	Y
Emp Hinckley and Bosworth 483							922																																922	Y
Emp Hinckley and Bosworth 484									1365																														1365	Y
Emp Hinckley and Bosworth 485									120155																														120155	Y
Emp Hinckley and Bosworth 486						8068.8	8068.8	8068.8	8068.8	8068.8																													40344	Y
Emp Hinckley and Bosworth 487						8068.8	8068.8	8068.8	8068.8	8068.8																													40344	Y
Emp Hinckley and Bosworth 488						8068.8	8068.8	8068.8	8068.8	8068.8																													40344	Y
Emp Hinckley and Bosworth 489									1194																														1194	Y
Emp Hinckley and Bosworth 490									74245																														74245	Y
Emp Hinckley and Bosworth 491								1970																															1970	Y
Emp Hinckley and Bosworth 492								1970																															1970	Y
Emp Hinckley and Bosworth 493								1970																															1970	Y
Emp Hinckley and Bosworth 494										1995																													1995	Y
Emp Hinckley and Bosworth 495																		2.65																					2.65	N
Emp Hinckley and Bosworth 496																		2.65																					2.65	N
Emp Hinckley and Bosworth 497																	6200	6200																					12400	Y
Emp Hinckley and Bosworth 498																	6200	6200																					12400	Y
Emp Hinckley and Bosworth 499																	1000																						1000	Y
Emp Hinckley and Bosworth 500											1																												1	Y
Emp Hinckley and Bosworth 501		-882																																					-882	Y
Emp Hinckley and Bosworth 502		-640																																					-640	Y
Emp Hinckley and Bosworth 503		-1900																																					-1900	Y
Emp Hinckley and Bosworth 504		-2250																																					-2250	Y
Emp Hinckley and Bosworth 505		-14700																																					-14700	Y
Emp Hinckley and Bosworth 506		-1000																																					-1000	Y
Emp Hinckley and Bosworth 507		-661																																					-661	Y
Emp Hinckley and Bosworth 508		-800																																					-800	Y
Emp Hinckley and Bosworth 509		-610																																					-610	Y
Emp Hinckley and Bosworth 510		-244																																					-244	Y
Emp Hinckley and Bosworth 511				-1000																																			-1000	Y
Emp Hinckley and Bosworth 512				-825																																			-825	Y
Emp Hinckley and Bosworth 513				-650																																			-650	Y
Emp Hinckley and Bosworth 514						-711																																	-711	Y
Emp Hinckley and Bosworth 515								-688																															-688	Y
Emp Hinckley and Bosworth 516							-725																																-725	Y
Emp Hinckley and Bosworth 517							-1563																																-1563	Y
Emp Hinckley and Bosworth 518							-660																																-660	Y
Emp Hinckley and Bosworth 519							-6642																																-6642	Y
Emp Hinckley and Bosworth 520							-558																																-558	Y
Emp Hinckley and Bosworth 521							-1754																																-1754	Y
Emp Hinckley and Bosworth 522							-797																																-797	Y
Emp Hinckley and Bosworth 523								-1026																															-1026	Y
Emp Hinckley and Bosworth 524							-922																																-922	Y
Emp Hinckley and Bosworth 525			3	3	3	3	3	3	3																														21	Y
Emp Hinckley and Bosworth 526			3	3	3	3	3	3	3																														21	Y
Emp Hinckley and Bosworth 527			3	3	3	3	3	3	3																														21	Y
Emp Hinckley and Bosworth 528			4	4	4	4	4	4	4																														28	Y
Emp Hinckley and Bosworth 529									1575	1896																													3471	Y
Emp Hinckley and Bosworth 530													180	180	180	180	180	180	180	180	180	168																	1788	Y
Emp Hinckley and Bosworth 540			7																																				7	Y
Emp Hinckley and Bosworth 541					12																																		12	Y
Emp Hinckley and Bosworth 542					15																																		15	Y
Emp Hinckley and Bosworth 543					4																																		4	Y
Emp Hinckley and Bosworth 544						7																																	7	Y
Emp Hinckley and Bosworth 545				6																																			6	Y
Emp Hinckley and Bosworth 546							22																																22	Y
Emp Hinckley and Bosworth 547					50																																		50	Y
Emp Hinckley and Bosworth 882												37910	37910																										75820	Y
Emp Hinckley and Bosworth 883												6690	6690																										13380	Y
Emp Hinckley and Bosworth 905		3234											3234																										3234	Y
Emp Blaby 154		-375																																					-375	Y
Emp Blaby 155		2187																																					2187	Y
Emp Blaby 156		-403																																					-403	Y
Emp Blaby 157		-1163																																					-1163	Y
Emp Blaby 158		1163																																					1163	Y
Emp Blaby 159		30010																																					30010	Y
Emp Blaby 160		-0.62																																					-0.62	Y
Emp Blaby 161		940																																					940	Y
Emp Blaby 162		-4377																																					-4377	Y
Emp Blaby 163		-1251																																					-1251	Y
Emp Blaby 164		553																																					553	Y
Emp Blaby 165			2629																																				2629	Y
Emp Blaby 166			-1343																																				-1343	Y
Emp Blaby 167			1161																																				1161	Y
Emp Blaby 168			-8440																																				-8440	Y
Emp Blaby 169			44738																																				44738	Y
Emp Blaby 170																																							0	Y
Emp Blaby 171				2186																																			2186	Y
Emp Blaby 172				747																																			747	Y
Emp Blaby 173				3986																																			3986	Y
Emp Blaby 174				2099																																			2099	Y
Emp Blaby 175				1015																																			1015	Y
Emp Blaby 176				-3070																																			-3070	Y
Emp Blaby 177				1026																																			1026	Y
Emp Blaby 178				26200																																			26200	Y
Emp Blaby 179				540																																			540	Y
Emp Blaby 180				-540																																			-540	Y
Emp Blaby 181				685																																			685	Y
Emp Blaby 182					6527																																		6527	Y
Emp Blaby 183					4985																																		4985	Y
Emp Blaby 184					1251																																		1251	Y
Emp Blaby 185					789																																		789	Y
Emp Blaby 186						817																																	817	Y
Emp Blaby 187						5600																																	5600	Y
Emp Blaby 188						1824																																	1824	Y
Emp Blaby 189						40000																																	40000	Y
Emp Blaby 190						-11092																																	-11092	Y
Emp Blaby 191								8920	8919	8919																													26758	Y
Emp Blaby 192									336																														336	Y
Emp Blaby 193						557																																	557	Y
Emp Blaby 194						576																																	576	Y
Emp Blaby 195						-1375																																	-1375	Y
Emp Blaby 196						1375																																	1375	Y
Emp Blaby 197							1180																																1180	Y
Emp Blaby 198							821																																821	Y
Emp Blaby 199							-3600																																-3600	Y
Emp Blaby 200							4416																																4416	Y
Emp Blaby 201							2463																																2463	Y
Emp Blaby 202														400	400	450																							1250	Y
Emp Blaby 203											500	500	586																										1586	Y
Emp Blaby 204										587	587	587	586	586																									2933	Y
Emp Blaby 205										586	586	587	587	587																									2933	Y
Emp Blaby 206														7333	7333	7333																							21999	Y
Emp Blaby 207														7333	7333	7333																							21999	Y
Emp Blaby 208												1420	1420	1420	1420	1420																							7100	Y
Emp Blaby 209								2824		1110	1110	1110	1111																										7265	Y
Emp Blaby 210								1231		753	753	754	754																										4245	Y
Emp Blaby 211											42	42	42	42	42																								210	Y
Emp Blaby 212									740	740																													1480	Y
Emp Blaby 213									2418																														2418	Y
Emp Blaby 214									800	805																													1605	Y
Emp Blaby 215									950																														950	Y
Emp Blaby 216									836																														836	Y
Emp Blaby 217									-2500																														-2500	Y
Emp Blaby 218											-5175																												-5175	Y
Emp Blaby 219											4366																												4366	Y
Emp Blaby 220										2778																													2778	Y

Emp	Blaby	221	Leicestersl	Blaby	BDC Emplc	Office	5059	Blaby	456571	296350	Rose Business Park, Lutterworth Road	Erection of one commercial building to form 5 units	19/1439/R	FloorspaceM2										1498								1498	Y
Emp	Blaby	222	Leicestersl	Blaby	BDC Emplc	Industry	5059	Blaby	456482	296364	Rose Business Park, Lutterworth Road	Erection of one commercial building to form 3 units	18/1707/R	FloorspaceM2									1618									1618	Y
Emp	Blaby	223	Leicestersl	Blaby	BDC Emplc	Warehousing	5033	Glenfield	452950	305265	Plot 10, Optimus Point	Erection of a B8 distribution centre	19/0468/F	FloorspaceM2									5947									5947	Y
Emp	Blaby	224	Leicestersl	Blaby	BDC Emplc	Industry	5059	Whetston	456324	295801	Beeches Farm, Lutterworth Road	Demolition and erection of replacement general industrial units (Use Class B2), and change of use of existing dwelling to offices (Use (	19/0275/F	FloorspaceM2									870									870	Y
Emp	Blaby	225	Leicestersl	Blaby	BDC Emplc	Warehousing	5035	Enderby	453225	300304	Land at Enderby substation, Desford Road, Enderby	Erection of a conditioned storage facility with an ancillary two storey office element	13/0030/1	FloorspaceM2										4751								4751	Y
Emp	Blaby	226	Leicestersl	Blaby	BDC Emplc	Office	5076	Stoney Sta	450833	293843	Cobley Transport, Coventry Road	Redevelopment and enlargement to create new haulage depot	13/0335/1	FloorspaceM2															-180			-180	Y
Emp	Blaby	227	Leicestersl	Blaby	BDC Emplc	Office	5076	Stoney Sta	450833	293843	Cobley Transport, Coventry Road	Redevelopment and enlargement to create new haulage depot	13/0335/1	FloorspaceM2															635			635	Y
Emp	Blaby	228	Leicestersl	Blaby	BDC Emplc	Warehousing	5076	Stoney Sta	450833	293843	Cobley Transport, Coventry Road	Redevelopment and enlargement to create new haulage depot	13/0335/1	FloorspaceM2															-605			-605	Y
Emp	Blaby	229	Leicestersl	Blaby	BDC Emplc	Warehousing	5076	Stoney Sta	450833	293843	Cobley Transport, Coventry Road	Redevelopment and enlargement to create new haulage depot	13/0335/1	FloorspaceM2															2114			2114	Y
Emp	Blaby	230	Leicestersl	Blaby	BDC Emplc	Industry	5059	Blaby	456482	296364	Rose Business Park, Lutterworth Road	Erection of 3 units	18/0775/R	FloorspaceM2								3056										3056	Y
Emp	Blaby	231	Leicestersl	Blaby	BDC Emplc	Office	5059	Blaby	456482	296364	Rose Business Park, Lutterworth Road	Erection of one (B1) office building	17/0360/R	FloorspaceM2								639										639	Y
Emp	Blaby	232	Leicestersl	Blaby	BDC Emplc	Office	5070	Whetston	455572	296497	Plot 2, Whittle Estate	Demolition of existing office buildings and re-development to provide two buildings (total 3760 sq.m) comprising 5 No. industrial / st	17/1177/F	FloorspaceM2								-3670										-3670	Y
Emp	Blaby	233	Leicestersl	Blaby	BDC Emplc	Industry	5070	Whetston	455572	296497	Plot 2, Whittle Estate	Demolition of existing office buildings and re-development to provide two buildings (total 3760 sq.m) comprising 5 No. industrial / st	17/1177/F	FloorspaceM2								3480										3480	Y
Emp	Blaby	234	Leicestersl	Blaby	BDC Emplc	Industry	5063	Narboroug	453801	297204	Former railway embankment, Coventry Road	Erection of 8 industrial units (historic permission now under construction)	92/1358/1	FloorspaceM2									1700	1760								3460	Y
Emp	Blaby	235	Leicestersl	Blaby	BDC Emplc	Retail	5019	Enderby	455796	299975	Unit C1 Fosse Park South	Installation of mezzanine floor	14/0129/1	FloorspaceM2	810																	810	Y
Emp	Blaby	236	Leicestersl	Blaby	BDC Emplc	Retail	5019	Enderby	455796	299975	Unit C2 Fosse Park South	Installation of mezzanine floor	14/0130/1	FloorspaceM2	934																	934	Y
Emp	Blaby	237	Leicestersl	Blaby	BDC Emplc	Retail	5019	Enderby	455786	300224	Unit 8 and 11 Fosse Park Avenue	Reallocation of mezzanine floorspace and addition of new floorspace and associated works	14/0667/1	FloorspaceM2	1886																	1886	Y
Emp	Blaby	238	Leicestersl	Blaby	BDC Emplc	Retail	5044	Enderby	455274	299295	Palmers Garden Centre	Proposed front, side and rear extensions and alterations to garden centre	15/1282/F	FloorspaceM2		627																627	Y
Emp	Blaby	239	Leicestersl	Blaby	BDC Emplc	Hotel	5024	Leicester F	453666	303303	Premier Inn, Hinckley Road	Two storey extension to existing hotel. Creation of 20 additional bedrooms.	15/1210/F	Beds		20																20	Y
Emp	Blaby	240	Leicestersl	Blaby	BDC Emplc	Hotel	5020	Braunston	454866	302042	Premier Inn, Meridian Way	Two storey extension to existing hotel. Creation of 24 additional bedrooms.	15/0159/F	Beds		24																24	Y
Emp	Blaby	241	Leicestersl	Blaby	BDC Emplc	Hotel	5021	Glenfield	454791	306999	Premier Inn, Gynsills	Two storey extension to existing hotel. Creation of 24 additional bedrooms.	15/0982/F	Beds		24																24	Y
Emp	Blaby	242	Leicestersl	Blaby	BDC Emplc	Leisure	5014	Braunston	455211	302100	Vue Cinema, Unit A, Meridian Leisure Park	Loss of 1 cinema screen, change of use of floorspace to create 2 restaurant units	15/0950/F	FloorspaceM2				-537														-537	Y
Emp	Blaby	243	Leicestersl	Blaby	BDC Emplc	PSEducation	5002	Lubbestho	453536	301435	New Lubbesthorpe - North of the M69, west of the M1 and east of Beggars Lane, Lubbesthorpe	Outline application for 4250 dwellings, associated infrastructure and employment development throughout New Lubbesthorpe	11/0100/1	Jobs						6	5	5	5	2		6	25	24	24	18	18	138	Y
Emp	Blaby	244	Leicestersl	Blaby	BDC Emplc	Retail	5002	Lubbestho	453536	301435	New Lubbesthorpe - North of the M69, west of the M1 and east of Beggars Lane, Lubbesthorpe	Outline application for 4250 dwellings, associated infrastructure and employment development throughout New Lubbesthorpe	11/0100/1	FloorspaceM2										310		3230					310	3850	Y
Emp	Blaby	245	Leicestersl	Blaby	BDC Emplc	Health	5002	Lubbestho	453536	301435	New Lubbesthorpe - North of the M69, west of the M1 and east of Beggars Lane, Lubbesthorpe	Outline application for 4250 dwellings, associated infrastructure and employment development throughout New Lubbesthorpe	11/0100/1	FloorspaceM2										1200								1200	Y
Emp	Blaby	246	Leicestersl	Blaby	BDC Emplc	Leisure	5002	Lubbestho	453536	301435	New Lubbesthorpe - North of the M69, west of the M1 and east of Beggars Lane, Lubbesthorpe	Outline application for 4250 dwellings, associated infrastructure and employment development throughout New Lubbesthorpe	11/0100/1	FloorspaceM2										1010		3930					1010	5950	Y
Emp	Blaby	247	Leicestersl	Blaby	BDC Emplc	PSEducation	5037	Kirby Mux	451727	302852	Land north of A47 Hinckley Road	Local Plan Delivery DPD allocation for 750 dwellings and one primary school	Local Plan	Jobs														5				5	Y
Emp	Blaby	248	Leicestersl	Blaby	BDC Emplc	Warehousing	5056	Enderby	453565	299161	Imperial Buildings, King Street	Conversion of warehousing to residential uses	15/1032/F	FloorspaceM2				-735														-735	Y
Emp	Blaby	249	Leicestersl	Blaby	BDC Emplc	Leisure	5019	Enderby	455835	299994	Fosse Park Food Court	Redevelopment of Fosse Park Food Court	18/0550/F	FloorspaceM2							588	588										1176	Y
Emp	Blaby	531	Leicestersl	Blaby	Employme	PSEducation	5024	Leicester F	453977	303234	Holmfield Avenue West	19 car parking spaces - 10 proposed staff - (2015/0639/01) (2015/Reg3Mi/0137/LCC)		Jobs		10																10	Y
Emp	Blaby	532	Leicestersl	Blaby	Employme	PSEducation	5056	Enderby	453537	299231	Townsend Road	45 proposed parking spaces - 10 proposed staff (2018/0184/01) (2018/Reg3Mi/0035/LCC)		Jobs					10													10	Y
Emp	Blaby	533	Leicestersl	Blaby	Employme	PSEducation	5049	Blaby	457094	297301	Hospital Lane	13 proposed parking spaces - 16 proposed staff (2019-1382-01 (2019-REG3Mi-0237-LCC)		Jobs						16												16	Y
Emp	Hinckley and Bosworth	915	Leicestersl	Hinckley a	Planning Portal		6111	Desford	447789	301983	Land North Of Neovia Logistics Services (UK) Ltd Peckleton Lane Desford Leicester Leicestershire LE9 9JU	84509m2 B8/B2 Warehousing / Industry 80/20 split	21/00619/	FloorspaceM2											22535.66666	22535.66666	22535.66666					676.07	Y
Emp	Hinckley and Bosworth	916	Leicestersl	Hinckley a	Planning Portal		6111	Desford	447789	301983	Land North Of Neovia Logistics Services (UK) Ltd Peckleton Lane Desford Leicester Leicestershire LE9 9JU	84509m2 B8/B2 Warehousing / Industry 80/20 split	21/00619/	FloorspaceM2											5634	5634	5634					642.276	Y
Emp	North Warwickshire	552	Warwicksh	North War	Employme	Industry	8068	North War	425148.3	300339.7	Land West of Birch Coppice - Hodgetts	Local Plan site allocation .	NWBC101	SiteAreaHA	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	0.028	38.304	Y
Emp	North Warwickshire	553	Warwicksh	North War	Employme	Warehousing	8068	North Warwickshire		301507	Land West of Birch Coppice - Hodgetts			SiteAreaHA	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	33.999	Y
Emp	North Warwickshire	554	Warwicksh	North War	Employme	Industry	8068	North War	425898.5	300108.7	Land East of Birch Coppice - Hodgetts	Change of use of 17.47 ha of land from agricultural use to employment use within use class B1(c) - light industrial use; use class B2 - g	NWBC102	SiteAreaHA	0.0657	0.0657	0.0657	0.0657	0.0657	0.0657	0.0657	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	0.092	125.8469	Y
Emp	North Warwickshire	555	Warwicksh	North War	Employme	Warehousing	8068	North War	425655.7	299992.9	Land East of Birch Coppice - Hodgetts	Part of site above (17.47ha) Under construction. Some units/phases completed 2020/21.		SiteAreaHA	0.2657	0.2657	0.2657	0.2657	0.2657	0.2657	0.2657	0.372	0.372	0.372	0.372	0.372	0.37	0.37	0.37	0.37	0.37	116.9679	Y
Emp	North Warwickshire	556	Warwicksh	North War	Employme	Office	8068	North War	425637.5	299977.9	Land adj Hall End Farm, south of A5, Dordon	In Draft Local Plan	NWBC103	SiteAreaHA	0.01857	0.01857	0.01857	0.01857	0.01857	0.01857	0.01857	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	59.66847	Y
Emp	North Warwickshire	557	Warwicksh	North War	Employme	Industry	8068	North Warwickshire		301507	Land adj Hall End Farm, south of A5, Dordon			SiteAreaHA	0.0214	0.0214	0.0214	0.0214	0.0214	0.0214	0.0214	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	41.02176	Y
Emp	North Warwickshire	558	Warwicksh	North War	Employme	Warehousing	8068	North Warwickshire		301507	Land adj Hall End Farm, south of A5, Dordon			SiteAreaHA	0.0214	0.0214	0.0214	0.0214	0.0214	0.0214	0.0214	0.03	0.03	0.03	0.03	0.03	0.032	0.032	0.032	0.032	0.032	9.6558	Y
Emp	North Warwickshire	559	Warwicksh	North War	Employme	Warehousing	8039	North War	430355.1	298668.2	Land at Holly Lane/south of Rowlands Way, Atherstone	In Modifications Local Plan. Aldi expansion. App. PAP/2018/0159. Erection of Class B8 warehousing and distribution space (comprisin	NWBC105	Jobs	7	7	7	7	7	7	7	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	141.12	Y
Emp	North Warwickshire	560	Warwicksh	North War	Employme	Warehousing	8051	North War	430119.6	299051.1	Land north of Aldi, Whittington Lane	Site with temporary works/storageoffice and car parking.	NWBC108	Jobs	1.57	1.57	1.57	1.57	1.57	1.57	1.57	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	31.6704	Y
Emp	North Warwickshire	561	Warwicksh	North War	Employme	Warehousing	8023	North War	436115.3	295029.2	Land to the south of Horiba MIRA Technology Park & Enterprise Zone	Approximately 42 hectares will be allocated for B1 E(g)(ii) (research & development) and B2 use classes, with B8 (warehousing & distri	NWBC109	Jobs	45.57	45.57	45.57	45.57	45.57	45.57	45.57	63.8	63.8	63.8	63.8	63.8	63.8	63.8	63.8	63.8	63.8	0	N
Emp	North Warwickshire	562	Warwicksh	North War	Employme	Office	8068	North War	424488.4	300221.3	Land south east of M42 J10, Trinity Road	Mix of B1c, B2 and B8. Planning application won at appeal. Appeal ref APP/R3705/W/15/3136495. Planning app PAP/2014/0648	NWBC204	SiteAreaHA	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	1294.258	Y
Emp	North Warwickshire	563	Warwicksh	North War	Employme	Industry	8068	North War	424488.4	300221.3	Land south east of M42 J10, Trinity Road			SiteAreaHA	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	771.479	Y
Emp	North Warwickshire	564	Warwicksh	North War	Employme	Warehousing	8068	North War	424498.5	300324.8	Land south east of M42 J10, Trinity Road			SiteAreaHA	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	0.4976	177.6432	Y
Emp	Nuneaton & Bedworth	565	Warwicksh	Nuneaton	Employme	Office	8602	Alderman's Green		282742	Land at Sutton Stop, Alderman's Green	In Local Plan	CCC007	SiteAreaHA	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	76.4694	Y
Emp	Nuneaton & Bedworth	566	Warwicksh	Nuneaton	Employme	Industry	8602	Alderman's Green		282742	Land at Sutton Stop, Alderman's Green			SiteAreaHA	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	45.58176	Y
Emp	Nuneaton & Bedworth	567	Warwicksh	Nuneaton	Employme	Warehousing	8602	Alderman's Green		282742	Land at Sutton Stop, Alderman's Green			SiteAreaHA	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	0.0294	10.4958	Y
Emp	Tamworth	568	Warwicksh	Tamworth	Employme	Office	8081	Tamworth		302866	Land adjacent to Relay Park	Tamworth Borough Council Local Plan	EMP8	SiteAreaHA	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	144.6156	Y
Emp	Tamworth	569	Warwicksh	Tamworth	Employme	Industry	8081	Tamworth		302866	Land adjacent to Relay Park			SiteAreaHA	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	86.20224	Y
Emp	Tamworth	570	Warwicksh	Tamworth	Employme	Warehousing	8081	Tamworth		302866	Land adjacent to Relay Park			SiteAreaHA	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	0.0556	19.8492	Y
Emp	Tamworth	571	Warwicksh	Tamworth	Employme	Office	8081	Tamworth		302866	Land adjacent to Centurion Park	Tamworth Borough Council Local Plan	EMP9	SiteAreaHA	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	37.63647	Y
Emp	Tamworth	572	Warwicksh	Tamworth	Employme	Industry	8081	Tamworth		302866	Land adjacent to Centurion Park			SiteAreaHA	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	22.43429	Y
Emp	Tamworth	573	Warwicksh	Tamworth	Employme	Warehousing	8081	Tamworth		302866	Land adjacent to Centurion Park			SiteAreaHA	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	0.01447	5.16579	Y
Emp	Nuneaton & Bedworth	574	Warwicksh	Nuneaton	Employme	Warehousing	8030	Nuneaton	436617	289387	Faultlands	OUT app received ref 034901	EMP1	Jobs								300	300	300	300	300						1440	Y
Emp	Nuneaton & Bedworth	575	Warwicksh	Nuneaton	Employme	Warehousing	8120	Nuneaton	434457	284734	Phoenix Way/ Wilsons Lane	Outline app approve ref: 037237	EMP2	Jobs						89.5	89.5	89.5	89.5	89.5	89.5	89.5	89.5	89.5	89.5	89.5	89.5	1031.04	Y
Emp	Nuneaton & Bedworth	576	Warwicksh	Nuneaton	Employme	Office	8120	Nuneaton	432649	284580	Prologis Extension	In Published Borough Plan EMP4	EMP3	SiteAreaHA	0.023338	0.023338	0.023338	0.023338	0.023338	0.023338	0.023338	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	60.70276	Y
Emp	Nuneaton & Bedworth	577	Warwicksh	Nuneaton	Employme	Industry	8120	Nuneaton	432649	284580	Prologis Extension	In Published Borough Plan EMP4	EMP3	SiteAreaHA	0.023338	0.023338	0.023338	0.023338	0.023338	0.023338	0.023338	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	0.02333824	36.18361	Y
Emp	Nuneaton & Bedworth	578	Warwicksh	Nuneaton	Employme	Warehousing	8120	Nuneaton	432649	284580	Prologis Extension	In Published Borough Plan EMP4	EMP3	SiteAreaHA	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	0.2645	94.4265	Y
Emp	Nuneaton & Bedworth	579	Warwicksh	Nuneaton	Employme	Office	8030	Nuneaton	436031	289810	Coventry Road	In Published Borough Plan EMP4	EMP4	SiteAreaHA								0.135	0.135	0.135	0.135	0.135						103.275	Y
Emp	Nuneaton & Bedworth	580	Warwicksh	Nuneaton	Employme	Industry	8030	Nuneaton	436031	289810	Coventry Road	In Published Borough Plan EMP4	EMP4	SiteAreaHA								0.135	0.135	0.135	0.135	0.135						61.56	Y
Emp	Nuneaton & Bedworth	581	Warwicksh	Nuneaton	Employme	Warehousing	8030	Nuneaton	436031	289810	Coventry Road	In Published Borough Plan EMP4	EMP4	SiteAreaHA								1.53	1.53	1.53	1.53	1.53						160.65	Y
Emp	Nuneaton & Bedworth	582	Warwicksh	Nuneaton	Employme	Office	8059	Nuneaton	435125	284895	Longford Road	In Published Borough Plan EMP4	EMP6	SiteAreaHA								0.03	0.03	0.03	0.03	0.03						22.95	Y
Emp	Nuneaton & Bedworth	583	Warwicksh	Nuneaton	Employme	Industry	8059	Nuneaton	435125	284895	Longford Road	In Published Borough Plan EMP4	EMP6	SiteAreaHA								0.03	0.03	0.03	0.03	0.03						13.68	Y
Emp	Nuneaton & Bedworth	584	Warwicksh	Nuneaton	Employme	Warehousing	8059	Nuneaton	435125	284895	Longford Road	In Published Borough Plan EMP4	EMP6	SiteAreaHA								0.34	0.34	0.34	0.34	0.34						35.7	Y
Emp	Nuneaton & Bedworth	585	Warwicksh	Nuneaton	Employme	Office	8059	Nuneaton	434050	285588	Bowling Green Lane	In Published Borough Plan EMP4	EMP7	SiteAreaHA								0.39	0.39	0.39	0.39	0.39						298.35	Y
Emp	Nuneaton & Bedworth	586	Warwicksh	Nuneaton	Employme	Industry	8059	Nuneaton	434050	285588	Bowling Green Lane	In Published Borough Plan EMP4	EMP7	SiteAreaHA								0.39	0.39	0.39	0.39	0.39						177.84	Y
Emp	Nuneaton & Bedworth	587	Warwicksh	Nuneaton	Employme	Warehousing	8059	Nuneaton	434050	285588	Bowling Green Lane	In Published Borough Plan EMP4	EMP7	SiteAreaHA								4.42	4.42	4.42	4.42	4.42						464.1	Y
Emp	Rugby	588	Warwicksh	Rugby	Employme	Office	8020	Rugby	452688	278950	Coton Park East			FloorspaceM2						64.16667	64.16667	64.1666667	64.1666667	64.1666667	64.1666667	64.1666667	64.1666667	64.1666667	64.1666667	64.1666667	64.1666667	65.45	Y
Emp	Rugby	589	Warwicksh	Rugby	Employme	Industry	8020	Rugby	452688	278950	Coton Park East			FloorspaceM2						143.3333	143.3333	143.333333	143.333333	143.333333	143.333333	143.333333	143.333333	143.333333	143.333333	143.333333	143.333333	65.36	Y
Emp	Rugby	590	Warwicksh	Rugby	Employme	Warehousing	8020	Rugby	452688	278950	Coton Park East			FloorspaceM2						1459.167	1459.167	1459.16667	1459.16667	1459.16667	1459.16667	1459.16667	1459.16667	1459.16667	1459.16667	1459.16667	1459.16667	175.1	Y
Emp	Rugby	591	Warwicksh	Rugby	Employme	Industry	8020	Rugby	453783	278597	Land West of A5			FloorspaceM2						158.3333	158.3333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	72.2	Y
Emp	Rugby	592	Warwicksh	Rugby	Employme	Warehousing	8020	Rugby	453783	278597	Land West of A5			FloorspaceM2						158.3333	158.3333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	158.333333	19	Y
Emp	Rugby	593	Warwicksh	Rugby	Employme	Office	8125	Rugby	446498	272150	South West Rugby			FloorspaceM2						561.4583	561.4583	561.458333	561.458333	561.458333	561.458333	561.458333	561.458333	561.458333	561.458333	561.458333	561.458333	572.6875	Y
Emp	Rugby	594	Warwicksh	Rugby	Employme	Industry	8125	Rugby	446498	272150	South West Rugby			FloorspaceM2						1254.167	1254.167	1254.16667	1254.16667	1254.16667	1254.16667	1254.16667	1254.16667	1254.16667	1254.16667	1254.16667	1254.16667	571.9	Y
Emp	Rugby	595	Warwicksh	Rugby	Employme	Warehousing	8125	Rugby	446498	272150	South West Rugby			FloorspaceM2						12767.71	12767.71	12767.7083	12767.7083	12767.7083	12767.7083	12767.7083	12767.7083	12767.7083	12767.7083	12767.7083	12767.7083	1532.125	Y
Emp	Rugby	596	Warwicksh	Rugby	Employme	Office	8090	Rugby	455493	273846	Rugby Radio Station			FloorspaceM2						192.5	192.5	192.5	192.5	192.5	192.5	192.5	192.5	192.5	192.5	192.5	192.5	196.35	Y
Emp	Rugby	597	Warwicksh	Rugby	Employme	Industry	8090	Rugby	455493	273846	Rugby Radio Station			FloorspaceM2						430	430	430	430	430	430	430	430	430	430	430	430	196.08	Y
Emp	Rugby	598	Warwicksh	Rugby	Employme	Warehousing	8090	Rugby	455493	273846	Rugby Radio Station			FloorspaceM2						4377.5	4377.5	4377.5	4377.5	4377.5	4377.5	4377.5	4377.5	4377.5	4377.5	4377.5	4377.5	525.3	Y
Emp	Rugby	599	Warwicksh	Rugby	Employme	Office	8021	Rugby	440106	285433	Shilton Industrial Estate			FloorspaceM2						6.416667	6.416667	6.41666667	6.41666667	6.41666667	6.41666667	6.41666667	6.41666667	6.41666667	6.41666667	6.41666667	6.41666667	6.545	Y
Emp	Rugby	600	Warwicksh	Rugby	Employme	Industry	8021	Rugby	440106	285433	Shilton Industrial Estate			FloorspaceM2						14.33333	14.33333	14.3333333	14.3333333	14.3333333	14.3333333	14.3333333	14.3333333	14.3333333	14.3333333	14.3333333	14.3333333	6.536	Y
Emp	Rugby	601	Warwicksh	Rugby	Employme	Warehousing	8021	Rugby	440106	285433	Shilton Industrial Estate			FloorspaceM2						145.9167	145.9167	145.916667	145.916667	145.916667	145.916667	145.916667	145.916667	145.916667	145.916667	145.916667	145.916667	17.51	Y
Emp	Rugby	602	Warwicksh	Rugby	Employme	Industry	8020	Rugby	453737	278768	Europark			FloorspaceM2						83.33333	83.33333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	38	Y
Emp	Rugby	603	Warwicksh	Rugby	Employme	Warehousing	8020	Rugby	453737	278768	Europark			FloorspaceM2						83.33333	83.33333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	83.3333333	10	Y
Emp	Rugby	604	Warwicksh	Rugby	Employme	Office	8060	Rugby	448636	275438	Paynes Lane			FloorspaceM2						32.08333	32.08333	32.0833333	32.0833333	32.0833333	32.0833333	32.0833333	32.0833333	32.0833333	32.0833333	32.0833333	32.0833333	32.725	Y
Emp	Rugby	605	Warwicksh	Rugby	Employme	Industry	8060	Rugby	448636	275438	Paynes Lane			FloorspaceM2						71.66667	71.66667	71.6666667	71.6666667	71.6666667	71.6666667	71.6666667	71.6666667	71.6666667	71.6666667	71.6666667	71.6666667	32.68	Y
Emp	Rugby	606	Warwicksh	Rugby	Employme	Warehousing	8060	Rugby	448636	275438	Paynes Lane			FloorspaceM2						729.5833	729.5833	729.583333	729.583333	729.583333	729.583333	729.583333	729.583333	729.583333	729.583333	729.583333	729.583333	87.55	Y
Emp	Rugby	607	Warwicksh	Rugby	Employme	Office	8060	Rugby	448671	275192	Somers Road			FloorspaceM2						9.625	9.625	9.625	9.625	9.625	9.625	9.625	9.625	9.625	9.625	9.625	9.625	9.8175	Y
Emp	Rugby	608	Warwicksh	Rugby	Employme	Industry	8060	Rugby	448671	275192	Somers Road			FloorspaceM2						21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	9.804	Y
Emp	Rugby	609	Warwicksh	Rugby	Employme	Warehousing	8060	Rugby	448671	275192	Somers Road			FloorspaceM2						218.875	218.875	218.875	218.875	218.875	218.875	218.875	218.875	218.875	218.875	218.875	218.875	26.265	Y
Emp	Rugby	610	Warwicksh	Rugby	Employme	Office	8020	Rugby	451918	278868	Central Park			FloorspaceM2	196.35	196.35	196.35	196.35	196.35													83.44875	Y
Emp	Rugby	611	Warwicksh	Rugby	Employme	Industry	8020	Rugby	451918	278868	Central Park			FloorspaceM2	438.6	438.6	438.6	438.6	438.6													83.334	Y
Emp	Rugby	612	Warwicksh	Rugby	Employme	Warehousing	8020	Rugby	451918	278868	Central Park			FloorspaceM2	4465.05	4465.05	4465.05	4465.05	4465.05													223.2525	Y
Emp	Rugby	613	Warwicksh	Rugby	Employme	Office	8020	Rugby	451918	278868	Central Park			FloorspaceM2						81.8125	81.8125	81.8125	81.8125	81.8125	81.8125	81.8125	81.8125	81.8125	81.8125	81.8125	81.8125	83.44875	Y
Emp	Rugby	614	Warwicksh	Rugby	Employme	Industry	8020	Rugby	451918	278868	Central Park			FloorspaceM2						182.75	182.75	182.75	182.75	182.75	182.75	182.75	182.75	182.75	182.75	182.75	182.75	83.334	Y
Emp	Rugby	615	Warwicksh	Rugby	Employme	Warehousing	8020	Rugby	451918	278868	Central Park			FloorspaceM2						1860.438	1860.438	1860.4375	1860.4375	1860.4375	1860.4375	1860.4375	1860.4375	1860.4375	1860.4375	1860.4375	1860.4375	223.2525	Y
Emp	Rugby	616	Warwicksh	Rugby	Employme	Warehousing	8027	Rugby	450959	278972	Rugby Gateway			FloorspaceM2	23200	23200	23200	23200	23200													1160	Y
Emp	Rugby	617	Warwicksh	Rugby	Employme	Office	8029	Rugby	440439	281770	Ansty Park			SiteAreaHA	0.092853	0.092853	0.092853	0.092853	0.092853	0.092853	0.092853	0.09285294	0.09285294	0.09285294	0.09285294	0.09285294	0.09285294	0.09285294	0.09285294	0.09285294	0.09285294	241.5105	Y
Emp	Rugby	618	Warwicksh	Rugby	Employme	Industry	8029	Rugby	440439	281770	Ansty Park			SiteAreaHA	0.207412	0.207412	0.207412	0.207412	0.207412	0.207412	0.207412	0.20741176	0.20741176	0.20741176	0.20741176	0.20741176	0.20741176	0.20741176	0.20741176	0.20741176	0.20741176	321.5712	Y
Emp	Rugby	619	Warwicksh	Rugby	Employme	Warehousing	8029	Rugby	440439	281770	Ansty Park			SiteAreaHA	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	2.1115	753.8055	Y
Emp	Rugby	620	Warwicksh	Rugby	Employme	Industry	8020	Rugby	453783	278597	Europark Extension			FloorspaceM2						229.1667	229.1667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	104.5	Y
Emp	Rugby	621	Warwicksh	Rugby	Employme	Warehousing	8020	Rugby	453783	278597	Europark Extension			FloorspaceM2						229.1667	229.1667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	229.166667	27.5	Y
Emp	Rugby	622	Warwicksh	Rugby	Employme	Office	8118	Rugby	437941	274455	Former Peugeot Site, Ryton on Dunsmore			SiteAreaHA	0.129088	0.129088	0.129088	0.129088	0.129088	0.129088	0.129088	0.12908824	0.12908824	0.12908824	0.12908824	0.12908824	0.12908824	0.12908824	0.12908824	0.12908824	0.12908824	335.7585	Y
Emp	Rugby	623	Warwicksh	Rugby	Employme	Industry	8118	Rugby	437941	274455	Former Peugeot Site, Ryton on Dunsmore			SiteAreaHA	0.288353	0.288353	0.288353	0.288353	0.288353	0.288353	0.288353	0.28835294	0.28835294	0.28835294	0.28835294	0.28835294	0.28835294	0.28835294	0.28835294	0.28835294	0.28835294	447.0624	Y
Emp	Rugby	624	Warwicksh	Rugby	Employme	Warehousing	8118	Rugby	437941	274455	Former Peugeot Site, Ryton on Dunsmore			SiteAreaHA	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	2.9355	1047.974	Y
Emp	North Warwickshire	625	Warwicksh	North War	Employme	Warehousing	8039	North War	431938.2	298151.1	Land North East of Sewage Works Carlyon Industrial estate, Carlyon Road Atherstone	Erection of an industrial/distribution facility (use class B1(c)/ B2/B8) including ancillary offices and associated access, car parking		SiteAreaHA									0.387777778	0.387777778	0.387777778	0.387777778	0.387777778	0.387777778	0.387777778	0.387777778	0.387777778	73.29	Y
Emp	North Warwickshire	626	Warwicksh	North War	Employme	Warehousing	8131	North War	420031.9	292522	Former B Station Site Faraday Ave, Hams Hall, Coleshill	Redevelopment of Power Station B Site, Hams Hall site for industrial/distribution uses (Use Class B2/B8) including ancillary offices and associated		SiteAreaHA									2.322222222	2.322222222	2.322222222	2.322222222	2.322222222	2.322222222	2.322222222	2.322222222	2.322222222	438.9	Y
Emp	Hinckley and Bosworth	917	Leicestersl	Hinckley a	Planning P	Warehousing	8002		440060	292690	Land South of the A5 Padge Hall Farm	Warehousing	21/01191/	FloorspaceM2											30269.66667	30269.66667	30269.66667					90809	Y
Emp	Hinckley and Bosworth	918	Leicestersl	Hinckley a	Planning P	Industry	8002		440060	292690	Land South of the A5 Padge Hall Farm	Industry	21/01191/	FloorspaceM2											15180.33333	15180.33333	15180.33333					45541	Y
Emp	Nuneaton & Bedworth	919	Warwicksh	Nuneaton	WCC	Industry	8030	Nuneaton	435823	289349	St Georges Way	Planning application 36078		FloorspaceM2					1598.75	1598.75												3197.5	Y
Emp	Nuneaton & Bedworth	920	Warwicksh	Nuneaton	WCC	Office	8030	Nuneaton	435823	289349	St Georges Way	Planning application 36078		FloorspaceM2					1598.75	1598.75												3197.5	Y
Emp	Nuneaton & Bedworth	921	Warwicksh	Nuneaton	WCC	Warehousing	8030	Nuneaton	435823	289349	St Georges Way	Planning application 36078		FloorspaceM2					3730	3730	3730	3730										14920	Y
Emp	Nuneaton & Bedworth	922	Warwicksh	Nuneaton	WCC	Office	8034	Nuneaton	435581	290127	Barling Way	Existing employees (FT 240, PT 20), proposed (FT 80). Planning application 33392		FloorspaceM2	1492	1492	1492															4476	Y
Emp	Nuneaton & Bedworth	923	Warwicksh	Nuneaton	WCC	Warehousing	8034	Nuneaton	435154	290137	Hazell Way	Relocation of Royal Mail Sorting Office. 1657m2 of B8. Proposed 130 FT employees. Planning application 038948		FloorspaceM2								828.5	828.5									1657	Y
Emp	Nuneaton & Bedworth	924	Warwicksh	Nuneaton	WCC	Hotel	8028	Nuneaton	435956	291863	Abbey Street Car Park	Ex Co-op and Abbey Street Car Park. Hotel for retail, food, leisure and residential. 145 hotel rooms. Also includes 4000m2 of residential (C3). Plan		FloorspaceM2								524.5	524.5	524.5	524.5	524.5	524.5	524.5	524.5	524.5	524.5	5245	Y
Emp	Nuneaton & Bedworth	925	Warwicksh	Nuneaton	WCC	Retail	8028	Nuneaton	435956	291863	Abbey Street Car Park	Ex Co-op and Abbey Street Car Park. Hotel for retail, food, leisure and residential. 145 hotel rooms. Also includes 4000m2 of residential (C3). Plan		FloorspaceM2								2071.5	2071.5									4143	Y
Emp	Nuneaton & Bedworth	926	Warwicksh	Nuneaton	WCC	Leisure	8028	Nuneaton	435956	291863	Abbey Street Car Park	Ex Co-op and Abbey Street Car Park. Hotel for retail, food, leisure and residential. 145 hotel rooms. Also includes 4000m2 of residential (C3). Plan		FloorspaceM2								1272.5	1272.5									2545	Y
Emp	Nuneaton & Bedworth	927	Warwicksh	Nuneaton	WCC	Retail	8028	Nuneaton	435557	292576	Midland Road	Food store (Morrisons) and filling station. 170 FT employees proposed. 4864.9m2 for 'Other Food Store' only - petrol station etc not included. Pl		FloorspaceM2									2432.5	2432.5								4865	Y
Emp	North Warwickshire	928	Warwicksh	North War	WCC	Industry	8023	North War	440246	281931	Land to the south of Horiba MIRA Technology Park & Enterprise Zone - extension? increase from 42ha	Increase from 42 ha to 59.5ha. Developable area is 213,500m2 (39.3ha).Technology Park & Enterprise Zone. In Modifications Local Plan although		FloorspaceM2										23,991	23,991	23,991	23,991	23,991	23,991	23,991	23,991	191931	Y
Emp	North Warwickshire	929	Warwicksh	North War	WCC	Warehousing	8023	North War	440246	281931	Land to the south of Horiba MIRA Technology Park & Enterprise Zone - extension? increase from 42ha	Increase from 42 ha to 59.5ha. Developable area is 213,500m2 (39.3ha).Technology Park & Enterprise Zone. In Modifications Local Plan although		FloorspaceM2										4,311	4,311	4,311	4,311	4,311				21555	Y
Emp	Nuneaton & Bedworth	930	Warwicksh	Nuneaton	WCC	Office	8110	Nuneaton	432825	284128	Prologis Extension - Plot A2	Prologis Extension - Plot A2. Mixed use, B1(c) /B2/B8 and B1. Planning application 35337		FloorspaceM2				85	85	85	85	85	85									510	Y
Emp	Nuneaton & Bedworth	931	Warwicksh	Nuneaton	WCC	Industry	8110	Nuneaton	432825	284128	Prologis Extension - Plot A2	Prologis Extension - Plot A2. Mixed use, B1(c) /B2/B8 and B1. Planning application 35337		FloorspaceM2				2,486	2,486													4972	Y
Emp	Nuneaton & Bedworth	932	Warwicksh	Nuneaton	WCC	Industry	8110	Nuneaton	432825	284128	Prologis Extension - Plot J2	Prologis Extension - Plot J2. Planning application 33743		FloorspaceM2			2,014	2,014														4028	Y
Emp	Rugby	933	Warwicksh	Rugby	WCC	Office	8029	Rugby	440231	281939	Land at zone one, Ansty Park Airfield Drive	Land at zone one, Ansty Park Airfield Drive. Planning application R18/0981		FloorspaceM2					1,109	1,109	1,109	1,109	1,109									5546	Y
Emp	Rugby	934	Warwicksh	Rugby	WCC	Hotel	8029	Rugby	440692	280840	Prospero Ansty Developments (Future Phases)	B1/B2, 120 room hotel, 93m2 convenience store. Planning application R19/1540		FloorspaceM2							1,125	1,125	1,125	1,125								4500	Y
Emp	Rugby	935	Warwicksh	Rugby	WCC	Retail	8029	Rugby	440692	280840	Prospero Ansty Developments (Future Phases)	B1/B2, 120 room hotel, 93m2 convenience store. Planning application R19/1540		FloorspaceM2							250											250	Y
Emp	Rugby	936	Warwicksh	Rugby	WCC	Office	8029	Rugby	440692	280840	Prospero Ansty Developments (Future Phases)	B1/B2, 120 room hotel, 93m2 convenience store. Planning application R19/1540		FloorspaceM2							4,000	4,000	4,000	4,000	4,000							20000	Y
Emp	Rugby	937	Warwicksh	Rugby	WCC	Industry	8029	Rugby	440692	280840	Prospero Ansty Developments (Future Phases)	B1/B2, 120 room hotel, 93m2 convenience store. Planning application R19/1540		FloorspaceM2							16,906	16,906	16,906	16,906	16,906	16,906	16,906	16,906				135250	Y
Emp	Rugby	938	Warwicksh	Rugby	WCC	Industry	8029	Rugby	440692	280840	Rolls Royce Ansty Business Park	Creation of parking area, removal of existing parking area, erection of storage building, substation, sprinkler tanks, pump house and temporary st		FloorspaceM2					3,491	3,491	3,491	3,491	3,491	3,491	3,491	3,491						27927	Y
Emp	Rugby	939	Warwicksh	Rugby	WCC	Industry	8029	Rugby	440692	280840	Rolls Royce, Antsy Aerodrome	Erection of three commercial units for flexible use within Use Classes B2 & B8 use (with ancillary uses), and associated works, including supportin		FloorspaceM2									1,937	1,937	1,937	1,937	1,937	1,937				11619.5	Y
Emp	Rugby	940	Warwicksh	Rugby	WCC	Warehousing	8029	Rugby	440692	280840	Rolls Royce, Antsy Aerodrome	Erection of three commercial units for flexible use within Use Classes B2 & B8 use (with ancillary uses), and associated works, including supportin		FloorspaceM2									1,937	1,937	1,937	1,937	1,937	1,937				11619.5	Y
Emp	Rugby	941	Warwicksh	Rugby	WCC	Office	8029	Rugby	440294	281061	Rolls Royce Ltd, Coombe Fields Road	Erection of building and use for Class B8 (storage and distribution) of the Town and Country Planning (Use Classes) Order 1987 (as amended) with		FloorspaceM2							1,198	1,198										2396	Y
Emp	Rugby	942	Warwicksh	Rugby	WCC	Warehousing	8029	Rugby	440294	281061	Rolls Royce Ltd, Coombe Fields Road	Erection of building and use for Class B8 (storage and distribution) of the Town and Country Planning (Use Classes) Order 1987 (as amended) with		FloorspaceM2							3,643	3,643	3,643	3,643	3,643	3,643	3,643					25504	Y
Emp	Rugby	943	Warwicksh	Rugby	WCC	Industry	8029	Rugby	440697	281043	Rolls Royce Ansty Business Park	Erection of building and use for purposes within Class B2 (General Industrial) of the Town and Country Planning (Use Classes) Order 1987 (as ame		FloorspaceM2					5,712	5,712	5,712	5,712	5,712	5,712	5,712	5,712						45697	Y
Emp	Harborough	944	Leicestersl	Harboroug	WCC	Office	3271	Lutterwor	451949	285447	Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT		FloorspaceM2								1,554	1,554	1,554								4662.5	Y
Emp	Harborough	945	Leicestersl	Harboroug	WCC	Warehousing	3271	Lutterwor	451949	285447	Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT		FloorspaceM2								20,990	20,990	20,990	20,990	20,990	20,990	20,990	20,990	20,990	20,990	209900	Y
Emp	Harborough	946	Leicestersl	Harboroug	WCC	Leisure	3271	Lutterwor	451949	285447	Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT		FloorspaceM2								1,850										1850	Y
Emp	Harborough	947	Leicestersl	Harboroug	WCC	Office	3270	Lutterwor	451949	285447	Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT		FloorspaceM2								1,554	1,554	1,554								4662.5	Y
Emp	Harborough	948	Leicestersl	Harboroug	WCC	Warehousing	3270	Lutterwor	451949	285447	Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT		FloorspaceM2								20,990	20,990	20,990	20,990	20,990	20,990	20,990	20,990	20,990	20,990	209900	Y
Emp	Harborough	949	Leicestersl	Harboroug	WCC	Leisure	3270	Lutterwor	451949	285447	Magna Park extension, Mere Lane, Lutterworth	B8, B1(a), D1, B1a. B1b. Planning application 15/01531/OUT		FloorspaceM2								1,850										1850	Y
Emp	Rugby	950	Warwicksh	Rugby	WCC	Industry	8020	Lutterwor	453763	278740	Land adj to Europark, A5 Watling Street	Two buildings B2 with ancillary offices and ancillary storage, parking, servicing, drainage and landscaping. Planning application R12/2253		FloorspaceM2							1,614	1,614	1,614									4843	Y
Emp	Rugby	951	Warwicksh	Rugby	WCC	Office	8020	Lutterwor	453763	278740	Land adj to Europark, A5 Watling Street	Two buildings B2 with ancillary offices and ancillary storage, parking, servicing, drainage and landscaping. Planning application R12/2253		FloorspaceM2							1,047											1047	Y

Core Scenario Highway Network Scheme Assumptions

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include	
Hinckley & Bosworth	RGF/MIRA, A5 Redgate Junction at A444 to Higham Lane Junction	Complete	Jan-15	2015	Y	
Catthorpe	M1 J19	Complete	2016-2017	2017	Y	
Nottingham	A453 upgrade - including removal of temporary 40mph speed limit	Complete	Sep-15	2016	Y	
Kegworth	M1 J24	Complete	Oct-14	2015	Y	
Hinckley & Bosworth	A5 Dodwells and Longshoot junctions	Complete	2016	2016	Y	
Nottingham	M1 J23a-J25 SMART motorway	Complete	2018	2019	Y	
Warwickshire	M6 J2-J4 SMART motorway	Complete	2017-2020	2021	Y	
Various	M1 J16-J19	Complete	2019	2019	Y	
Leicestershire	A5 widening to dual carriageway near Hinckley	Hypothetical	2020-2023	2026	N	
Daventry	DIRFT III - Daventry International Rail Freight Terminal	Complete	2016	2016	Y	
Loughborough	Loughborough Integrated Transport Scheme – not including LIRR	Complete	2013	2014	Y	
Cotes	A60 Nottingham Road/Loughborough reduction of speed limit traffic calming features	Complete	2016	2016	Y	
Earl Shilton	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2023-2035	2026	N	
Barwell	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2023-2035	2026	Y	
Lubbesthorpe	Access arrangements for SUE including strategic traffic link to the A563 Lubbesthorpe Way	Near Certain	2017-2026	2021	Y	
SRFI	Southern access for new development	Complete	2016-2018	2019	Y	
Loughborough	A512 widening B591 to M1 J23, improvements to J23 and completion of dualling thereafter to either Snell's Nook Lane or Epinal Way junction	Complete	2017-2020	2021	Y	
Castle Donington	Western Link Road from Back lane to Tops Hill, NWLDC package of measures to help mitigate planned growth	Complete	2020	2021	Y	
Lubbesthorpe	Link across M69 to join north and south of the Lubbesthorpe development	More than Likely	2026-2031	2031	Y	
Earl Shilton & Barwell	Highway improvements for SUE (Ashby Road/ Normandy Way)	More than Likely	2023-2035	2026	N	This scheme contains coding for an upgrade of the A47 / Ashby Road signalised junction only.
Lubbesthorpe	Highway improvements for SUE (Mill Hill/ Warren Park, Meridian South/ A563, A47/A563)	Near Certain	2017-2023	2026	Y	
Kegworth	Kegworth Bypass	Complete	2017-2019	2019	Y	
SRFI	Highway improvements for new development	Complete	2016-2019	2021	Y	
Loughborough	West of Loughborough SUE (access from the north via the A6 roundabout)	More than Likely	2022	2022	Y	
Loughborough	Access connection for the Science Park via the A512 roundabout	Near Certain	2031	2031	Y	
Loughborough	West of Loughborough SUE (connection to the northern arm of the A512 roundabout)	More than Likely	2036	2036	Y	
North West Leicestershire	M1 J22	Complete	2016	2016	Y	
North West Leicestershire	A42 J13	Complete	2017	2018	Y	
Blaby	Leicester North West Project Phase 1	Complete	2015-2016	2016	Y	
Blaby	Desford Crossroads	Reasonably Foreseeable	2026	2026	N	
Harborough	Harborough Strategic Development Area	Near Certain	up to 2021	2021	Y	
Charnwood	North of Birstall SUE (Broadnook SUE)	Near Certain	2021-2026	2026	Y	
Charnwood	Mountsorrel Lane, Rothley Link Road	Complete	up to 2021	2021	Y	
Charnwood	A512 junction improvements	Complete	2016-2021	2021	Y	
Hinckley	Hinckley Area Project Phase 1-3	Complete	2014-2017	2018	Y	
Blaby	Glenfield Park/Optimus Point S278 works	Complete	2014-2016	2016	Y	
North of East Leicester	North of East Leicester Development Network – Thorpebury SUE	Near Certain	2025	2026	Y	
Charnwood	A6 Loughborough Road Bus Lane and Parking Controls	Complete	2016	2016	Y	
Leicester City	Removal of Belgrave Flyover	Complete	2014-2015	2016	Y	
Leicester City	Saffron Lane - Old Velodrome Improvements	Complete	2016	2016	Y	
Leicester City	Traffic Calming Schemes	Complete	2016-2021	2016	Y	
Leicester City	East of Hamilton Development Improvements	Complete	2016	2017	Y	
Leicester City	Pedestrianisation of Hotel Street, Pedestrianisation of St Martins	Complete	2016	2016	Y	
Leicester City	Haymarket/Charles Street Bus Station development	Complete	2016	2016	Y	
Leicester City	Existing & proposed 20mph zones	Complete	2012-2016	2016	Y	
Leicester City	St Nicholas Circle	Complete	2015	2016	Y	
Leicester City	Welford Road	Complete	2018	2021	Y	
Leicester City	Waterside Development	More than Likely	mid-2020s	2026	Y	
Leicester City	Belgrave Gate South	Complete	2019	2020	Y	
Leicester City	Belvoir Street	Complete	2017	2018	Y	
Leicester City	York Road/Bonners Lane/Grange Road	Complete	2019	2019	Y	
Leicester City	King St	Complete	2018	2018	Y	
Leicester City	Lancaster Road	Complete	2019	2020	Y	
Leicester City	Mansfield Street & Church Gate	Complete	2020	2021	Y	
Leicester City	SMBS Access to Burleys Way	Complete	2019	2021	Y	
Leicester City	Vaughan Way	Complete	2019	2020	Y	
Leicester City	Ashton Green	Near Certain	2021-2031	2021	Y	
Leicester City	London Road	Complete	2019	2020	Y	
Leicester City	LNW2 Ravensbridge Drive / Blackbird Road	Complete	2019	2020	Y	
Melton	Melton Mowbray Distributor Road (Northern Section) (Nottingham Road to A607)	Near Certain	2024-2026	2026	Y	
Melton	Melton Mowbray Distributor Road (Eastern Section) (A607 to Burton Road)	Near Certain	2024-2026	2026	Y	

Melton	Melton Mowbray Southern Link Road (Burton Road to Leicester Road)	More than Likely	2025	2026	Y	
Melton	Gladman's Site Access (Leicester Road and Kirby Lane)	Complete	2018-2020	2021	Y	
Leicester City	Beaumont Leys Anstey Lane Improvements	Complete	2019	2021	Y	
Hinckley	Rugby Road Corridor Improvements – Phase 4	Complete	2022	2023	Y	
Leicester City	Putney Road West Improvements	Near Certain	2021-2022	2022	Y	
Lutterworth	Frank Whittle Roundabout approaches (Magna Park)	Complete	2018-2020	2021	Y	
Lutterworth	Lutterworth East Development (Development Access (A4304, Gilmorton Road and A426))	More than Likely	2021-2026	2026	Y	
Lutterworth	Lutterworth East Development Associated Mitigations	Near Certain	2031	2031	Y	
Lutterworth	Lutterworth East Development (Link Road between A4304 and A426)	More than Likely	2021-2026	2031	Y	
Lutterworth	Lutterworth East Development (Gilmorton Road bridge bus restriction)	More than Likely	2021-2026	2026	Y	
Bardon Hill	Interlink Way East junction	Complete	2016	2016	Y	
Bardon Hill	Bardon Hill Link Road North Section	Near Certain	2021-2026	2026	Y	
Coalville	Hoo Ash Roundabout	More than Likely	2021-2026	2025	Y	
Coalville	Thornborough Road Roundabout	More than Likely	2021-2026	2025	Y	
Coalville	Dual Carriageway from Thornborough Rd to Whitwick Road	More than Likely	2021-2026	2025	Y	
Coalville	Whitwick Road Roundabout	More than Likely	2021-2026	2025	Y	
Coalville	Broom Leys Road Junction	More than Likely	2021-2026	2025	Y	
Coalville	Bardon Link Road Junction	More than Likely	2021-2026	2025	Y	
Coalville	Bardon Link Road Southern Section	Near Certain	2024-2026	2026	Y	
Coalville	Birch Tree Roundabout	More than Likely	2019-2024	2025	Y	
Coalville	Flying Horse Roundabout	More than Likely	2021-2026	2025	Y	
Coalville	Fieldhead Roundabout	More than Likely	2021-2026	2025	Y	
Granby Street	Granby Street/Halford Street Improvements	Complete	2017	2018	Y	
Loughborough	Alan Moss Road	Complete	2017	2018	Y	
Hinckley	DPD A5 Access	Complete	2017	2021	Y	
Leicester Forest East	Ratby Lane/Wembley Road junction	Complete	2017/18	2019	Y	
Leicester City	Abbey Park Road Cycle Provision	Complete	2020	2021	Y	
Blaby	A47/Kirby Lane Tesco Express	Complete	2020	2021	Y	
Leicester City	Abbey Street	Complete	2021	2021	Y	
Leicester City	A50 Groby Road Bus Lane	Near Certain	2022	2022	Y	
Harborough	Magna Park Extension Access - Mere Lane, Lutterworth	Complete	2021	2021	Y	
Harborough	Magna Park Extension Access - A5, Lutterworth	Near Certain	2026	2026	Y	
Blaby	Highway improvements for Lubbesthorpe SUE (A47/Braunstone Lane/Ratby Lane, A5460/M1 J21)	Complete	2017-2021	2021	Y	
Blaby	Foxhunter Roundabout Eastbound Approach	Complete	2019	2021	Y	
Harborough	B4114/B581 Signalisation Improvement, Broughton Astley	Near Certain	2023	2026	Y	
Blaby	Everards Meadow Access	Complete	2018	2021	Y	
Blaby	Hastings Fields Blaby DPD Site Access	More than likely	2022	2026	Y	
Blaby	West of St Johns (Blaby DPD) Site Access	More than likely	2026	2026	Y	
Harborough	Wigston Direction for Growth Site Access	Near certain	2026	2026	Y	
Blaby	Everard Way Closure, Fosse Park	Near certain	2020	2020	Y	
NWL	Money Hill Site Access A511	More than likely	2025	2026	Y	
Derbyshire	Wragley Way (South Derbyshire) SUE Access A50	More than likely	2030	2031	Y	
Derbyshire	Boulton Moor (South Derbyshire) SUE Access	Complete	2014	2014	Y	
Derbyshire	Clifton (Rushcliffe) SUE Access	Near Certain	2022	2022	Y	
Derbyshire	EMIP A50 (Freeport)	Reasonably Foreseeable	2030	2030	N	
Derbyshire	West Derbyshire SUE Access A38	Complete	2014	2014	Y	
Derbyshire	Toton Innovation Hub (HS2)	More than likely	2030	2031	Y	
Nottinghamshire	Ratcliffe Power Station A453 (Freeport)	Reasonably foreseeable	2030	2030	N	
Rugby	Rugby Radio Station - A5 Access	Near Certain	2022	2022	Y	
Rugby	Rugby Radio Station - A423 Access	Complete	2016-2019	2016	Y	
Leicester City	Buckminster Rd/Brading Rd Safer Streets	Complete	2022	2022	Y	
Blaby	A50 Groby Road bus gate	Complete	2015	2015	Y	
North West Leicestershire	Mercia Park	Complete	2020	2020	Y	
Leicester City	Western Park Golf Course	More than Likely	2029	2029	Y	
Harborough	Kettering Road Signalisation	Complete	2020	2021	Y	
M6 J10-13	M6 J10-13, M54-Stafford ALR	Near Certain	2021	2021	Y	
M54-M6 Toll	M54-M6 Toll, link road min 2 lane motorway	More than Likely	2024	2024	Y	
M1 J28-31	M1 J28-31, Mansfield to Sheffield ALR	Complete	2016	2016	Y	
M6 J13-J15	M6 J13-15, Stafford South to Stoke South ALR	Near Certain	2022	2022	Y	
M1 J13-16	M1 J13-16, Milton Keynes South to J16 ALR	Near Certain	2022	2022	Y	
M40 M42	M40-M42, M40 J16-M42 J3 ALR	More than Likely	2026	2026	Y	
A46 Coventry	A46 Coventry, remove Binley and Walsgrove roundabouts & upgrade	More than Likely	2026	2026	Y	
M6 J10-13	Walsall M6 Junction 10 issues	Complete	2014	2014	Y	
A46 Toll Bar End	A46 Toll Bar End, grade separated junction and 3 lane highway	Complete	2021	2021	Y	Binley done
Newark N	A46 Newark, dualling Newark North bypass	More than Likely	2026	2031	Y	
Newark S	South of Newark, A1-A46 link S of Newark; part completed	More than Likely	2031	2031	Y	

Lincoln E	East of Lincoln, A15-A158 link; part completed	Complete	2020	2021	Y	
Lincoln S	South of Lincoln, A158-A46 link	More than Likely	2027	2031	Y	
Grantham S	South of Grantham, A1-A52 link; part completed	Near Certain	2016-2023	2023	Y	
Nottingham	Dualling A453	Complete	2016	2016	Y	
Nuneaton and Bedworth Borough	Coton Arches	Complete	2021	2021	Y	
Nuneaton and Bedworth Borough	A4254b Eastboro Way P1	Complete	2024	2024	Y	
Nuneaton and Bedworth Borough	College Street / A444	Near Certain	2023	2023	Y	
Nuneaton and Bedworth Borough	Transforming Nuneaton	Near Certain	2026	2026	Y	
Nuneaton and Bedworth Borough	Croft Road/Greenmoor Road Priority	Complete	2031	2031	Y	Date
Nuneaton and Bedworth Borough	A47 Old Hinckley Road	Near Certain	2023-2024	2024	Y	
Nuneaton and Bedworth Borough	Coventry Road / Gipsy Lane	More than Likely	2026	2026	Y	
Nuneaton and Bedworth Borough	A4254 / B4114/Eastboro Way	Near Certain	2026	2026	Y	
Nuneaton and Bedworth Borough	Nuneaton Northern Sites Link Road	Near Certain	2026	2026	Y	
North Warwickshire	B5000 Market Street/Bridge St Signals	Reasonably Foreseeable	2026	2026	N	
North Warwickshire	A5 Dualling between Grendon and Dordon and Dordon junction	Near Certain	2026	2033	Y	
North Warwickshire	A5 Dualling, Grendon to Atherstone	Reasonably Foreseeable	2031	2031	N	
Rugby Borough	A426/A4071 Avon Mill Roundabout/Newbold Road/Hunters Lane Priority Junction	Near Certain	2026	2026	Y	
Rugby Borough	Ashlawn Road/Hillmorton Road	Complete	2021	2021	Y	
Rugby Borough	A5 Northern Access to DIRFT III	More than Likely	2021	2021	Y	
Rugby Borough	A5/A428 Halfway House Roundabout	Complete	2026	2026	Y	
Rugby Borough	M1 Junction 18	Reasonably Foreseeable	2031	2031	N	
Rugby Borough	M6 to Coton House	Complete	2021	2021	Y	
Rugby Borough	A5 Southern Access to DIRFT III	Complete	2021	2021	Y	
M6 J2	Update coding of M6 J2 Ansty interchange to include signalised roundabout	Complete	2020	2021	Y	This appears to be bringing the junction up to the current arrangement, not Anstey Park mitigation
Nuneaton and Bedworth Borough	Callendar Farm Phase 2	Near Certain	2031	2031	Y	
Nuneaton and Bedworth Borough	Bermuda Connectivity Project	Near Certain	2022	2026	Y	
Charnwood	Shuttle signals at the old railway bridge on Tickow Lane	Near Certain	2022	2022	Y	
Charnwood	Buttercup Lane	Complete	2021-2022	2022	Y	
Hinckley & Bosworth	A47 roundabout between Wykin Road and Outlands Drive	Complete	2020-2021	2021	Y	
Hinckley & Bosworth	A47/Dan's Lane	Near Certain	2023	2023	Y	
Hinckley & Bosworth	A47 speed limit reduction	Complete	2020	2020	Y	
Newbold Verdon	B582 Barlestone Road / B585 Bosworth Lane signalisation	Near Certain	2023	2023	Y	

TECHNICAL NOTE 2

DATE:	14 November 2023	**CONFIDENTIALITY:**	Public
SUBJECT:	Proposed Study Area for Junction Assessment		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Bev Coupe
CHECKED:	Grace Smith	**APPROVED:**	Neil Hall

Appendix C

FORECASTING REPORT

PRTM

Transport Modelling

Earl Shilton Sustainable Urban Extension (SUE)

Forecasting Report

Delivering a better world

Quality Information

Prepared by	Checked by	Approved by
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Revision History

Revision	Revision date	Details	Authorised	Name	Position
v1.0	13-07-2023	For issue	Yes	Mark Dazeley	Regional Director
v2.0	14-09-2023	Revised text in response to client comments			

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Table of Contents

Section 1 – Introduction 4
1.1 Background 4
1.2 Structure of the Report 6
Section 2 – Forecast Approach and Assumptions 7
2.1 Introduction 7
2.2 'Without Development' Assumptions 7
2.3 Proposed Development Access Assumptions 8
2.4 Proposed Development Trip Generation Assumptions 8
2.5 Proposed Development Trip Distribution Assumptions 9
Section 3 – Forecast Model Results 15
3.1 Introduction 15
3.2 Forecast Development Traffic 15
3.3 Forecast Flow Change 15
3.4 Area of Influence 18
3.5 Forecast Delay Change 19
3.6 Forecast Node Volume-Capacity Ratios 22
3.7 Forecast Junction Turning Flows 25
Section 4 – Summary of the PRTM Assessment 27
4.1 Summary of Assessment 27
Appendix A Planning Data Assumptions 28
Appendix B Network Assumptions 29

List of Tables

Table 1.1: Forecast Model Scenarios 6
Table 2.1: Development Trip Generation 8

List of Figures

Figure 1.1: Indicative Layout and Highway Access of the Proposed Development 4
Figure 1.2: Proposed Development Access Junction Layouts 5
Figure 2.1: Parent Zones for Development Trip Distributions 9
Figure 2.2: Trip Distribution to and from the Proposed Development for 2026 (AM) 11
Figure 2.3: Trip Distribution to and from the Proposed Development for 2026 (PM) 12
Figure 2.4: Trip Distribution to and from the Proposed Development for 2036 (AM) 13
Figure 2.5: Trip Distribution to and from the Proposed Development for 2036 (PM) 14
Figure 3.1: Forecast Flow Change for 2026 'With Development' minus 'Without Development' Scenarios 16
Figure 3.2: Forecast Flow Change for 2036 'With Development' minus 'Without Development' Scenarios 17
Figure 3.3: Area of Influence 18
Figure 3.4: Forecast Delay Change for 2026 'With Development' minus 'Without Development' Scenarios 20
Figure 3.5: Forecast Delay Change for 2036 'With Development' minus 'Without Development' Scenarios 21
Figure 3.6: Forecast Node Volume-Capacity Ratio for 2026 'Without Development' and 'With Development' Scenarios 23
Figure 3.7: Forecast Node Volume-Capacity Ratio for 2036 'Without Development' and 'With Development' Scenarios 24
Figure 3.8: Location of Forecast Turning Flow Data 26

Section 1 – Introduction

1.1 Background

1.1.1 Bloor Homes, Jelson Homes and Barwood Land are seeking planning permission from Hinckley & Bosworth Borough Council (HBBC) for a mixed-use development of an allocated site, known as the Earl Shilton Sustainable Urban Extension (SUE), located to the south-east of Earl Shilton, Leicestershire. The proposed development includes a mix of uses including 1,500 dwellings, employment and education. The scheme is expected to build out by 2036.

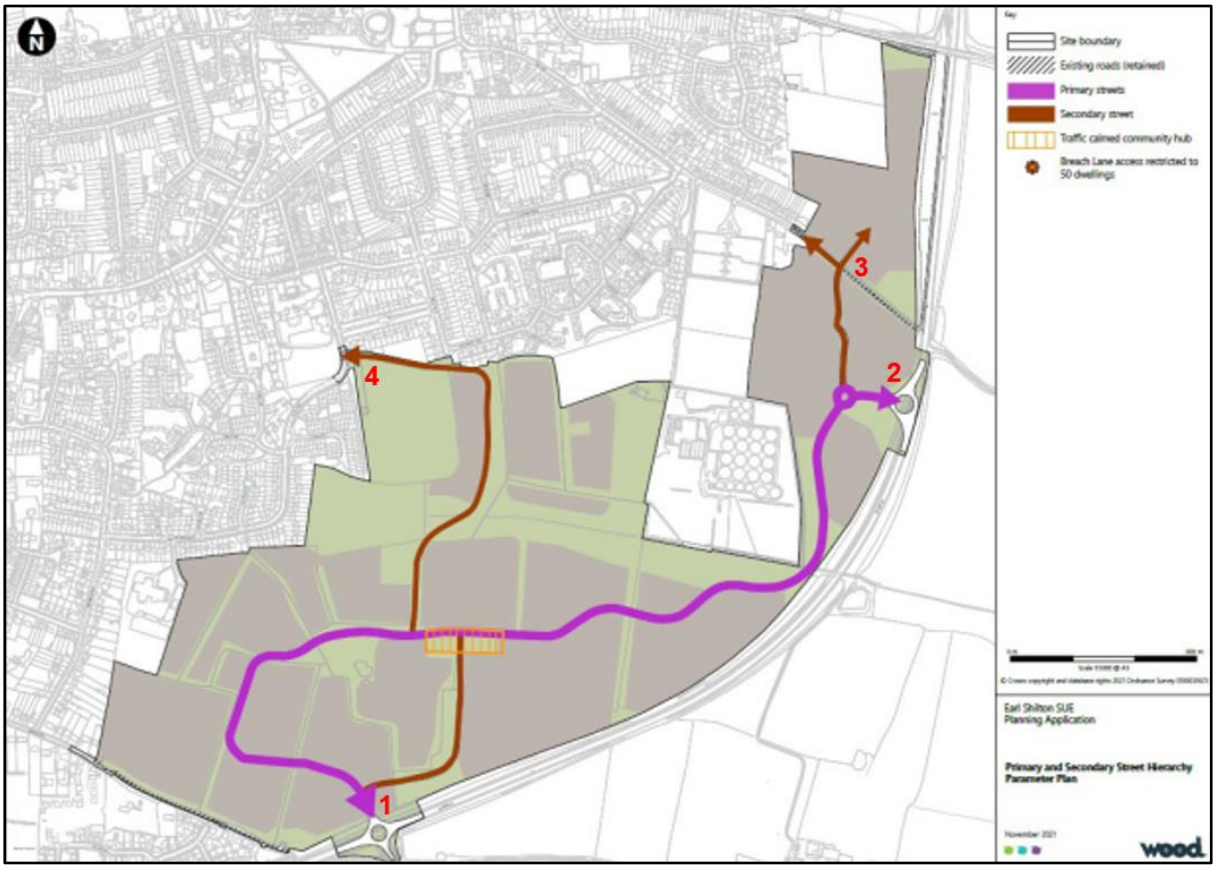
1.1.2 Figure 1.1 shows the site location and illustrative layout of the proposed development including the internal road network. The four access junction layouts to the proposed development are shown in Figure 1.2 and include:

- Access 1 - the Southern A47 Roundabout;
- Access 2 - the Northern A47 Roundabout;
- Access 3 - Mill Lane; and
- Access 4 - Astley Road.

1.1.3 The full SUE allocation is for up to 1,600 dwellings, including land held by Earl Shilton Town Council and Persimmon Homes. To fully assess impacts from development traffic in and around Earl Shilton the full 1,600 dwellings has been included as part of this assessment.

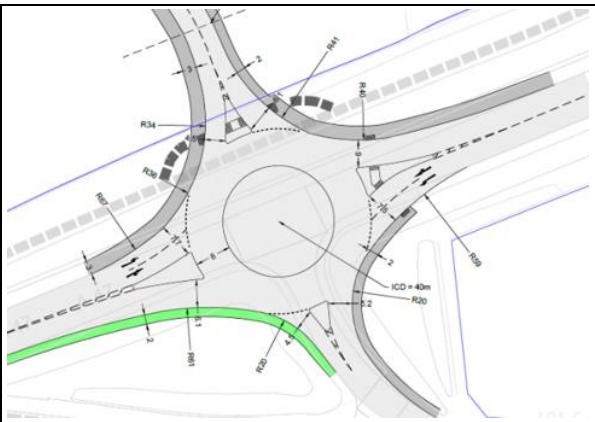
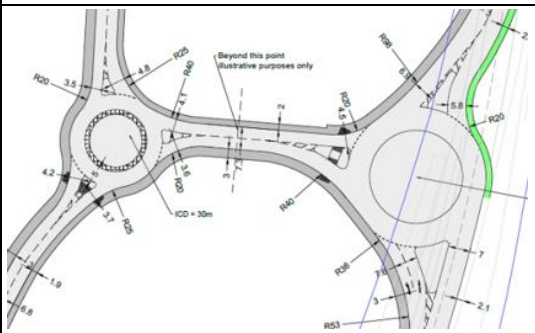
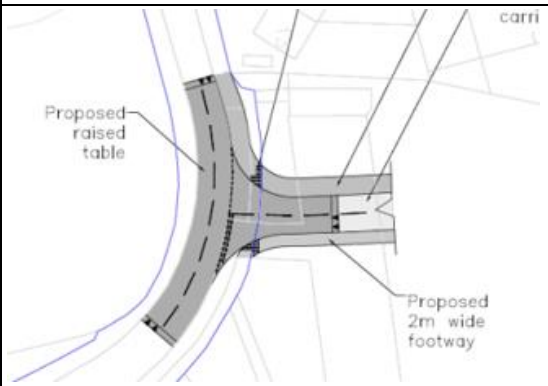
1.1.4 AECOM has been commissioned to undertake strategic modelling to assess the potential traffic impacts of the proposed development using the Pan-Regional Transport Model (PRTM v2.3) for the AM and PM Peak hours.

Figure 1.1: Indicative Layout and Highway Access of the Proposed Development[1]



[1] 'Earl Shilton SUE Access Strategy Technical Note v2.pdf'

Figure 1.2: Proposed Development Access Junction Layouts[2]

Access 1 - Southern A47 Roundabout.	
Access 2 - Northern A47 Roundabout.	
Access 3 - Mill Lane.	
Access 4 - Astley Road.	

[2] *Adapted from figures contained in the Earl Shilton SUE Access Strategy Technical Note v2.pdf*

1.1.5 Within this assessment of the proposed development at Earl Shilton SUE, four forecast scenarios have been produced as shown in Table 1.1.

Table 1.1: Forecast Model Scenarios

Forecast Year	Scenario	Proposed Development (1,600 dwellings)	Four Access Junctions and Internal Network
2026	Without Development	×	×
	With Development	✓	✓
2036	Without Development	×	×
	With Development	✓	✓

1.1.6 This report is the Forecasting Report which documents the forecast model results for the PRTM strategic modelling assessment of the proposed development at Earl Shilton SUE. This report follows the Earl Shilton SUE Base Year Model Review Report[3] which details the calibrated 2014 base year model review performance in the vicinity of the proposed development site.

1.2 Structure of the Report

1.2.1 Following the introduction, this report contains the following sections:

- Section 2 – Forecast Approach and Assumptions: this section details the forecast assumptions adopted within this assessment of the proposed development, including the assumed development trip generation and trip distribution.
- Section 3 – Forecast Model Results: this section details the forecast results requested as part of the brief.
- Section 4 – Summary of the PRTM Assessment: this section provides a summary of the assessment of the proposed development.

[3] PRTM – Earl Shilton SUE - Base Year Review v1.11 (2022-11-30)

Section 2 – Forecast Approach and Assumptions

2.1 Introduction

2.1.1 This section sets out the forecast assumptions applied for this application for the PRTM, and the methodology adopted to create the required model forecasts.

2.1.2 In addition to the calibrated 2014 base year model, the following forecast model scenarios have been produced:

- 2026 'Without Development';
- 2026 'With Development';
- 2036 'Without Development'; and
- 2036 'With Development'.

2.1.3 The 'Without Development' forecasts have made use of the highway, public transport, and variable demand model components of the PRTM. The forecasts therefore include the response of travel demand to forecast changes in the costs of travel (including congestion, fuel prices and public transport fares) and changes in assumed highway and public transport infrastructure over time. Section 2.2 provides the 'Without Development' assumptions applied.

2.1.4 To produce the 'With Development' forecasts, the highway demand for the proposed development has been added to the 2026 'Without Development', and 2036 'Without Development' highway demand matrices and assigned in the PRTM highway model. Sections 2.3 to 2.5 provide the highway network and demand assumptions for the proposed development.

2.1.5 As documented in the Earl Shilton SUE Base Year Model Review Report[4], a sensitivity test using the latest available TAG databook at the time, November 2022, was used to update the economic parameters for the PRTM highway assignment model and variable demand model. This sensitivity test showed no material effect in the overall base year model performance.

2.1.6 For forecast modelling, the economic parameters for the PRTM highway assignment model and variable demand model have been updated to the latest available at the time: November 2022 TAG databook.

2.2 'Without Development' Assumptions

2.2.1 The forecast planning data and infrastructure schemes, in the format of an Uncertainty Log, used to produce the forecast 'Without Development' scenarios, were reviewed by the client.

2.2.2 Appendix A presents the planning data assumptions (residential and employment) within Hinckley and Bosworth Borough Council that have been incorporated in the PRTM forecast year models. Given the number of developments in the Uncertainty Log, the reporting of the planning data has been limited to residential sites with more than 500 dwellings and employment sites with more than 750 jobs. All available data that should be used in the modelling, irrespective of size, have been used in the model forecasts. The complete list of the planning assumptions is included in the Earl Shilton SUE Uncertainty Log v1.3[5].

2.2.3 The Uncertainty Log has been agreed by stakeholders including Leicester County Council Highway Development Management (LCC HDM) and Warwickshire County Council (WCC)[6].

2.2.4 Appendix B presents the forecast assumptions for highway and public transport networks for this application.

2.2.5 The trip forecasting process contained within the PRTM uses forecasts of population, households, and jobs to generate estimates of future travel demand. Planning forecasts (containing measures of housing and development) were unconstrained (NTEM minimum[7]) for this application as noted in the proposal[8].

[4] PRTM – Earl Shilton SUE – Base Year Review v1.11 (2022-11-30)
[5] Earl Shilton SUE Uncertainty Log v1.3.xlsx
[6] Uncertainty Log agreed by LCC HDM on 21/02/2023 and WCC on 3rd March 2023.
[7] In the event that the planning data lead to below NTEM / TEMPro growth, the model reverts to NTEM / TEMPro as minimum.
[8] PRTM Fee Proposal – Earl Shilton SUE v2.0 (2022-10-12)

2.3 Proposed Development Access Assumptions

2.3.1 To produce the 'With Development' networks for 2026 and 2036, the four assumed site access junctions and internal highway network for the proposed development, as shown in Figure 1.2 and Figure 1.1 respectively, were added in the relevant 'Without Development' networks. The internal road network to and from Access 3 and Access 4 will include traffic management features to discourage through-traffic.

2.3.2 Seven development zones have been used to represent the proposed Earl Shilton SUE development with four development zones representing housing and three development zones to represent employment, retail (the urban centre) and education.

2.4 Proposed Development Trip Generation Assumptions

2.4.1 Trip generation data for the proposed development, with internal trips removed[9], are provided in Table 2.1. These have been added to the relevant 'Without Development' highway demand matrices to form the 'With Development' highway demand matrices for the 2026 and 2036 forecast years and assigned in the PRTM highway model.

Table 2.1: Development Trip Generation

	Car Trips (in vehicles)			HGV Trips (in vehicles)		
	Departing (Out)	**Arriving (In)**	**Total**	**Departing (Out)**	**Arriving (In)**	**Total**
Residential Application sites (1,600 dwellings)						
AM Peak hour (08:00 to 09:00)	642	204	**847**	0	0	**0**
PM Peak hour (17:00 to 18:00)	251	619	**870**	0	0	**0**
Employment						
AM Peak hour (08:00 to 09:00)	42	108	**150**	12	9	**21**
PM Peak hour (17:00 to 18:00)	110	34	**144**	7	10	**17**
Retail						
AM Peak hour (08:00 to 09:00)	120	124	**245**	2	2	**4**
PM Peak hour (17:00 to 18:00)	141	136	**277**	1	1	**2**
Primary School (420 pupils)						
AM Peak hour (08:00 to 09:00)	37	60	**97**	0	0	**0**
PM Peak hour (17:00 to 18:00)	10	5	**15**	0	0	**0**
Total						
AM Peak hour (08:00 to 09:00)	841	496	**1,339**	14	11	**25**
PM Peak hour (17:00 to 18:00)	512	794	**1,306**	8	11	**19**

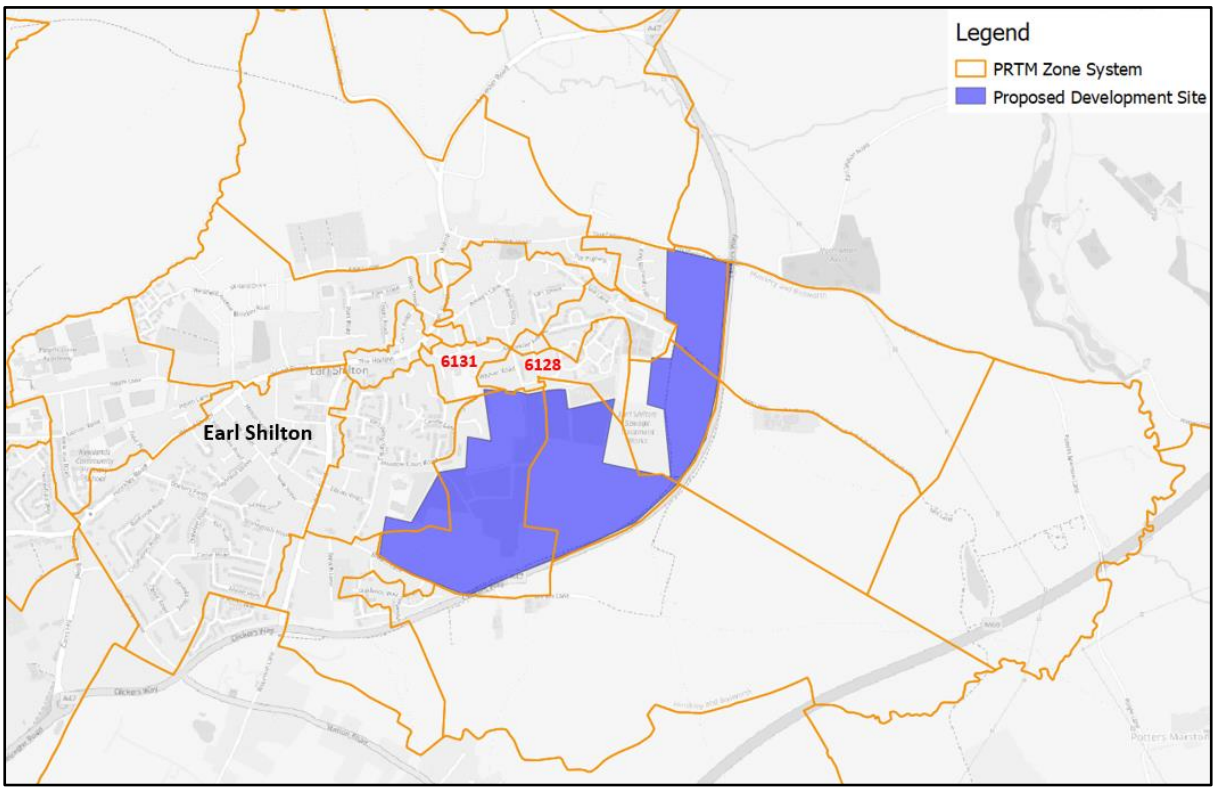
[9] As agreed with LCC HDM on 15th June 2023

2.5 Proposed Development Trip Distribution Assumptions

2.5.1 It was agreed with LCC HDM[10] and National Highways (NH)[11] that the development trip distributions for the five development zones containing housing and education trips are to be based on existing PRTM 'parent zones' taken from the 'Without Development' scenarios. Zone 6128 has been selected as the parent zone for housing as it contains a large proportion of residential trips, and zone 6131 was selected for education trips as it contains a significant proportion of primary school trips. Figure 2.1 shows the location of the two parent zones selected for the development trip distribution.

2.5.2 It was also agreed with LCC HDM and NH that the in-built PRTM gravity model would be used to provide development trip distributions for the two development zones containing employment and retail.

Figure 2.1: Parent Zones for Development Trip Distributions



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2.5.3 Figure 2.2 to Figure 2.5 show the forecast development trip distribution on the highway network for the 2026 and 2036 'With Development' scenarios. As expected, these figures show that the majority of development trips route via the A47 (between 50-60%).

2.5.4 These figures also show that the proposed trip distribution is very similar between the 2026 and 2036 scenarios. The proportions presented below are based on the 2036 'With Development' scenario, the assumed full build out year. The proportion of proposed development trips forecast to route to / from the development include:

- 30% of trips are forecast to route west via the A47 to / from Hinckley in both the AM and PM Peak hours;
- 20% of trips are forecast to route east via the A47 to / from Leicester in the AM Peak hour;
- 25-30% of trips are forecast to route east via the A47 to / from Leicester in the PM Peak hour;
- 23-27% of trips are forecast to route via Astley Road in both the AM and PM Peak hours, with the majority of trips to / from the proposed 'urban centre'; and
- 10% of trips are forecast to route via Mill Lane in both the AM and PM Peak hours;

[10] Development trip distribution agreed by LCC HDM on 26/05/2023.
[11] Development trip distribution agreed by NH on 09/06/2023.

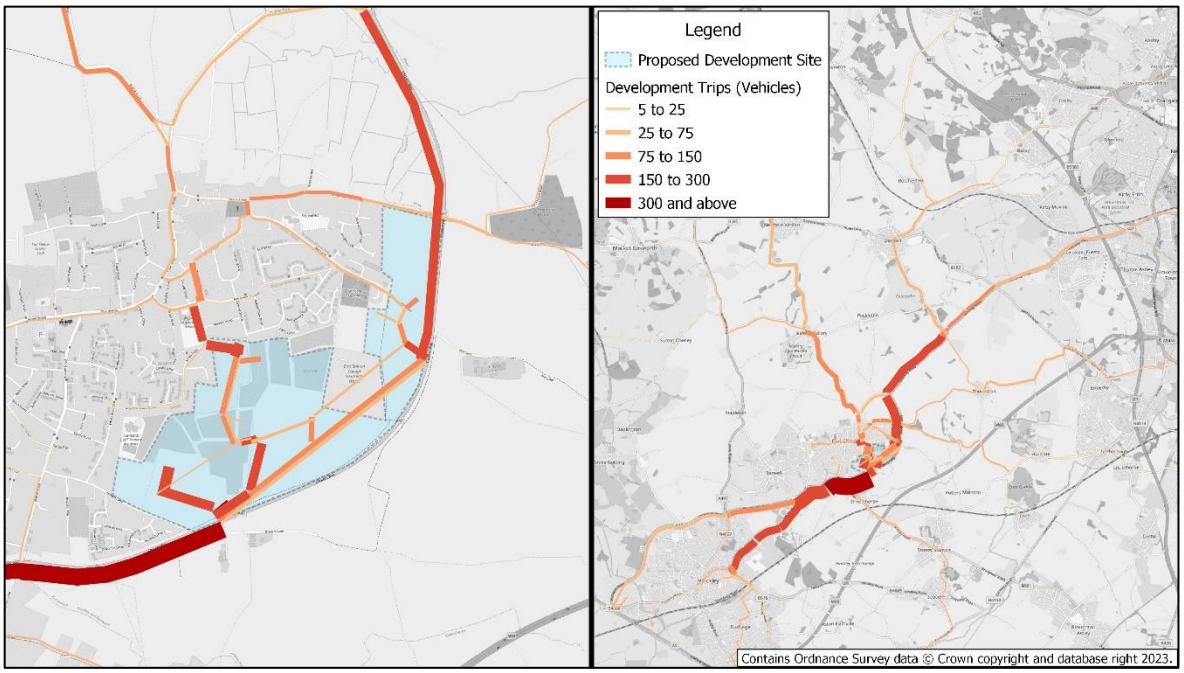
2.5.5 In addition to the immediate access roads:

- 12-24% are forecast to route via Shilton Road to / from Kirkby Mallory and Newbold Verdon;
- 10% are forecast to route via Thurlaston Lane to access villages to the south such as Stoney Stanton, Sapcote, Enderby and Narborough

2.5.6 The full build out trip generation assumptions provided in Table 2.1 have been applied to both the 2026 and 2036 'With Development' scenarios. As expected, the trip distributions are similar in both 'With Development' scenario forecast years. The largest number of development trips have been forecast on the A47 to the west of the proposed Southern A47 Roundabout (Access 1) with approximately 375 vehicles travelling west from the development in the AM Peak hour and 350 vehicles travelling east to the development in the PM Peak hour. On the A47 to the north of the proposed Northern A47 Roundabout (Access 2) in the AM Peak hour, approximately 200 vehicles travel north from the development and in the PM Peak hour approximately 220 vehicles travel south to the development.

Figure 2.2: Trip Distribution to and from the Proposed Development for 2026 (AM)

2026 'With Development' (AM) – From the Development



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2026 'With Development' (AM) – To the Development

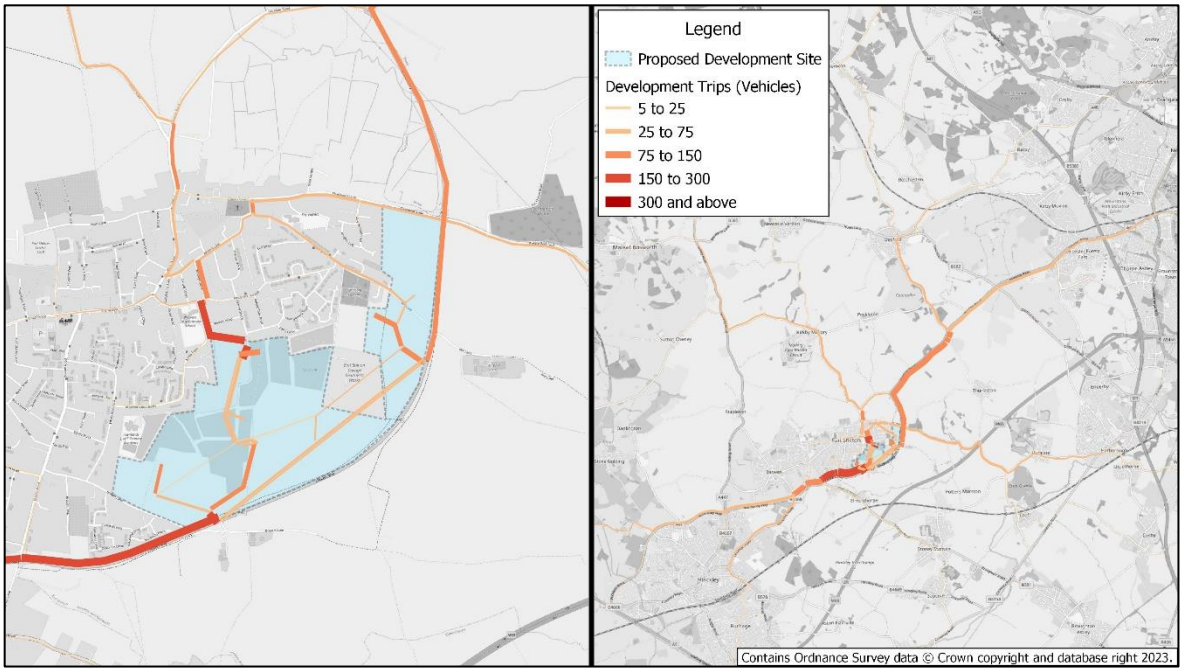

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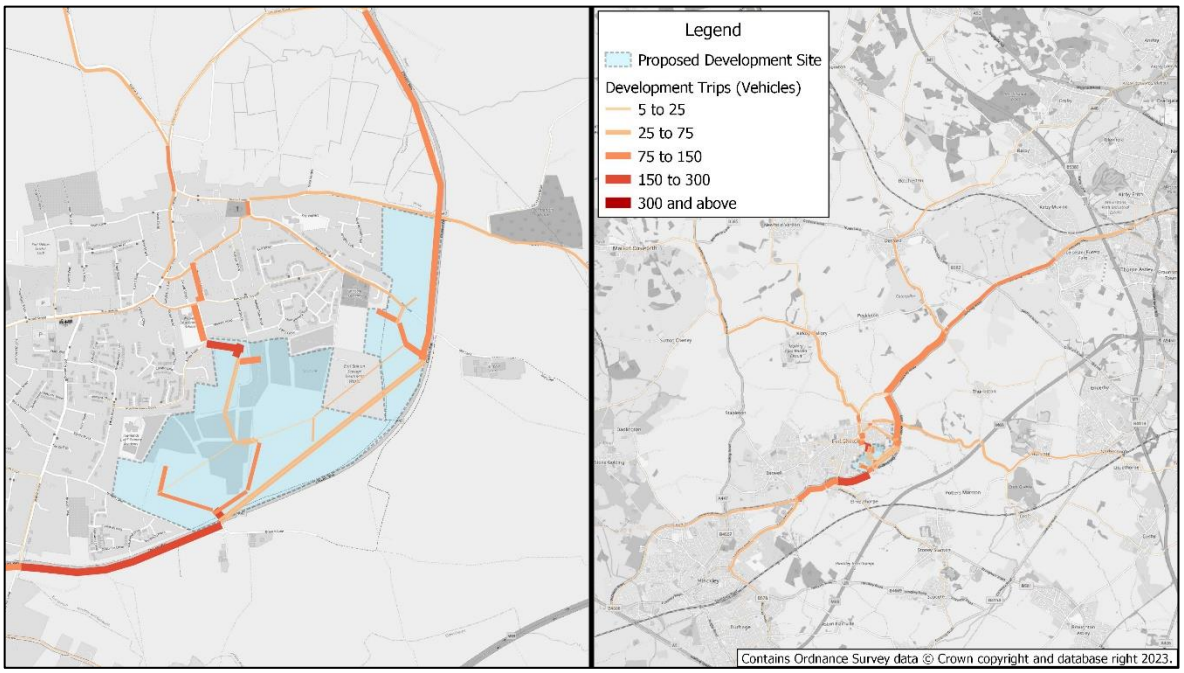
Figure 2.3: Trip Distribution to and from the Proposed Development for 2026 (PM)

2026 'With Development' (PM) – From the Development



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2026 'With Development' (PM) – To the Development

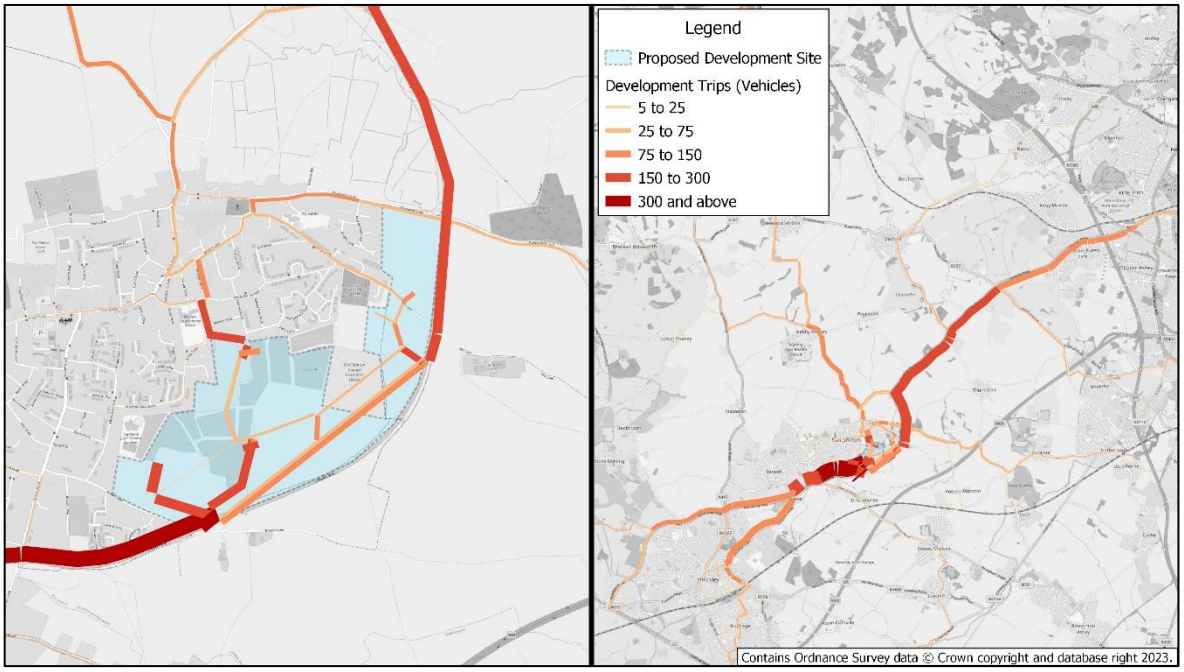

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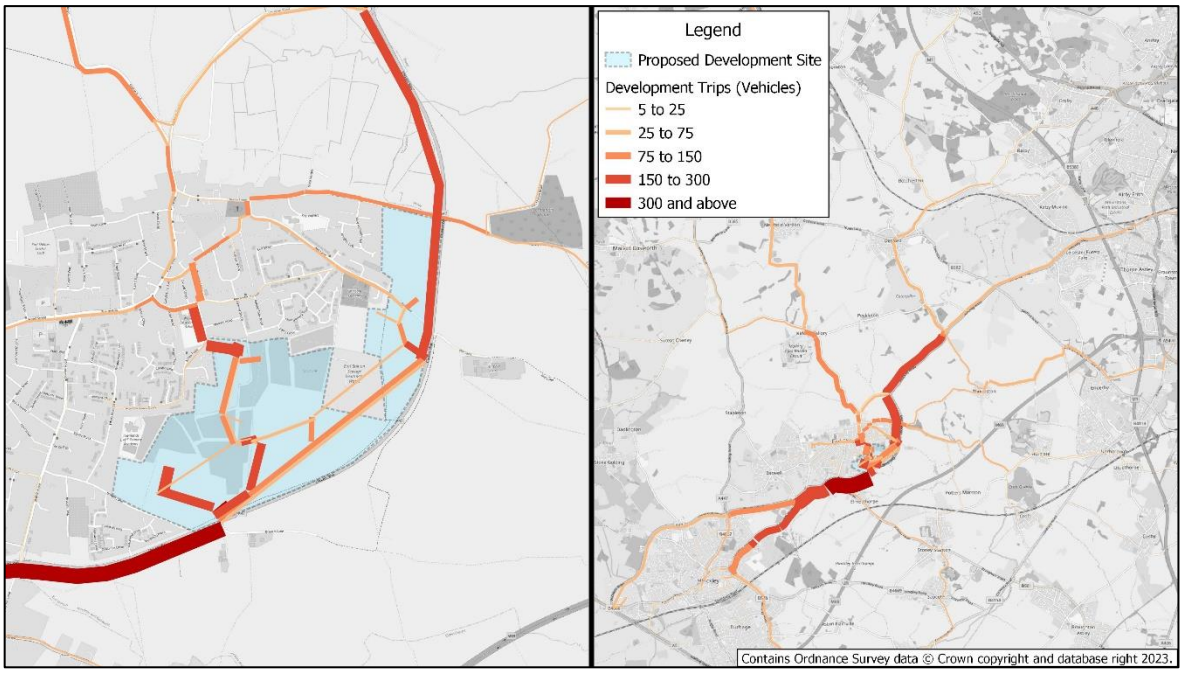
Figure 2.4: Trip Distribution to and from the Proposed Development for 2036 (AM)

2036 'With Development' (AM) – From the Development



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2036 'With Development' (AM) – To the Development

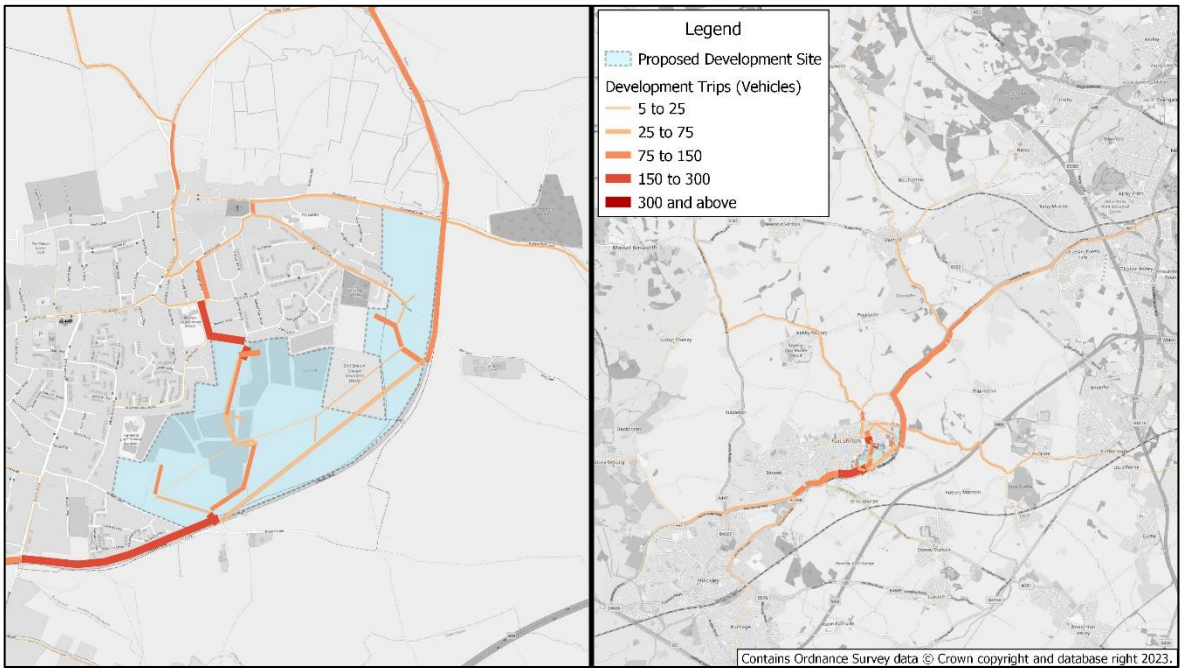

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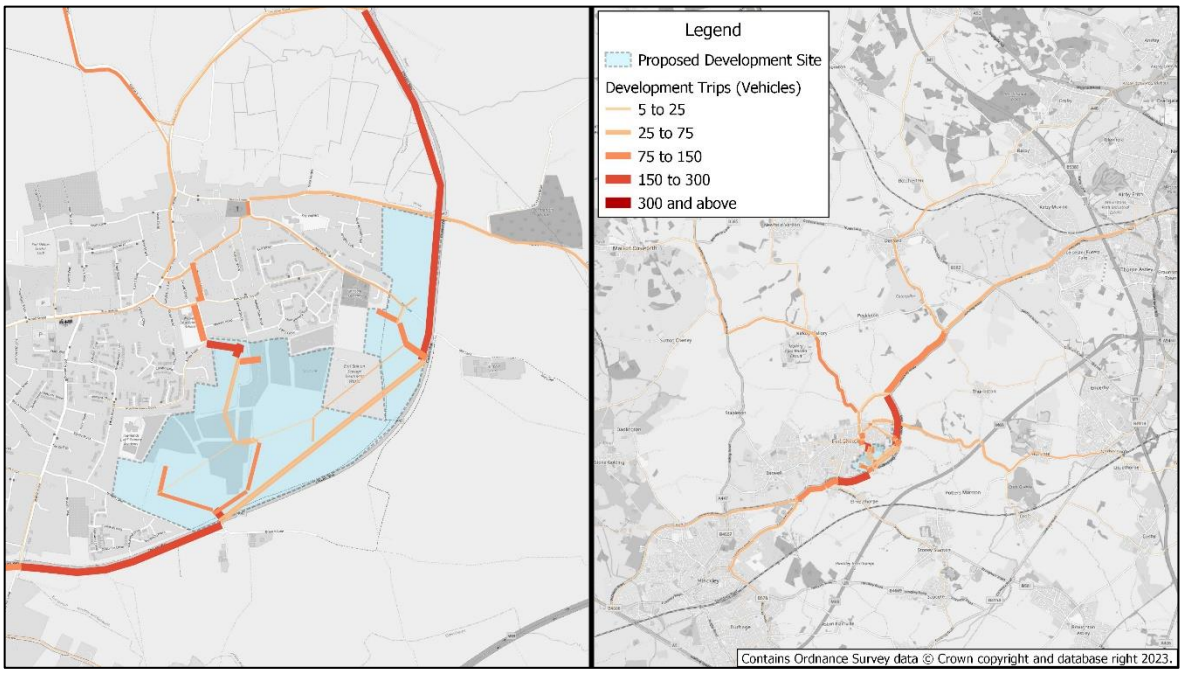
Figure 2.5: Trip Distribution to and from the Proposed Development for 2036 (PM)

2036 'With Development' (PM) – From the Development



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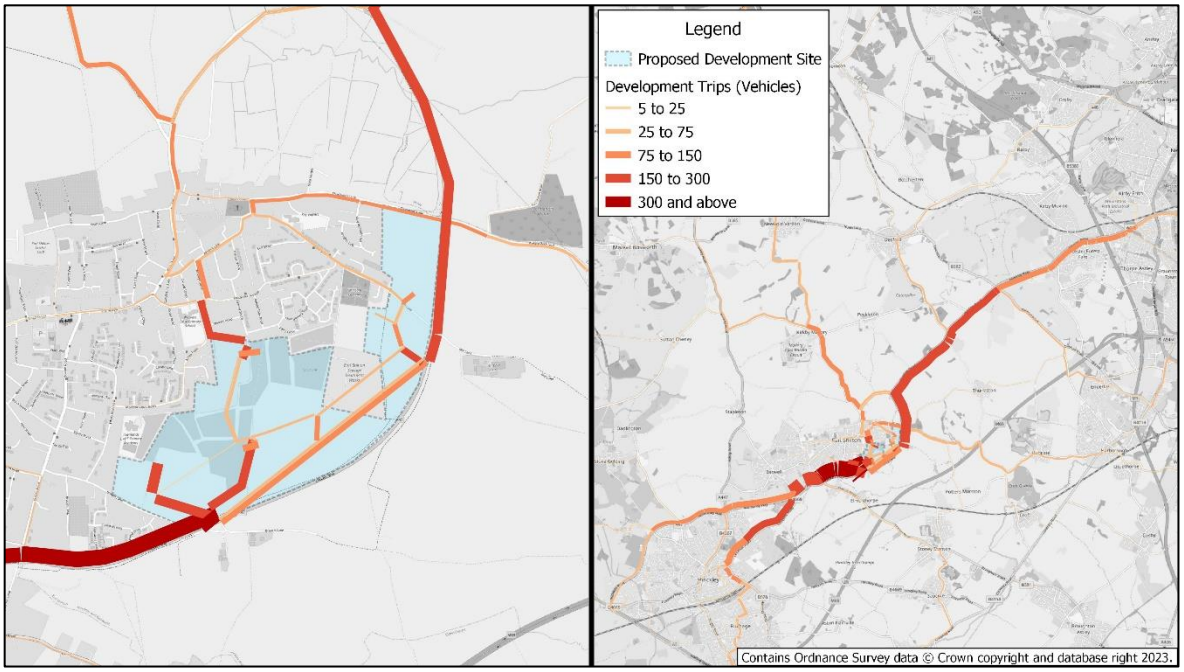
2036 'With Development' (PM) – To the Development



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Section 3 – Forecast Model Results

3.1 Introduction

3.1.1 This section details the forecast model results for the proposed development at Earl Shilton SUE for the AM Peak (08:00 to 09:00) and PM Peak (17:00 to 18:00) hours. The analysis includes:

- the routeing of the forecast development traffic in the 2026 and 2036 'With Development' forecasts (Section 2.5 and Section 3.2);
- the forecast flow changes in 2026 and 2036 between the 'With Development' and 'Without Development' scenarios (Section 3.3);
- an assessment of the Area of Influence (AoI) (Section 3.4);
- the forecast delay changes in 2026 and 2036 between the 'With Development' and 'Without Development' scenarios (Section 3.5);
- the forecast maximum node volume-capacity ratios in 2026 and 2036 'Without Development' and 'With Development' scenarios (Section 3.6); and
- the forecast turning flows and volume-capacity ratios at selected junctions (Section 3.7).

3.2 Forecast Development Traffic

3.2.1 Figure 2.2 to Figure 2.5 in Section 2 illustrate the assigned forecast trip distribution to and from the proposed development in 2026 and 2036 for both AM and PM Peak hours. The figures show that traffic generated by the proposed development is forecast to:

- route to and from the Hinckley in the west via the A47 (30% of development trips);
- route east towards Leicester via the A47 (20-30% of development trips);
- route north towards Kirkby Mallory and Newbold Verdon via Shilton Road (12-24% of development trips); and
- route east towards villages and towns such as Sapcote, Stoney Stanton, Narborough and Enderby via Thurlaston Lane (10% of development trips).

3.3 Forecast Flow Change

3.3.1 Figure 3.1 and Figure 3.2 show the forecast flow changes in 2026 and 2036 between the 'With Development' and 'Without Development' scenarios for the AM and PM Peak hours. Red bandwidth represents an increase in traffic flow in the 'With Development' scenario and green bandwidth represents a decrease.

3.3.2 As expected, the largest increases in flows are forecast along the road links in the immediate vicinity of the proposed development, such as the A47, Astley Road, Mill Lane, Leicester Road, Shilton Road and Thurlaston Lane.

3.3.3 In the 2026 'With Development' scenario, the A47 west of the proposed Southern A47 Roundabout (Access 1) has a forecast increase in two-way traffic of approximately 280 vehicles and 260 vehicles for the AM Peak hour and PM Peak hour respectively. Two-way traffic on the A47 to the north of the proposed Northern A47 Roundabout (Access 2) is forecast to increase by 40 vehicles and 90 vehicles in the AM and PM Peak hours respectively. Traffic on Astley Road (Access 4) and Vicarage Road is forecast to increase by approximately 420 vehicles and 250 vehicles, respectively in the AM Peak hour. In the PM Peak hour, two-way traffic flow on these two roads is forecast to increase by 360 vehicles and 250 vehicles respectively.

3.3.4 In the 2036 'With Development' scenario, the A47 west of the proposed Southern A47 Roundabout (Access 1) has a forecast increase in two-way traffic flow of 180 vehicles and 240 vehicles in the AM and PM Peak hours, respectively. Two-way traffic on the A47 to the north of the proposed Northern A47 Roundabout (Access 2) is forecast to decrease by 10 vehicles and increase by 90 vehicles in the AM and PM Peak hours respectively. The forecast increase in two-way traffic on Astley Road (Access 4) is approximately 440 vehicles and 370 vehicles in the AM Peak hour and PM Peak hour respectively.

3.3.5 In the AM Peak hour, westbound traffic on the A47, east of the proposed Southern A47 Roundabout, has been forecast to decrease by 20 and 70 vehicles in the 2026 and 2036 scenarios respectively. This

is due to non-development traffic re-routeing onto alternative routes to avoid junctions on the A47 that are forecast to have higher delays and / or reduced capacity on the A47 as a result of additional development traffic. In particular, there is an increase in volume-capacity ratio on the A47 in the westbound direction at the A47 / Wilkinson Lane signalised junction. In the 2036 AM Peak hour, and as indicated in Figure 3.7, volume-capacity ratios increase from 78% to 100% between the 'Without Development' and 'With Development' scenarios respectively. This junction is acting as a constraint on non-development traffic

Figure 3.1: Forecast Flow Change for 2026 'With Development' minus 'Without Development' Scenarios

AM Peak hour

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PM Peak hour

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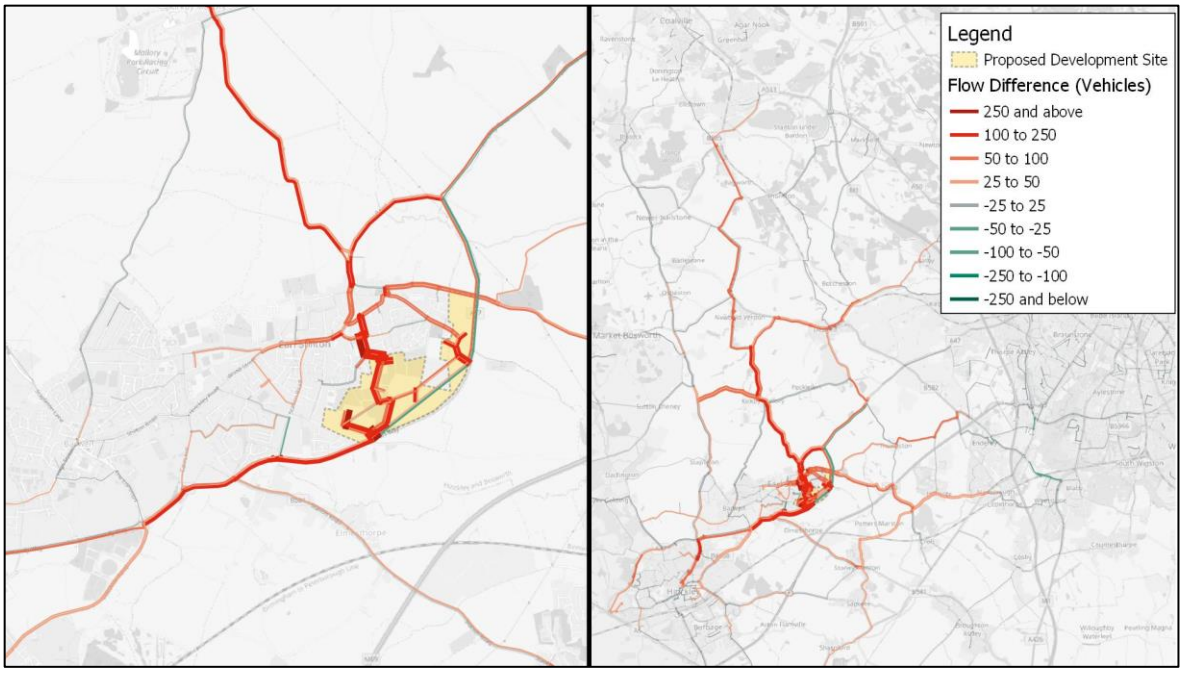
Figure 3.2: Forecast Flow Change for 2036 'With Development' minus 'Without Development' Scenarios

AM Peak hour



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PM Peak hour

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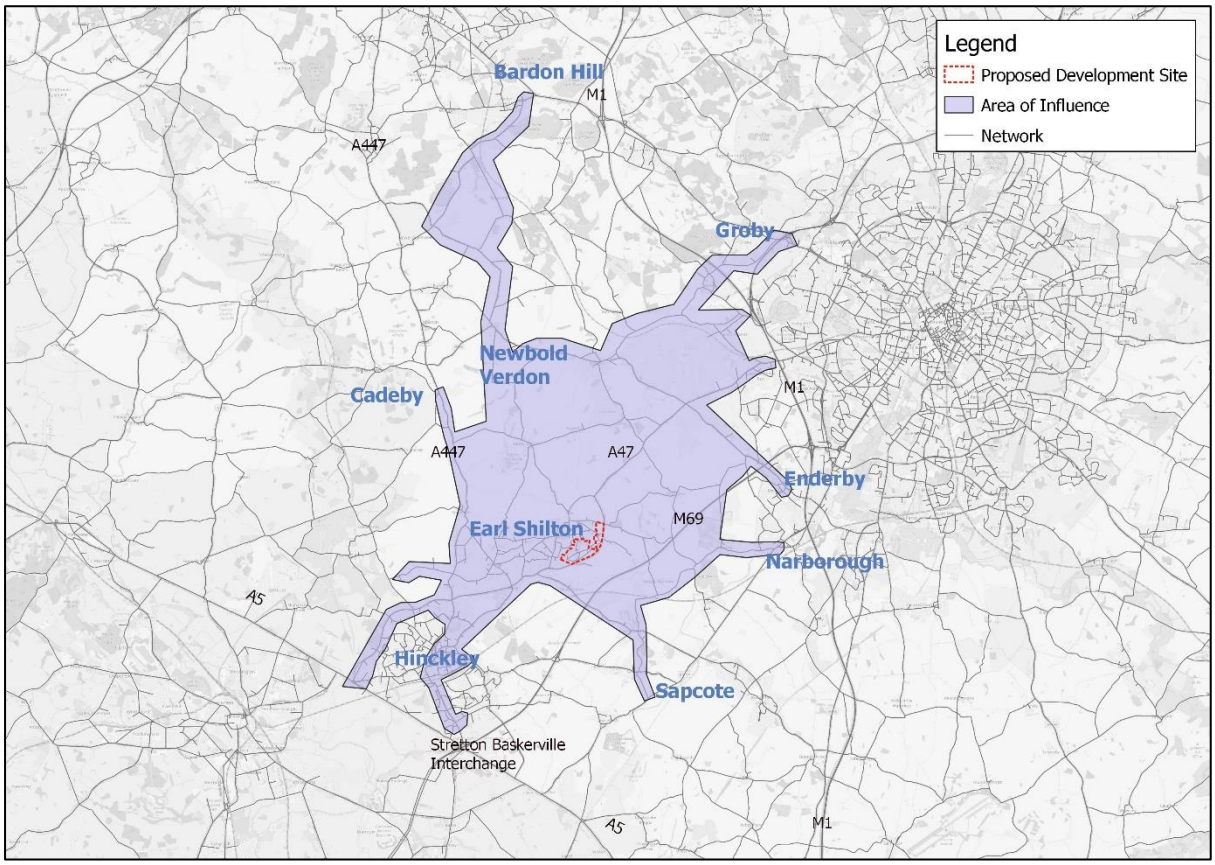
3.4 Area of Influence

3.4.1 Using the forecast flow changes between the 'With Development' and 'Without Development' scenarios, an indication of the Area of Influence has been defined. Figure 3.3 shows the Area of Influence for the proposed development (i.e. 1,600 dwellings, education and employment).

3.4.2 For the proposed development, the Area of Influence has been defined by considering the links which are forecast to change by more than ±5% and ±30 PCUs between the 2026 and 2036 'With Development' and 'Without Development' scenarios in either the AM Peak or PM Peak hours. The links which are forecast to meet these criteria are included in the Area of Influence are shown in Figure 3.3, and contains the following areas / links:

- the urban centre of Earl Shilton;
- the A47 between the A5 and the M1;
- the A447 Ashby Road between Hinckley's urban centre and Cadeby;
- the B585 between Bardon Hill and Newbold Verdon;
- local Roads between Sapcote and Narborough; Sapcote Road, Long Street, Huncote Road; and
- local roads between Desford and Groby; Station Road, Desford Lane, Groby Road and Sacheverell Way.

Figure 3.3: Area of Influence



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3.5 Forecast Delay Change

3.5.1 As a result of forecast flow changes in the 'With Development' scenario, there are also changes to the forecast delays on the highway network. These changes in delay can be generated from two sources: link delay based on the speed-flow curve applied to the link; and junction delay due to capacity constraints for individual turning movements. The analysis in this section combines the link and junction delays (taking a flow-weighted average of junction delays) to assess the changes in forecast delays with the proposed development traffic.

3.5.2 Figure 3.4 and Figure 3.5 show the forecast delay changes in 2026 and 2036 between the 'With Development' and 'Without Development' scenarios for the AM and PM Peak hours. The largest increases in delay are forecast on the A47 within the immediate vicinity of the proposed development.

3.5.3 In both 2026 and 2036 'With Development' scenarios delay is forecast to increase compared with the 'Without Development' by over 10 seconds between the A47 / Wilkinson Lane junction and the proposed Northern A47 Roundabout (Access 2) in both AM and PM Peak hours. The largest increase in delay is forecast in the 2036 AM Peak hour, with an approximate increase of 30 seconds for westbound movements, west of the proposed Southern A47 Roundabout (Access 1).

3.5.4 There is a forecast increase in delay of over 2 minutes in the 2026 AM Peak hour at the B582 Hall Walk / Leicester Lane signalised junction to the west of the M1. This junction is sensitive to changes in flow and the increase in delay not a direct effect of the proposed development.

Figure 3.4: Forecast Delay Change for 2026 'With Development' minus 'Without Development' Scenarios

AM Peak hour

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PM Peak hour

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Figure 3.5: Forecast Delay Change for 2036 'With Development' minus 'Without Development' Scenarios

AM Peak hour

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PM Peak hour

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3.6 Forecast Node Volume-Capacity Ratios

3.6.1 As part of the forecast modelling, node / junction capacities are estimated for individual turning movements based on several factors including the priority of the turn (for example, give-way or merge), the level of green-time at signalised junctions, and the amount of opposing traffic at the junction. Using these calculated capacities and the forecast traffic volumes, node volume-capacity ratios are estimated to identify locations where the forecast flows are approaching or exceeding the forecast capacity.

3.6.2 To summarise the forecast volume-capacity ratios for the individual turning movements at a node, there are two approaches. These are to calculate the flow-weighted average volume-capacity of the node, or to calculate the maximum volume-capacity ratio for all turns within a node. The average volume-capacity ratio provides an overview of how the individual node is performing but may not highlight locations where a limited number of movements at a node are approaching or exceeding capacity. To highlight these locations, the maximum volume-capacity ratio at each node has been used. Node volume-capacity ratios exceeding 85% indicate that the highway network is under stress, and there is likely to be a reduction in speed and an increase in delay.

3.6.3 Figure 3.6 to Figure 3.7 show the forecast maximum junction volume-capacity ratios for 2026 and 2036 'Without Development' and 'With Development' scenarios. For ease of comparison, the symbology has been designed to show the data for 'Without Development' and 'With Development' scenarios on the same plot.

3.6.4 The reader should note that Figure 3.6 and Figure 3.7 show a subset of all nodes within the PRTM to reduce the number of data points within the plots. The nodes with maximum volume-capacity ratios below 85% in all forecast scenarios are not shown.

3.6.5 The maximum node volume-capacity ratio plots show that, as expected, the junctions forecast to be the most affected by the development are on the A47 within the immediate vicinity of the proposed development. For 2026 and 2036, the proposed development increases the node volume-capacity ratios at the junctions listed below:

3.6.6 South of the development:

- A47 / Wilkinson Lane;
- A47 / Station Road;
- A47 / Leicester Road roundabout; and
- A47 / The Common / B4668, Leicester Road roundabout.

3.6.7 North of the development:

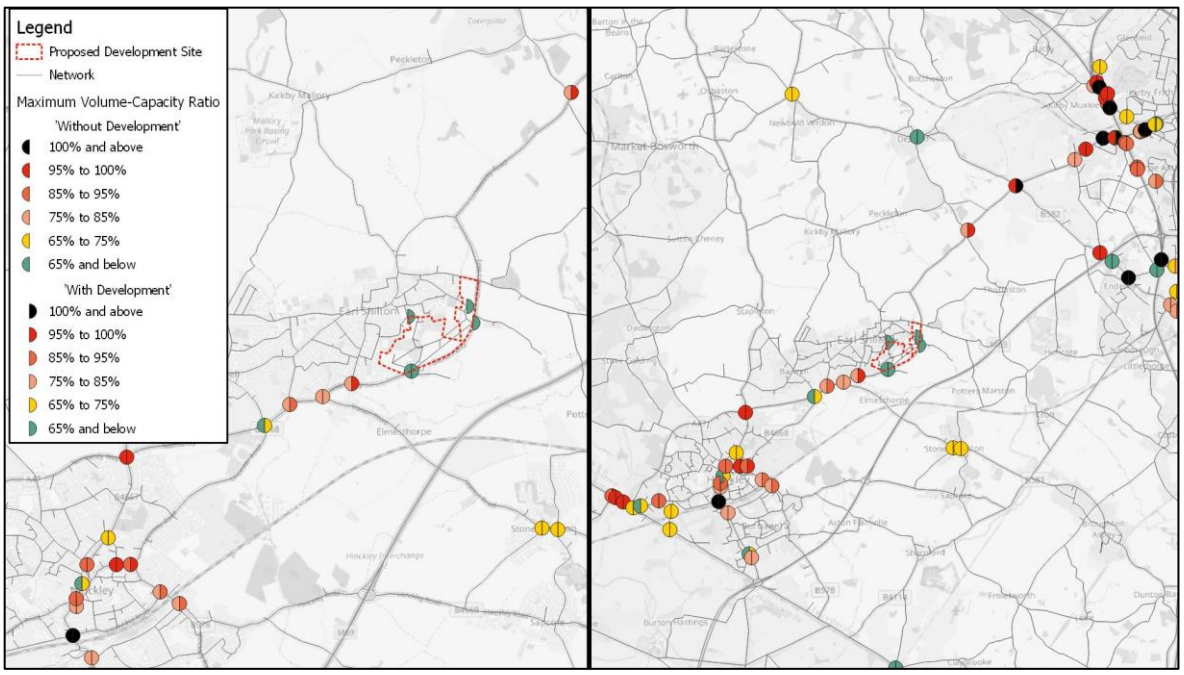
- A47 Leicester Road / Dan's Lane / Desford Road; and
- Desford Crossroads (A47 Hinckley Road / B582 Leicester Lane / B582 Desford Road).

3.6.8 There are also some increases (and decreases) in node volume-capacity ratios forecast for junctions within central Hinckley, along the B590 for all modelled scenarios and some increases in Stoney Stanton on the B581 in the 2036 AM and PM Peak hours. These changes in volume-capacity ratios are directly related to the forecast flow changes as shown in Figure 3.1 and Figure 3.2.

3.6.9 It should be noted that the A47 / Station Road, the A47 / Dan's Lane / Desford Road and the A47 / Beggars Lane junctions are already forecast to be operating above 100% in 2026 and 2036 for the PM Peak hour. Similarly, it should be noted that Desford Crossroads (A47 Hinckley Road / B582 Leicester Lane / B582 Desford Road) is already forecast to be operating above 85% in 2026 and 2036 and in both the AM and PM Peak hours.

Figure 3.6: Forecast Node Volume-Capacity Ratio for 2026 'Without Development' and 'With Development' Scenarios

AM Peak hour



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PM Peak hour

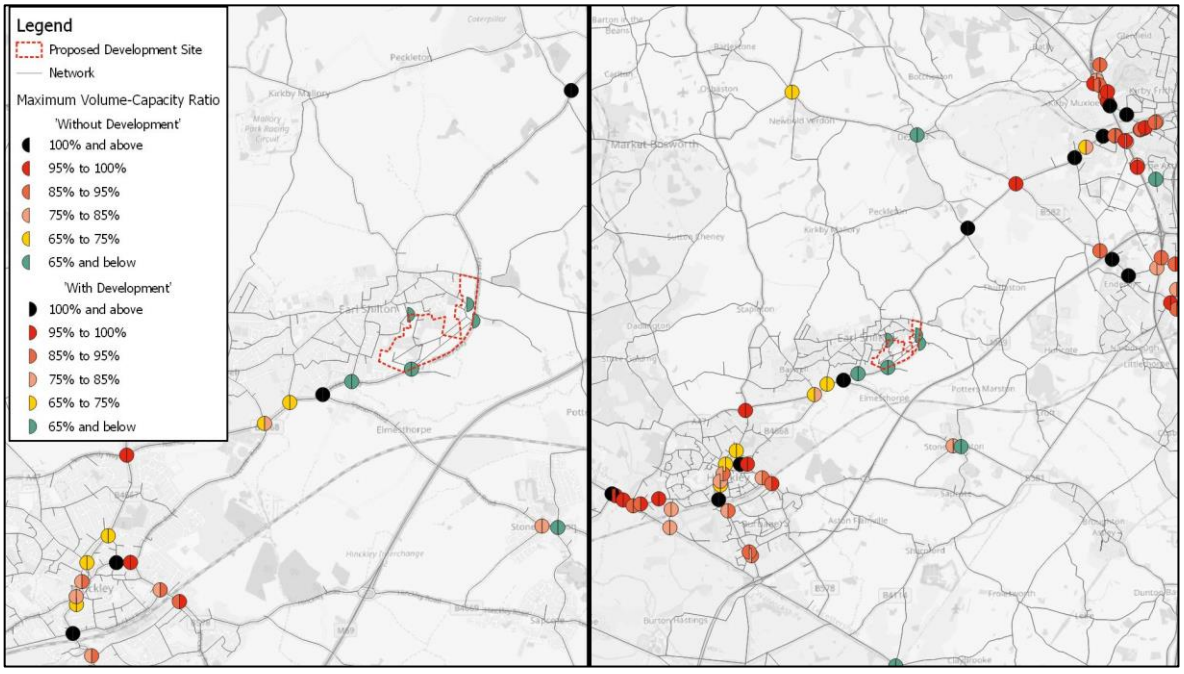

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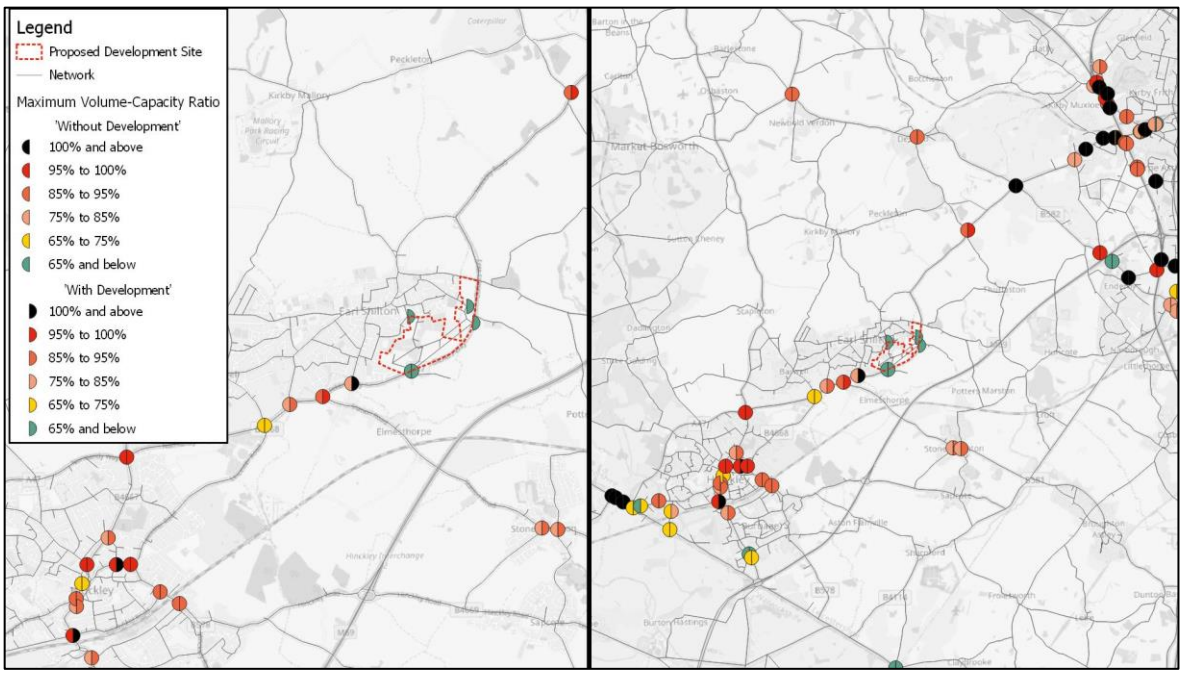
Figure 3.7: Forecast Node Volume-Capacity Ratio for 2036 'Without Development' and 'With Development' Scenarios

AM Peak hour



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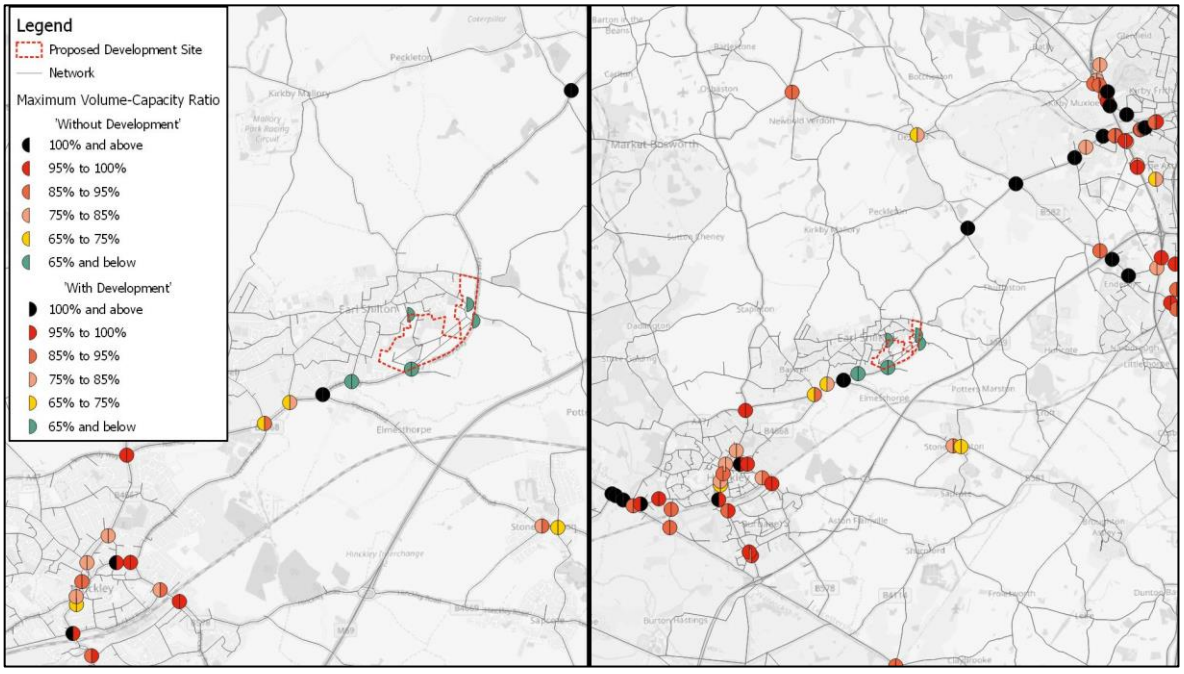
PM Peak hour



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3.7 Forecast Junction Turning Flows

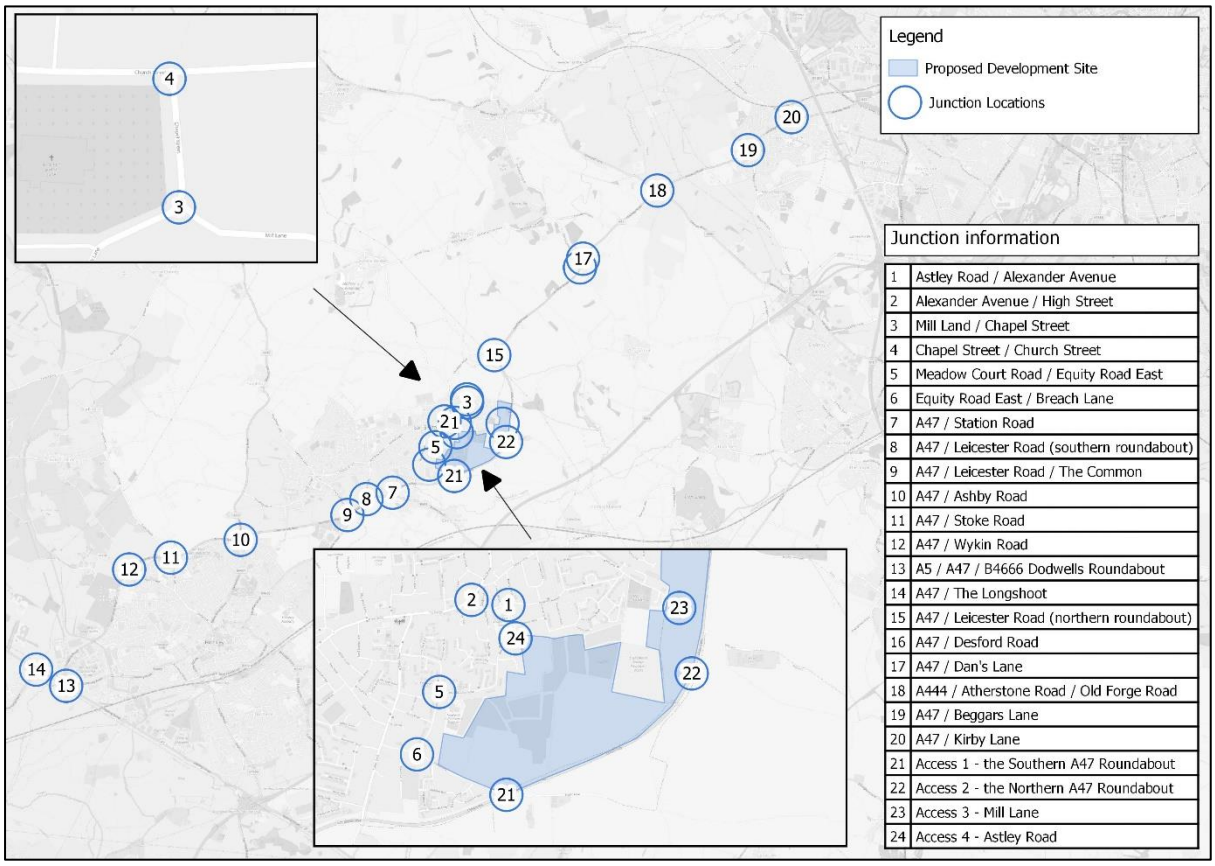
3.7.1 Forecast turning flows have been extracted for the following 22 junctions (also shown in Figure 3.8) in the vicinity of the proposed development:

- Earl Shilton junctions:
  - Astley Road / Alexander Avenue ;
  - Alexander Avenue / High Street;
  - Mill Lane / Chapel Street;
  - Chapel Street / Church Street; and
  - Meadow Court Road / Equity Road East.
- A47 junctions to the south of the site:
  - A47 / Station Road;
  - A47 / Leicester Road / The Common;
  - A47 / Ashby Road;
  - A47 / Stoke Road;
  - A47 / Wykin Road;
  - A47 / A5 / B4666 - Dodwells roundabout; and
  - A47 / The Longshoot.
- A47 junctions to the north of the site:
  - A47 / Leicester Road (northern roundabout);
  - A46 / Desford Road;
  - A47 / Ban's Lane;
  - A47 / B582 (Desford Crossroads);
  - A47 / Beggars Lane; and
  - A47 / Kirby Lane.
- Site access junctions:
  - Access 1 - the Southern A47 Roundabout;
  - Access 2 - the Northern A47 Roundabout;
  - Access 3 - Mill Lane; and
  - Access 4 - Astley Road.
  - A47 / Breach Lane;
  - A47 access roundabout south of Mill Lane;
  - Mill Lane; and
  - Astley Road.

3.7.2 The forecast turning flows for AM and PM Peak hours for light and heavy vehicles have been provided as a supplementary spreadsheet: *Junction Turning Flows - For Issue.xlsx*. Data are provided for 2026 and 2036 'Without Development' and 2026 and 2036 'With Development scenarios. In addition to the turning flows, turn volume-capacity ratios have also been provided where available.

3.7.3 By design, the PRTM highway model has not been calibrated or validated for individual turning movements, so care should be taken when using forecasts of flows and volume-capacity ratios at this level.

Figure 3.8: Location of Forecast Turning Flow Data



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Section 4 – Summary of the PRTM Assessment

4.1 Summary of Assessment

4.1.1 Using the PRTM, forecasts have been undertaken to produce the 2026 and 2036 'Without Development', and the 2026 and 2036 'With Development' scenarios for both AM and PM Peak hours.

4.1.2 Based on these model forecasts, the following is a summary of the key findings for the assessment of the proposed development:

- Development traffic has been forecast to route via the following roads:
  - the A47 to and from Hinckley and the A5 in the west;
  - the A47 towards Leicester in the east; and
  - Astley Road and Shilton Road towards Kirkby Mallory and Newbold Verdon in the north.
- The forecast flow changes in 2026 and 2036 between the 'With Development' and 'Without Development' scenarios show that the largest increases in flows are forecast along road in the immediate vicinity of the proposed development such as the A47 (either side of the proposed access roundabouts), Astley Road, Mill Lane, Leicester Road, Shilton Road and Thurlaston Lane.
- In the 2026 'With Development' scenario, the A47 west of the proposed Southern A47 Roundabout (Access 1) has a forecast increase in two-way traffic of approximately 280 vehicles and 260 vehicles for the AM Peak hour and PM Peak hour respectively. Two-way traffic on the A47 to the north of the proposed Northern A47 Roundabout (Access 2) is forecast to increase by 40 vehicles and 90 vehicles in the AM and PM Peak hours respectively. Traffic on Astley Road (Access 4) and Vicarage Road is forecast to increase by approximately 420 vehicles and 250 vehicles, respectively in the AM Peak hour. In the PM Peak hour, two-way traffic flow on these two roads is forecast to increase by 360 vehicles and 250 vehicles respectively.
- An area of Influence (AoI) for the proposed development has been defined by identifying links which are forecast to change by more than ±5% and ±30 PCUs between the 'With Development' and 'Without Development' scenarios for 2026 and 2036 in either the AM Peak or PM Peak hours. The forecast AoI includes:
  - the urban centre of Earl Shilton;
  - the A47 between the A5 and the M1;
  - the A447 Ashby Road between Hinckley's urban centre and Cadeby;
  - the B585 between Bardon Hill and Newbold Verdon;
  - local Roads between Sapcote and Narborough; Sapcote Road, Long Street, Huncote Road; and
  - local roads between Desford and Groby; Station Road, Desford Lane, Groby Road and Sacheverell Way.
- The forecast delay changes in 2026 and 2036 between the 'With Development' and 'Without Development' scenarios show the proposed development is forecast to increase delay by 10-30 seconds between the proposed Southern A47 Roundabout (Access 1) and the proposed Northern A47 Roundabout (Access 2).

4.1.3 The forecasts undertaken reflect the forecast impact of the proposed development at Earl Shilton. It should be noted that the results provided in this report are at a high-level. Due to the strategic nature of the PRTM, not all roads are modelled, and the results should be interpreted with that in mind.

4.1.4 Although the PRTM modelling provides the strategic impact and form part of the proposed Earl Shilton development assessment evidence packs, the overall assessment should be complemented by local operational assessment and analysis.

Appendix A Planning Data Assumptions

Residential Development Assumptions (Sites with more than 500 dwellings) (Hinckley and Bosworth)

District	Location	Quantum	Timescale	Include
Hinckley & Bosworth	Land North-East of Triumph Motorcycles	850	2021-2035	Y
Hinckley & Bosworth	Earl Shilton SUE	1,500	2029-2045	N
Hinckley & Bosworth	Barwell SUE	2,500	2028-2051	Y

Employment Development Assumptions (Sites with more than 750 jobs) (Hinckley and Bosworth)

District	Location	Quantum	Timescale	Include
Hinckley & Bosworth	Land East of Hinckley Island Hotel Watling Street	121,032 sqm	2019-2023	Y
Hinckley & Bosworth	Nailstone Colliery, Wood Road	121,520 sqm	2022	Y
Hinckley & Bosworth	MIRA	1,788 jobs	2026-2035	Y

Appendix B Network Assumptions

Highway Network Scheme Assumptions

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
Hinckley & Bosworth	RGF/MIRA, A5 Redgate Junction at A444 to Higham Lane Junction	Complete	Jan-2015	2015	Y
Catthorpe	M1 J19	Complete	2016-2017	2017	Y
Nottingham	A453 upgrade - including removal of temporary 40mph speed limit	Complete	Sep-2015	2016	Y
Kegworth	M1 J24	Complete	Oct-2014	2015	Y
Hinckley & Bosworth	A5 Dodwells and Longshoot junctions	Complete	2016	2016	Y
Nottingham	M1 J23a-J25 SMART motorway	Complete	2018	2019	Y
Warwickshire	M6 J2-J4 SMART motorway	Complete	2017-2020	2021	Y
Various	M1 J16-J19	Complete	2019	2019	Y
Leicestershire	A5 widening to dual carriageway near Hinckley	Hypothetical	2020-2023	2026	N
Daventry	DIRFT III - Daventry International Rail Freight Terminal	Complete	2016	2016	Y
Loughborough	Loughborough Integrated Transport Scheme – not including LIRR	Complete	2013	2014	Y
Cotes	A60 Nottingham Road/Loughborough reduction of speed limit traffic calming features	Complete	2016	2016	Y
Earl Shilton	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2023-2035	2026	N
Barwell	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2023-2035	2026	Y
Lubbesthorpe	Access arrangements for SUE including strategic traffic link to the A563 Lubbesthorpe Way	Near Certain	2017-2026	2021	Y
SRFI	Southern access for new development	Complete	2016-2018	2019	Y
Loughborough	A512 widening B591 to M1 J23, improvements to J23 and completion of dualling thereafter to either Snell's Nook Lane or Epinal Way junction	Complete	2017-2020	2021	Y
Castle Donnington	Western Link Road from Back Lane to Tops Hill, NWLDC package of measures to help mitigate planned growth	Complete	2020	2021	Y
Lubbesthorpe	Link across M69 to join north and south of the Lubbesthorpe development	More than Likely	2026-2031	2031	Y
Earl Shilton & Barwell	Highway improvements for SUE (Ashby Road/ Normandy Way)	More than Likely	2023-2035	2026	N
Lubbesthorpe	Highway improvements for SUE (Mill Hill/ Warren Park, Meridian South/ A563, A47/A563)	Near Certain	2017-2023	2026	Y
Kegworth	Kegworth Bypass	Complete	2017-2019	2019	Y
SRFI	Highway improvements for new development	Complete	2016-2019	2021	Y
Loughborough	West of Loughborough SUE (access from the north via the A6 roundabout)	More than Likely	2022	2022	Y
Loughborough	Access connection for the Science Park via the A512 roundabout	Near Certain	2031	2031	Y
Loughborough	West of Loughborough SUE (connection to the northern arm of the A512 roundabout)	More than Likely	2036	2036	Y
North-West Leicestershire	M1 J22	Complete	2016	2016	Y
North-West Leicestershire	A42 J13	Complete	2017	2018	Y
Blaby	Leicester North-West Project Phase 1	Complete	2015-2016	2016	Y
Blaby	Desford Crossroads	Reasonably Foreseeable	2026	2026	N
Harborough	Harborough Strategic Development Area	Complete	up to 2021	2021	Y
Charnwood	North of Birstall SUE (Broadnook SUE)	Near Certain	2021-2026	2026	Y
Charnwood	Mountsorrel Lane, Rothley Link Road	Complete	up to 2021	2021	Y
Charnwood	A512 junction improvements	Complete	2016-2021	2021	Y
Hinckley	Hinckley Area Project Phase 1-3	Complete	2014-2017	2018	Y
Blaby	Glenfield Park/Optimus Point S278 works	Complete	2014-2016	2016	Y

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
North of East Leicester	North of East Leicester Development Network – Thorpebury SUE	Near Certain	2025	2026	Y
Charnwood	A6 Loughborough Road Bus Lane and Parking Controls	Complete	2016	2016	Y
Leicester City	Removal of Belgrave Flyover	Complete	2014-2015	2016	Y
Leicester City	Saffron Lane - Old Velodrome Improvements	Complete	2016	2016	Y
Leicester City	Traffic Calming Schemes	Complete	2016-2021	2016	Y
Leicester City	East of Hamilton Development Improvements	Complete	2016	2017	Y
Leicester City	Pedestrianisation of Hotel Street, Pedestrianisation of St Martins	Complete	2016	2016	Y
Leicester City	Haymarket/Charles Street Bus Station development	Complete	2016	2016	Y
Leicester City	Existing & proposed 20mph zones	Complete	2012-2016	2016	Y
Leicester City	St Nicholas Circle	Complete	2015	2016	Y
Leicester City	Welford Road	Complete	2018	2021	Y
Leicester City	Waterside Development	More than Likely	mid-2020s	2026	Y
Leicester City	Belgrave Gate South	Complete	2019	2020	Y
Leicester City	Belvoir Street	Complete	2017	2018	Y
Leicester City	York Road/Bonners Lane/Grange Road	Complete	2019	2019	Y
Leicester City	King St	Complete	2018	2018	Y
Leicester City	Lancaster Road	Complete	2019	2020	Y
Leicester City	Mansfield Street & Church Gate	Complete	2020	2021	Y
Leicester City	SMBS Access to Burleys Way	Complete	2019	2021	Y
Leicester City	Vaughan Way	Complete	2019	2020	Y
Leicester City	Ashton Green	Near Certain	2021-2031	2021	Y
Leicester City	London Road	Complete	2019	2020	Y
Leicester City	LNW2 Ravensbridge Drive / Blackbird Road	Complete	2019	2020	Y
Melton	Melton Mowbray Distributor Road (Northern Section) (Nottingham Road to A607)	Near Certain	2024-2026	2026	Y
Melton	Melton Mowbray Distributor Road (Eastern Section) (A607 to Burton Road)	Near Certain	2024-2026	2026	Y
Melton	Melton Mowbray Southern Link Road (Burton Road to Leicester Road)	More than Likely	2025	2026	Y
Melton	Gladman's Site Access (Leicester Road and Kirby Lane)	Complete	2018-2020	2021	Y
Leicester City	Beaumont Leys Anstey Lane Improvements	Complete	2019	2021	Y
Hinckley	Rugby Road Corridor Improvements – Phase 4	Complete	2022	2023	Y
Leicester City	Putney Road West Improvements	Complete	2021-2022	2022	Y
Lutterworth	Frank Whittle Roundabout approaches (Magna Park)	Complete	2018-2020	2021	Y
Lutterworth	Lutterworth East Development (Development Access (A4304, Gilmorton Road and A426))	More than Likely	2021-2026	2026	Y
Lutterworth	Lutterworth East Development Associated Mitigations	Near Certain	2031	2031	Y
Lutterworth	Lutterworth East Development (Link Road between A4304 and A426)	More than Likely	2021-2026	2031	Y
Lutterworth	Lutterworth East Development (Gilmorton Road bridge bus restriction)	More than Likely	2021-2026	2026	Y
Bardon Hill	Interlink Way East junction	Complete	2016	2016	Y
Bardon Hill	Bardon Hill Link Road North Section	Near Certain	2021-2026	2026	Y
Coalville	Hoo Ash Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Thornborough Road Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Dual Carriageway from Thornborough Rd to Whitwick Road	More than Likely	2021-2026	2025	Y
Coalville	Whitwick Road Roundabout	More than Likely	2021-2026	2025	Y

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
Coalville	Broom Leys Road Junction	More than Likely	2021-2026	2025	Y
Coalville	Bardon Link Road Junction	More than Likely	2021-2026	2025	Y
Coalville	Bardon Link Road Southern Section	Near Certain	2024-2026	2026	Y
Coalville	Birch Tree Roundabout	More than Likely	2019-2024	2025	Y
Coalville	Flying Horse Roundabout	More than Likely	2021-2026	2025	Y
Coalville	Fieldhead Roundabout	More than Likely	2021-2026	2025	Y
Granby Street	Granby Street/Halford Street Improvements	Complete	2017	2018	Y
Loughborough	Alan Moss Road	Complete	2017	2018	Y
Hinckley	DPD A5 Access	Complete	2017	2021	Y
Leicester Forest East	Ratby Lane/Wembley Road junction	Complete	2017/18	2019	Y
Leicester City	Abbey Park Road Cycle Provision	Complete	2020	2021	Y
Blaby	A47/Kirby Lane Tesco Express	Complete	2020	2021	Y
Leicester City	Abbey Street	Complete	2021	2021	Y
Leicester City	A50 Groby Road Bus Lane	Complete	2022	2022	Y
Harborough	Magna Park Extension Access - Mere Lane, Lutterworth	Complete	2021	2021	Y
Harborough	Magna Park Extension Access - A5, Lutterworth	Near Certain	2026	2026	Y
Blaby	Highway improvements for Lubbesthorpe SUE (A47/Braunstone Lane/Ratby Lane, A5460/M1 J21)	Complete	2017-2021	2021	Y
Blaby	Foxhunter Roundabout Eastbound Approach	Complete	2019	2021	Y
Harborough	B4114/B581 Signalisation Improvement, Broughton Astley	Complete	2023	2026	Y
Blaby	Everards Meadow Access	Complete	2018	2021	Y
Blaby	Hastings Fields Blaby DPD Site Access	More than likely	2022	2026	Y
Blaby	West of St Johns (Blaby DPD) Site Access	More than likely	2026	2026	Y
Harborough	Wigston Direction for Growth Site Access	Near certain	2026	2026	Y
Blaby	Everard Way Closure, Fosse Park	Near certain	2020	2020	Y
NWL	Money Hill Site Access A511	More than likely	2025	2026	Y
Derbyshire	Wragley Way (South Derbyshire) SUE Access A50	More than likely	2030	2031	Y
Derbyshire	Boulton Moor (South Derbyshire) SUE Access	Complete	2014	2014	Y
Derbyshire	Clifton (Rushcliffe) SUE Access	Complete	2022	2022	Y
Derbyshire	EMIP A50 (Freeport)	Reasonably Foreseeable	2030	2030	N
Derbyshire	West Derbyshire SUE Access A38	Complete	2014	2014	Y
Derbyshire	Toton Innovation Hub (HS2)	More than likely	2030	2031	Y
Nottinghamshire	Ratcliffe Power Station A453 (Freeport)	Reasonably foreseeable	2030	2030	N
Rugby	Rugby Radio Station - A5 Access	Complete	2022	2022	Y
Rugby	Rugby Radio Station - A423 Access	Complete	2016-2019	2016	Y
Leicester City	Buckminster Rd/Brading Rd Safer Streets	Complete	2022	2022	Y
Blaby	A50 Groby Road bus gate	Complete	2015	2015	Y
North West Leicestershire	Mercia Park	Complete	2020	2020	Y
Leicester City	Western Park Golf Course	More than Likely	2029	2029	Y
Harborough	Kettering Road Signalisation	Complete	2020	2021	Y
M6 J10-13	M6 J10-13, M54-Stafford ALR	Complete	2021	2021	Y
M54-M6 Toll	M54-M6 Toll, link road min 2 lane motorway	More than Likely	2024	2024	Y
M1 J28-31	M1 J28-31, Mansfield to Sheffield ALR	Complete	2016	2016	Y
M6 J13-J15	M6 J13-15, Stafford South to Stoke South ALR	Complete	2022	2022	Y
M1 J13-16	M1 J13-16, Milton Keynes South to J16 ALR	Complete	2022	2022	Y

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
M40 M42	M40-M42, M40 J16-M42 J3 ALR	More than Likely	2026	2026	Y
A46 Coventry	A46 Coventry, remove Binley and Walsgrove roundabouts & upgrade	More than Likely	2026	2026	Y
M6 J10-13	Walsall M6 Junction 10 issues	Complete	2014	2014	Y
A46 Toll Bar End	A46 Toll Bar End, grade separated junction and 3 lane highway	Complete	2021	2021	Y
Newark N	A46 Newark, dualling Newark North bypass	More than Likely	2026	2031	Y
Newark S	South of Newark, A1-A46 link S of Newark; part completed	More than Likely	2031	2031	Y
Lincoln E	East of Lincoln, A15-A158 link; part completed	Complete	2020	2021	Y
Lincoln S	South of Lincoln, A158-A46 link	More than Likely	2027	2031	Y
Grantham S	South of Grantham, A1-A52 link; part completed	Near Certain	2016-2023	2023	Y
Nottingham	Dualling A453	Complete	2016	2016	Y
Nuneaton and Bedworth Borough	Coton Arches	Complete	2021	2021	Y
Nuneaton and Bedworth Borough	A4254b Eastboro Way P1	Complete	2024	2024	Y
Nuneaton and Bedworth Borough	College Street / A444	Complete	2023	2023	Y
Nuneaton and Bedworth Borough	Transforming Nuneaton	Complete	2026	2026	Y
Nuneaton and Bedworth Borough	Croft Road/Greenmoor Road Priority	Complete	2023	2023	Y
Nuneaton and Bedworth Borough	A47 Old Hinckley Road	Near Certain	2023-2024	2024	Y
Nuneaton and Bedworth Borough	Coventry Road / Gipsy Lane	More than Likely	2026	2026	Y
Nuneaton and Bedworth Borough	A4254 / B4114/Eastboro Way	Near Certain	2026	2026	Y
Nuneaton and Bedworth Borough	Nuneaton Northern Sites Link Road	Near Certain	2026	2026	Y
North Warwickshire	B5000 Market Street/Bridge St Signals	Reasonably Foreseeable	2026	2026	N
North Warwickshire	A5 Dualling between Grendon and Dordon and Dordon junction	Near Certain	2026	2033	Y
North Warwickshire	A5 Dualling, Grendon to Atherstone	Reasonably Foreseeable	2031	2031	N
Rugby Borough	A426/A4071 Avon Mill Roundabout/Newbold Road/Hunters Lane Priority Junction	Near Certain	2026	2026	Y
Rugby Borough	Ashlawn Road/Hillmorton Road	Complete	2021	2021	Y
Rugby Borough	A5 Northern Access to DIRFT III	Complete	2021	2021	Y
Rugby Borough	A5/A428 Halfway House Roundabout	Complete	2026	2026	Y
Rugby Borough	M1 Junction 18	Reasonably Foreseeable	2031	2031	N
Rugby Borough	M6 to Coton House	Complete	2021	2021	Y
Rugby Borough	A5 Southern Access to DIRFT III	Complete	2021	2021	Y
M6 J2	Update coding of M6 J2 Ansty interchange to include signalised roundabout	Complete	2020	2021	Y
Nuneaton and Bedworth Borough	Callendar Farm Phase 2	Near Certain	2031	2031	Y
Nuneaton and Bedworth Borough	Bermuda Connectivity Project	Complete	2022	2026	Y
Charnwood	Shuttle signals at the old railway bridge on Tickow Lane	Complete	2022	2022	Y
Charnwood	Buttercup Lane	Complete	2021-2022	2022	Y
Hinckley & Bosworth	A47 roundabout between Wykin Road and Outlands Drive	Complete	2020-2021	2021	Y
Hinckley & Bosworth	A47/Dan's Lane	Complete	2023	2023	Y
Hinckley & Bosworth	A47 speed limit reduction	Complete	2020	2020	Y

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
Newbold Verdon	B582 Barlestone Road / B585 Bosworth Lane signalisation	Complete	2023	2023	Y

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TECHNICAL NOTE 2

DATE:	14 November 2023	**CONFIDENTIALITY:**	Public
SUBJECT:	Proposed Study Area for Junction Assessment		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Bev Coupe
CHECKED:	Grace Smith	**APPROVED:**	Neil Hall

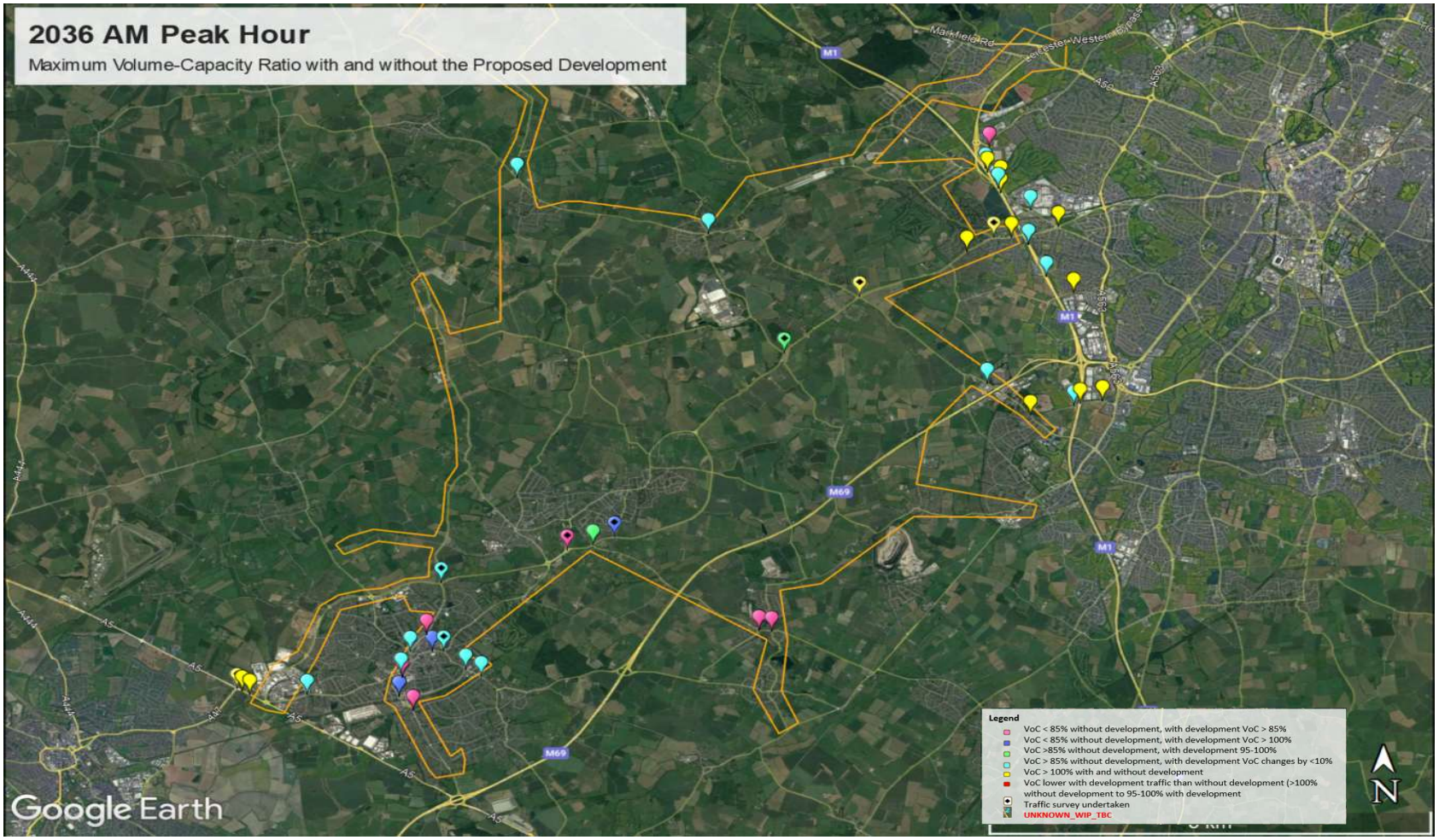
Appendix D

STUDY AREA IDENTIFICATION

2036 AM Peak Hour w

Junction	Location	Junction Type	Road Type	Within PRTM AoI boundary?	VCR without development	VCR with development	VCR over 85% in any scenario?	VCR Change Category (without/ with development)*	Commentary on route	Appropriate/ Strategic Route	Commentary on Junction	Include in Study Area
B4109/Brookside/Dudley Rise	Hinckley	Signalised	Urban road - limited direct access, set back housing either side	✓	75-85%	85-95%	✓	Worse	Route option to M69 - not desirable as via Hinckley town centre	x		x
Westfield Road/B590/Rugby Road	Hinckley	Signalised	Urban road in town centre	✓	95%-100%	100% and above	✓	Worse		x		x
B590/Rugby Road	Hinckley	Signalised	Urban road in town centre	✓	75-85%	85-95%	✓	Worse		x		x
B590/B4667/Coventry Road	Hinckley	Signalised	Urban road in town centre	✓	85-95%	85-95%	✓	No Change		x		x
Upper Bond Street/Hollycroft/Trinity Lane	Hinckley	Signalised	Urban road on edge of town centre	✓	95-100%	95-100%	✓	No Change		x		x
B4669/Park Road	Hinckley	Signalised	Urban road - limited direct access, set back housing either side	✓	85-95%	85-95%	✓	No Change		x		x
Leicester Road/B590	Hinckley	Signalised	Urban road on edge of town centre	✓	95-100%	95-100%	✓	No Change		x		x
Hollier's Walk/New Buildings/Derby Road/Leicester Road	Hinckley	Signalised	Urban road on edge of town centre	✓	95-100%	100% and above	✓	Worse		x		x
B4667/Derby Road	Hinckley	Signalised	Urban road on edge of town centre	✓	75-85%	85-95%	✓	Worse		x		x
A47/A447 Ashby Road	Edge of Hinckley	Signalised	Strategic route	✓	95-100%	95-100%	✓	No Change	Strategic Route to A5 and M69 in the south	✓	Key junction on A47 north of Hinckley and west of Barwell and Earl Shilton. A447 is a strategic corridor to north Leicestershire and A42.	✓
A47/Leicester Road	South of Barwell and Earl Shilton	Roundabout	Strategic route	✓	75-85%	85-95%	✓	Worse		✓	Key junction on A47 between Barwell and Earl Shilton. Leicester Road is distributor road to both towns.	✓
A47/Station Road B581	Edge of Earl Shilton	Signalised	Strategic route	✓	85-95%	95-100%	✓	Worse		✓	Key junction on A47 south of Earl Shilton and identified as impacted by the Proposed Development within the Forecasting Report.	✓
A47/Wilkinson Road	Edge of Earl Shilton	Signalised	Strategic route	✓	75-85%	100% and above	✓	Worse		✓	Key junction on A47 south of Earl Shilton and identified as impacted by the Proposed Development within the Forecasting Report. Station Road is distributor road to central Earl Shilton	✓
B581/New Road/Hinckley Road	Stoney Stanton Village	Mini roundabout	Road through village	✓	75-85%	85-95%	✓	Worse	Rural route to A5 south	x		x
New Road/B581/Long Street	Stoney Stanton Village	Mini roundabout	Road through village	✓	75-85%	85-95%	✓	Worse		x		x
A47/Dans Lane	Rural	Priority	Strategic route	✓	85-95%	95-100%	✓	Worse	Strategic route to Leicester M1, M69 and A46 to the north	✓	Junction on A47 north and east of Earl Shilton with capicity issues. Due to be upgraded to signal T junction, which was included in the Uncertainty Log, as part of committed development. Uncertain if Earl Shilton SUE was included in committed development assessment.	✓
A47/B582 - Desford Crossroads	Rural	Signalised	Strategic route	✓	100% and above	100% and above	✓	No Change	Strategic route to Leicester M1, M69 and A46 to the north	✓	Key junction on A47 north and east of Earl Shilton with historic capacity issues. LCC has an improvement scheme and expectation of developer contribution to help fund it. On this basis, exclude from the study area.	x
High Street/B582/Main Street	Desford	Roundabout	Road through village	✓	85-95%	85-95%	✓	No Change	Rural route to Ashby-de-la Zouch and Burton upon Trent	x		x
B585/B582	Newbold Verdon	Priority	Road through village	✓	85-95%	85-95%	✓	No Change		x		x
B582/Beggars Lane	Access to retail park north of Enderby	Signalised	Road through village	✓	95-100%	95-100%	✓	No Change	Rural route to M69 J3 and south Leicester	x		x
B582/High Street/Leicester Lane	Enderby	Signalised	Road through village	✓	100% and above	100% and above	✓	No Change		x		x
A47/Warren Lane	Leicester Forest East	Signalised	Strategic route	✓	100% and above	100% and above	✓	No Change	Strategic route to Leicester M1, M69 and A46 to the north	✓	Connector to existing and new Lubbesthorpe housing estates. Scheme proposed at junction not yet built out. Noted not included in uncertainty log.	✓
A47/Kirby Lane	Leicester Forest East	Signalised	Strategic route	✓	100% and above	100% and above	✓	No Change		✓	Improvement scheme identified as part of Lubbesthorpe - not yet built out. Noted not included in uncertainty log.	✓
A47/ Kings Drive	Leicester Forest East	Priority	Strategic route	✓	100% and above	100% and above	✓	No Change	Strategic route to Leicester M1, M69 and A46 to the north	✓	Access to housing estate with limited option for improvement, except to signalise, which would not be desirable as would increase the number of signal junctions on short stretch	x

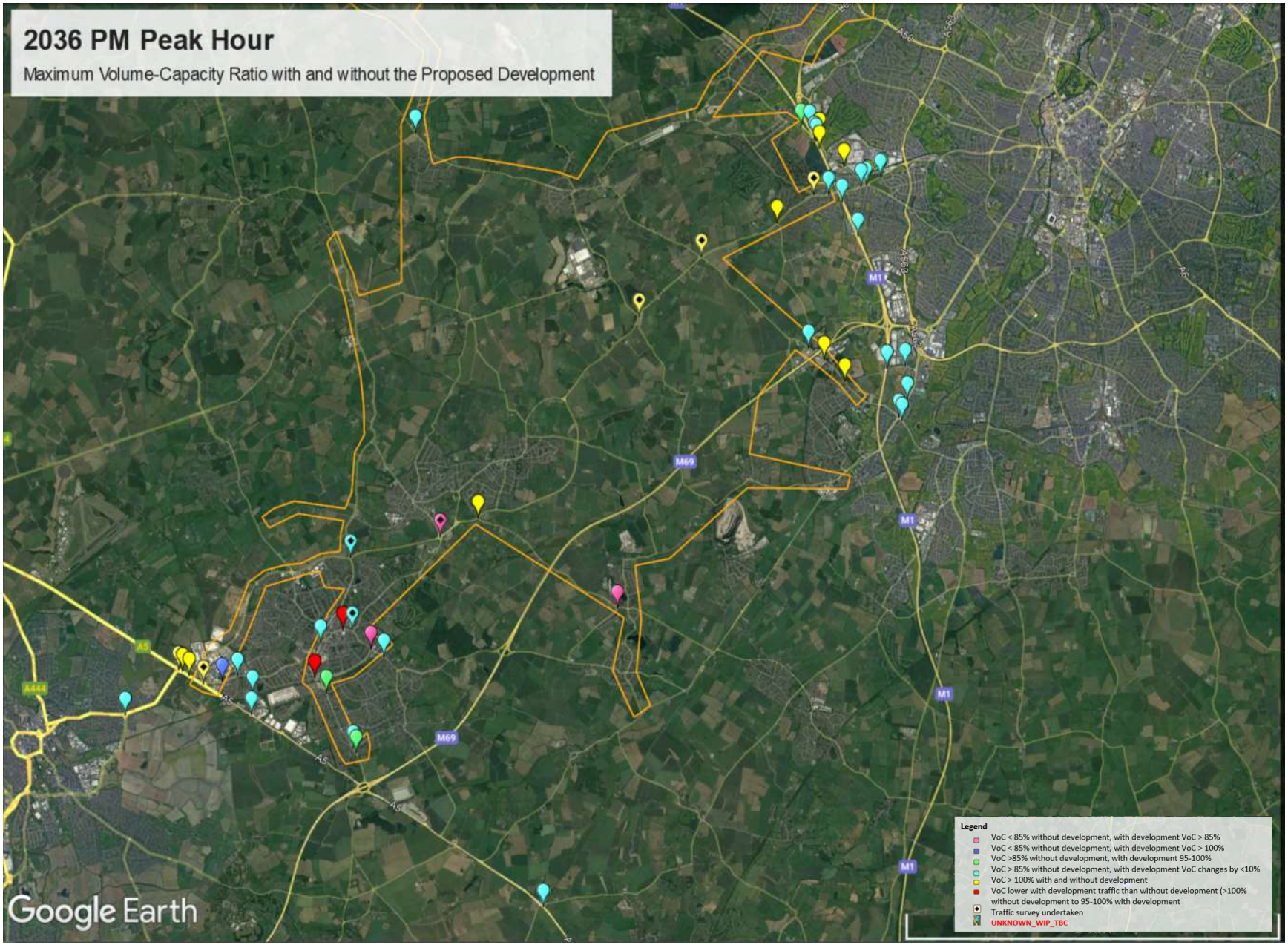
** note that 'No Change' refers to no change to **VCR % band** e.g. with and without development with 85-95% category = no change despite VCR potentially increasing e.g. from 87% to 91%*


2036 AM Peak Hour
Maximum Volume-Capacity Ratio with and without the Proposed Development
Legend
VoC < 85% without development, with development VoC > 85%
VoC < 85% without development, with development VoC > 100%
VoC >85% without development, with development 95-100%
VoC > 85% without development, with development VoC changes by <10%
VoC > 100% with and without development
VoC lower with development traffic than without development (>100% without development to 95-100% with development
Traffic survey undertaken
UNKNOWN_WIP_TBC
Google Earth
N

2036 PM Peak Hour w

Junction	Location	Junction Type	Road Type	Within PRTM AoI boundary?	VCR without development	VCR with development	VCR over 85% in any scenario?	VCR Change Category (without/ with development)*	Commentary on route	Appropriate/ Strategic Route	Commentary on Junction	Include in Study Area
A5/A47 - Dodwells Roundabout	Edge of Hinckley	Signalised Roundabout	Strategic	✓	85-95%	85-95%	✓	No Change	Strategic route to A5 and M69 in the south and Coventry and West Midlands in the north	✓	Strategic junction on SRN with capacity issues	✓
Paddock Way/B4666	Hinckley	Priority	Urban road - route to Dodwells Roundabout from Hinckley	✓	95-100%	100% and above	✓	Worse	Route option to M69 - not desirable as via Hinckley town centre	x		x
Rugby Road/Coventry Road	Hinckley	Priority	Urban road - limited direct access, set back housing either side	✓	95-100%	95-100%	✓	No Change		x		x
Rugby Road/Three Pots Road/Canberra Way	Edge of Hinckley	Roundabout	Urban road - limited direct access, set back housing either side	✓	85-95%	95-100%	✓	Worse		x		x
B4109/Brookside/Dudley Rise	Hinckley	Signalised	Urban road - limited direct access, set back housing either side	✓	85-95%	95-100%	✓	Worse		x		x
Westfield Road/B590/Rugby Road	Hinckley	Signalised	Urban road - limited direct access, set back housing either side	✓	100% and above	95-100%	✓	Improvement		x		x
Mansion Street/Trinity Lane	Hinckley	Signalised	Edge of town centre	✓	85-95%	85-95%	✓	No Change		x		x
B4669/Park Road	Hinckley	Signalised	Urban road - limited direct access, set back housing either side	✓	75-85%	85-95%	✓	Worse		x		x
Leicester Road/B590	Hinckley	Signalised	Urban road on edge of town centre	✓	95-100%	95-100%	✓	No Change		x		x
Hollier's Walk/New Buildings/Derby Road/Leicester Road	Hinckley	Signalised	Urban road on edge of town centre	✓	100% and above	95-100%	✓	Improvement		x		x
A47/A447 Ashby Road	Edge of Hinckley	Signalised	Strategic route	✓	95-100%	95-100%	✓	No Change	Strategic Route to A5 and M69 in the south	✓	Key junction on A47 north of Hinckley and west of Barwell and Earl Shilton. A447 is a strategic corridor to north Leicestershire and A42.	✓
A47/The Common/B4688	South of Barwell	Roundabout	Strategic route	✓	65-75%	85-95%	✓	Worse		✓	Key junction on A47 between Barwell and Earl Shilton. Leicester Road is distributor road to both towns.	✓
A47/Station Road B581	Edge of Earl Shilton	Signalised	Strategic route	✓	100% and above	100% and above	✓	No Change		✓	Key junction on A47 south of Earl Shilton and identified as impacted by the Proposed Development within the Forecasting Report.	✓
B581/New Road/Hinckley Road	Stoney Stanton Village	Mini roundabout	Road through village	✓	75-85%	85-95%	✓	Worse	Rural route to A5 south	x		x
A47/Dans Lane	Rural	Priority	Strategic route	✓	100% and above	100% and above	✓	No Change	Strategic route to Leicester M1, M69 and A46 to the north	✓	Junction on A47 north and east of Earl Shilton with capicity issues. Due to be upgraded to signal T junction, which was included in the Uncertainty Log, as part of committed development. Uncertain if Earl Shilton SUE was included in committed development assessment.	✓
A47/B582 - Desford Crossroads	Rural	Signalised	Strategic route	✓	100% and above	100% and above	✓	No Change	Strategic route to Leicester M1, M69 and A46 to the north	✓	Key junction on A47 north and east of Earl Shilton with historic capacity issues. LCC has an improvement scheme and expectation of developer contribution to help fund it. On this basis, exclude from the study area.	x
B585/B582	Newbold Verdon	Priority	Road through village	✓	85-95%	85-95%	✓	No Change	Rural route to Ashby-de-la Zouch and Burton upon Trent	x		x
B582/Beggars Lane	Access to retail park north of Enderby	Signalised	Road through village	✓	85-95%	85-95%	✓	No Change		x		x
B582/Warren Park Way	Access to industrial estate	Priority	Road through village	✓	100% and above	100% and above	✓	No Change	Rural route to M69 J3 and south Leicester	x		x
B582/High Street/Leicester Lane	Enderby	Signalised	Road through village	✓	100% and above	100% and above	✓	No Change		x		x
A47/Beggars Lane	Leicester Forest East	Signalised	Strategic route	✓	100% and above	100% and above	✓	No Change	Strategic route to Leicester M1, M69 and A46 to the north	✓	Connector to existing and new Lubbesthorpe housing estates. Scheme proposed at junction not yet built out. Noted not included in uncertainty log.	✓
A47/Kirby Lane	Leicester Forest East	Signalised	Strategic route	✓	100% and above	100% and above	✓	No Change		✓	Improvement scheme identified as part of Lubbesthorpe - not yet built out. Noted not included in uncertainty log.	✓
A47/ Kings Drive	Leicester Forest East	Priority	Strategic route	✓	85-95%	85-95%	✓	No Change	Strategic route to Leicester M1, M69 and A46 to the north	✓	Accesses to housing estates with limited option for improvement, except to signalise, which	x
A47/Charnwood Drive	Leicester Forest East	Priority	Strategic route	✓	85-95%	85-95%	✓	No Change		✓		x

** note that 'No Change' refers to no change to **VCR % band** e.g. with and without development with 85-95% category = no change despite VCR potentially increasing e.g. from 87% to 91%*


2036 PM Peak Hour
Maximum Volume-Capacity Ratio with and without the Proposed Development
Legend
VoC < 85% without development, with development VoC > 85%
VoC < 85% without development, with development VoC > 100%
VoC >85% without development, with development 95-100%
VoC > 85% without development, with development VoC changes by <10%
VoC > 100% with and without development
VoC lower with development traffic than without development (>100% without development to 95-100% with development
Traffic survey undertaken
UNKNOWN_WIP_TBC
Google Earth
M1
M69
A5
A444

Appendix J

FURNESS FLOWS TECHNICAL NOTE (DOC REF: 42523-WSPE-XX-XX-TN-OT-00008_S2_P01)

Public

TECHNICAL NOTE: Furnessed Flows

DATE:	14 December 2023	**CONFIDENTIALITY:**	Confidential
SUBJECT:	Furness Flows Technical Note		
PROJECT:	Earl Shilton SUE	**AUTHOR:**	Guarav Pandey / Sachin Elango / Bev Coupe
CHECKED:	Bev Coupe	**APPROVED:**	Neil Hall

INTRODUCTION

Overview

WSP UK Limited (WSP), formerly Wood E&IS UK Limited, has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the 'Applicants') to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development known as the Earl Shilton Sustainable Urban Extension (SUE). The Earl Shilton SUE is an allocated site for up to 1,600 dwellings, employment, primary school, local centre and associated infrastructure within the Hinckley and Bosworth District Council (HBBC) Local Plan. The two separate, but aligned, OPAs are referred to as Application A and B. Application B for Bloor Homes and Jelson was submitted in December 2021 and Application A for Barwood Strategic Land was submitted in March 2023.

Both applications have been prepared to work in combination to deliver the majority of the overall allocation requirements, providing up to 1,500 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, public open space, landscaping, access and drainage. This is referred to herein as 'the Proposed Development'.

One Transport Assessment (TA) and Framework Travel Plan (FTP) were produced to support both Applications and was submitted in December 2021. Comments from the Leicestershire County Council (LCC) Highways Development Management (HDM) team and National Highways identified the need for agreements on the traffic modelling and transport assessment approach and for further testing using the Pan Regional Traffic Model (PRTM). Further PRTM modelling has been undertaken in consultation with LCC HDM, National Highways and Warwickshire County Council (WCC) Highways, collectively referred to herein as the 'highway authorities'. The Applicants have commissioned AECOM to carry out the PRTM modelling which has been based on the full allocation of 1,600 dwellings.

LCC HDM has requested that furnessing of the PRTM outputs against observed counts which were undertaken in June 2023 to derive future forecast traffic flow matrices for the junctions to be assessed.

Purpose of the Technical Note

The purpose of this technical note (TN) is to present the furnessing methodology and results.

METHODOLOGY

Three options have been considered for deriving the junction modelling flows as set out below:

- Option 1: Use flows directly extracted from PRTM;
- Option 2: Process based on linear interpolation to obtain 2023 flows from PRTM to compare with the 2023 observed counts and to derive growth factors to apply to the observed flows;
- Option 3: Process based on linear interpolation to obtain 2023 flows from PRTM to compare with the 2023 observed counts and to calculate the absolute differences between the 2023 PRTM and the 2036 forecast link flows for the DM and DS scenarios.

TECHNICAL NOTE: Furnessed Flows

DATE:	14 December 2023	**CONFIDENTIALITY:**	Confidential
SUBJECT:	Furness Flows Technical Note		
PROJECT:	Earl Shilton SUE	**AUTHOR:**	Guarav Pandey / Sachin Elango / Bev Coupe
CHECKED:	Bev Coupe	**APPROVED:**	Neil Hall

Option 1 is not acceptable to LCC HDM as it doesn't incorporate 'validation' against recent observed traffic flows counts. Consideration was given to the multiplicative (Option 2) and additive (Option 3) approaches. Option 2, the multiplicative approach resulted in a magnitude of change which produced and unrealistic growth factor and inflation of traffic flows at some junctions. Option 3 based on the application of absolute growth is considered more realistic and appropriate and is the approach that has been taken forward.

The Option 3 methodology proposed uses a '3 step approach' for growthing observed counts using PRTM outputs that has been accepted by LCC HDM on other projects.

The approach is based on:

- observed counts undertaken on Wednesday 28th June 2023,
- PRTM modelling output, which includes:
  - 2014 base flows,
  - 2026 DM Reference and 2026 DS Reference + Earl Shilton Flows
  - 2036 DM Reference and 2036 DS Reference + Earl Shilton Flows
- Area of Influence (AoI)/study area identified in the WSP Proposed Study Area for Junction Assessment Technical Note (doc ref: 42523-WSPE-XX-XX-TN-OT-00001_S0_P02).

The approach comprises the following with regards to existing junctions:

- Step 1. Use linear interpolation to obtain 2023 PRTM base to compare with 2023 observed counts. Linear interpolation is based on 2014 traffic flows from PRTM base model and 2026 DM PRTM scenario (from Earl Shilton SUE PRTM runs).
- Step 2. Calculate absolute differences in link flows between calculated 2023 PRTM and the 2036 forecast link flows for the DM and DS scenarios.
- Step 3. The base 2023 observed turning counts are then used to furness the future forecast matrices. With regards to the access junctions, a different approach has been undertaken as these are new links for which there are no observed flow counts.

For the access junctions, the PRTM turning flows from the 2036 DS output have been used.

SUMMARY

The methodology uses interpolation of 2014 and 2026 PRTM flows to derive a common base year of 2023 with the 2023 observed data to calculate the absolute differences in flows and the percentage change differences have been applied to observed turning movements to provide forecast flows.

For the access junctions, the PRTM turning flows from the Reference + Earl Shilton SUE output have been used.

Appendix K

JUNCTION MODELLING OUTPUTS: ACCESS JUNCTIONS - CAPACITY ASSESSMENT

Public

Junctions 10

ARCADY 10 - Roundabout Module

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Filename: Southern_Rbt_2036+Dev_inc_phf.j10
Path: X:\UK\GBWWK300-WAR\shared\Projects\42523 Earl Shilton\Post Submission\Transport\Modelling\Junction Modelling\Southern_Rbt
Report generation date: 16/01/2024 16:16:18

«2036+PD, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Set ID	Queue (PCU)	Delay (min)	RFC	LOS
	2036+PD									
1 - A47 Clickers Way (E)	D1	0.5	0.05	0.32	A	D2	0.5	0.05	0.31	A
2 - Breach Lane		0.0	0.09	0.03	A		0.0	0.08	0.02	A
3 - A47 Clickers Way (W)		0.5	0.05	0.34	A		0.7	0.06	0.41	A
4 - Site Access		0.8	0.11	0.44	A		0.2	0.07	0.18	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	
Location	
Site number	
Date	31/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKSFG775
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	min	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
		0.85	0.60	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2036+PD	PM	ONE HOUR	16:45	18:15	15

2036+PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Southern Roundabout	Standard Roundabout		1, 2, 3, 4	0.06	A

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.06	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A47 Clickers Way (E)		
2	Breach Lane		
3	A47 Clickers Way (W)		
4	Site Access		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A47 Clickers Way (E)	3.65	7.60	21.5	40.0	40.0	20.5		
2 - Breach Lane	3.00	4.50	5.7	20.0	40.0	21.0		
3 - A47 Clickers Way (W)	3.65	7.00	19.6	40.0	40.0	20.5		
4 - Site Access	3.38	4.50	6.6	20.0	40.0	21.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A47 Clickers Way (E)	0.713	1967
2 - Breach Lane	0.550	1191
3 - A47 Clickers Way (W)	0.692	1864
4 - Site Access	0.567	1280

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A47 Clickers Way (E)		✓	524	100.000
2 - Breach Lane		✓	12	100.000
3 - A47 Clickers Way (W)		✓	660	100.000
4 - Site Access		✓	170	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A47 Clickers Way (E)	2 - Breach Lane	3 - A47 Clickers Way (W)	4 - Site Access
From	1 - A47 Clickers Way (E)	0	5	391	128
	2 - Breach Lane	3	0	8	1
	3 - A47 Clickers Way (W)	361	14	0	285
	4 - Site Access	61	2	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A47 Clickers Way (E)	2 - Breach Lane	3 - A47 Clickers Way (W)	4 - Site Access
From	1 - A47 Clickers Way (E)	0	0	10	0
	2 - Breach Lane	0	0	0	0
	3 - A47 Clickers Way (W)	9	0	0	0
	4 - Site Access	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS
1 - A47 Clickers Way (E)	0.31	0.05	0.5	A
2 - Breach Lane	0.02	0.08	0.0	A
3 - A47 Clickers Way (W)	0.41	0.06	0.7	A
4 - Site Access	0.18	0.07	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (min)	Unsignalised level of service
1 - A47 Clickers Way (E)	394	92	1901	0.208	393	0.3	0.043	A
2 - Breach Lane	9	470	933	0.010	9	0.0	0.065	A
3 - A47 Clickers Way (W)	497	99	1795	0.277	495	0.4	0.048	A
4 - Site Access	128	284	1119	0.114	127	0.1	0.061	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (min)	Unsignalised level of service
1 - A47 Clickers Way (E)	471	110	1888	0.250	471	0.4	0.045	A
2 - Breach Lane	11	562	882	0.012	11	0.0	0.069	A
3 - A47 Clickers Way (W)	593	119	1782	0.333	593	0.5	0.053	A
4 - Site Access	153	340	1087	0.141	153	0.2	0.065	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (min)	Unsignalised level of service
1 - A47 Clickers Way (E)	577	135	1870	0.308	576	0.5	0.050	A
2 - Breach Lane	13	689	812	0.016	13	0.0	0.075	A
3 - A47 Clickers Way (W)	727	145	1763	0.412	726	0.7	0.061	A
4 - Site Access	187	416	1044	0.179	187	0.2	0.070	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (min)	Unsignalised level of service
1 - A47 Clickers Way (E)	577	135	1870	0.309	577	0.5	0.050	A
2 - Breach Lane	13	689	812	0.016	13	0.0	0.075	A
3 - A47 Clickers Way (W)	727	145	1763	0.412	727	0.7	0.061	A
4 - Site Access	187	416	1044	0.179	187	0.2	0.070	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (min)	Unsignalised level of service
1 - A47 Clickers Way (E)	471	111	1888	0.250	472	0.4	0.045	A
2 - Breach Lane	11	563	881	0.012	11	0.0	0.069	A
3 - A47 Clickers Way (W)	593	119	1781	0.333	594	0.5	0.053	A
4 - Site Access	153	340	1087	0.141	153	0.2	0.065	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (min)	Unsignalised level of service
1 - A47 Clickers Way (E)	394	93	1901	0.208	395	0.3	0.043	A
2 - Breach Lane	9	472	932	0.010	9	0.0	0.065	A
3 - A47 Clickers Way (W)	497	99	1795	0.277	497	0.4	0.048	A
4 - Site Access	128	285	1118	0.114	128	0.1	0.061	A

Junctions 10

ARCADY 10 - Roundabout Module

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Filename: A47 Earl Shilton - Northern Access.j10
Path: C:\Users\UKKMB003\Desktop
Report generation date: 23/01/2024 09:59:57

»2036 with Development, AM
»2036 with Development, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2036 with Development											
1 - A47 South	D1	0.4	2.60	0.28	A	78 %	D2	0.4	2.68	0.31	A	118 %
2 - Site Access		1.0	6.13	0.50	A			0.6	5.28	0.39	A	
3 - A47 North		0.2	4.86	0.19	A	[2 - Site Access]		0.2	4.32	0.17	A	[2 - Site Access]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	North Access
Location	A47 Earl Shilton
Site number	
Date	22/01/2024
Version	1
Status	(new file)
Identifier	
Client	Jelson Homes, Bloor Homes
Jobnumber	
Enumerator	CORP\UKKMB003
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036 with Development	AM	ONE HOUR	07:45	09:15	15
D2	2036 with Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	78	2 - Site Access	4.50	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A47 South		
2	Site Access		
3	A47 North		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A47 South	3.65	8.30	23.2	40.0	45.0	17.0		
2 - Site Access	3.65	4.50	2.7	20.0	45.0	20.5		
3 - A47 North	3.65	4.50	4.9	40.0	45.0	31.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A47 South	0.727	2101
2 - Site Access	0.555	1275
3 - A47 North	0.556	1299

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036 with Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A47 South		✓	483	100.000
2 - Site Access		✓	540	100.000
3 - A47 North		✓	156	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A47 South	2 - Site Access	3 - A47 North
From	1 - A47 South	0	408	75
	2 - Site Access	488	0	52
	3 - A47 North	89	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A47 South	2 - Site Access	3 - A47 North
From	1 - A47 South	0	7	4
	2 - Site Access	3	0	12
	3 - A47 North	6	12	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A47 South	364	387
	2 - Site Access	407	422
	3 - A47 North	117	128
08:00-08:15	1 - A47 South	434	463
	2 - Site Access	485	504
	3 - A47 North	140	152
08:15-08:30	1 - A47 South	532	567
	2 - Site Access	595	618
	3 - A47 North	172	186
08:30-08:45	1 - A47 South	532	567
	2 - Site Access	595	618
	3 - A47 North	172	186
08:45-09:00	1 - A47 South	434	463
	2 - Site Access	485	504
	3 - A47 North	140	152
09:00-09:15	1 - A47 South	364	387
	2 - Site Access	407	422
	3 - A47 North	117	128

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A47 South	0.28	2.60	0.4	A
2 - Site Access	0.50	6.13	1.0	A
3 - A47 North	0.19	4.86	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	364	50	1934	0.188	363	0.2	2.290	A
2 - Site Access	407	56	1197	0.340	404	0.5	4.532	A
3 - A47 North	117	366	1003	0.117	117	0.1	4.058	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	434	60	1926	0.225	434	0.3	2.412	A
2 - Site Access	485	67	1191	0.408	485	0.7	5.095	A
3 - A47 North	140	438	985	0.145	140	0.2	4.363	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	532	74	1916	0.278	531	0.4	2.600	A
2 - Site Access	595	83	1182	0.503	593	1.0	6.099	A
3 - A47 North	172	536	914	0.188	172	0.2	4.850	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	532	74	1916	0.278	532	0.4	2.600	A
2 - Site Access	595	83	1182	0.503	595	1.0	6.126	A
3 - A47 North	172	537	913	0.188	172	0.2	4.856	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	434	60	1926	0.225	435	0.3	2.413	A
2 - Site Access	485	67	1190	0.408	487	0.7	5.125	A
3 - A47 North	140	440	964	0.145	140	0.2	4.370	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	364	51	1934	0.188	364	0.2	2.293	A
2 - Site Access	407	57	1197	0.340	407	0.5	4.564	A
3 - A47 North	117	368	1002	0.117	118	0.1	4.071	A

2036 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	118	2 - Site Access	3.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2036 with Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A47 South		✓	538	100.000
2 - Site Access		✓	395	100.000
3 - A47 North		✓	157	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A47 South	2 - Site Access	3 - A47 North
From	1 - A47 South	0	426	112
	2 - Site Access	313	0	82
	3 - A47 North	94	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A47 South	2 - Site Access	3 - A47 North
From	1 - A47 South	0	6	4
	2 - Site Access	7	0	11
	3 - A47 North	4	16	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A47 South	405	428
	2 - Site Access	297	321
	3 - A47 North	118	129
17:00-17:15	1 - A47 South	484	511
	2 - Site Access	355	383
	3 - A47 North	141	154
17:15-17:30	1 - A47 South	592	625
	2 - Site Access	435	469
	3 - A47 North	173	188
17:30-17:45	1 - A47 South	592	625
	2 - Site Access	435	469
	3 - A47 North	173	188
17:45-18:00	1 - A47 South	484	511
	2 - Site Access	355	383
	3 - A47 North	141	154
18:00-18:15	1 - A47 South	405	428
	2 - Site Access	297	321
	3 - A47 North	118	129

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A47 South	0.31	2.68	0.4	A
2 - Site Access	0.39	5.28	0.6	A
3 - A47 North	0.17	4.32	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	405	47	1952	0.207	404	0.3	2.324	A
2 - Site Access	297	84	1138	0.261	296	0.4	4.269	A
3 - A47 North	118	235	1065	0.111	118	0.1	3.796	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	484	57	1945	0.249	483	0.3	2.463	A
2 - Site Access	355	101	1129	0.315	355	0.5	4.647	A
3 - A47 North	141	281	1040	0.136	141	0.2	4.004	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	592	69	1935	0.306	592	0.4	2.681	A
2 - Site Access	435	123	1117	0.389	434	0.6	5.267	A
3 - A47 North	173	344	1006	0.172	173	0.2	4.321	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	592	69	1935	0.306	592	0.4	2.681	A
2 - Site Access	435	123	1117	0.389	435	0.6	5.278	A
3 - A47 North	173	345	1005	0.172	173	0.2	4.324	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	484	57	1945	0.249	484	0.3	2.466	A
2 - Site Access	355	101	1129	0.315	356	0.5	4.660	A
3 - A47 North	141	282	1039	0.136	141	0.2	4.008	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A47 South	405	47	1952	0.207	405	0.3	2.327	A
2 - Site Access	297	84	1138	0.261	298	0.4	4.288	A
3 - A47 North	118	236	1065	0.111	118	0.1	3.806	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693
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Filename: Mill_Lane_Site_Accesses_2036withPHF_option_2_v2.j10
Path: \\corp.pbwan.net\glb-e&i\UK\GBWWK300-WAR\shared\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Transport\Junction Assessment\2023\2024
Report generation date: 26/02/2024 15:31:09

»2036 + Devel, AM
»2036 + Devel, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2036 + Devel					
1 - Site Access North	0.1	4.64	0.13	0.1	4.21	0.05
2 - Site Access South	0.1	4.72	0.05	0.2	5.16	0.16
3 - Mill Lane	0.1	4.34	0.07	0.1	4.54	0.08

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

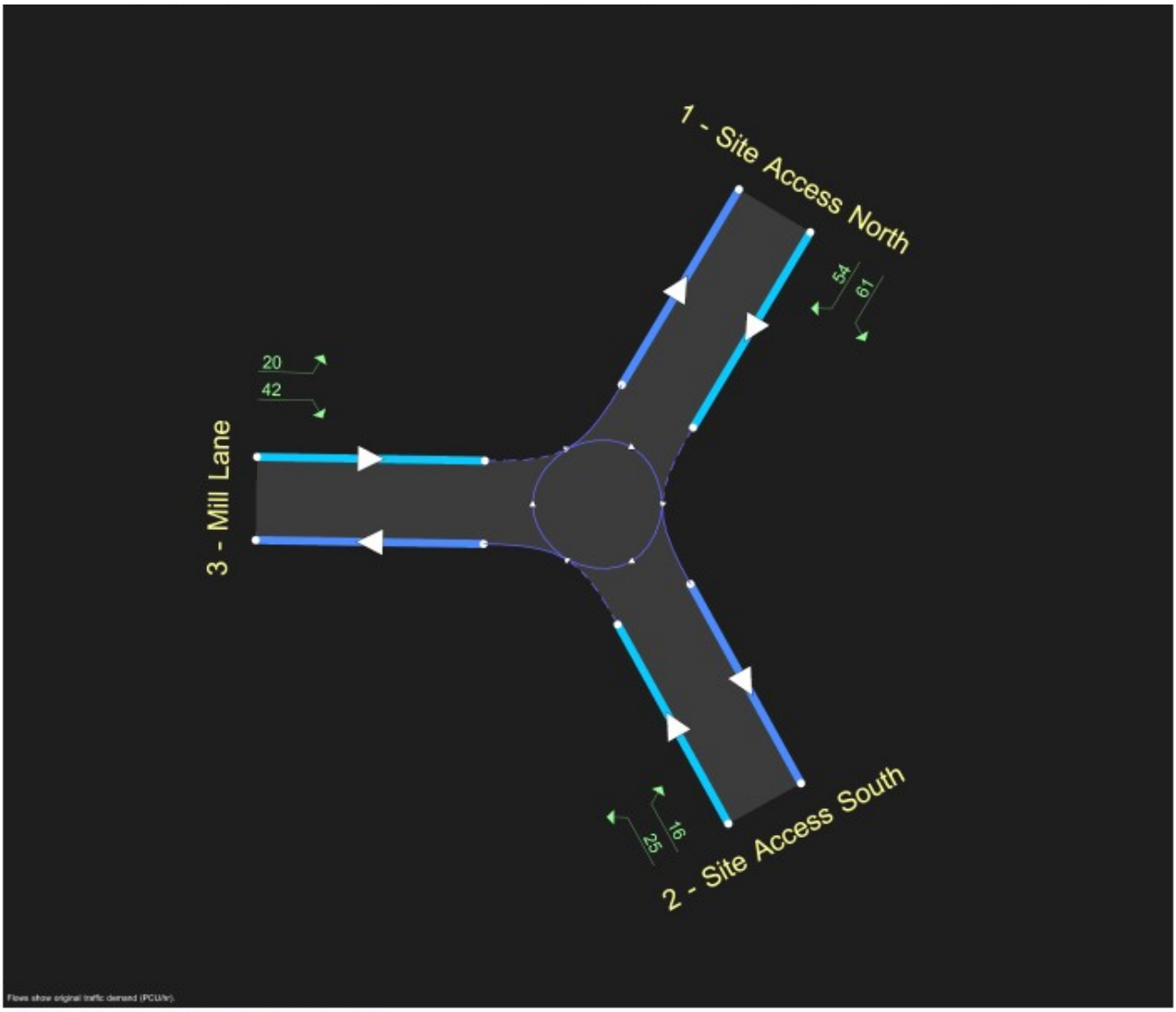
File summary

File Description

Title	
Location	
Site number	
Date	16/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKSFG775
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2036 + Devel	AM	FLAT	07:45	09:15	90	15
D2	2036 + Devel	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 + Devel, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane/Site Accesses	Mini-roundabout		1, 2, 3	4.57	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.57	A

Arms

Arms

Arm	Name	Description
1	Site Access North	
2	Site Access South	
3	Mill Lane	

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 - Site Access North	2.75	2.75	3.23	3.6	14.78	15.41	0.0	
2 - Site Access South	3.00	3.00	3.23	0.9	11.66	9.38	0.0	
3 - Mill Lane	2.75	2.75	4.21	8.7	12.21	9.43	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Site Access North	0.624	918
2 - Site Access South	0.596	848
3 - Mill Lane	0.618	915

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2036 + Devel	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access North		✓	115	100.000
2 - Site Access South		✓	41	100.000
3 - Mill Lane		✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Site Access North	2 - Site Access South	3 - Mill Lane
From	1 - Site Access North	0	61	54
	2 - Site Access South	16	0	25
	3 - Mill Lane	20	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Site Access North	2 - Site Access South	3 - Mill Lane
From	1 - Site Access North	0	0	0
	2 - Site Access South	0	0	3
	3 - Mill Lane	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access North	0.13	4.64	0.1	A
2 - Site Access South	0.05	4.72	0.1	A
3 - Mill Lane	0.07	4.34	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	115	42	892	0.129	114	0.1	4.630	A
2 - Site Access South	41	54	816	0.050	41	0.1	4.714	A
3 - Mill Lane	62	16	905	0.069	62	0.1	4.336	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	115	42	891	0.129	115	0.1	4.636	A
2 - Site Access South	41	54	816	0.050	41	0.1	4.717	A
3 - Mill Lane	62	16	905	0.069	62	0.1	4.338	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	115	42	891	0.129	115	0.1	4.636	A
2 - Site Access South	41	54	816	0.050	41	0.1	4.717	A
3 - Mill Lane	62	16	905	0.069	62	0.1	4.338	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	115	42	891	0.129	115	0.1	4.636	A
2 - Site Access South	41	54	816	0.050	41	0.1	4.717	A
3 - Mill Lane	62	16	905	0.069	62	0.1	4.338	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	115	42	891	0.129	115	0.1	4.636	A
2 - Site Access South	41	54	816	0.050	41	0.1	4.717	A
3 - Mill Lane	62	16	905	0.069	62	0.1	4.338	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	115	42	891	0.129	115	0.1	4.636	A
2 - Site Access South	41	54	816	0.050	41	0.1	4.717	A
3 - Mill Lane	62	16	905	0.069	62	0.1	4.338	A

2036 + Devel, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Mill Lane/Site Accesses	Mini-roundabout		1, 2, 3	4.82	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2036 + Devel	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access North		✓	45	100.000
2 - Site Access South		✓	135	100.000
3 - Mill Lane		✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Site Access North	2 - Site Access South	3 - Mill Lane
From	1 - Site Access North	0	25	20
	2 - Site Access South	67	0	68
	3 - Mill Lane	43	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Site Access North	2 - Site Access South	3 - Mill Lane
From	1 - Site Access North	0	0	0
	2 - Site Access South	0	0	1
	3 - Mill Lane	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Site Access North	0.05	4.21	0.1	A
2 - Site Access South	0.16	5.16	0.2	A
3 - Mill Lane	0.08	4.54	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	45	27	901	0.050	45	0.1	4.204	A
2 - Site Access South	135	20	836	0.162	134	0.2	5.151	A
3 - Mill Lane	70	67	874	0.080	70	0.1	4.534	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	45	27	901	0.050	45	0.1	4.206	A
2 - Site Access South	135	20	836	0.162	135	0.2	5.162	A
3 - Mill Lane	70	67	874	0.080	70	0.1	4.538	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	45	27	901	0.050	45	0.1	4.206	A
2 - Site Access South	135	20	836	0.162	135	0.2	5.162	A
3 - Mill Lane	70	67	874	0.080	70	0.1	4.538	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	45	27	901	0.050	45	0.1	4.206	A
2 - Site Access South	135	20	836	0.162	135	0.2	5.162	A
3 - Mill Lane	70	67	874	0.080	70	0.1	4.538	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	45	27	901	0.050	45	0.1	4.206	A
2 - Site Access South	135	20	836	0.162	135	0.2	5.162	A
3 - Mill Lane	70	67	874	0.080	70	0.1	4.538	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	45	27	901	0.050	45	0.1	4.208	A
2 - Site Access South	135	20	836	0.162	135	0.2	5.162	A
3 - Mill Lane	70	67	874	0.080	70	0.1	4.538	A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Astley_Rd_Access_withPHF_24update_r_turnlane.j10
Path: \\corp.pbwan.net\glb-e&i\UK\GBWWK300-WAR\shared\Projects\42523 Earl Shilton\Deliver Stage\D Design_Technical\Transport\Junction Assessment\2021\Proposed\Astley Rd Site Access\Astley_Rd_access_update2024_withPHF
Report generation date: 26/02/2024 17:11:36

»2036+Dev, AM
»2036+Dev , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2036+Dev							
Stream B-C	0.1	8.87	0.05	5.40	0.0	8.04	0.03	3.62
Stream B-A	0.7	12.22	0.42		0.4	9.85	0.29	
Stream C-AB	0.0	5.96	0.03		0.0	5.96	0.02	

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. Junction LOS and Junction Delay are demand-weighted averages.

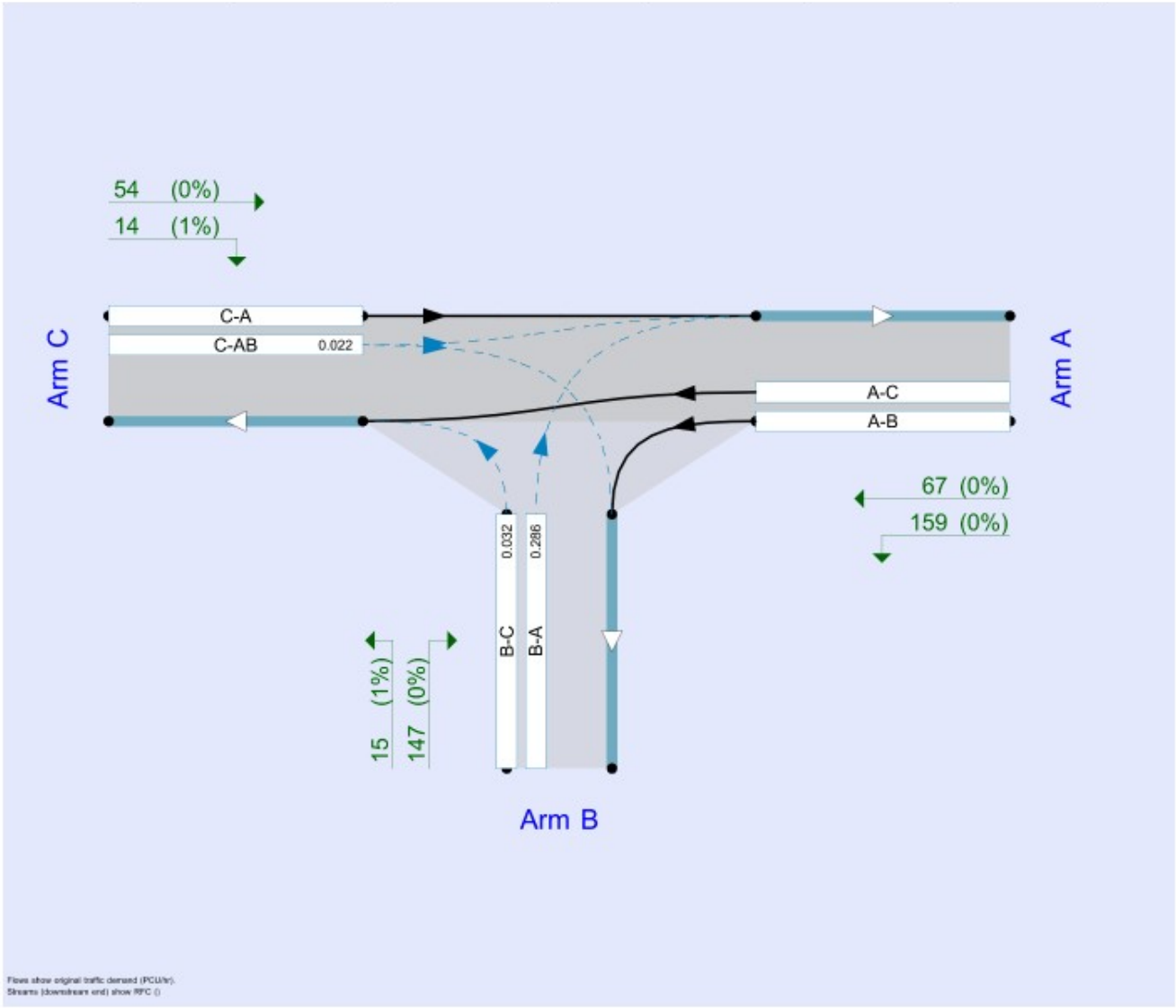
File summary

File Description

Title	Site Access/Astley Road
Location	Earl Shilton
Site number	
Date	28/07/2014
Version	
Status	On-going
Identifier	
Client	
Jobnumber	30433
Enumerator	adam.guy [DG723643]
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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 iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2036+Dev	AM	FLAT	07:45	09:15	90	15	✓
D4	2036+Dev	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

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

2036+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	Astley Road (N)		Major
B	Site Access		Minor
C	Astley Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.19		✓	2.50	155.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.33	3.50	3.13	2.98	2.84		1.00	100	47

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	560	0.099	0.251	0.158	0.358
B-C	544	0.084	0.213	-	-
C-B	685	0.263	0.263	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2036+Dev	AM	FLAT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	222	100.000
B		FLAT	✓	238	100.000
C		FLAT	✓	83	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	153	69
	B	215	0	23
	C	66	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	8.87	0.1	A	23	35
B-A	0.42	12.22	0.7	B	215	323
C-AB	0.03	5.96	0.0	A	17	26
C-A					66	99
A-B					153	230
A-C					69	104

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	431	0.053	23	0.0	0.1	8.821	A
B-A	215	54	510	0.421	212	0.0	0.7	11.992	B
C-AB	17	4	627	0.027	17	0.0	0.0	5.960	A
C-A	66	16			66				
A-B	153	38			153				
A-C	69	17			69				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	429	0.054	23	0.1	0.1	8.873	A
B-A	215	54	510	0.421	215	0.7	0.7	12.217	B
C-AB	17	4	627	0.027	17	0.0	0.0	5.960	A
C-A	66	16			66				
A-B	153	38			153				
A-C	69	17			69				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	429	0.054	23	0.1	0.1	8.873	A
B-A	215	54	510	0.421	215	0.7	0.7	12.219	B
C-AB	17	4	627	0.027	17	0.0	0.0	5.960	A
C-A	66	16			66				
A-B	153	38			153				
A-C	69	17			69				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	429	0.054	23	0.1	0.1	8.873	A
B-A	215	54	510	0.421	215	0.7	0.7	12.222	B
C-AB	17	4	627	0.027	17	0.0	0.0	5.960	A
C-A	66	16			66				
A-B	153	38			153				
A-C	69	17			69				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	429	0.054	23	0.1	0.1	8.873	A
B-A	215	54	510	0.421	215	0.7	0.7	12.222	B
C-AB	17	4	627	0.027	17	0.0	0.0	5.960	A
C-A	66	16			66				
A-B	153	38			153				
A-C	69	17			69				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	429	0.054	23	0.1	0.1	8.873	A
B-A	215	54	510	0.421	215	0.7	0.7	12.222	B
C-AB	17	4	627	0.027	17	0.0	0.0	5.960	A
C-A	66	16			66				
A-B	153	38			153				
A-C	69	17			69				

2036+Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2036+Dev	PM	FLAT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	226	100.000
B		FLAT	✓	162	100.000
C		FLAT	✓	68	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	159	67
	B	147	0	15
	C	54	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	8.04	0.0	A	15	23
B-A	0.29	9.85	0.4	A	147	221
C-AB	0.02	5.96	0.0	A	14	21
C-A					54	81
A-B					159	239
A-C					67	101

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	469	0.032	15	0.0	0.0	8.019	A
B-A	147	37	513	0.286	145	0.0	0.4	9.771	A
C-AB	14	4	626	0.022	14	0.0	0.0	5.959	A
C-A	54	13			54				
A-B	159	40			159				
A-C	67	17			67				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	468	0.032	15	0.0	0.0	8.035	A
B-A	147	37	513	0.286	147	0.4	0.4	9.855	A
C-AB	14	4	626	0.022	14	0.0	0.0	5.959	A
C-A	54	13			54				
A-B	159	40			159				
A-C	67	17			67				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	468	0.032	15	0.0	0.0	8.035	A
B-A	147	37	513	0.286	147	0.4	0.4	9.855	A
C-AB	14	4	626	0.022	14	0.0	0.0	5.959	A
C-A	54	13			54				
A-B	159	40			159				
A-C	67	17			67				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	468	0.032	15	0.0	0.0	8.035	A
B-A	147	37	513	0.286	147	0.4	0.4	9.855	A
C-AB	14	4	626	0.022	14	0.0	0.0	5.959	A
C-A	54	13			54				
A-B	159	40			159				
A-C	67	17			67				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	468	0.032	15	0.0	0.0	8.035	A
B-A	147	37	513	0.288	147	0.4	0.4	9.855	A
C-AB	14	4	626	0.022	14	0.0	0.0	5.959	A
C-A	54	13			54				
A-B	159	40			159				
A-C	67	17			67				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	468	0.032	15	0.0	0.0	8.035	A
B-A	147	37	513	0.288	147	0.4	0.4	9.855	A
C-AB	14	4	626	0.022	14	0.0	0.0	5.959	A
C-A	54	13			54				
A-B	159	40			159				
A-C	67	17			67				

Appendix L

JUNCTION MODELLING OUTPUTS: OFF-SITE STRATEGIC JUNCTIONS - CAPACITY ASSESSMENT

Public

Basic Results Summary

User and Project Details

Project:	
Title:	**A47/Ashby Road**
Location:	
Model Assumptions:	The model was supplied to WSP by LCC and WSP has used the same model and then updated the Traffic Flows.
Additional detail:	
File name:	52281 Ashby Road_Normandy Way LCC Model.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

Network Results

Scenario 1: '2023 AM' (FG1: '2023 AM Peak', Plan 1: 'All Stages')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**	**377**	**37**	**14**	**20.0**	**-**	**-**
A47/A447/B4668	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**	**377**	**37**	**14**	**20.0**	**-**	**-**
1/1	Normandy Way Eastbound Ahead Left	U	A		1	35	-	353	1817	727	48.6%	-	-	-	2.4	24.9	7.0
1/2	Normandy Way Eastbound Ahead Right	O	A		1	35	-	357	1900	719	49.6%	68	0	2	2.7	27.2	7.0
2/1	Normandy Way Westbound Left	U	B		1	35	-	159	1777	711	22.4%	-	-	-	0.9	21.1	2.7
2/2	Normandy Way Westbound Ahead Right	O	B		1	35	-	522	1919	768	68.0%	17	0	0	4.3	29.7	11.8
3/1+3/2	Ashby Road Southbound Right Left Ahead	U+O	C	D	1	38	4:4	631	1884:1783	582+325	69.6 : 69.6%	177	37	13	5.1	28.9	10.4
4/1+4/2	Ashby Road Northbound Left Right Ahead	U+O	E		1	30	-	475	1853:1783	534+170	67.5 : 67.5%	115	0	0	4.5	34.2	8.9

C1 PRC for Signalled Lanes (%): 29.3 Total Delay for Signalled Lanes (pcuHr): 19.96 Cycle Time (s): 90

PRC Over All Lanes (%): 29.3 Total Delay Over All Lanes(pcuHr): 19.96

Basic Results Summary

Scenario 2: '2023 PM' (FG2: '2023 PM Peak', Plan 1: 'All Stages')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.0%**	**416**	**57**	**21**	**25.1**	**-**	**-**
A47/A447/B4668	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.0%**	**416**	**57**	**21**	**25.1**	**-**	**-**
1/1	Normandy Way Eastbound Ahead Left	U	A		1	33	-	459	1816	686	66.9%	-	-	-	4.0	31.2	10.4
1/2	Normandy Way Eastbound Ahead Right	O	A		1	33	-	446	1899	659	67.7%	80	0	9	4.2	34.2	10.1
2/1	Normandy Way Westbound Left	U	B		1	33	-	177	1777	671	26.4%	-	-	-	1.1	23.0	3.2
2/2	Normandy Way Westbound Ahead Right	O	B		1	33	-	537	1911	717	74.9%	41	0	0	5.2	34.7	13.0
3/1+3/2	Ashby Road Southbound Right Left Ahead	U+O	C	D	1	40	4:4	642	1883:1783	621+317	68.4 : 68.4%	148	57	12	5.0	27.9	10.5
4/1+4/2	Ashby Road Northbound Left Right Ahead	U+O	E		1	32	-	566	1870:1783	559+196	75.0 : 75.0%	147	0	0	5.6	35.7	11.3

C1 PRC for Signalled Lanes (%): 20.1 Total Delay for Signalled Lanes (pcuHr): 25.12 Cycle Time (s): 90
PRC Over All Lanes (%): 20.1 Total Delay Over All Lanes(pcuHr): 25.12

Basic Results Summary

Scenario 3: '2036 DM AM' (FG3: '2036 DM AM Peak', Plan 1: 'All Stages')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road	-	-	-		-	-	-	-	-	-	**93.6%**	**380**	**63**	**80**	**36.5**	-	-
A47/A447/B4668	-	-	-		-	-	-	-	-	-	**93.6%**	**380**	**63**	**80**	**36.5**	-	-
1/1	Normandy Way Eastbound Ahead Left	U	A		1	26	-	392	1801	540	72.6%	-	-	-	4.4	40.1	10.0
1/2	Normandy Way Eastbound Ahead Right	O	A		1	26	-	424	1916	575	73.8%	0	0	44	4.9	41.7	10.8
2/1	Normandy Way Westbound Left	U	B		1	26	-	197	1777	533	37.0%	-	-	-	1.6	30.2	4.1
2/2	Normandy Way Westbound Ahead Right	O	B		1	26	-	538	1916	575	93.6%	28	0	0	10.3	68.6	18.6
3/1+3/2	Ashby Road Southbound Right Left Ahead	U+O	C	D	1	47	4:4	994	1873:1783	720+358	92.3 : 92.3%	248	63	18	10.9	39.5	25.2
4/1+4/2	Ashby Road Northbound Left Right Ahead	U+O	E		1	39	-	553	1863:1783	688+193	62.8 : 62.9%	104	0	17	4.4	28.9	9.5

C1 PRC for Signalled Lanes (%): -4.0 Total Delay for Signalled Lanes (pcuHr): 36.53 Cycle Time (s): 90
PRC Over All Lanes (%): -4.0 Total Delay Over All Lanes(pcuHr): 36.53

Basic Results Summary

Scenario 4: '2036 DM PM' (FG4: '2036 DM PM Peak', Plan 1: 'All Stages')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**315**	**119**	**72**	**34.1**	**-**	**-**
A47/A447/B4668	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**315**	**119**	**72**	**34.1**	**-**	**-**
1/1	Normandy Way Eastbound Ahead Left	U	A		1	31	-	496	1797	639	77.6%	-	-	-	5.3	38.1	12.7
1/2	Normandy Way Eastbound Ahead Right	O	A		1	31	-	508	1911	646	78.6%	41	0	27	5.7	40.4	12.9
2/1	Normandy Way Westbound Left	U	B		1	31	-	187	1777	632	29.6%	-	-	-	1.3	24.9	3.5
2/2	Normandy Way Westbound Ahead Right	O	B		1	31	-	557	1909	671	83.0%	42	0	8	6.6	42.9	15.0
3/1+3/2	Ashby Road Southbound Right Left Ahead	U+O	C	D	1	42	4:4	789	1873:1783	668+297	81.7 : 81.7%	87	119	37	7.4	33.6	16.2
4/1+4/2	Ashby Road Northbound Left Right Ahead	U+O	E		1	34	-	681	1896:1783	633+171	84.7 : 84.7%	145	0	0	7.9	41.8	16.2

C1 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 34.14 Cycle Time (s): 90

PRC Over All Lanes (%): 6.2 Total Delay Over All Lanes(pcuHr): 34.14

Basic Results Summary

Scenario 5: '2036 DS AM' (FG5: '2036 DS AM Peak', Plan 1: 'All Stages')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road	-	-	-		-	-	-	-	-	-	**95.4%**	**332**	**63**	**109**	**41.4**	-	-
A47/A447/B4668	-	-	-		-	-	-	-	-	-	**95.4%**	**332**	**63**	**109**	**41.4**	-	-
1/1	Normandy Way Eastbound Ahead Left	U	A		1	26	-	403	1801	540	74.6%	-	-	-	4.6	41.3	10.5
1/2	Normandy Way Eastbound Ahead Right	O	A		1	26	-	437	1920	576	75.9%	0	0	36	5.2	42.5	11.4
2/1	Normandy Way Westbound Left	U	B		1	26	-	275	1777	533	51.6%	-	-	-	2.5	33.0	6.2
2/2	Normandy Way Westbound Ahead Right	O	B		1	26	-	541	1916	575	94.1%	28	0	0	10.6	70.6	19.0
3/1+3/2	Ashby Road Southbound Right Left Ahead	U+O	C	D	1	47	4:4	1022	1876:1783	735+336	95.4 : 95.4%	240	63	18	13.8	48.7	29.5
4/1+4/2	Ashby Road Northbound Left Right Ahead	U+O	E		1	39	-	559	1864:1783	692+181	63.6 : 65.8%	64	0	55	4.7	30.0	9.7

C1 PRC for Signalled Lanes (%): -6.0 Total Delay for Signalled Lanes (pcuHr): 41.38 Cycle Time (s): 90
PRC Over All Lanes (%): -6.0 Total Delay Over All Lanes(pcuHr): 41.38

Basic Results Summary

Scenario 6: '2036 DS PM' (FG6: '2036 DS PM Peak', Plan 1: 'All Stages')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47/Ashby Road	-	-	-		-	-	-	-	-	-	**87.7%**	**283**	**119**	**160**	**38.3**	-	-
A47/A447/B4668	-	-	-		-	-	-	-	-	-	**87.7%**	**283**	**119**	**160**	**38.3**	-	-
1/1	Normandy Way Eastbound Ahead Left	U	A		1	31	-	519	1802	641	81.0%	-	-	-	5.8	40.6	13.7
1/2	Normandy Way Eastbound Ahead Right	O	A		1	31	-	537	1913	656	81.9%	45	0	22	6.3	42.5	14.1
2/1	Normandy Way Westbound Left	U	B		1	31	-	182	1777	632	28.8%	-	-	-	1.3	24.8	3.4
2/2	Normandy Way Westbound Ahead Right	O	B		1	31	-	560	1909	650	86.1%	28	0	23	7.3	46.6	15.7
3/1+3/2	Ashby Road Southbound Right Left Ahead	U+O	C	D	1	42	4:4	830	1875:1783	658+314	85.4 : 85.4%	74	119	75	8.5	36.9	18.2
4/1+4/2	Ashby Road Northbound Left Right Ahead	U+O	E		1	34	-	716	1897:1783	616+201	87.7 : 87.7%	135	0	41	9.1	46.0	17.7

C1 PRC for Signalled Lanes (%): 2.6 Total Delay for Signalled Lanes (pcuHr): 38.34 Cycle Time (s): 90
PRC Over All Lanes (%): 2.6 Total Delay Over All Lanes(pcuHr): 38.34

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519
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Filename: C.A47_The Common_B4688.j10
Path: C:\Users\INCS04445\WSP O365\Ayyapusetty, Jayakrishna - 46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\231220-Junction 10 Models
Report generation date: 20/12/2023 11:43:53

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
A - The Common	D1	0.2	2.90	0.18	A	D2	0.2	3.09	0.15	A
B - A47 Leicester Rd		1.2	2.78	0.54	A		0.9	2.35	0.48	A
C - B4668 Leicester Rd		0.9	6.01	0.48	A		1.8	8.74	0.65	A
D - A47 West		1.1	6.13	0.52	A		2.4	10.59	0.71	B
	2036 DM									
A - The Common	D3	0.2	3.12	0.20	A	D4	0.2	3.15	0.15	A
B - A47 Leicester Rd		1.3	2.99	0.57	A		1.0	2.52	0.51	A
C - B4668 Leicester Rd		1.0	6.59	0.51	A		2.2	10.37	0.70	B
D - A47 West		1.7	8.20	0.64	A		3.9	16.15	0.80	C
	2036 DS									
A - The Common	D5	0.2	3.16	0.19	A	D6	0.2	3.41	0.16	A
B - A47 Leicester Rd		1.6	3.36	0.62	A		1.1	2.62	0.53	A
C - B4668 Leicester Rd		1.3	7.81	0.57	A		4.0	16.24	0.81	C
D - A47 West		2.0	9.17	0.67	A		10.9	42.67	0.94	E

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.

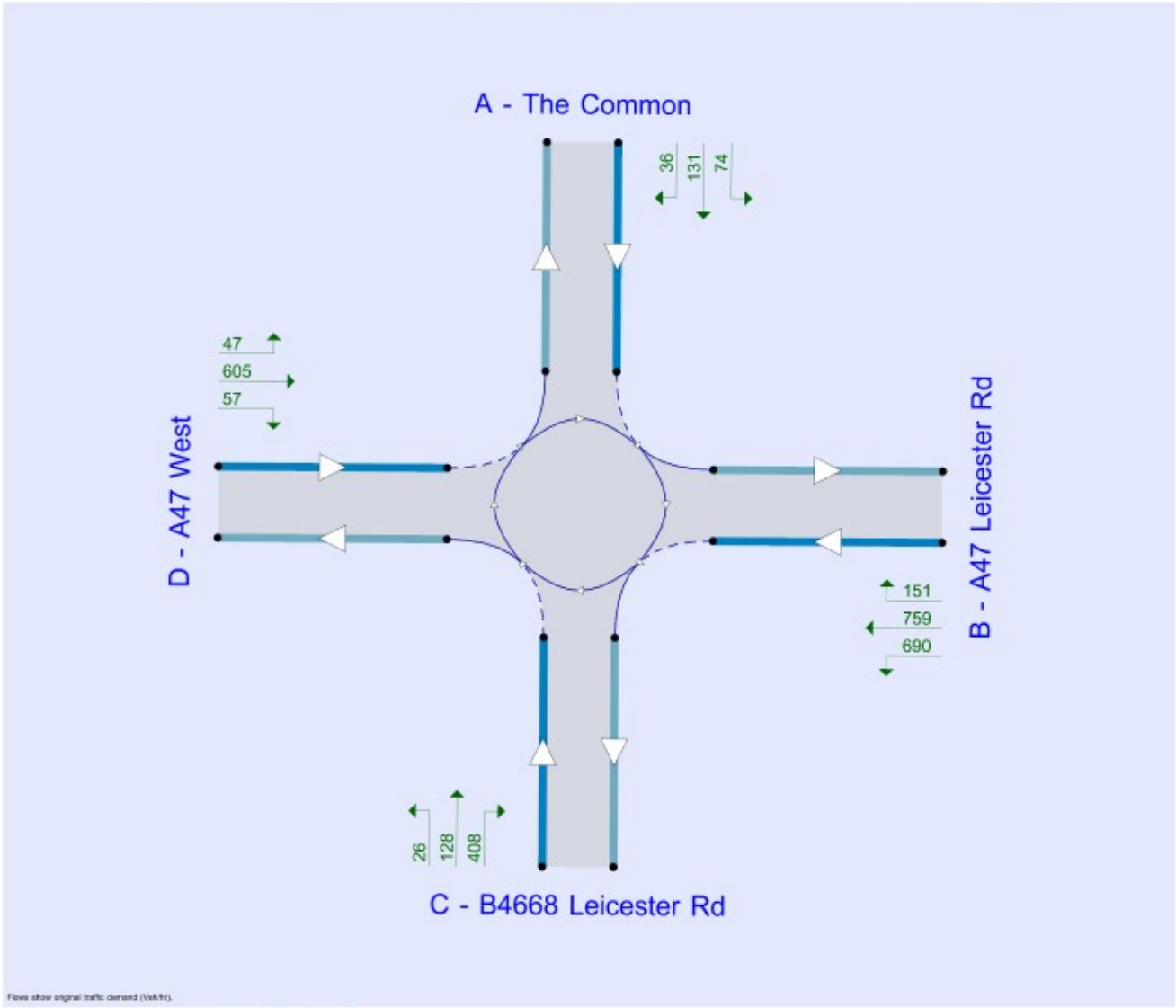
File summary

File Description

Title	Earl Shilton JunctioN modelling
Location	52.561348, -1.337295
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJA05275
Description	Assessment of Existing Junction layout

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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - The Common - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A47 West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47/The Common/B4688	Standard Roundabout		A, B, C, D	4.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.12	A

Arms

Arms

Arm	Name	Description	No give-way line
A	The Common		
B	A47 Leicester Rd		
C	B4668 Leicester Rd		
D	A47 West		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - The Common	2.83	8.02	47.4	19.9	79.9	22.5		
B - A47 Leicester Rd	7.40	10.65	13.0	69.6	79.9	10.0		
C - B4668 Leicester Rd	3.25	10.29	24.3	28.1	79.9	17.7		
D - A47 West	4.10	7.15	47.3	79.6	79.9	10.7		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - The Common	0.533	2074
B - A47 Leicester Rd	0.698	3080
C - B4668 Leicester Rd	0.560	2212
D - A47 West	0.571	2216

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
C - B4668 Leicester Rd	Direct		-504
D - A47 West	Direct		-516

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Common		ONE HOUR	✓	248	100.000
B - A47 Leicester Rd		ONE HOUR	✓	1398	100.000
C - B4668 Leicester Rd		ONE HOUR	✓	507	100.000
D - A47 West		ONE HOUR	✓	587	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	85	129	34
	B - A47 Leicester Rd	132	0	618	648
	C - B4668 Leicester Rd	126	355	0	26
	D - A47 West	45	485	57	0

Proportions

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0.00	0.34	0.52	0.14
	B - A47 Leicester Rd	0.09	0.00	0.44	0.46
	C - B4668 Leicester Rd	0.25	0.70	0.00	0.05
	D - A47 West	0.08	0.83	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	0	0	3
	B - A47 Leicester Rd	2	0	2	3
	C - B4668 Leicester Rd	1	3	0	12
	D - A47 West	0	6	9	0

Average PCU Per Veh

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	1.000	1.000	1.000	1.030
	B - A47 Leicester Rd	1.020	1.000	1.020	1.030
	C - B4668 Leicester Rd	1.010	1.030	1.000	1.120
	D - A47 West	1.000	1.060	1.090	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - The Common	07:45-08:00	187	187
	08:00-08:15	223	224
	08:15-08:30	273	274
	08:30-08:45	273	274
	08:45-09:00	223	224
	09:00-09:15	187	187
B - A47 Leicester Rd	07:45-08:00	1052	1078
	08:00-08:15	1257	1288
	08:15-08:30	1539	1577
	08:30-08:45	1539	1577
	08:45-09:00	1257	1288
	09:00-09:15	1052	1078
C - B4668 Leicester Rd	07:45-08:00	382	393
	08:00-08:15	456	469
	08:15-08:30	558	575
	08:30-08:45	558	575
	08:45-09:00	456	469
	09:00-09:15	382	393
D - A47 West	07:45-08:00	442	468
	08:00-08:15	528	558
	08:15-08:30	646	684
	08:30-08:45	646	684
	08:45-09:00	528	558
	09:00-09:15	442	468

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - The Common	0.18	2.90	0.2	A	228	341
B - A47 Leicester Rd	0.54	2.78	1.2	A	1283	1924
C - B4668 Leicester Rd	0.48	6.01	0.9	A	465	698
D - A47 West	0.52	6.13	1.1	A	539	808

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	187	47	672	1691	0.110	186	227	0.0	0.1	2.392	A
B - A47 Leicester Rd	1052	263	165	2890	0.364	1050	693	0.0	0.6	1.954	A
C - B4668 Leicester Rd	382	95	611	1316	0.290	380	604	0.0	0.4	3.839	A
D - A47 West	442	110	460	1353	0.327	440	532	0.0	0.5	3.937	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	223	56	805	1617	0.138	223	272	0.1	0.2	2.582	A
B - A47 Leicester Rd	1257	314	198	2867	0.438	1256	830	0.6	0.8	2.233	A
C - B4668 Leicester Rd	456	114	731	1249	0.365	455	722	0.4	0.6	4.529	A
D - A47 West	528	132	550	1302	0.405	527	636	0.5	0.7	4.636	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	273	68	985	1517	0.180	273	333	0.2	0.2	2.894	A
B - A47 Leicester Rd	1539	385	242	2836	0.543	1538	1016	0.8	1.2	2.768	A
C - B4668 Leicester Rd	558	140	895	1158	0.482	557	884	0.6	0.9	5.984	A
D - A47 West	646	162	673	1234	0.524	645	779	0.7	1.1	6.086	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	273	68	988	1515	0.180	273	334	0.2	0.2	2.897	A
B - A47 Leicester Rd	1539	385	242	2836	0.543	1539	1018	1.2	1.2	2.775	A
C - B4668 Leicester Rd	558	140	896	1157	0.482	558	885	0.9	0.9	6.011	A
D - A47 West	646	162	675	1234	0.524	646	780	1.1	1.1	6.128	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	223	56	809	1615	0.138	223	273	0.2	0.2	2.588	A
B - A47 Leicester Rd	1257	314	198	2867	0.438	1258	834	1.2	0.8	2.241	A
C - B4668 Leicester Rd	456	114	733	1249	0.365	457	724	0.9	0.6	4.558	A
D - A47 West	528	132	553	1301	0.406	529	637	1.1	0.7	4.674	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	187	47	677	1689	0.111	187	228	0.2	0.1	2.396	A
B - A47 Leicester Rd	1052	263	166	2890	0.364	1053	698	0.8	0.6	1.962	A
C - B4668 Leicester Rd	382	95	613	1315	0.290	382	606	0.6	0.4	3.861	A
D - A47 West	442	110	462	1351	0.327	443	533	0.7	0.5	3.965	A

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - The Common - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A47 West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47/The Common/B4688	Standard Roundabout		A, B, C, D	6.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Common		ONE HOUR	✓	191	100.000
B - A47 Leicester Rd		ONE HOUR	✓	1263	100.000
C - B4668 Leicester Rd		ONE HOUR	✓	696	100.000
D - A47 West		ONE HOUR	✓	762	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	74	87	30
	B - A47 Leicester Rd	144	0	452	667
	C - B4668 Leicester Rd	174	478	0	44
	D - A47 West	70	656	36	0

Proportions

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0.00	0.39	0.46	0.16
	B - A47 Leicester Rd	0.11	0.00	0.36	0.53
	C - B4668 Leicester Rd	0.25	0.69	0.00	0.06
	D - A47 West	0.09	0.86	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	0	1	0
	B - A47 Leicester Rd	0	0	1	2
	C - B4668 Leicester Rd	1	0	0	0
	D - A47 West	0	2	0	0

Average PCU Per Veh

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	1.000	1.000	1.010	1.000
	B - A47 Leicester Rd	1.000	1.000	1.010	1.020
	C - B4668 Leicester Rd	1.010	1.000	1.000	1.000
	D - A47 West	1.000	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - The Common	16:45-17:00	144	144
	17:00-17:15	172	172
	17:15-17:30	210	211
	17:30-17:45	210	211
	17:45-18:00	172	172
	18:00-18:15	144	144
B - A47 Leicester Rd	16:45-17:00	951	964
	17:00-17:15	1135	1151
	17:15-17:30	1391	1410
	17:30-17:45	1391	1410
	17:45-18:00	1135	1151
	18:00-18:15	951	964
C - B4668 Leicester Rd	16:45-17:00	524	525
	17:00-17:15	626	627
	17:15-17:30	766	768
	17:30-17:45	766	768
	17:45-18:00	626	627
	18:00-18:15	524	525
D - A47 West	16:45-17:00	574	584
	17:00-17:15	685	697
	17:15-17:30	839	853
	17:30-17:45	839	853
	17:45-18:00	685	697
	18:00-18:15	574	584

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - The Common	0.15	3.09	0.2	A	175	263
B - A47 Leicester Rd	0.48	2.35	0.9	A	1159	1738
C - B4668 Leicester Rd	0.65	8.74	1.8	A	639	958
D - A47 West	0.71	10.59	2.4	B	699	1049

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	144	36	876	1595	0.090	143	291	0.0	0.1	2.480	A
B - A47 Leicester Rd	951	238	115	2957	0.322	949	905	0.0	0.5	1.790	A
C - B4668 Leicester Rd	524	131	632	1345	0.390	521	432	0.0	0.6	4.360	A
D - A47 West	574	143	597	1336	0.429	571	557	0.0	0.7	4.688	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	172	43	1049	1502	0.114	172	348	0.1	0.1	2.706	A
B - A47 Leicester Rd	1135	284	137	2942	0.386	1135	1084	0.5	0.6	1.992	A
C - B4668 Leicester Rd	626	156	756	1274	0.491	624	517	0.6	1.0	5.526	A
D - A47 West	685	171	714	1269	0.540	683	666	0.7	1.2	6.125	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	210	53	1281	1377	0.153	210	426	0.1	0.2	3.084	A
B - A47 Leicester Rd	1391	348	168	2920	0.476	1389	1323	0.6	0.9	2.351	A
C - B4668 Leicester Rd	766	192	925	1178	0.650	763	632	1.0	1.8	8.597	A
D - A47 West	839	210	873	1180	0.711	834	815	1.2	2.4	10.261	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	210	53	1288	1374	0.153	210	427	0.2	0.2	3.093	A
B - A47 Leicester Rd	1391	348	168	2920	0.476	1391	1330	0.9	0.9	2.353	A
C - B4668 Leicester Rd	766	192	926	1178	0.651	766	633	1.8	1.8	8.743	A
D - A47 West	839	210	876	1178	0.712	839	816	2.4	2.4	10.586	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	172	43	1059	1497	0.115	172	350	0.2	0.1	2.719	A
B - A47 Leicester Rd	1135	284	138	2941	0.386	1137	1093	0.9	0.6	1.997	A
C - B4668 Leicester Rd	626	156	757	1274	0.491	629	518	1.8	1.0	5.613	A
D - A47 West	685	171	719	1267	0.541	690	667	2.4	1.2	6.290	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	144	36	883	1591	0.090	144	293	0.1	0.1	2.487	A
B - A47 Leicester Rd	951	238	115	2957	0.322	951	912	0.6	0.5	1.797	A
C - B4668 Leicester Rd	524	131	634	1344	0.390	525	433	1.0	0.6	4.407	A
D - A47 West	574	143	601	1334	0.430	575	558	1.2	0.8	4.759	A

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - The Common - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A47 West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47/The Common/B4688	Standard Roundabout		A, B, C, D	4.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Common		ONE HOUR	✓	261	100.000
B - A47 Leicester Rd		ONE HOUR	✓	1464	100.000
C - B4668 Leicester Rd		ONE HOUR	✓	524	100.000
D - A47 West		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	84	141	36
	B - A47 Leicester Rd	155	0	630	679
	C - B4668 Leicester Rd	129	369	0	26
	D - A47 West	47	590	57	0

Proportions

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0.00	0.32	0.54	0.14
	B - A47 Leicester Rd	0.11	0.00	0.43	0.46
	C - B4668 Leicester Rd	0.25	0.70	0.00	0.05
	D - A47 West	0.07	0.85	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	0	0	3
	B - A47 Leicester Rd	1	0	1	5
	C - B4668 Leicester Rd	1	2	0	12
	D - A47 West	0	7	9	0

Average PCU Per Veh

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	1.000	1.000	1.000	1.030
	B - A47 Leicester Rd	1.010	1.000	1.010	1.050
	C - B4668 Leicester Rd	1.010	1.020	1.000	1.120
	D - A47 West	1.000	1.070	1.090	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - The Common	07:45-08:00	196	197
	08:00-08:15	235	236
	08:15-08:30	287	289
	08:30-08:45	287	289
	08:45-09:00	235	236
	09:00-09:15	196	197
B - A47 Leicester Rd	07:45-08:00	1102	1134
	08:00-08:15	1316	1354
	08:15-08:30	1612	1658
	08:30-08:45	1612	1658
	08:45-09:00	1316	1354
	09:00-09:15	1102	1134
C - B4668 Leicester Rd	07:45-08:00	394	403
	08:00-08:15	471	482
	08:15-08:30	577	590
	08:30-08:45	577	590
	08:45-09:00	471	482
	09:00-09:15	394	403
D - A47 West	07:45-08:00	522	557
	08:00-08:15	624	666
	08:15-08:30	764	815
	08:30-08:45	764	815
	08:45-09:00	624	666
	09:00-09:15	522	557

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - The Common	0.20	3.12	0.2	A	239	359
B - A47 Leicester Rd	0.57	2.99	1.3	A	1343	2015
C - B4668 Leicester Rd	0.51	6.59	1.0	A	481	721
D - A47 West	0.64	8.20	1.7	A	637	955

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	196	49	761	1640	0.120	196	248	0.0	0.1	2.493	A
B - A47 Leicester Rd	1102	276	176	2872	0.384	1100	782	0.0	0.6	2.029	A
C - B4668 Leicester Rd	394	99	653	1297	0.304	393	622	0.0	0.4	3.974	A
D - A47 West	522	131	490	1327	0.394	520	557	0.0	0.6	4.444	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	235	59	912	1556	0.151	234	297	0.1	0.2	2.723	A
B - A47 Leicester Rd	1316	329	210	2848	0.462	1315	936	0.6	0.9	2.348	A
C - B4668 Leicester Rd	471	118	782	1224	0.385	470	744	0.4	0.6	4.772	A
D - A47 West	624	156	586	1275	0.489	623	666	0.6	0.9	5.509	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	287	72	1115	1443	0.199	287	364	0.2	0.2	3.115	A
B - A47 Leicester Rd	1612	403	257	2815	0.573	1610	1145	0.9	1.3	2.982	A
C - B4668 Leicester Rd	577	144	957	1124	0.513	575	910	0.6	1.0	6.543	A
D - A47 West	764	191	717	1204	0.635	761	815	0.9	1.7	8.079	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	287	72	1119	1440	0.200	287	364	0.2	0.2	3.121	A
B - A47 Leicester Rd	1612	403	258	2815	0.573	1612	1148	1.3	1.3	2.992	A
C - B4668 Leicester Rd	577	144	958	1123	0.514	577	912	1.0	1.0	6.589	A
D - A47 West	764	191	719	1203	0.635	764	816	1.7	1.7	8.205	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	235	59	917	1553	0.151	235	298	0.2	0.2	2.733	A
B - A47 Leicester Rd	1316	329	211	2847	0.462	1318	941	1.3	0.9	2.358	A
C - B4668 Leicester Rd	471	118	783	1223	0.385	473	746	1.0	0.6	4.810	A
D - A47 West	624	156	589	1273	0.490	627	667	1.7	1.0	5.592	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	196	49	767	1637	0.120	197	250	0.2	0.1	2.500	A
B - A47 Leicester Rd	1102	276	176	2871	0.384	1103	787	0.9	0.6	2.036	A
C - B4668 Leicester Rd	394	99	656	1296	0.304	395	624	0.6	0.4	4.000	A
D - A47 West	522	131	492	1326	0.394	524	558	1.0	0.7	4.494	A

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - The Common - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A47 West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47/The Common/B4688	Standard Roundabout		A, B, C, D	8.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Common		ONE HOUR	✓	180	100.000
B - A47 Leicester Rd		ONE HOUR	✓	1360	100.000
C - B4668 Leicester Rd		ONE HOUR	✓	718	100.000
D - A47 West		ONE HOUR	✓	820	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	68	81	31
	B - A47 Leicester Rd	195	0	485	680
	C - B4668 Leicester Rd	202	472	0	44
	D - A47 West	73	711	36	0

Proportions

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0.00	0.38	0.45	0.17
	B - A47 Leicester Rd	0.14	0.00	0.36	0.50
	C - B4668 Leicester Rd	0.28	0.66	0.00	0.06
	D - A47 West	0.09	0.87	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	0	1	0
	B - A47 Leicester Rd	0	0	1	2
	C - B4668 Leicester Rd	1	0	0	0
	D - A47 West	0	3	0	0

Average PCU Per Veh

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	1.000	1.000	1.010	1.000
	B - A47 Leicester Rd	1.000	1.000	1.010	1.020
	C - B4668 Leicester Rd	1.010	1.000	1.000	1.000
	D - A47 West	1.000	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - The Common	16:45-17:00	136	136
	17:00-17:15	162	163
	17:15-17:30	198	199
	17:30-17:45	198	199
	17:45-18:00	162	163
	18:00-18:15	136	136
B - A47 Leicester Rd	16:45-17:00	1024	1038
	17:00-17:15	1223	1239
	17:15-17:30	1497	1518
	17:30-17:45	1497	1518
	17:45-18:00	1223	1239
	18:00-18:15	1024	1038
C - B4668 Leicester Rd	16:45-17:00	541	542
	17:00-17:15	645	647
	17:15-17:30	791	793
	17:30-17:45	791	793
	17:45-18:00	645	647
	18:00-18:15	541	542
D - A47 West	16:45-17:00	617	633
	17:00-17:15	737	756
	17:15-17:30	903	926
	17:30-17:45	903	926
	17:45-18:00	737	756
	18:00-18:15	617	633

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - The Common	0.15	3.15	0.2	A	165	248
B - A47 Leicester Rd	0.51	2.52	1.0	A	1248	1872
C - B4668 Leicester Rd	0.70	10.37	2.2	B	659	988
D - A47 West	0.80	16.15	3.9	C	752	1129

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	136	34	913	1572	0.086	135	352	0.0	0.1	2.505	A
B - A47 Leicester Rd	1024	256	111	2962	0.346	1022	937	0.0	0.5	1.854	A
C - B4668 Leicester Rd	541	135	681	1317	0.410	538	452	0.0	0.7	4.605	A
D - A47 West	617	154	651	1294	0.477	614	567	0.0	0.9	5.267	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	162	40	1093	1475	0.110	162	422	0.1	0.1	2.741	A
B - A47 Leicester Rd	1223	306	133	2946	0.415	1222	1122	0.5	0.7	2.086	A
C - B4668 Leicester Rd	645	161	814	1241	0.520	644	541	0.7	1.1	6.010	A
D - A47 West	737	184	780	1222	0.603	735	678	0.9	1.5	7.353	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	198	50	1331	1346	0.147	198	515	0.1	0.2	3.134	A
B - A47 Leicester Rd	1497	374	162	2926	0.512	1496	1367	0.7	1.0	2.515	A
C - B4668 Leicester Rd	791	198	997	1138	0.695	786	662	1.1	2.2	10.107	B
D - A47 West	903	226	952	1126	0.802	894	830	1.5	3.7	14.976	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	198	50	1341	1341	0.148	198	517	0.2	0.2	3.150	A
B - A47 Leicester Rd	1497	374	163	2926	0.512	1497	1377	1.0	1.0	2.520	A
C - B4668 Leicester Rd	791	198	998	1137	0.695	790	663	2.2	2.2	10.365	B
D - A47 West	903	226	957	1123	0.804	902	831	3.7	3.9	16.154	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	162	40	1107	1467	0.110	162	425	0.2	0.1	2.760	A
B - A47 Leicester Rd	1223	306	134	2946	0.415	1224	1136	1.0	0.7	2.093	A
C - B4668 Leicester Rd	645	161	815	1241	0.520	650	542	2.2	1.1	6.144	A
D - A47 West	737	184	786	1219	0.605	747	680	3.9	1.6	7.770	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	136	34	921	1568	0.086	136	355	0.1	0.1	2.513	A
B - A47 Leicester Rd	1024	256	112	2961	0.346	1025	945	0.7	0.5	1.861	A
C - B4668 Leicester Rd	541	135	683	1316	0.411	542	454	1.1	0.7	4.663	A
D - A47 West	617	154	656	1291	0.478	620	569	1.6	0.9	5.382	A

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - The Common - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A47 West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47/The Common/B4688	Standard Roundabout		A, B, C, D	5.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Common		ONE HOUR	✓	241	100.000
B - A47 Leicester Rd		ONE HOUR	✓	1600	100.000
C - B4668 Leicester Rd		ONE HOUR	✓	562	100.000
D - A47 West		ONE HOUR	✓	709	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	74	131	36
	B - A47 Leicester Rd	151	0	690	759
	C - B4668 Leicester Rd	128	408	0	26
	D - A47 West	47	605	57	0

Proportions

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0.00	0.31	0.54	0.15
	B - A47 Leicester Rd	0.09	0.00	0.43	0.47
	C - B4668 Leicester Rd	0.23	0.73	0.00	0.05
	D - A47 West	0.07	0.85	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	0	0	3
	B - A47 Leicester Rd	1	0	1	4
	C - B4668 Leicester Rd	1	2	0	12
	D - A47 West	0	8	9	0

Average PCU Per Veh

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	1.000	1.000	1.000	1.030
	B - A47 Leicester Rd	1.010	1.000	1.010	1.040
	C - B4668 Leicester Rd	1.010	1.020	1.000	1.120
	D - A47 West	1.000	1.080	1.090	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - The Common	07:45-08:00	181	182
	08:00-08:15	217	218
	08:15-08:30	265	267
	08:30-08:45	265	267
	08:45-09:00	217	218
	09:00-09:15	181	182
B - A47 Leicester Rd	07:45-08:00	1205	1234
	08:00-08:15	1438	1473
	08:15-08:30	1762	1804
	08:30-08:45	1762	1804
	08:45-09:00	1438	1473
	09:00-09:15	1205	1234
C - B4668 Leicester Rd	07:45-08:00	423	433
	08:00-08:15	505	517
	08:15-08:30	619	633
	08:30-08:45	619	633
	08:45-09:00	505	517
	09:00-09:15	423	433
D - A47 West	07:45-08:00	534	574
	08:00-08:15	637	685
	08:15-08:30	781	840
	08:30-08:45	781	840
	08:45-09:00	637	685
	09:00-09:15	534	574

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - The Common	0.19	3.16	0.2	A	221	332
B - A47 Leicester Rd	0.62	3.36	1.6	A	1468	2202
C - B4668 Leicester Rd	0.57	7.81	1.3	A	516	774
D - A47 West	0.67	9.17	2.0	A	651	976

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	181	45	802	1615	0.112	181	245	0.0	0.1	2.510	A
B - A47 Leicester Rd	1205	301	168	2889	0.417	1202	814	0.0	0.7	2.130	A
C - B4668 Leicester Rd	423	106	711	1267	0.334	421	659	0.0	0.5	4.245	A
D - A47 West	534	133	515	1303	0.410	531	617	0.0	0.7	4.645	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	217	54	960	1526	0.142	216	293	0.1	0.2	2.748	A
B - A47 Leicester Rd	1438	360	201	2866	0.502	1437	975	0.7	1.0	2.517	A
C - B4668 Leicester Rd	505	126	850	1188	0.425	504	789	0.5	0.7	5.254	A
D - A47 West	637	159	617	1248	0.511	636	737	0.7	1.0	5.867	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	265	66	1173	1407	0.189	265	358	0.2	0.2	3.153	A
B - A47 Leicester Rd	1762	440	246	2834	0.622	1759	1192	1.0	1.6	3.341	A
C - B4668 Leicester Rd	619	155	1040	1080	0.573	616	965	0.7	1.3	7.719	A
D - A47 West	781	195	754	1174	0.665	777	903	1.0	1.9	8.984	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	265	66	1178	1404	0.189	265	359	0.2	0.2	3.161	A
B - A47 Leicester Rd	1762	440	247	2834	0.622	1762	1197	1.6	1.6	3.356	A
C - B4668 Leicester Rd	619	155	1042	1080	0.573	619	967	1.3	1.3	7.807	A
D - A47 West	781	195	756	1173	0.666	780	904	1.9	2.0	9.168	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	217	54	967	1522	0.142	217	294	0.2	0.2	2.760	A
B - A47 Leicester Rd	1438	360	202	2865	0.502	1441	982	1.6	1.0	2.532	A
C - B4668 Leicester Rd	505	126	852	1187	0.426	508	791	1.3	0.7	5.315	A
D - A47 West	637	159	620	1246	0.511	641	739	2.0	1.1	5.983	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	181	45	808	1612	0.113	182	246	0.2	0.1	2.517	A
B - A47 Leicester Rd	1205	301	169	2889	0.417	1206	820	1.0	0.7	2.142	A
C - B4668 Leicester Rd	423	106	713	1266	0.334	424	662	0.7	0.5	4.281	A
D - A47 West	534	133	518	1301	0.410	535	619	1.1	0.7	4.707	A

2036 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - The Common - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - A47 West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A47/The Common/B4688	Standard Roundabout		A, B, C, D	16.99	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.99	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - The Common		ONE HOUR	✓	182	100.000
B - A47 Leicester Rd		ONE HOUR	✓	1399	100.000
C - B4668 Leicester Rd		ONE HOUR	✓	836	100.000
D - A47 West		ONE HOUR	✓	895	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	70	81	31
	B - A47 Leicester Rd	195	0	535	669
	C - B4668 Leicester Rd	245	547	0	44
	D - A47 West	73	786	36	0

Proportions

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0.00	0.38	0.45	0.17
	B - A47 Leicester Rd	0.14	0.00	0.38	0.48
	C - B4668 Leicester Rd	0.29	0.65	0.00	0.05
	D - A47 West	0.08	0.88	0.04	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	0	0	1	0
	B - A47 Leicester Rd	0	0	1	3
	C - B4668 Leicester Rd	1	0	0	0
	D - A47 West	0	3	0	0

Average PCU Per Veh

		To			
		A - The Common	B - A47 Leicester Rd	C - B4668 Leicester Rd	D - A47 West
From	A - The Common	1.000	1.000	1.010	1.000
	B - A47 Leicester Rd	1.000	1.000	1.010	1.030
	C - B4668 Leicester Rd	1.010	1.000	1.000	1.000
	D - A47 West	1.000	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - The Common	16:45-17:00	137	138
	17:00-17:15	164	164
	17:15-17:30	200	201
	17:30-17:45	200	201
	17:45-18:00	164	164
	18:00-18:15	137	138
B - A47 Leicester Rd	16:45-17:00	1053	1072
	17:00-17:15	1258	1281
	17:15-17:30	1540	1568
	17:30-17:45	1540	1568
	17:45-18:00	1258	1281
	18:00-18:15	1053	1072
C - B4668 Leicester Rd	16:45-17:00	629	631
	17:00-17:15	752	754
	17:15-17:30	920	923
	17:30-17:45	920	923
	17:45-18:00	752	754
	18:00-18:15	629	631
D - A47 West	16:45-17:00	674	692
	17:00-17:15	805	826
	17:15-17:30	985	1011
	17:30-17:45	985	1011
	17:45-18:00	805	826
	18:00-18:15	674	692

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - The Common	0.16	3.41	0.2	A	167	251
B - A47 Leicester Rd	0.53	2.62	1.1	A	1284	1926
C - B4668 Leicester Rd	0.81	16.24	4.0	C	767	1151
D - A47 West	0.94	42.67	10.9	E	821	1232

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	137	34	1024	1512	0.091	137	384	0.0	0.1	2.617	A
B - A47 Leicester Rd	1053	263	111	2948	0.357	1051	1050	0.0	0.6	1.895	A
C - B4668 Leicester Rd	629	157	672	1319	0.477	626	490	0.0	0.9	5.169	A
D - A47 West	674	168	739	1244	0.542	669	559	0.0	1.2	6.213	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	164	41	1225	1403	0.117	163	460	0.1	0.1	2.902	A
B - A47 Leicester Rd	1258	314	133	2933	0.429	1257	1256	0.6	0.7	2.146	A
C - B4668 Leicester Rd	752	188	804	1243	0.604	749	586	0.9	1.5	7.249	A
D - A47 West	805	201	885	1163	0.692	801	668	1.2	2.2	9.828	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	200	50	1476	1268	0.158	200	560	0.1	0.2	3.370	A
B - A47 Leicester Rd	1540	385	162	2913	0.529	1539	1514	0.7	1.1	2.617	A
C - B4668 Leicester Rd	920	230	984	1140	0.807	911	716	1.5	3.9	15.111	C
D - A47 West	985	246	1078	1055	0.934	958	818	2.2	9.1	30.814	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	200	50	1500	1255	0.160	200	564	0.2	0.2	3.411	A
B - A47 Leicester Rd	1540	385	163	2913	0.529	1540	1538	1.1	1.1	2.622	A
C - B4668 Leicester Rd	920	230	985	1140	0.808	920	718	3.9	4.0	16.237	C
D - A47 West	985	246	1086	1051	0.938	978	819	9.1	10.9	42.670	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	164	41	1269	1380	0.119	164	467	0.2	0.1	2.962	A
B - A47 Leicester Rd	1258	314	135	2932	0.429	1259	1298	1.1	0.8	2.153	A
C - B4668 Leicester Rd	752	188	806	1243	0.605	761	588	4.0	1.6	7.628	A
D - A47 West	805	201	897	1156	0.696	839	670	10.9	2.4	12.493	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - The Common	137	34	1037	1505	0.091	137	387	0.1	0.1	2.630	A
B - A47 Leicester Rd	1053	263	112	2948	0.357	1054	1062	0.8	0.6	1.900	A
C - B4668 Leicester Rd	629	157	674	1318	0.478	632	491	1.6	0.9	5.269	A
D - A47 West	674	168	746	1241	0.543	678	561	2.4	1.2	6.455	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519
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Filename: D.A47_Leicester Road.j10
Path: C:\Users\INCS04445\WSP O365\Ayyapusetty, Jayakrishna - 46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\231220-Junction 10 Models
Report generation date: 20/12/2023 11:24:52

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (min)	RFC	LOS	Set ID	Queue (Veh)	Delay (min)	RFC	LOS
	Base 2023									
A - A47 (E)	D1	1.8	0.10	0.65	A	D2	1.8	0.09	0.65	A
B - A47 (W)		0.7	0.04	0.42	A		1.2	0.05	0.55	A
C - Leicester Road (N)		0.8	0.07	0.44	A		0.5	0.06	0.32	A
	2036 DM									
A - A47 (E)	D3	2.1	0.11	0.68	A	D4	2.4	0.11	0.71	A
B - A47 (W)		0.9	0.05	0.48	A		1.3	0.06	0.57	A
C - Leicester Road (N)		1.0	0.09	0.51	A		0.5	0.07	0.34	A
	2036 DS									
A - A47 (E)	D5	3.0	0.14	0.75	A	D6	2.9	0.12	0.74	A
B - A47 (W)		1.0	0.05	0.50	A		1.8	0.07	0.64	A
C - Leicester Road (N)		1.2	0.09	0.54	A		0.6	0.07	0.37	A

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

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

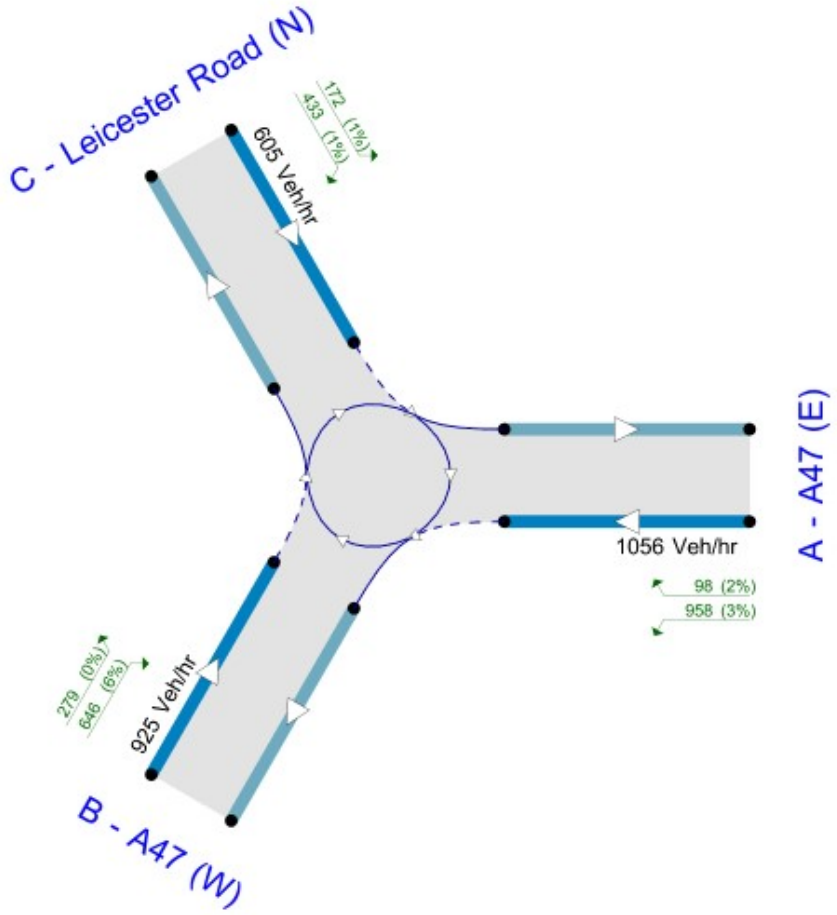
File summary

File Description

Title	A47_Leicester Road
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	INCS04445
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	Veh	Veh	perHour	min	-Min	perMin



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	0.60	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A47 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		A, B, C	0.07	A

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.07	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A47 (E)		
B	A47 (W)		
C	Leicester Road (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A47 (E)	5.89	7.78	51.2	30.1	79.6	8.0		
B - A47 (W)	7.25	11.97	16.1	38.7	79.6	32.0		
C - Leicester Road (N)	3.73	11.74	17.6	39.2	79.6	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A47 (E)	0.613	2510
B - A47 (W)	0.666	2982
C - Leicester Road (N)	0.534	2117

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
A - A47 (E)	Direct		-373
B - A47 (W)	Direct		-398
C - Leicester Road (N)	Direct		-200

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A47 (E)		ONE HOUR	✓	1056	100.000
B - A47 (W)		ONE HOUR	✓	925	100.000
C - Leicester Road (N)		ONE HOUR	✓	605	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	958	98
	B - A47 (W)	646	0	279
	C - Leicester Road (N)	172	433	0

Proportions

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0.00	0.91	0.09
	B - A47 (W)	0.70	0.00	0.30
	C - Leicester Road (N)	0.28	0.72	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	3	2
	B - A47 (W)	6	0	0
	C - Leicester Road (N)	1	1	0

Average PCU Per Veh

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	1.000	1.030	1.020
	B - A47 (W)	1.060	1.000	1.000
	C - Leicester Road (N)	1.013	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A47 (E)	07:45-08:00	795	818
	08:00-08:15	949	977
	08:15-08:30	1163	1196
	08:30-08:45	1163	1196
	08:45-09:00	949	977
	09:00-09:15	795	818
B - A47 (W)	07:45-08:00	696	726
	08:00-08:15	832	866
	08:15-08:30	1018	1061
	08:30-08:45	1018	1061
	08:45-09:00	832	866
	09:00-09:15	696	726
C - Leicester Road (N)	07:45-08:00	455	460
	08:00-08:15	544	550
	08:15-08:30	666	673
	08:30-08:45	666	673
	08:45-09:00	544	550
	09:00-09:15	455	460

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A47 (E)	0.65	0.10	1.8	A	969	1454
B - A47 (W)	0.42	0.04	0.7	A	849	1273
C - Leicester Road (N)	0.44	0.07	0.8	A	555	833

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	795	199	325	1881	0.423	792	614	0.0	0.7	0.055	A
B - A47 (W)	696	174	74	2433	0.286	695	1043	0.0	0.4	0.034	A
C - Leicester Road (N)	455	114	485	1624	0.280	454	283	0.0	0.4	0.051	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	949	237	389	1843	0.515	948	735	0.7	1.1	0.067	A
B - A47 (W)	832	208	88	2423	0.343	831	1249	0.4	0.5	0.038	A
C - Leicester Road (N)	544	136	580	1571	0.346	543	339	0.4	0.5	0.058	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1163	291	476	1790	0.649	1160	900	1.1	1.8	0.095	A
B - A47 (W)	1018	255	108	2410	0.423	1018	1528	0.5	0.7	0.043	A
C - Leicester Road (N)	666	167	711	1498	0.445	665	415	0.5	0.8	0.072	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1163	291	477	1790	0.650	1163	901	1.8	1.8	0.096	A
B - A47 (W)	1018	255	108	2410	0.423	1018	1531	0.7	0.7	0.043	A
C - Leicester Road (N)	666	167	711	1498	0.445	666	415	0.8	0.8	0.072	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	949	237	390	1842	0.515	952	736	1.8	1.1	0.068	A
B - A47 (W)	832	208	88	2423	0.343	832	1254	0.7	0.5	0.038	A
C - Leicester Road (N)	544	136	581	1570	0.346	545	339	0.8	0.5	0.059	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	795	199	326	1880	0.423	796	616	1.1	0.7	0.055	A
B - A47 (W)	696	174	74	2432	0.286	697	1049	0.5	0.4	0.035	A
C - Leicester Road (N)	455	114	487	1624	0.281	456	284	0.5	0.4	0.051	A

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A47 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		A, B, C	0.07	A

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A47 (E)		ONE HOUR	✓	1129	100.000
B - A47 (W)		ONE HOUR	✓	1204	100.000
C - Leicester Road (N)		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	959	170
	B - A47 (W)	789	0	415
	C - Leicester Road (N)	121	298	0

Proportions

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0.00	0.85	0.15
	B - A47 (W)	0.66	0.00	0.34
	C - Leicester Road (N)	0.29	0.71	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	2	0
	B - A47 (W)	2	0	0
	C - Leicester Road (N)	0	1	0

Average PCU Per Veh

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	1.000	1.016	1.000
	B - A47 (W)	1.020	1.000	1.002
	C - Leicester Road (N)	1.000	1.009	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A47 (E)	16:45-17:00	850	862
	17:00-17:15	1015	1029
	17:15-17:30	1243	1260
	17:30-17:45	1243	1260
	17:45-18:00	1015	1029
	18:00-18:15	850	862
B - A47 (W)	16:45-17:00	906	919
	17:00-17:15	1082	1097
	17:15-17:30	1326	1344
	17:30-17:45	1326	1344
	17:45-18:00	1082	1097
	18:00-18:15	906	919
C - Leicester Road (N)	16:45-17:00	314	316
	17:00-17:15	375	377
	17:15-17:30	459	462
	17:30-17:45	459	462
	17:45-18:00	375	377
	18:00-18:15	314	316

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A47 (E)	0.65	0.09	1.8	A	1036	1554
B - A47 (W)	0.55	0.05	1.2	A	1105	1657
C - Leicester Road (N)	0.32	0.06	0.5	A	383	574

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	850	212	222	1973	0.431	847	683	0.0	0.8	0.053	A
B - A47 (W)	906	227	128	2466	0.368	904	942	0.0	0.6	0.038	A
C - Leicester Road (N)	314	78	592	1584	0.198	313	439	0.0	0.2	0.047	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1015	254	266	1946	0.522	1014	817	0.8	1.1	0.064	A
B - A47 (W)	1082	271	153	2449	0.442	1082	1127	0.6	0.8	0.044	A
C - Leicester Road (N)	375	94	709	1521	0.247	375	525	0.2	0.3	0.052	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1243	311	325	1910	0.651	1240	1001	1.1	1.8	0.089	A
B - A47 (W)	1326	331	187	2427	0.546	1324	1379	0.8	1.2	0.054	A
C - Leicester Road (N)	459	115	868	1435	0.320	459	643	0.3	0.5	0.061	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1243	311	326	1909	0.651	1243	1002	1.8	1.8	0.090	A
B - A47 (W)	1326	331	187	2426	0.546	1326	1382	1.2	1.2	0.054	A
C - Leicester Road (N)	459	115	869	1434	0.320	459	644	0.5	0.5	0.062	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1015	254	266	1946	0.522	1018	819	1.8	1.1	0.065	A
B - A47 (W)	1082	271	153	2449	0.442	1084	1131	1.2	0.8	0.044	A
C - Leicester Road (N)	375	94	710	1520	0.247	375	527	0.5	0.3	0.052	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	850	212	223	1972	0.431	851	686	1.1	0.8	0.054	A
B - A47 (W)	906	227	128	2465	0.368	907	946	0.8	0.6	0.039	A
C - Leicester Road (N)	314	78	595	1583	0.198	314	441	0.3	0.2	0.047	A

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A47 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		A, B, C	0.08	A

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A47 (E)		ONE HOUR	✓	1085	100.000
B - A47 (W)		ONE HOUR	✓	1042	100.000
C - Leicester Road (N)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	991	94
	B - A47 (W)	766	0	276
	C - Leicester Road (N)	190	466	0

Proportions

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0.00	0.91	0.09
	B - A47 (W)	0.74	0.00	0.26
	C - Leicester Road (N)	0.29	0.71	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	4	2
	B - A47 (W)	7	0	0
	C - Leicester Road (N)	1	1	0

Average PCU Per Veh

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	1.000	1.035	1.020
	B - A47 (W)	1.070	1.000	1.000
	C - Leicester Road (N)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A47 (E)	07:45-08:00	817	844
	08:00-08:15	975	1008
	08:15-08:30	1195	1235
	08:30-08:45	1195	1235
	08:45-09:00	975	1008
	09:00-09:15	817	844
B - A47 (W)	07:45-08:00	784	825
	08:00-08:15	937	985
	08:15-08:30	1147	1206
	08:30-08:45	1147	1206
	08:45-09:00	937	985
	09:00-09:15	784	825
C - Leicester Road (N)	07:45-08:00	494	499
	08:00-08:15	590	596
	08:15-08:30	722	729
	08:30-08:45	722	729
	08:45-09:00	590	596
	09:00-09:15	494	499

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A47 (E)	0.68	0.11	2.1	A	996	1493
B - A47 (W)	0.48	0.05	0.9	A	956	1434
C - Leicester Road (N)	0.51	0.09	1.0	A	602	903

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	817	204	350	1858	0.440	814	718	0.0	0.8	0.057	A
B - A47 (W)	784	196	70	2412	0.325	783	1093	0.0	0.5	0.037	A
C - Leicester Road (N)	494	123	575	1572	0.314	492	278	0.0	0.5	0.055	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	975	244	418	1817	0.537	974	859	0.8	1.1	0.071	A
B - A47 (W)	937	234	84	2403	0.390	936	1308	0.5	0.6	0.041	A
C - Leicester Road (N)	590	147	688	1508	0.391	589	332	0.5	0.6	0.065	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1195	299	512	1761	0.679	1191	1051	1.1	2.1	0.105	A
B - A47 (W)	1147	287	103	2391	0.480	1146	1600	0.6	0.9	0.048	A
C - Leicester Road (N)	722	181	843	1421	0.508	721	407	0.6	1.0	0.086	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1195	299	513	1760	0.679	1195	1053	2.1	2.1	0.106	A
B - A47 (W)	1147	287	103	2391	0.480	1147	1604	0.9	0.9	0.048	A
C - Leicester Road (N)	722	181	843	1420	0.509	722	407	1.0	1.0	0.086	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	975	244	420	1816	0.537	979	861	2.1	1.2	0.072	A
B - A47 (W)	937	234	85	2403	0.390	938	1314	0.9	0.6	0.041	A
C - Leicester Road (N)	590	147	689	1508	0.391	591	333	1.0	0.6	0.066	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	817	204	351	1857	0.440	818	720	1.2	0.8	0.058	A
B - A47 (W)	784	196	71	2412	0.325	785	1099	0.6	0.5	0.037	A
C - Leicester Road (N)	494	123	577	1571	0.314	495	279	0.6	0.5	0.056	A

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A47 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		A, B, C	0.08	A

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A47 (E)		ONE HOUR	✓	1228	100.000
B - A47 (W)		ONE HOUR	✓	1246	100.000
C - Leicester Road (N)		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	1048	180
	B - A47 (W)	860	0	386
	C - Leicester Road (N)	128	303	0

Proportions

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0.00	0.85	0.15
	B - A47 (W)	0.69	0.00	0.31
	C - Leicester Road (N)	0.30	0.70	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	2	0
	B - A47 (W)	2	0	0
	C - Leicester Road (N)	0	1	0

Average PCU Per Veh

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	1.000	1.016	1.000
	B - A47 (W)	1.020	1.000	1.002
	C - Leicester Road (N)	1.000	1.009	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A47 (E)	16:45-17:00	925	937
	17:00-17:15	1104	1119
	17:15-17:30	1352	1371
	17:30-17:45	1352	1371
	17:45-18:00	1104	1119
	18:00-18:15	925	937
B - A47 (W)	16:45-17:00	938	952
	17:00-17:15	1120	1136
	17:15-17:30	1372	1392
	17:30-17:45	1372	1392
	17:45-18:00	1120	1136
	18:00-18:15	938	952
C - Leicester Road (N)	16:45-17:00	324	327
	17:00-17:15	387	390
	17:15-17:30	475	478
	17:30-17:45	475	478
	17:45-18:00	387	390
	18:00-18:15	324	327

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A47 (E)	0.71	0.11	2.4	A	1127	1690
B - A47 (W)	0.57	0.06	1.3	A	1143	1715
C - Leicester Road (N)	0.34	0.07	0.5	A	395	593

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	925	231	227	1989	0.469	921	742	0.0	0.9	0.057	A
B - A47 (W)	938	235	135	2459	0.381	936	1013	0.0	0.6	0.039	A
C - Leicester Road (N)	324	81	646	1555	0.209	323	425	0.0	0.3	0.049	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1104	276	272	1942	0.568	1102	887	0.9	1.3	0.071	A
B - A47 (W)	1120	280	162	2442	0.459	1119	1213	0.6	0.8	0.045	A
C - Leicester Road (N)	387	97	772	1486	0.261	387	508	0.3	0.4	0.055	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1352	338	333	1905	0.710	1348	1086	1.3	2.4	0.107	A
B - A47 (W)	1372	343	198	2418	0.567	1370	1483	0.8	1.3	0.057	A
C - Leicester Road (N)	475	119	946	1393	0.341	474	622	0.4	0.5	0.065	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1352	338	334	1905	0.710	1352	1088	2.4	2.4	0.108	A
B - A47 (W)	1372	343	198	2418	0.567	1372	1487	1.3	1.3	0.057	A
C - Leicester Road (N)	475	119	947	1392	0.341	475	623	0.5	0.5	0.065	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1104	276	273	1942	0.569	1108	890	2.4	1.3	0.072	A
B - A47 (W)	1120	280	162	2441	0.459	1122	1219	1.3	0.9	0.046	A
C - Leicester Road (N)	387	97	774	1485	0.261	388	510	0.5	0.4	0.055	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	925	231	228	1969	0.470	926	745	1.3	0.9	0.058	A
B - A47 (W)	938	235	136	2459	0.382	939	1019	0.9	0.6	0.039	A
C - Leicester Road (N)	324	81	648	1554	0.209	325	427	0.4	0.3	0.049	A

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A47 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		A, B, C	0.10	A

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A47 (E)		ONE HOUR	✓	1199	100.000
B - A47 (W)		ONE HOUR	✓	1087	100.000
C - Leicester Road (N)		ONE HOUR	✓	683	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	1105	94
	B - A47 (W)	814	0	273
	C - Leicester Road (N)	195	488	0

Proportions

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0.00	0.92	0.08
	B - A47 (W)	0.75	0.00	0.25
	C - Leicester Road (N)	0.29	0.71	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	3	2
	B - A47 (W)	7	0	0
	C - Leicester Road (N)	1	1	0

Average PCU Per Veh

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	1.000	1.030	1.020
	B - A47 (W)	1.070	1.000	1.000
	C - Leicester Road (N)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A47 (E)	07:45-08:00	903	929
	08:00-08:15	1078	1109
	08:15-08:30	1320	1359
	08:30-08:45	1320	1359
	08:45-09:00	1078	1109
	09:00-09:15	903	929
B - A47 (W)	07:45-08:00	818	861
	08:00-08:15	977	1028
	08:15-08:30	1197	1260
	08:30-08:45	1197	1260
	08:45-09:00	977	1028
	09:00-09:15	818	861
C - Leicester Road (N)	07:45-08:00	514	519
	08:00-08:15	614	620
	08:15-08:30	752	760
	08:30-08:45	752	760
	08:45-09:00	614	620
	09:00-09:15	514	519

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A47 (E)	0.75	0.14	3.0	A	1100	1650
B - A47 (W)	0.50	0.05	1.0	A	997	1496
C - Leicester Road (N)	0.54	0.09	1.2	A	627	940

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	903	226	366	1856	0.486	899	758	0.0	0.9	0.062	A
B - A47 (W)	818	205	70	2410	0.340	816	1194	0.0	0.5	0.038	A
C - Leicester Road (N)	514	129	611	1552	0.331	512	275	0.0	0.5	0.058	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1078	269	438	1813	0.595	1076	906	0.9	1.4	0.081	A
B - A47 (W)	977	244	84	2401	0.407	977	1430	0.5	0.7	0.042	A
C - Leicester Road (N)	614	154	731	1484	0.414	613	330	0.5	0.7	0.069	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1320	330	536	1754	0.753	1314	1109	1.4	2.9	0.135	A
B - A47 (W)	1197	299	103	2389	0.501	1196	1747	0.7	1.0	0.050	A
C - Leicester Road (N)	752	188	895	1391	0.541	750	403	0.7	1.2	0.093	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1320	330	537	1753	0.753	1320	1111	2.9	3.0	0.138	A
B - A47 (W)	1197	299	103	2389	0.501	1197	1754	1.0	1.0	0.050	A
C - Leicester Road (N)	752	188	896	1390	0.541	752	404	1.2	1.2	0.094	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1078	269	440	1812	0.595	1084	909	3.0	1.5	0.083	A
B - A47 (W)	977	244	85	2401	0.407	978	1439	1.0	0.7	0.042	A
C - Leicester Road (N)	614	154	733	1483	0.414	616	331	1.2	0.7	0.069	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	903	226	368	1855	0.487	905	760	1.5	1.0	0.063	A
B - A47 (W)	818	205	71	2410	0.340	819	1202	0.7	0.5	0.038	A
C - Leicester Road (N)	514	129	613	1551	0.332	515	277	0.7	0.5	0.058	A

2036 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A47 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	A47 Leicester Road (N)	Standard Roundabout		A, B, C	0.09	A

Junction Network

Driving side	Lighting	Network delay (min)	Network LOS
Left	Normal/unknown	0.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A47 (E)		ONE HOUR	✓	1289	100.000
B - A47 (W)		ONE HOUR	✓	1399	100.000
C - Leicester Road (N)		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	1092	197
	B - A47 (W)	1037	0	362
	C - Leicester Road (N)	128	299	0

Proportions

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0.00	0.85	0.15
	B - A47 (W)	0.74	0.00	0.26
	C - Leicester Road (N)	0.30	0.70	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	0	2	0
	B - A47 (W)	2	0	0
	C - Leicester Road (N)	0	1	0

Average PCU Per Veh

		To		
		A - A47 (E)	B - A47 (W)	C - Leicester Road (N)
From	A - A47 (E)	1.000	1.016	1.000
	B - A47 (W)	1.020	1.000	1.002
	C - Leicester Road (N)	1.000	1.009	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A47 (E)	16:45-17:00	970	984
	17:00-17:15	1159	1174
	17:15-17:30	1419	1438
	17:30-17:45	1419	1438
	17:45-18:00	1159	1174
	18:00-18:15	970	984
B - A47 (W)	16:45-17:00	1053	1069
	17:00-17:15	1258	1277
	17:15-17:30	1540	1564
	17:30-17:45	1540	1564
	17:45-18:00	1258	1277
	18:00-18:15	1053	1069
C - Leicester Road (N)	16:45-17:00	321	323
	17:00-17:15	384	386
	17:15-17:30	470	473
	17:30-17:45	470	473
	17:45-18:00	384	386
	18:00-18:15	321	323

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A47 (E)	0.74	0.12	2.9	A	1183	1774
B - A47 (W)	0.64	0.07	1.8	A	1284	1926
C - Leicester Road (N)	0.37	0.07	0.6	A	392	588

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	970	243	224	1971	0.492	967	875	0.0	1.0	0.059	A
B - A47 (W)	1053	263	148	2449	0.430	1050	1043	0.0	0.8	0.043	A
C - Leicester Road (N)	321	80	778	1483	0.217	320	419	0.0	0.3	0.052	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1159	290	269	1944	0.596	1157	1046	1.0	1.5	0.076	A
B - A47 (W)	1258	314	177	2429	0.518	1256	1249	0.8	1.1	0.051	A
C - Leicester Road (N)	384	96	931	1400	0.274	383	502	0.3	0.4	0.059	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1419	355	329	1908	0.744	1414	1280	1.5	2.8	0.120	A
B - A47 (W)	1540	385	216	2404	0.641	1538	1526	1.1	1.8	0.069	A
C - Leicester Road (N)	470	118	1140	1287	0.365	469	614	0.4	0.6	0.073	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1419	355	329	1907	0.744	1419	1283	2.8	2.9	0.123	A
B - A47 (W)	1540	385	217	2403	0.641	1540	1531	1.8	1.8	0.070	A
C - Leicester Road (N)	470	118	1142	1286	0.365	470	615	0.6	0.6	0.074	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	1159	290	269	1944	0.596	1164	1050	2.9	1.5	0.078	A
B - A47 (W)	1258	314	178	2429	0.518	1260	1256	1.8	1.1	0.051	A
C - Leicester Road (N)	384	96	934	1399	0.274	385	504	0.6	0.4	0.059	A

18:00 - 18:15

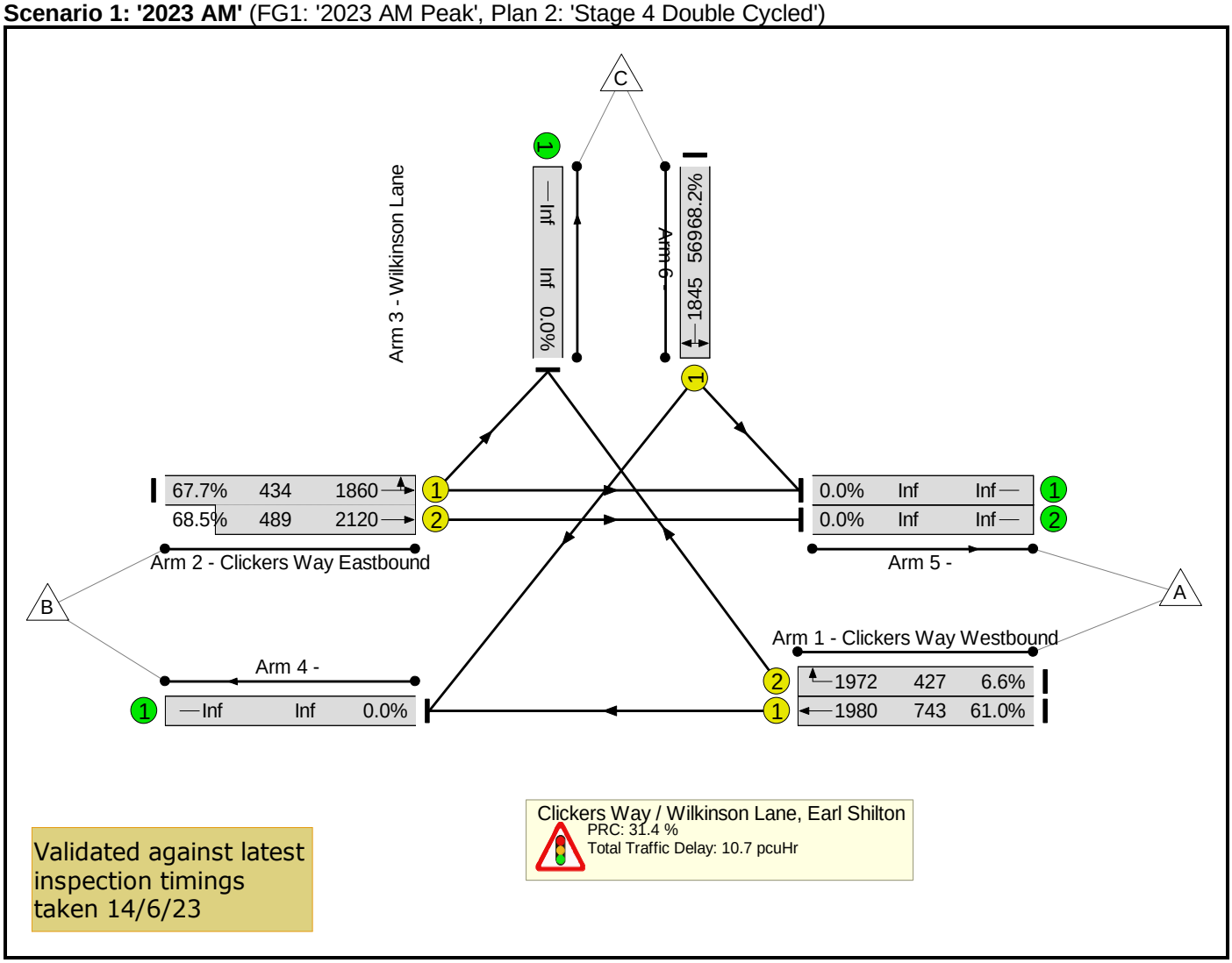
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	Unsignalised level of service
A - A47 (E)	970	243	225	1971	0.492	972	878	1.5	1.0	0.060	A
B - A47 (W)	1053	263	149	2448	0.430	1055	1049	1.1	0.8	0.043	A
C - Leicester Road (N)	321	80	782	1481	0.217	322	421	0.4	0.3	0.052	A

Basic Results Summary

User and Project Details

Project:	
Title:	**Clickers Way / Wilkinson Lane, Earl Shilton**
Location:	
Model Assumptions:	The model was supplied to WSP by LCC and WSP has used the same model and then updated the Traffic Flows.
Additional detail:	
File name:	F.A47 Clickers Way_Wilkinson Lane LCC Model.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2023 AM' (FG1: '2023 AM Peak', Plan 2: 'Stage 4 Double Cycled')



Basic Results Summary

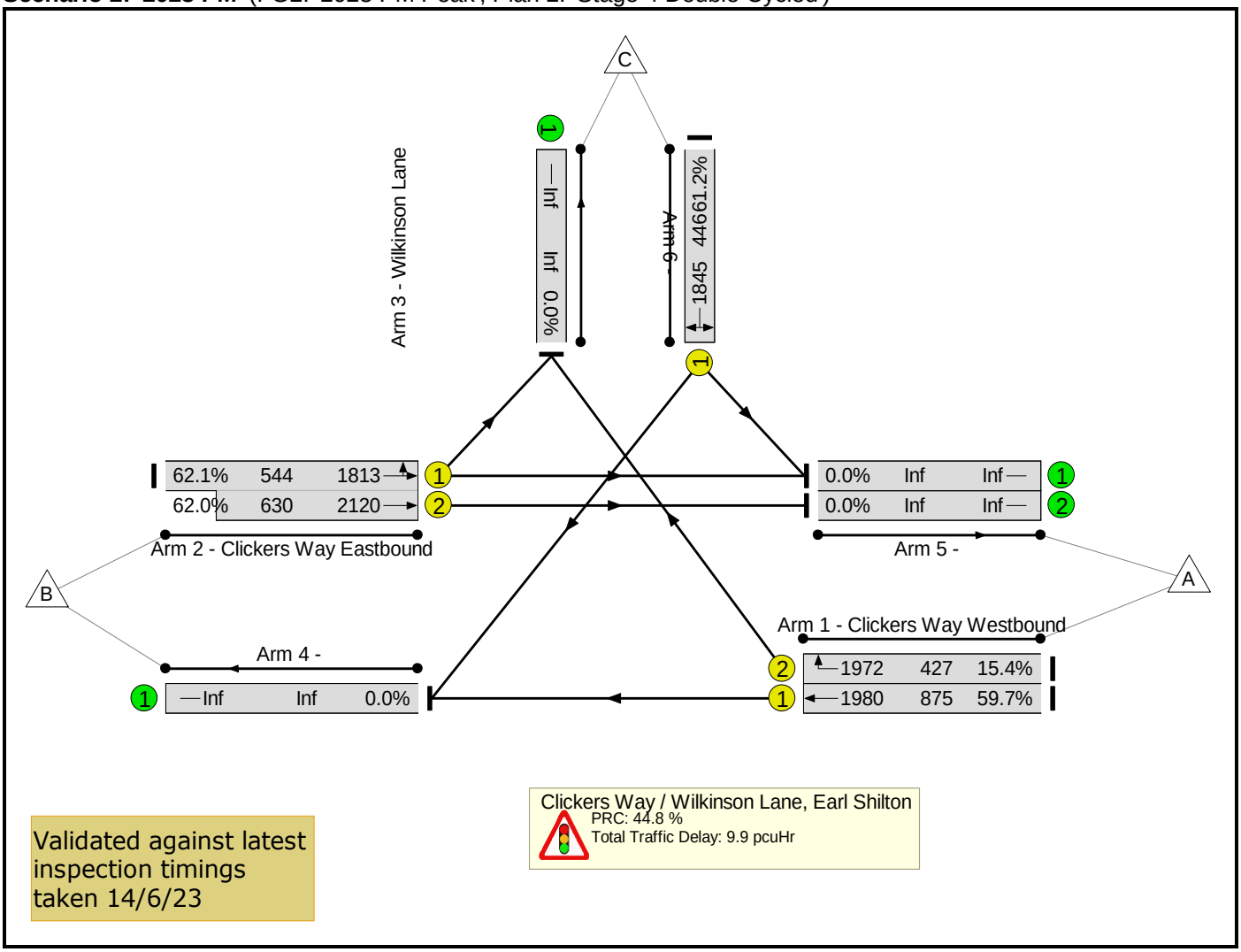
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**68.5%**	**0**	**0**	**0**	**10.7**	-	-
Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**68.5%**	**0**	**0**	**0**	**10.7**	-	-
1/1	Clickers Way Westbound Ahead	U	A		2	43	-	453	1980	743	61.0%	-	-	-	2.8	22.0	8.1
1/2	Clickers Way Westbound Right	U	C		2	24	-	28	1972	427	6.6%	-	-	-	0.2	23.4	0.4
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	26	-	629	1860:2120	434+489	67.7 : 68.5%	-	-	-	4.7	27.1	6.4
3/1	Wilkinson Lane Right Left	U	D		2	35	-	388	1845	569	68.2%	-	-	-	3.0	28.2	7.3

C1 PRC for Signalled Lanes (%): 31.4 Total Delay for Signalled Lanes (pcuHr): 10.72 Cycle Time (s): 120
PRC Over All Lanes (%): 31.4 Total Delay Over All Lanes(pcuHr): 10.72

Basic Results Summary

Scenario 2: '2023 PM' (FG2: '2023 PM Peak', Plan 2: 'Stage 4 Double Cycled')



Basic Results Summary

Network Results

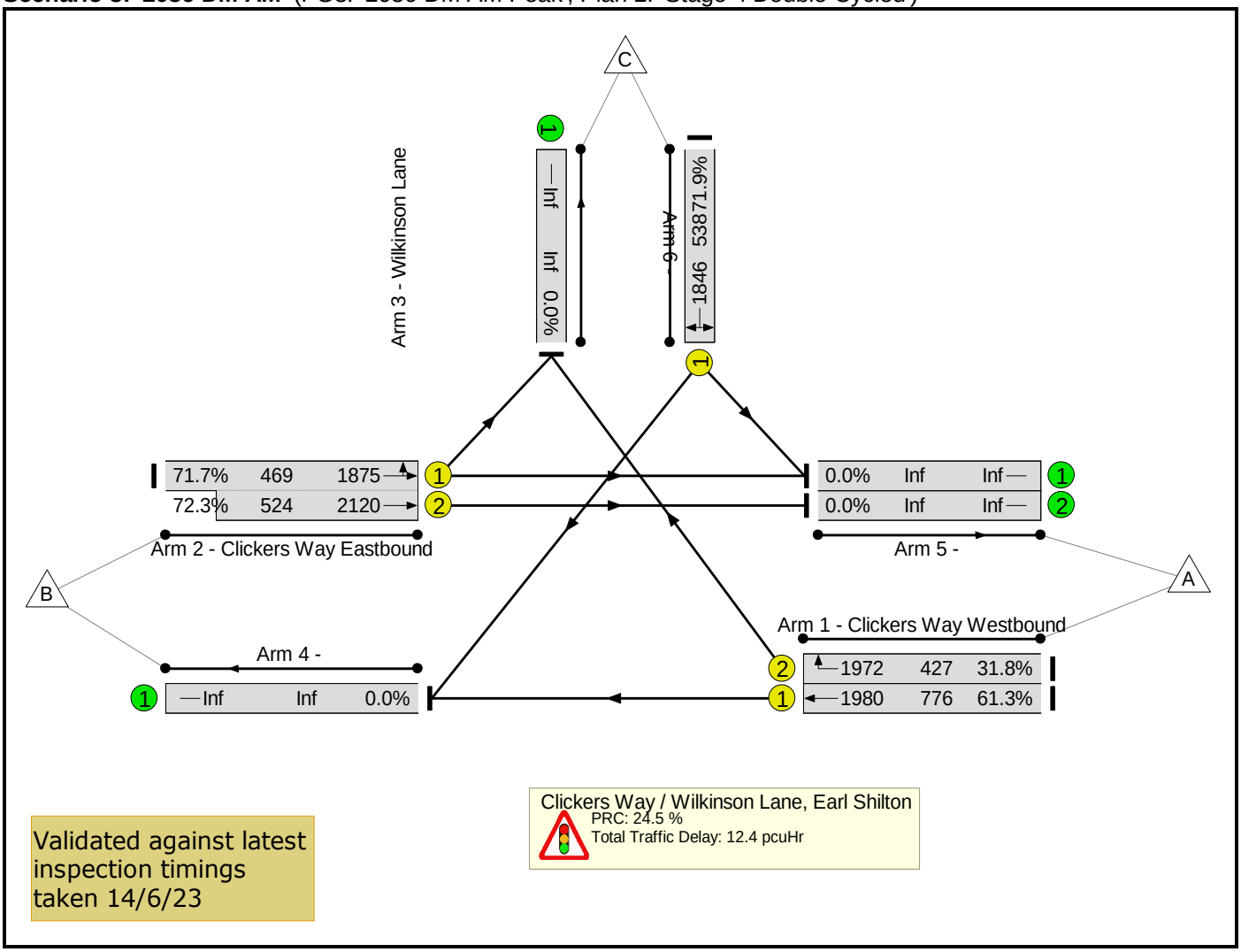
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**62.1%**	**0**	**0**	**0**	**9.9**	-	-
Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**62.1%**	**0**	**0**	**0**	**9.9**	-	-
1/1	Clickers Way Westbound Ahead	U	A		2	51	-	522	1980	875	59.7%	-	-	-	2.6	18.1	8.3
1/2	Clickers Way Westbound Right	U	C		2	24	-	66	1972	427	15.4%	-	-	-	0.4	24.2	1.0
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	34	-	729	1813:2120	544+630	62.1 : 62.0%	-	-	-	4.5	22.2	6.9
3/1	Wilkinson Lane Right Left	U	D		2	27	-	273	1845	446	61.2%	-	-	-	2.3	30.6	4.8

C1 PRC for Signalled Lanes (%): 44.8 Total Delay for Signalled Lanes (pcuHr): 9.89 Cycle Time (s): 120

PRC Over All Lanes (%): 44.8 Total Delay Over All Lanes(pcuHr): 9.89

Basic Results Summary

Scenario 3: '2036 DM AM' (FG3: '2036 DM AM Peak', Plan 2: 'Stage 4 Double Cycled')



Basic Results Summary

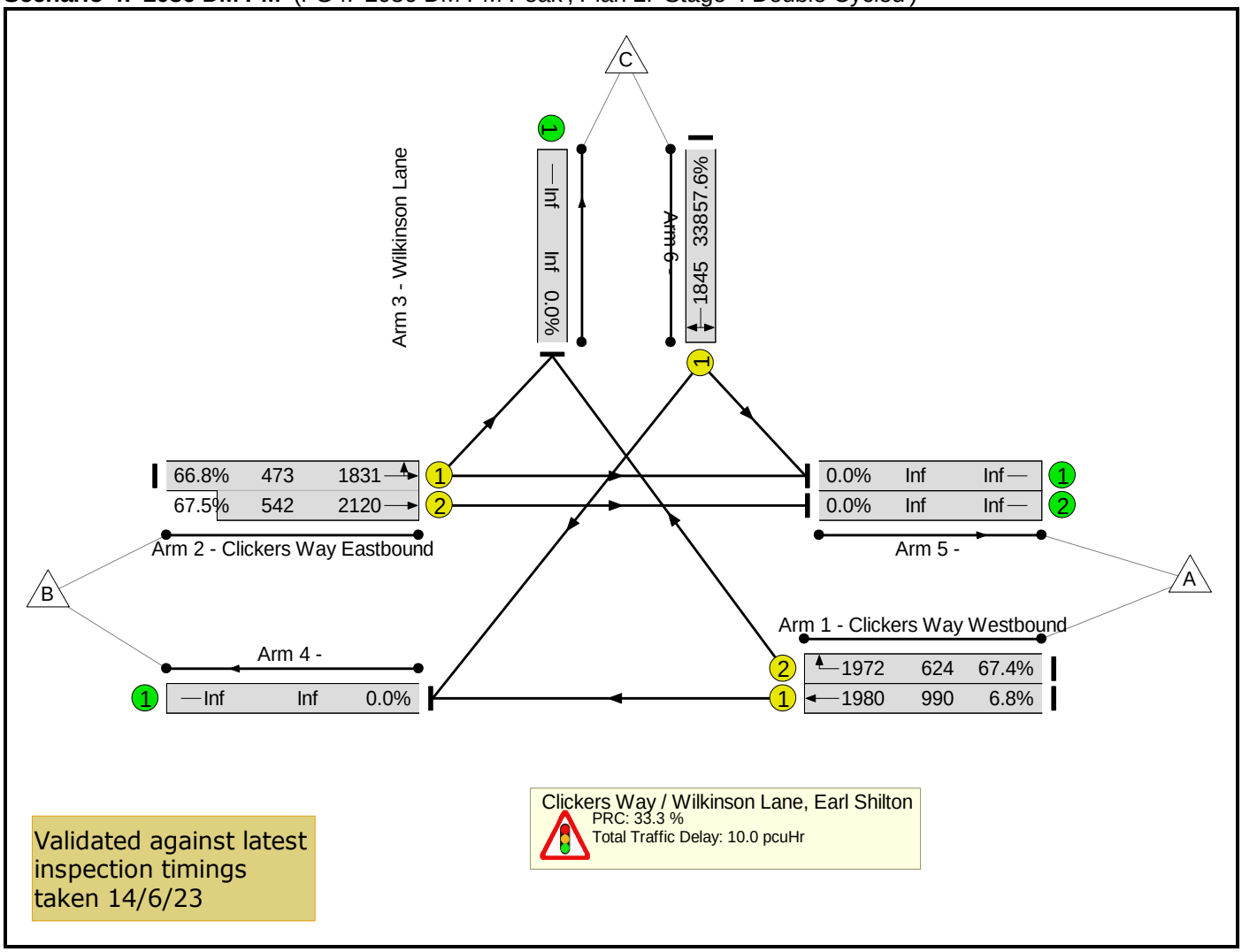
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**0**	**0**	**0**	**12.4**	**-**	**-**
Clickers Way / Wilkinson Lane, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**0**	**0**	**0**	**12.4**	**-**	**-**
1/1	Clickers Way Westbound Ahead	U	A		2	45	-	475	1980	776	61.3%	-	-	-	2.8	20.9	8.0
1/2	Clickers Way Westbound Right	U	C		2	24	-	136	1972	427	31.8%	-	-	-	1.0	26.0	2.1
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	28	-	715	1875:2120	469+524	71.7 : 72.3%	-	-	-	5.4	27.1	7.5
3/1	Wilkinson Lane Right Left	U	D		2	33	-	387	1846	538	71.9%	-	-	-	3.3	30.9	7.5

C1 PRC for Signalled Lanes (%): 24.5 Total Delay for Signalled Lanes (pcuHr): 12.45 Cycle Time (s): 120
PRC Over All Lanes (%): 24.5 Total Delay Over All Lanes(pcuHr): 12.45

Basic Results Summary

Scenario 4: '2036 DM PM' (FG4: '2036 DM PM Peak', Plan 2: 'Stage 4 Double Cycled')



Basic Results Summary

Network Results

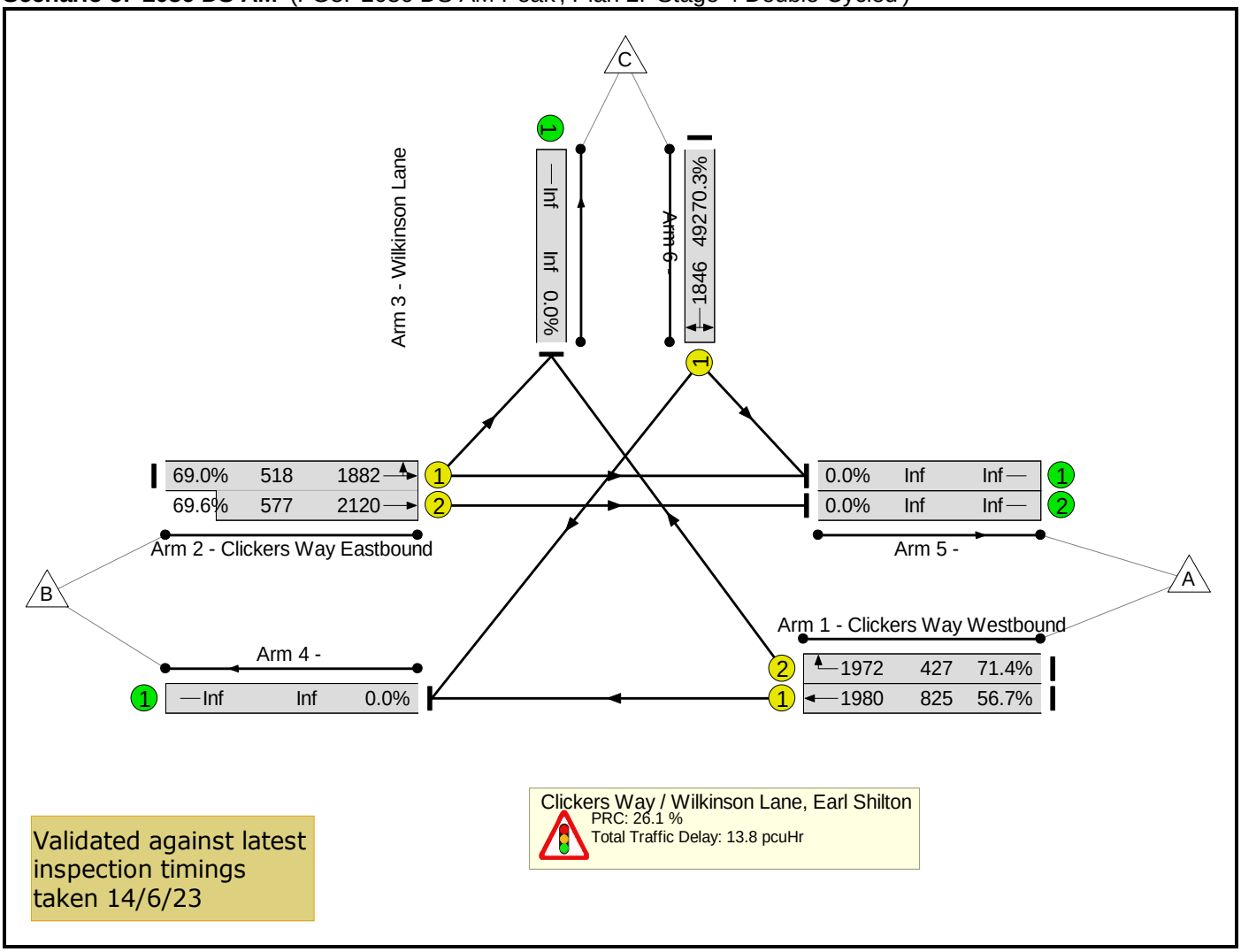
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**0**	**0**	**0**	**10.0**	**-**	**-**
Clickers Way / Wilkinson Lane, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**0**	**0**	**0**	**10.0**	**-**	**-**
1/1	Clickers Way Westbound Ahead	U	A		2	58	-	67	1980	990	6.8%	-	-	-	0.2	10.3	0.8
1/2	Clickers Way Westbound Right	U	C		2	36	-	421	1972	624	67.4%	-	-	-	3.1	26.6	7.3
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	29	-	682	1831:2120	473+542	66.8 : 67.5%	-	-	-	4.8	25.3	6.6
3/1	Wilkinson Lane Right Left	U	D		2	20	-	195	1845	338	57.6%	-	-	-	1.9	34.8	3.6

C1 PRC for Signalled Lanes (%): 33.3 Total Delay for Signalled Lanes (pcuHr): 9.99 Cycle Time (s): 120

PRC Over All Lanes (%): 33.3 Total Delay Over All Lanes(pcuHr): 9.99

Basic Results Summary

Scenario 5: '2036 DS AM' (FG5: '2036 DS AM Peak', Plan 2: 'Stage 4 Double Cycled')



Basic Results Summary

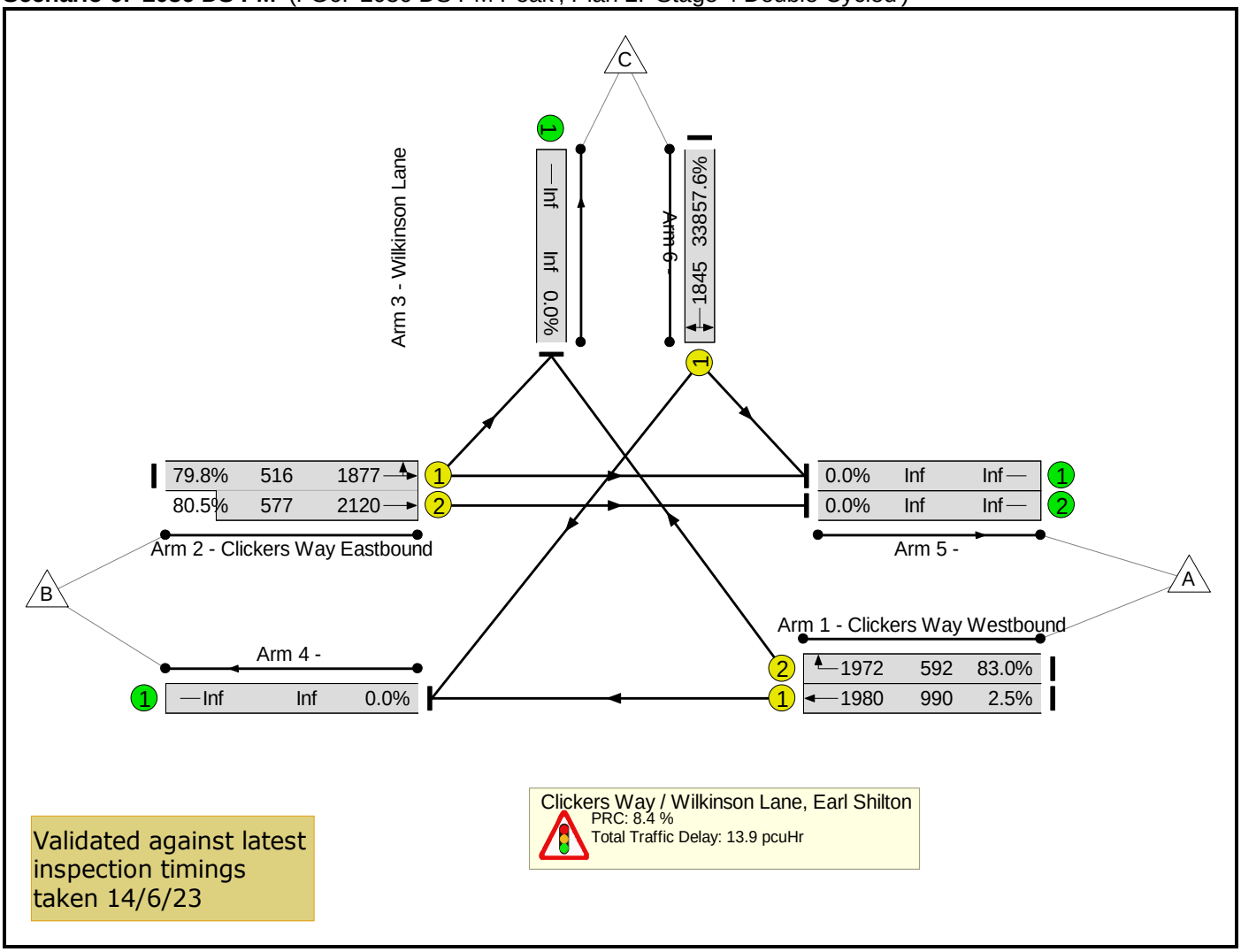
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**71.4%**	**0**	**0**	**0**	**13.8**	-	-
Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**71.4%**	**0**	**0**	**0**	**13.8**	-	-
1/1	Clickers Way Westbound Ahead	U	A		2	48	-	468	1980	825	56.7%	-	-	-	2.4	18.8	7.5
1/2	Clickers Way Westbound Right	U	C		2	24	-	305	1972	427	71.4%	-	-	-	3.1	36.2	6.0
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	31	-	759	1882:2120	518+577	69.0 : 69.6%	-	-	-	5.3	24.9	7.5
3/1	Wilkinson Lane Right Left	U	D		2	30	-	346	1846	492	70.3%	-	-	-	3.1	32.0	6.5

C1 PRC for Signalled Lanes (%): 26.1 Total Delay for Signalled Lanes (pcuHr): 13.84 Cycle Time (s): 120
PRC Over All Lanes (%): 26.1 Total Delay Over All Lanes(pcuHr): 13.84

Basic Results Summary

Scenario 6: '2036 DS PM' (FG6: '2036 DS PM Peak', Plan 2: 'Stage 4 Double Cycled')



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**83.0%**	**0**	**0**	**0**	**13.9**	-	-
Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**83.0%**	**0**	**0**	**0**	**13.9**	-	-
1/1	Clickers Way Westbound Ahead	U	A		2	58	-	25	1980	990	2.5%	-	-	-	0.1	10.1	0.3
1/2	Clickers Way Westbound Right	U	C		2	34	-	491	1972	592	83.0%	-	-	-	5.0	36.7	10.1
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	31	-	877	1877:2120	516+577	79.8 : 80.5%	-	-	-	6.9	28.4	9.4
3/1	Wilkinson Lane Right Left	U	D		2	20	-	195	1845	338	57.6%	-	-	-	1.9	34.8	3.7

C1 PRC for Signalled Lanes (%): 8.4 Total Delay for Signalled Lanes (pcuHr): 13.88 Cycle Time (s): 120
PRC Over All Lanes (%): 8.4 Total Delay Over All Lanes(pcuHr): 13.88

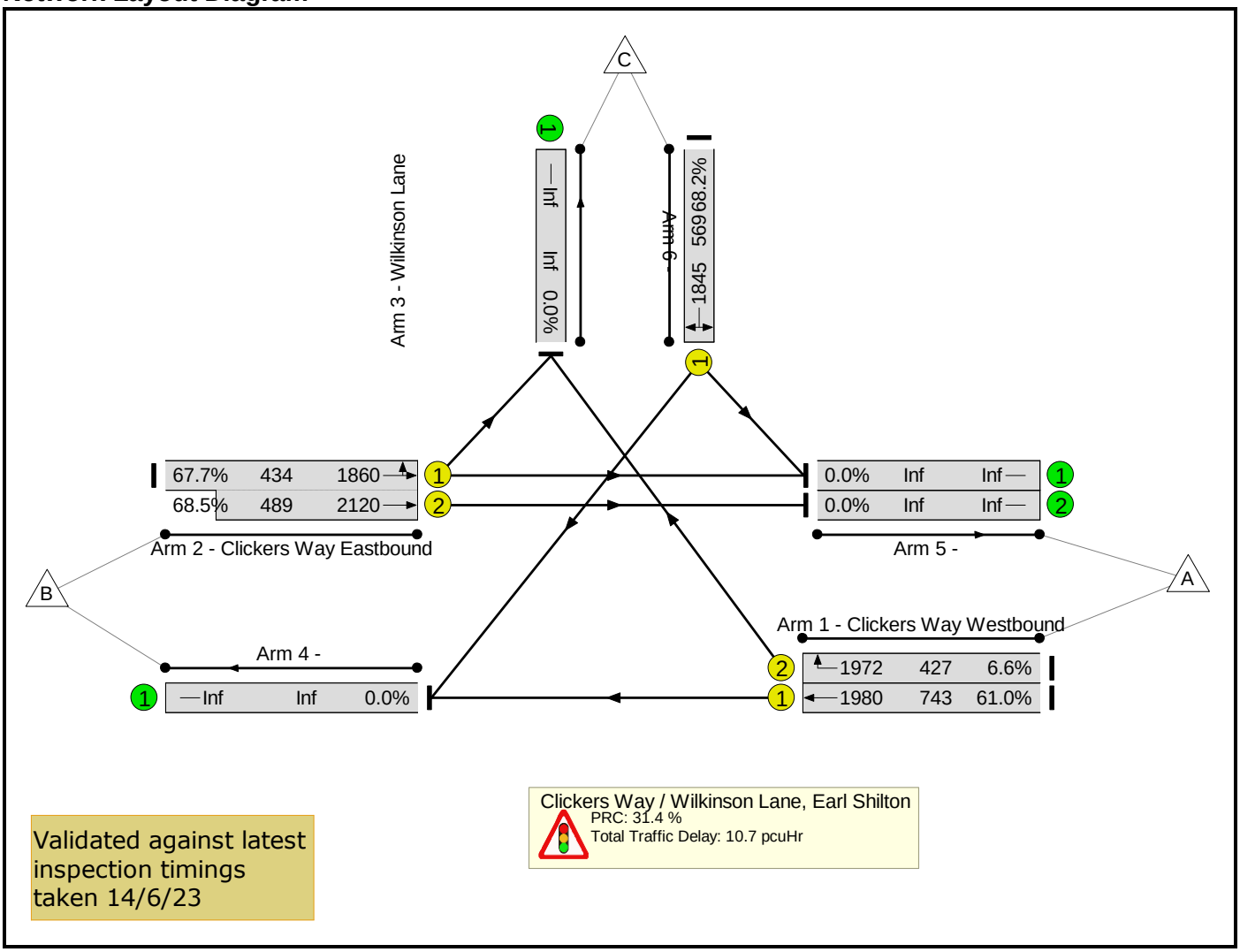
Basic Results Summary

User and Project Details

Project:	
Title:	**Clickers Way / Wilkinson Lane, Earl Shilton**
Location:	
Model Assumptions:	The model was supplied to WSP by LCC and WSP has used the same model and then updated the Traffic Flows.
Additional detail:	
File name:	F.A47 Clickers Way_Wilkinson Lane LCC Model.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2023 AM' (FG1: '2023 AM Peak', Plan 2: 'Stage 4 Double Cycled')

Network Layout Diagram



Basic Results Summary

Network Results

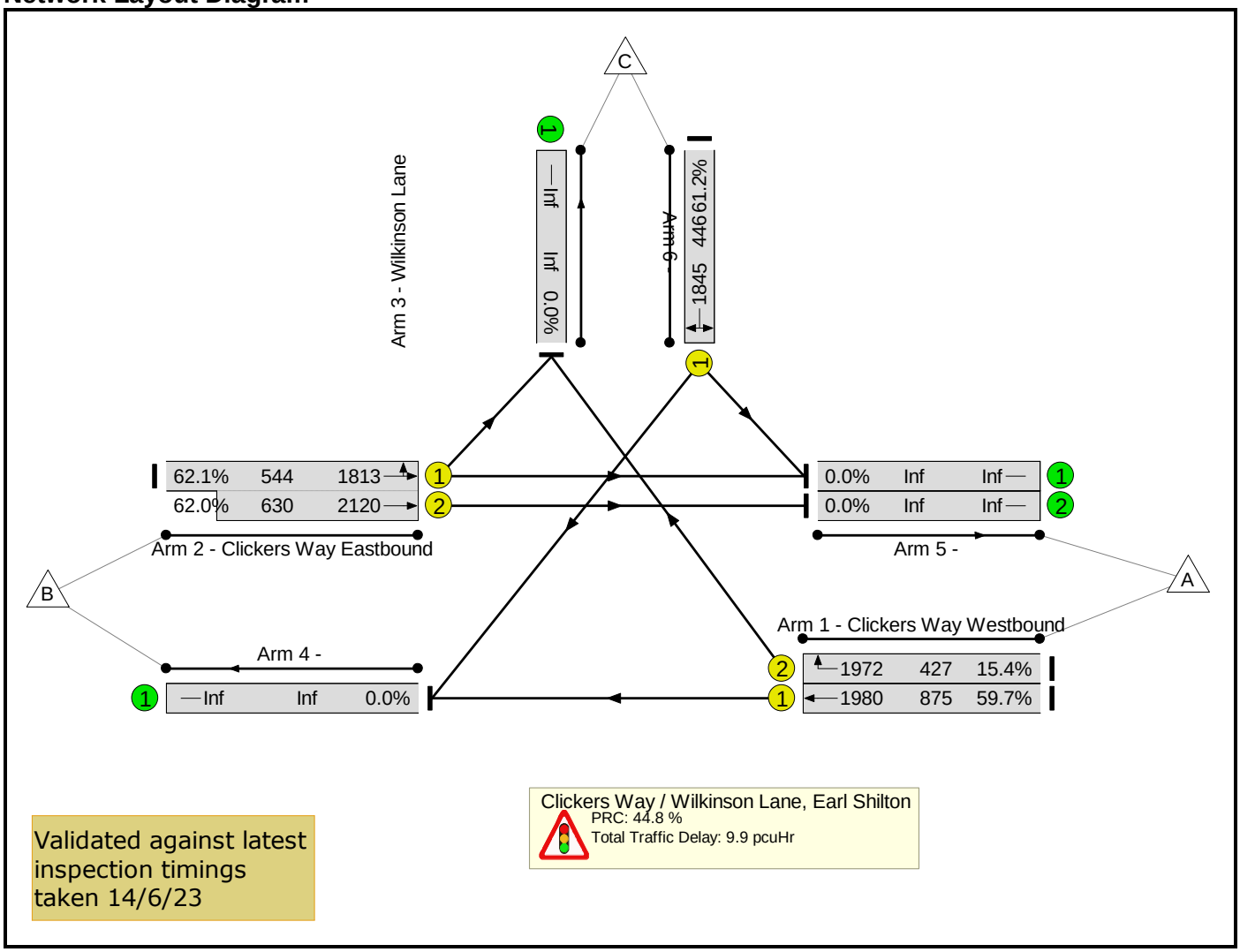
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**68.5%**	**0**	**0**	**0**	**10.7**	-	-
Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**68.5%**	**0**	**0**	**0**	**10.7**	-	-
1/1	Clickers Way Westbound Ahead	U	A		2	43	-	453	1980	743	61.0%	-	-	-	2.8	22.0	8.1
1/2	Clickers Way Westbound Right	U	C		2	24	-	28	1972	427	6.6%	-	-	-	0.2	23.4	0.4
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	26	-	629	1860:2120	434+489	67.7 : 68.5%	-	-	-	4.7	27.1	6.4
3/1	Wilkinson Lane Right Left	U	D		2	35	-	388	1845	569	68.2%	-	-	-	3.0	28.2	7.3

C1 PRC for Signalled Lanes (%): 31.4 Total Delay for Signalled Lanes (pcuHr): 10.72 Cycle Time (s): 120
PRC Over All Lanes (%): 31.4 Total Delay Over All Lanes(pcuHr): 10.72

Basic Results Summary

Scenario 2: '2023 PM' (FG2: '2023 PM Peak', Plan 2: 'Stage 4 Double Cycled')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**62.1%**	**0**	**0**	**0**	**9.9**	-	-
Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**62.1%**	**0**	**0**	**0**	**9.9**	-	-
1/1	Clickers Way Westbound Ahead	U	A		2	51	-	522	1980	875	59.7%	-	-	-	2.6	18.1	8.3
1/2	Clickers Way Westbound Right	U	C		2	24	-	66	1972	427	15.4%	-	-	-	0.4	24.2	1.0
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	34	-	729	1813:2120	544+630	62.1 : 62.0%	-	-	-	4.5	22.2	6.9
3/1	Wilkinson Lane Right Left	U	D		2	27	-	273	1845	446	61.2%	-	-	-	2.3	30.6	4.8

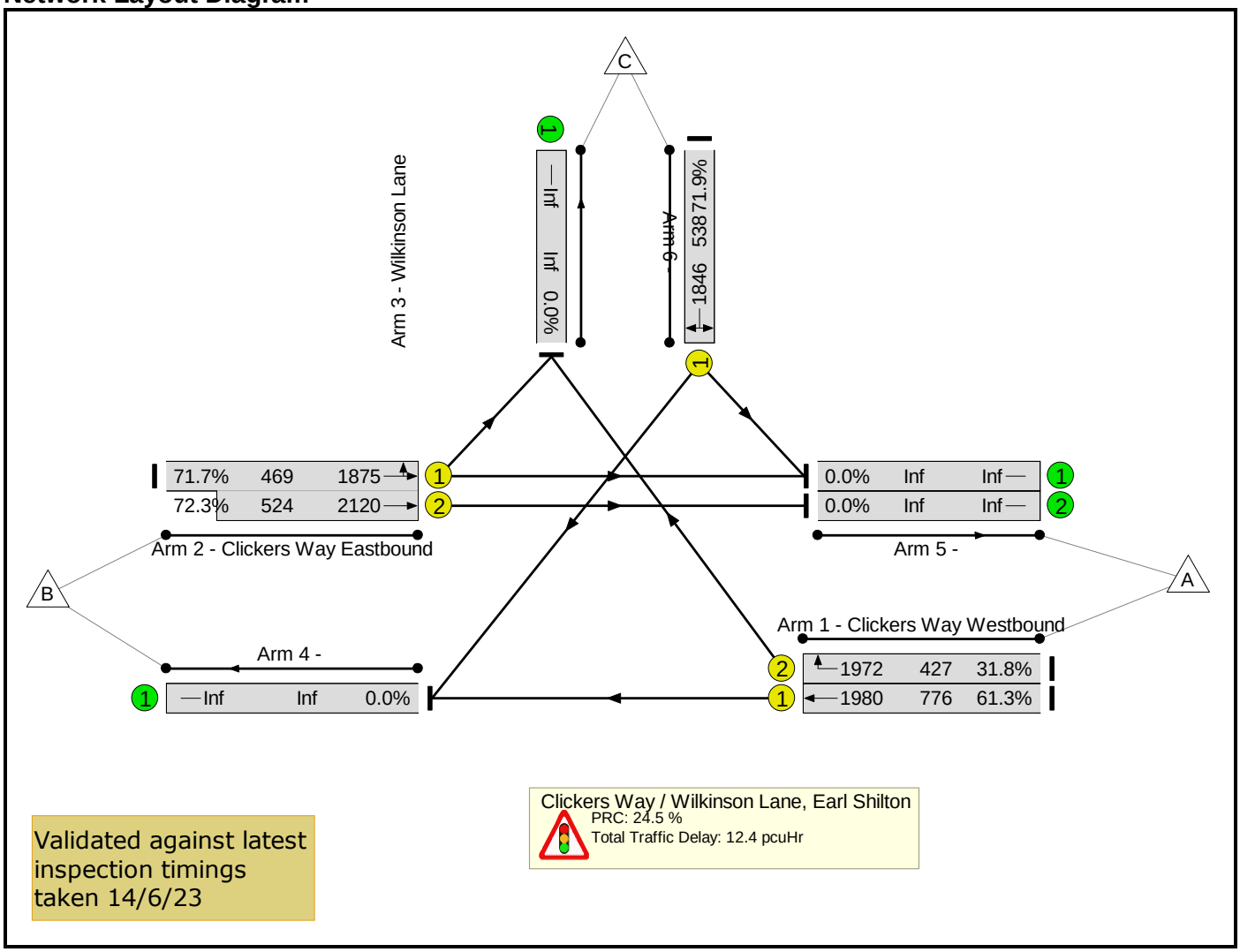
C1 PRC for Signalled Lanes (%): 44.8 Total Delay for Signalled Lanes (pcuHr): 9.89 Cycle Time (s): 120

PRC Over All Lanes (%): 44.8 Total Delay Over All Lanes(pcuHr): 9.89

Basic Results Summary

Scenario 3: '2036 DM AM' (FG3: '2036 DM AM Peak', Plan 2: 'Stage 4 Double Cycled')

Network Layout Diagram



Basic Results Summary

Network Results

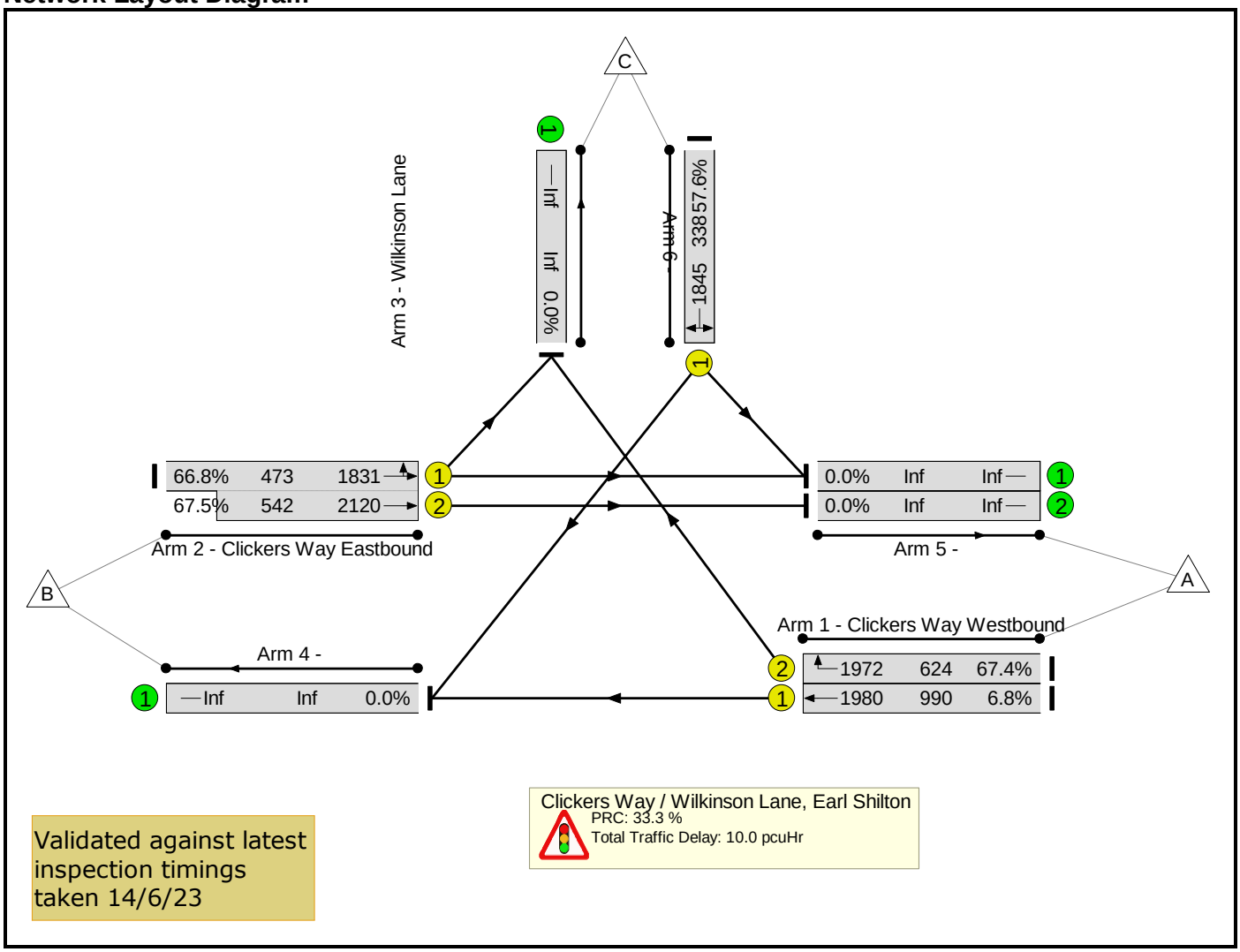
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**0**	**0**	**0**	**12.4**	**-**	**-**
Clickers Way / Wilkinson Lane, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**0**	**0**	**0**	**12.4**	**-**	**-**
1/1	Clickers Way Westbound Ahead	U	A		2	45	-	475	1980	776	61.3%	-	-	-	2.8	20.9	8.0
1/2	Clickers Way Westbound Right	U	C		2	24	-	136	1972	427	31.8%	-	-	-	1.0	26.0	2.1
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	28	-	715	1875:2120	469+524	71.7 : 72.3%	-	-	-	5.4	27.1	7.5
3/1	Wilkinson Lane Right Left	U	D		2	33	-	387	1846	538	71.9%	-	-	-	3.3	30.9	7.5

C1 PRC for Signalled Lanes (%): 24.5 Total Delay for Signalled Lanes (pcuHr): 12.45 Cycle Time (s): 120
PRC Over All Lanes (%): 24.5 Total Delay Over All Lanes(pcuHr): 12.45

Basic Results Summary

Scenario 4: '2036 DM PM' (FG4: '2036 DM PM Peak', Plan 2: 'Stage 4 Double Cycled')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**0**	**0**	**0**	**10.0**	**-**	**-**
Clickers Way / Wilkinson Lane, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**0**	**0**	**0**	**10.0**	**-**	**-**
1/1	Clickers Way Westbound Ahead	U	A		2	58	-	67	1980	990	6.8%	-	-	-	0.2	10.3	0.8
1/2	Clickers Way Westbound Right	U	C		2	36	-	421	1972	624	67.4%	-	-	-	3.1	26.6	7.3
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	29	-	682	1831:2120	473+542	66.8 : 67.5%	-	-	-	4.8	25.3	6.6
3/1	Wilkinson Lane Right Left	U	D		2	20	-	195	1845	338	57.6%	-	-	-	1.9	34.8	3.6

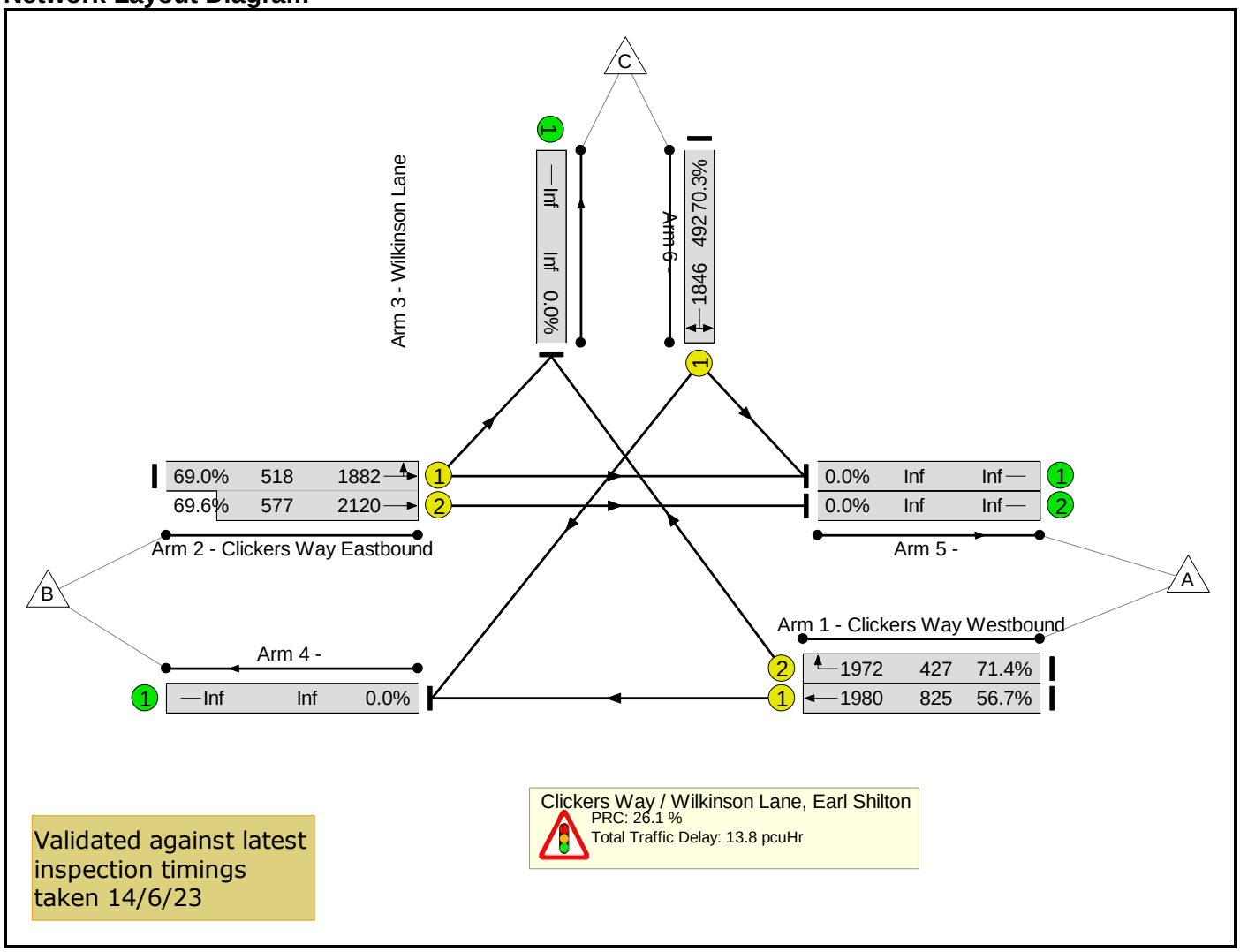
C1 PRC for Signalled Lanes (%): 33.3 Total Delay for Signalled Lanes (pcuHr): 9.99 Cycle Time (s): 120

PRC Over All Lanes (%): 33.3 Total Delay Over All Lanes(pcuHr): 9.99

Basic Results Summary

Scenario 5: '2036 DS AM' (FG5: '2036 DS AM Peak', Plan 2: 'Stage 4 Double Cycled')

Network Layout Diagram



Basic Results Summary

Network Results

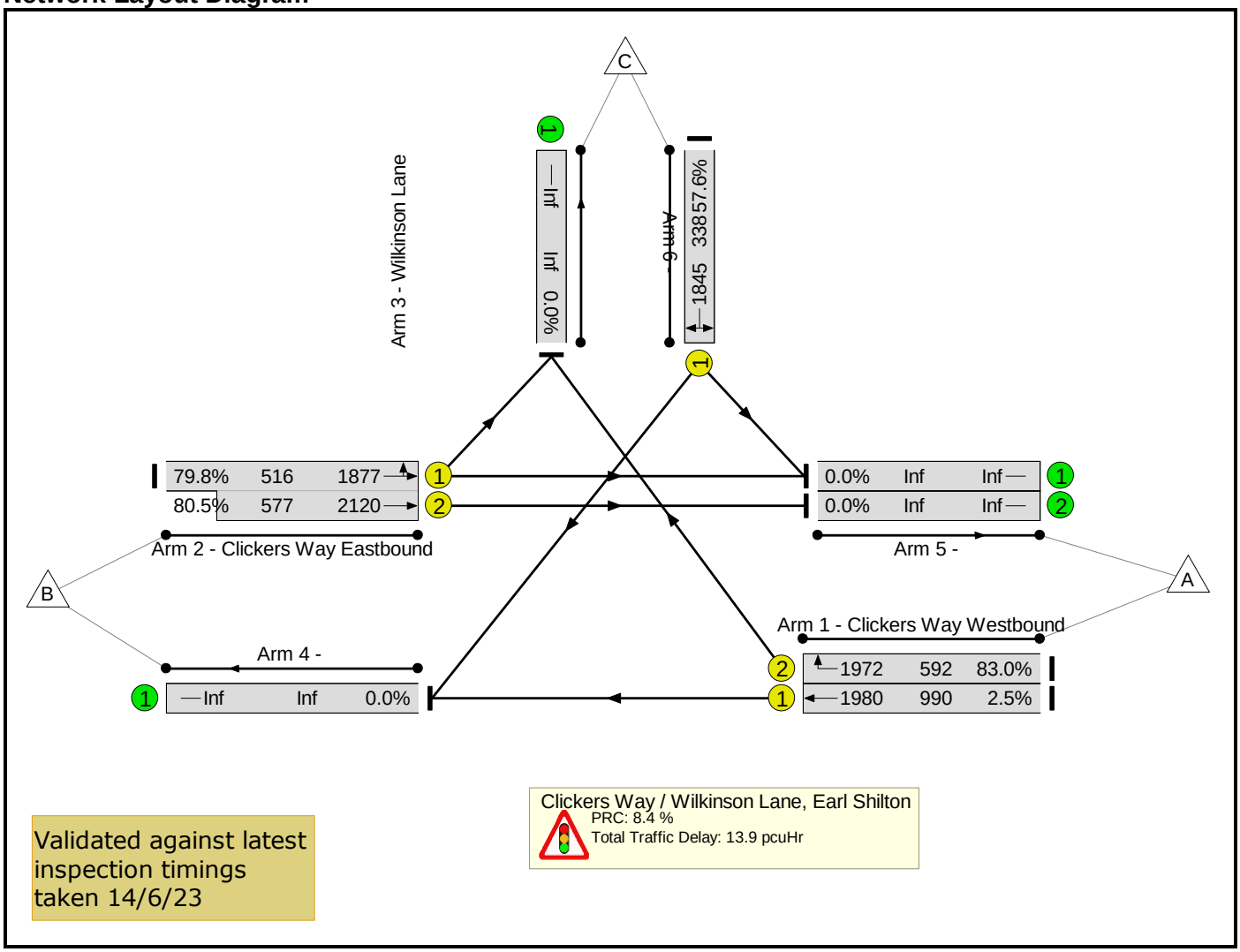
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**71.4%**	**0**	**0**	**0**	**13.8**	-	-
Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**71.4%**	**0**	**0**	**0**	**13.8**	-	-
1/1	Clickers Way Westbound Ahead	U	A		2	48	-	468	1980	825	56.7%	-	-	-	2.4	18.8	7.5
1/2	Clickers Way Westbound Right	U	C		2	24	-	305	1972	427	71.4%	-	-	-	3.1	36.2	6.0
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	31	-	759	1882:2120	518+577	69.0 : 69.6%	-	-	-	5.3	24.9	7.5
3/1	Wilkinson Lane Right Left	U	D		2	30	-	346	1846	492	70.3%	-	-	-	3.1	32.0	6.5

C1 PRC for Signalled Lanes (%): 26.1 Total Delay for Signalled Lanes (pcuHr): 13.84 Cycle Time (s): 120
PRC Over All Lanes (%): 26.1 Total Delay Over All Lanes(pcuHr): 13.84

Basic Results Summary

Scenario 6: '2036 DS PM' (FG6: '2036 DS PM Peak', Plan 2: 'Stage 4 Double Cycled')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**83.0%**	**0**	**0**	**0**	**13.9**	-	-
Clickers Way / Wilkinson Lane, Earl Shilton	-	-	-		-	-	-	-	-	-	**83.0%**	**0**	**0**	**0**	**13.9**	-	-
1/1	Clickers Way Westbound Ahead	U	A		2	58	-	25	1980	990	2.5%	-	-	-	0.1	10.1	0.3
1/2	Clickers Way Westbound Right	U	C		2	34	-	491	1972	592	83.0%	-	-	-	5.0	36.7	10.1
2/1+2/2	Clickers Way Eastbound Ahead Left	U	B		2	31	-	877	1877:2120	516+577	79.8 : 80.5%	-	-	-	6.9	28.4	9.4
3/1	Wilkinson Lane Right Left	U	D		2	20	-	195	1845	338	57.6%	-	-	-	1.9	34.8	3.7

C1 PRC for Signalled Lanes (%): 8.4 Total Delay for Signalled Lanes (pcuHr): 13.88 Cycle Time (s): 120
PRC Over All Lanes (%): 8.4 Total Delay Over All Lanes(pcuHr): 13.88

Basic Results Summary

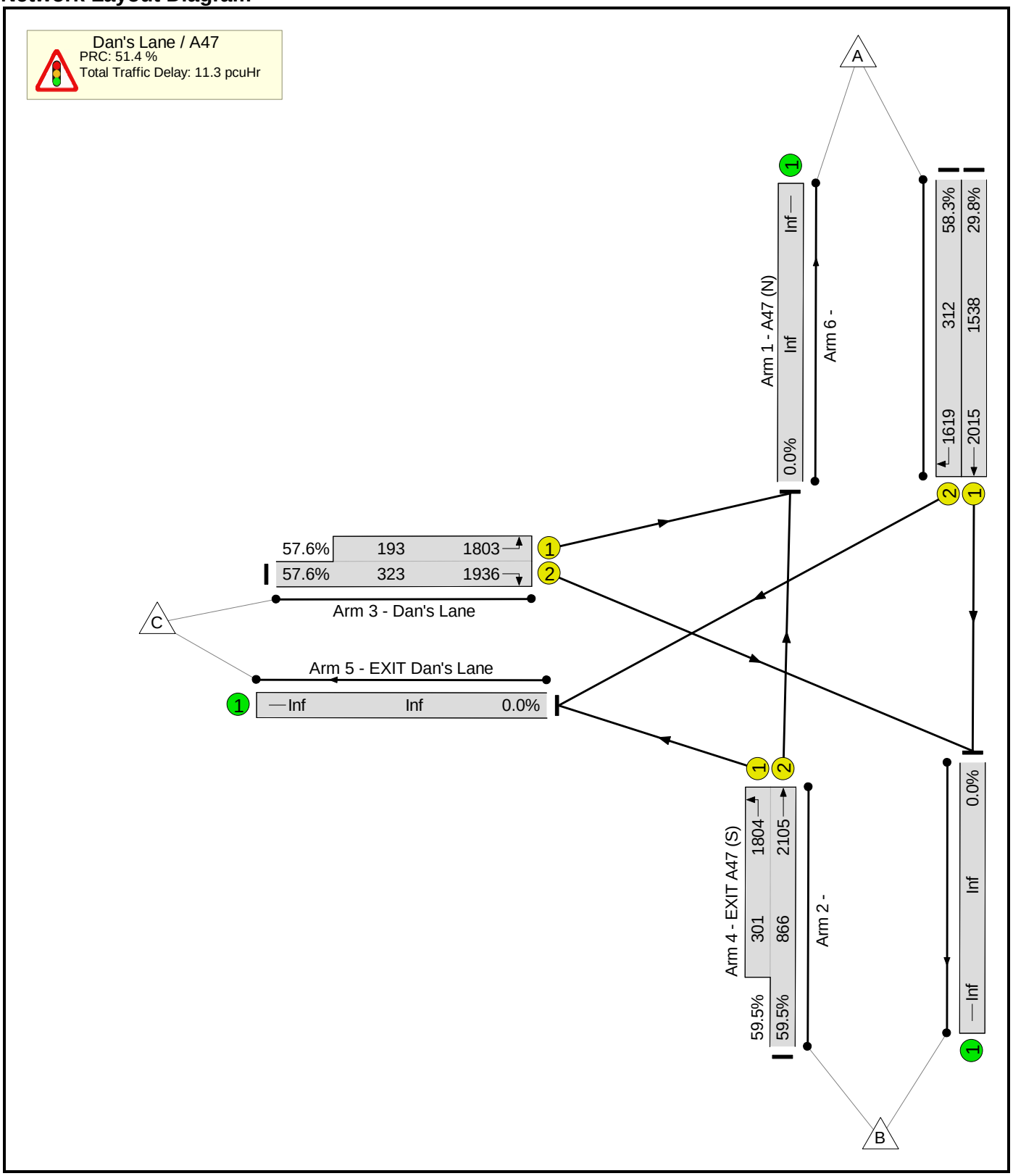
User and Project Details

Project:	**Earl Shilton Junction modelling**
Title:	**Dan's Lane / A47 Commited scheme**
Location:	
Client:	LCC
Date Started:	21-12-2023
Model Assumptions:	The model is generated from the previous TA Report (Junction model - LinSig.pdf). WSP is updated the flows on the previously commited scheme.
Additional detail:	
File name:	A47_DansLane_Commited Scheme.lsg3x
Author:	INJA05275
Company:	WSP
Address:	

Basic Results Summary

Scenario 1: '2036 DM AM' (FG1: '2036 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Dan's Lane / A47 Commited scheme	-	-	-		-	-	-	-	-	-	**59.5%**	**0**	**0**	**0**	**11.3**	-	-
Dan's Lane / A47	-	-	-		-	-	-	-	-	-	**59.5%**	**0**	**0**	**0**	**11.3**	-	-
1/1	A47 (N) Ahead	U	A		1	86	-	459	2015	1538	29.8%	-	-	-	0.7	5.8	4.5
1/2	A47 (N) Right	U	B		1	21	-	182	1619	312	58.3%	-	-	-	2.8	55.5	5.9
2/2+2/1	Left Ahead	U	C		1	57	-	694	2105:1804	866+301	59.5 : 59.5%	-	-	-	4.1	21.2	11.3
3/2+3/1	Dan's Lane Right Left	U	E D		1	18:41	-	297	1936:1803	323+193	57.6 : 57.6%	-	-	-	3.7	44.7	6.1

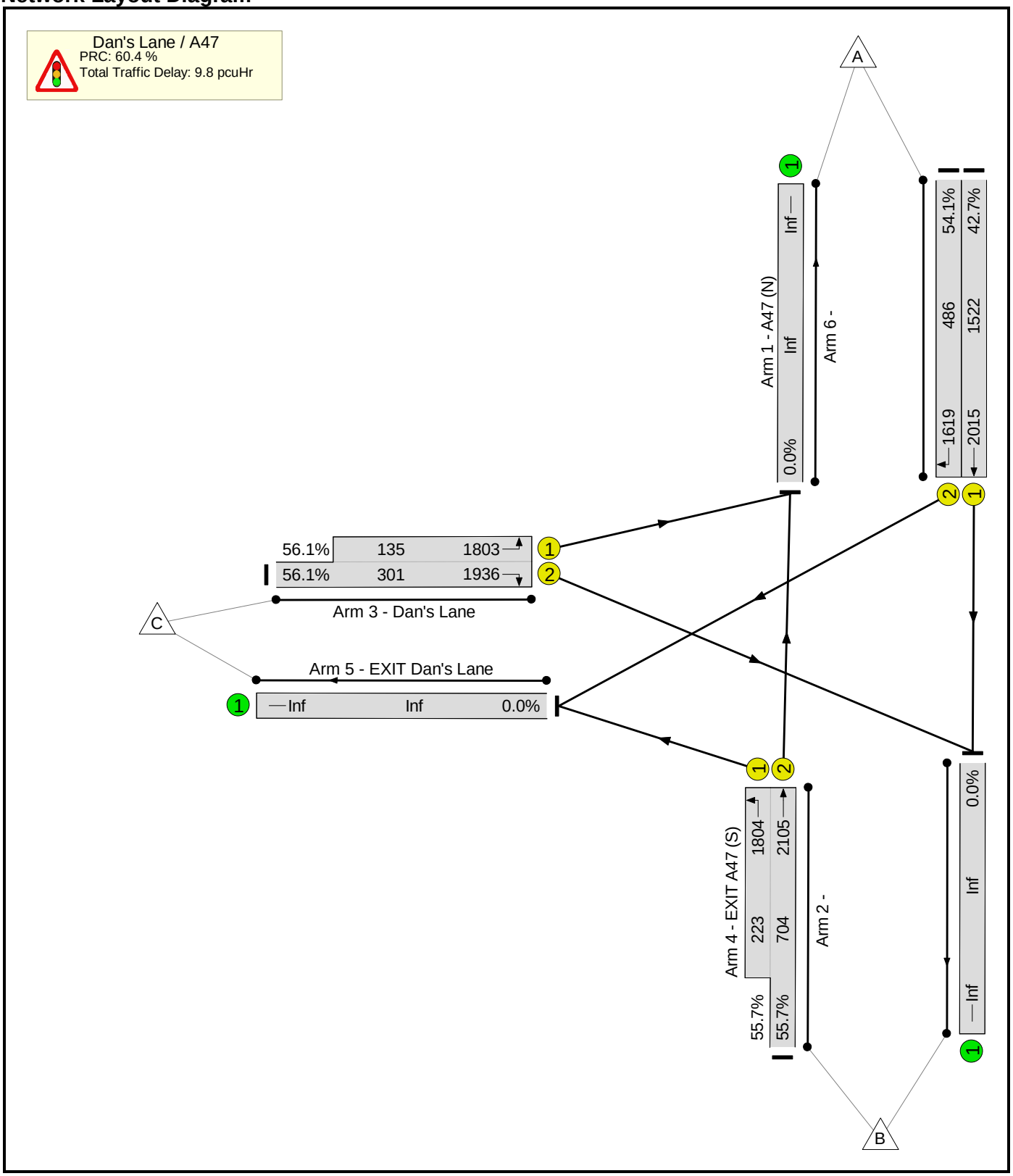
C1 PRC for Signalled Lanes (%): 51.4 Total Delay for Signalled Lanes (pcuHr): 11.33 Cycle Time (s): 114

PRC Over All Lanes (%): 51.4 Total Delay Over All Lanes(pcuHr): 11.33

Basic Results Summary

Scenario 2: '2036 DM PM' (FG2: '2036 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Dan's Lane / A47 Commited scheme	-	-	-		-	-	-	-	-	-	**56.1%**	**0**	**0**	**0**	**9.8**	-	-
Dan's Lane / A47	-	-	-		-	-	-	-	-	-	**56.1%**	**0**	**0**	**0**	**9.8**	-	-
1/1	A47 (N) Ahead	U	A		1	67	-	650	2015	1522	42.7%	-	-	-	1.1	6.0	6.1
1/2	A47 (N) Right	U	B		1	26	-	263	1619	486	54.1%	-	-	-	2.5	34.4	6.1
2/2+2/1	Left Ahead	U	C		1	33	-	516	2105:1804	704+223	55.7 : 55.7%	-	-	-	3.6	25.1	8.0
3/2+3/1	Dan's Lane Right Left	U	E D		1	13:41	-	245	1936:1803	301+135	56.1 : 56.1%	-	-	-	2.6	37.7	4.5

C1

PRC for Signalled Lanes (%): 60.4
PRC Over All Lanes (%): 60.4

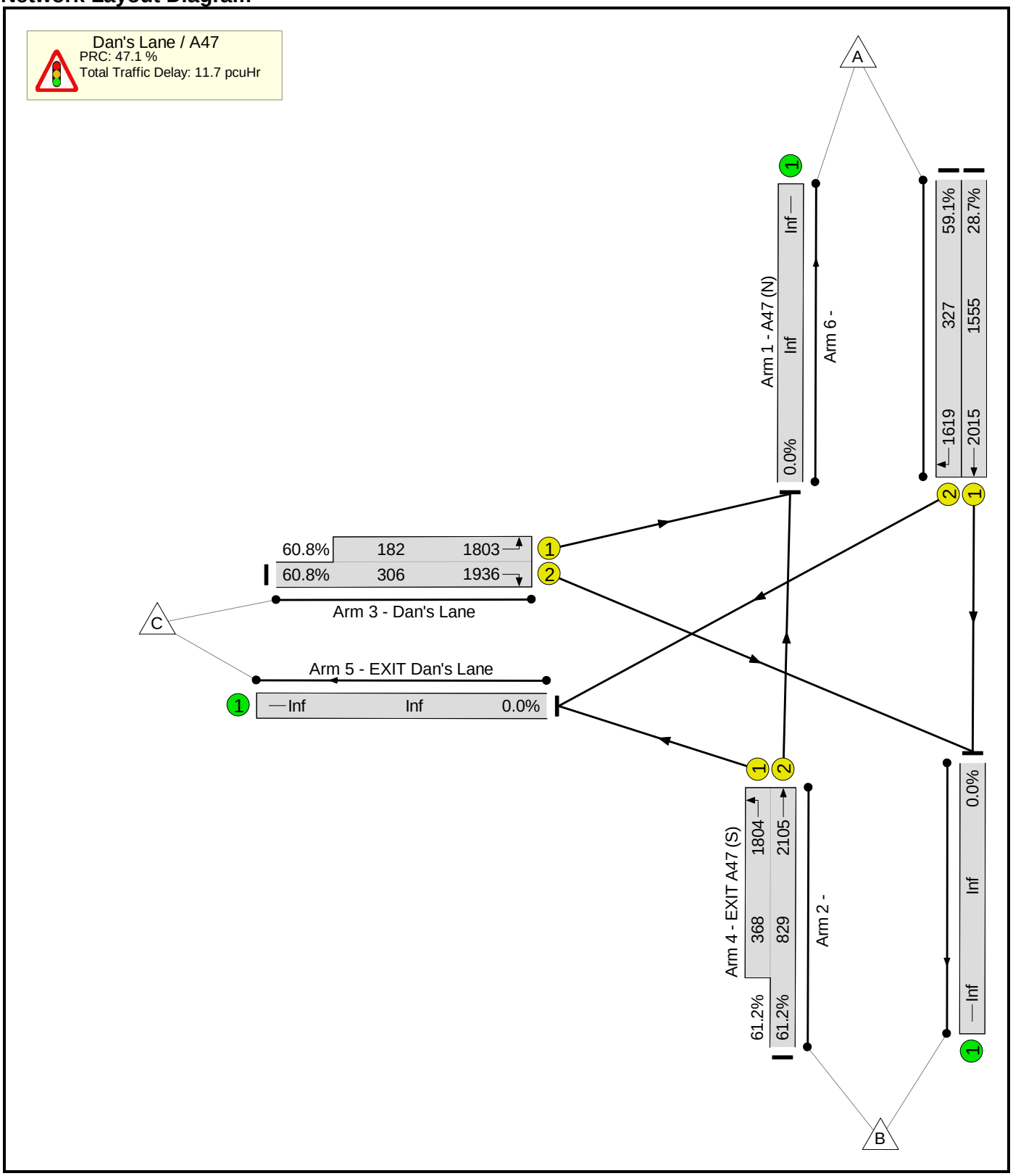
Total Delay for Signalled Lanes (pcuHr): 9.77
Total Delay Over All Lanes(pcuHr): 9.77

Cycle Time (s): 90

Basic Results Summary

Scenario 3: '2036 DS AM' (FG3: '2036 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Dan's Lane / A47 Commited scheme	-	-	-		-	-	-	-	-	-	**61.2%**	**0**	**0**	**0**	**11.7**	-	-
Dan's Lane / A47	-	-	-		-	-	-	-	-	-	**61.2%**	**0**	**0**	**0**	**11.7**	-	-
1/1	A47 (N) Ahead	U	A		1	87	-	446	2015	1555	28.7%	-	-	-	0.7	5.4	4.3
1/2	A47 (N) Right	U	B		1	22	-	193	1619	327	59.1%	-	-	-	2.9	54.6	6.2
2/2+2/1	Left Ahead	U	C		1	57	-	732	2105:1804	829+368	61.2 : 61.2%	-	-	-	4.3	21.2	11.1
3/2+3/1	Dan's Lane Right Left	U	E D		1	17:41	-	297	1936:1803	306+182	60.8 : 60.8%	-	-	-	3.8	46.4	6.2

C1

PRC for Signalled Lanes (%): 47.1
PRC Over All Lanes (%): 47.1

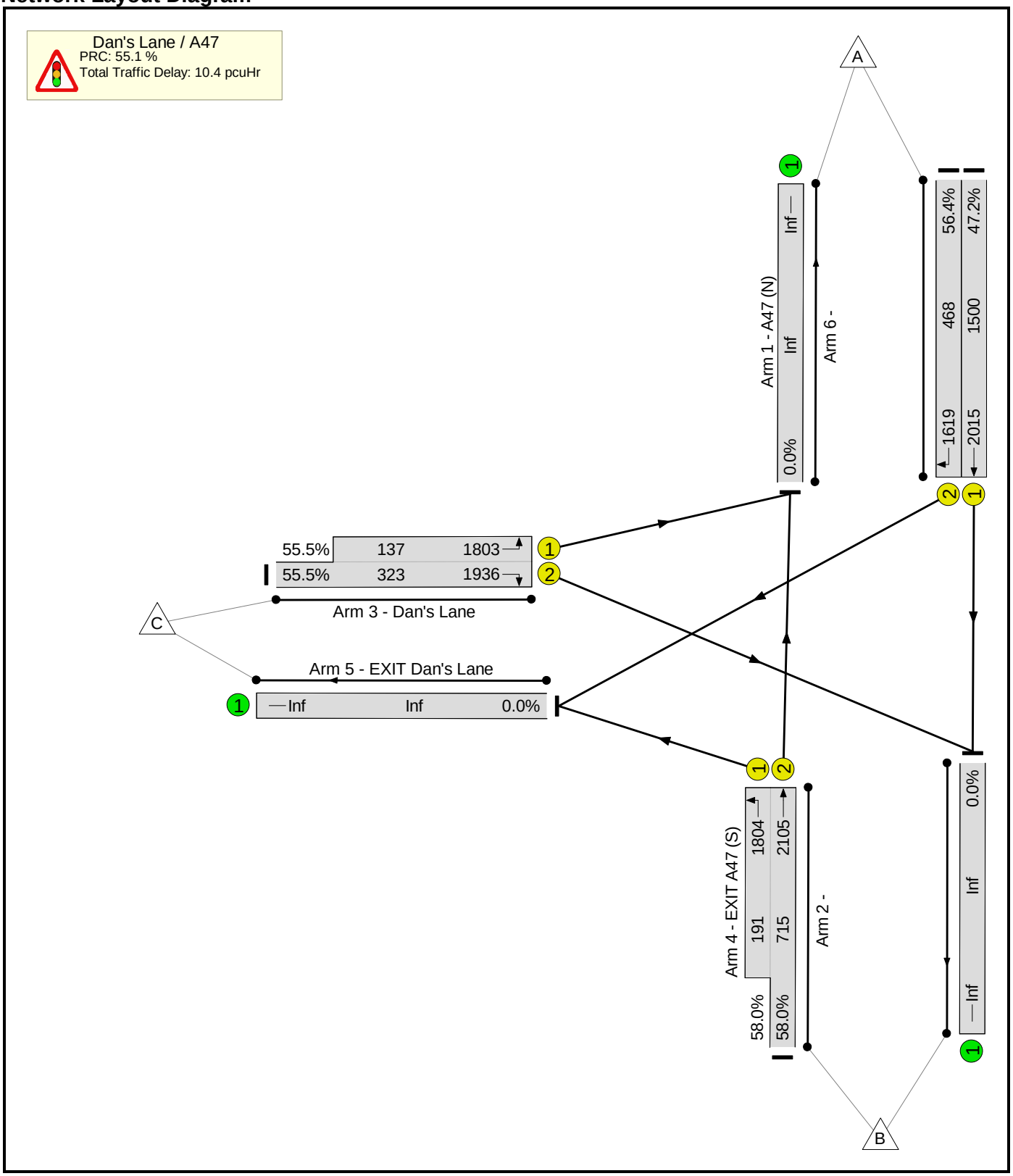
Total Delay for Signalled Lanes (pcuHr): 11.75
Total Delay Over All Lanes(pcuHr): 11.75

Cycle Time (s): 114

Basic Results Summary

Scenario 4: '2036 DS PM' (FG4: '2036 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Dan's Lane / A47 Commited scheme	-	-	-		-	-	-	-	-	-	**58.0%**	**0**	**0**	**0**	**10.4**	-	-
Dan's Lane / A47	-	-	-		-	-	-	-	-	-	**58.0%**	**0**	**0**	**0**	**10.4**	-	-
1/1	A47 (N) Ahead	U	A		1	66	-	708	2015	1500	47.2%	-	-	-	1.3	6.8	7.3
1/2	A47 (N) Right	U	B		1	25	-	264	1619	468	56.4%	-	-	-	2.6	36.0	6.2
2/2+2/1	Left Ahead	U	C		1	33	-	526	2105:1804	715+191	58.0 : 58.0%	-	-	-	3.8	25.8	8.6
3/2+3/1	Dan's Lane Right Left	U	E D		1	14:41	-	255	1936:1803	323+137	55.5 : 55.5%	-	-	-	2.6	36.9	4.7

C1 PRC for Signalled Lanes (%): 55.1 Total Delay for Signalled Lanes (pcuHr): 10.35 Cycle Time (s): 90

PRC Over All Lanes (%): 55.1 Total Delay Over All Lanes(pcuHr): 10.35

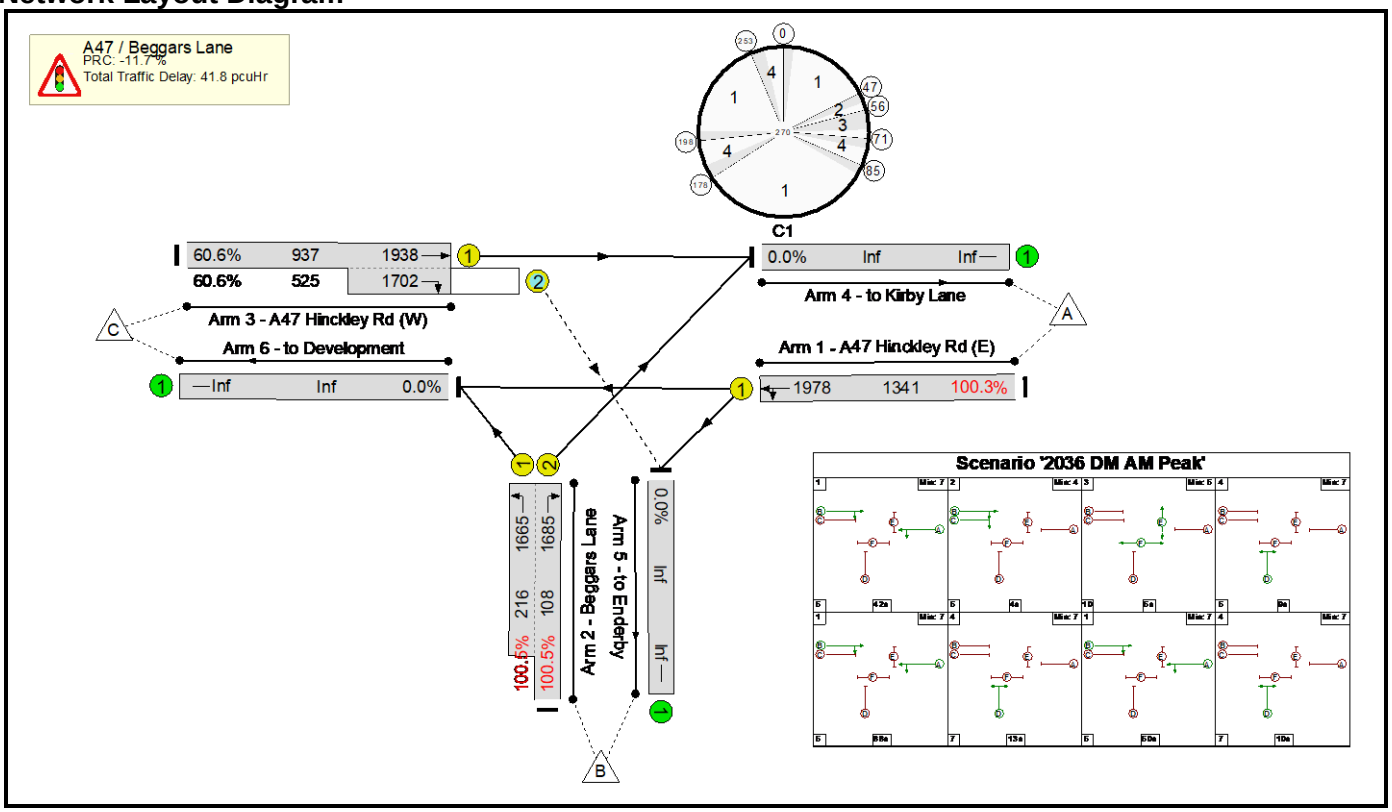
Basic Results Summary

User and Project Details

Project:	**Earl Shilton Junction modelling**
Title:	**Beggar's Lane / A47 Commited scheme**
Location:	
Client:	LCC
Date Started:	21/12/2023
Model Assumptions:	The model is generated from the previous TA Report (Junction model - LinSig.pdf). WSP is updated the flows on the previously commited scheme.
Additional detail:	
File name:	A47_BeggarsLane_Improvement Scheme.lsg3x
Author:	INCS04445
Company:	WSP
Address:	

Scenario 1: '2036 DM AM Peak' (FG1: '2036 DM AM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Beggar's Lane / A47 Commited scheme	-	-	-		-	-	-	-	-	-	**100.5%**	**0**	**304**	**14**	**41.8**	-	-
A47 / Beggars Lane	-	-	-		-	-	-	-	-	-	**100.5%**	**0**	**304**	**14**	**41.8**	-	-
1/1	A47 Hinckley Rd (E) Left Ahead	U	A		3	180	-	1345	1978	1341	100.3%	-	-	-	26.1	69.8	69.1
2/2+2/1	Beggars Lane Right Left	U	D		3	32	-	326	1685:1665	108+216	100.5 : 100.5%	-	-	-	13.6	150.1	16.9
3/1+3/2	A47 Hinckley Rd (W) Ahead Right	U+O	B	C	3	189	4	886	1938:1702	937+525	60.6 : 60.6%	0	304	14	2.1	8.4	9.5

C1

PRC for Signalled Lanes (%): -11.7
PRC Over All Lanes (%): -11.7

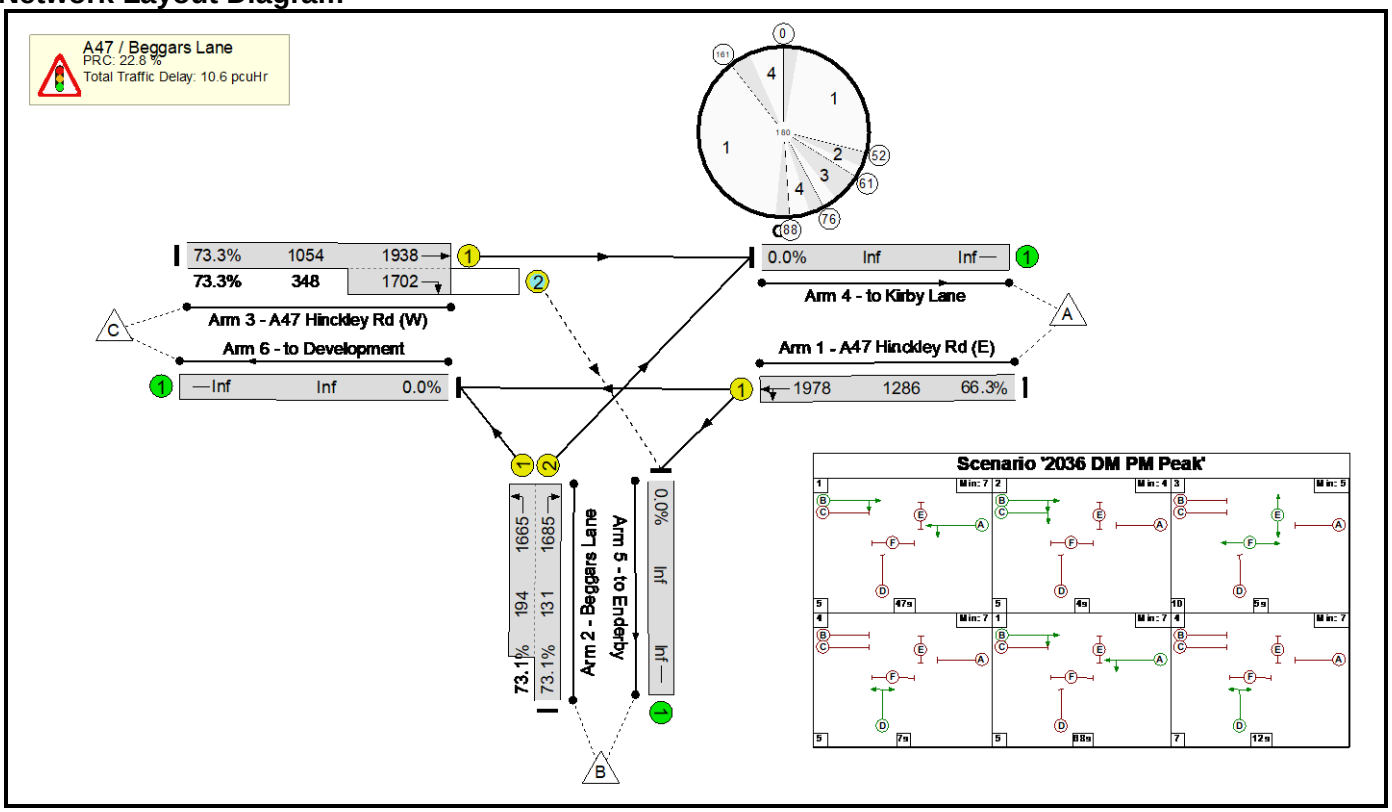
Total Delay for Signalled Lanes (pcuHr): 41.76
Total Delay Over All Lanes(pcuHr): 41.76

Cycle Time (s): 270

Basic Results Summary

Scenario 2: '2036 DM PM Peak' (FG2: '2036 DM PM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



Basic Results Summary

Network Results

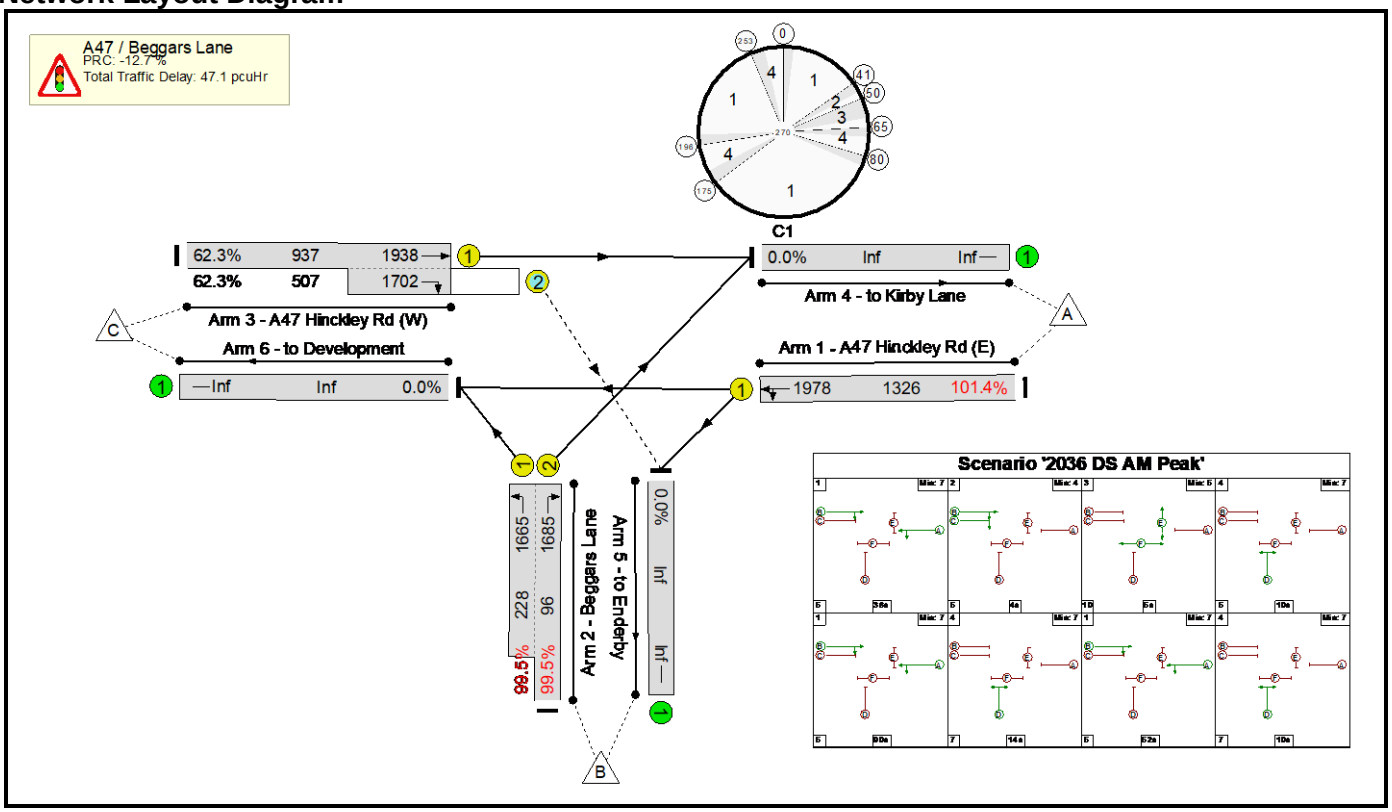
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Beggar's Lane / A47 Commited scheme	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.3%**	**0**	**244**	**11**	**10.6**	**-**	**-**
A47 / Beggars Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.3%**	**0**	**244**	**11**	**10.6**	**-**	**-**
1/1	A47 Hinckley Rd (E) Left Ahead	U	A		2	115	-	853	1978	1286	66.3%	-	-	-	3.4	14.5	17.6
2/2+2/1	Beggars Lane Right Left	U	D		2	19	-	238	1685:1665	131+194	73.1 : 73.1%	-	-	-	3.8	57.9	4.8
3/1+3/2	A47 Hinckley Rd (W) Ahead Right	U+O	B	C	2	124	4	1027	1938:1702	1054+348	73.3 : 73.3%	0	244	11	3.3	11.7	16.2

C1 PRC for Signalled Lanes (%): 22.8 Total Delay for Signalled Lanes (pcuHr): 10.62 Cycle Time (s): 180
PRC Over All Lanes (%): 22.8 Total Delay Over All Lanes(pcuHr): 10.62

Basic Results Summary

Scenario 3: '2036 DS AM Peak' (FG3: '2036 DS AM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Beggar's Lane / A47 Commited scheme	-	-	-		-	-	-	-	-	-	**101.4%**	**0**	**302**	**14**	**47.1**	-	-
A47 / Beggars Lane	-	-	-		-	-	-	-	-	-	**101.4%**	**0**	**302**	**14**	**47.1**	-	-
1/1	A47 Hinckley Rd (E) Left Ahead	U	A		3	178	-	1345	1978	1326	101.4%	-	-	-	32.6	87.4	76.6
2/2+2/1	Beggars Lane Right Left	U	D		3	34	-	323	1685:1665	96+228	99.5 : 99.5%	-	-	-	12.2	136.4	15.9
3/1+3/2	A47 Hinckley Rd (W) Ahead Right	U+O	B	C	3	187	4	900	1938:1702	937+507	62.3 : 62.3%	0	302	14	2.3	9.0	10.6

C1

PRC for Signalled Lanes (%): -12.7
PRC Over All Lanes (%): -12.7

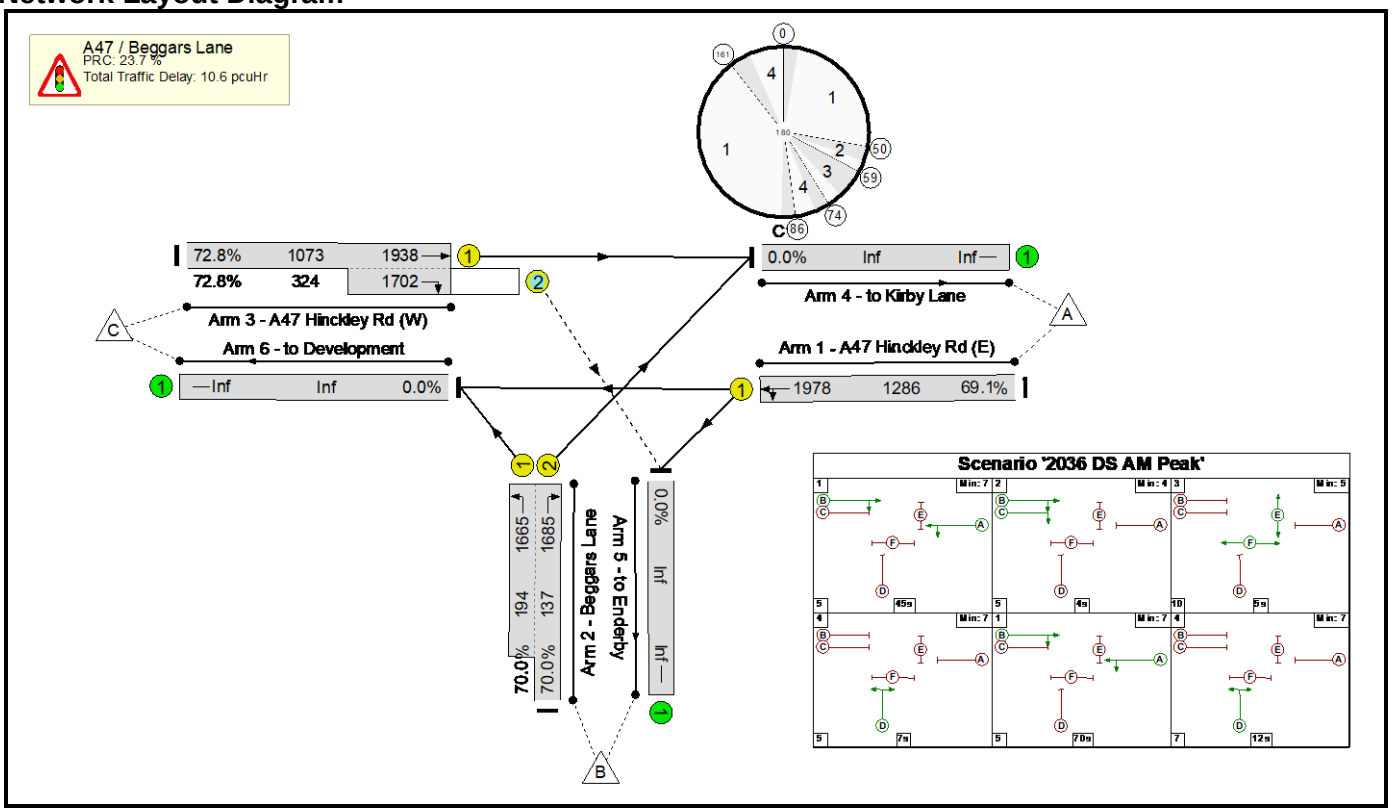
Total Delay for Signalled Lanes (pcuHr): 47.12
Total Delay Over All Lanes(pcuHr): 47.12

Cycle Time (s): 270

Basic Results Summary

Scenario 4: '2036 DS AM Peak' (FG4: '2036 DS PM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Beggar's Lane / A47 Commited scheme	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**	**0**	**226**	**10**	**10.6**	**-**	**-**
A47 / Beggars Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**	**0**	**226**	**10**	**10.6**	**-**	**-**
1/1	A47 Hinckley Rd (E) Left Ahead	U	A		2	115	-	888	1978	1286	69.1%	-	-	-	3.8	15.2	18.9
2/2+2/1	Beggars Lane Right Left	U	D		2	19	-	232	1685:1665	137+194	70.0 : 70.0%	-	-	-	3.6	55.6	4.5
3/1+3/2	A47 Hinckley Rd (W) Ahead Right	U+O	B	C	2	124	4	1017	1938:1702	1073+324	72.8 : 72.8%	0	226	10	3.3	11.7	15.9

C1 PRC for Signalled Lanes (%): 23.7 Total Delay for Signalled Lanes (pcuHr): 10.65 Cycle Time (s): 180
PRC Over All Lanes (%): 23.7 Total Delay Over All Lanes(pcuHr): 10.65

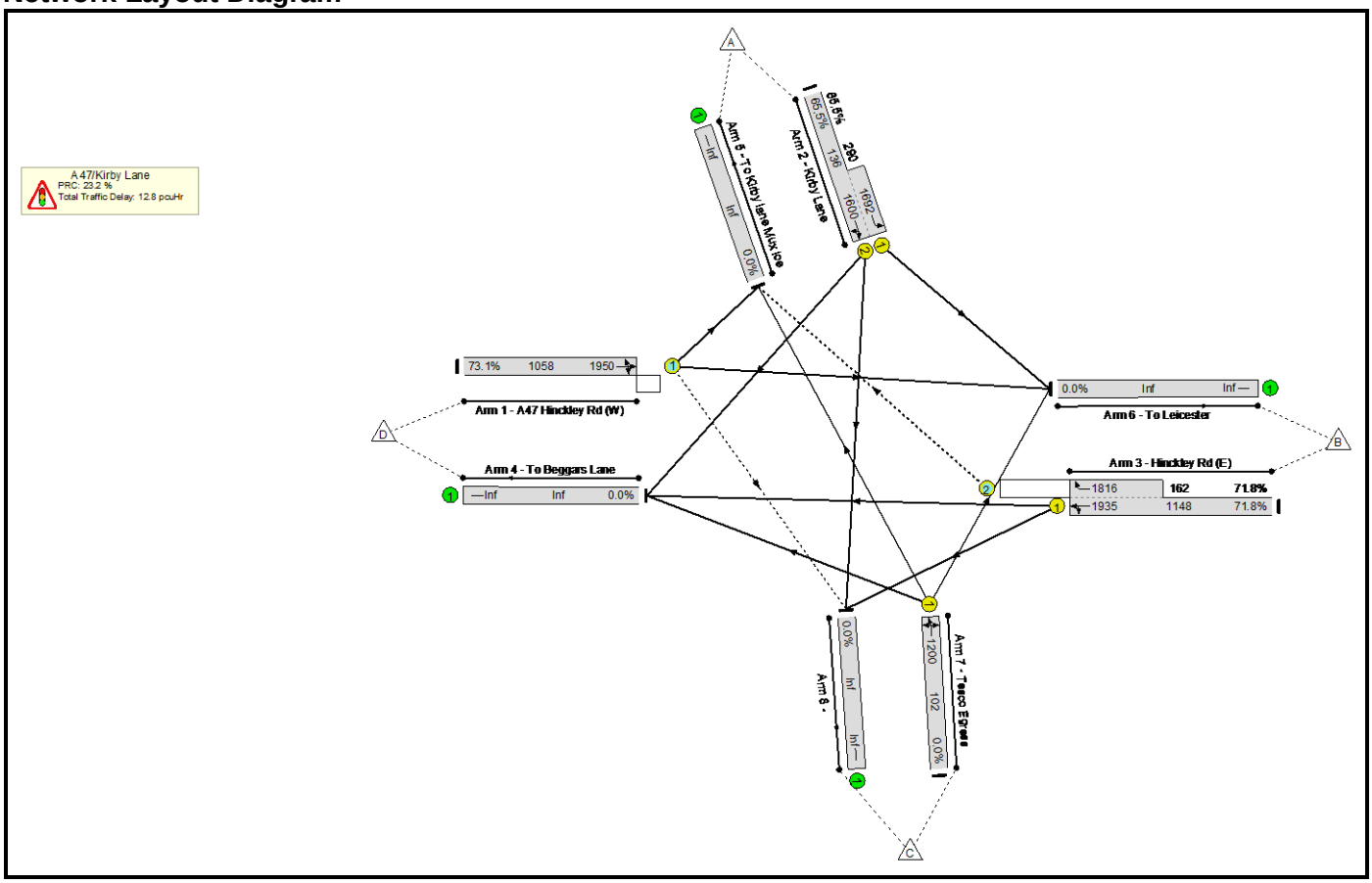
Basic Results Summary

User and Project Details

Project:	**Earl Shilton Junction modelling**
Title:	**A47 / Kirby Lane Improvement Scheme**
Location:	
Client:	LCC
Date Started:	20-12-2023
Model Assumptions:	The model is generated from the previous TA Report (A47_Kirby Lane LinSigs.pdf) and schme.(19_1610_OUT-Highway_Works_-_A47_Hinckley_Road_-_Kirby_Lane_Junction_Improveme WSP is updated the flows on the previously commited scheme.
Additional detail:	
File name:	A47_Kirby Lane Improvement Scheme.lsg3x
Author:	INJA05275
Company:	WSP
Address:	

Scenario 1: '2036 DM AM' (FG1: '2036 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47 / Kirby Lane Improvement Scheme	-	-	-		-	-	-	-	-	-	**73.1%**	**97**	**11**	**7**	**12.8**	-	-
A47/Kirby Lane	-	-	-		-	-	-	-	-	-	**73.1%**	**97**	**11**	**7**	**12.8**	-	-
1/1	A47 Hinckley Rd (W) Left Ahead Right	O	A		1	50	-	773	1950	1058	73.1%	0	0	0	4.8	22.6	16.6
2/2+2/1	Kirby Lane Right Left Ahead	U	E	D	1	7:17	10	279	1600:1692	136+290	65.5 : 65.5%	-	-	-	3.8	49.0	5.4
3/1+3/2	Hinckley Rd (E) Ahead Right Left	U+O	B	C	1	61	6	940	1935:1816	1148+162	71.8 : 71.8%	97	11	7	4.2	15.9	15.3
7/1	Tesco Egress Left Ahead Right	U	F		1	7	-	0	1200	102	0.0%	-	-	-	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 23.2
PRC Over All Lanes (%): 23.2

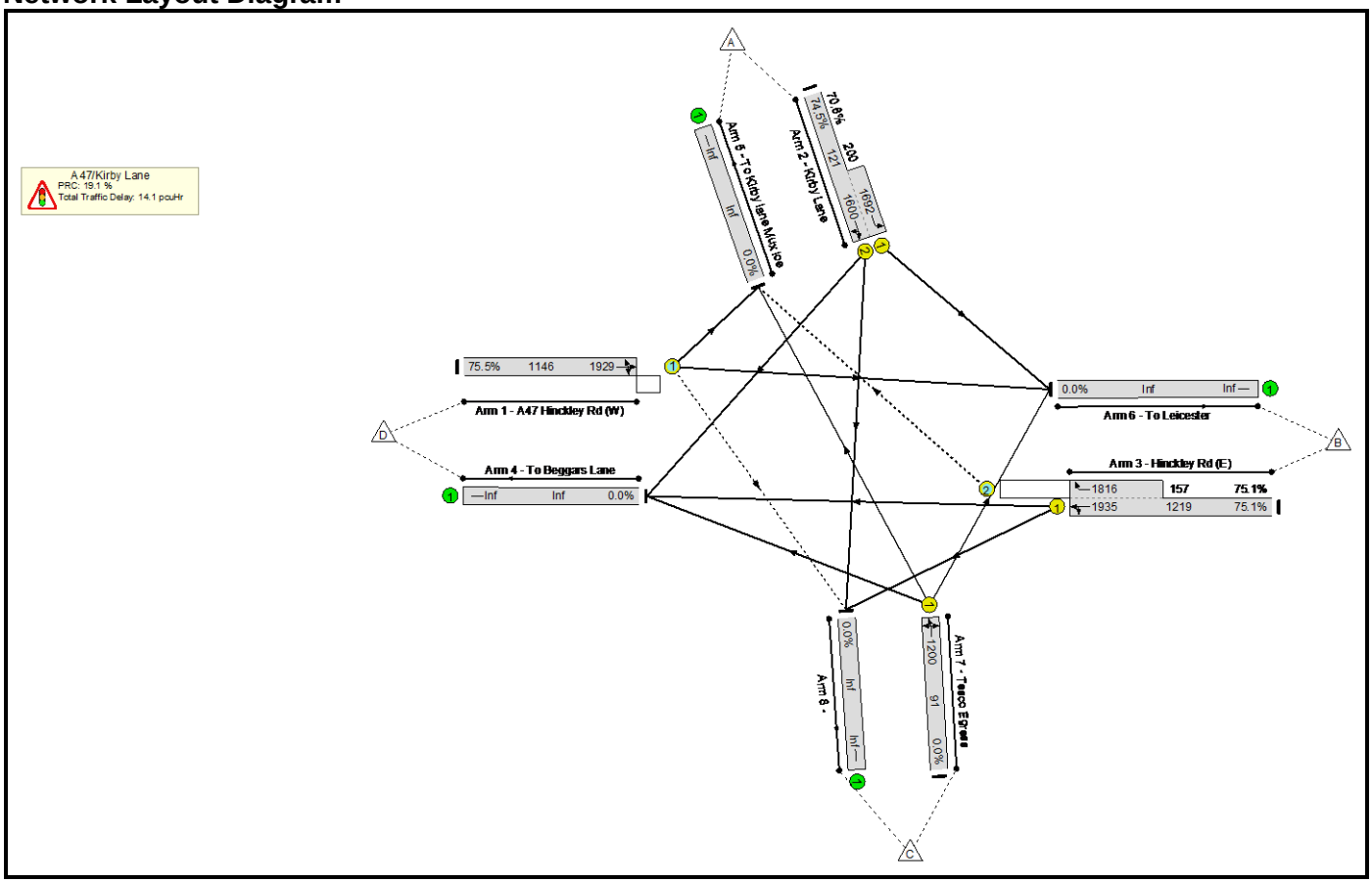
Total Delay for Signalled Lanes (pcuHr): 12.80
Total Delay Over All Lanes(pcuHr): 12.80

Cycle Time (s): 94

Basic Results Summary

Scenario 2: '2036 DM PM' (FG2: '2036 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47 / Kirby Lane Improvement Scheme	-	-	-		-	-	-	-	-	-	**75.5%**	**101**	**10**	**7**	**14.1**	-	-
A47/Kirby Lane	-	-	-		-	-	-	-	-	-	**75.5%**	**101**	**10**	**7**	**14.1**	-	-
1/1	A47 Hinckley Rd (W) Left Ahead Right	O	A		1	62	-	866	1929	1146	75.5%	0	0	0	5.3	22.2	20.3
2/2+2/1	Kirby Lane Right Left Ahead	U	E	D	1	7:17	10	232	1600:1692	121+200	74.5 : 70.8%	-	-	-	4.0	62.7	5.1
3/1+3/2	Hinckley Rd (E) Ahead Right Left	U+O	B	C	1	73	6	1033	1935:1816	1219+157	75.1 : 75.1%	101	10	7	4.7	16.4	19.1
7/1	Tesco Egress Left Ahead Right	U	F		1	7	-	0	1200	91	0.0%	-	-	-	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 19.1
PRC Over All Lanes (%): 19.1

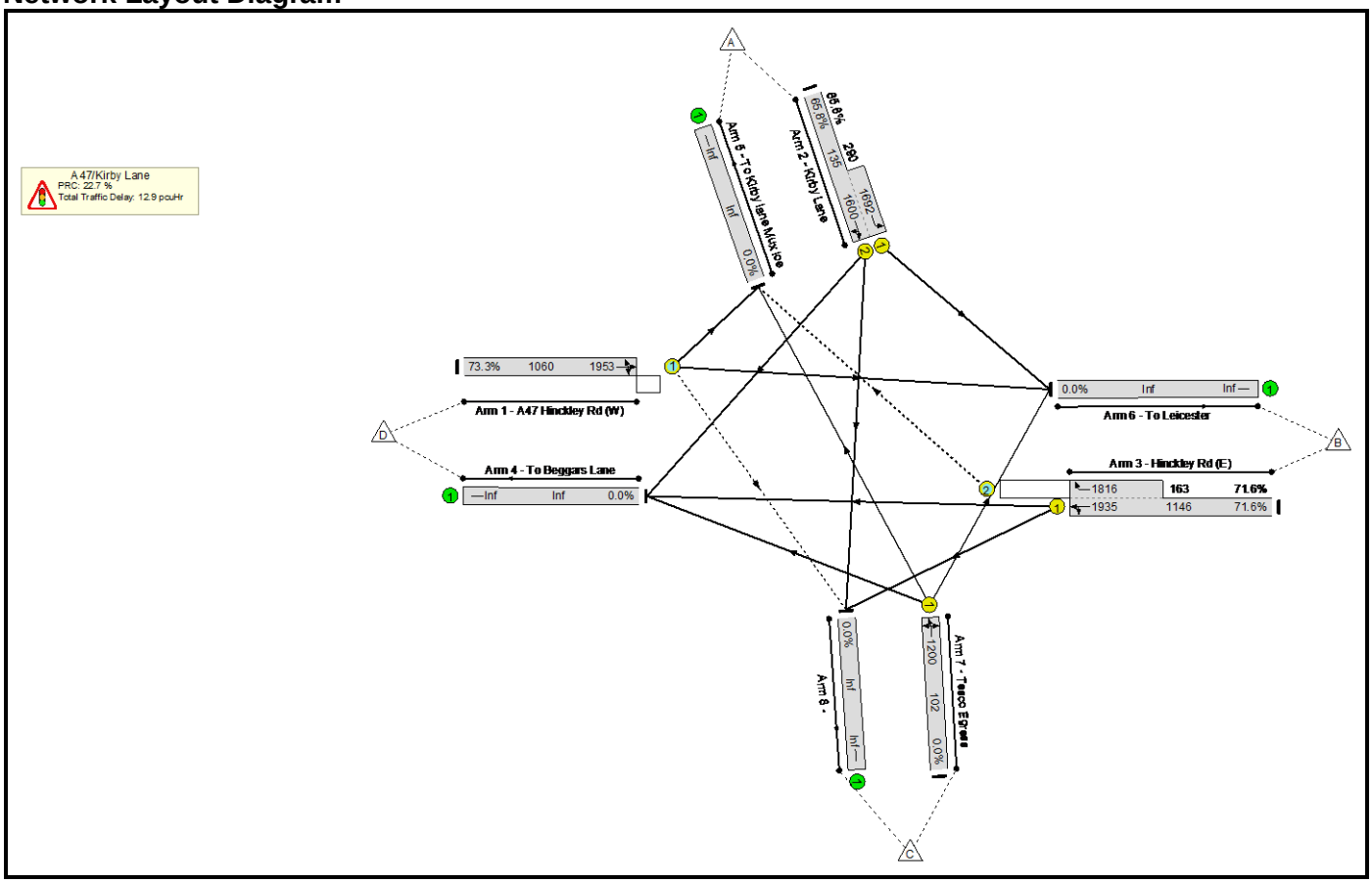
Total Delay for Signalled Lanes (pcuHr): 14.09
Total Delay Over All Lanes(pcuHr): 14.09

Cycle Time (s): 106

Basic Results Summary

Scenario 3: '2036 DS AM' (FG3: '2036 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47 / Kirby Lane Improvement Scheme	-	-	-		-	-	-	-	-	-	**73.3%**	**98**	**11**	**7**	**12.9**	-	-
A47/Kirby Lane	-	-	-		-	-	-	-	-	-	**73.3%**	**98**	**11**	**7**	**12.9**	-	-
1/1	A47 Hinckley Rd (W) Left Ahead Right	O	A		1	50	-	777	1953	1060	73.3%	0	0	0	4.9	22.6	16.7
2/2+2/1	Kirby Lane Right Left Ahead	U	E	D	1	7:17	10	280	1600:1692	135+290	65.8 : 65.8%	-	-	-	3.8	49.1	5.5
3/1+3/2	Hinckley Rd (E) Ahead Right Left	U+O	B	C	1	61	6	938	1935:1816	1146+163	71.6 : 71.6%	98	11	7	4.2	15.9	15.2
7/1	Tesco Egress Left Ahead Right	U	F		1	7	-	0	1200	102	0.0%	-	-	-	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 22.7
PRC Over All Lanes (%): 22.7

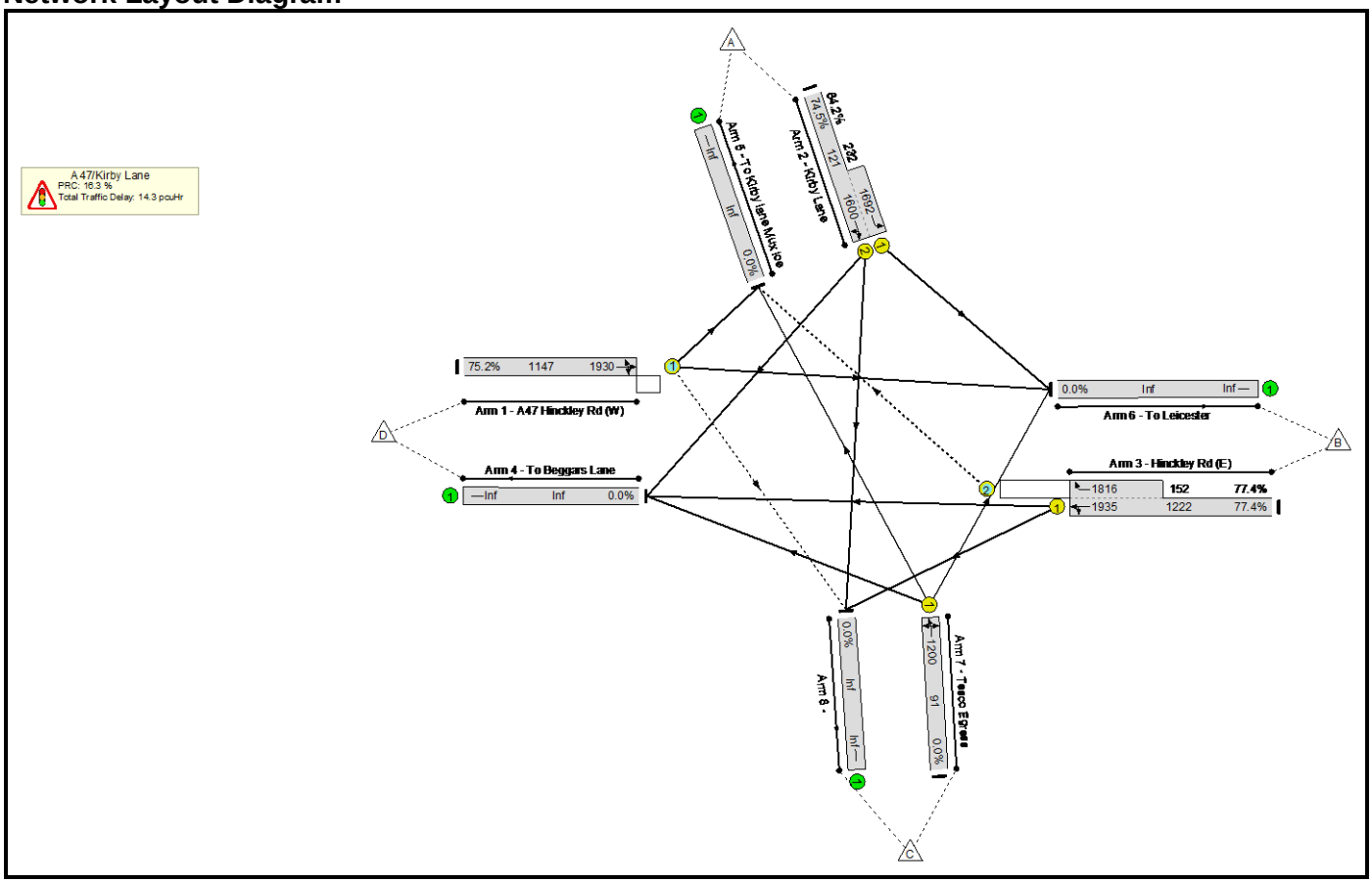
Total Delay for Signalled Lanes (pcuHr): 12.86
Total Delay Over All Lanes(pcuHr): 12.86

Cycle Time (s): 94

Basic Results Summary

Scenario 4: '2036 DS PM' (FG4: '2036 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A47 / Kirby Lane Improvement Scheme	-	-	-		-	-	-	-	-	-	**77.4%**	**101**	**10**	**7**	**14.3**	-	-
A47/Kirby Lane	-	-	-		-	-	-	-	-	-	**77.4%**	**101**	**10**	**7**	**14.3**	-	-
1/1	A47 Hinckley Rd (W) Left Ahead Right	O	A		1	62	-	863	1930	1147	75.2%	0	0	0	5.3	22.0	20.0
2/2+2/1	Kirby Lane Right Left Ahead	U	E	D	1	7:17	10	239	1600:1692	121+232	74.5 : 64.2%	-	-	-	3.9	58.6	5.0
3/1+3/2	Hinckley Rd (E) Ahead Right Left	U+O	B	C	1	73	6	1064	1935:1816	1222+152	77.4 : 77.4%	101	10	7	5.1	17.2	20.5
7/1	Tesco Egress Left Ahead Right	U	F		1	7	-	0	1200	91	0.0%	-	-	-	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 16.3
PRC Over All Lanes (%): 16.3

Total Delay for Signalled Lanes (pcuHr): 14.26
Total Delay Over All Lanes(pcuHr): 14.26

Cycle Time (s): 106

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820
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Filename: J.Astley Road_Alexander Avenue.j10
Path: C:\Users\INJA05275\OneDrive - WSP O365\1_Projects_JK\46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\231220-Junction 10 Models
Report generation date: 20-12-2023 14:04:31

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
Stream B-C	D1	0.1	6.37	0.10	A	D2	0.1	6.03	0.05	A
Stream B-A		0.0	8.95	0.04	A		0.1	8.36	0.06	A
Stream C-AB		0.1	6.76	0.11	A		0.1	6.21	0.09	A
	2036 DM									
Stream B-C	D3	0.1	6.39	0.10	A	D4	0.1	5.93	0.05	A
Stream B-A		0.0	8.92	0.04	A		0.1	8.86	0.09	A
Stream C-AB		0.1	6.79	0.11	A		0.1	6.22	0.09	A
	2036 DS									
Stream B-C	D5	0.4	9.75	0.27	A	D6	0.1	7.83	0.13	A
Stream B-A		0.8	15.81	0.44	C		0.6	13.66	0.39	B
Stream C-AB		0.3	7.88	0.19	A		0.2	7.36	0.17	A

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

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

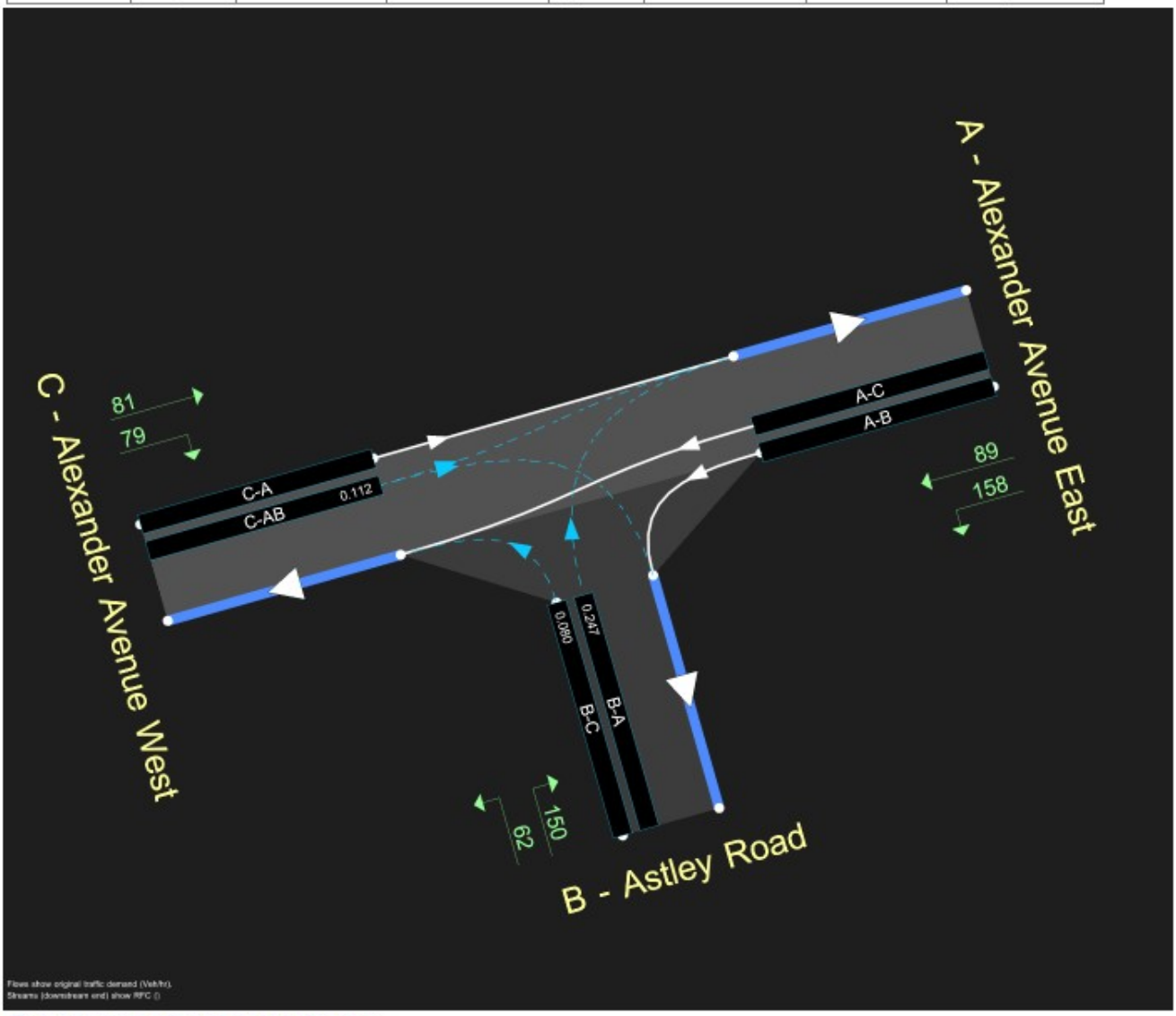
File summary

File Description

Title	Astley Road_Alexander Avenue
Location	
Site number	
Date	29-11-2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	INCS04445
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Astley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Astley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Alexander Avenue West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Alexander Avenue/Astley Road	T-Junction	Two-way	Two-way	Two-way		2.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.79	A

Arms

Arms

Arm	Name	Description	Arm type
A	Alexander Avenue East		Major
B	Astley Road		Minor
C	Alexander Avenue West		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 - Alexander Avenue West	5.76			31.6	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Astley Road	One lane plus flare	8.39	3.58	3.03	3.03	3.03	✓	1.00	17	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	511	0.093	0.235	0.148	0.336
B-C	669	0.105	0.265	-	-
C-B	592	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Alexander Avenue East		ONE HOUR	✓	140	100.000
B - Astley Road		ONE HOUR	✓	70	100.000
C - Alexander Avenue West		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0	21	119
	B - Astley Road	15	0	55
	C - Alexander Avenue West	58	55	0

Proportions

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0.00	0.15	0.85
	B - Astley Road	0.21	0.00	0.79
	C - Alexander Avenue West	0.51	0.49	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0	0	0
	B - Astley Road	7	0	0
	C - Alexander Avenue West	0	0	0

Average PCU Per Veh

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	1.000	1.000	1.000
	B - Astley Road	1.070	1.000	1.000
	C - Alexander Avenue West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Alexander Avenue East	07:45-08:00	105	105
	08:00-08:15	126	126
	08:15-08:30	154	154
	08:30-08:45	154	154
	08:45-09:00	126	126
	09:00-09:15	105	105
B - Astley Road	07:45-08:00	53	53
	08:00-08:15	63	64
	08:15-08:30	77	78
	08:30-08:45	77	78
	08:45-09:00	63	64
	09:00-09:15	53	53
C - Alexander Avenue West	07:45-08:00	85	85
	08:00-08:15	102	102
	08:15-08:30	124	124
	08:30-08:45	124	124
	08:45-09:00	102	102
	09:00-09:15	85	85

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	6.37	0.1	A	50	76
B-A	0.04	8.95	0.0	A	14	21
C-AB	0.11	6.76	0.1	A	56	83
C-A					48	72
A-B					19	29
A-C					109	164

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	640	0.065	41	0.0	0.1	6.011	A
B-A	11	3	438	0.026	11	0.0	0.0	8.442	A
C-AB	45	11	598	0.075	44	0.0	0.1	6.503	A
C-A	40	10			40				
A-B	16	4			16				
A-C	90	22			90				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	12	634	0.078	49	0.1	0.1	6.159	A
B-A	13	3	430	0.031	13	0.0	0.0	8.652	A
C-AB	54	14	599	0.090	54	0.1	0.1	6.607	A
C-A	47	12			47				
A-B	19	5			19				
A-C	107	27			107				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	626	0.097	60	0.1	0.1	6.368	A
B-A	17	4	419	0.039	16	0.0	0.0	8.953	A
C-AB	68	17	601	0.113	68	0.1	0.1	6.755	A
C-A	57	14			57				
A-B	23	6			23				
A-C	131	33			131				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	626	0.097	61	0.1	0.1	6.368	A
B-A	17	4	419	0.039	17	0.0	0.0	8.953	A
C-AB	68	17	601	0.113	68	0.1	0.1	6.759	A
C-A	57	14			57				
A-B	23	6			23				
A-C	131	33			131				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	12	634	0.078	50	0.1	0.1	6.161	A
B-A	13	3	429	0.031	14	0.0	0.0	8.654	A
C-AB	54	14	599	0.091	54	0.1	0.1	6.614	A
C-A	47	12			47				
A-B	19	5			19				
A-C	107	27			107				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	640	0.065	41	0.1	0.1	6.020	A
B-A	11	3	437	0.026	11	0.0	0.0	8.451	A
C-AB	45	11	598	0.075	45	0.1	0.1	6.514	A
C-A	40	10			40				
A-B	16	4			16				
A-C	90	22			90				

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Astley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Astley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Alexander Avenue West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Alexander Avenue/Astley Road	T-Junction	Two-way	Two-way	Two-way		2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Alexander Avenue East		ONE HOUR	✓	97	100.000
B - Astley Road		ONE HOUR	✓	52	100.000
C - Alexander Avenue West		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0	12	85
	B - Astley Road	23	0	29
	C - Alexander Avenue West	93	44	0

Proportions

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0.00	0.12	0.88
	B - Astley Road	0.44	0.00	0.56
	C - Alexander Avenue West	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			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	0	0	0
	B - Astley Road	4	0	0
	C - Alexander Avenue West	0	0	0

Average PCU Per Veh

	To			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	1.000	1.000	1.000
	B - Astley Road	1.040	1.000	1.000
	C - Alexander Avenue West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Alexander Avenue East	16:45-17:00	73	73
	17:00-17:15	87	87
	17:15-17:30	107	107
	17:30-17:45	107	107
	17:45-18:00	87	87
	18:00-18:15	73	73
B - Astley Road	16:45-17:00	39	40
	17:00-17:15	47	48
	17:15-17:30	57	58
	17:30-17:45	57	58
	17:45-18:00	47	48
	18:00-18:15	39	40
C - Alexander Avenue West	16:45-17:00	103	103
	17:00-17:15	123	123
	17:15-17:30	151	151
	17:30-17:45	151	151
	17:45-18:00	123	123
	18:00-18:15	103	103

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	6.03	0.1	A	27	40
B-A	0.06	8.36	0.1	A	21	32
C-AB	0.09	6.21	0.1	A	47	70
C-A					79	118
A-B					11	17
A-C					78	117

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	640	0.034	22	0.0	0.0	5.816	A
B-A	17	4	473	0.037	17	0.0	0.0	7.891	A
C-AB	37	9	623	0.060	37	0.0	0.1	6.141	A
C-A	66	16			66				
A-B	9	2			9				
A-C	64	16			64				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	636	0.041	26	0.0	0.0	5.904	A
B-A	21	5	466	0.044	21	0.0	0.0	8.083	A
C-AB	46	11	629	0.073	46	0.1	0.1	6.169	A
C-A	78	19			78				
A-B	11	3			11				
A-C	76	19			76				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	629	0.051	32	0.0	0.1	6.027	A
B-A	25	6	456	0.056	25	0.0	0.1	8.358	A
C-AB	58	14	638	0.091	58	0.1	0.1	6.207	A
C-A	93	23			93				
A-B	13	3			13				
A-C	94	23			94				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	629	0.051	32	0.1	0.1	6.028	A
B-A	25	6	456	0.056	25	0.1	0.1	8.359	A
C-AB	58	14	638	0.091	58	0.1	0.1	6.209	A
C-A	93	23			93				
A-B	13	3			13				
A-C	94	23			94				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	636	0.041	26	0.1	0.0	5.906	A
B-A	21	5	466	0.044	21	0.1	0.0	8.084	A
C-AB	46	11	629	0.073	46	0.1	0.1	6.173	A
C-A	77	19			77				
A-B	11	3			11				
A-C	76	19			76				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	640	0.034	22	0.0	0.0	5.822	A
B-A	17	4	473	0.037	17	0.0	0.0	7.896	A
C-AB	37	9	623	0.060	37	0.1	0.1	6.151	A
C-A	66	16			66				
A-B	9	2			9				
A-C	64	16			64				

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Astley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Astley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Alexander Avenue West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Alexander Avenue/Astley Road	T-Junction	Two-way	Two-way	Two-way		2.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Alexander Avenue East		ONE HOUR	✓	155	100.000
B - Astley Road		ONE HOUR	✓	71	100.000
C - Alexander Avenue West		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0	38	117
	B - Astley Road	16	0	55
	C - Alexander Avenue West	60	55	0

Proportions

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0.00	0.25	0.75
	B - Astley Road	0.23	0.00	0.77
	C - Alexander Avenue West	0.52	0.48	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	0	0	0
	B - Astley Road	6	0	0
	C - Alexander Avenue West	0	0	0

Average PCU Per Veh

	To			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	1.000	1.000	1.000
	B - Astley Road	1.060	1.000	1.000
	C - Alexander Avenue West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Alexander Avenue East	07:45-08:00	117	117
	08:00-08:15	139	139
	08:15-08:30	171	171
	08:30-08:45	171	171
	08:45-09:00	139	139
	09:00-09:15	117	117
B - Astley Road	07:45-08:00	53	54
	08:00-08:15	64	65
	08:15-08:30	78	79
	08:30-08:45	78	79
	08:45-09:00	64	65
	09:00-09:15	53	54
C - Alexander Avenue West	07:45-08:00	87	87
	08:00-08:15	103	103
	08:15-08:30	127	127
	08:30-08:45	127	127
	08:45-09:00	103	103
	09:00-09:15	87	87

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	6.39	0.1	A	50	76
B-A	0.04	8.92	0.0	A	15	22
C-AB	0.11	6.79	0.1	A	56	84
C-A					50	75
A-B					35	52
A-C					107	161

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	639	0.065	41	0.0	0.1	6.023	A
B-A	12	3	441	0.027	12	0.0	0.0	8.395	A
C-AB	45	11	596	0.075	44	0.0	0.1	6.523	A
C-A	42	10			42				
A-B	29	7			29				
A-C	88	22			88				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	12	632	0.078	49	0.1	0.1	6.174	A
B-A	14	4	432	0.033	14	0.0	0.0	8.611	A
C-AB	54	14	597	0.091	54	0.1	0.1	6.632	A
C-A	49	12			49				
A-B	34	9			34				
A-C	105	26			105				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	624	0.097	60	0.1	0.1	6.388	A
B-A	18	4	421	0.042	18	0.0	0.0	8.922	A
C-AB	68	17	598	0.114	68	0.1	0.1	6.786	A
C-A	58	15			58				
A-B	42	10			42				
A-C	129	32			129				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	624	0.097	61	0.1	0.1	6.388	A
B-A	18	4	421	0.042	18	0.0	0.0	8.923	A
C-AB	68	17	599	0.114	68	0.1	0.1	6.791	A
C-A	58	15			58				
A-B	42	10			42				
A-C	129	32			129				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	12	632	0.078	50	0.1	0.1	6.178	A
B-A	14	4	432	0.033	14	0.0	0.0	8.614	A
C-AB	54	14	597	0.091	55	0.1	0.1	6.636	A
C-A	49	12			49				
A-B	34	9			34				
A-C	105	26			105				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	638	0.065	41	0.1	0.1	6.030	A
B-A	12	3	441	0.027	12	0.0	0.0	8.402	A
C-AB	45	11	596	0.075	45	0.1	0.1	6.531	A
C-A	42	10			42				
A-B	29	7			29				
A-C	88	22			88				

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Astley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Astley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Alexander Avenue West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Alexander Avenue/Astley Road	T-Junction	Two-way	Two-way	Two-way		2.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Alexander Avenue East		ONE HOUR	✓	107	100.000
B - Astley Road		ONE HOUR	✓	64	100.000
C - Alexander Avenue West		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	0	21	86
	B - Astley Road	35	0	29
	C - Alexander Avenue West	95	44	0

Proportions

		To		
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	0.00	0.20	0.80
	B - Astley Road	0.55	0.00	0.45
	C - Alexander Avenue West	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			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	0	0	0
	B - Astley Road	3	0	0
	C - Alexander Avenue West	0	0	0

Average PCU Per Veh

	To			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	1.000	1.000	1.000
	B - Astley Road	1.030	1.000	1.000
	C - Alexander Avenue West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Alexander Avenue East	16:45-17:00	81	81
	17:00-17:15	96	96
	17:15-17:30	118	118
	17:30-17:45	118	118
	17:45-18:00	96	96
	18:00-18:15	81	81
B - Astley Road	16:45-17:00	48	49
	17:00-17:15	58	58
	17:15-17:30	70	72
	17:30-17:45	70	72
	17:45-18:00	58	58
	18:00-18:15	48	49
C - Alexander Avenue West	16:45-17:00	105	105
	17:00-17:15	125	125
	17:15-17:30	153	153
	17:30-17:45	153	153
	17:45-18:00	125	125
	18:00-18:15	105	105

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	5.93	0.1	A	27	40
B-A	0.09	8.86	0.1	A	32	48
C-AB	0.09	6.22	0.1	A	47	71
C-A					80	121
A-B					19	29
A-C					79	118

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	654	0.033	22	0.0	0.0	5.694	A
B-A	26	7	462	0.057	26	0.0	0.1	8.250	A
C-AB	37	9	622	0.060	37	0.0	0.1	6.149	A
C-A	67	17			67				
A-B	16	4			16				
A-C	65	16			65				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	648	0.040	26	0.0	0.0	5.792	A
B-A	31	8	455	0.069	31	0.1	0.1	8.500	A
C-AB	46	11	628	0.073	46	0.1	0.1	6.179	A
C-A	79	20			79				
A-B	19	5			19				
A-C	77	19			77				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	639	0.050	32	0.0	0.1	5.925	A
B-A	39	10	445	0.087	38	0.1	0.1	8.859	A
C-AB	58	15	637	0.091	58	0.1	0.1	6.219	A
C-A	95	24			95				
A-B	23	6			23				
A-C	95	24			95				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	639	0.050	32	0.1	0.1	5.926	A
B-A	39	10	445	0.087	39	0.1	0.1	8.862	A
C-AB	58	15	637	0.091	58	0.1	0.1	6.221	A
C-A	95	24			95				
A-B	23	6			23				
A-C	95	24			95				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	647	0.040	26	0.1	0.0	5.795	A
B-A	31	8	455	0.069	32	0.1	0.1	8.505	A
C-AB	46	11	628	0.073	46	0.1	0.1	6.182	A
C-A	79	20			79				
A-B	19	5			19				
A-C	77	19			77				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	653	0.033	22	0.0	0.0	5.705	A
B-A	26	7	462	0.057	26	0.1	0.1	8.263	A
C-AB	37	9	622	0.060	38	0.1	0.1	6.157	A
C-A	67	17			67				
A-B	16	4			16				
A-C	65	16			65				

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Astley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Astley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Alexander Avenue West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Alexander Avenue/Astley Road	T-Junction	Two-way	Two-way	Two-way		6.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Alexander Avenue East		ONE HOUR	✓	293	100.000
B - Astley Road		ONE HOUR	✓	285	100.000
C - Alexander Avenue West		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0	162	131
	B - Astley Road	164	0	121
	C - Alexander Avenue West	62	87	0

Proportions

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0.00	0.55	0.45
	B - Astley Road	0.58	0.00	0.42
	C - Alexander Avenue West	0.42	0.58	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	0	0	0
	B - Astley Road	1	0	0
	C - Alexander Avenue West	0	0	0

Average PCU Per Veh

	To			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	1.000	1.000	1.000
	B - Astley Road	1.010	1.000	1.000
	C - Alexander Avenue West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Alexander Avenue East	07:45-08:00	221	221
	08:00-08:15	263	263
	08:15-08:30	323	323
	08:30-08:45	323	323
	08:45-09:00	263	263
	09:00-09:15	221	221
B - Astley Road	07:45-08:00	215	216
	08:00-08:15	256	258
	08:15-08:30	314	316
	08:30-08:45	314	316
	08:45-09:00	256	258
	09:00-09:15	215	216
C - Alexander Avenue West	07:45-08:00	112	112
	08:00-08:15	134	134
	08:15-08:30	164	164
	08:30-08:45	164	164
	08:45-09:00	134	134
	09:00-09:15	112	112

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.27	9.75	0.4	A	111	167
B-A	0.44	15.81	0.8	C	150	226
C-AB	0.19	7.88	0.3	A	89	134
C-A					48	72
A-B					149	223
A-C					120	180

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	576	0.158	90	0.0	0.2	7.402	A
B-A	123	31	445	0.277	122	0.0	0.4	11.082	B
C-AB	71	18	574	0.124	71	0.0	0.2	7.149	A
C-A	41	10			41				
A-B	122	30			122				
A-C	99	25			99				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	549	0.198	109	0.2	0.2	8.177	A
B-A	147	37	431	0.342	147	0.4	0.5	12.667	B
C-AB	87	22	571	0.152	87	0.2	0.2	7.437	A
C-A	47	12			47				
A-B	146	36			146				
A-C	118	29			118				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	504	0.265	133	0.2	0.4	9.695	A
B-A	181	45	408	0.442	180	0.5	0.8	15.661	C
C-AB	109	27	566	0.193	109	0.2	0.3	7.870	A
C-A	55	14			55				
A-B	178	45			178				
A-C	144	36			144				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	502	0.265	133	0.4	0.4	9.752	A
B-A	181	45	408	0.442	181	0.8	0.8	15.814	C
C-AB	109	27	566	0.193	109	0.3	0.3	7.879	A
C-A	55	14			55				
A-B	178	45			178				
A-C	144	36			144				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	547	0.199	109	0.4	0.3	8.233	A
B-A	147	37	430	0.343	148	0.8	0.5	12.813	B
C-AB	87	22	571	0.152	87	0.3	0.2	7.450	A
C-A	47	12			47				
A-B	146	36			146				
A-C	118	29			118				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	574	0.159	91	0.3	0.2	7.464	A
B-A	123	31	445	0.277	124	0.5	0.4	11.234	B
C-AB	71	18	574	0.124	72	0.2	0.2	7.173	A
C-A	41	10			41				
A-B	122	30			122				
A-C	99	25			99				

2036 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Astley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Astley Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Alexander Avenue West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Alexander Avenue/Astley Road	T-Junction	Two-way	Two-way	Two-way		5.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Alexander Avenue East		ONE HOUR	✓	247	100.000
B - Astley Road		ONE HOUR	✓	212	100.000
C - Alexander Avenue West		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0	158	89
	B - Astley Road	150	0	62
	C - Alexander Avenue West	81	79	0

Proportions

		To		
		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
From	A - Alexander Avenue East	0.00	0.64	0.36
	B - Astley Road	0.71	0.00	0.29
	C - Alexander Avenue West	0.51	0.49	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	0	0	0
	B - Astley Road	1	0	0
	C - Alexander Avenue West	0	0	0

Average PCU Per Veh

	To			
From		A - Alexander Avenue East	B - Astley Road	C - Alexander Avenue West
	A - Alexander Avenue East	1.000	1.000	1.000
	B - Astley Road	1.010	1.000	1.000
	C - Alexander Avenue West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Alexander Avenue East	16:45-17:00	186	186
	17:00-17:15	222	222
	17:15-17:30	272	272
	17:30-17:45	272	272
	17:45-18:00	222	222
	18:00-18:15	186	186
B - Astley Road	16:45-17:00	160	161
	17:00-17:15	191	192
	17:15-17:30	233	235
	17:30-17:45	233	235
	17:45-18:00	191	192
	18:00-18:15	160	161
C - Alexander Avenue West	16:45-17:00	120	120
	17:00-17:15	144	144
	17:15-17:30	176	176
	17:30-17:45	176	176
	17:45-18:00	144	144
	18:00-18:15	120	120

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	7.83	0.1	A	57	85
B-A	0.39	13.66	0.6	B	138	206
C-AB	0.17	7.36	0.2	A	83	125
C-A					63	95
A-B					145	217
A-C					82	123

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	584	0.080	46	0.0	0.1	6.696	A
B-A	113	28	456	0.247	112	0.0	0.3	10.402	B
C-AB	66	17	592	0.112	66	0.0	0.1	6.842	A
C-A	54	14			54				
A-B	119	30			119				
A-C	67	17			67				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	562	0.099	56	0.1	0.1	7.103	A
B-A	135	34	445	0.303	134	0.3	0.4	11.578	B
C-AB	81	20	592	0.137	81	0.1	0.2	7.048	A
C-A	63	16			63				
A-B	142	36			142				
A-C	80	20			80				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	528	0.129	68	0.1	0.1	7.818	A
B-A	165	41	429	0.385	164	0.4	0.6	13.582	B
C-AB	103	26	592	0.173	102	0.2	0.2	7.347	A
C-A	74	18			74				
A-B	174	43			174				
A-C	98	24			98				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	528	0.129	68	0.1	0.1	7.834	A
B-A	165	41	429	0.385	165	0.6	0.6	13.659	B
C-AB	103	26	592	0.173	103	0.2	0.2	7.356	A
C-A	74	18			74				
A-B	174	43			174				
A-C	98	24			98				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	562	0.099	56	0.1	0.1	7.121	A
B-A	135	34	445	0.303	136	0.6	0.4	11.671	B
C-AB	81	20	592	0.137	81	0.2	0.2	7.057	A
C-A	63	16			63				
A-B	142	36			142				
A-C	80	20			80				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	583	0.080	47	0.1	0.1	6.722	A
B-A	113	28	456	0.248	113	0.4	0.3	10.515	B
C-AB	66	17	592	0.112	67	0.2	0.1	6.862	A
C-A	54	14			54				
A-B	119	30			119				
A-C	67	17			67				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519
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Filename: K.Alexander Avenue_High Street.j10
Path: C:\Users\INCS04445\WSP O365\Ayyapusetty, Jayakrishna - 46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\231220-Junction 10 Models
Report generation date: 20/12/2023 10:42:00

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
A - High Street (SW)	D1	1.3	10.34	0.57	B	D2	1.2	9.54	0.54	A
B - High Street (NE)		0.9	8.70	0.46	A		1.5	11.92	0.60	B
C - Alexander Avenue		0.5	8.50	0.32	A		0.3	8.27	0.23	A
	2036 DM									
A - High Street (SW)	D3	1.0	8.87	0.50	A	D4	1.0	8.63	0.49	A
B - High Street (NE)		0.8	8.46	0.45	A		1.4	11.62	0.59	B
C - Alexander Avenue		0.4	8.25	0.31	A		0.3	8.20	0.23	A
	2036 DS									
A - High Street (SW)	D5	1.4	10.87	0.59	B	D6	1.2	9.87	0.56	A
B - High Street (NE)		1.0	9.72	0.51	A		1.8	13.60	0.65	B
C - Alexander Avenue		0.8	10.57	0.44	B		0.4	9.38	0.31	A

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

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

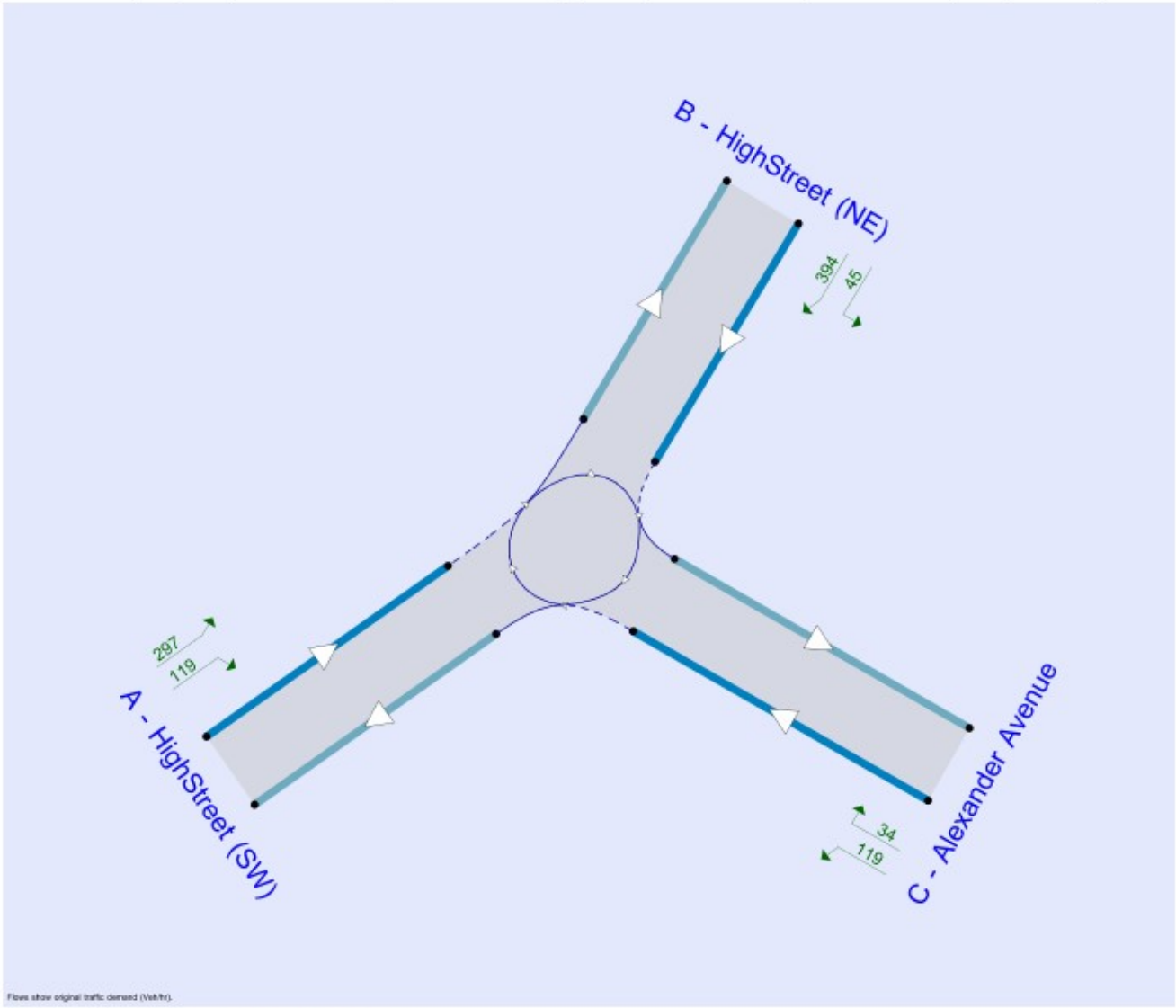
File summary

File Description

Title	Earl Shilton JunctioN modelling
Location	52.576395, -1.311331
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJA05275
Description	Assessment of Existing Junction layout

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	Veh	Veh	perHour	s	-Min	perMin



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 iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	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

Base 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Alexander Avenue/High Street	Mini-roundabout		A, B, C	9.40	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.40	A

Arms

Arms

Arm	Name	Description
A	HighStreet (SW)	
B	HighStreet (NE)	
C	Alexander Avenue	

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
A - HighStreet (SW)	3.49	2.53	3.00	2.3	15.26	14.72	0.0	
B - HighStreet (NE)	3.13	2.97	3.60	1.5	9.40	6.87	0.0	
C - Alexander Avenue	3.10	3.10	4.08	1.2	13.09	9.08	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - HighStreet (SW)	0.605	857
B - HighStreet (NE)	0.599	839
C - Alexander Avenue	0.606	820

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (SW)		ONE HOUR	✓	418	100.000
B - High Street (NE)		ONE HOUR	✓	325	100.000
C - Alexander Avenue		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	346	72
	B - High Street (NE)	284	0	41
	C - Alexander Avenue	130	53	0

Proportions

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0.00	0.83	0.17
	B - High Street (NE)	0.87	0.00	0.13
	C - Alexander Avenue	0.71	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	2	0
	B - High Street (NE)	3	0	0
	C - Alexander Avenue	0	0	0

Average PCU Per Veh

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	1.000	1.020	1.000
	B - High Street (NE)	1.030	1.000	1.000
	C - Alexander Avenue	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - High Street (SW)	07:45-08:00	315	320
	08:00-08:15	376	382
	08:15-08:30	460	468
	08:30-08:45	460	468
	08:45-09:00	376	382
	09:00-09:15	315	320
B - High Street (NE)	07:45-08:00	245	251
	08:00-08:15	292	300
	08:15-08:30	358	367
	08:30-08:45	358	367
	08:45-09:00	292	300
	09:00-09:15	245	251
C - Alexander Avenue	07:45-08:00	138	138
	08:00-08:15	165	165
	08:15-08:30	201	201
	08:30-08:45	201	201
	08:45-09:00	165	165
	09:00-09:15	138	138

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - High Street (SW)	0.57	10.34	1.3	B	384	575
B - High Street (NE)	0.46	8.70	0.9	A	298	447
C - Alexander Avenue	0.32	8.50	0.5	A	168	252

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	315	79	40	819	0.384	312	309	0.0	0.6	7.066	A
B - High Street (NE)	245	61	54	787	0.311	243	298	0.0	0.4	6.601	A
C - Alexander Avenue	138	34	212	688	0.200	137	84	0.0	0.2	6.524	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	376	94	48	815	0.461	375	371	0.6	0.8	8.170	A
B - High Street (NE)	292	73	65	780	0.374	292	358	0.4	0.6	7.357	A
C - Alexander Avenue	165	41	255	661	0.249	164	101	0.2	0.3	7.241	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	460	115	58	808	0.569	458	455	0.8	1.3	10.237	B
B - High Street (NE)	358	89	79	772	0.464	357	438	0.6	0.8	8.653	A
C - Alexander Avenue	201	50	312	625	0.322	201	124	0.3	0.5	8.469	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	460	115	58	808	0.570	460	456	1.3	1.3	10.341	B
B - High Street (NE)	358	89	79	772	0.464	358	439	0.8	0.9	8.696	A
C - Alexander Avenue	201	50	313	625	0.322	201	124	0.5	0.5	8.501	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	376	94	48	814	0.461	378	373	1.3	0.9	8.274	A
B - High Street (NE)	292	73	65	780	0.375	293	360	0.9	0.6	7.412	A
C - Alexander Avenue	165	41	256	660	0.249	165	102	0.5	0.3	7.281	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	315	79	40	819	0.384	316	312	0.9	0.6	7.167	A
B - High Street (NE)	245	61	54	786	0.311	245	301	0.6	0.5	6.661	A
C - Alexander Avenue	138	34	214	686	0.201	138	85	0.3	0.3	6.573	A

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Alexander Avenue/High Street	Mini-roundabout		A, B, C	10.43	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.43	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (SW)		ONE HOUR	✓	404	100.000
B - High Street (NE)		ONE HOUR	✓	415	100.000
C - Alexander Avenue		ONE HOUR	✓	121	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	302	102
	B - High Street (NE)	370	0	45
	C - Alexander Avenue	87	34	0

Proportions

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0.00	0.75	0.25
	B - High Street (NE)	0.89	0.00	0.11
	C - Alexander Avenue	0.72	0.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	2	0
	B - High Street (NE)	2	0	0
	C - Alexander Avenue	0	0	0

Average PCU Per Veh

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	1.000	1.020	1.000
	B - High Street (NE)	1.020	1.000	1.000
	C - Alexander Avenue	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - High Street (SW)	16:45-17:00	304	309
	17:00-17:15	363	369
	17:15-17:30	445	451
	17:30-17:45	445	451
	17:45-18:00	363	369
	18:00-18:15	304	309
B - High Street (NE)	16:45-17:00	312	318
	17:00-17:15	373	380
	17:15-17:30	457	465
	17:30-17:45	457	465
	17:45-18:00	373	380
	18:00-18:15	312	318
C - Alexander Avenue	16:45-17:00	91	91
	17:00-17:15	109	109
	17:15-17:30	133	133
	17:30-17:45	133	133
	17:45-18:00	109	109
	18:00-18:15	91	91

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - High Street (SW)	0.54	9.54	1.2	A	371	556
B - High Street (NE)	0.60	11.92	1.5	B	381	571
C - Alexander Avenue	0.23	8.27	0.3	A	111	167

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	304	76	25	829	0.367	302	341	0.0	0.6	6.801	A
B - High Street (NE)	312	78	76	780	0.401	310	251	0.0	0.7	7.617	A
C - Alexander Avenue	91	23	276	649	0.140	90	110	0.0	0.2	6.435	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	363	91	31	826	0.440	362	410	0.6	0.8	7.751	A
B - High Street (NE)	373	93	91	771	0.484	372	301	0.7	0.9	9.002	A
C - Alexander Avenue	109	27	332	615	0.177	109	132	0.2	0.2	7.104	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	445	111	37	822	0.541	443	501	0.8	1.2	9.469	A
B - High Street (NE)	457	114	112	759	0.602	455	369	0.9	1.5	11.752	B
C - Alexander Avenue	133	33	405	570	0.234	133	161	0.2	0.3	8.238	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	445	111	37	822	0.541	445	503	1.2	1.2	9.543	A
B - High Street (NE)	457	114	112	759	0.602	457	370	1.5	1.5	11.918	B
C - Alexander Avenue	133	33	407	568	0.234	133	162	0.3	0.3	8.272	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	363	91	31	826	0.440	365	413	1.2	0.8	7.830	A
B - High Street (NE)	373	93	92	770	0.484	375	303	1.5	1.0	9.157	A
C - Alexander Avenue	109	27	335	613	0.177	109	133	0.3	0.2	7.144	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	304	76	26	829	0.367	305	345	0.8	0.6	6.884	A
B - High Street (NE)	312	78	77	779	0.401	314	254	1.0	0.7	7.746	A
C - Alexander Avenue	91	23	280	647	0.141	91	111	0.2	0.2	6.479	A

2036 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Alexander Avenue/High Street	Mini-roundabout		A, B, C	8.59	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (SW)		ONE HOUR	✓	366	100.000
B - High Street (NE)		ONE HOUR	✓	314	100.000
C - Alexander Avenue		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	293	73
	B - High Street (NE)	272	0	42
	C - Alexander Avenue	126	53	0

Proportions

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0.00	0.80	0.20
	B - High Street (NE)	0.87	0.00	0.13
	C - Alexander Avenue	0.70	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	2	0
	B - High Street (NE)	3	0	0
	C - Alexander Avenue	0	0	0

Average PCU Per Veh

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	1.000	1.020	1.000
	B - High Street (NE)	1.030	1.000	1.000
	C - Alexander Avenue	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - High Street (SW)	07:45-08:00	276	280
	08:00-08:15	329	334
	08:15-08:30	403	409
	08:30-08:45	403	409
	08:45-09:00	329	334
	09:00-09:15	276	280
B - High Street (NE)	07:45-08:00	236	243
	08:00-08:15	282	290
	08:15-08:30	346	355
	08:30-08:45	346	355
	08:45-09:00	282	290
	09:00-09:15	236	243
C - Alexander Avenue	07:45-08:00	135	135
	08:00-08:15	161	161
	08:15-08:30	197	197
	08:30-08:45	197	197
	08:45-09:00	161	161
	09:00-09:15	135	135

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - High Street (SW)	0.50	8.87	1.0	A	336	504
B - High Street (NE)	0.45	8.46	0.8	A	288	432
C - Alexander Avenue	0.31	8.25	0.4	A	164	246

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	276	69	40	820	0.336	274	297	0.0	0.5	6.568	A
B - High Street (NE)	236	59	55	786	0.301	235	259	0.0	0.4	6.507	A
C - Alexander Avenue	135	34	203	693	0.194	134	86	0.0	0.2	6.426	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	329	82	48	815	0.404	328	357	0.5	0.7	7.386	A
B - High Street (NE)	282	71	65	780	0.362	282	310	0.4	0.6	7.219	A
C - Alexander Avenue	161	40	244	668	0.241	161	103	0.2	0.3	7.094	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	403	101	58	809	0.498	402	437	0.7	1.0	8.820	A
B - High Street (NE)	346	86	80	771	0.448	345	380	0.6	0.8	8.419	A
C - Alexander Avenue	197	49	299	634	0.311	197	126	0.3	0.4	8.226	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	403	101	58	809	0.498	403	438	1.0	1.0	8.873	A
B - High Street (NE)	346	86	80	771	0.448	346	381	0.8	0.8	8.458	A
C - Alexander Avenue	197	49	299	633	0.311	197	127	0.4	0.4	8.255	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	329	82	48	815	0.404	330	359	1.0	0.7	7.448	A
B - High Street (NE)	282	71	66	780	0.362	283	312	0.8	0.6	7.263	A
C - Alexander Avenue	161	40	245	667	0.241	161	104	0.4	0.3	7.131	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	276	69	40	819	0.336	276	300	0.7	0.5	6.637	A
B - High Street (NE)	236	59	55	786	0.301	237	261	0.6	0.4	6.563	A
C - Alexander Avenue	135	34	205	692	0.195	135	87	0.3	0.2	6.468	A

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 86% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Alexander Avenue/High Street	Mini-roundabout		A, B, C	9.94	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.94	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (SW)		ONE HOUR	✓	368	100.000
B - High Street (NE)		ONE HOUR	✓	408	100.000
C - Alexander Avenue		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	266	102
	B - High Street (NE)	363	0	45
	C - Alexander Avenue	88	34	0

Proportions

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0.00	0.72	0.28
	B - High Street (NE)	0.89	0.00	0.11
	C - Alexander Avenue	0.72	0.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	2	0
	B - High Street (NE)	2	0	0
	C - Alexander Avenue	0	0	0

Average PCU Per Veh

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	1.000	1.020	1.000
	B - High Street (NE)	1.020	1.000	1.000
	C - Alexander Avenue	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - High Street (SW)	16:45-17:00	277	281
	17:00-17:15	331	336
	17:15-17:30	405	411
	17:30-17:45	405	411
	17:45-18:00	331	336
	18:00-18:15	277	281
B - High Street (NE)	16:45-17:00	307	313
	17:00-17:15	367	373
	17:15-17:30	449	457
	17:30-17:45	449	457
	17:45-18:00	367	373
	18:00-18:15	307	313
C - Alexander Avenue	16:45-17:00	92	92
	17:00-17:15	110	110
	17:15-17:30	134	134
	17:30-17:45	134	134
	17:45-18:00	110	110
	18:00-18:15	92	92

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - High Street (SW)	0.49	8.63	1.0	A	338	507
B - High Street (NE)	0.59	11.62	1.4	B	374	562
C - Alexander Avenue	0.23	8.20	0.3	A	112	168

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	277	69	25	829	0.334	275	337	0.0	0.5	6.470	A
B - High Street (NE)	307	77	76	780	0.394	305	224	0.0	0.6	7.534	A
C - Alexander Avenue	92	23	271	653	0.141	91	110	0.0	0.2	6.407	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	331	83	31	826	0.400	330	404	0.5	0.7	7.246	A
B - High Street (NE)	367	92	92	771	0.476	366	269	0.6	0.9	8.865	A
C - Alexander Avenue	110	27	325	619	0.177	109	132	0.2	0.2	7.062	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	405	101	37	822	0.493	404	494	0.7	1.0	8.580	A
B - High Street (NE)	449	112	112	759	0.592	447	329	0.9	1.4	11.473	B
C - Alexander Avenue	134	34	398	574	0.234	134	161	0.2	0.3	8.170	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	405	101	37	822	0.493	405	496	1.0	1.0	8.629	A
B - High Street (NE)	449	112	112	759	0.592	449	330	1.4	1.4	11.623	B
C - Alexander Avenue	134	34	400	573	0.234	134	162	0.3	0.3	8.204	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	331	83	31	826	0.400	332	407	1.0	0.7	7.301	A
B - High Street (NE)	367	92	92	771	0.476	369	271	1.4	0.9	9.006	A
C - Alexander Avenue	110	27	328	617	0.178	110	133	0.3	0.2	7.101	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	277	69	26	829	0.334	278	341	0.7	0.5	6.534	A
B - High Street (NE)	307	77	77	779	0.394	308	226	0.9	0.7	7.659	A
C - Alexander Avenue	92	23	274	651	0.141	92	111	0.2	0.2	6.447	A

2036 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Alexander Avenue/High Street	Mini-roundabout		A, B, C	10.41	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.41	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (SW)		ONE HOUR	✓	435	100.000
B - High Street (NE)		ONE HOUR	✓	346	100.000
C - Alexander Avenue		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	331	104
	B - High Street (NE)	304	0	42
	C - Alexander Avenue	194	52	0

Proportions

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0.00	0.76	0.24
	B - High Street (NE)	0.88	0.00	0.12
	C - Alexander Avenue	0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	2	0
	B - High Street (NE)	3	0	0
	C - Alexander Avenue	0	0	0

Average PCU Per Veh

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	1.000	1.020	1.000
	B - High Street (NE)	1.030	1.000	1.000
	C - Alexander Avenue	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - High Street (SW)	07:45-08:00	327	332
	08:00-08:15	391	397
	08:15-08:30	479	486
	08:30-08:45	479	486
	08:45-09:00	391	397
	09:00-09:15	327	332
B - High Street (NE)	07:45-08:00	260	267
	08:00-08:15	311	319
	08:15-08:30	381	391
	08:30-08:45	381	391
	08:45-09:00	311	319
	09:00-09:15	260	267
C - Alexander Avenue	07:45-08:00	185	185
	08:00-08:15	221	221
	08:15-08:30	271	271
	08:30-08:45	271	271
	08:45-09:00	221	221
	09:00-09:15	185	185

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - High Street (SW)	0.59	10.87	1.4	B	399	599
B - High Street (NE)	0.51	9.72	1.0	A	317	476
C - Alexander Avenue	0.44	10.57	0.8	B	226	339

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	327	82	39	821	0.399	325	372	0.0	0.7	7.222	A
B - High Street (NE)	260	65	78	772	0.337	258	286	0.0	0.5	6.978	A
C - Alexander Avenue	185	46	227	678	0.273	184	109	0.0	0.4	7.257	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	391	98	47	816	0.479	390	447	0.7	0.9	8.428	A
B - High Street (NE)	311	78	93	763	0.407	310	343	0.5	0.7	7.933	A
C - Alexander Avenue	221	55	273	650	0.340	221	131	0.4	0.5	8.375	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	479	120	57	810	0.591	477	546	0.9	1.4	10.742	B
B - High Street (NE)	381	95	114	751	0.507	380	420	0.7	1.0	9.652	A
C - Alexander Avenue	271	68	334	612	0.443	270	160	0.5	0.8	10.489	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	479	120	57	810	0.591	479	548	1.4	1.4	10.870	B
B - High Street (NE)	381	95	114	751	0.507	381	422	1.0	1.0	9.724	A
C - Alexander Avenue	271	68	335	611	0.443	271	161	0.8	0.8	10.572	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	391	98	47	816	0.479	393	450	1.4	0.9	8.552	A
B - High Street (NE)	311	78	94	763	0.408	312	346	1.0	0.7	8.010	A
C - Alexander Avenue	221	55	274	649	0.341	222	132	0.8	0.5	8.459	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	327	82	39	821	0.399	329	376	0.9	0.7	7.331	A
B - High Street (NE)	260	65	79	772	0.337	261	289	0.7	0.5	7.060	A
C - Alexander Avenue	185	46	230	677	0.274	186	110	0.5	0.4	7.339	A

2036 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Alexander Avenue/High Street	Mini-roundabout		A, B, C	11.43	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.43	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (SW)		ONE HOUR	✓	416	100.000
B - High Street (NE)		ONE HOUR	✓	439	100.000
C - Alexander Avenue		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	297	119
	B - High Street (NE)	394	0	45
	C - Alexander Avenue	119	34	0

Proportions

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0.00	0.71	0.29
	B - High Street (NE)	0.90	0.00	0.10
	C - Alexander Avenue	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	0	2	0
	B - High Street (NE)	2	0	0
	C - Alexander Avenue	0	0	0

Average PCU Per Veh

		To		
		A - High Street (SW)	B - High Street (NE)	C - Alexander Avenue
From	A - High Street (SW)	1.000	1.020	1.000
	B - High Street (NE)	1.020	1.000	1.000
	C - Alexander Avenue	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - High Street (SW)	16:45-17:00	313	318
	17:00-17:15	374	379
	17:15-17:30	458	465
	17:30-17:45	458	465
	17:45-18:00	374	379
	18:00-18:15	313	318
B - High Street (NE)	16:45-17:00	331	336
	17:00-17:15	395	402
	17:15-17:30	483	492
	17:30-17:45	483	492
	17:45-18:00	395	402
	18:00-18:15	331	336
C - Alexander Avenue	16:45-17:00	115	115
	17:00-17:15	138	138
	17:15-17:30	168	168
	17:30-17:45	168	168
	17:45-18:00	138	138
	18:00-18:15	115	115

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - High Street (SW)	0.56	9.87	1.2	A	382	573
B - High Street (NE)	0.65	13.60	1.8	B	403	604
C - Alexander Avenue	0.31	9.38	0.4	A	140	211

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	313	78	25	830	0.378	311	383	0.0	0.6	6.907	A
B - High Street (NE)	331	83	89	772	0.428	328	247	0.0	0.7	8.043	A
C - Alexander Avenue	115	29	294	638	0.180	114	122	0.0	0.2	6.858	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	374	93	30	827	0.452	373	460	0.6	0.8	7.924	A
B - High Street (NE)	395	99	107	762	0.518	393	297	0.7	1.1	9.738	A
C - Alexander Avenue	138	34	353	602	0.229	137	147	0.2	0.3	7.744	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	458	115	37	822	0.557	456	562	0.8	1.2	9.786	A
B - High Street (NE)	483	121	131	748	0.646	481	363	1.1	1.8	13.327	B
C - Alexander Avenue	168	42	431	554	0.304	168	180	0.3	0.4	9.322	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	458	115	37	822	0.557	458	565	1.2	1.2	9.873	A
B - High Street (NE)	483	121	131	747	0.647	483	364	1.8	1.8	13.602	B
C - Alexander Avenue	168	42	434	552	0.305	168	181	0.4	0.4	9.384	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	374	93	31	826	0.453	376	464	1.2	0.8	8.013	A
B - High Street (NE)	395	99	107	761	0.518	397	299	1.8	1.1	9.965	A
C - Alexander Avenue	138	34	357	600	0.229	138	148	0.4	0.3	7.810	A

18:00 - 18:15

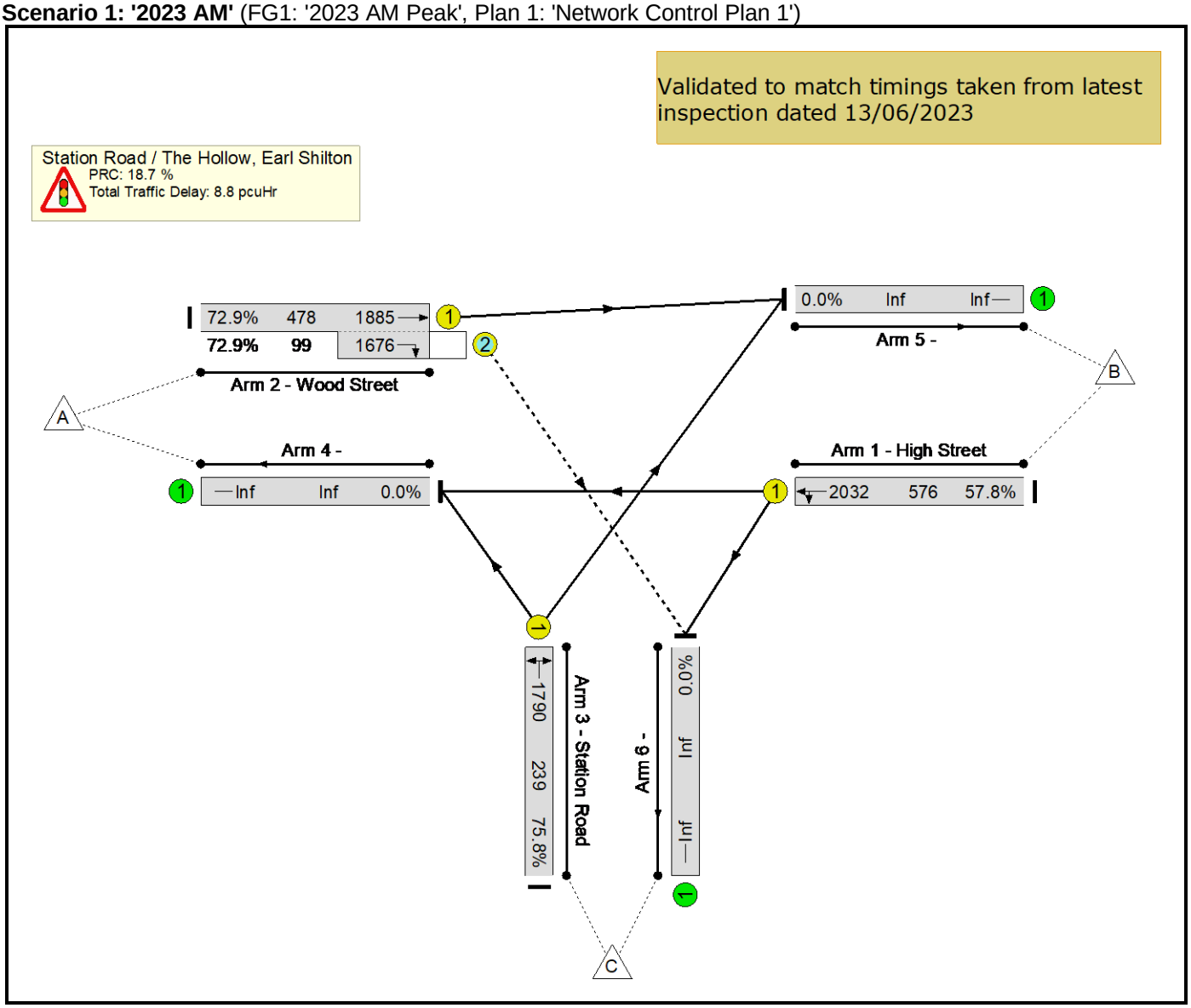
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - High Street (SW)	313	78	26	829	0.378	314	388	0.8	0.6	6.997	A
B - High Street (NE)	331	83	90	772	0.428	332	250	1.1	0.8	8.211	A
C - Alexander Avenue	115	29	298	636	0.181	115	124	0.3	0.2	6.920	A

Basic Results Summary

User and Project Details

Project:	**Station Road / The Hollow, Earl Shilton**
Title:	
Location:	
Model Assumptions:	The model was supplied to WSP by LCC and WSP has used the same model and then updated the Traffic Flows.
Additional detail:	
File name:	L.Station Road_The Hollow LCC Model.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2023 AM' (FG1: '2023 AM Peak', Plan 1: 'Network Control Plan 1')



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.8%**	**72**	**0**	**0**	**8.8**	**-**	**-**
Station Road / The Hollow, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.8%**	**72**	**0**	**0**	**8.8**	**-**	**-**
1/1	High Street Ahead Left	U	B		1	16	-	333	2032	576	57.8%	-	-	-	2.4	25.8	5.4
2/1+2/2	Wood Street Ahead Right	U+O	A		1	16	-	421	1885:1676	478+99	72.9 : 72.9%	72	0	0	3.6	31.1	6.6
3/1	Station Road Left Right	U	C		1	7	-	181	1790	239	75.8%	-	-	-	2.8	54.8	4.4

C1

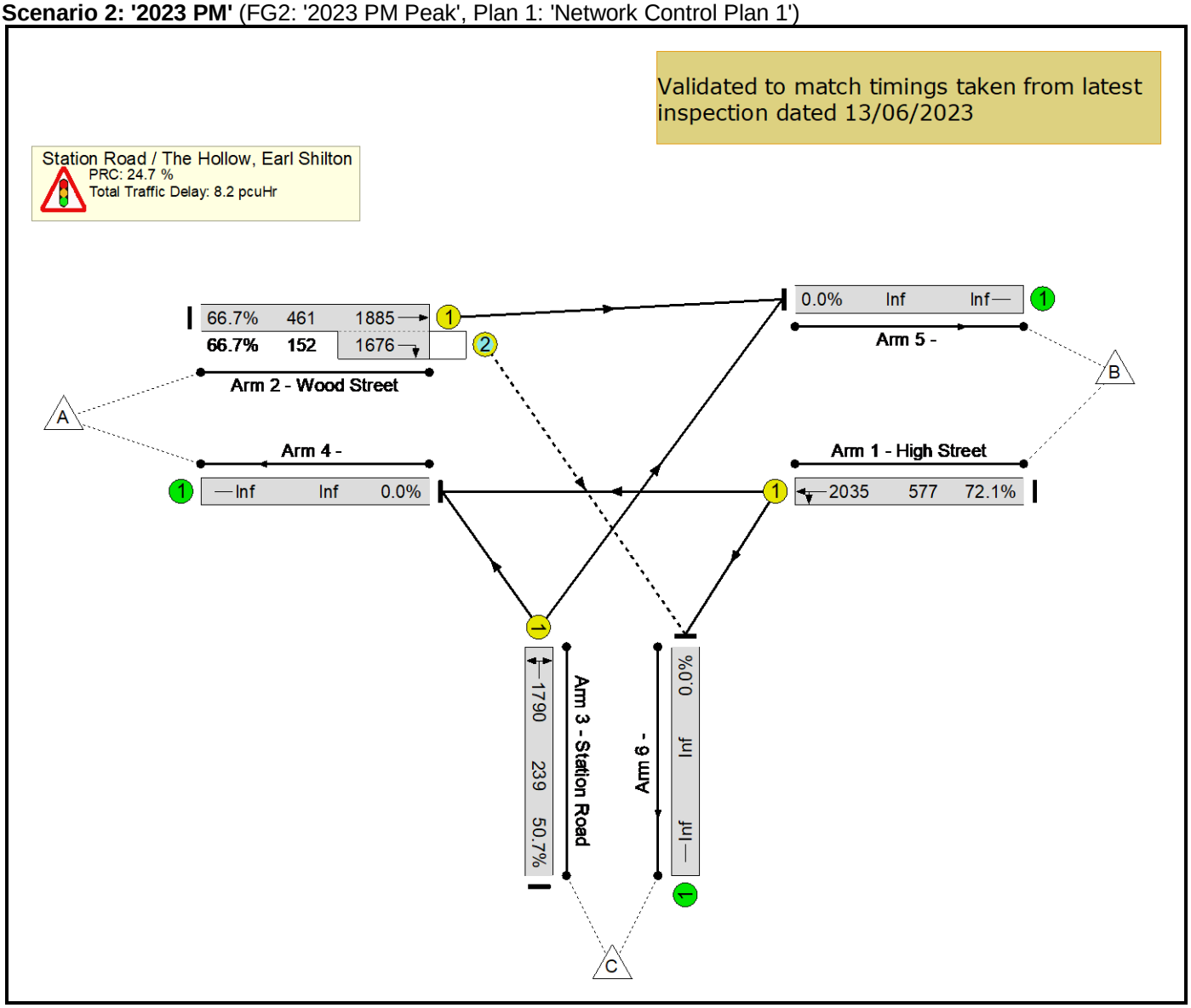
PRC for Signalled Lanes (%): 18.7
PRC Over All Lanes (%): 18.7

Total Delay for Signalled Lanes (pcuHr): 8.78
Total Delay Over All Lanes(pcuHr): 8.78

Cycle Time (s): 60

Basic Results Summary

Scenario 2: '2023 PM' (FG2: '2023 PM Peak', Plan 1: 'Network Control Plan 1')



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.1%**	**93**	**0**	**8**	**8.2**	**-**	**-**
Station Road / The Hollow, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.1%**	**93**	**0**	**8**	**8.2**	**-**	**-**
1/1	High Street Ahead Left	U	B		1	16	-	416	2035	577	72.1%	-	-	-	3.5	30.4	7.5
2/1+2/2	Wood Street Ahead Right	U+O	A		1	16	-	408	1885:1676	461+152	66.7 : 66.7%	93	0	8	3.3	29.4	5.3
3/1	Station Road Left Right	U	C		1	7	-	121	1790	239	50.7%	-	-	-	1.3	39.4	2.4

C1

PRC for Signalled Lanes (%): 24.7
PRC Over All Lanes (%): 24.7

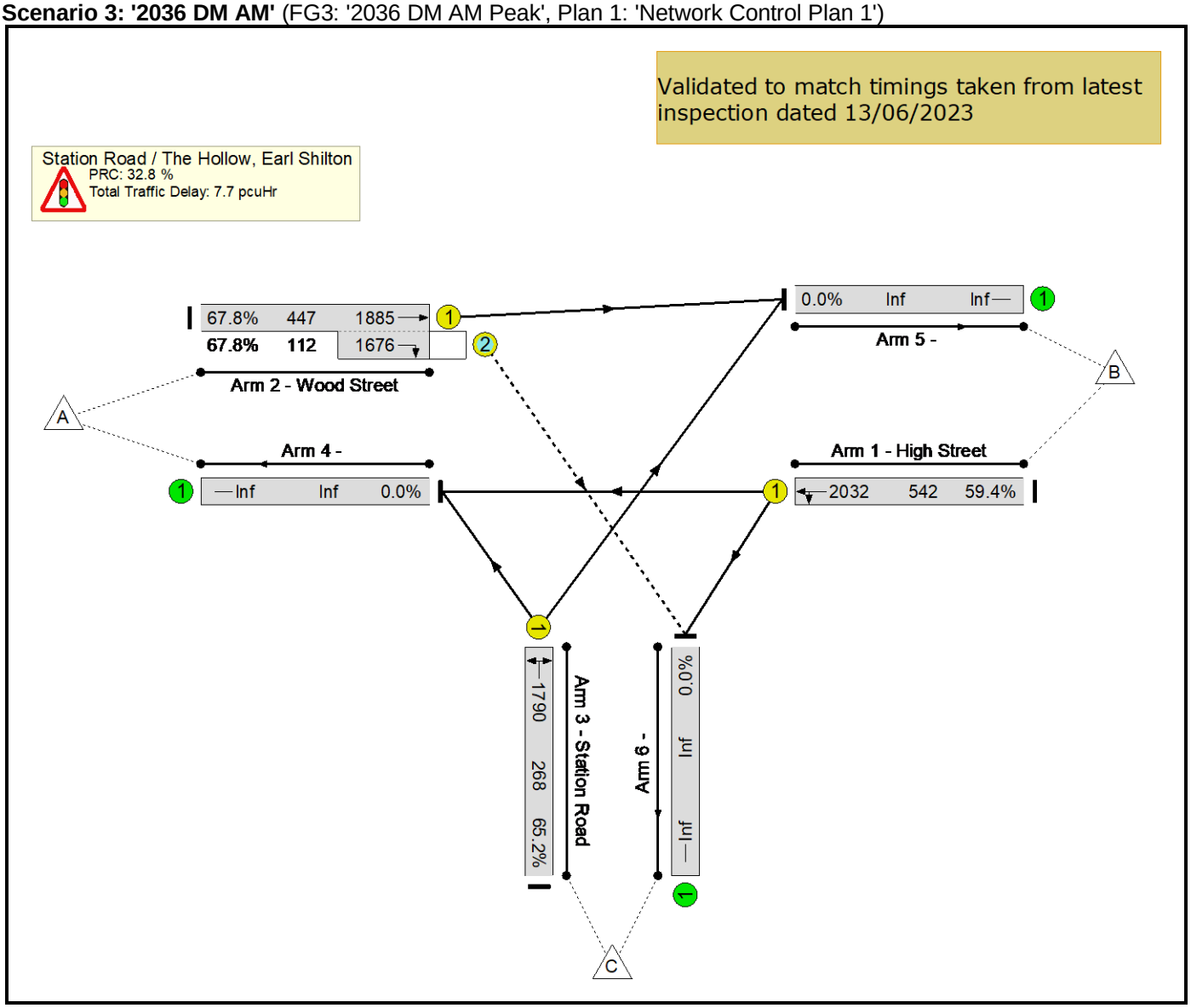
Total Delay for Signalled Lanes (pcuHr): 8.16
Total Delay Over All Lanes(pcuHr): 8.16

Cycle Time (s): 60

Basic Results Summary

Scenario 3: '2036 DM AM' (FG3: '2036 DM AM Peak', Plan 1: 'Network Control Plan 1')

Validated to match timings taken from latest inspection dated 13/06/2023



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.8%**	**76**	**0**	**0**	**7.7**	**-**	**-**
Station Road / The Hollow, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.8%**	**76**	**0**	**0**	**7.7**	**-**	**-**
1/1	High Street Ahead Left	U	B		1	15	-	322	2032	542	59.4%	-	-	-	2.4	27.3	5.4
2/1+2/2	Wood Street Ahead Right	U+O	A		1	15	-	379	1885:1676	447+112	67.8 : 67.8%	76	0	0	3.2	30.2	5.4
3/1	Station Road Left Right	U	C		1	8	-	175	1790	268	65.2%	-	-	-	2.1	42.9	3.6

C1

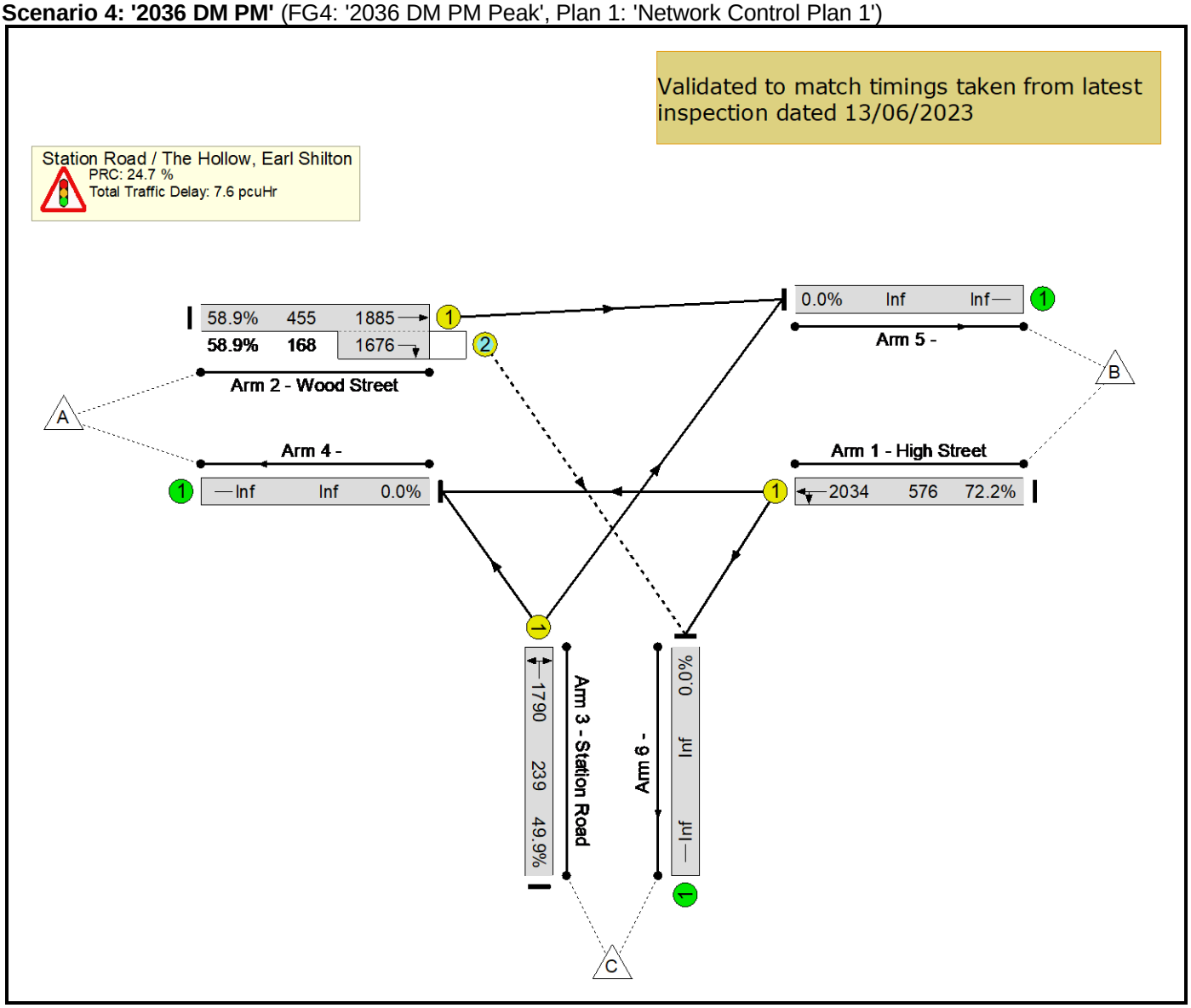
PRC for Signalled Lanes (%): 32.8
PRC Over All Lanes (%): 32.8

Total Delay for Signalled Lanes (pcuHr): 7.71
Total Delay Over All Lanes(pcuHr): 7.71

Cycle Time (s): 60

Basic Results Summary

Scenario 4: '2036 DM PM' (FG4: '2036 DM PM Peak', Plan 1: 'Network Control Plan 1')



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.2%**	**93**	**0**	**6**	**7.6**	**-**	**-**
Station Road / The Hollow, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.2%**	**93**	**0**	**6**	**7.6**	**-**	**-**
1/1	High Street Ahead Left	U	B		1	16	-	416	2034	576	72.2%	-	-	-	3.5	30.4	7.5
2/1+2/2	Wood Street Ahead Right	U+O	A		1	16	-	367	1885:1676	455+168	58.9 : 58.9%	93	0	6	2.8	27.5	4.4
3/1	Station Road Left Right	U	C		1	7	-	119	1790	239	49.9%	-	-	-	1.3	39.1	2.3

C1

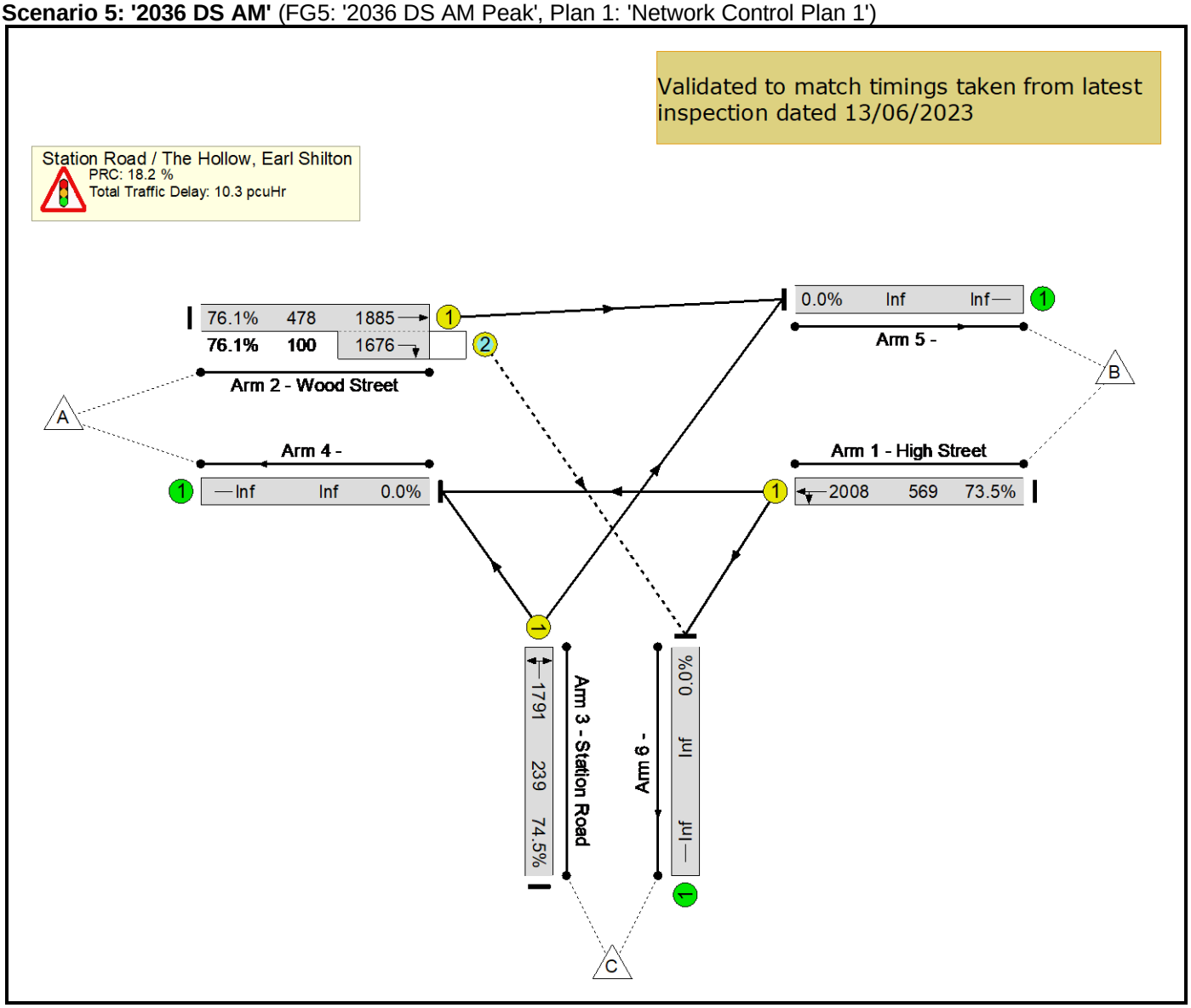
PRC for Signalled Lanes (%): 24.7
PRC Over All Lanes (%): 24.7

Total Delay for Signalled Lanes (pcuHr): 7.61
Total Delay Over All Lanes(pcuHr): 7.61

Cycle Time (s): 60

Basic Results Summary

Scenario 5: '2036 DS AM' (FG5: '2036 DS AM Peak', Plan 1: 'Network Control Plan 1')



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**	**76**	**0**	**0**	**10.3**	**-**	**-**
Station Road / The Hollow, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.1%**	**76**	**0**	**0**	**10.3**	**-**	**-**
1/1	High Street Ahead Left	U	B		1	16	-	418	2008	569	73.5%	-	-	-	3.6	31.2	7.6
2/1+2/2	Wood Street Ahead Right	U+O	A		1	16	-	440	1885:1676	478+100	76.1 : 76.1%	76	0	0	4.1	33.3	7.2
3/1	Station Road Left Right	U	C		1	7	-	178	1791	239	74.5%	-	-	-	2.6	53.3	4.2

C1

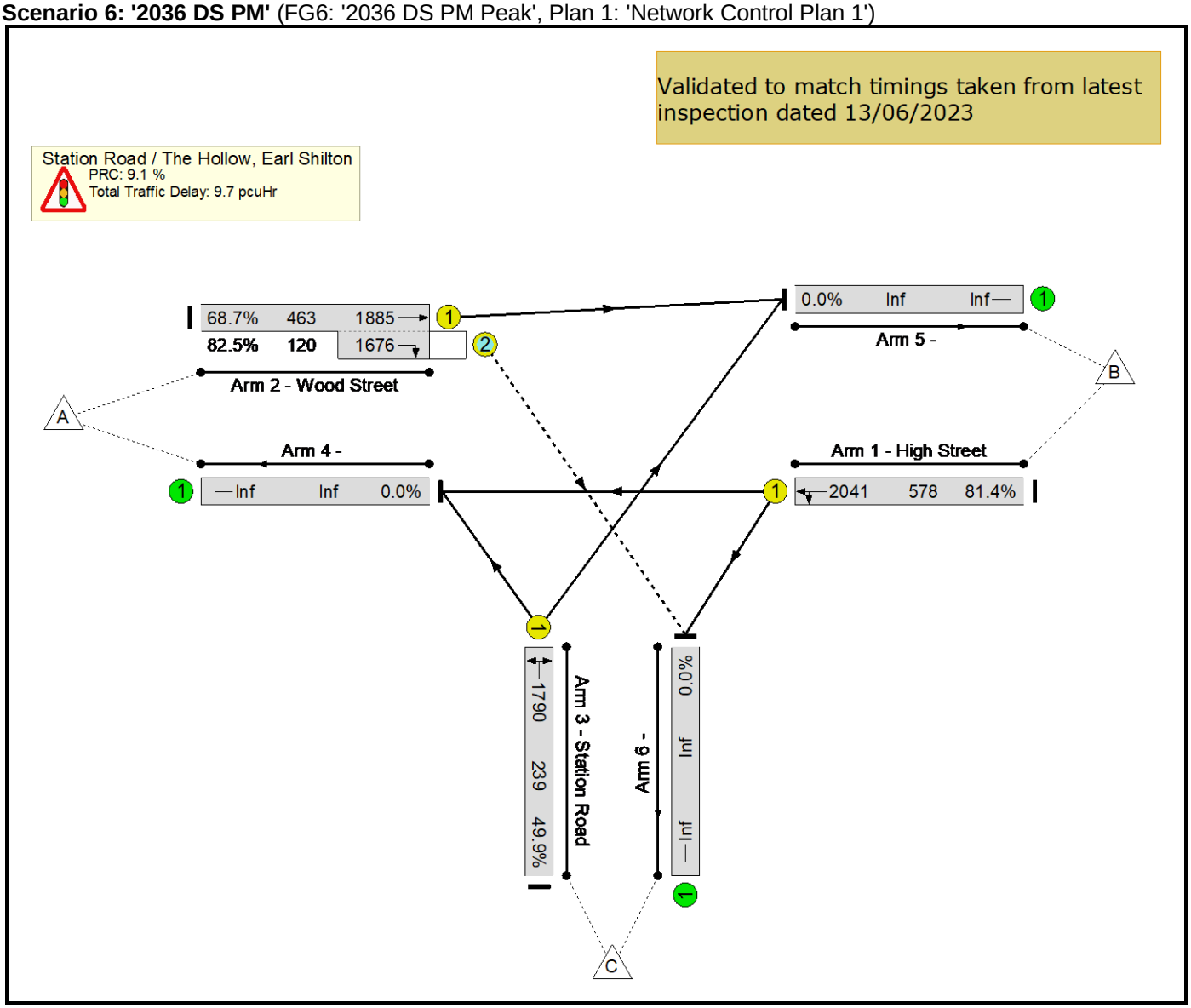
PRC for Signalled Lanes (%): 18.2
PRC Over All Lanes (%): 18.2

Total Delay for Signalled Lanes (pcuHr): 10.32
Total Delay Over All Lanes(pcuHr): 10.32

Cycle Time (s): 60

Basic Results Summary

Scenario 6: '2036 DS PM' (FG6: '2036 DS PM Peak', Plan 1: 'Network Control Plan 1')



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**	**59**	**0**	**40**	**9.7**	**-**	**-**
Station Road / The Hollow, Earl Shilton	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**	**59**	**0**	**40**	**9.7**	**-**	**-**
1/1	High Street Ahead Left	U	B		1	16	-	471	2041	578	81.4%	-	-	-	4.7	36.2	9.3
2/1+2/2	Wood Street Ahead Right	U+O	A		1	16	-	417	1885:1676	463+120	68.7 : 82.5%	59	0	40	3.7	31.8	5.7
3/1	Station Road Left Right	U	C		1	7	-	119	1790	239	49.9%	-	-	-	1.3	39.1	2.3

C1

PRC for Signalled Lanes (%): 9.1
PRC Over All Lanes (%): 9.1

Total Delay for Signalled Lanes (pcuHr): 9.70
Total Delay Over All Lanes(pcuHr): 9.70

Cycle Time (s): 60

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: M.Mill Lane_Alexander Avenue.j10
Path: C:\Users\INCS04445\WSP O365\Ayyapusetty, Jayakrishna - 46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\Junction Models
Report generation date: 10/01/2024 17:27:14

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
Stream B-C	D1	0.1	5.62	0.06	A	D2	0.0	5.71	0.03	A
Stream B-A		0.0	8.21	0.01	A		0.0	7.70	0.03	A
Stream C-AB		0.1	6.12	0.07	A		0.0	5.96	0.05	A
	2036 DM									
Stream B-C	D3	0.1	5.65	0.06	A	D4	0.0	5.73	0.03	A
Stream B-A		0.0	8.17	0.01	A		0.0	7.69	0.03	A
Stream C-AB		0.1	6.13	0.07	A		0.1	5.97	0.05	A
	2036 DS									
Stream B-C	D5	0.1	5.81	0.07	A	D6	0.1	5.75	0.05	A
Stream B-A		0.0	8.67	0.01	A		0.0	8.16	0.04	A
Stream C-AB		0.1	6.00	0.08	A		0.0	5.66	0.02	A

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

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

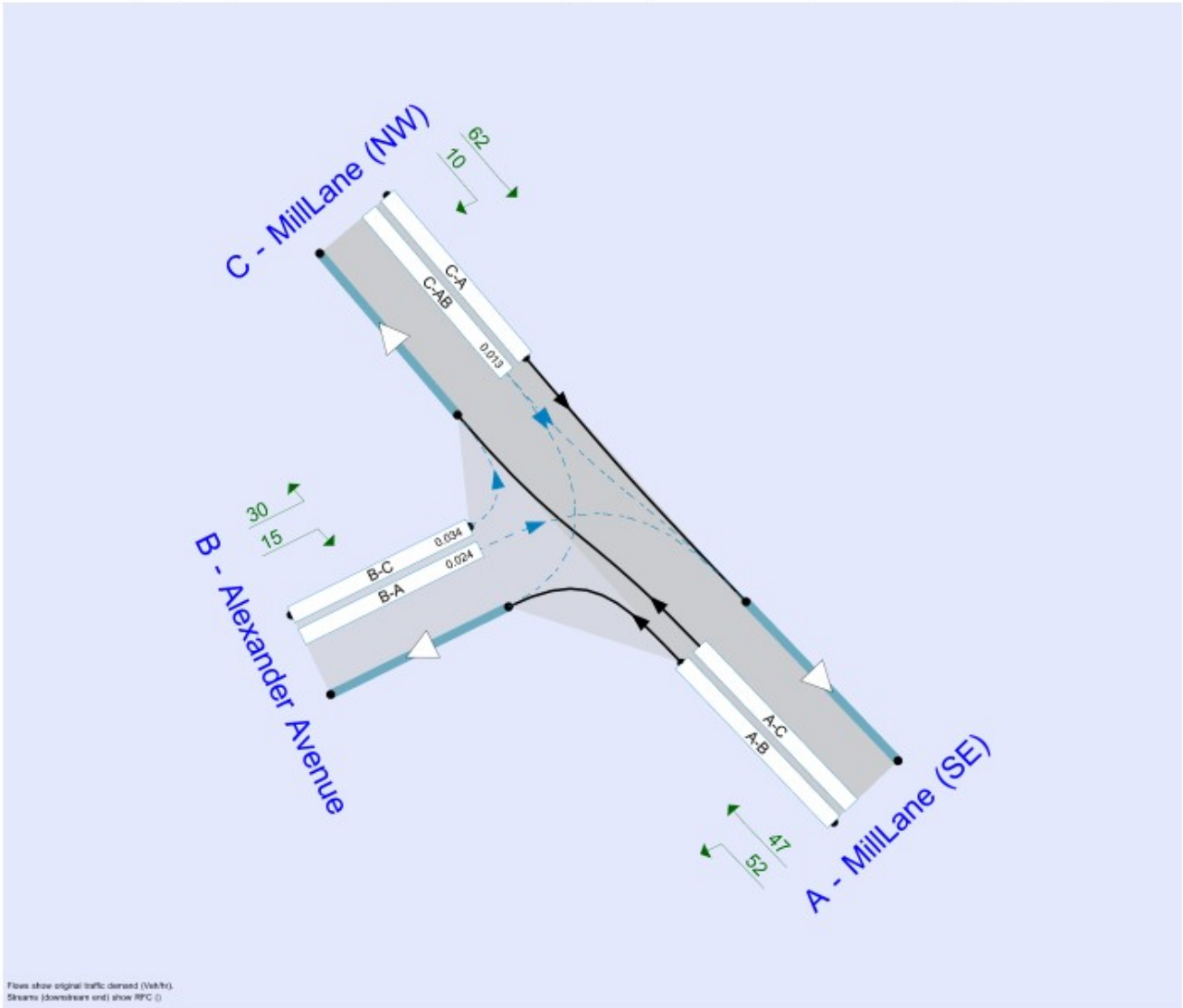
File summary

File Description

Title	Earl Shilton JunctioN modelling
Location	52.577497, -1.300028
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJA05275
Description	Assessment of Existing Junction layout

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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alexander Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Alexander Avenue	T-Junction	Two-way	Two-way	Two-way		4.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.83	A

Arms

Arms

Arm	Name	Description	Arm type
A	MillLane (SE)		Major
B	Alexander Avenue		Minor
C	MillLane (NW)		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 - MillLane (NW)	6.30			100.7	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Alexander Avenue	One lane plus flare	8.99	4.69	3.73	3.65	3.65	✓	1.00	37	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	458	0.082	0.208	0.131	0.298
B-C	705	0.106	0.269	-	-
C-B	632	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - MillLane (SE)		ONE HOUR	✓	13	100.000
B - Alexander Avenue		ONE HOUR	✓	39	100.000
C - MillLane (NW)		ONE HOUR	✓	44	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	4	9
	B - Alexander Avenue	3	0	36
	C - MillLane (NW)	5	39	0

Proportions

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0.00	0.31	0.69
	B - Alexander Avenue	0.08	0.00	0.92
	C - MillLane (NW)	0.11	0.89	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	0	11
	B - Alexander Avenue	0	0	3
	C - MillLane (NW)	0	0	0

Average PCU Per Veh

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	1.000	1.000	1.110
	B - Alexander Avenue	1.000	1.000	1.030
	C - MillLane (NW)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - MillLane (SE)	07:45-08:00	10	11
	08:00-08:15	12	13
	08:15-08:30	14	15
	08:30-08:45	14	15
	08:45-09:00	12	13
	09:00-09:15	10	11
B - Alexander Avenue	07:45-08:00	29	30
	08:00-08:15	35	36
	08:15-08:30	43	44
	08:30-08:45	43	44
	08:45-09:00	35	36
	09:00-09:15	29	30
C - MillLane (NW)	07:45-08:00	33	33
	08:00-08:15	40	40
	08:15-08:30	48	48
	08:30-08:45	48	48
	08:45-09:00	40	40
	09:00-09:15	33	33

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	5.62	0.1	A	33	50
B-A	0.01	8.21	0.0	A	3	4
C-AB	0.07	6.12	0.1	A	36	54
C-A					4	6
A-B					4	6
A-C					8	12

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	681	0.040	27	0.0	0.0	5.500	A
B-A	2	0.56	447	0.005	2	0.0	0.0	8.097	A
C-AB	30	7	632	0.047	29	0.0	0.0	5.970	A
C-A	4	0.90			4				
A-B	3	0.75			3				
A-C	7	2			7				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	681	0.048	32	0.0	0.0	5.553	A
B-A	3	0.67	445	0.006	3	0.0	0.0	8.146	A
C-AB	35	9	632	0.056	35	0.0	0.1	6.030	A
C-A	4	1			4				
A-B	4	0.90			4				
A-C	8	2			8				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	680	0.058	40	0.0	0.1	5.623	A
B-A	3	0.83	442	0.007	3	0.0	0.0	8.213	A
C-AB	43	11	632	0.069	43	0.1	0.1	6.113	A
C-A	5	1			5				
A-B	4	1			4				
A-C	10	2			10				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	680	0.058	40	0.1	0.1	5.623	A
B-A	3	0.83	442	0.007	3	0.0	0.0	8.213	A
C-AB	43	11	632	0.069	43	0.1	0.1	6.115	A
C-A	5	1			5				
A-B	4	1			4				
A-C	10	2			10				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	681	0.048	32	0.1	0.1	5.553	A
B-A	3	0.67	445	0.006	3	0.0	0.0	8.146	A
C-AB	35	9	632	0.056	35	0.1	0.1	6.032	A
C-A	4	1			4				
A-B	4	0.90			4				
A-C	8	2			8				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	681	0.040	27	0.1	0.0	5.503	A
B-A	2	0.56	447	0.005	2	0.0	0.0	8.098	A
C-AB	30	7	632	0.047	30	0.1	0.0	5.973	A
C-A	4	0.90			4				
A-B	3	0.75			3				
A-C	7	2			7				

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alexander Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Alexander Avenue	T-Junction	Two-way	Two-way	Two-way		4.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - MillLane (SE)		ONE HOUR	✓	15	100.000
B - Alexander Avenue		ONE HOUR	✓	34	100.000
C - MillLane (NW)		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	7	8
	B - Alexander Avenue	14	0	20
	C - MillLane (NW)	7	26	0

Proportions

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0.00	0.47	0.53
	B - Alexander Avenue	0.41	0.00	0.59
	C - MillLane (NW)	0.21	0.79	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	0	0
	B - Alexander Avenue	0	0	5
	C - MillLane (NW)	0	0	0

Average PCU Per Veh

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	1.000	1.000	1.000
	B - Alexander Avenue	1.000	1.000	1.050
	C - MillLane (NW)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - MillLane (SE)	16:45-17:00	11	11
	17:00-17:15	13	13
	17:15-17:30	17	17
	17:30-17:45	17	17
	17:45-18:00	13	13
	18:00-18:15	11	11
B - Alexander Avenue	16:45-17:00	26	26
	17:00-17:15	31	31
	17:15-17:30	37	39
	17:30-17:45	37	39
	17:45-18:00	31	31
	18:00-18:15	26	26
C - MillLane (NW)	16:45-17:00	25	25
	17:00-17:15	30	30
	17:15-17:30	36	36
	17:30-17:45	36	36
	17:45-18:00	30	30
	18:00-18:15	25	25

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	5.71	0.0	A	18	28
B-A	0.03	7.70	0.0	A	13	19
C-AB	0.05	5.96	0.0	A	24	36
C-A					6	9
A-B					6	10
A-C					7	11

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	656	0.023	15	0.0	0.0	5.619	A
B-A	11	3	487	0.022	10	0.0	0.0	7.553	A
C-AB	20	5	633	0.031	20	0.0	0.0	5.867	A
C-A	5	1			5				
A-B	5	1			5				
A-C	6	2			6				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	654	0.027	18	0.0	0.0	5.656	A
B-A	13	3	485	0.026	13	0.0	0.0	7.613	A
C-AB	24	6	633	0.037	24	0.0	0.0	5.905	A
C-A	6	2			6				
A-B	6	2			6				
A-C	7	2			7				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	653	0.034	22	0.0	0.0	5.706	A
B-A	15	4	483	0.032	15	0.0	0.0	7.699	A
C-AB	29	7	633	0.046	29	0.0	0.0	5.956	A
C-A	7	2			7				
A-B	8	2			8				
A-C	9	2			9				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	653	0.034	22	0.0	0.0	5.706	A
B-A	15	4	483	0.032	15	0.0	0.0	7.699	A
C-AB	29	7	633	0.046	29	0.0	0.0	5.958	A
C-A	7	2			7				
A-B	8	2			8				
A-C	9	2			9				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	654	0.027	18	0.0	0.0	5.659	A
B-A	13	3	485	0.026	13	0.0	0.0	7.614	A
C-AB	24	6	633	0.037	24	0.0	0.0	5.906	A
C-A	6	2			6				
A-B	6	2			6				
A-C	7	2			7				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	655	0.023	15	0.0	0.0	5.623	A
B-A	11	3	487	0.022	11	0.0	0.0	7.553	A
C-AB	20	5	633	0.031	20	0.0	0.0	5.872	A
C-A	5	1			5				
A-B	5	1			5				
A-C	6	2			6				

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alexander Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Alexander Avenue	T-Junction	Two-way	Two-way	Two-way		4.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - MillLane (SE)		ONE HOUR	✓	13	100.000
B - Alexander Avenue		ONE HOUR	✓	41	100.000
C - MillLane (NW)		ONE HOUR	✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	4	9
	B - Alexander Avenue	5	0	36
	C - MillLane (NW)	5	40	0

Proportions

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0.00	0.31	0.69
	B - Alexander Avenue	0.12	0.00	0.88
	C - MillLane (NW)	0.11	0.89	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	0	11
	B - Alexander Avenue	0	0	3
	C - MillLane (NW)	0	0	0

Average PCU Per Veh

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	1.000	1.000	1.110
	B - Alexander Avenue	1.000	1.000	1.030
	C - MillLane (NW)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - MillLane (SE)	07:45-08:00	10	11
	08:00-08:15	12	13
	08:15-08:30	14	15
	08:30-08:45	14	15
	08:45-09:00	12	13
	09:00-09:15	10	11
B - Alexander Avenue	07:45-08:00	31	32
	08:00-08:15	37	38
	08:15-08:30	45	46
	08:30-08:45	45	46
	08:45-09:00	37	38
	09:00-09:15	31	32
C - MillLane (NW)	07:45-08:00	34	34
	08:00-08:15	40	40
	08:15-08:30	50	50
	08:30-08:45	50	50
	08:45-09:00	40	40
	09:00-09:15	34	34

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	5.65	0.1	A	33	50
B-A	0.01	8.17	0.0	A	5	7
C-AB	0.07	6.13	0.1	A	37	55
C-A					4	6
A-B					4	6
A-C					8	12

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	678	0.040	27	0.0	0.0	5.527	A
B-A	4	0.94	452	0.008	4	0.0	0.0	8.038	A
C-AB	30	8	632	0.048	30	0.0	0.1	5.978	A
C-A	4	0.90			4				
A-B	3	0.75			3				
A-C	7	2			7				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	677	0.048	32	0.0	0.0	5.580	A
B-A	4	1	449	0.010	4	0.0	0.0	8.092	A
C-AB	36	9	632	0.057	36	0.1	0.1	6.040	A
C-A	4	1			4				
A-B	4	0.90			4				
A-C	8	2			8				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	676	0.059	40	0.0	0.1	5.653	A
B-A	6	1	446	0.012	5	0.0	0.0	8.168	A
C-AB	44	11	632	0.070	44	0.1	0.1	6.124	A
C-A	5	1			5				
A-B	4	1			4				
A-C	10	2			10				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	10	676	0.059	40	0.1	0.1	5.653	A
B-A	6	1	446	0.012	6	0.0	0.0	8.168	A
C-AB	44	11	632	0.070	44	0.1	0.1	6.127	A
C-A	5	1			5				
A-B	4	1			4				
A-C	10	2			10				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	677	0.048	32	0.1	0.1	5.581	A
B-A	4	1	449	0.010	5	0.0	0.0	8.092	A
C-AB	36	9	632	0.057	36	0.1	0.1	6.043	A
C-A	4	1			4				
A-B	4	0.90			4				
A-C	8	2			8				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	678	0.040	27	0.1	0.0	5.532	A
B-A	4	0.94	452	0.008	4	0.0	0.0	8.039	A
C-AB	30	8	632	0.048	30	0.1	0.1	5.981	A
C-A	4	0.90			4				
A-B	3	0.75			3				
A-C	7	2			7				

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alexander Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Alexander Avenue	T-Junction	Two-way	Two-way	Two-way		4.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - MillLane (SE)		ONE HOUR	✓	15	100.000
B - Alexander Avenue		ONE HOUR	✓	35	100.000
C - MillLane (NW)		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	7	8
	B - Alexander Avenue	15	0	20
	C - MillLane (NW)	7	27	0

Proportions

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0.00	0.47	0.53
	B - Alexander Avenue	0.43	0.00	0.57
	C - MillLane (NW)	0.21	0.79	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	0	0
	B - Alexander Avenue	0	0	5
	C - MillLane (NW)	0	0	0

Average PCU Per Veh

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	1.000	1.000	1.000
	B - Alexander Avenue	1.000	1.000	1.050
	C - MillLane (NW)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - MillLane (SE)	16:45-17:00	11	11
	17:00-17:15	13	13
	17:15-17:30	17	17
	17:30-17:45	17	17
	17:45-18:00	13	13
	18:00-18:15	11	11
B - Alexander Avenue	16:45-17:00	26	27
	17:00-17:15	31	32
	17:15-17:30	39	40
	17:30-17:45	39	40
	17:45-18:00	31	32
	18:00-18:15	26	27
C - MillLane (NW)	16:45-17:00	26	26
	17:00-17:15	31	31
	17:15-17:30	37	37
	17:30-17:45	37	37
	17:45-18:00	31	31
	18:00-18:15	26	26

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	5.73	0.0	A	18	28
B-A	0.03	7.69	0.0	A	14	21
C-AB	0.05	5.97	0.1	A	25	38
C-A					6	9
A-B					6	10
A-C					7	11

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	653	0.023	15	0.0	0.0	5.642	A
B-A	11	3	489	0.023	11	0.0	0.0	7.538	A
C-AB	20	5	633	0.032	20	0.0	0.0	5.874	A
C-A	5	1			5				
A-B	5	1			5				
A-C	6	2			6				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	652	0.028	18	0.0	0.0	5.679	A
B-A	13	3	487	0.028	13	0.0	0.0	7.601	A
C-AB	25	6	633	0.039	24	0.0	0.0	5.914	A
C-A	6	2			6				
A-B	6	2			6				
A-C	7	2			7				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	650	0.034	22	0.0	0.0	5.730	A
B-A	17	4	485	0.034	16	0.0	0.0	7.692	A
C-AB	30	8	633	0.048	30	0.0	0.1	5.967	A
C-A	7	2			7				
A-B	8	2			8				
A-C	9	2			9				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	650	0.034	22	0.0	0.0	5.731	A
B-A	17	4	485	0.034	17	0.0	0.0	7.692	A
C-AB	30	8	633	0.048	30	0.1	0.1	5.969	A
C-A	7	2			7				
A-B	8	2			8				
A-C	9	2			9				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	652	0.028	18	0.0	0.0	5.680	A
B-A	13	3	487	0.028	14	0.0	0.0	7.605	A
C-AB	25	6	633	0.039	25	0.1	0.0	5.915	A
C-A	6	2			6				
A-B	6	2			6				
A-C	7	2			7				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	653	0.023	15	0.0	0.0	5.646	A
B-A	11	3	489	0.023	11	0.0	0.0	7.541	A
C-AB	20	5	633	0.032	21	0.0	0.0	5.877	A
C-A	5	1			5				
A-B	5	1			5				
A-C	6	2			6				

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alexander Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Alexander Avenue	T-Junction	Two-way	Two-way	Two-way		2.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - MillLane (SE)		ONE HOUR	✓	90	100.000
B - Alexander Avenue		ONE HOUR	✓	47	100.000
C - MillLane (NW)		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	26	64
	B - Alexander Avenue	4	0	43
	C - MillLane (NW)	57	40	0

Proportions

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0.00	0.29	0.71
	B - Alexander Avenue	0.09	0.00	0.91
	C - MillLane (NW)	0.59	0.41	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	0	3
	B - Alexander Avenue	0	0	2
	C - MillLane (NW)	2	0	0

Average PCU Per Veh

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	1.000	1.000	1.030
	B - Alexander Avenue	1.000	1.000	1.020
	C - MillLane (NW)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - MillLane (SE)	07:45-08:00	68	69
	08:00-08:15	81	83
	08:15-08:30	99	101
	08:30-08:45	99	101
	08:45-09:00	81	83
	09:00-09:15	68	69
B - Alexander Avenue	07:45-08:00	35	36
	08:00-08:15	42	43
	08:15-08:30	52	53
	08:30-08:45	52	53
	08:45-09:00	42	43
	09:00-09:15	35	36
C - MillLane (NW)	07:45-08:00	73	74
	08:00-08:15	87	88
	08:15-08:30	107	108
	08:30-08:45	107	108
	08:45-09:00	87	88
	09:00-09:15	73	74

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	5.81	0.1	A	39	59
B-A	0.01	8.67	0.0	A	4	6
C-AB	0.08	6.00	0.1	A	40	60
C-A					49	73
A-B					24	36
A-C					59	88

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	674	0.048	32	0.0	0.1	5.605	A
B-A	3	0.75	432	0.007	3	0.0	0.0	8.388	A
C-AB	32	8	644	0.050	32	0.0	0.1	5.886	A
C-A	41	10			41				
A-B	20	5			20				
A-C	48	12			48				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	10	671	0.058	39	0.1	0.1	5.691	A
B-A	4	0.90	427	0.008	4	0.0	0.0	8.504	A
C-AB	39	10	646	0.061	39	0.1	0.1	5.932	A
C-A	48	12			48				
A-B	23	6			23				
A-C	58	14			58				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	667	0.071	47	0.1	0.1	5.812	A
B-A	4	1	420	0.011	4	0.0	0.0	8.669	A
C-AB	49	12	649	0.075	49	0.1	0.1	5.996	A
C-A	58	15			58				
A-B	29	7			29				
A-C	70	18			70				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	667	0.071	47	0.1	0.1	5.812	A
B-A	4	1	420	0.011	4	0.0	0.0	8.670	A
C-AB	49	12	649	0.075	49	0.1	0.1	6.000	A
C-A	58	15			58				
A-B	29	7			29				
A-C	70	18			70				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	10	671	0.058	39	0.1	0.1	5.695	A
B-A	4	0.90	427	0.008	4	0.0	0.0	8.505	A
C-AB	39	10	646	0.061	39	0.1	0.1	5.936	A
C-A	48	12			48				
A-B	23	6			23				
A-C	58	14			58				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	674	0.048	32	0.1	0.1	5.611	A
B-A	3	0.75	432	0.007	3	0.0	0.0	8.389	A
C-AB	32	8	644	0.050	32	0.1	0.1	5.893	A
C-A	41	10			41				
A-B	20	5			20				
A-C	48	12			48				

2036 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Alexander Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Alexander Avenue	T-Junction	Two-way	Two-way	Two-way		1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - MillLane (SE)		ONE HOUR	✓	99	100.000
B - Alexander Avenue		ONE HOUR	✓	45	100.000
C - MillLane (NW)		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	52	47
	B - Alexander Avenue	15	0	30
	C - MillLane (NW)	62	10	0

Proportions

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0.00	0.53	0.47
	B - Alexander Avenue	0.33	0.00	0.67
	C - MillLane (NW)	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	0	0	1
	B - Alexander Avenue	0	0	3
	C - MillLane (NW)	1	0	0

Average PCU Per Veh

		To		
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
From	A - MillLane (SE)	1.000	1.000	1.010
	B - Alexander Avenue	1.000	1.000	1.030
	C - MillLane (NW)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - MillLane (SE)	16:45-17:00	75	75
	17:00-17:15	89	89
	17:15-17:30	109	110
	17:30-17:45	109	110
	17:45-18:00	89	89
	18:00-18:15	75	75
B - Alexander Avenue	16:45-17:00	34	35
	17:00-17:15	40	41
	17:15-17:30	50	51
	17:30-17:45	50	51
	17:45-18:00	40	41
	18:00-18:15	34	35
C - MillLane (NW)	16:45-17:00	54	55
	17:00-17:15	65	65
	17:15-17:30	79	80
	17:30-17:45	79	80
	17:45-18:00	65	65
	18:00-18:15	54	55

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	5.75	0.1	A	28	41
B-A	0.04	8.16	0.0	A	14	21
C-AB	0.02	5.66	0.0	A	10	15
C-A					56	84
A-B					48	72
A-C					43	65

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	667	0.034	22	0.0	0.0	5.581	A
B-A	11	3	467	0.024	11	0.0	0.0	7.895	A
C-AB	8	2	645	0.013	8	0.0	0.0	5.653	A
C-A	46	12			46				
A-B	39	10			39				
A-C	35	9			35				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	664	0.041	27	0.0	0.0	5.653	A
B-A	13	3	463	0.029	13	0.0	0.0	8.005	A
C-AB	10	2	647	0.015	10	0.0	0.0	5.646	A
C-A	55	14			55				
A-B	47	12			47				
A-C	42	11			42				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	659	0.050	33	0.0	0.1	5.751	A
B-A	17	4	458	0.036	16	0.0	0.0	8.160	A
C-AB	12	3	651	0.019	12	0.0	0.0	5.636	A
C-A	67	17			67				
A-B	57	14			57				
A-C	52	13			52				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	659	0.050	33	0.1	0.1	5.751	A
B-A	17	4	458	0.036	17	0.0	0.0	8.160	A
C-AB	12	3	651	0.019	12	0.0	0.0	5.639	A
C-A	67	17			67				
A-B	57	14			57				
A-C	52	13			52				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	664	0.041	27	0.1	0.0	5.656	A
B-A	13	3	463	0.029	14	0.0	0.0	8.006	A
C-AB	10	2	647	0.015	10	0.0	0.0	5.650	A
C-A	55	14			55				
A-B	47	12			47				
A-C	42	11			42				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	667	0.034	23	0.0	0.0	5.585	A
B-A	11	3	467	0.024	11	0.0	0.0	7.898	A
C-AB	8	2	645	0.013	8	0.0	0.0	5.656	A
C-A	46	12			46				
A-B	39	10			39				
A-C	35	9			35				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820
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Filename: N.Mill Lane_Almey's Lane_Chapel Street.j10
Path: C:\Users\INJA05275\OneDrive - WSP O365\1_Projects_JK\46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\231220-Junction 10 Models
Report generation date: 20-12-2023 14:52:18

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
Stream B-C	D1	0.1	7.15	0.06	A	D2	0.0	6.76	0.02	A
Stream B-A		0.2	8.78	0.14	A		0.1	7.81	0.06	A
Stream C-AB		0.1	6.30	0.08	A		0.0	6.04	0.02	A
	2036 DM									
Stream B-C	D3	0.1	7.27	0.06	A	D4	0.0	6.89	0.02	A
Stream B-A		0.2	8.96	0.15	A		0.1	8.01	0.07	A
Stream C-AB		0.1	6.32	0.08	A		0.0	5.97	0.02	A
	2036 DS									
Stream B-C	D5	0.1	8.52	0.08	A	D6	0.0	7.62	0.03	A
Stream B-A		0.4	11.02	0.28	B		0.2	9.34	0.16	A
Stream C-AB		0.1	6.09	0.10	A		0.0	5.93	0.03	A

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

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

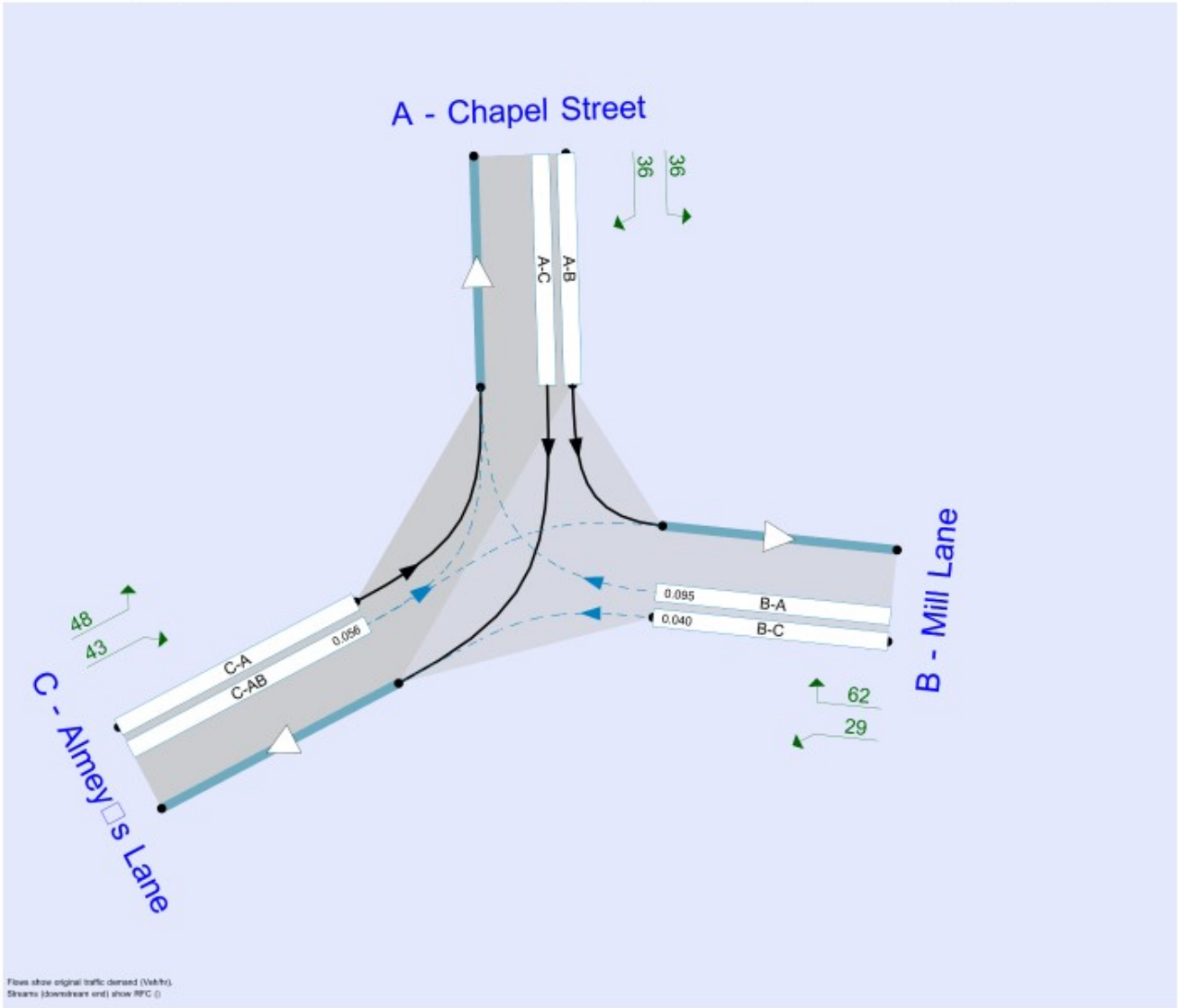
File summary

File Description

Title	Earl Shilton JunctioN modelling
Location	52.579431, -1.305243
Site number	
Date	29-11-2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJA05275
Description	Assessment of Existing Junction layout

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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		4.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	Chapel Street		Major
B	Mill Lane		Minor
C	Almey's Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Almey's Lane	7.09			54.5	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Mill Lane	One lane plus flare	6.57	3.63	3.10	3.10	3.10	✓	1.00	22	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	524	0.090	0.228	0.143	0.326
B-C	586	0.086	0.218	-	-
C-B	606	0.223	0.223	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	72	100.000
B - Mill Lane		ONE HOUR	✓	91	100.000
C - Almey's Lane		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	36	36
	B - Mill Lane	62	0	29
	C - Almey's Lane	48	43	0

Proportions

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.50	0.50
	B - Mill Lane	0.68	0.00	0.32
	C - Almey's Lane	0.53	0.47	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	0	0
	B - Mill Lane	2	0	3
	C - Almey's Lane	0	0	0

Average PCU Per Veh

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	1.000	1.000	1.000
	B - Mill Lane	1.020	1.000	1.030
	C - Almey's Lane	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Chapel Street	54	54
	B - Mill Lane	69	70
	C - Almey's Lane	69	69
08:00-08:15	A - Chapel Street	65	65
	B - Mill Lane	82	84
	C - Almey's Lane	82	82
08:15-08:30	A - Chapel Street	79	79
	B - Mill Lane	100	103
	C - Almey's Lane	100	100
08:30-08:45	A - Chapel Street	79	79
	B - Mill Lane	100	103
	C - Almey's Lane	100	100
08:45-09:00	A - Chapel Street	65	65
	B - Mill Lane	82	84
	C - Almey's Lane	82	82
09:00-09:15	A - Chapel Street	54	54
	B - Mill Lane	69	70
	C - Almey's Lane	69	69

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	7.15	0.1	A	27	40
B-A	0.14	8.78	0.2	A	57	85
C-AB	0.08	6.30	0.1	A	43	64
C-A					41	61
A-B					33	50
A-C					33	50

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	547	0.040	22	0.0	0.0	6.850	A
B-A	47	12	490	0.095	46	0.0	0.1	8.112	A
C-AB	34	9	618	0.056	34	0.0	0.1	6.165	A
C-A	34	9			34				
A-B	27	7			27				
A-C	27	7			27				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	542	0.048	26	0.0	0.1	6.973	A
B-A	56	14	485	0.115	56	0.1	0.1	8.384	A
C-AB	42	10	620	0.067	42	0.1	0.1	6.222	A
C-A	40	10			40				
A-B	32	8			32				
A-C	32	8			32				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	536	0.060	32	0.1	0.1	7.147	A
B-A	68	17	478	0.143	68	0.1	0.2	8.772	A
C-AB	52	13	623	0.083	52	0.1	0.1	6.296	A
C-A	48	12			48				
A-B	40	10			40				
A-C	40	10			40				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	535	0.060	32	0.1	0.1	7.148	A
B-A	68	17	478	0.143	68	0.2	0.2	8.778	A
C-AB	52	13	623	0.083	52	0.1	0.1	6.300	A
C-A	48	12			48				
A-B	40	10			40				
A-C	40	10			40				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	542	0.048	26	0.1	0.1	6.980	A
B-A	56	14	485	0.115	56	0.2	0.1	8.394	A
C-AB	42	10	620	0.067	42	0.1	0.1	6.224	A
C-A	40	10			40				
A-B	32	8			32				
A-C	32	8			32				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	547	0.040	22	0.1	0.0	6.858	A
B-A	47	12	490	0.095	47	0.1	0.1	8.133	A
C-AB	34	9	618	0.056	34	0.1	0.1	6.173	A
C-A	34	9			34				
A-B	27	7			27				
A-C	27	7			27				

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	69	100.000
B - Mill Lane		ONE HOUR	✓	40	100.000
C - Almey's Lane		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	41	28
	B - Mill Lane	29	0	11
	C - Almey's Lane	27	11	0

Proportions

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.59	0.41
	B - Mill Lane	0.73	0.00	0.28
	C - Almey's Lane	0.71	0.29	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	0	0
	B - Mill Lane	3	0	0
	C - Almey's Lane	0	0	0

Average PCU Per Veh

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	1.000	1.000	1.000
	B - Mill Lane	1.030	1.000	1.000
	C - Almey's Lane	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Chapel Street	52	52
	B - Mill Lane	30	31
	C - Almey's Lane	29	29
17:00-17:15	A - Chapel Street	62	62
	B - Mill Lane	36	37
	C - Almey's Lane	34	34
17:15-17:30	A - Chapel Street	76	76
	B - Mill Lane	44	45
	C - Almey's Lane	42	42
17:30-17:45	A - Chapel Street	76	76
	B - Mill Lane	44	45
	C - Almey's Lane	42	42
17:45-18:00	A - Chapel Street	62	62
	B - Mill Lane	36	37
	C - Almey's Lane	34	34
18:00-18:15	A - Chapel Street	52	52
	B - Mill Lane	30	31
	C - Almey's Lane	29	29

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.76	0.0	A	10	15
B-A	0.06	7.81	0.1	A	27	40
C-AB	0.02	6.04	0.0	A	11	16
C-A					24	36
A-B					38	56
A-C					26	39

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	551	0.015	8	0.0	0.0	6.632	A
B-A	22	5	499	0.044	22	0.0	0.0	7.540	A
C-AB	9	2	608	0.014	9	0.0	0.0	6.009	A
C-A	20	5			20				
A-B	31	8			31				
A-C	21	5			21				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	548	0.018	10	0.0	0.0	6.686	A
B-A	26	7	496	0.053	26	0.0	0.1	7.651	A
C-AB	10	3	608	0.017	10	0.0	0.0	6.022	A
C-A	24	6			24				
A-B	37	9			37				
A-C	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	545	0.022	12	0.0	0.0	6.759	A
B-A	32	8	493	0.065	32	0.1	0.1	7.805	A
C-AB	13	3	609	0.021	13	0.0	0.0	6.041	A
C-A	29	7			29				
A-B	45	11			45				
A-C	31	8			31				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	545	0.022	12	0.0	0.0	6.759	A
B-A	32	8	493	0.065	32	0.1	0.1	7.807	A
C-AB	13	3	609	0.021	13	0.0	0.0	6.041	A
C-A	29	7			29				
A-B	45	11			45				
A-C	31	8			31				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	548	0.018	10	0.0	0.0	6.687	A
B-A	26	7	496	0.053	26	0.1	0.1	7.653	A
C-AB	10	3	608	0.017	10	0.0	0.0	6.025	A
C-A	24	6			24				
A-B	37	9			37				
A-C	25	6			25				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	551	0.015	8	0.0	0.0	6.637	A
B-A	22	5	499	0.044	22	0.1	0.0	7.544	A
C-AB	9	2	608	0.014	9	0.0	0.0	6.012	A
C-A	20	5			20				
A-B	31	8			31				
A-C	21	5			21				

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	95	100.000
B - Mill Lane		ONE HOUR	✓	93	100.000
C - Almey's Lane		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	37	58
	B - Mill Lane	64	0	29
	C - Almey's Lane	54	43	0

Proportions

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.39	0.61
	B - Mill Lane	0.69	0.00	0.31
	C - Almey's Lane	0.56	0.44	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	0	0
	B - Mill Lane	2	0	3
	C - Almey's Lane	0	0	0

Average PCU Per Veh

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	1.000	1.000	1.000
	B - Mill Lane	1.020	1.000	1.030
	C - Almey's Lane	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Chapel Street	72	72
	B - Mill Lane	70	72
	C - Almey's Lane	73	73
08:00-08:15	A - Chapel Street	85	85
	B - Mill Lane	84	86
	C - Almey's Lane	87	87
08:15-08:30	A - Chapel Street	105	105
	B - Mill Lane	102	105
	C - Almey's Lane	107	107
08:30-08:45	A - Chapel Street	105	105
	B - Mill Lane	102	105
	C - Almey's Lane	107	107
08:45-09:00	A - Chapel Street	85	85
	B - Mill Lane	84	86
	C - Almey's Lane	87	87
09:00-09:15	A - Chapel Street	72	72
	B - Mill Lane	70	72
	C - Almey's Lane	73	73

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	7.27	0.1	A	27	40
B-A	0.15	8.96	0.2	A	59	88
C-AB	0.08	6.32	0.1	A	43	65
C-A					46	69
A-B					34	51
A-C					53	80

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	540	0.040	22	0.0	0.0	6.940	A
B-A	48	12	486	0.099	48	0.0	0.1	8.211	A
C-AB	35	9	617	0.056	34	0.0	0.1	6.177	A
C-A	38	10			38				
A-B	28	7			28				
A-C	44	11			44				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	535	0.049	26	0.0	0.1	7.077	A
B-A	58	14	480	0.120	57	0.1	0.1	8.516	A
C-AB	42	10	619	0.068	42	0.1	0.1	6.236	A
C-A	45	11			45				
A-B	33	8			33				
A-C	52	13			52				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	527	0.061	32	0.1	0.1	7.273	A
B-A	70	18	472	0.149	70	0.1	0.2	8.948	A
C-AB	52	13	622	0.084	52	0.1	0.1	6.314	A
C-A	54	14			54				
A-B	41	10			41				
A-C	64	16			64				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	527	0.061	32	0.1	0.1	7.275	A
B-A	70	18	472	0.149	70	0.2	0.2	8.958	A
C-AB	52	13	622	0.084	52	0.1	0.1	6.318	A
C-A	54	14			54				
A-B	41	10			41				
A-C	64	16			64				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	534	0.049	26	0.1	0.1	7.084	A
B-A	58	14	480	0.120	58	0.2	0.1	8.526	A
C-AB	42	10	619	0.068	42	0.1	0.1	6.241	A
C-A	45	11			45				
A-B	33	8			33				
A-C	52	13			52				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	540	0.040	22	0.1	0.0	6.951	A
B-A	48	12	486	0.099	48	0.1	0.1	8.235	A
C-AB	35	9	617	0.056	35	0.1	0.1	6.184	A
C-A	38	10			38				
A-B	28	7			28				
A-C	44	11			44				

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	101	100.000
B - Mill Lane		ONE HOUR	✓	41	100.000
C - Almey's Lane		ONE HOUR	✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	43	58
	B - Mill Lane	30	0	11
	C - Almey's Lane	48	11	0

Proportions

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.43	0.57
	B - Mill Lane	0.73	0.00	0.27
	C - Almey's Lane	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	0	0
	B - Mill Lane	3	0	0
	C - Almey's Lane	0	0	0

Average PCU Per Veh

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	1.000	1.000	1.000
	B - Mill Lane	1.030	1.000	1.000
	C - Almey's Lane	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Chapel Street	76	76
	B - Mill Lane	31	32
	C - Almey's Lane	44	44
17:00-17:15	A - Chapel Street	91	91
	B - Mill Lane	37	38
	C - Almey's Lane	53	53
17:15-17:30	A - Chapel Street	111	111
	B - Mill Lane	45	46
	C - Almey's Lane	65	65
17:30-17:45	A - Chapel Street	111	111
	B - Mill Lane	45	46
	C - Almey's Lane	65	65
17:45-18:00	A - Chapel Street	91	91
	B - Mill Lane	37	38
	C - Almey's Lane	53	53
18:00-18:15	A - Chapel Street	76	76
	B - Mill Lane	31	32
	C - Almey's Lane	44	44

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.89	0.0	A	10	15
B-A	0.07	8.01	0.1	A	28	41
C-AB	0.02	5.97	0.0	A	11	16
C-A					43	65
A-B					39	59
A-C					53	80

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	543	0.015	8	0.0	0.0	6.729	A
B-A	23	6	492	0.046	22	0.0	0.0	7.661	A
C-AB	9	2	613	0.014	9	0.0	0.0	5.959	A
C-A	36	9			36				
A-B	32	8			32				
A-C	44	11			44				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	539	0.018	10	0.0	0.0	6.797	A
B-A	27	7	488	0.055	27	0.0	0.1	7.806	A
C-AB	11	3	614	0.017	11	0.0	0.0	5.962	A
C-A	42	11			42				
A-B	39	10			39				
A-C	52	13			52				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	534	0.023	12	0.0	0.0	6.891	A
B-A	33	8	483	0.068	33	0.1	0.1	8.005	A
C-AB	13	3	616	0.022	13	0.0	0.0	5.967	A
C-A	52	13			52				
A-B	47	12			47				
A-C	64	16			64				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	534	0.023	12	0.0	0.0	6.891	A
B-A	33	8	483	0.068	33	0.1	0.1	8.007	A
C-AB	13	3	616	0.022	13	0.0	0.0	5.969	A
C-A	52	13			52				
A-B	47	12			47				
A-C	64	16			64				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	539	0.018	10	0.0	0.0	6.798	A
B-A	27	7	488	0.055	27	0.1	0.1	7.810	A
C-AB	11	3	614	0.017	11	0.0	0.0	5.963	A
C-A	42	11			42				
A-B	39	10			39				
A-C	52	13			52				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	543	0.015	8	0.0	0.0	6.735	A
B-A	23	6	492	0.046	23	0.1	0.0	7.672	A
C-AB	9	2	613	0.014	9	0.0	0.0	5.959	A
C-A	36	9			36				
A-B	32	8			32				
A-C	44	11			44				

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	192	100.000
B - Mill Lane		ONE HOUR	✓	147	100.000
C - Almey's Lane		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	86	106
	B - Mill Lane	113	0	34
	C - Almey's Lane	129	46	0

Proportions

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.45	0.55
	B - Mill Lane	0.77	0.00	0.23
	C - Almey's Lane	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	1	0
	B - Mill Lane	1	0	3
	C - Almey's Lane	0	0	0

Average PCU Per Veh

		To		
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	1.000	1.010	1.000
	B - Mill Lane	1.010	1.000	1.030
	C - Almey's Lane	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Chapel Street	145	145
	B - Mill Lane	111	112
	C - Almey's Lane	132	132
08:00-08:15	A - Chapel Street	173	173
	B - Mill Lane	132	134
	C - Almey's Lane	157	157
08:15-08:30	A - Chapel Street	211	212
	B - Mill Lane	162	164
	C - Almey's Lane	193	193
08:30-08:45	A - Chapel Street	211	212
	B - Mill Lane	162	164
	C - Almey's Lane	193	193
08:45-09:00	A - Chapel Street	173	173
	B - Mill Lane	132	134
	C - Almey's Lane	157	157
09:00-09:15	A - Chapel Street	145	145
	B - Mill Lane	111	112
	C - Almey's Lane	132	132

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	8.52	0.1	A	31	47
B-A	0.28	11.02	0.4	B	104	156
C-AB	0.10	6.09	0.1	A	52	78
C-A					109	163
A-B					79	118
A-C					97	146

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	6	489	0.052	25	0.0	0.1	7.769	A
B-A	85	21	474	0.179	84	0.0	0.2	9.204	A
C-AB	41	10	639	0.064	40	0.0	0.1	6.010	A
C-A	91	23			91				
A-B	65	16			65				
A-C	80	20			80				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	477	0.064	31	0.1	0.1	8.057	A
B-A	102	25	465	0.219	101	0.2	0.3	9.902	A
C-AB	50	13	646	0.078	50	0.1	0.1	6.041	A
C-A	107	27			107				
A-B	77	19			77				
A-C	95	24			95				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	460	0.081	37	0.1	0.1	8.514	A
B-A	124	31	451	0.276	124	0.3	0.4	10.997	B
C-AB	65	16	656	0.099	65	0.1	0.1	6.086	A
C-A	128	32			128				
A-B	95	24			95				
A-C	117	29			117				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	460	0.081	37	0.1	0.1	8.519	A
B-A	124	31	451	0.276	124	0.4	0.4	11.024	B
C-AB	65	16	656	0.099	65	0.1	0.1	6.091	A
C-A	128	32			128				
A-B	95	24			95				
A-C	117	29			117				

08:45 - 09:00

Stream	Total Demand	Junction	Capacity		Throughput	Start queue	End queue		Unsignalised

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: O_Chapel Street_Church Street.j10
Path: C:\Users\INCS04445\WSP O365\Ayyapusetty, Jayakrishna - 46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\231220-Junction 10 Models
Report generation date: 20/12/2023 10:18:47

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
Stream B-C	D1	0.1	7.16	0.10	A	D2	0.1	6.82	0.05	A
Stream B-A		0.2	9.39	0.15	A		0.1	8.81	0.07	A
Stream C-AB		0.1	5.89	0.06	A		0.1	5.87	0.07	A
	2036 DM									
Stream B-C	D3	0.1	7.77	0.10	A	D4	0.1	8.03	0.06	A
Stream B-A		0.2	10.44	0.18	B		0.2	9.77	0.13	A
Stream C-AB		0.1	5.53	0.08	A		0.1	5.90	0.08	A
	2036 DS									
Stream B-C	D5	0.2	10.77	0.19	B	D6	0.1	9.71	0.09	A
Stream B-A		0.8	15.20	0.45	C		0.5	12.98	0.35	B
Stream C-AB		0.2	6.01	0.13	A		0.1	6.26	0.09	A

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

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

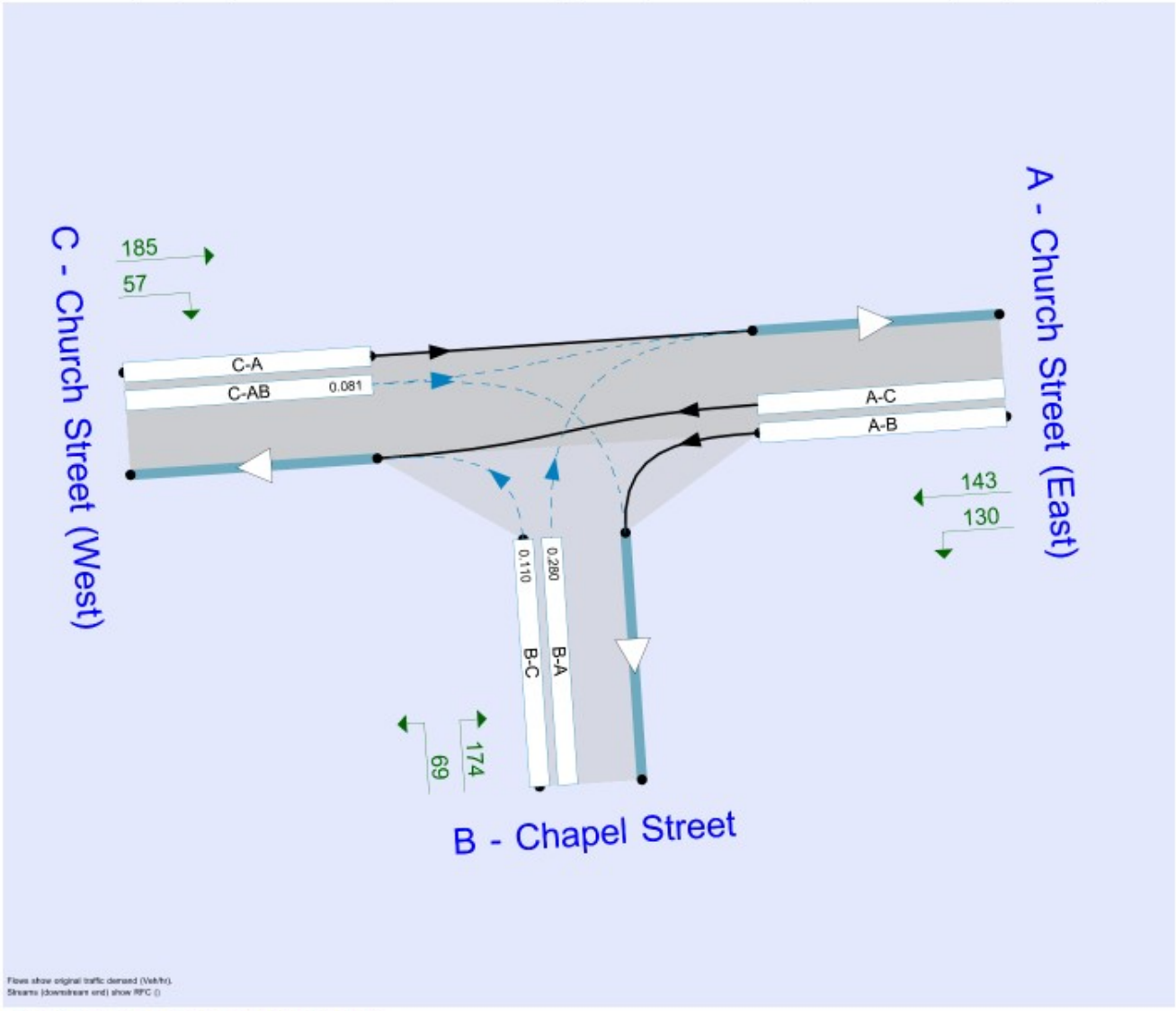
File summary

File Description

Title	Church Street_Leicester Road
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INCS04445
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75				✓		0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		3.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.41	A

Arms

Arms

Arm	Name	Description	Arm type
A	Church Street (East)		Major
B	Chapel Street		Minor
C	Church Street (West)		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 - Church Street (West)	5.09			88.4	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Chapel Street	One lane plus flare	7.13	4.43	4.29	4.17	4.16		1.00	17	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	500	0.095	0.241	0.152	0.344
B-C	619	0.098	0.247	-	-
C-B	624	0.251	0.251	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	112	100.000
B - Chapel Street		ONE HOUR	✓	111	100.000
C - Church Street (West)		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	36	76
	B - Chapel Street	60	0	51
	C - Church Street (West)	80	32	0

Proportions

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0.00	0.32	0.68
	B - Chapel Street	0.54	0.00	0.46
	C - Church Street (West)	0.71	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	0	0
	B - Chapel Street	0	0	2
	C - Church Street (West)	1	0	0

Average PCU Per Veh

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	1.000	1.000	1.000
	B - Chapel Street	1.000	1.000	1.020
	C - Church Street (West)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	07:45-08:00	84	84
	08:00-08:15	101	101
	08:15-08:30	123	123
	08:30-08:45	123	123
	08:45-09:00	101	101
	09:00-09:15	84	84
B - Chapel Street	07:45-08:00	84	84
	08:00-08:15	100	101
	08:15-08:30	122	123
	08:30-08:45	122	123
	08:45-09:00	100	101
	09:00-09:15	84	84
C - Church Street (West)	07:45-08:00	84	85
	08:00-08:15	101	101
	08:15-08:30	123	124
	08:30-08:45	123	124
	08:45-09:00	101	101
	09:00-09:15	84	85

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	7.16	0.1	A	47	70
B-A	0.15	9.39	0.2	A	55	83
C-AB	0.06	5.89	0.1	A	33	50
C-A					70	104
A-B					33	50
A-C					70	105

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	575	0.067	38	0.0	0.1	6.698	A
B-A	45	11	465	0.097	45	0.0	0.1	8.548	A
C-AB	27	7	643	0.041	26	0.0	0.1	5.840	A
C-A	58	14			58				
A-B	27	7			27				
A-C	57	14			57				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	568	0.081	46	0.1	0.1	6.887	A
B-A	54	13	459	0.118	54	0.1	0.1	8.888	A
C-AB	32	8	646	0.050	32	0.1	0.1	5.861	A
C-A	68	17			68				
A-B	32	8			32				
A-C	68	17			68				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	559	0.100	56	0.1	0.1	7.158	A
B-A	66	17	449	0.147	66	0.1	0.2	9.384	A
C-AB	41	10	652	0.063	41	0.1	0.1	5.890	A
C-A	83	21			83				
A-B	40	10			40				
A-C	84	21			84				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	559	0.100	56	0.1	0.1	7.159	A
B-A	66	17	449	0.147	66	0.2	0.2	9.391	A
C-AB	41	10	652	0.063	41	0.1	0.1	5.894	A
C-A	83	21			83				
A-B	40	10			40				
A-C	84	21			84				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	568	0.081	46	0.1	0.1	6.892	A
B-A	54	13	459	0.118	54	0.2	0.1	8.897	A
C-AB	32	8	646	0.050	32	0.1	0.1	5.864	A
C-A	68	17			68				
A-B	32	8			32				
A-C	68	17			68				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	575	0.067	38	0.1	0.1	6.713	A
B-A	45	11	466	0.097	45	0.1	0.1	8.569	A
C-AB	27	7	643	0.041	27	0.1	0.1	5.847	A
C-A	58	14			58				
A-B	27	7			27				
A-C	57	14			57				

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		2.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	129	100.000
B - Chapel Street		ONE HOUR	✓	55	100.000
C - Church Street (West)		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	35	94
	B - Chapel Street	30	0	25
	C - Church Street (West)	95	34	0

Proportions

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0.00	0.27	0.73
	B - Chapel Street	0.55	0.00	0.45
	C - Church Street (West)	0.74	0.26	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	0	1
	B - Chapel Street	0	0	4
	C - Church Street (West)	1	0	0

Average PCU Per Veh

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	1.000	1.000	1.010
	B - Chapel Street	1.000	1.000	1.040
	C - Church Street (West)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	16:45-17:00	97	98
	17:00-17:15	116	117
	17:15-17:30	142	143
	17:30-17:45	142	143
	17:45-18:00	116	117
	18:00-18:15	97	98
B - Chapel Street	16:45-17:00	41	42
	17:00-17:15	49	50
	17:15-17:30	61	62
	17:30-17:45	61	62
	17:45-18:00	49	50
	18:00-18:15	41	42
C - Church Street (West)	16:45-17:00	97	98
	17:00-17:15	116	117
	17:15-17:30	142	143
	17:30-17:45	142	143
	17:45-18:00	116	117
	18:00-18:15	97	98

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	6.82	0.1	A	23	34
B-A	0.07	8.81	0.1	A	28	41
C-AB	0.07	5.87	0.1	A	36	54
C-A					82	123
A-B					32	48
A-C					86	129

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	568	0.033	19	0.0	0.0	6.547	A
B-A	23	6	460	0.049	22	0.0	0.1	8.222	A
C-AB	29	7	647	0.044	29	0.0	0.1	5.821	A
C-A	68	17			68				
A-B	26	7			26				
A-C	71	18			71				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	563	0.040	22	0.0	0.0	6.661	A
B-A	27	7	452	0.060	27	0.1	0.1	8.459	A
C-AB	35	9	652	0.054	35	0.1	0.1	5.839	A
C-A	81	20			81				
A-B	31	8			31				
A-C	85	21			85				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	555	0.050	27	0.0	0.1	6.818	A
B-A	33	8	442	0.075	33	0.1	0.1	8.805	A
C-AB	45	11	658	0.068	44	0.1	0.1	5.865	A
C-A	97	24			97				
A-B	39	10			39				
A-C	103	26			103				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	555	0.050	28	0.1	0.1	6.819	A
B-A	33	8	442	0.075	33	0.1	0.1	8.807	A
C-AB	45	11	658	0.068	45	0.1	0.1	5.867	A
C-A	97	24			97				
A-B	39	10			39				
A-C	103	26			103				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	563	0.040	23	0.1	0.0	6.663	A
B-A	27	7	452	0.060	27	0.1	0.1	8.465	A
C-AB	35	9	652	0.054	35	0.1	0.1	5.845	A
C-A	81	20			81				
A-B	31	8			31				
A-C	85	21			85				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	568	0.033	19	0.0	0.0	6.554	A
B-A	23	6	460	0.049	23	0.1	0.1	8.230	A
C-AB	29	7	647	0.045	29	0.1	0.1	5.828	A
C-A	68	17			68				
A-B	26	7			26				
A-C	71	18			71				

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		2.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	200	100.000
B - Chapel Street		ONE HOUR	✓	118	100.000
C - Church Street (West)		ONE HOUR	✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	57	143
	B - Chapel Street	70	0	48
	C - Church Street (West)	194	34	0

Proportions

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0.00	0.29	0.72
	B - Chapel Street	0.59	0.00	0.41
	C - Church Street (West)	0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	0	0
	B - Chapel Street	0	0	2
	C - Church Street (West)	1	0	0

Average PCU Per Veh

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	1.000	1.000	1.000
	B - Chapel Street	1.000	1.000	1.020
	C - Church Street (West)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	07:45-08:00	151	151
	08:00-08:15	180	180
	08:15-08:30	220	220
	08:30-08:45	220	220
	08:45-09:00	180	180
	09:00-09:15	151	151
B - Chapel Street	07:45-08:00	89	90
	08:00-08:15	106	107
	08:15-08:30	130	131
	08:30-08:45	130	131
	08:45-09:00	106	107
	09:00-09:15	89	90
C - Church Street (West)	07:45-08:00	172	173
	08:00-08:15	205	207
	08:15-08:30	251	253
	08:30-08:45	251	253
	08:45-09:00	205	207
	09:00-09:15	172	173

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	7.77	0.1	A	44	66
B-A	0.18	10.44	0.2	B	64	96
C-AB	0.08	5.53	0.1	A	42	63
C-A					167	250
A-B					52	78
A-C					131	197

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	9	541	0.067	36	0.0	0.1	7.122	A
B-A	53	13	451	0.117	52	0.0	0.1	9.005	A
C-AB	33	8	684	0.048	32	0.0	0.1	5.521	A
C-A	139	35			139				
A-B	43	11			43				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	531	0.081	43	0.1	0.1	7.379	A
B-A	63	16	439	0.143	63	0.1	0.2	9.566	A
C-AB	41	10	697	0.059	41	0.1	0.1	5.491	A
C-A	164	41			164				
A-B	51	13			51				
A-C	129	32			129				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	516	0.102	53	0.1	0.1	7.763	A
B-A	77	19	422	0.183	77	0.2	0.2	10.433	B
C-AB	54	13	714	0.075	53	0.1	0.1	5.450	A
C-A	198	49			198				
A-B	63	16			63				
A-C	157	39			157				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	516	0.102	53	0.1	0.1	7.769	A
B-A	77	19	422	0.183	77	0.2	0.2	10.445	B
C-AB	54	13	714	0.075	54	0.1	0.1	5.453	A
C-A	197	49			197				
A-B	63	16			63				
A-C	157	39			157				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	531	0.081	43	0.1	0.1	7.389	A
B-A	63	16	439	0.143	63	0.2	0.2	9.582	A
C-AB	41	10	697	0.059	41	0.1	0.1	5.497	A
C-A	164	41			164				
A-B	51	13			51				
A-C	129	32			129				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	9	541	0.067	36	0.1	0.1	7.139	A
B-A	53	13	451	0.117	53	0.2	0.1	9.035	A
C-AB	33	8	684	0.048	33	0.1	0.1	5.528	A
C-A	139	35			139				
A-B	43	11			43				
A-C	108	27			108				

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		1.79	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	280	100.000
B - Chapel Street		ONE HOUR	✓	77	100.000
C - Church Street (West)		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	67	213
	B - Chapel Street	51	0	26
	C - Church Street (West)	149	34	0

Proportions

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0.00	0.24	0.76
	B - Chapel Street	0.66	0.00	0.34
	C - Church Street (West)	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	0	0
	B - Chapel Street	0	0	4
	C - Church Street (West)	1	0	0

Average PCU Per Veh

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	1.000	1.000	1.000
	B - Chapel Street	1.000	1.000	1.040
	C - Church Street (West)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	16:45-17:00	211	211
	17:00-17:15	252	252
	17:15-17:30	308	308
	17:30-17:45	308	308
	17:45-18:00	252	252
	18:00-18:15	211	211
B - Chapel Street	16:45-17:00	58	59
	17:00-17:15	69	70
	17:15-17:30	85	86
	17:30-17:45	85	86
	17:45-18:00	69	70
	18:00-18:15	58	59
C - Church Street (West)	16:45-17:00	138	139
	17:00-17:15	165	166
	17:15-17:30	201	203
	17:30-17:45	201	203
	17:45-18:00	165	166
	18:00-18:15	138	139

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	8.03	0.1	A	24	36
B-A	0.13	9.77	0.2	A	47	70
C-AB	0.08	5.90	0.1	A	40	60
C-A					128	192
A-B					61	92
A-C					195	293

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	502	0.039	19	0.0	0.0	7.455	A
B-A	38	10	459	0.084	38	0.0	0.1	8.542	A
C-AB	31	8	647	0.048	31	0.0	0.1	5.838	A
C-A	107	27			107				
A-B	50	13			50				
A-C	160	40			160				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	492	0.048	23	0.0	0.0	7.686	A
B-A	46	11	445	0.103	46	0.1	0.1	9.022	A
C-AB	39	10	653	0.059	38	0.1	0.1	5.863	A
C-A	126	31			126				
A-B	60	15			60				
A-C	191	48			191				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	477	0.060	29	0.0	0.1	8.025	A
B-A	56	14	425	0.132	56	0.1	0.2	9.760	A
C-AB	50	12	660	0.076	50	0.1	0.1	5.896	A
C-A	152	38			152				
A-B	74	18			74				
A-C	235	59			235				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	477	0.060	29	0.1	0.1	8.029	A
B-A	56	14	425	0.132	56	0.2	0.2	9.768	A
C-AB	50	12	660	0.076	50	0.1	0.1	5.899	A
C-A	152	38			152				
A-B	74	18			74				
A-C	235	59			235				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	492	0.048	23	0.1	0.1	7.692	A
B-A	46	11	445	0.103	46	0.2	0.1	9.032	A
C-AB	39	10	653	0.059	39	0.1	0.1	5.869	A
C-A	126	31			126				
A-B	60	15			60				
A-C	191	48			191				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	502	0.039	20	0.1	0.0	7.466	A
B-A	38	10	459	0.084	38	0.1	0.1	8.560	A
C-AB	31	8	647	0.048	31	0.1	0.1	5.844	A
C-A	107	27			107				
A-B	50	13			50				
A-C	160	40			160				

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		5.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	273	100.000
B - Chapel Street		ONE HOUR	✓	243	100.000
C - Church Street (West)		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	130	143
	B - Chapel Street	174	0	69
	C - Church Street (West)	185	57	0

Proportions

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0.00	0.48	0.52
	B - Chapel Street	0.72	0.00	0.28
	C - Church Street (West)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	1	0
	B - Chapel Street	0	0	1
	C - Church Street (West)	1	0	0

Average PCU Per Veh

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	1.000	1.010	1.000
	B - Chapel Street	1.000	1.000	1.010
	C - Church Street (West)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	07:45-08:00	206	207
	08:00-08:15	245	247
	08:15-08:30	301	302
	08:30-08:45	301	302
	08:45-09:00	245	247
	09:00-09:15	206	207
B - Chapel Street	07:45-08:00	183	183
	08:00-08:15	218	219
	08:15-08:30	268	268
	08:30-08:45	268	268
	08:45-09:00	218	219
	09:00-09:15	183	183
C - Church Street (West)	07:45-08:00	182	184
	08:00-08:15	218	219
	08:15-08:30	266	268
	08:30-08:45	266	268
	08:45-09:00	218	219
	09:00-09:15	182	184

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	10.77	0.2	B	63	95
B-A	0.45	15.20	0.8	C	160	239
C-AB	0.13	6.01	0.2	A	71	106
C-A					151	227
A-B					119	179
A-C					131	197

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	472	0.110	51	0.0	0.1	8.542	A
B-A	131	33	469	0.280	129	0.0	0.4	10.569	B
C-AB	54	14	667	0.081	54	0.0	0.1	5.873	A
C-A	128	32			128				
A-B	98	24			98				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	450	0.138	62	0.1	0.2	9.285	A
B-A	156	39	452	0.346	156	0.4	0.5	12.131	B
C-AB	68	17	676	0.101	68	0.1	0.2	5.923	A
C-A	149	37			149				
A-B	117	29			117				
A-C	129	32			129				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	411	0.185	76	0.2	0.2	10.722	B
B-A	192	48	428	0.447	191	0.5	0.8	15.063	C
C-AB	89	22	689	0.130	89	0.2	0.2	5.998	A
C-A	177	44			177				
A-B	143	36			143				
A-C	157	39			157				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	410	0.185	76	0.2	0.2	10.769	B
B-A	192	48	428	0.447	192	0.8	0.8	15.198	C
C-AB	89	22	689	0.130	89	0.2	0.2	6.007	A
C-A	177	44			177				
A-B	143	36			143				
A-C	157	39			157				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	449	0.138	62	0.2	0.2	9.328	A
B-A	156	39	452	0.346	157	0.8	0.5	12.266	B
C-AB	68	17	676	0.101	68	0.2	0.2	5.933	A
C-A	149	37			149				
A-B	117	29			117				
A-C	129	32			129				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	471	0.110	52	0.2	0.1	8.592	A
B-A	131	33	468	0.280	132	0.5	0.4	10.708	B
C-AB	54	14	667	0.082	55	0.2	0.1	5.886	A
C-A	128	32			128				
A-B	98	24			98				
A-C	108	27			108				

2036 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		3.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	388	100.000
B - Chapel Street		ONE HOUR	✓	169	100.000
C - Church Street (West)		ONE HOUR	✓	192	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	169	219
	B - Chapel Street	135	0	34
	C - Church Street (West)	152	40	0

Proportions

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0.00	0.44	0.56
	B - Chapel Street	0.80	0.00	0.20
	C - Church Street (West)	0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	0	0	0
	B - Chapel Street	0	0	2
	C - Church Street (West)	1	0	0

Average PCU Per Veh

		To		
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
From	A - Church Street (East)	1.000	1.000	1.000
	B - Chapel Street	1.000	1.000	1.020
	C - Church Street (West)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	16:45-17:00	292	292
	17:00-17:15	349	349
	17:15-17:30	427	427
	17:30-17:45	427	427
	17:45-18:00	349	349
	18:00-18:15	292	292
B - Chapel Street	16:45-17:00	127	128
	17:00-17:15	152	153
	17:15-17:30	186	187
	17:30-17:45	186	187
	17:45-18:00	152	153
	18:00-18:15	127	128
C - Church Street (West)	16:45-17:00	145	146
	17:00-17:15	173	174
	17:15-17:30	211	213
	17:30-17:45	211	213
	17:45-18:00	173	174
	18:00-18:15	145	146

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	9.71	0.1	A	31	47
B-A	0.35	12.98	0.5	B	124	186
C-AB	0.09	6.26	0.1	A	48	71
C-A					129	193
A-B					155	233
A-C					201	301

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	6	457	0.056	25	0.0	0.1	8.339	A
B-A	102	25	468	0.217	101	0.0	0.3	9.768	A
C-AB	37	9	630	0.058	36	0.0	0.1	6.067	A
C-A	108	27			108				
A-B	127	32			127				
A-C	165	41			165				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	438	0.070	31	0.1	0.1	8.832	A
B-A	121	30	450	0.269	121	0.3	0.4	10.913	B
C-AB	46	11	632	0.073	46	0.1	0.1	6.145	A
C-A	127	32			127				
A-B	152	38			152				
A-C	197	49			197				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	409	0.092	37	0.1	0.1	9.692	A
B-A	149	37	426	0.349	148	0.4	0.5	12.915	B
C-AB	60	15	636	0.094	60	0.1	0.1	6.254	A
C-A	151	38			151				
A-B	186	47			186				
A-C	241	60			241				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	408	0.092	37	0.1	0.1	9.707	A
B-A	149	37	426	0.349	149	0.5	0.5	12.975	B
C-AB	60	15	636	0.094	60	0.1	0.1	6.259	A
C-A	151	38			151				
A-B	186	47			186				
A-C	241	60			241				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	438	0.070	31	0.1	0.1	8.851	A
B-A	121	30	450	0.269	122	0.5	0.4	10.980	B
C-AB	46	12	632	0.073	46	0.1	0.1	6.153	A
C-A	127	32			127				
A-B	152	38			152				
A-C	197	49			197				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	6	456	0.056	26	0.1	0.1	8.362	A
B-A	102	25	468	0.217	102	0.4	0.3	9.848	A
C-AB	37	9	630	0.059	37	0.1	0.1	6.076	A
C-A	108	27			108				
A-B	127	32			127				
A-C	165	41			165				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: P.Church Street_Leicester Road.j10
Path: C:\Users\INCS04445\WSP O365\Ayyapusetty, Jayakrishna - 46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\Junction Models
Report generation date: 10/01/2024 17:30:26

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
Stream B-C	D1	0.1	6.79	0.11	A	D2	0.1	7.36	0.12	A
Stream B-A		0.2	10.56	0.20	B		0.2	11.49	0.18	B
Stream C-AB		0.1	7.04	0.10	A		0.1	7.68	0.10	A
	2036 DM									
Stream B-C	D3	0.3	8.42	0.24	A	D4	0.5	10.49	0.36	B
Stream B-A		0.3	11.57	0.22	B		0.3	12.93	0.21	B
Stream C-AB		0.1	7.50	0.12	A		0.1	7.91	0.11	A
	2036 DS									
Stream B-C	D5	0.4	9.56	0.29	A	D6	0.6	11.63	0.39	B
Stream B-A		0.3	13.75	0.26	B		0.4	15.51	0.26	C
Stream C-AB		0.1	7.96	0.13	A		0.2	8.37	0.13	A

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

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

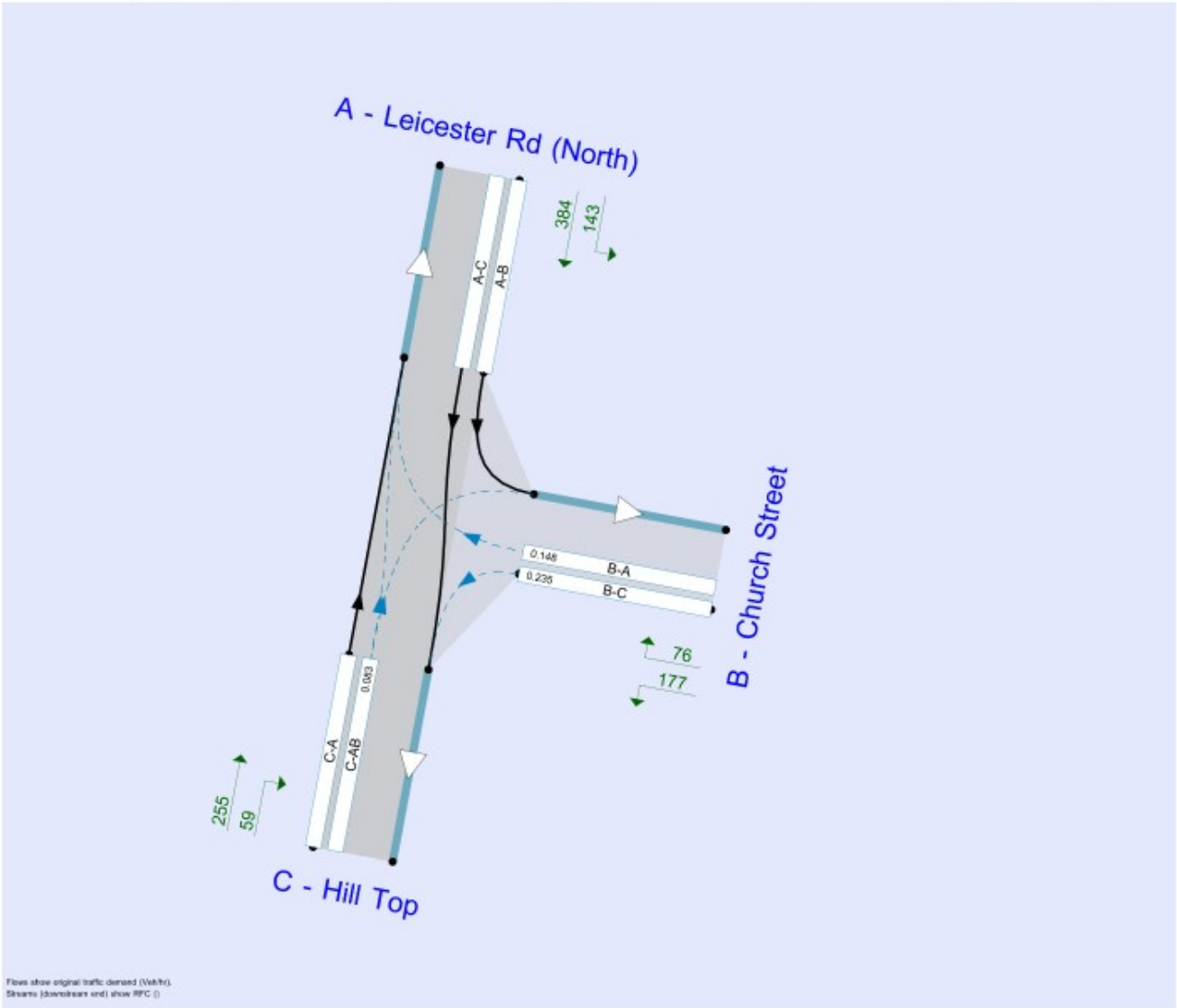
File summary

File Description

Title	Church Street_Leicester Road
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INCS04445
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Church Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Church Street_Leicester Road	T-Junction	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Arms

Arms

Arm	Name	Description	Arm type
A	Leicester Rd (North)		Major
B	Church Street		Minor
C	Hill Top		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hill Top	6.45		✓	2.46	68.8	✓	2.00

Major Arm Geometry Notes

Arm	Notes
C - Hill Top	C-B traffic blocks C-A traffic

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Church Street	One lane plus flare	10.00	5.98	3.41	2.69	2.52	✓	1.00	25	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	556	0.101	0.255	0.160	0.364
B-C	693	0.102	0.259	-	-
C-B	631	0.240	0.240	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Leicester Rd (North)		ONE HOUR	✓	238	100.000
B - Church Street		ONE HOUR	✓	137	100.000
C - Hill Top		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	63	175
	B - Church Street	76	0	61
	C - Hill Top	258	52	0

Proportions

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0.00	0.26	0.74
	B - Church Street	0.55	0.00	0.45
	C - Hill Top	0.83	0.17	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	2	5
	B - Church Street	1	0	0
	C - Hill Top	3	0	0

Average PCU Per Veh

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	1.000	1.020	1.050
	B - Church Street	1.010	1.000	1.000
	C - Hill Top	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Leicester Rd (North)	07:45-08:00	179	187
	08:00-08:15	214	223
	08:15-08:30	262	273
	08:30-08:45	262	273
	08:45-09:00	214	223
	09:00-09:15	179	187
B - Church Street	07:45-08:00	103	104
	08:00-08:15	123	124
	08:15-08:30	151	152
	08:30-08:45	151	152
	08:45-09:00	123	124
	09:00-09:15	103	104
C - Hill Top	07:45-08:00	233	239
	08:00-08:15	279	286
	08:15-08:30	341	350
	08:30-08:45	341	350
	08:45-09:00	279	286
	09:00-09:15	233	239

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	6.79	0.1	A	56	84
B-A	0.20	10.56	0.2	B	70	105
C-AB	0.10	7.04	0.1	A	48	72
C-A					237	355
A-B					58	87
A-C					161	241

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	631	0.073	46	0.0	0.1	6.149	A
B-A	57	14	465	0.123	57	0.0	0.1	8.805	A
C-AB	39	10	588	0.067	39	0.0	0.1	6.559	A
C-A	194	49			194				
A-B	47	12			47				
A-C	132	33			132				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	14	617	0.089	55	0.1	0.1	6.402	A
B-A	68	17	448	0.152	68	0.1	0.2	9.471	A
C-AB	47	12	579	0.081	47	0.1	0.1	6.758	A
C-A	232	58			232				
A-B	57	14			57				
A-C	157	39			157				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	597	0.112	67	0.1	0.1	6.788	A
B-A	84	21	425	0.197	83	0.2	0.2	10.544	B
C-AB	58	14	569	0.101	57	0.1	0.1	7.039	A
C-A	284	71			284				
A-B	69	17			69				
A-C	193	48			193				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	597	0.113	67	0.1	0.1	6.793	A
B-A	84	21	425	0.197	84	0.2	0.2	10.558	B
C-AB	58	14	569	0.101	58	0.1	0.1	7.039	A
C-A	284	71			284				
A-B	69	17			69				
A-C	193	48			193				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	14	617	0.089	55	0.1	0.1	6.408	A
B-A	68	17	448	0.152	69	0.2	0.2	9.492	A
C-AB	47	12	580	0.081	47	0.1	0.1	6.763	A
C-A	232	58			232				
A-B	57	14			57				
A-C	157	39			157				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	630	0.073	46	0.1	0.1	6.163	A
B-A	57	14	465	0.123	57	0.2	0.1	8.837	A
C-AB	39	10	588	0.067	39	0.1	0.1	6.566	A
C-A	194	49			194				
A-B	47	12			47				
A-C	132	33			132				

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Church Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Church Street_Leicester Road	T-Junction	Two-way	Two-way	Two-way		1.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Leicester Rd (North)		ONE HOUR	✓	413	100.000
B - Church Street		ONE HOUR	✓	122	100.000
C - Hill Top		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	89	324
	B - Church Street	61	0	61
	C - Hill Top	213	49	0

Proportions

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0.00	0.22	0.78
	B - Church Street	0.50	0.00	0.50
	C - Hill Top	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	1	2
	B - Church Street	2	0	2
	C - Hill Top	3	0	0

Average PCU Per Veh

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	1.000	1.010	1.020
	B - Church Street	1.020	1.000	1.020
	C - Hill Top	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Leicester Rd (North)	16:45-17:00	311	316
	17:00-17:15	371	378
	17:15-17:30	455	463
	17:30-17:45	455	463
	17:45-18:00	371	378
	18:00-18:15	311	316
B - Church Street	16:45-17:00	92	94
	17:00-17:15	110	112
	17:15-17:30	134	137
	17:30-17:45	134	137
	17:45-18:00	110	112
	18:00-18:15	92	94
C - Hill Top	16:45-17:00	197	202
	17:00-17:15	236	241
	17:15-17:30	288	296
	17:30-17:45	288	296
	17:45-18:00	236	241
	18:00-18:15	197	202

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.12	7.36	0.1	A	56	84
B-A	0.18	11.49	0.2	B	56	84
C-AB	0.10	7.68	0.1	A	45	68
C-A					195	293
A-B					82	123
A-C					297	446

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	602	0.076	46	0.0	0.1	6.473	A
B-A	46	11	430	0.107	45	0.0	0.1	9.338	A
C-AB	37	9	556	0.066	37	0.0	0.1	6.925	A
C-A	160	40			160				
A-B	67	17			67				
A-C	244	61			244				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	14	583	0.094	55	0.1	0.1	6.815	A
B-A	55	14	410	0.134	55	0.1	0.2	10.139	B
C-AB	44	11	542	0.081	44	0.1	0.1	7.229	A
C-A	191	48			191				
A-B	80	20			80				
A-C	291	73			291				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	557	0.121	67	0.1	0.1	7.351	A
B-A	67	17	381	0.177	67	0.2	0.2	11.472	B
C-AB	54	14	523	0.104	54	0.1	0.1	7.676	A
C-A	234	59			234				
A-B	98	24			98				
A-C	357	89			357				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	556	0.121	67	0.1	0.1	7.357	A
B-A	67	17	380	0.177	67	0.2	0.2	11.488	B
C-AB	54	14	523	0.104	54	0.1	0.1	7.679	A
C-A	234	59			234				
A-B	98	24			98				
A-C	357	89			357				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	14	583	0.094	55	0.1	0.1	6.824	A
B-A	55	14	410	0.134	55	0.2	0.2	10.162	B
C-AB	44	11	542	0.081	44	0.1	0.1	7.235	A
C-A	191	48			191				
A-B	80	20			80				
A-C	291	73			291				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	601	0.076	46	0.1	0.1	6.485	A
B-A	46	11	430	0.107	46	0.2	0.1	9.367	A
C-AB	37	9	556	0.066	37	0.1	0.1	6.936	A
C-A	160	40			160				
A-B	67	17			67				
A-C	244	61			244				

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Church Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Church Street_Leicester Road	T-Junction	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Leicester Rd (North)		ONE HOUR	✓	336	100.000
B - Church Street		ONE HOUR	✓	202	100.000
C - Hill Top		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	170	166
	B - Church Street	81	0	121
	C - Hill Top	207	57	0

Proportions

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0.00	0.51	0.49
	B - Church Street	0.40	0.00	0.60
	C - Hill Top	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	1	5
	B - Church Street	1	0	0
	C - Hill Top	3	0	0

Average PCU Per Veh

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	1.000	1.010	1.050
	B - Church Street	1.010	1.000	1.000
	C - Hill Top	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Leicester Rd (North)	07:45-08:00	253	260
	08:00-08:15	302	311
	08:15-08:30	370	381
	08:30-08:45	370	381
	08:45-09:00	302	311
	09:00-09:15	253	260
B - Church Street	07:45-08:00	152	153
	08:00-08:15	182	182
	08:15-08:30	222	223
	08:30-08:45	222	223
	08:45-09:00	182	182
	09:00-09:15	152	153
C - Hill Top	07:45-08:00	199	203
	08:00-08:15	237	243
	08:15-08:30	291	298
	08:30-08:45	291	298
	08:45-09:00	237	243
	09:00-09:15	199	203

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.24	8.42	0.3	A	111	167
B-A	0.22	11.57	0.3	B	74	111
C-AB	0.12	7.50	0.1	A	52	79
C-A					190	285
A-B					156	234
A-C					152	228

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	599	0.152	90	0.0	0.2	7.064	A
B-A	61	15	443	0.138	60	0.0	0.2	9.390	A
C-AB	43	11	570	0.075	43	0.0	0.1	6.823	A
C-A	156	39			156				
A-B	128	32			128				
A-C	125	31			125				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	584	0.186	109	0.2	0.2	7.572	A
B-A	73	18	426	0.171	73	0.2	0.2	10.195	B
C-AB	51	13	558	0.092	51	0.1	0.1	7.099	A
C-A	186	46			186				
A-B	153	38			153				
A-C	149	37			149				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	561	0.238	133	0.2	0.3	8.413	A
B-A	89	22	400	0.223	89	0.2	0.3	11.548	B
C-AB	63	16	543	0.116	63	0.1	0.1	7.495	A
C-A	228	57			228				
A-B	187	47			187				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	561	0.238	133	0.3	0.3	8.423	A
B-A	89	22	400	0.223	89	0.3	0.3	11.573	B
C-AB	63	16	543	0.116	63	0.1	0.1	7.498	A
C-A	228	57			228				
A-B	187	47			187				
A-C	183	46			183				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	583	0.186	109	0.3	0.2	7.592	A
B-A	73	18	425	0.171	73	0.3	0.2	10.225	B
C-AB	51	13	558	0.092	52	0.1	0.1	7.105	A
C-A	186	46			186				
A-B	153	38			153				
A-C	149	37			149				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	599	0.152	91	0.2	0.2	7.095	A
B-A	61	15	443	0.138	61	0.2	0.2	9.431	A
C-AB	43	11	570	0.075	43	0.1	0.1	6.836	A
C-A	156	39			156				
A-B	128	32			128				
A-C	125	31			125				

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Church Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Church Street_Leicester Road	T-Junction	Two-way	Two-way	Two-way		3.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Leicester Rd (North)		ONE HOUR	✓	448	100.000
B - Church Street		ONE HOUR	✓	239	100.000
C - Hill Top		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	143	305
	B - Church Street	67	0	172
	C - Hill Top	166	53	0

Proportions

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0.00	0.32	0.68
	B - Church Street	0.28	0.00	0.72
	C - Hill Top	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	1	2
	B - Church Street	1	0	1
	C - Hill Top	4	0	0

Average PCU Per Veh

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	1.000	1.010	1.020
	B - Church Street	1.010	1.000	1.010
	C - Hill Top	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Leicester Rd (North)	16:45-17:00	337	343
	17:00-17:15	403	410
	17:15-17:30	493	502
	17:30-17:45	493	502
	17:45-18:00	403	410
	18:00-18:15	337	343
B - Church Street	16:45-17:00	180	182
	17:00-17:15	215	217
	17:15-17:30	263	266
	17:30-17:45	263	266
	17:45-18:00	215	217
	18:00-18:15	180	182
C - Hill Top	16:45-17:00	165	170
	17:00-17:15	197	203
	17:15-17:30	241	248
	17:30-17:45	241	248
	17:45-18:00	197	203
	18:00-18:15	165	170

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.36	10.49	0.5	B	158	237
B-A	0.21	12.93	0.3	B	61	92
C-AB	0.11	7.91	0.1	A	49	73
C-A					152	228
A-B					131	197
A-C					280	420

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	581	0.223	128	0.0	0.3	7.934	A
B-A	50	13	409	0.123	50	0.0	0.1	10.022	B
C-AB	40	10	550	0.073	40	0.0	0.1	7.051	A
C-A	125	31			125				
A-B	108	27			108				
A-C	230	57			230				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	561	0.275	154	0.3	0.4	8.833	A
B-A	60	15	386	0.156	60	0.1	0.2	11.035	B
C-AB	48	12	534	0.089	48	0.1	0.1	7.396	A
C-A	149	37			149				
A-B	129	32			129				
A-C	274	69			274				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	533	0.355	189	0.4	0.5	10.443	B
B-A	74	18	352	0.209	73	0.2	0.3	12.889	B
C-AB	59	15	514	0.114	59	0.1	0.1	7.910	A
C-A	182	46			182				
A-B	157	39			157				
A-C	336	84			336				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	189	47	533	0.356	189	0.5	0.5	10.489	B
B-A	74	18	352	0.209	74	0.3	0.3	12.926	B
C-AB	59	15	514	0.114	59	0.1	0.1	7.913	A
C-A	182	46			182				
A-B	157	39			157				
A-C	336	84			336				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	155	39	561	0.276	155	0.5	0.4	8.885	A
B-A	60	15	386	0.156	61	0.3	0.2	11.076	B
C-AB	48	12	534	0.089	48	0.1	0.1	7.402	A
C-A	149	37			149				
A-B	129	32			129				
A-C	274	69			274				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	581	0.223	130	0.4	0.3	7.994	A
B-A	50	13	408	0.124	51	0.2	0.1	10.070	B
C-AB	40	10	550	0.073	40	0.1	0.1	7.064	A
C-A	125	31			125				
A-B	108	27			108				
A-C	230	57			230				

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Church Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Church Street_Leicester Road	T-Junction	Two-way	Two-way	Two-way		2.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Leicester Rd (North)		ONE HOUR	✓	438	100.000
B - Church Street		ONE HOUR	✓	222	100.000
C - Hill Top		ONE HOUR	✓	361	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	183	255
	B - Church Street	82	0	140
	C - Hill Top	301	60	0

Proportions

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0.00	0.42	0.58
	B - Church Street	0.37	0.00	0.63
	C - Hill Top	0.83	0.17	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	0	3
	B - Church Street	1	0	0
	C - Hill Top	2	0	0

Average PCU Per Veh

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	1.000	1.000	1.030
	B - Church Street	1.010	1.000	1.000
	C - Hill Top	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Leicester Rd (North)	07:45-08:00	330	336
	08:00-08:15	394	401
	08:15-08:30	482	491
	08:30-08:45	482	491
	08:45-09:00	394	401
	09:00-09:15	330	336
B - Church Street	07:45-08:00	167	168
	08:00-08:15	200	200
	08:15-08:30	244	245
	08:30-08:45	244	245
	08:45-09:00	200	200
	09:00-09:15	167	168
C - Hill Top	07:45-08:00	272	276
	08:00-08:15	325	330
	08:15-08:30	397	404
	08:30-08:45	397	404
	08:45-09:00	325	330
	09:00-09:15	272	276

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.29	9.56	0.4	A	128	193
B-A	0.26	13.75	0.3	B	75	113
C-AB	0.13	7.96	0.1	A	55	83
C-A					276	414
A-B					168	252
A-C					234	351

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	582	0.181	105	0.0	0.2	7.526	A
B-A	62	15	410	0.151	61	0.0	0.2	10.292	B
C-AB	45	11	552	0.082	45	0.0	0.1	7.088	A
C-A	226	57			226				
A-B	138	34			138				
A-C	192	48			192				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	562	0.224	126	0.2	0.3	8.249	A
B-A	74	18	386	0.191	73	0.2	0.2	11.494	B
C-AB	54	14	538	0.101	54	0.1	0.1	7.438	A
C-A	270	68			270				
A-B	165	41			165				
A-C	229	57			229				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	39	531	0.290	154	0.3	0.4	9.531	A
B-A	90	23	352	0.256	90	0.2	0.3	13.700	B
C-AB	67	17	519	0.129	67	0.1	0.1	7.951	A
C-A	331	83			331				
A-B	201	50			201				
A-C	281	70			281				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	39	531	0.291	154	0.4	0.4	9.563	A
B-A	90	23	352	0.256	90	0.3	0.3	13.746	B
C-AB	67	17	519	0.129	67	0.1	0.1	7.957	A
C-A	331	83			331				
A-B	201	50			201				
A-C	281	70			281				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	561	0.224	126	0.4	0.3	8.286	A
B-A	74	18	386	0.191	74	0.3	0.2	11.543	B
C-AB	54	14	538	0.101	54	0.1	0.1	7.443	A
C-A	270	68			270				
A-B	165	41			165				
A-C	229	57			229				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	581	0.181	106	0.3	0.2	7.572	A
B-A	62	15	410	0.151	62	0.2	0.2	10.352	B
C-AB	45	11	553	0.082	45	0.1	0.1	7.102	A
C-A	226	57			226				
A-B	138	34			138				
A-C	192	48			192				

2036 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Church Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Church Street_Leicester Road	T-Junction	Two-way	Two-way	Two-way		3.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Leicester Rd (North)		ONE HOUR	✓	527	100.000
B - Church Street		ONE HOUR	✓	253	100.000
C - Hill Top		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	143	384
	B - Church Street	76	0	177
	C - Hill Top	255	59	0

Proportions

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0.00	0.27	0.73
	B - Church Street	0.30	0.00	0.70
	C - Hill Top	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	0	1	1
	B - Church Street	1	0	0
	C - Hill Top	2	0	0

Average PCU Per Veh

		To		
		A - Leicester Rd (North)	B - Church Street	C - Hill Top
From	A - Leicester Rd (North)	1.000	1.010	1.010
	B - Church Street	1.010	1.000	1.000
	C - Hill Top	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Leicester Rd (North)	16:45-17:00	397	401
	17:00-17:15	474	478
	17:15-17:30	580	586
	17:30-17:45	580	586
	17:45-18:00	474	478
	18:00-18:15	397	401
B - Church Street	16:45-17:00	190	191
	17:00-17:15	227	228
	17:15-17:30	279	279
	17:30-17:45	279	279
	17:45-18:00	227	228
	18:00-18:15	190	191
C - Hill Top	16:45-17:00	236	240
	17:00-17:15	282	287
	17:15-17:30	346	351
	17:30-17:45	346	351
	17:45-18:00	282	287
	18:00-18:15	236	240

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	11.63	0.6	B	162	244
B-A	0.26	15.51	0.4	C	70	105
C-AB	0.13	8.37	0.2	A	54	82
C-A					234	350
A-B					131	197
A-C					352	529

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	567	0.235	132	0.0	0.3	8.260	A
B-A	57	14	386	0.148	57	0.0	0.2	10.908	B
C-AB	45	11	537	0.083	44	0.0	0.1	7.305	A
C-A	192	48			192				
A-B	108	27			108				
A-C	289	72			289				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	542	0.294	159	0.3	0.4	9.378	A
B-A	68	17	358	0.191	68	0.2	0.2	12.410	B
C-AB	53	13	519	0.103	53	0.1	0.1	7.725	A
C-A	229	57			229				
A-B	129	32			129				
A-C	345	86			345				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	505	0.386	194	0.4	0.6	11.557	B
B-A	84	21	316	0.265	83	0.2	0.4	15.427	C
C-AB	66	16	496	0.132	65	0.1	0.2	8.363	A
C-A	280	70			280				
A-B	157	39			157				
A-C	423	106			423				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	195	49	504	0.386	195	0.6	0.6	11.631	B
B-A	84	21	316	0.265	84	0.4	0.4	15.505	C
C-AB	66	16	496	0.132	66	0.2	0.2	8.368	A
C-A	280	70			280				
A-B	157	39			157				
A-C	423	106			423				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	159	40	542	0.294	160	0.6	0.4	9.452	A
B-A	68	17	358	0.191	69	0.4	0.2	12.483	B
C-AB	53	13	519	0.103	53	0.2	0.1	7.734	A
C-A	229	57			229				
A-B	129	32			129				
A-C	345	86			345				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	566	0.235	134	0.4	0.3	8.333	A
B-A	57	14	386	0.148	57	0.2	0.2	10.979	B
C-AB	45	11	537	0.083	45	0.1	0.1	7.317	A
C-A	192	48			192				
A-B	108	27			108				
A-C	289	72			289				

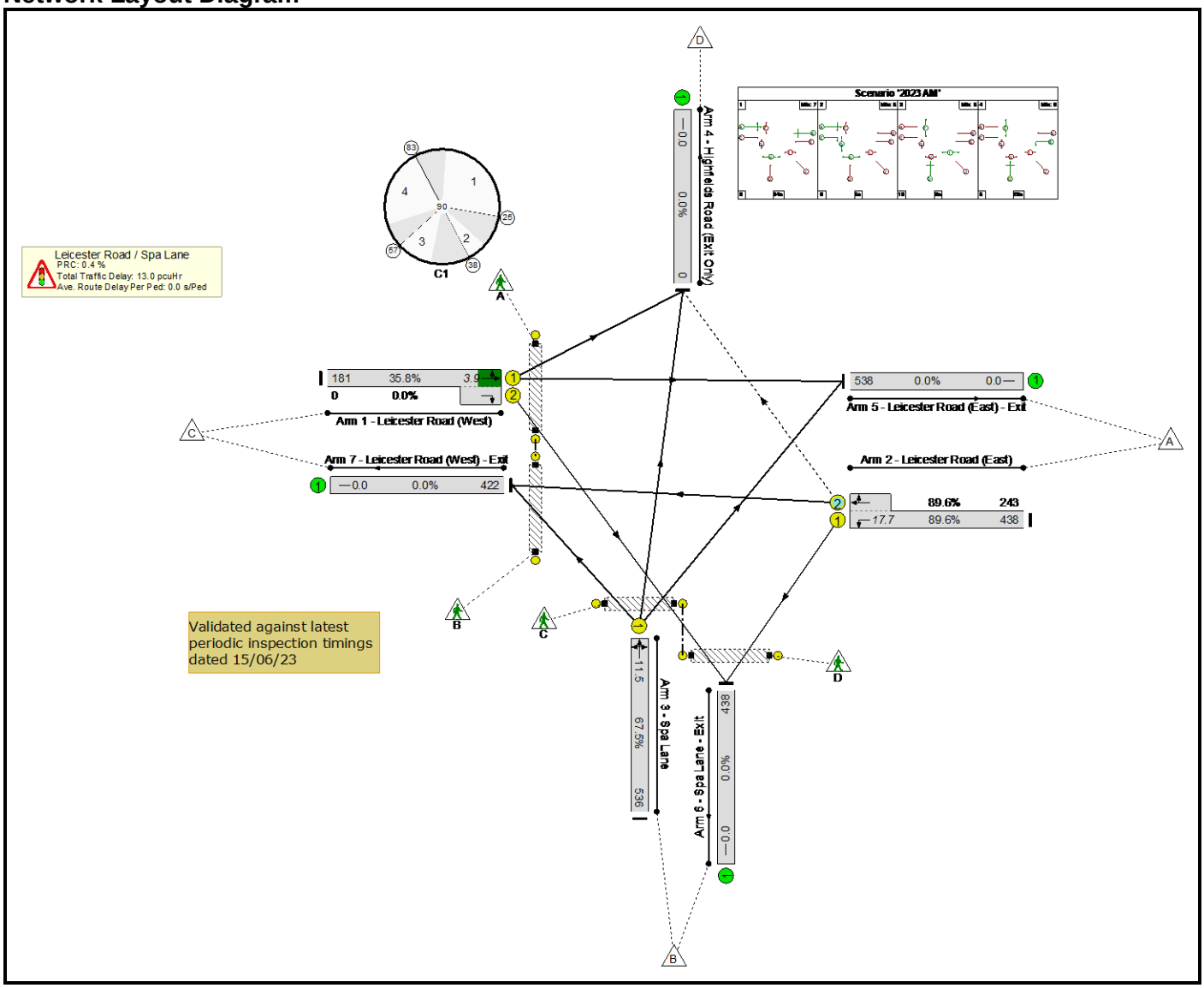
Basic Results Summary

Project and User Details

Project:	
Title:	**Spa Lane B590/Leicester Lane B4668**
Location:	Leicester Road/ Spa lane
Model Assumptions:	The model was supplied to WSP by LCC and WSP has used the same model and then updated the Traffic Flows.
Additional detail:	
File name:	Q.Leicester Road_Spa Lane Junction LCC Model.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Scenario 1: '2023 AM' (FG1: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

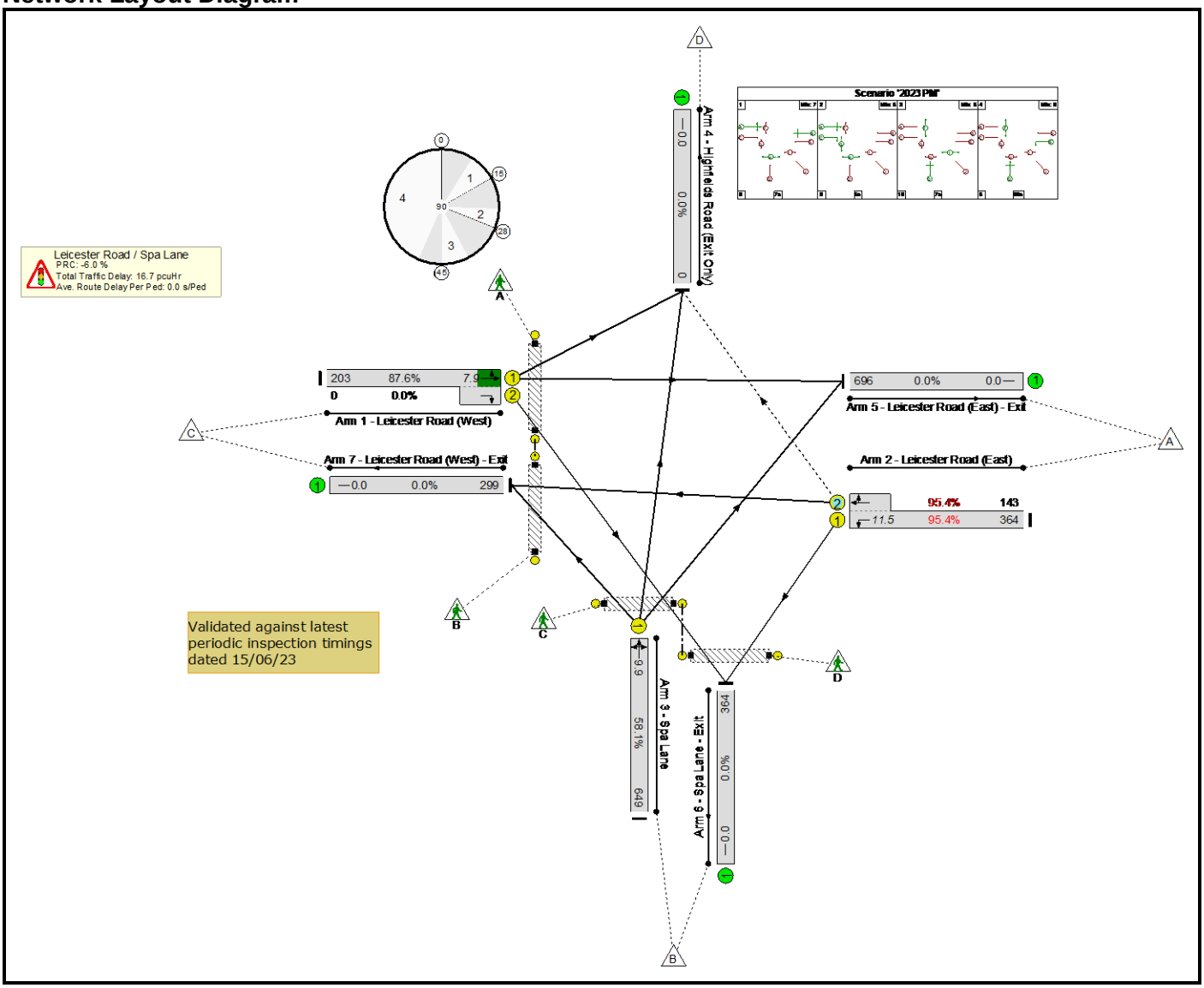
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Spa Lane B590/Leicester Lane B4668	-	-	-		-	-	-	-	-	-	**89.6%**	**0**	**0**	**0**	**13.0**	-	-
Leicester Road / Spa Lane	-	-	-		-	-	-	-	-	-	**89.6%**	**0**	**0**	**0**	**13.0**	-	-
1/1+1/2	Leicester Road (West) Left Ahead Right	U	A	C	1	38	9	181	1895:1895	505+0	35.8 : 0.0%	-	-	-	1.6	32.3	3.9
2/1+2/2	Leicester Road (East) Right Left Ahead	U+O	B	E	1	52:24	28	681	1699:1895	489+271	89.6 : 89.6%	0	0	0	7.5	39.6	17.7
3/1	Spa Lane Ahead Right Left	U	D		1	40	-	536	1744	794	67.5%	-	-	-	3.9	26.2	11.5
Ped Link: P1	Spa Lane Entry	-	H		1	38	-	0	-	30400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	F		1	39	-	0	-	31200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	I		1	9	-	0	-	7200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 13.01 Cycle Time (s): 90
PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 13.01

Basic Results Summary

Scenario 2: '2023 PM' (FG2: 'Network Control Plan 1', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

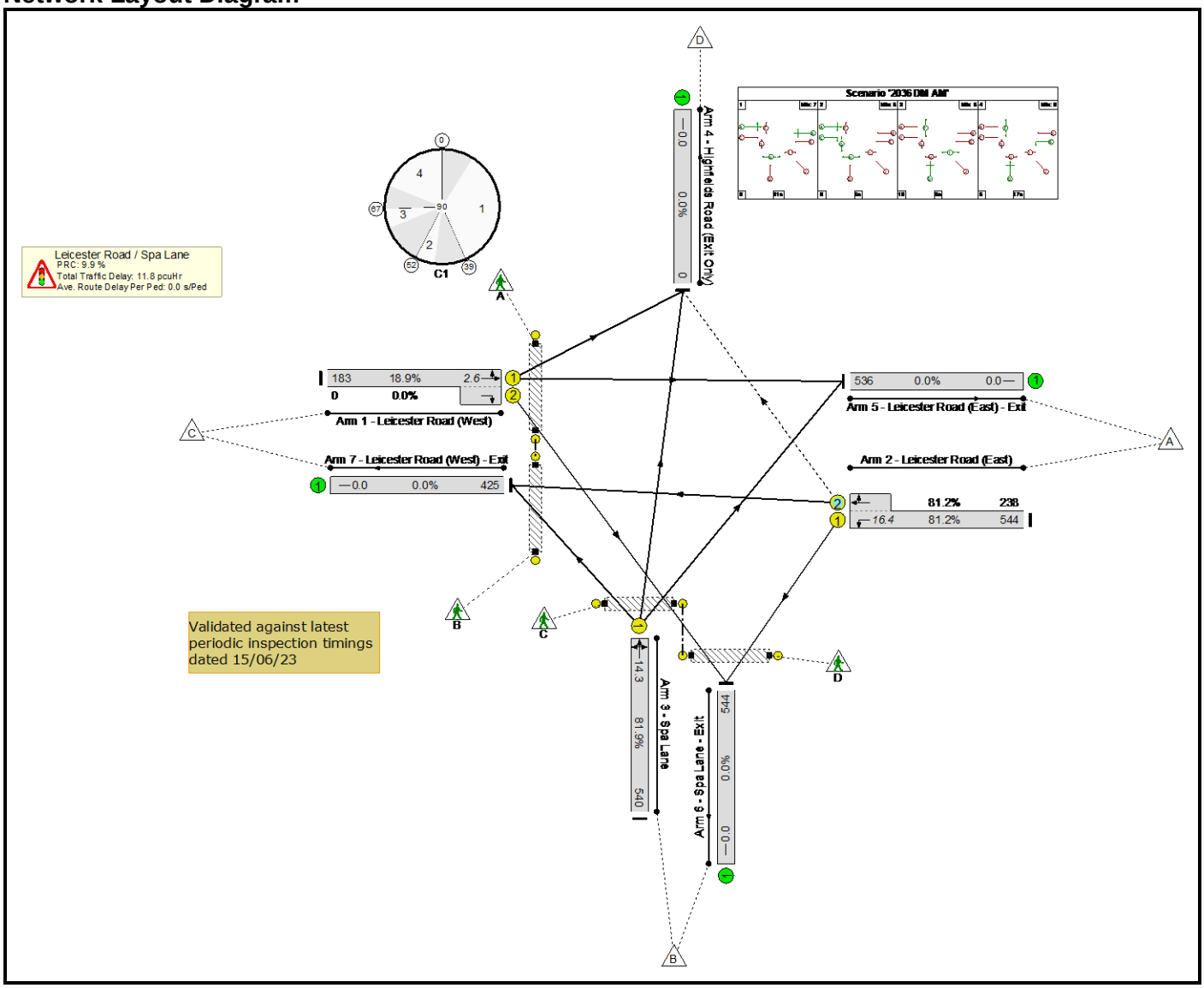
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Spa Lane B590/Leicester Lane B4668	-	-	-		-	-	-	-	-	-	**95.4%**	**0**	**0**	**0**	**16.7**	-	-
Leicester Road / Spa Lane	-	-	-		-	-	-	-	-	-	**95.4%**	**0**	**0**	**0**	**16.7**	-	-
1/1+1/2	Leicester Road (West) Left Ahead Right	U	A	C	1	21	9	203	1895:1895	232+0	87.6 : 0.0%	-	-	-	5.1	91.0	7.9
2/1+2/2	Leicester Road (East) Right Left Ahead	U+O	B	E	1	54:7	47	507	1699:1895	381+150	95.4 : 95.4%	0	0	0	9.2	65.4	11.5
3/1	Spa Lane Ahead Right Left	U	D		1	57	-	649	1732	1116	58.1%	-	-	-	2.3	12.9	9.9
Ped Link: P1	Spa Lane Entry	-	H		1	21	-	0	-	16800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	F		1	56	-	0	-	44800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	I		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -6.0 Total Delay for Signalled Lanes (pcuHr): 16.67 Cycle Time (s): 90
PRC Over All Lanes (%): -6.0 Total Delay Over All Lanes(pcuHr): 16.67

Basic Results Summary

Scenario 3: '2036 DM AM' (FG3: '2036 DM AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

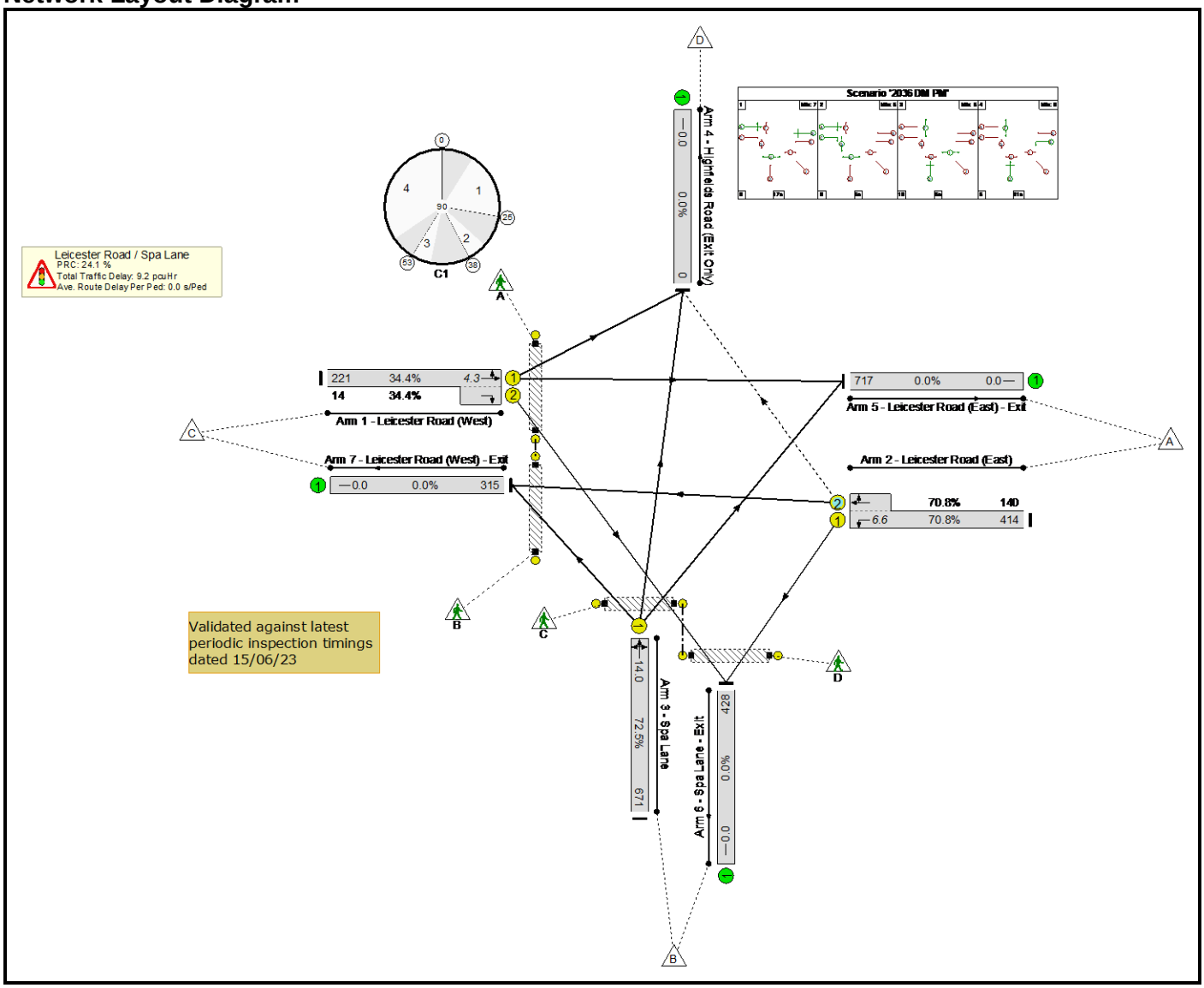
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Spa Lane B590/Leicester Lane B4668	-	-	-		-	-	-	-	-	-	**81.9%**	**0**	**0**	**0**	**11.8**	-	-
Leicester Road / Spa Lane	-	-	-		-	-	-	-	-	-	**81.9%**	**0**	**0**	**0**	**11.8**	-	-
1/1+1/2	Leicester Road (West) Left Ahead Right	U	A	C	1	45	9	183	1895:1895	969+0	18.9 : 0.0%	-	-	-	0.7	14.2	2.6
2/1+2/2	Leicester Road (East) Right Left Ahead	U+O	B	E	1	56:31	25	782	1699:1895	670+293	81.2 : 81.2%	0	0	0	5.1	23.7	16.4
3/1	Spa Lane Ahead Right Left	U	D		1	33	-	540	1746	660	81.9%	-	-	-	6.0	39.7	14.3
Ped Link: P1	Spa Lane Entry	-	H		1	45	-	0	-	36000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	F		1	32	-	0	-	25600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	I		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.9 Total Delay for Signalled Lanes (pcuHr): 11.82 Cycle Time (s): 90
PRC Over All Lanes (%): 9.9 Total Delay Over All Lanes(pcuHr): 11.82

Basic Results Summary

Scenario 4: '2036 DM PM' (FG4: '2036 DM PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

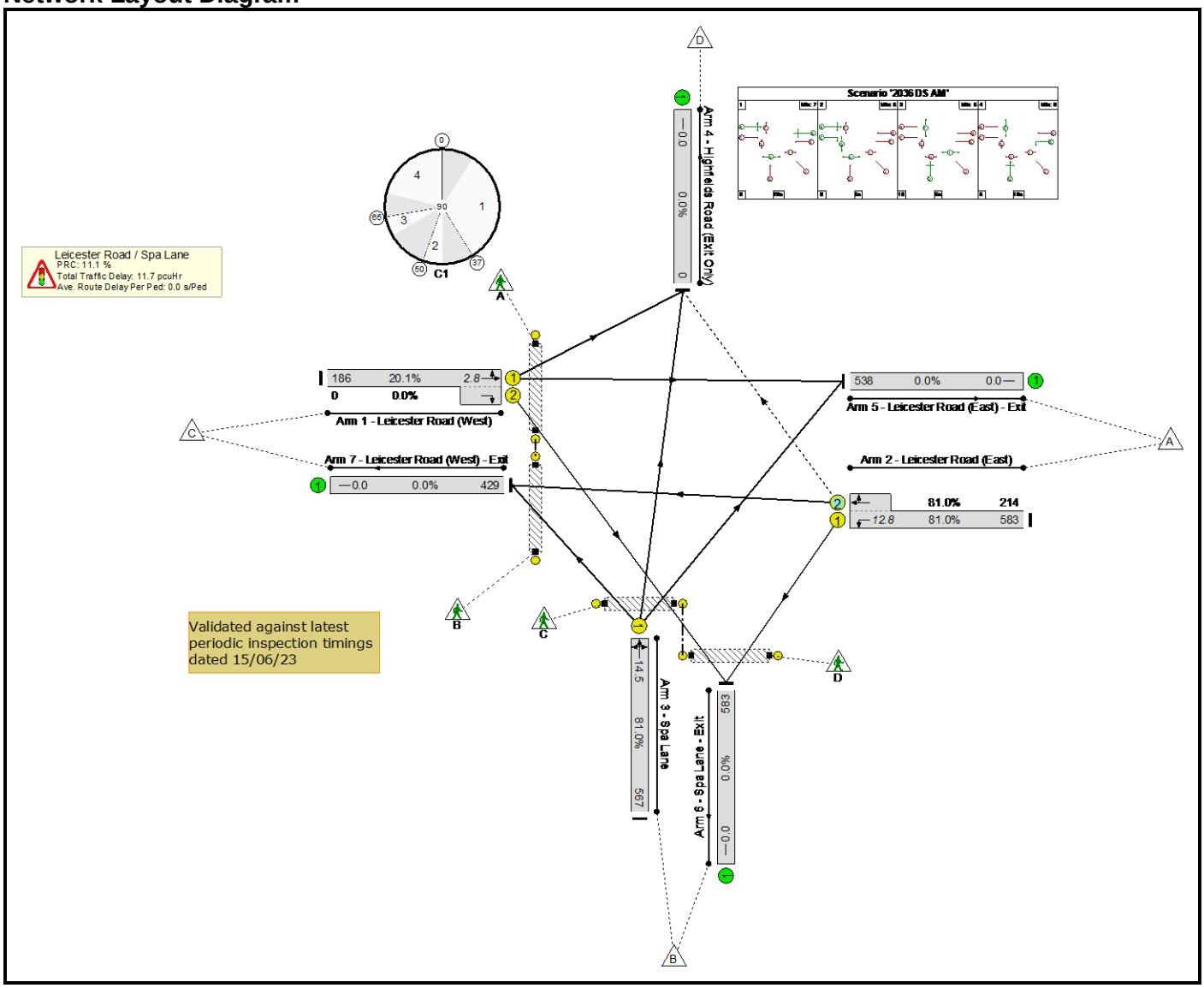
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Spa Lane B590/Leicester Lane B4668	-	-	-		-	-	-	-	-	-	**72.5%**	**0**	**0**	**0**	**9.2**	-	-
Leicester Road / Spa Lane	-	-	-		-	-	-	-	-	-	**72.5%**	**0**	**0**	**0**	**9.2**	-	-
1/1+1/2	Leicester Road (West) Left Ahead Right	U	A	C	1	31	9	235	1895:1741	643+41	34.4 : 34.4%	-	-	-	1.6	25.1	4.3
2/1+2/2	Leicester Road (East) Right Left Ahead	U+O	B	E	1	56:17	39	554	1699:1895	585+198	70.8 : 70.8%	0	0	0	3.3	21.6	6.6
3/1	Spa Lane Ahead Right Left	U	D		1	47	-	671	1735	925	72.5%	-	-	-	4.3	23.0	14.0
Ped Link: P1	Spa Lane Entry	-	H		1	31	-	0	-	24800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	F		1	46	-	0	-	36800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	I		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.1 Total Delay for Signalled Lanes (pcuHr): 9.25 Cycle Time (s): 90
PRC Over All Lanes (%): 24.1 Total Delay Over All Lanes(pcuHr): 9.25

Basic Results Summary

Scenario 5: '2036 DS AM' (FG5: '2036 DS AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

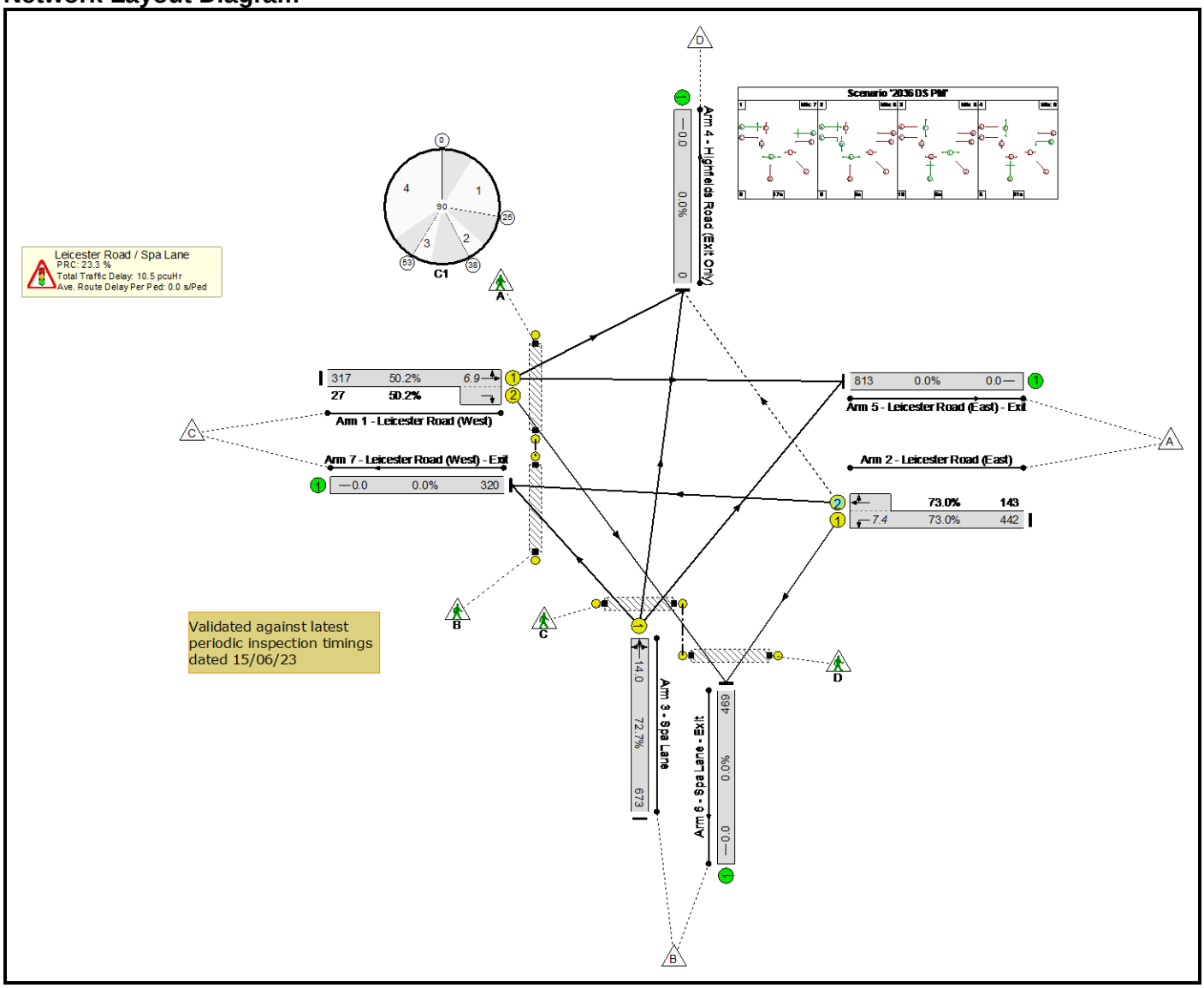
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Spa Lane B590/Leicester Lane B4668	-	-	-		-	-	-	-	-	-	**81.0%**	**0**	**0**	**0**	**11.7**	-	-
Leicester Road / Spa Lane	-	-	-		-	-	-	-	-	-	**81.0%**	**0**	**0**	**0**	**11.7**	-	-
1/1+1/2	Leicester Road (West) Left Ahead Right	U	A	C	1	43	9	186	1895:1895	926+0	20.1 : 0.0%	-	-	-	0.8	15.5	2.8
2/1+2/2	Leicester Road (East) Right Left Ahead	U+O	B	E	1	56:29	27	797	1699:1895	719+264	81.0 : 81.0%	0	0	0	5.1	22.9	12.8
3/1	Spa Lane Ahead Right Left	U	D		1	35	-	567	1750	700	81.0%	-	-	-	5.8	37.1	14.5
Ped Link: P1	Spa Lane Entry	-	H		1	43	-	0	-	34400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	F		1	34	-	0	-	27200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	I		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.1 Total Delay for Signalled Lanes (pcuHr): 11.71 Cycle Time (s): 90
PRC Over All Lanes (%): 11.1 Total Delay Over All Lanes(pcuHr): 11.71

Basic Results Summary

Scenario 6: '2036 DS PM' (FG6: '2036 DS PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Spa Lane B590/Leicester Lane B4668	-	-	-		-	-	-	-	-	-	**73.0%**	**0**	**0**	**0**	**10.5**	-	-
Leicester Road / Spa Lane	-	-	-		-	-	-	-	-	-	**73.0%**	**0**	**0**	**0**	**10.5**	-	-
1/1+1/2	Leicester Road (West) Left Ahead Right	U	A	C	1	31	9	344	1895:1741	632+54	50.2 : 50.2%	-	-	-	2.6	27.6	6.9
2/1+2/2	Leicester Road (East) Right Left Ahead	U+O	B	E	1	56:17	39	585	1699:1895	606+196	73.0 : 73.0%	0	0	0	3.6	22.0	7.4
3/1	Spa Lane Ahead Right Left	U	D		1	47	-	673	1735	925	72.7%	-	-	-	4.3	23.1	14.0
Ped Link: P1	Spa Lane Entry	-	H		1	31	-	0	-	24800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	F		1	46	-	0	-	36800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	I		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	G		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.3 Total Delay for Signalled Lanes (pcuHr): 10.53 Cycle Time (s): 90
PRC Over All Lanes (%): 23.3 Total Delay Over All Lanes(pcuHr): 10.53

Appendix M

COMMITTED MITIGATION SCHEMES

Public

Sewage Ppg Sta

New Haven

Rodessa

A47

Roundabout Spinney

Pond

Markings to tie in with existing

Markings to tie in with existing

Cyclists to be taken off road and onto cycle path to bypass junction. Location to be agreed with Highway Authority

Uncontrolled crossing

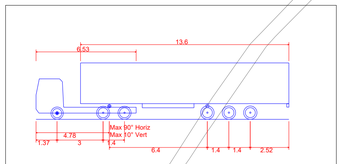
Bus Stop

Markings to tie in with existing

Uncontrolled crossing

0 10 20 30 40m 60 80 100
Metres 1:1000

0 5 10 15 20m 30 40 50
Metres 1:500



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

NOTES

1. SURVEY CARRIED OUT BY SLR CONSULTING LTD ON THE 17TH DECEMBER 2020.
2. THIS PLAN IS ORIENTATED TO ORDNANCE SURVEY NATIONAL GRID AND NEWLYN DATUM DERIVED FROM ORDNANCE SURVEY ACTIVE NETWORK (OSTN15,OSGB36).
3. JUNCTION DESIGN IS CONCEPT AND SUBJECT TO DETAILED DESIGN.
4. ROAD MARKINGS ARE INDICATIVE ONLY.
5. NO DRAINAGE HAS BEEN TAKEN INTO ACCOUNT AS IS SUBJECT TO DETAILED DESIGN
6. VERTICAL GEOMETRY HAS NOT BEEN TAKEN INTO ACCOUNT AT THIS STAGE AND IS SUBJECT TO DETAILED DESIGN
7. ALL WORKS SHOULD BE IN ACCORDANCE WITH THE DMRB CD109 AND CD123 DESIGN STANDARDS AS WELL AS LEICESTERSHIRE HIGHWAY DESIGN STANDARDS.

LEGEND

- Highway boundary
- New Kerb Line
- Swept Path Analysis (Red Lines = Wheel Tracks; Green Lines = Path of vehicle Body; Arrows = Direction of Travel)
- 215m Visibility Line
- 160m Visibility Line

PRELIMINARY

SLR
2ND AND 3RD FLOORS,
15 MIDDLE PAVEMENT,
NOTTINGHAM, NG1 7DX
T: 01159 647280
www.slrconsulting.com

GRIFFEN PARK, DESFORD
TRANSPORT

OUTLINE DESIGN

DAN'S LANE / A47 HINCKLEY ROAD TRAFFIC SIGNALS

GENERAL ARRANGEMENT 100kph/215m VISI

403.10671.00001.H009.1

1		TWG	Mar 20	Road Safety Audit	

Scale: 1:500 @ A1
Date: JANUARY 2021

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403.10671.00003.07.009.0 Signals 215m General Arrangement RA.dwg

PROPOSED 5.0M WIDE SHARED ROUTE CONNECTION TO DEVELOPMENT

5.0m

PROPOSED REMOVABLE BOLLARDS TO STOP UNAUTHORIZED VEHICLES ENTERING

RESTRAINT BARRIER TO BE PROVIDED, PREVENTING OVERSHOOTING END OF CYCLEWAY. TYPE TO BE AGREED AT DETAILED DESIGN STAGE WITH THE HIGHWAY AUTHORITY.

MARKINGS RE CONFIGURED

CYCLE ROUTE TRANSITION (WITH DROP KERBING)
CYCLISTS JOIN CARRIAGEWAY FROM SHARED FOOTWAY / CYCLEWAY

3.5m SHARED FOOTWAY / CYCLEWAY

EXISTING CROSSING TO BE UPGRADED TO TOUCAN CROSSING

TRAFFIC ISLAND UPGRADED TO PEDESTRIAN TRAFFIC ISLAND.
- DROP KERBING,
- TACTILE PAVING
- ILLUMINATED BOLLARDS.

EXISTING BUS STOP RECONFIGURED WITHIN NEW ALIGNMENT

EXISTING FOOTWAY WIDENED TO PROVIDE 3.0M SHARED ROUTE

BUS LAYBY WIDTH 3.25m

EXISTING CROSSING TO BE UPGRADED TO TOUCAN

CYCLE ROUTE TRANSITION.
CYCLE LANE DIVERGES TO / FROM PROPOSED 3.5M SHARED ROUTE TO CARRIAGEWAY CYCLE LANE.
BOLLARDS TO BE PROVIDED

MINOR ALTERATION TO JUNCTION GEOMETRY TO ACCOMMODATE SHARED ROUTE.
JUNCTION UPGRADED WITH TACTILE PAVING

CYCLE ROUTE TRANSITION WITH DROPPED KERB.
CYCLISTS DIVERGES FROM PROPOSED 2.5M SHARED ROUTE TO CARRIAGEWAY CYCLE LANE.
OS SURVEY DATA USED TO MEASURE THIS DISTANCE.

EXISTING VEHICULAR CROSSOVERS TO BE RETAINED

CYCLE ROUTE TRANSITION (WITH DROP KERBING)
CYCLISTS CAN JOIN CARRIAGEWAY FROM SHARED FOOTWAY / CYCLEWAY

SEE EXTRACT FOR TRACKING OF REFUSE VEHICLE

CARRIAGEWAY CYCLE LANE

HINCKLEY ROAD
BEGGARS LANE
MALLARD WAY
KESTREL CLOSE
KINGFISHER CLOSE
HAYWOOD CLOSE
WALDWICK CLOSE
Pavilion

SEE DRAWING 001

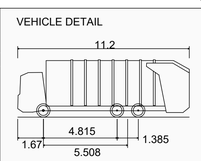
VEHICLE TURNING LEFT INTO MALLARD WAY

VEHICLE TURNING RIGHT OUT OF MINOR ARM INTO BEGGARS LANE

VEHICLE TURNING RIGHT INTO MALLARD WAY

VEHICLE TURNING LEFT OUT OF MINOR ARM INTO BEGGARS LANE

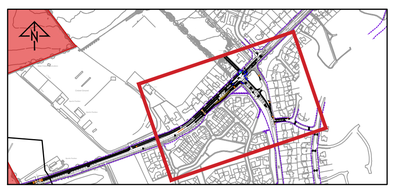
VEHICLE DETAIL



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV.	DETAILS	DRAWN	CHECKED	DATE
G	UPDATED FOLLOWING HA COMMENTS	SCJ	IS	02/09/22
H	LAYOUT UPDATED FOLLOWING HA COMMENTS. REFUSE VEHICLE TRACKING UPDATED WITH PHOENIX 2 DUO (P2-15W WITH ELITE 6X4 CHASSIS)	SCJ	DS	11/10/22

STATUS: INFORMATION ONLY



KEY
- PROPOSED KERB LINE
- PROPOSED EDGING
- PROPOSED WHITE OR YELLOW ROAD MARKINGS
- PROPOSED FOOTWAY / SHARED ROUTE
- PROPOSED CARRIAGEWAY
- PROPOSED TRAFFIC SIGNALS
- TACTILE PAVING (BUFF)
- TACTILE PAVING (RED) - SIGNAL CONTROLLED
- CORDUROY PAVING
- HIGHWAY BOUNDARY

PROJECT: Kirby Muxloe - Leicester

CLIENT: L&Q Estates

DRAWING TITLE: A47 HINCKLEY ROAD / BEGGARS LANE PROPOSED JUNCTION IMPROVEMENT AND HINCKLEY RD, BEGGARS LANE & MALLARD WAY PROPOSED CYCLE / SHARED ROUTE GENERAL ARRANGEMENT PLAN

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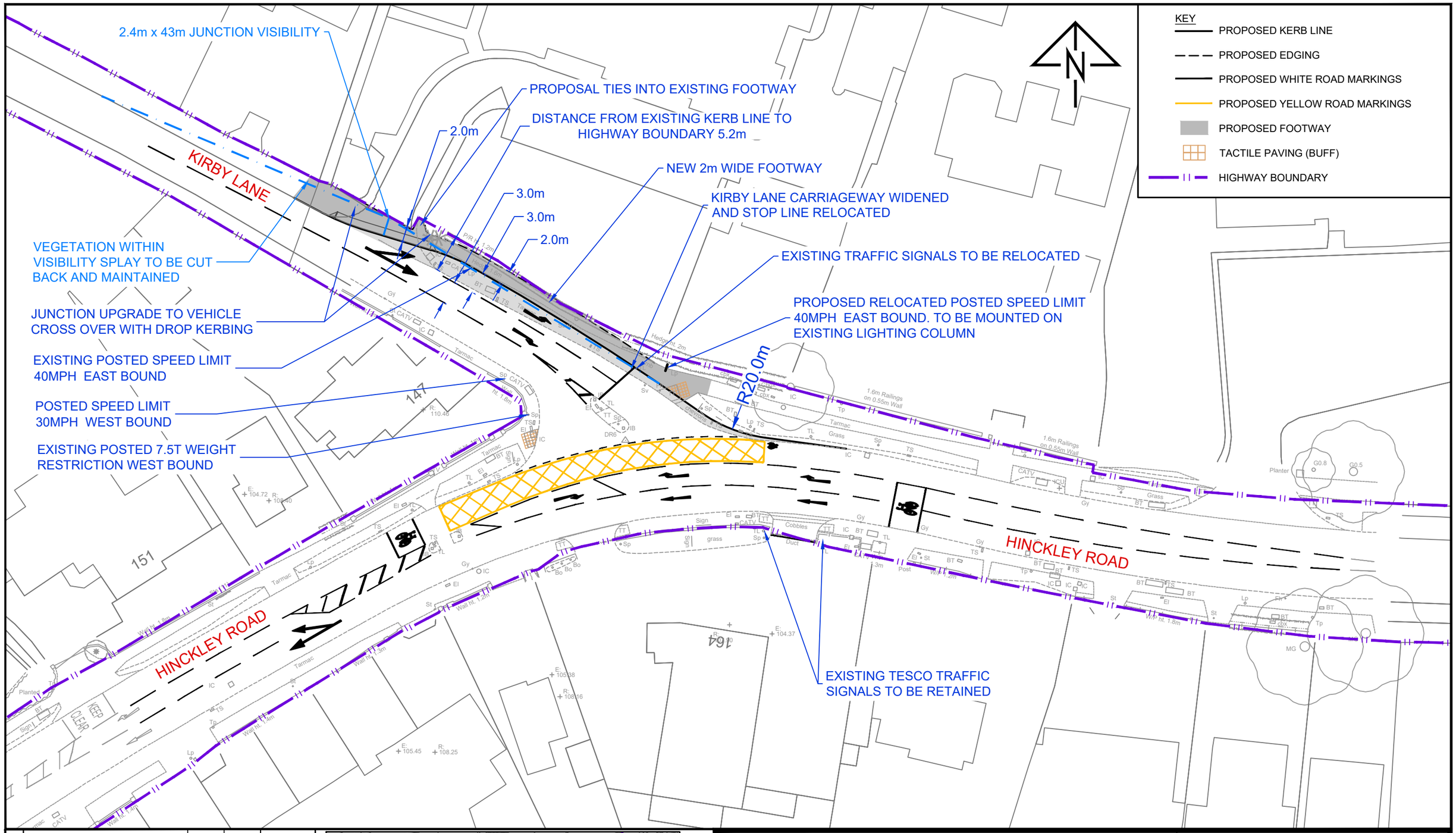

REV.	DETAILS	DRAWN	CHECKED	DATE
A	UPDATED FOLLOWING RSA COMMENTS	SCJ	IS	02/09/22
B	UPDATED FOLLOWING HA COMMENTS	SCJ	IS	10/10/22
C	VEHICLE CROSS OVER SHOWN FOR ACCESS TO RETIREMENT HOME	SCJ	IS	10/10/22

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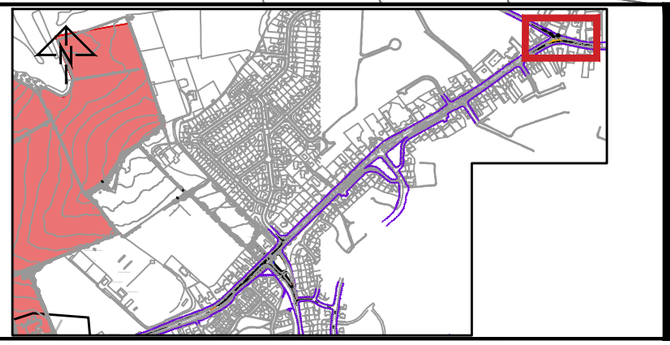
INFORMATION ONLY



PROJECT:
Kirby Muxloe - Leicester

CLIENT:
L&Q Estates

DRAWING TITLE:
A47 HINCKLEY ROAD / KIRBY LANE
PROPOSED JUNCTION IMPROVEMENTS
GENERAL ARRANGEMENT PLAN

DRAWN:	CHECKED:	DATE:	SCALES:
NS	IS	10/08/2022	1:500 @ A3

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Appendix N

A5 VISSIM TECHNICAL NOTE (DOC REF: 42523-WSPE-XX-XX-TN-OT-00005_S2_P01.1)

Public

TECHNICAL NOTE: A5 VISSIM

DATE:	20 November 2023	**CONFIDENTIALITY:**	Public
SUBJECT:	A5 VISSIM		
PROJECT:	Earl Shilton Sustainable Urban Extension	**AUTHOR:**	Bev Coupe
CHECKED:	Sam Gardner	**APPROVED:**	Neil Hall

1. INTRODUCTION

Overview

WSP UK Limited (WSP), formerly Wood E&IS UK Limited, has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the 'Applicants') to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development known as the Earl Shilton Sustainable Urban Extension (SUE). The two separate, but aligned, OPAs are referred to as application A and B. Application B for Bloor Homes and Jelson was submitted in December 2021 and Application A for Barwood Strategic Land was submitted in March 2023.

Both applications have been prepared to work in combination to deliver the majority of the overall allocation requirements, providing up to 1,500 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, public open space, landscaping, access and drainage. This is referred to herein as 'the Proposed Development'.

One Transport Assessment (TA) and Framework Travel Plan (FTP) was produced to support both Applications and was submitted in December 2021.

Comments from the Leicestershire County Council (LCC) Highways Development Management (HDM) team identified the need for agreements on the traffic modelling and transport assessment approach and for further testing using the Pan Regional Traffic Model (PRTM). Further PRTM modelling has been undertaken in consultation with LCC HDM, National Highways and Warwickshire County Council (WCC) Highways, collectively referred to herein as the 'highway authorities'. The Applicants commissioned AECOM to carry out the PRTM modelling. The PRTM modelling is based on the full allocation of 1,600 dwellings.

National Highways has recommended a holding objection, requesting further work on the traffic modelling to ascertain the suitability of the development proposals on the Strategic Road Network (SRN).

Consultation has been undertaken with National Highways officers and their transport consultants to identify the requirements for the additional traffic modelling. This has comprised the use of National Highways' A5 VISSIM model of the A5/A47/B4666 Dodwells Roundabout and the A5/A47 The Long Shoot signal junction.

Purposed of Technical Note

The purpose of this technical note (TN) is to set out the methodology and results of the A5 VISSIM modelling.

Content of the Technical Note

The TN is set out as follows:

- Section 2 – Methodology;
- Section 3 – Results; and
- Section 4 – Summary and Conclusions.

TECHNICAL NOTE: A5 VISSIM

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2. A5 VISSIM METHODOLOGY

Overview

The A5 is part of the SRN and National Highways has a VISSIM model for two junctions on the A5 between Nuneaton and Hinckley, the A5/A47/B4666 Dodwells Roundabout and the A5/A47 The Long Shoot signal junction. Dodwells Roundabout is within Hinckley and Bosworth Borough in Leicestershire County and the A5/The Long Shoot is within Nuneaton and Bedworth Borough within Warwickshire County. The base model was developed in 2018 and a number of forecast scenarios have been produced on behalf of National Highways. The forecast scenarios comprise reference flows which incorporate traffic generated by committed developments (those with planning permissions) and sites allocated in the local plans. The site allocations within the Hinckley and Bosworth Borough Council (HBBC) Local Plan include the Earl Shilton SUE as well as the neighbouring Barwell SUE which comprises 2,500 dwellings, 6.2 ha employment, primary school, health centre, retail and community facilities. Therefore, the forecast scenarios within the National Highways' A5 VISSIM include the Earl Shilton SUE.

The A5 VISSIM has been used to test the impact of a planning application for a major B2/B8 employment development, Padge Hall Farm (PHF), to the south of Dodwells Roundabout. The development scheme includes an improvement to the roundabout through localised widening on land within the site boundary. The planning application was granted consent by HBBC, Rugby Borough Council (RBS), and Nuneaton and Bedworth Borough Council (NBBC). The modelling undertaken to support the PHF planning application included the Earl Shilton SUE in the reference flows, and therefore the mitigation scheme assessment that was accepted by National Highways accounted for the traffic generated by the Earl Shilton SUE as well.

Consultation with National Highways

Consultation has been undertaken with National Highways' officers and their transport consultants regarding the A5 VISSIM modelling.

National Highways advised that the methodology should align with the approach taken by the transport consultants for the Barwell SUE. The Barwell SUE planning application had a similar holding objection to Earl Shilton SUE. This was lifted on 31st August 2023 following the satisfactory conclusion of the A5 VISSIM modelling exercise.

Whilst PHF is a committed development following granting of planning permission, National Highways emphasised the need to undertake modelling of a scenario without PHF (traffic flows and mitigation scheme) in the event that the development is not delivered or there are delays to delivery.

The A5 VISSIM model has been provided by the National Highways' transport consultants and covers the area shown in **Figure 1**.

TECHNICAL NOTE: A5 VISSIM

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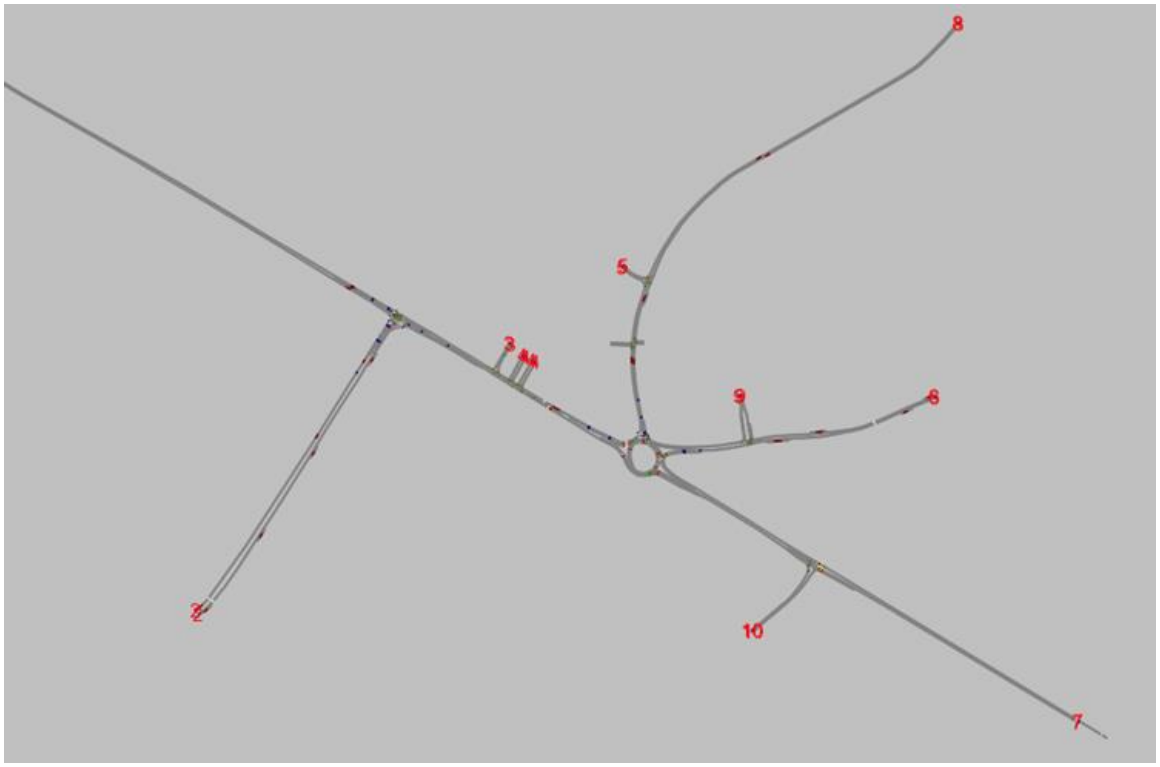
Figure 1 A5 VISSIM Area



The A5 VISSIM comprises the following scenarios:

- Base: Base situation in 2018
- 2023 Ref: 2023 Reference Case (matrix/demand changes from the Base)
- 2023 DM: 2023 Reference Case + PHF Site Access + PHF Demand
- 2023 DS: 2023 Reference Case + PHF Site Access + PHF Demand + PHF Mitigation
- 2031 Ref: 2031 Reference Case (matrix/demand changes from the Base)
- 2031 DM: 2031 Reference Case + PHF Site Access + PHF Demand
- 2031 DS: 2031 Reference Case + PHF Site Access + PHF Demand + PHF Mitigation

Methodology

The methodology has been identified through discussion with National Highways and their transport consultants, as well as the transport consultants for the Barwell SUE. The methodology is as follows:

Assess the operation of The Long Shoot junction and Dodwells Roundabout using the A5 VISSIM model, based on the following A5 VISSIM scenarios:

- 2031 Reference Case (matrix/demand changes from the Base) – the 'without PHF' scenario

- 2031 Reference Case + PHF Site Access + PHF Demand + PHF Mitigation – the 'with PHF' scenario

1. Extract the Earl Shilton site traffic flows from the above modelling. This has been based on the Earl Shilton select link analysis (SLA) plots from the PRTM testing which is included in **Appendix A**.

   It is noted that that there is a large number of trips to/from the employment area north of the Dodwells Roundabout off the B4666. This is traffic from the residential element of Earl Shilton SUE that is routeing towards employment. The SLA shows a disproportionately high-volume routeing to/from the B4666 access point. This does not reflect the number of access points to the employment area, as illustrated in **Figure 2**, and in reality, the residential to employment traffic flow routeing onto Dodwells would be much lower. The modelling therefore overestimates the impact on Dodwells Roundabout.

Figure 2 Employment Accesses North of Dodwells Roundabout

2. Growth the traffic flows to 2036 after extraction of the Earl Shilton SUE development trips. The growth rates have been derived from TEMPro v8.0 for the Leicestershire area and are 1.0263 for the AM peak and 1.0252 for the PM peak. The heavy good vehicle (HGV) growth factors are based on the National Road Traffic Projections (NRTP) 2022 for A Roads in the East Midlands and is 1.00741.
3. Run the model for the 2036 'without development' (i.e. without Earl Shilton SUE) reference scenario.
4. Add the Earl Shilton SUE site traffic and run the model for the 'with development' scenario.

3. RESULTS

The results from the A5 VISSIM modelling are provided in **Appendix B**. A summary is provided in **Table 1**. This shows the difference between the Reference Case scenario without and with the Earl Shilton SUE in the without PHF and with PHF scenarios.

Table 1 Summary of A5 VISSIM Results - 2036

Parameter	AM Peak			PM Peak		
	Reference	Reference + Earl Shilton	Difference	Reference	Reference + Earl Shilton	Difference
Without PHF						
Avg Delay (s/veh)	91.1	92.4	1.2	71.1	75.2	4.1
Avg Speed (mph)	20.5	20.4	-0.1	22.4	22.0	-0.4
Total Vehicles	4221.0	4292.0	71.0	4379.0	4442.0	63.0
Unmet demand (veh)	0	0	0	10	21	11
With PHF						
Avg Delay (s/veh)	92.5	100.1	7.5	75.1	77.9	2.8
Avg Speed (mph)	20.2	19.6	-0.6	22.0	21.7	-0.3
Total Vehicles	4470.0	4549.0	79.0	4549.0	4606.0	57.0
Unmet demand (veh)	0	0	0	12	15	3

The more detailed results in **Appendix B** show increases in travel time delay of over 10 seconds in the AM peak without PHF on routes from the A47 at Dodwells Roundabout (from Hinckley) (Link 8) to the B4666 (Link 6) to the A47 The Long Shoot (Link 2), Aldi, and the A5 (W) (Link 1). As identified earlier, the simplification of the employment zone north of Dodwells Roundabout has resulted in an overestimation of Earl Shilton SUE trips from the A47 onto the roundabout. In the PM peak there is delay of over 10s on the B4666 (Link 6) to the A5 E (Link 7). This can be attributed to the volume of Earl Shilton SUE trips from the B4666 employment access, so again, is a result of the coding of the employment zone in PRTM.

In the AM peak in the with PHF scenario, the increases in travel delay are higher than the without PHF scenario and all are from the A47 arm (Link 8).

As noted previously, the Earl Shilton SUE is included within the reference flows of the A5 VISSIM model that was used to test the PHF development impact and proposed mitigation scheme.

4. SUMMARY AND CONCLUSIONS

At the request of National Highways, modelling of the Earl Shilton SUE trips has been undertaken based on the A5 VISSIM of the Dodwells Roundabout and A5/A47 The Long Shoot. The methodology has been consistent with the approach taken for the Barwell SUE. As allocated sites, the Earl Shilton SUE and the Barwell SUE are included within the reference flows of the A5 VISSIM that was used to test the recently permitted employment site, PHF, to the south of Dodwells Roundabout, including the proposed mitigation scheme.

TECHNICAL NOTE: A5 VISSIM

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CHECKED:	Sam Gardner	**APPROVED:**	Neil Hall

The Earl Shilton SUE flows have been extracted from the reference flows based on the SLA produced from PRTM runs to test the SUE. The results indicate that the highest delays are on the routes from the A47 arm of Dodwells Roundabout. This can be attributed to the coding of the employment zone in PRTM resulting in overestimation of Earl Shilton SUE trips on the A47 routeing to the B4666 employment access.

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Appendix A

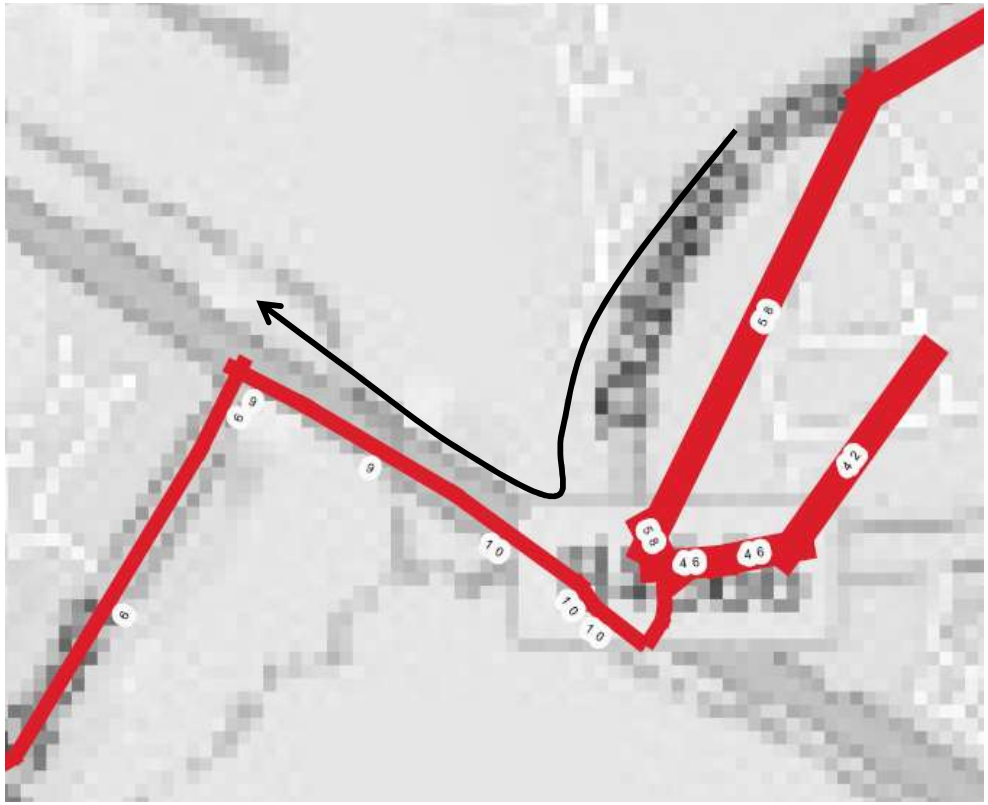
SELECT LINK ANALYSIS

	Without Padge Hall Farm				With Padge Hall Farm			
	AM		PM		**AM**		PM	
	In	Out	**In**	Out	**In**	Out	**In**	Out
A47 / A5 / B4666 – Dodwells Roundabout	10	56	45	17	10	58	42	17
A5 / The Longshoot	8	10	11	9	8	10	9	9
Total	**18**	**66**	**56**	**26**	**18**	**68**	**51**	**26**

2036_WSch_AM_WoPHF_Total_In | Notes

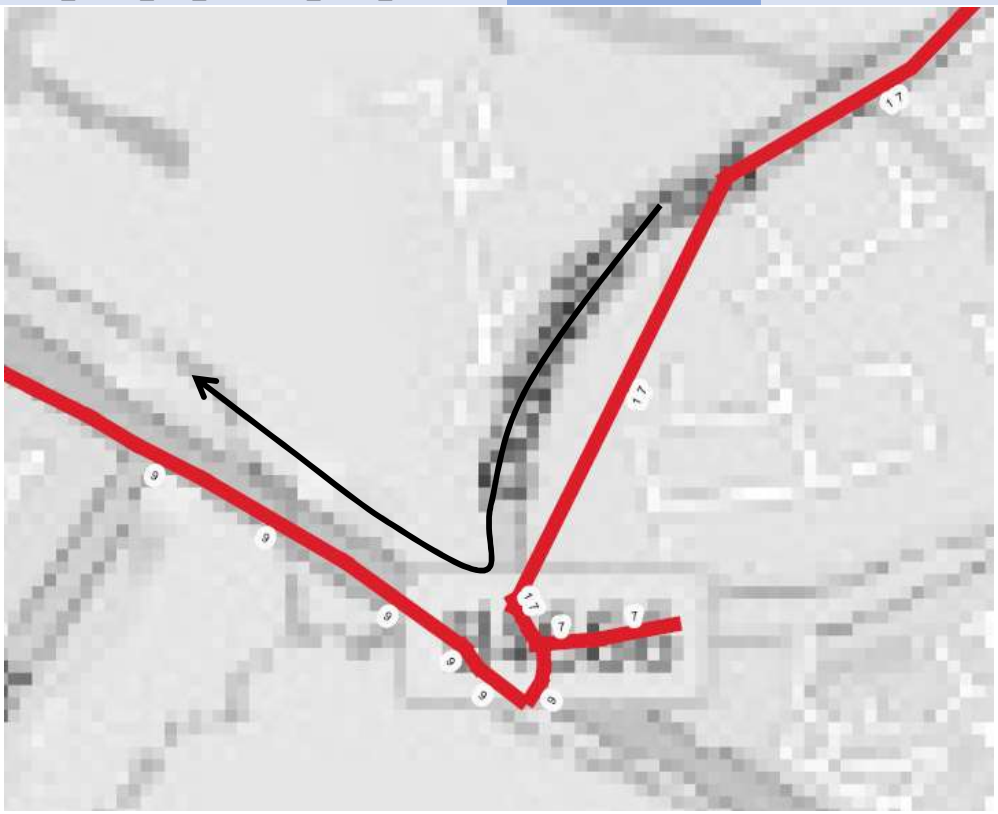
2036_WSch_AM_WithPHF_Total_In | Notes

2036_WSch_AM_WoPHF_Total_Out	Notes	2036_WSch_AM_WithPHF_Total_Out	Notes



2036_WSch_PM_WoPHF_Total_In	Notes	2036_WSch_PM_WithPHF_Total_In	Notes

2036_WSch_PM_WoPHF_Total_Out	Notes	2036_WSch_PM_WithPHF_Total_Out	Notes



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Appendix B

A5 VISSIM RESULTS

Vehicle Travel Times Zone O-D

Key

Travel time increase with ES by up to 10

Travel time increase with ES by more than 10

Travel time decrease with ES

Route	Without PHF						With PHF					
	AM Peak			PM Peak			AM Peak			PM Peak		
	Reference	Reference+Earl Shilton	Difference	Reference	Reference+Earl Shilton	Difference	Reference	Reference+Earl Shilton	Difference	Reference	Reference+Earl Shilton	Difference
1: 7 - 1	268	269	1.2	273	273	0.1	288	289	0.5	295	293	-1.6
2: 7 - 2	206	205	-1.1	205	205	0.0	225	226	1.6	224	224	0.2
3: 7 - 8	218	219	0.9	221	221	0.1	226	227	0.8	229	232	2.1
4: 7 - 6	156	160	4.0	154	154	-0.5	166	167	0.7	166	166	0.0
5: 7 - Aldi/Petrol Pump	106	105	-0.6	110	110	-0.2	128	128	-0.1	132	131	-0.6
6: 2 - 1	197	202	4.9	194	197	2.4	199	201	2.1	197	196	-1.0
7: 2 - 8	329	334	5.4	308	311	3.3	329	335	6.2	307	309	2.4
8: 2 - 6	254	260	5.8	232	235	2.9	256	264	7.2	235	235	0.0
9: 2 - 7	419	415	-4.2	277	281	3.6	419	424	5.3	281	281	-0.1
10: 2 - Aldi/Petrol Pump	158	163	4.6	143	146	3.0	161	166	5.3	144	144	0.4
11: 1 - 8	346	345	-0.6	328	331	2.7	348	353	5.4	331	331	-0.1
12: 1 - 6	271	273	1.1	255	259	3.6	274	280	5.2	256	257	0.6
13: 1 - 7	429	420	-8.9	302	303	1.3	428	436	8.3	306	306	0.3
14: 1 - 2	186	188	1.6	183	184	1.5	187	191	3.9	183	184	1.2
15: 1 - Aldi/Petrol Pump	176	176	0.3	165	167	2.0	179	183	4.5	166	166	0.0
16: 8 - 7	373	379	5.8	267	264	-2.6	373	399	**26.3**	262	264	2.0
17: 8 - 6	210	226	**16.1**	212	213	0.9	215	242	**27.3**	207	209	2.2
18: 8 - 2	307	322	**14.5**	312	312	0.1	321	342	**21.4**	316	319	3.6
19: 8 - Aldi/Petrol Pump	207	220	**13.5**	214	214	-0.2	220	243	**23.1**	219	222	3.0
20: 8 - 1	368	382	**13.7**	373	374	0.9	379	404	**24.9**	381	383	2.6
21: 6 - 7	295	284	-11.2	169	180	**10.9**	287	289	2.1	178	177	-1.0
22: 6 - 2	210	210	-0.7	217	224	7.1	220	219	-1.0	230	235	5.5
23: 6 - 1	272	271	-1.3	281	287	5.4	282	283	1.1	293	298	5.5
24: 6 - 8	243	247	3.5	257	262	5.0	247	246	-1.4	262	267	5.1
25: 6 - Aldi/Petrol Pump	111	110	-1.1	121	128	7.0	120	119	-0.5	132	138	5.5
26: Aldi/Petrol Pump - 2	100	100	0.5	96	97	0.2	100	100	-0.1	96	96	0.2
27: Aldi/Petrol Pump - 1	162	163	1.1	162	163	0.4	161	162	0.9	162	162	-0.3
28: Aldi/Petrol Pump - 8	169	169	0.4	165	166	0.8	166	168	1.7	165	165	0.6
29: Aldi/Petrol Pump - 6	97	97	0.7	90	90	0.2	97	98	1.1	90	90	-0.1
30: Aldi/Petrol Pump - 7	255	246	-9.1	137	136	-0.5	251	254	3.0	139	139	0.2

Legend
7 - 1
7 - Aldi/Petrol Pump
7 -2
7 -6
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3, 4 (Aldi/Petrol Station)
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Google Earth
900 m

Legend
1 - Aldi/Petrol Pump
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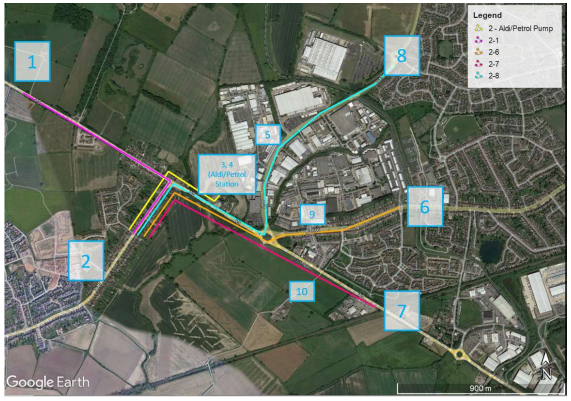
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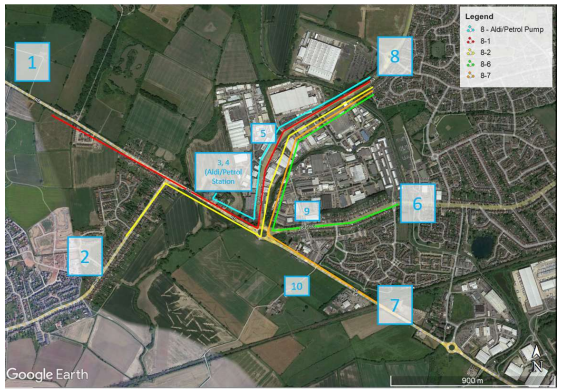
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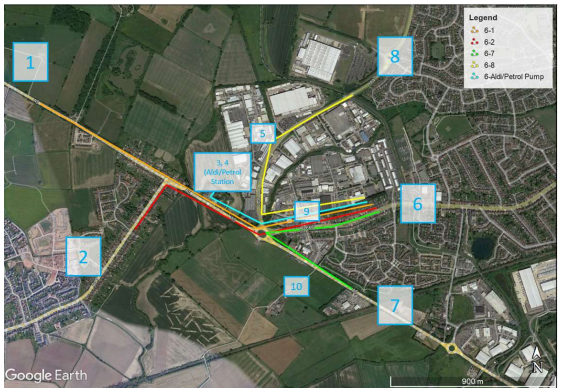
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Legend
Aldi/Petrol Pump - 1
Aldi/Petrol Pump-2
Aldi/Petrol Pump-6
Aldi/Petrol Pump-7
Aldi/Petrol Pump-8
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