

STATUE HOMES LTD

STATION ROAD, MARKET BOSWORTH

TRANSPORT ASSESSMENT

**REPORT REF.
2402050-ACE-XX-00-RP-C-0002**

December 2024

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

EDINBURGH: Suite 35 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

SUFFOLK: Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

MANCHESTER: Chancery Place, 50 Brown Street, Manchester, M2 2JG **T** | 020 7680 4088

Contents

	Page
1. Introduction	1
2. Existing Conditions	4
3. Proposed Development	11
4. Trip Generation	13
5. Highway Impact.....	15
6. Summary and Conclusions	17

Appended Traffic Flow Figures

- Appended Figure 1 – Proposed Development Assignment
- Appended Figure 2 – 2029 Without Development
- Appended Figure 3 – 2029 With Development

Appendices

- Appendix A – Proposed Layout Plans
- Appendix B – TRICS Data
- Appendix C – PICADY Outputs

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	FIRST ISSUE	ATB	RDS RDS	ATB ATB	20.12.2024

Distribution

This report has been prepared for the exclusive use of STATUE HOMES LTD. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Ardent Consulting Engineers.

1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) are instructed by Statue Homes Ltd to prepare a Transport Assessment in respect of further new development at the Kyngs Golf and Country Club, Station Road, Market Bosworth, Leicestershire.
- 1.2. Planning Consent was granted for the wider site in April 2024 for the *erection of a 50x room golf and leisure accommodation facility with associated works* (HBBC Planning Ref: 24/00019/FUL). In addition to the above, Planning Consent was also granted in June 2024 for the *erection of two subterranean holiday lodges and associated works* (HBBC Planning Ref: 24/00026/FUL). Planning Consent was then granted in September 2024 for the *erection of 4 holiday lodges and associated works* (HBBC Planning Ref: 24/00513/FUL).
- 1.3. It should also be noted that a further planning application was submitted in August 2024 for the *siting of 9 single storey holiday lodges with vehicle parking and associated works* but is currently awaiting decision (HBBC Planning Ref: 24/00769/FUL).
- 1.4. Further to the above, this Transport Assessment has now been prepared in support of further development proposals for site. The latest proposals comprise a "*hybrid planning application seeking Full Planning Permission for the Erection of a Golf Wellness Spa & Leisure Centre with associated works and an Outline Planning Permission (all matters reserved excepted for access) for the Erection of up to 126 Golf Holiday Homes*". The proposed wellness spa will measure circa 2,300sqm (circa 25,000sqft).
- 1.5. The purpose of this Transport Assessment is to assess the key highways and transportation implications of these latest proposals for the golf club site. It identifies how the development could be served by a suitable site access arrangement, whilst also considered the potential highway impacts, and identifying how visitors could reach the site by sustainable non-car modes where relevant.
- 1.6. The Local Planning Authority is Hinckley and Bosworth Borough Council (HBBC), whilst the local highway authority is Leicestershire County Council (LCC).

- 1.7. This TA takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, December 2024). It also considers current best practice advice contained in the document 'Manual for Streets' (DfT, 2007), its companion document 'Manual for Streets 2 – Wider Application of the Principles' (CIHT, September 2010), and the Leicestershire Highway Design Guide.
- 1.8. In relation to this TA, the Planning Practice Guidance (PPG) documents 'Transport evidence bases in plan making and decision taking' (updated March 2015) and 'Travel Plans, transport assessments and statements in decision-taking' (updated March 2014) provides the guidance on the preparation of Transport Assessments.
- 1.9. These documents provide details on the general approach to assessing traffic impacts; however they do not replace the more specific guidance that was included within the former 'Guidance on Transport Assessment' (GoTA). Therefore, in lieu of any detailed replacement guidance being published, this TA continues to pay due regard to the approaches set out in the former GoTA document in respect of the scope of traffic assessment, in particular the advice that 30 or more additional peak hour traffic movements could constitute a significant impact that warrants further review.
- 1.10. In light of the above current policy guidance, the approach taken in any assessment should take a rounded view on impact that considers traffic increases in the context of existing conditions at particular junctions and links, such as whether there are any current capacity or highway safety issues. This all-encompassing approach to assessment helps to address the specific question of whether or not a traffic impact could be defined as severe, which is the relevant test defined in paragraph 116 of the NPPF.
- 1.11. The following assessment takes into consideration current Government planning policy contained within the NPPF. The NPPF places a key emphasis on the presumption in favour of sustainable development.
- 1.12. Following this introduction, this report is structured as follows: -
- **Section 2.0** provides details of the existing highway conditions in the vicinity of the site;

- **Section 3.0** outlines the proposed development, access proposals and the internal layout;
- **Section 4.0** sets out the predicted peak hour and daily trip attraction/generation for the development;
- **Section 5.0** considers the likely effects of the predicted change in vehicle traffic on the operation of the local highway network; and
- **Section 6.0** provides the summary and conclusions of this TA.

2. Existing Conditions

Site Location

- 2.1. The site is located to the north of Station Road at the Kyngs Golf and Country Club, Station Road, Market Bosworth, Leicestershire and comprises the golf club and course. It is located approximately 1km to the west of Market Bosworth village centre. The site location is shown in **Figure 2.1**, whilst the detailed red line boundary is included with the submitted application plans.

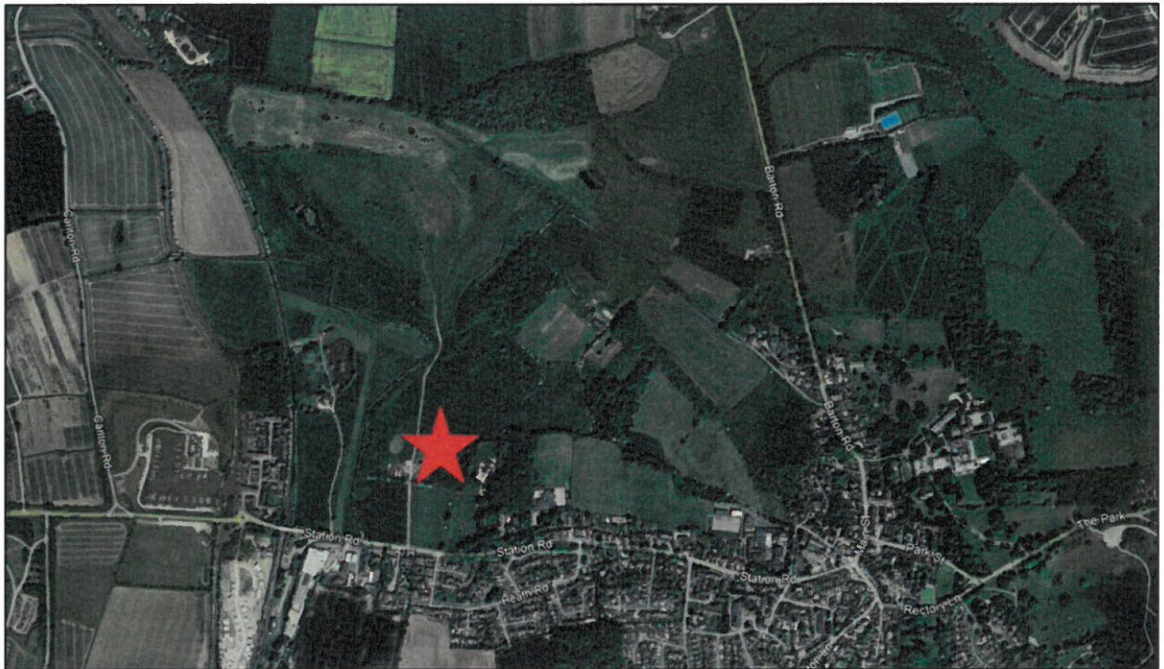


Figure 2.1 – Site Location

Station Road

- 2.2. Station Road is a rural distributor road and is not a classified A- or B-road but does serve as the main route to the west of the town. In the vicinity of the site, it is subject to a 30mph speed limit and measures approximately 6.3m wide in the vicinity of the access.
- 2.3. There is a 7.5 tonne weight limit (except for loading) commences approximately 120m west of the site access to the east of the private industrial access. Though it is understood that this could be reconfigured as part of the Miller Homes application on the southern side of Station Road.

- 2.4. Station Road is an established route and provides direct side road accesses, private accesses and residential driveways.
- 2.5. There is a continuous footway on the northern side of Station Road providing a direct and convenient route to the village centre.

Private Access Road

- 2.6. The site is currently accessed via a private access road measuring approximately 150m in length and generally measures 5m in width allowing for two vehicles to pass without conflict. The private access road can be accessed via an existing simple priority junction with kerb radii. The route also has generous grass verges to each side.
- 2.7. A gate is provided approximately 20m setback from the existing channel line of Station Road and ensures that large vehicles do not encroach in the event that the gate is shut. The existing fence line on the northern edge of Station Road is setback to allow for clear visibility splays to be maintained to both sides of the junction. Based on a desktop assessment, it is suggested that visibility splays of 120m can be achieved from both a 2.4m and 4.5m setback. This is sufficient for approach speeds of 40mph which is in excess of the currently posted speed limit of 30mph on Station Road.

Highway Safety

- 2.8. Paragraph 015 within 'Travel plans, transport assessments and statements in decision-taking' advises that *"an analysis of the injury records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area"*.
- 2.9. It should be emphasised that owing to timescales it has not been possible to obtain Personal Injury Accident (PIA) from LCC. Notwithstanding this, the 'CrashMap' website was examined (www.crashmap.co.uk) for any details of recorded Personal Injury Accidents within the past five years. This identified that there have been no recorded incidents on The Dale or on the A518 within the vicinity of the site frontage between the years of 2018 and 2022 (most recent five-year period data available).
- 2.10. **Figure 2.2** is an extract from the CrashMap website showing the location of the incidents during the recorded period above.



Figure 2.2: Extract from Crash Map website within close proximity of the site

- 2.11. **Figure 2.2** shows that a single recorded accident has occurred in the most recent 5-year period resulting in serious injury accident in 2018 involving a pedal cyclist and a vehicle. The supplied information provides no indication of causation factors but given a single accident has occurred, it can be classified as an isolated incident.
- 2.12. Overall, the available data provides no strong evidence of specific local accident problems that might be related to traffic conditions or road geometry. In light of the above, it is considered that the introduction of the proposed development, which is forecast to generate modest additional traffic flows compared to the existing flows. This would not give rise to any material increase in the risk of road traffic accidents in the local area.

Sustainable Travel

Pedestrian Accessibility

- 2.13. The site is located within the urban area of Market Bosworth. The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Guidelines for Providing for Journeys on Foot' (GPJF) suggests walking distances which are relevant to a variety of journey purposes. These are reproduced in **Table 2.1**.

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 2.1: CIHT Recommended Walking Distances

2.14. Further to the above, the 'GPJF' document provides guidance on how to encourage pedestrian travel. Paragraph 3.31 states that:

"Acceptable' walking distances will obviously vary between individuals and circumstances. Acceptable walking distances will depend on various factors including:

- An individual's fitness and physical ability*
- Encumbrances, e.g. shopping, pushchair*
- Availability, cost and convenience of alternatives transport modes*
- Time savings*
- Journey purpose*
- Personal motivation*
- General deterrents to walking".*

2.15. For commuting (i.e. staff) / sightseeing (i.e. guests), it suggests that 2000 metres is the preferred maximum walking distance, which equates to 25 minutes' walk based on a typical walking speed of 1.4 metres per second (circa 80 metres per minutes). A number of local amenities can be access for staff, as part of a linked trip to / from work and for visitors, to access shops, bus stops and attractions. These include, bus stops on The Square, Bosworth Marina, restaurants, shops, public houses and the co-operative.

Cycling

2.16. Local Transport Note 1/20 – Cycle Infrastructure Design (Department for Transport (DfT), July 2020) states that:

"Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

2.17. It is recognised that a typical cycle speed of 12mph (19kph) would result in a 5-kilometre isochrone equating to a journey time of approximately 16 minutes. **Figure 2.3** shows an extract from traveltimeplatform.com showing where residents of the site can travel to / from within a 15-minute cycle (circa 5-kilometre cycle).

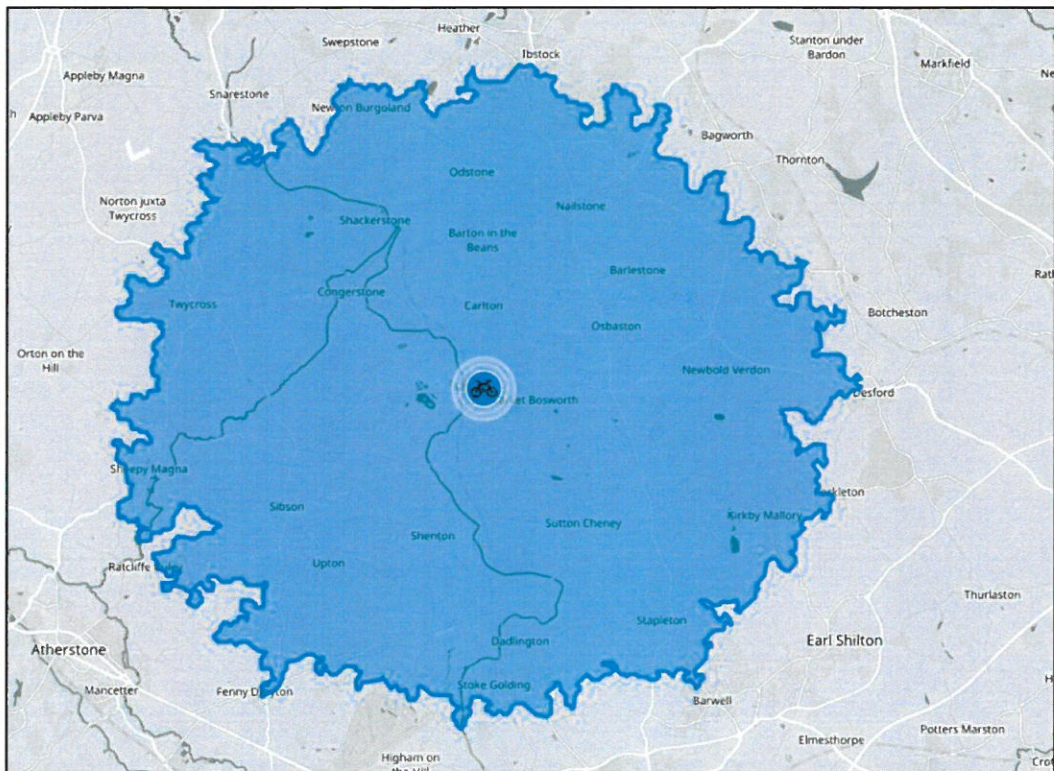


Figure 2.3: 15-minute cycle isochrone

2.18. The 5km isochrone catchment area centred on the site demonstrates that surrounding villages including Barlestone, Newbold Verdon, Twycross, Stoke Golding and the entirety of Market Bosworth could be reached by cycle. It is therefore considered realistic that staff members could realistically cycle to work, whilst guests could cycle to a number of nearby locations for leisure trips.

2.19. National Cycle Network 52 can also be accessed to the west and would provide a leisure route for visitors to the development.

- 2.20. It is considered that the existing cycle facilities in the area encourage cycling as a main mode of travel for trips by staff, but also for visitors to the development for leisure purposes.

Public Transport

- 2.21. The nearest bus stop to the development is located on The Square to the east of the development and can be reached in an approximate 15-minute walk. The bus stop consists of a shelter and timetable information and is served by the No. 153 and 7 services. Service 153 provides an hourly service to Leicester, Desford, Barlestone and Newbold Verdon.
- 2.22. This would therefore provide a realistic travel option for both staff and visitors to the development. It would also provide the opportunity for visitors who have arrived at the site by the private car to travel to nearby attractions and tourist locations by bus.
- 2.23. Overall, it is concluded that the development would be well located to encourage some trips by sustainable modes of travel by both staff and also guests during their stay.

Nearby Committed/Proposed Developments

- 2.24. It should be noted that there is a long-standing S278 agreement in place for the previously proposed ghost-island access improvements from Station Road. This agreement is also still live and could be implemented, rather than more recently approved works secured by an application approved in 2019 (HBBC Planning Ref: 19/01437/FUL), which comprises of a simple priority junction.
- 2.25. For the purposes of this report, the simple priority junction option is assessed, on the basis there may not be the requirement to ever implement the ghost-island arrangement. However, for the time being this does not mean that the ghost-island arrangement cannot be implemented as part of the previous scheme in the future, if required.
- 2.26. In the immediate vicinity of the site, there are two live planning applications yet to be determined by HBBC, which are:

- Application 24/01079/OUT - Outline planning application for up to 126 dwellings (all matters reserved except access) | Land North Of Station Road Market Bosworth Nuneaton Leicestershire
- Application 24/00560/HYB – Hybrid planning application seeking full planning permission for residential development of 135 dwellinghouses along with landscaping, public open space, drainage infrastructure and new access following demolition of two existing dwellinghouses; and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8) | Land Off Station Road Market Bosworth Leicestershire

2.27. The more recent of these applications (Land North of Station Road) would share the established site access at Station Road that also serves the site. The TA for the Land North of Station Road provides details of predicted traffic movements at the junction at a 2029 future year, also taking into account committed development traffic (including for the Kyngs Golf Club site), and potential traffic from the site south of Station Road also. These traffic flows have therefore been allowed for in this TA when assessing the impacts of the proposed development.

3. Proposed Development

- 3.1. The proposals comprise 126 new holiday lodges at the site, along with a new wellness and leisure facility measuring circa 2,300sqm. The wellness facility would be for use by guests using the consented/proposed lodges and consented hotel only, and would not be open to the general public.
- 3.2. The proposed layout plans for the development are included at **Appendix A**. They confirm that the proposed development would be served by the already consented simple priority T-junction arrangement secured under application 19/01437/FUL. The current scheme does not propose any changes to this consented access arrangement, and its operational capacity is reviewed in **Section 5.0** of this report.
- 3.3. Within the site, the proposed lodges would be served by an extension of the consented access road network serving the golf club, hotel, and consented lodges. The layout would follow the same principles of the consented elements at the site, including a single-carriageway road with passing places, to reflect the lightly trafficked nature of the proposals.
- 3.4. With respect to car parking, detailed parking proposals for the holiday lodges will be dealt with as part of any reserved matters application for this outline element of the proposals, however it is intended that guests would be able to park vehicles close to their lodges along the internal access roads. Parking will be provided according to adopted standards at the time of any reserved matters application, however it is noted LCC/HBBC do not have any specific prescribed standards for this type of use at present. It is envisaged that space for at least one car per lodge will be provided, however.
- 3.5. As for parking for the proposed wellness and leisure facility, as this will not be open/available to the general public, it is considered that future parking for the lodges, as well as consented parking for the hotel and golf club, will be sufficient without the need for additional car parking.
- 3.6. As for service vehicle provision, the proposed wellness and leisure facility will make use of three service vehicle bays towards the front of the building, as shown in the plans at **Appendix A**. The plans also show a smaller service area to the side of the wellness building for use by smaller delivery vehicles (e.g. cars/vans). All deliveries associated with the lodges themselves would occur via the golf club and hotel and

their consented facilities, as well as via the new wellness facility. As such there should be no requirement for any large service vehicles to serve the lodges themselves directly.

4. Trip Generation

Trip Generation

- 4.1. The TRICS database has been interrogated to establish the likely level of peak hour and daily traffic movements generated by the proposed development. The category 'Residential – Holiday Accommodation' was searched within TRICS, specifying all available sites with up to 500 'units' (i.e. lodges in this case). The search excluded sites in Greater London, Scotland, Ireland and Northern Ireland, and included sites in comparable 'edge of town', 'neighbourhood centre' and 'freestanding' locations.
- 4.2. This search resulted in 5 surveys taken from 5 sites. Following a review of the available sites, none of the sites were considered to be noticeably more comparable than the others and so the average trip rates from all sites were calculated in this instance. These sites comprise a range of different types of holiday accommodation, noting that these generally include ancillary facilities on-site such as shops, play areas, bars, leisure facilities etc. As such, it is considered that these trip rates will also reflect the proposed ancillary wellness/leisure facility that is proposed on site, given these will be for use by guests only.
- 4.3. The resulting vehicle trip rates (per unit) and commensurate peak hour and daily vehicle trip generation for the proposed development are shown in **Table 4.1** with the full TRICS output data contained within **Appendix B**.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per unit)	0.017	0.023	-	0.063	0.067	-	0.712	0.725	-
Vehicle Trip Generation (126 units)	2	3	5	8	8	16	90	91	181

Table 4.1 – Proposed Vehicle Trip Rates and Forecasts (subject to rounding)

Distribution and Assignment

- 4.4. With respect to the distribution of the above peak hour traffic increases at the Station Road access, the same agreed distribution percentages from both the 2019 Transport Statement, and the details included as part of the hotel scheme, have been used. The resulting peak hour traffic assignment for the proposed development is shown in **Appended Figure 1**.

- 4.5. As set out in **Section 2.0** of this TA, predicted future year traffic flows at the access contained in the current application for 126 residential dwellings on land north of Station Road have been used as the baseline against which the proposed traffic increases are assessed. These 2029 'without development' future year flows are shown in **Appended Figure 2**, noting this includes other committed development traffic for the golf club site as well.
- 4.6. **Appended Figure 3** shows the resulting 2029 'with development' traffic flows.

5. Highway Impact

5.1. To assess the operation of the consented simple T-junction arrangement at Station Road with the proposals in place, the 'with development' traffic flows in Appended Figure 3 have been modelled using PICADY (part of JUNCTIONS10). PICADY provides a measure of the capacity of priority junctions. The Ratio of Flow to Capacity (RFC) is used to measure the predicted flow of vehicles against the junction's capacity (based on its geometry) at a priority junction. Typically, a value of 0.85 or less is seen to represent a practical degree of reserve capacity. Arms at a junction with an RFC greater than 0.85 are likely to experience congestion and delay.

5.2. The traffic stream labels used in the subsequent summary tables are as follows:

- A: Station Road (West)
- B: Site Access
- C: Portland Road (East)

5.3. The PICADY results for the "2029 Future Year" without and with development scenarios are shown in **Table 5.1 below**. The full model outputs are included at **Appendix C**.

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Proposed Layout - 2029 Without Development						
Stream B-AC	0.10	10.12	0.11	0.20	10.33	0.18
Stream C-AB	0.40	5.82	0.17	0.20	5.73	0.10
Proposed Layout - 2029 With Development						
Stream B-AC	0.20	10.21	0.12	0.30	10.67	0.21
Stream C-AB	0.40	5.83	0.17	0.20	5.80	0.11

Table 5.1 – Site Access PICADY Outputs

5.4. The above results confirm that the consented access would still operate within the acceptable limits of capacity with an increased level of development. As such, it is considered that the consented access arrangement would still operate within acceptable limits with the additional proposals.

5.5. Beyond the site access at Station Road, **Table 4.1** confirms that the maximum peak hour traffic increase associated with the proposed development would be 16 two-way trips in the evening peak hour (1700-1800), comprising 8 arrivals and 8

departures. This equates to an average of one additional vehicle trip every 4 minutes, which is not considered to be a material increase that warrants further detailed assessment. This increase is also below the standard 30 trip threshold suggested by the former GOTA document. It is also noted that the number of hourly trips would not exceed 30 during any given hour through the day based on the TRICS data.

- 5.6. Based on the above, it is considered that the proposed development would not result in any severe highway impacts, and no further detailed assessment such as junction modelling is required.

6. Summary and Conclusions

6.1. Ardent Consulting Engineers (ACE) are instructed by Statue Homes Ltd to prepare a Transport Technical Note to advise on the potential traffic implications associated with additional development at the Kyngs Golf and Country Club, Station Road, Market Bosworth, Leicestershire.

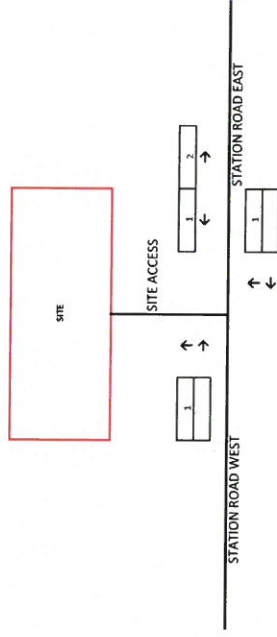
6.2. This Transport Assessment concludes the following in respect of the proposals:

- The simple priority T-junction arrangement at Station Road would continue to be suitable to serve the site with the proposed development in place (as well as with the adjacent proposed residential development on land north of Station Road in place).
- The predicted traffic generation for the proposed lodges and wellness facility would not result in any severe impacts on the local highway network.
- The development would be well located to encourage some trips by sustainable modes of travel, both by staff in the local area and also for guests visiting facilities nearby.
- Appropriate parking and servicing arrangements would be included as part of the proposed development layout.

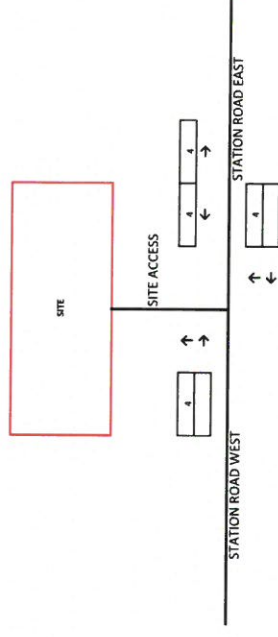
6.3. In conclusion, the proposed development would provide safe and suitable access for all users. The traffic effects of the development would not result in any severe impacts on the highway network and there are no highways related reasons for refusal of the proposed development.

Figures

AM (08:00-09:00)



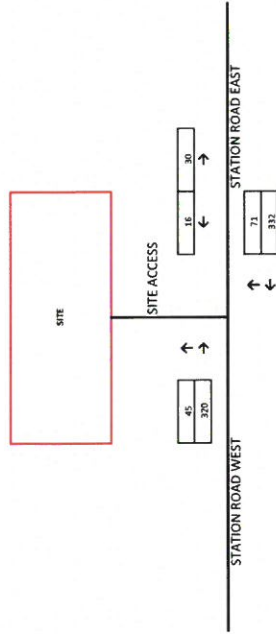
PM (17:00-18:00)



ARDENT
CONSULTING ENGINEERS

FIGURE 1
PROPOSED DEVELOPMENT ASSIGNMENT
STATION ROAD, MARKET BOSWORTH
JOB NUMBER: 2300431
DRAWN BY: RS

AM (08:00-09:00)



PM (17:00-18:00)

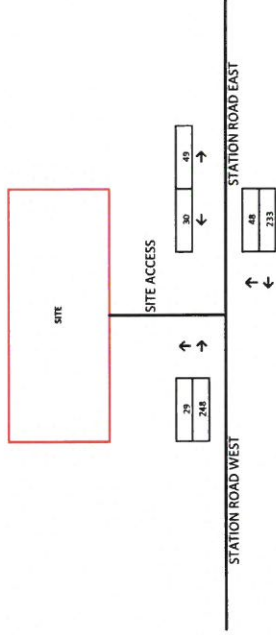


FIGURE 2

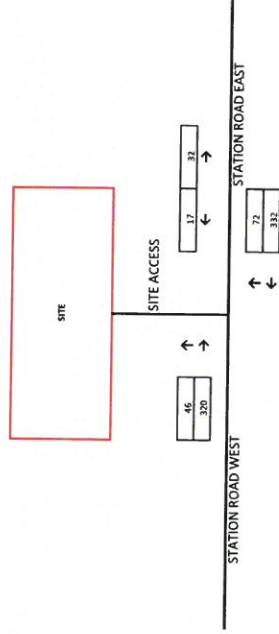
2029 WITHOUT DEVELOPMENT

STATION ROAD, MARKET BOSWORTH

JOB NUMBER: 2300431

DRAWN BY: RS

AM (08:00-09:00)



PM (17:00-18:00)

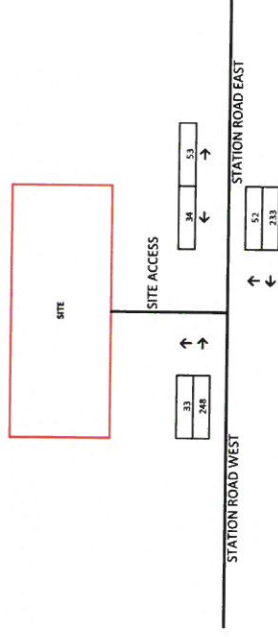
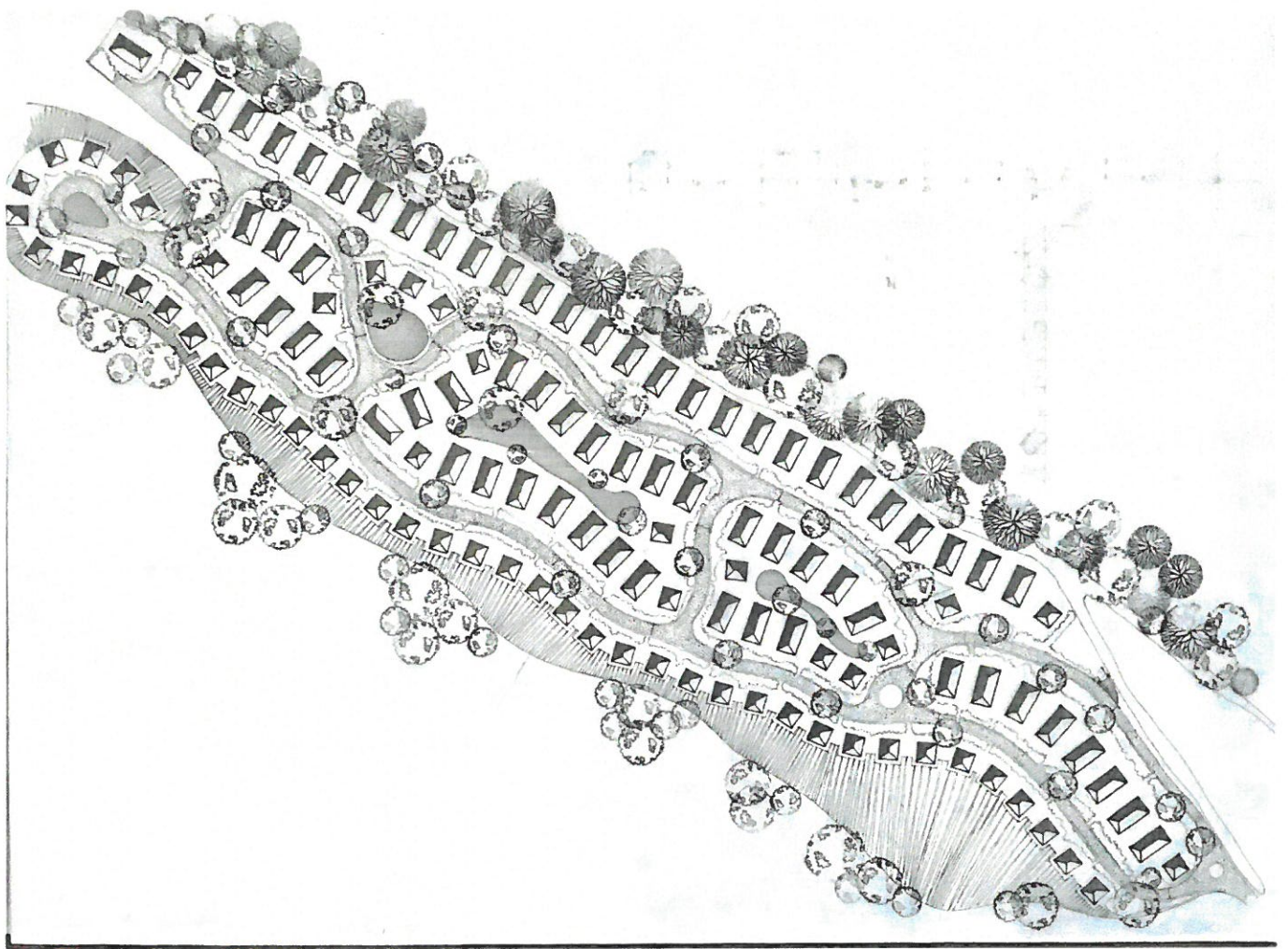


FIGURE 3
2029 WITH DEVELOPMENT
STATION ROAD, MARKET BOSWORTH
JOB NUMBER: 2300431
DRAWN BY: RS

Appendix A
Proposed Layout Plans



NOTES: 1. REFER TO THE EXISTING SITE PLAN FOR THE LOCATION OF THE EXISTING BUILDING AND THE EXISTING PARKING LOT.

NO. 1. 1000000

PROPOSED HEALTHY TRAP

WEST COURSE

WATER FEATURE

PERMITTED DEDICATED VEHICLE PARKING AREA ACCESS ROAD

SITE LAYOUT PLAN

SCALE: 1" = 100'

DATE: 10/1/2014

EXISTING PARKING

GRASSY PARKWAY

VEHICLE ACCESS AND PARKING AREA DESIGN

OWNER:

Owner's Name

PROJECT:

Construction of Golf Course & Health Spa

And other 120,000 sq. ft. building

Location: Golf and Country Club

Address: 1000000

Project: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Location: 1000000

Appendix B
TRICS Data

Calculation Reference: AUDIT-437201-241220-1241

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : J - HOLIDAY ACCOMMODATION

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Number of units
 Actual Range: 10 to 192 (units:)
 Range Selected by User: 10 to 500 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 10/04/24

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Saturday	1 days
Sunday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	3

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

Selected Location Sub Categories:

Village	1
Out of Town	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	3 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	DS-03-J-02	CARAVAN & CAMPING PARK	DERBYSHIRE
	COACH ROAD		
	NEAR RIPLEY		
	GOLDEN VALLEY		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	170	
	Survey date: SATURDAY	28/07/18	Survey Type: MANUAL
2	LE-03-J-01	CARAVAN PARK	LEICESTERSHIRE
	ROCKINGHAM ROAD		
	NEAR CORBY		
	CALDECOTT		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	10	
	Survey date: WEDNESDAY	10/04/24	Survey Type: MANUAL
3	NF-03-J-02	CAMPING	NORFOLK
	WHITLINGHAM LANE		
	NORWICH		
	WHITLINGHAM		
	Edge of Town		
	Out of Town		
	Total Number of units:	72	
	Survey date: TUESDAY	17/08/21	Survey Type: MANUAL
4	NF-03-J-03	CARAVAN PARK	NORFOLK
	MAIN ROAD		
	NEAR GREAT YARMOUTH		
	FLEGGBURGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of units:	192	
	Survey date: SUNDAY	11/06/23	Survey Type: MANUAL
5	NY-03-J-02	CARAVAN PARK	NORTH YORKSHIRE
	CORNELIUS CAUSEWAY		
	NEAR SELBY		
	NORTH DUFFIELD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	77	
	Survey date: SUNDAY	04/06/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	104	0.010	5	104	0.015	5	104	0.025
08:00 - 09:00	5	104	0.017	5	104	0.023	5	104	0.040
09:00 - 10:00	5	104	0.025	5	104	0.081	5	104	0.106
10:00 - 11:00	5	104	0.040	5	104	0.067	5	104	0.107
11:00 - 12:00	5	104	0.075	5	104	0.107	5	104	0.182
12:00 - 13:00	5	104	0.073	5	104	0.056	5	104	0.129
13:00 - 14:00	5	104	0.071	5	104	0.065	5	104	0.136
14:00 - 15:00	5	104	0.044	5	104	0.044	5	104	0.088
15:00 - 16:00	5	104	0.081	5	104	0.050	5	104	0.131
16:00 - 17:00	5	104	0.073	5	104	0.058	5	104	0.131
17:00 - 18:00	5	104	0.063	5	104	0.067	5	104	0.130
18:00 - 19:00	5	104	0.058	5	104	0.033	5	104	0.091
19:00 - 20:00	4	128	0.049	4	128	0.023	4	128	0.072
20:00 - 21:00	4	128	0.033	4	128	0.014	4	128	0.047
21:00 - 22:00	2	135	0.000	2	135	0.022	2	135	0.022
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.712			0.725			1.437

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	10 - 192 (units:)
Survey date range:	01/01/16 - 10/04/24
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	2
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix C
PICADY Results

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.1.0.1820		
© Copyright TRL Software Limited, 2023		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: Station Road - Site Access - Rev B.j10

Path: Y:\ARDENT PROJECTS\2300432 - Station Road, Market Bosworth\Transport\PICADY

Report generation date: 20/12/2024 12:58:18

»Proposed Layout - 2029 Without Development, AM

»Proposed Layout - 2029 Without Development, PM

»Proposed Layout - 2029 With Development, AM

»Proposed Layout - 2029 With Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Proposed Layout - 2029 Without Development						
Stream B-AC	0.1	10.12	0.11	0.2	10.33	0.18
Stream C-AB	0.4	5.82	0.17	0.2	5.73	0.10
Proposed Layout - 2029 With Development						
Stream B-AC	0.2	10.21	0.12	0.3	10.67	0.21
Stream C-AB	0.4	5.83	0.17	0.2	5.80	0.11

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

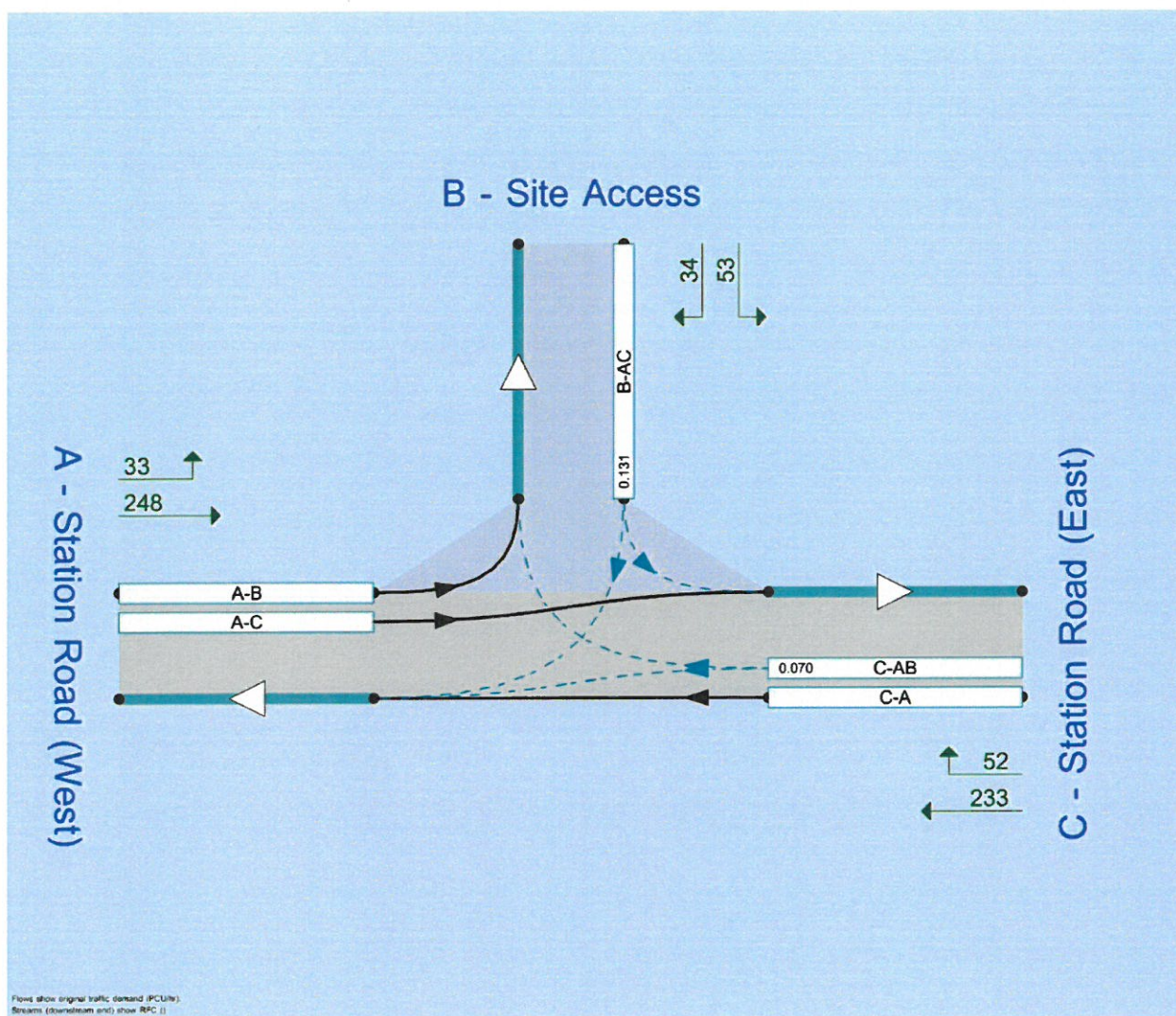
File summary

File Description

Title	Station Road / Site Access
Location	Market Bosworth
Site number	
Date	28/02/2024
Version	V1
Status	Proposed
Identifier	
Client	Statue Homes Ltd
Jobnumber	2300431
Enumerator	ARDENTCE\nttinghamlaptop
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 segment length (min)	Run automatically
D3	2029 Without Development	AM	ONE HOUR	08:00	09:30	15	✓
D4	2029 Without Development	PM	ONE HOUR	17:00	18:30	15	✓
D5	2029 With Development	AM	ONE HOUR	08:00	09:30	15	✓
D6	2029 With Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Proposed Layout	✓	✓	D3,D4,D5,D6	100.000	100.000

Proposed Layout - 2029 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.41	A

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road (West)		Major
B	Site Access		Minor
C	Station Road (East)		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 - Station Road (East)	6.30			180.0	✓	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 - Site Access	One lane	2.75	35	30

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	491	0.088	0.223	0.140	0.319
B-C	627	0.095	0.240	-	-
C-B	678	0.259	0.259	-	-

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
D3	2029 Without Development	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	365	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - Station Road (East)		ONE HOUR	✓	403	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	0	45	320
	B - Site Access	16	0	30
	C - Station Road (East)	332	71	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	10.12	0.1	B	42	63
C-AB	0.17	5.82	0.4	A	108	162
C-A					262	393
A-B					41	62
A-C					294	440

Main Results for each time segment

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-AC	35	9	485	0.071	34	0.0	0.1	8.784	A
C-AB	79	20	773	0.102	78	0.0	0.2	5.702	A
C-A	224	56			224				
A-B	34	8			34				
A-C	241	60			241				

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-AC	41	10	467	0.089	41	0.1	0.1	9.298	A
C-AB	103	26	793	0.129	102	0.2	0.3	5.733	A
C-A	260	65			260				
A-B	40	10			40				
A-C	288	72			288				

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-AC	51	13	442	0.115	51	0.1	0.1	10.110	B
C-AB	141	35	823	0.171	141	0.3	0.4	5.809	A
C-A	303	76			303				
A-B	50	12			50				
A-C	352	88			352				

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-AC	51	13	442	0.115	51	0.1	0.1	10.117	B
C-AB	141	35	823	0.172	141	0.4	0.4	5.817	A
C-A	302	76			302				
A-B	50	12			50				
A-C	352	88			352				

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-AC	41	10	467	0.089	41	0.1	0.1	9.310	A
C-AB	103	26	794	0.130	103	0.4	0.3	5.747	A
C-A	259	65			259				
A-B	40	10			40				
A-C	288	72			288				

09:15 - 09:30

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-AC	35	9	485	0.071	35	0.1	0.1	8.804	A
C-AB	79	20	773	0.103	80	0.3	0.2	5.720	A
C-A	224	56			224				
A-B	34	8			34				
A-C	241	60			241				

Proposed Layout - 2029 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Without Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	277	100.000
B - Site Access		ONE HOUR	✓	79	100.000
C - Station Road (East)		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	0	29	248
	B - Site Access	30	0	49
	C - Station Road (East)	233	48	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	10.33	0.2	B	72	109
C-AB	0.10	5.73	0.2	A	62	93
C-A					196	293
A-B					27	40
A-C					228	341

Main Results for each time segment

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-AC	59	15	502	0.119	59	0.0	0.1	8.929	A
C-AB	47	12	739	0.064	47	0.0	0.1	5.723	A
C-A	164	41			164				
A-B	22	5			22				
A-C	187	47			187				

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-AC	71	18	489	0.145	71	0.1	0.2	9.477	A
C-AB	60	15	752	0.080	60	0.1	0.1	5.726	A
C-A	193	48			193				
A-B	26	7			26				
A-C	223	56			223				

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-AC	87	22	470	0.185	87	0.2	0.2	10.313	B
C-AB	79	20	770	0.103	79	0.1	0.2	5.733	A
C-A	230	57			230				
A-B	32	8			32				
A-C	273	68			273				

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-AC	87	22	470	0.185	87	0.2	0.2	10.326	B
C-AB	79	20	770	0.103	79	0.2	0.2	5.735	A
C-A	230	57			230				
A-B	32	8			32				
A-C	273	68			273				

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-AC	71	18	489	0.145	71	0.2	0.2	9.493	A
C-AB	60	15	752	0.080	60	0.2	0.1	5.731	A
C-A	193	48			193				
A-B	26	7			26				
A-C	223	56			223				

18:15 - 18:30

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-AC	59	15	502	0.119	60	0.2	0.1	8.961	A
C-AB	48	12	739	0.064	48	0.1	0.1	5.734	A
C-A	164	41			164				
A-B	22	5			22				
A-C	187	47			187				

Proposed Layout - 2029 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.46	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	2029 With Development	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	366	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - Station Road (East)		ONE HOUR	✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	0	46	320
	B - Site Access	17	0	32
	C - Station Road (East)	332	72	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	10.21	0.2	B	45	67
C-AB	0.17	5.83	0.4	A	109	164
C-A					261	392
A-B					42	63
A-C					294	440

Main Results for each time segment

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-AC	37	9	485	0.076	37	0.0	0.1	8.821	A
C-AB	80	20	772	0.104	79	0.0	0.2	5.712	A
C-A	224	56			224				
A-B	35	9			35				
A-C	241	60			241				

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-AC	44	11	467	0.094	44	0.1	0.1	9.359	A
C-AB	104	26	793	0.131	104	0.2	0.3	5.749	A
C-A	259	65			259				
A-B	41	10			41				
A-C	288	72			288				

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-AC	54	13	442	0.122	54	0.1	0.2	10.194	B
C-AB	143	36	823	0.174	143	0.3	0.4	5.826	A
C-A	302	75			302				
A-B	51	13			51				
A-C	352	88			352				

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-AC	54	13	442	0.122	54	0.2	0.2	10.207	B
C-AB	143	36	823	0.174	143	0.4	0.4	5.834	A
C-A	301	75			301				
A-B	51	13			51				
A-C	352	88			352				

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-AC	44	11	467	0.094	44	0.2	0.1	9.371	A
C-AB	104	26	793	0.131	105	0.4	0.3	5.761	A
C-A	259	65			259				
A-B	41	10			41				
A-C	288	72			288				

09:15 - 09:30

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-AC	37	9	485	0.076	37	0.1	0.1	8.848	A
C-AB	80	20	773	0.104	81	0.3	0.2	5.731	A
C-A	224	56			224				
A-B	35	9			35				
A-C	241	60			241				

Proposed Layout - 2029 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Station Road / Site Access	T-Junction	Two-way	Two-way	Two-way		2.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.07	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
D6	2029 With Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Station Road (West)		ONE HOUR	✓	281	100.000
B - Site Access		ONE HOUR	✓	87	100.000
C - Station Road (East)		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	0	33	248
	B - Site Access	34	0	53
	C - Station Road (East)	233	52	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Station Road (West)	B - Site Access	C - Station Road (East)
From	A - Station Road (West)	10	10	10
	B - Site Access	10	10	10
	C - Station Road (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	10.67	0.3	B	80	120
C-AB	0.11	5.80	0.2	A	68	101
C-A					194	291
A-B					30	45
A-C					228	341

Main Results for each time segment

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-AC	65	16	499	0.131	65	0.0	0.2	9.107	A
C-AB	51	13	738	0.070	51	0.0	0.1	5.761	A
C-A	163	41			163				
A-B	25	6			25				
A-C	187	47			187				

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-AC	78	20	486	0.161	78	0.2	0.2	9.710	A
C-AB	65	16	751	0.087	65	0.1	0.1	5.775	A
C-A	191	48			191				
A-B	30	7			30				
A-C	223	56			223				

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-AC	96	24	467	0.205	96	0.2	0.3	10.642	B
C-AB	86	22	769	0.112	86	0.1	0.2	5.797	A
C-A	228	57			228				
A-B	36	9			36				
A-C	273	68			273				

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-AC	96	24	467	0.205	96	0.3	0.3	10.667	B
C-AB	86	22	769	0.112	86	0.2	0.2	5.801	A
C-A	228	57			228				
A-B	36	9			36				
A-C	273	68			273				

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-AC	78	20	486	0.161	78	0.3	0.2	9.734	A
C-AB	65	16	751	0.087	65	0.2	0.2	5.779	A
C-A	191	48			191				
A-B	30	7			30				
A-C	223	56			223				

18:15 - 18:30

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-AC	65	16	499	0.131	66	0.2	0.2	9.145	A
C-AB	51	13	738	0.070	52	0.2	0.1	5.771	A
C-A	163	41			163				
A-B	25	6			25				
A-C	187	47			187				