

Junctions 11															
PICADY 11 - Priority Intersection Module															
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Report generation date: 07/05/2026 11:29:19

»2030 | Base + Committed + Development | AM
»2030 | Base + Committed + Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2030 - Base + Committed + Development													
Stream B-AC	D1	0.5	9.16	0.33	A	3.33	102 % [Stream B-AC]	D1-1	0.2	7.46	0.20	A	2.55	182 % [Stream B-AC]
Stream C-AB		0.2	6.26	0.14	A				0.3	5.82	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. Junction LOS and Junction Delay are demand-weighted averages. 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	Proposed Ashby Road/Hill Lane
Location	Markfield
Site number	
Date	18/09/2025
Version	
Status	(new file)
Identifier	
Client	Glenalmond Developments Ltd
Jobnumber	T25596
Enumerator	AzureAD\TommyGregory
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15
D1-1	2030	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Base + Committed + Development | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.33	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	102	Stream B-AC	3.33	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ashby Road (e)		Major
B	Hill Lane		Minor
C	Ashby Road (w)		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	7.10			156.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.58	30	19

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	575	0.100	0.252	0.159	0.360
B-C	736	0.107	0.272	-	-
C-B	664	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	284	100.000
B		✓	176	100.000
C		✓	178	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	85	199
	B	55	0	121
	C	109	69	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	9.16	0.5	A
C-AB	0.14	6.26	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	0.00	616	0.215	131	0.3	7.416	A
C-AB	59	0.00	666	0.089	59	0.1	5.924	A
C-A	75	0.00			75			
A-B	64	0.00			64			
A-C	150	0.00			150			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	0.00	604	0.262	158	0.4	8.072	A
C-AB	73	0.00	667	0.109	73	0.1	6.057	A
C-A	87	0.00			87			
A-B	76	0.00			76			
A-C	179	0.00			179			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	194	0.00	587	0.330	193	0.5	9.137	A
C-AB	93	0.00	669	0.139	93	0.2	6.250	A
C-A	103	0.00			103			
A-B	94	0.00			94			
A-C	219	0.00			219			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	194	0.00	587	0.330	194	0.5	9.163	A
C-AB	93	0.00	669	0.139	93	0.2	6.256	A
C-A	103	0.00			103			
A-B	94	0.00			94			
A-C	219	0.00			219			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	0.00	604	0.262	159	0.4	8.103	A
C-AB	73	0.00	667	0.109	73	0.1	6.065	A
C-A	87	0.00			87			
A-B	76	0.00			76			
A-C	179	0.00			179			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	0.00	616	0.215	133	0.3	7.460	A
C-AB	59	0.00	666	0.089	59	0.1	5.935	A
C-A	75	0.00			75			
A-B	64	0.00			64			
A-C	150	0.00			150			

2030 | Base + Committed + Development | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	182	Stream B-AC	2.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1-1	2030	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	192	100.000
B		✓	108	100.000
C		✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	54	138
	B	33	0	75
	C	180	83	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	7.46	0.2	A
C-AB	0.17	5.82	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	626	0.130	81	0.1	6.592	A
C-AB	77	0.00	717	0.107	76	0.1	5.617	A
C-A	121	0.00			121			
A-B	41	0.00			41			
A-C	104	0.00			104			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	0.00	616	0.158	97	0.2	6.937	A
C-AB	96	0.00	728	0.132	96	0.2	5.696	A
C-A	140	0.00			140			
A-B	49	0.00			49			
A-C	124	0.00			124			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	0.00	601	0.198	119	0.2	7.458	A
C-AB	125	0.00	743	0.168	125	0.3	5.819	A
C-A	165	0.00			165			
A-B	59	0.00			59			
A-C	152	0.00			152			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	0.00	601	0.198	119	0.2	7.465	A
C-AB	125	0.00	743	0.168	125	0.3	5.824	A
C-A	165	0.00			165			
A-B	59	0.00			59			
A-C	152	0.00			152			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	0.00	616	0.158	97	0.2	6.946	A
C-AB	96	0.00	728	0.132	96	0.2	5.706	A
C-A	140	0.00			140			
A-B	49	0.00			49			
A-C	124	0.00			124			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	626	0.130	81	0.2	6.612	A
C-AB	77	0.00	717	0.108	77	0.2	5.632	A
C-A	121	0.00			121			
A-B	41	0.00			41			
A-C	104	0.00			104			